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

Procedures for Planning Commission Meeting

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

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

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

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

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

1. Call to Order
2. Pledge of Allegiance
3. Roll Call

4. Approval of Agenda

5. Approval of Consent Agenda

6. Approval of Minutes

    a. June 4, 2026

    b. June 18, 2026

7. Old Business

    a. **Case #2025-11753.** City Attorney's Office is requesting Motion to Amend the previous conditions of approval to remove the requirement that the Applicant hire an artist from Santa Fe to complete the two murals (Natalie Cauley, Assistant City Attorney, nscauley@santafenm.gov).

    b. **Case #2025-11756.** City Attorney's Office is requesting Motion to Amend the previous conditions of approval to remove the requirement that the Applicant hire an artist from Santa Fe to complete the two murals (Natalie Cauley, Assistant City Attorney, nscauley@santafenm.gov).

8. Approval of Findings/Conclusions

    a. **Case #2025-11753.1802, 1750 Cerrillos Rd, 1361 Fourth St, and 3 RD Berry Ave Development Plan. (POSTPONED FROM JULY 16, 2026)**

    b. **Case #2025-11756.1802, 1750 Cerrillos Rd, 1361 Fourth St, and 3 RD Berry Ave Special Use Permit. (POSTPONED FROM JULY 16, 2026)**

    c. **Case #2025-11265. 996 Martinez Lane Certificate of Compliance. (POSTPONED FROM JULY 16, 2026)**

9. Consent

10. Staff Communications

    a. Update on the Economic Development Strategic Plan (Johanna Nelson, Director; jcnelson@santafenm.gov).

11. New Business

    a. **Case #2024-7999. 2981 Galisteo Road Development Plan.** JenkinsGavin, Agent, for Anchorum St. Vincent, Owner, requests Development Plan approval to construct a 65,937-square-foot skilled nursing facility. The property is located at 2981 Galisteo Road and consists of approximately 6.325 acres. The project site is zoned BIP, Business Industrial Park, and is within the Suburban and River & Trails Archaeological Review Districts. George Terry, Case

Manager, agterry@santafenm.gov. **(POSTPONED FROM JULY 16, 2026)**

b. **Case #2026-12047. 1202 W Alameda Rezoning.** JenkinsGavin Inc, "Agent," for Boyd & Allister, LLC, "Applicant," asks the Planning Commission recommend the Governing Body approve a rezoning on the 1.695-acre lot at 1202 W Alameda to establish a new PUD overlay expanding the allowed uses in the existing PUD overlay (Ord. #2006-49). The property is zoned C-2 PUD and is in the Rivers and Trails Archeological Review District (Claudia Kath, Case Manager, cmkath@santafenm.gov).

c. **Case #2026-12048. 1202 W Alameda Development Plan.** JenkinsGavin Inc, "Agent," for Boyd & Allister, LLC, "Applicant," asks the Planning Commission recommend the Governing Body approve a final development plan for the 1.695-acre property at 1202 W Alameda pursuant to SFCC Section 14-4.1.A.3.III.b. The property is zoned C-2 PUD and is in the Rivers and Trails Archeological Review District (Claudia Kath, Case Manager, cmkath@santafenm.gov).

12. Matters from the Commission

13. Adjourn

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

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
June 4, 2026, AT 6:00 PM

Vice Chair Smith called the meeting to order at 6:03 p.m.

A. ROLL CALL

Commissioners Present:
Chair Janet Clow (via teleconference)
Vice Chair Peter Smith
Commissioner Thomas (TJ) Rieland
Commissioner Piper Kapin
Commissioner Sasha McGhee (from 6:06 p.m.)
Commissioner Gurushabad Mirando (from 6:08 p.m.)
Commissioner Scott Barber

Vice Chair Peter Smith served as Acting Chair during the meeting.

B. PLEDGE OF ALLEGIANCE

Vice Chair Smith led the Pledge of Allegiance.

C. APPROVAL OF AGENDA

MOTION: Commissioner Rieland moved, seconded by Commissioner Kapin, to approve the agenda, as presented.

VOTE: The motion was approved on the following roll call vote:

For:
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Scott Barber

Against: None

Abstain: None

D. APPROVAL OF CONSENT AGENDA

MOTION: Commissioner Rieland moved, seconded by Commissioner McGhee, to approve the consent agenda, as presented.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

Against: None

Abstain: None

E. APPROVAL OF MINUTES

1. April 16, 2026

MOTION: Commissioner Kapin moved, seconded by Commissioner Rieland, to approve the minutes of the April 16, 2026, Planning Commission meeting, postponed to May 7, 2026, as presented.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

Against: None

Abstain: None

2. May 7, 2026

MOTION: Commissioner Barber moved, seconded by Commissioner Kapin, to approve the minutes of the May 7, 2026, Planning Commission meeting, as presented.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

Against: None

Abstain: None

F. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case #2025-10766. 2780 South Meadows Road, General Plan Amendment.**

MOTION: Commissioner McGhee moved, seconded by Commissioner Mirando, to approve findings for Case #2025-10766 without changes or corrections.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

2. **Case #2025-10767. 2780 South Meadows Road, Rezoning.**

MOTION: Commissioner Kapin moved, seconded by Commissioner McGhee, to approve findings for Case #2025-10767 without changes or corrections.

VOTE: The motion was approved on the following roll call vote:

For:
Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

3. **Case #2025-11625. 1335 Camino de Jacobo, Development Plan.**

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve findings for Case #2025-11625 without changes or corrections.

VOTE: The motion was approved on the following roll call vote:

For:
Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

G. CONSENT

1. **Case #2026-12244. Cluster Housing at Monte Sereno, Development Plan & Variance Time Extension.** Amrit Aristimuno, "Agent," 21 Club Holdings, LLC, Applicant, "Owner," request development plan and variance approval to construct 50 dwellings with attached garages, ranging in size from 1,725 square feet to 3,425 square feet, for a total square footage of up to 200,050 square feet (project). The variance is to Terrain and Stormwater Management Subsections 14-8.2. D.1.I. and 14-8.2.D.2.II. for road construction within the project. The project is approximately 17.06 acres and zoned Planned Residential Resort Community (PRRD), located west of Highway 285, 2001 Sangre Vista Drive and 1001 Tesuque Trail Lane, and is within the Monte Sereno Development. (Claudia Kath, Case Manager, cmkath@santafenm.gov).

H. NEW BUSINESS

1. **Case #2025-11753. 1802 and 1750 Cerrillos Road, 1361 Fourth Street, and 3 RD Berry Avenue, Development Plan.** Sommer Karnes & Associates LLP and B Constructiv LLC, "Agent" for Amatren, LLC., owner and applicant, "Applicant," requests approval of a development plan on 2.72 acres for an indoor self-storage facility containing climate-controlled storage and community offices; creative office suites (mini-storage units); and a community dog park. The properties are zoned C-2 (General Commercial) and located within the Cerrillos Road Highway Corridor (CRHC) Protection District Zone One and the Suburban Archaeological Review District. (George Terry, Case Manager, agterry@santafenm.gov).

Cases 2025-11753 and 2025-11756 were presented together.

Mr. Terry presented the cases and the staff recommendation. Staff recommended that the Planning Commission approve both cases, subject to the conditions of approval and technical corrections outlined in Attachment A of the staff report.

Commissioner Rieland inquired whether the traffic assessment was conducted when Empire Builders Supply Co Inc. was still active or after it became vacant. Mr. Pacheco responded that it was based on the uses of the Empire Builders building and the planned improvements to Cerrillos Road.

Vice Chair Smith requested additional information on the mural and the creative workspaces. Mr. Terry responded that the mural is discussed in the public comment record and is treated as a neighborhood context issue. Some of the storage units will be converted into small, boutique-style operating spaces for many uses. As they will still resemble storage units, they will have garage-style doors.

Joseph Karnes, Sommer Karnes & Associates LLP, 125 Lincoln Avenue, Santa Fe; Drew Dolan, Dxd Capital LP, 816 Salamanca Street, Albuquerque; and Lisa Martinez, B Constructiv, LLC, 3201 C Zafarano Drive, Santa Fe, the applicants, were sworn in.

Ms. Martinez noted that the intention of the project was to redevelop an underused commercial property and add spaces to support small businesses and entrepreneurs. The project would expand commercial and employment opportunities and provide greater visual interest than the existing building.

Mr. Dolan shared statistics of user demand for self-storage and reasons self-storage facilities make good neighbors. He noted that the two self-storage facilities nearest to the subject site are nearly at capacity and shared the proposed site plan compared to the existing Empire Builders building; the proposed building will be significantly smaller and set back from Cerrillos Road. The applicants are working with the city on the proposed bus stop relocation. He shared an image of the existing mural, painted in 1985. There is no way to salvage it, and the applicants plan to recreate it in another location on the proposed site.

Commissioner Kapin suggested that the mural be recreated on the exterior of the proposed building and inquired regarding the pricing model of the workspaces. Mr. Dolan responded that the monthly rent will likely be $10 to $15 per square foot, and leases for up to five years as well as month-to-month arrangements will be available. The workspaces will have electricity, lighting, heaters, and an option for plumbing.

Commissioner McGhee inquired whether the statement that facilities such as the proposed experience 1/20 traffic accounted for the workspaces and the dog park. Mr. Dolan responded that it referred to a storage facility compared to a retail use; it does not account for the dog park and community area.

Commissioner Barber inquired whether the creative workspaces would be in Site 1 or 2. Mr. Dolan responded that they would be in Site 2. Site 1 is proposed to be storage only.

Commissioner Rieland inquired regarding the operating hours for the workspaces and whether the dog park would be the responsibility of the tenants or overseen in-house. Mr.

Dolan responded that users of the workspaces would have access cards and could set their own operating hours. The dog park is built into the maintenance budget.

Mr. Karnes introduced himself as the land use counsel and addressed the special use permit request. He noted that many C-2 uses permitted by right are higher intensity than the proposed use, and staff has concluded that the application meets city code requirements. Concerns were expressed during the early neighborhood notification process regarding the impact on local businesses. Mr. Karnes noted that regulation of competition was outside the Commission's purview.

Mr. Rieland noted the presence of conflicting information regarding plans for a five-foot area between the road and the building. Mr. Dolan responded that there would be a landscape gravel area between the sidewalk and the road. There would be landscaping between the sidewalk and building.

Frank Culver, 5505 Old Santa Fe Trail, Santa Fe, was sworn in. He identified himself as the owner of Empire Builders and shared some history of the neighborhood and his business. He expressed satisfaction that the current building, which he considers unattractive, would be replaced by a more attractive one. He noted that he considered neighborhood concerns when choosing a buyer for the property, and he believes the applicant presented the best idea for the community. A study determined that the current mural cannot be restored.

David Barker, 1011 Old Santa Fe Trail, Santa Fe, was sworn in. He noted that Mr. Culver hired him, a real estate broker, to select an appropriate buyer for the property. Neighbors had expressed concern regarding other proposed uses for the property, such as an apartment complex. He noted that the proposal provides several community benefits, and that competition will reduce self-storage prices.

Forrest Thomas, 340 East Berger Street, Santa Fe, was sworn in. He identified himself as the owner of the nearby Santa Fe Self-Storage and noted that a special use permit is a privilege and requires more than code compliance. He noted that self-storage does not belong on a main commercial corridor and that DXD Capital practices aggressive pricing.

Sean Ham, 1600 Lena Street, Santa Fe, was sworn in. He identified himself as the owner of Iconik Coffee Roasters and noted that the renderings of the proposed project showed landscaping that was better suited to a Phoenix suburb than to Santa Fe. He expressed concern that the proposed 30-foot setback could be used by individuals experiencing homelessness, that the workspaces may become regular storage units due to the high rent, and that there were too many large corporations in the area.

Dierdre Harris, 814 Camino de Monte Rey, Santa Fe, was sworn in. She noted that she lives near the subject site and that the area already has nine self-storage facilities. She suggested that the subject site be used for residential units.

Mr. Terry noted that the Big Box Ordinance that was referenced does not apply to the proposed project, as it is not retail, and that the subject parcel's only overlays are the CRHC Protection District Zone One and the Suburban Archaeological Review District.

Vice Chair Smith inquired regarding the other uses previously proposed for the subject site. Dan Esquibel, Land Use Planner Senior, responded that the only application since 2005 was for a multi-family apartment complex, which the applicant withdrew due to opposition.

Commissioner Rieland inquired whether the Culver family still owned the land. Mr. Culver responded that he has sold it.

Mr. Esquibel provided additional clarification regarding the conditional use permit, noting that some uses can be permitted if reviewed and approved, which is the purpose of the current process.

Commissioner Mirando expressed difficulty in deciding whether to support the project. He noted that the site design and architecture were well done.

Commissioner Kapin expressed agreement that the building is attractive but noted that it seems out of character for the neighborhood and inquired whether the applicant had other design ideas. Mr. Dolan responded that changes were made after the neighborhood meeting, and he is open to changing the building's appearance further so that it fits into the neighborhood.

Chair Clow noted that the area in question is rather crowded and that the proposed project is a good use because it is low-key, set back from the street, and attractive. She noted that neighbors appeared to be satisfied with the proposal, as they have not expressed opposition. Commissioner Kapin noted that a few community members had expressed opposition at the meeting. Chair Clow responded that they did not appear in significant numbers to express opposition.

Commissioner McGhee noted that self-storage may not be the best use of the site, as there are other self-storage businesses in the area, but expressed support for the community space, dog park, and demolition of the existing building. She noted that housing may have been a better option.

Commissioner Kapin inquired whether the fire hydrant in the middle of the sidewalk would be relocated during the sidewalk improvement process. Heather Lamboy, Planning and Land Use Director, responded that it would. Commissioner Kapin congratulated Mr. Culver on operating a multi-generational small business for many years.

Commissioner Mirando suggested that the applicant address landscaping and screening and inquired whether specific intentions regarding the mural could be added as a condition of approval. Mr. Dolan responded that the mural would be recreated on the exterior of the building. The wall facing Cerrillos Road is not large enough; he believes the wall facing Fifth Street is the best option. He shared the landscape plan, noting that the landscaping depicted in the rendering is inaccurate and that the applicants are open to feedback.

Commissioner Mirando requested additional information regarding water harvesting and the proposed dog park. Mr. Dolan responded that the intention is to collect all water that comes from the roof and use it for landscaping. The applicant is working with a manufacturer of dog parks; it is likely that turf and a fence will be installed, ideally with a double-gate system. A water feature will likely not be provided to deter individuals experiencing homelessness from using the park after hours. More details can be added to the application.

Commissioner Kapin inquired regarding the size of the dog park and how it would be secured. Mr. Dolan responded that it would be 2,000 to 2,500 square feet and would have hours posted. The manager will observe it from the office across the street but cannot observe it after hours. It would likely not be possible to lock it after hours. Water will be available at Building 4.

Commissioner Kapin suggested that the applicant consider options to provide water in the park and inquired whether another wall could be used for a second mural by a local artist. Mr. Dolan responded that the southeast corner of Building 4 is not large enough for the original mural but would be an ideal place for a second one. Commissioner Kapin suggested that this be included in the motion.

Commissioner Mirando inquired whether the applicant would be open to returning with a more complete plan. Mr. Dolan responded that they could; however, there are timelines to consider.

Chair Clow expressed opposition to asking the applicant to return, noting that items such as the second mural could be added as conditions of approval and that staff would ensure that details such as landscaping were planned and completed appropriately.

MOTION: Commissioner Mirando moved, seconded by Commissioner McGhee, to approve Case #2025-11753, subject to the conditions of approval and technical corrections in Attachment A of the staff report.

VOTE: The motion was approved on the following roll call vote:

For:
Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

2. **Case #2025-11756. 1802 and 1750 Cerrillos Road, 1361 Fourth Street, and 3 RD Berry Avenue, Special Use Permit.** Sommer Karnes & Associates LLP, and B Constructiv LLC, "Agent" for Amatren, LLC., owner and applicant, "Applicant," requests approval of a special use permit to develop an indoor self-storage facility containing climate-controlled storage and community offices; creative office suites (mini-storage units); and a community dog park on 2.72 acres. The properties are zoned C-2 (General Commercial) and located within the Cerrillos Road Highway Corridor (CRHC) Protection District Zone One and the Suburban Archaeological Review District. (George Terry, Case Manager, agterry@santafenm.gov).

This item was heard with Case 2025-11753.

MOTION: Commissioner Mirando moved, seconded by Commissioner Barber, to approve Case #2025-11756 subject to the conditions and approval and technical corrections in Attachment A of the staff report, as well as that the existing mural be reproduced on the exterior visible to the public and that a second mural, created by a Santa Fe artist, be added to the exterior in a location to be chosen by the applicant and staff.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

3. **Case #2025-11265. 996 Martinez Lane, Certificate of Compliance.** Dalton Land Insights, LLC, "Agent" for Joseph Foster and Elaine Foster, "Owners/Applicants," requests Planning Commission review and action on a certificate of compliance for a lot or contiguous lots that have been created in violation of the procedural requirements of Section 14-3.7 Subdivision of Land. The property is approximately 0.317 acres, zoned R-5 Residential, and located within the Historic Downtown Archaeological Review District. (George Terry, Case Manager, agterry@santafenm.gov).

Mr. Terry presented the case and the staff recommendation. Staff recommended that the Planning Commission approve Case #2025-11265, 996 Martinez Lane, Certificate of Compliance, subject to the conditions of approval in Section VIII of the staff report.

Victoria Dalton, the agent, 915 Mercer Street, Santa Fe, was sworn in. She noted that the process has taken two years and that the Fosters support the recommended conditions and are willing to complete any required actions involving the existing sheds and casita. They would like to move forward with necessary repairs on the property as soon as possible.

A neighbor expressed approval of the new property owners' wish to improve the property, which had been in disrepair.

MOTION: Commissioner Kapin moved, seconded by Commissioner McGhee, to approve Case #2025-11265, based on the findings in the staff report and subject to the conditions of approval.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

4. **Case #2025-11164. 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, General Plan Amendment.** NM Land Solutions, LLC, "Agent" for Larry Boylan, "Owner," requests approval to amend the General Plan Future Land Use Map from Transitional Mixed-Use to General Commercial on a 5.96-acre lot. The property is located within the River and Trails Archaeological Review District and West Santa Fe River Corridor (Joel Cruz-Haber, Case Manager,jacruzhaber@santafenm.gov). (TO BE POSTPONED TO JULY 2, 2026)

Vice Chair Smith received a request to add Cases 2025-11164 and 2024-9461 to the June 18, 2026, meeting agenda rather than the July 2, 2026, agenda given the proximity of the second meeting to a holiday weekend.

MOTION: Commissioner Rieland moved, seconded by Commissioner Kapin, to move Case #2025-11164 and Case #2024–9461 to the agenda of the June 18, 2026, Planning Commission meeting.

VOTE: The motion was approved on the following roll call vote:

For: Chair Janet Clow
Commissioner TJ Rieland
Commissioner Piper Kapin
Commissioner Gurushabad Mirando
Commissioner Sasha McGhee
Commissioner Scott Barber

Against: None

Abstain: None

5. **Case #2024 – 9461. 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, Rezoning.** NM Land Solutions, LLC, "Agent" for Larry Boylan, "Owner," requests approval for a rezoning of a 5.96-acre lot located from R1 (Residential- one dwelling unit per acre) to C-2 (General Commercial). The property is located within the River and Trails Archaeological Review District and West Santa Fe River Corridor (Joel Cruz-Haber, Case Manager, Jacruzhaber@santafenm.gov). (TO BE POSTPONED TO JULY 2, 2026)

The Commission voted to move Cases #2025-11164 and #2024-9461 to the June 18, 2026, meeting agenda.

I. STAFF COMMUNICATIONS

Frank Ruybalid, Assistant City Attorney, reported that the appeal of the Commission's approval of the Marriott Hotel would be heard at a special meeting of the Governing Body on June 25, 2026, at 4:00 p.m. He noted that a new Assistant City Attorney may take over soon.

J. MATTERS FROM THE COMMISSION

There were no matters from the Commission.

K. ADJOURNMENT

8:44 P.M.

_____ _____

Liaison Chair

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
June 18, 2026, AT 6:00 PM

Vice Chair Smith called the meeting to order at 6:01 p.m.

A. ROLL CALL

Commissioners Present:
Vice Chair Peter Smith
Commissioner Thomas (TJ) Rieland
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando
Commissioner Kelly McReynolds
Commissioner Scott Barber

Vice Chair Peter Smith served as
Acting Chair during the meeting.

B. PLEDGE OF ALLEGIANCE

Commissioner McGhee led the Pledge of Allegiance.

C. APPROVAL OF AGENDA

MOTION: Commissioner McGhee moved, seconded by Commissioner Barber, to approve the agenda, as presented.

VOTE: The motion was approved on the following roll call vote:

For:
Commissioner TJ Rieland
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando
Commissioner Kelly McReynolds

Against: None

Abstain: None

D. APPROVAL OF CONSENT AGENDA

There were no items on the consent agenda.

E. APPROVAL OF MINUTES

There were no minutes to approve.

F. APPROVAL OF FINDINGS/CONCLUSIONS

There were no findings and conclusions to approve.

G. CONSENT

There were no items on the consent agenda.

H. STAFF COMMUNICATIONS

The presentation by Janice Biletnikoff, Long-Range Strategic Planner, on the general plan update was deferred.

I. OLD BUSINESS

There was no old business.

J. NEW BUSINESS

1. **Case #2024-9461. 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, Rezoning.** NM Land Solutions, LLC, Agent, for Larry Boylan, Owner, requests approval for a rezoning of a 5.96-acre lot located from R1 (Residential, one dwelling unit per acre) to C-2 (General Commercial). The property is located within the River and Trails Archaeological Review district and West Santa Fe River Corridor (Joel Cruz-Haber, Case Manager, Jacruzhaber@santafenm.gov). (POSTPONED FROM JUNE 4, 2026)

Cases #2024-9461 and #2025-11164 were presented together.

Mr. Cruz-Haber presented the cases and the staff recommendation. Staff recommended that the Planning Commission recommend that the Governing Body deny Case #2025-11164, General Plan Amendment from Transitional Mixed Use to Community Commercial. Staff recommended that the Planning Commission recommend that the Governing Body approve Case #2024-9461, Rezoning to a less intensive zoning designation of C-1 (Office and Related Commercial District) subject to Santa Fe City Code 1987 §14-3.4(B)(2)(b). Staff recommended that the Planning Commission recommend that the Governing Body approve Case #2024-9461, Rezoning to a less intensive zoning

designation of MU (Mixed-Use) subject to Santa Fe City Code 1987 §14-3.4(B)(2)(b).

Victoria Dalton, the applicant, 915 Mercer Street, Santa Fe, was sworn in. She noted that NM Land Solutions, LLC, had been dissolved, and the company is now called Dalton Land Insights, LLC. It was noted that the R1 designation was originally applied as a placeholder to a set of properties annexed by the city, including the subject site, and the properties were expected to be rezoned based on surrounding land patterns. Mr. Boylan, the owner, has dedicated a portion of the property for open space and trail restoration. Conversations are in progress regarding city water connections.

Ms. Dalton described the background and purpose of the rezoning proposal as well as the advantages of a C-2 zoning designation for the subject site. She shared the historical use of the property and noted that many adjacent and nearby properties were rezoned to C-2. She shared the goals of the plan and economic and community benefits of rezoning.

Vice Chair Smith noted that Mr. Boylan's priority for high-density residential would be possible with a C-1 designation and inquired why the applicant had requested a C-2 designation. Ms. Dalton responded that Mr. Boylan, who is 80 years old, would like to establish the property for his children, and C-2 would provide consistency along the corridor. Mr. Boylan is also interested in building a restaurant, which is not allowed in C-2. The site would also be ideal for outdoor recreational uses such as disc golf.

Mr. Cruz-Haber noted that the West Santa Fe River Corridor plan, established in 2017 by neighbors and staff, recommended MU or C-1 for the site. He noted that the uses noted by Ms. Dalton would be permitted under a designation of MU.

Dan Esquibel, Land Use Planner Senior, noted that there were existing non-conforming uses on the property, including a mobile home park and a drilling business; however, they were accepted when the property was annexed. He noted that, because a development plan was not presented, a designation of C-2 would allow high-intensity uses that may be inappropriate for the area.

Commissioner Mirando inquired regarding surrounding uses. Maggie Moore, Assistant Land Use Director, noted that the River Trail Lofts are a C-1 development, while the Homewise development is MU. The Escondido restaurant has live-work spaces behind it. Two parcels adjacent to the subject site were zoned C-2 before the West Santa Fe River Corridor plan was implemented.

Ms. Dalton noted that the property was purchased because the land use pattern was geared toward heavier commercial. She added that certified notices were sent for early neighborhood notification; however, only one person attended. That person expressed

approval of the proposed rezoning, and a phone call expressing approval was also received.

Commission Rieland inquired regarding staff's opposition to a C-2 designation, as the overlay would restrict the height. Mr. Cruz-Haber responded that it may have been possible to work with the applicant to promote a C-2 rezoning if a development plan had been presented.

Commissioner McGhee inquired whether the applicant would accept an MU designation. Ms. Dalton responded that she was unsure of the ratio of housing to commercial. She would like to discuss the idea with Mr. Boylan.

Commissioner Mirando suggested that the applicant present a preliminary development plan or master plan and noted that an MU designation would make sense for the area.

Mr. Esquibel noted that, when he met with the applicant, he recommended a planned unit development and agreed to work with them on a light development plan to save costs and restrict improper uses.

Commissioner Rieland inquired whether the applicant would need a variance to rezone to C-2 if the Commission approved C-1 and a development plan was presented. Mr. Esquibel responded that there are no variances regarding zoning. Ms. Moore clarified that the Commission would be making a recommendation to the Governing Body.

Commissioner Barber inquired why staff had recommended both MU and C-1. Mr. Cruz-Haber responded that staff was recommending that the Commission recommend either MU or C-1 for approval.

Commissioner McGhee inquired whether the case should be postponed so the applicant could discuss an MU use with Mr. Boylan. Ms. Moore responded that it should not be postponed.

Vice Chair Smith noted that, if the Commission recommended approval of MU, the Governing Body could still choose a different action based on the evidence presented.

Commissioner Barber inquired whether a transition plan was in place for the residents of the 15 mobile homes. Ms. Dalton responded that the mobile homes are outdated and would be demolished. Once the case is decided, a plan will be developed for the residents.

MOTION: Commissioner Mirando moved, seconded by Commissioner McGhee, to approve Case #2024-9461, on the condition that the rezoning be mixed-use, subject to Santa Fe Code 1987 §14-3.4(B)(2)(b).

VOTE: The motion was approved on the following roll call vote:

For: Commissioner TJ Rieland
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando
Commissioner Kelly McReynolds

Against: None

Abstain: None

2. **Case #2025-11164. 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, General Plan Amendment.** NM Land Solutions, LLC, Agent, for Larry Boylan, Owner, requests approval to amend the General Plan Future Land Use Map from Transitional Mixed-Use to General Commercial on a 5.96-acre lot. The property is located within the River and Trails Archaeological Review district and West Santa Fe River Corridor (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov). (POSTPONED FROM JUNE 4, 2026)

This item was heard with Case #2024-9461.

MOTION: Commissioner Mirando moved, seconded by Commissioner Barber, to deny the application.

VOTE: The motion was approved on the following roll call vote:

For: Commissioner TJ Rieland
Commissioner Scott Barber
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando
Commissioner Kelly McReynolds

Against: None

Abstain: None

K. MATTERS FROM THE COMMISSION
There were no matters from the Commission.

L. ADJOURNMENT
7:28 P.M.

_____ _____

Liaison Chair

To: Planning Commission

From: Natalie Cauley, Assistant City Attorney

CC: Land Use Department

Date: July 16, 2026

Re: Artist-Residency Requirement in Case #2025-11753 and Case #2025-11756

EXECUTIVE SUMMARY

The proposed requirement that the Applicant hire a local Santa Fe artist for the production of two murals is likely not legally enforceable and should be stricken from the Planning Commission's approval of case numbers 2025-11753 and 2025-11756.

BACKGROUND

On June 4, 2026, the City of Santa Fe Planning Commission approved a Development Plan (Case #2025-11753) and Special Use Permit (Case #2025-11756) for the property at 1802 and 1750 Cerrillos Road; 1361 Fourth Street; and 3rd Berry Avenue, Santa Fe, New Mexico. The Owner/Applicant was Amatren, LLC and the Agents were Sommer Karnes & Associates, LLP and B Constructiv LLC. The Development Plan and Special Use Permit included the creation of indoor self-storage and storage/workspace areas, among other components. As a Condition of Approval, the Planning Commission imposed an additional mural/public art condition requiring reproduction of the existing Empire Builders mural on the exterior of the building in a location visible to the public and requiring a second exterior mural in a location visible to the public, with the location of the second mural to be agreed upon by the Applicant and staff. The Commission further required that the Applicant hire artists from Santa Fe to complete both murals.

ANALYSIS

The City Attorney's Office (CAO) reviewed the conditions of approval and concluded the requirement for the residency of the artist(s) completing the mural is likely not legally enforceable. A government may not discriminate against citizens of other states without running afoul of the Privileges & Immunities clause of the U.S. Constitution. In *United Building and Construction Trades Council of Camden County and Vicinity v. Mayor and Council of City of Camden*, 465 U.S. 208 (1984), the U.S. Supreme Court held that it implicated the Privileges and Immunities Clause, Article IV § 2, of the federal Constitution for a municipality to require at least 40% of the employees of contractors and subcontractors working on city construction projects be Camden residents. The Court held that such a requirement discriminated against out-of-state residents with respect to the right to pursue a common calling. *Id.* at 219. It did not change the analysis that it was a municipality, rather than a state, undertaking the discrimination. It also was inconsequential that the ordinance similarly discriminated against individuals inside the state but outside the municipality. The Court

held that the municipality *may* enact this sort of residency preference if it first engages in extensive record development to demonstrate the residency requirement is carefully tailored to counteract a particular evil without unreasonably harming nonresidents. *Id*. at 222. To fulfill such a requirement in the present cases would require significant resources and additional delay of the approval process.

Based on this legal analysis and pursuant to Robert's Rules of Order, CAO recommends that the Planning Commission make a *Motion to Amend Something Previously Adopted* to strike the artist-residency requirement from the Conditions of Approval for each Case. The Findings of Fact and Conclusions of Law may then be adopted without the artist-residency requirement.

ACTION REQUESTED:

Motion to Amend Something Previously Adopted - proposed language:

Case #2025-11753: Motion to Amend the previous conditions of approval for Case #2025-11753 to remove the requirement that the Applicant hire an artist from Santa Fe to complete the two murals.

Case #2025-11756: Motion to Amend the previous conditions of approval for Case #2025-11756 to remove the requirement that the Applicant hire an artist from Santa Fe to complete the two murals.

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2025-11753
1802 Cerrillos Development Plan

Owner/Applicant: Amatren, LLC

Agents: Sommer Karnes & Associates, LLP and B Constructiv LLC

Property: 1802 and 1750 Cerrillos Road; 1361 Fourth Street; and 3rd Berry Avenue, Santa Fe, New Mexico

THIS MATTER came before the Planning Commission ("Commission") for public hearing on June 4, 2026 ("Hearing") upon the application ("Application") submitted on behalf of Amatren, LLC ("Applicant").

The Applicant requests approval of a Development Plan for redevelopment of the former Empire Builders site and related parcels on Cerrillos Road. The property is zoned C-2 (General Commercial) and is within the Cerrillos Road Highway Corridor Protection District, Zone 1, and the Suburban Archaeological Review District.

After conducting a public hearing and having heard from City Planning and Land Use Staff ("Staff"), the Applicant, and interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

1. Staff reviewed the Application, related materials, Development Review Team comments, public comments, and other submitted information for conformity with applicable requirements of former Chapter 14 of the Santa Fe City Code, which applied to the Application given the date of submission.

2. Staff provided the Commission a written Staff Report evaluating the factors relevant to the Application and recommended approval subject to conditions and technical corrections set forth in Attachment A.

3. Pursuant to former SFCC 1987 Section 14-3.1(F) (2025), which applied to the Application given the date of submission, the Applicant conducted two Early Neighborhood Notification ("ENN") meetings on October 6, 2025 and October 23, 2025. The meetings included presentations by the Applicant's team and questions and comments from neighbors and interested persons. Meeting summaries are included in Attachment C-2 to the Staff Report.

4. The Planning Commission heard the matter on June 4, 2026. The Commission received the Staff Report, Staff presentation, testimony and evidence from the Applicant, written public comments, public testimony if any, and other materials in the record prior to making its decision.

5. The public record included comments and concerns related to public access to case materials, Special Use Permit findings, the Cerrillos Road Highway Corridor Protection District, the Suburban Archaeological Review District, fire-station proximity and emergency access, NMDOT / Cerrillos frontage coordination, mural / public art treatment, and corridor character.

6. The public record also included written support for redevelopment of the former Empire Builders site.

7. The Commission approved the Application with conditions, subject to Attachment A: Conditions of Approval and Technical Corrections, as modified by the Commission.

8. The Development Plan request concerns the physical site plan, circulation, dimensional standards, parking, open space, access, signage, lighting, drainage, utility coordination, and technical review for the redevelopment.

9. The record supports a finding that the Development Plan satisfies applicable Development Plan review criteria, subject to Attachment A conditions and technical corrections.

10. No variances are approved through this action.

11. The Commission imposed an additional mural / public art condition requiring reproduction of the existing Empire Builders mural on the exterior of the building in a location visible to the public and requiring a second exterior mural in a location visible to the public, with the location of the second mural to be agreed upon by the applicant and staff.

12. The Commission finds that the conditions and technical corrections set forth in Attachment A, as modified by the Commission, are necessary to accomplish proper development of the area and implement applicable policies and requirements.

CONCLUSIONS OF LAW

1. The Commission has jurisdiction and authority to review and act on the Application.

2. Pursuant to former SFCC 1987 Section 14-3.1 (2025), which applied to the Application given the date of submission, the applicable procedural requirements, including Early Neighborhood Notification, notice, and public hearing, have been satisfied based on the record before the Commission.

3. The Staff Report, Attachment A, Development Review Team comments, public comments/support materials, Applicant materials, and hearing testimony constitute substantial evidence in the record supporting the Commission's decision.

4. The Commission concludes that it has authority to approve the Development Plan.

5. The Commission concludes that the Development Plan satisfies applicable review criteria, subject to conditions and technical corrections.

6. The Commission approves the Development Plan subject to Attachment A: Conditions of Approval and Technical Corrections, as modified by the Commission to include the PC-added mural / public art condition.

7. Condition 44 is incorporated into Attachment A and requires: (a) reproduction of the existing Empire Builders mural on the building exterior in a location visible to the public; and (b) a second exterior mural visible to the public, with its location agreed upon by the applicant and staff.

ORDER

WHEREFORE, IT IS ORDERED by the Planning Commission of the City of Santa Fe that Case #2025-11753, 1802 Cerrillos Development Plan, is approved subject to the conditions of approval and technical corrections set forth in Attachment A, as modified by Planning Commission action, including the PC-added mural / public art condition.

The Development Plan shall expire in accordance with former SFCC 1987 Subsection 14-3.19(B)(6) (2025), which applied to the Application given the date of submission, unless actual development of the site or off-site improvements has begun and is continued, or a time extension is granted pursuant to former SFCC 1987 Section 14-3.19(C) (2025).

Signature Blocks

_____ _____

Planning Commission Chair Date

_____ _____

FILED: City Clerk Date

_____ _____

APPROVED AS TO FORM: City Attorney / Assistant City Attorney Date

City of Santa Fe, New Mexico

Attachment A

Conditions of Approval and Technical Corrections

1. Table of Conditions of Approval
2. Table of Technical Corrections
3. Development Review Team Compiled Comments

Conditions of Approval & Technical Corrections

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
1	DP-100: I don't see PUD as part of your zoning on the City GIS. Please provide the PUD ordinance if located within one.	Planning	Prior to Public Hearing (COMPLETED)
2	Create a cover sheet for development plan (use page 1 of the attached template for reference on what should be included)	Planning	Prior to Public Hearing (COMPLETED)
3	Consolidate all lots of Block 2 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Planning	Prior to Recordation
4	Consolidate Lots 13-20 of Block 3 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Planning	Prior to Recordation
5	Provide proof of ownership of the alley in Block 3	Planning	Prior to Public Hearing (COMPLETED)
6	Provide appropriate documentation connecting Lot 1 to the rest of the Development Plan in perpetuity	Planning	Prior to Recordation
7	Edit application letters and responses to approval criteria for both applications to make sure all references are to the old code sections & change all 'CUA' references to Special Use Permit (SUP). This is because your application was received before the new code became effective.	Planning	Prior to Public Hearing (COMPLETED)
8	Sign dimensions proposed in architectural plans are too large per 14-8.10(G)(8)(a): "For C-2, SC, and I properties located within the Cerrillos Road highway corridor protection district, the following standards shall apply: For one business establishment on a legal lot of record, not more than three signs are allowed, no one of which shall exceed fifty (50) square feet in area in corridor zone one. The total allowable sign area for all three signs shall not exceed one hundred fifty (150) square feet." Revise sign sizing to meet this code criteria.	Planning	At time of Sign Permit
9	Delete list of Conditions of Approval on DP-~~102~~101 for now. I will let you know what conditions should be on there after we go to Planning Commission	Planning	Prior to Public Hearing (COMPLETED)
10	Fence around Site 2 mini storage units shall provide a visual buffer or screen and be constructed of opaque materials per SFCC 14-6.2(D)(3). Provide an elevation/detail of the proposed fencing material.	Planning	Prior to Recordation
11	Is fence 6 or 8 feet tall? DP says 6 ft and architectural plans say 8ft. Please revise to match.	Planning	Prior to Public Hearing (COMPLETED)
12	Architectural plans need to be updated to match revised building placement on Site 2 for setbacks. Site 2 setbacks are incorrectly described in "Site Plan Data" on A.101. "Side (South)" should say "Side (West)." Please also remove 15' west side setback line on drawings for site 2.	Planning	Prior to Public Hearing (COMPLETED)

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
13	Architectural plans showing the layout/number of storage units on each floor is missing in new set. Please add this back in.	Planning	Prior to Public Hearing (COMPLETED)
14	A mural is included in the architectural renderings, but not architectural elevations. Please revise to match	Planning	Prior to Public Hearing (COMPLETED)
15	Provide architectural elevations for buildings 2, 3, and 4	Planning	Prior to Public Hearing (COMPLETED)
16	Is this project planned to be built in phases? If so, provide a phasing plan.	Planning	Prior to Public Hearing (COMPLETED)
17	Please clarify 'by others' site work on plans to identify who will perform the work.	Planning	Prior to Public Hearing (COMPLETED. Applicant is to do work)
18	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water Engineering	Prior to Public Hearing (COMPLETED)
19	An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.	Water Engineering	Prior to Building Permit
20	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall be installed beyond the meter on any new irrigation service.	Water Engineering	At Time of Development
21	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Water Engineering	At Time of Development
22	An approved Development Water Budget including a 9.8% contingency per SFCC 14-7.7 will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Water Resources	Prior to Public Hearing (COMPLETED)
23	An applicant may choose to develop a detailed, alternative Development Water Budget for the development project supported by reliable data that demonstrates that the anticipated annual water use will be less than if based on the Water Division's standard formulas per SFCC 14-7.7(D)(2).	Water Resources	Prior to Public Hearing (COMPLETED)
24	An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Water Resources	Prior to Building Permit
25	Each lot shall be served by separate water service at the time of development.	Water Resources	Prior to Building Permit

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
26	An agreement for metered service (AMS) will be required to install new services, including water offset fees.	Water Resources	Prior to Building Permit
27	Developer should provide certification that its engineers have provided NMDOT project development engineers opportunity to review site plans in accordance with the departments proposed redesign and reconstruction of Cerrillos Rd.	Traffic	Prior to Public Hearing (COMPLETED)
28	A detailed signage and striping plan for all required on-street signage, pavement markings, and any related regulatory/directional sign shall be submitted for review and approval by Public Works	Traffic	Prior to Building Permit
29	No further review required unless a future proposed utility plan exceeds 550-linear feet of utility lines	Archaeology	-
30	Shall reference correct year of IFC (C-100) and Appendix B for average-sprinkler reduction (FC-101)	Fire	Prior to Public Hearing (COMPLETED)
31	The public right-of-way will be constructed in accordance with the approved Public Works project S100681 (NM 14/Cerrillos Road), including a 5-foot stamped concrete buffer and a full 6-foot sidewalk.	Parks and Open Space	Prior to Public Hearing (COMPLETED)
32	Provide discussion in the drainage narrative of how the stormwater will be directed to the ponding areas. Include how water will be directed from roof drains.	Terrain Management	Prior to Recordation
33	Provide flow directional arrows on grading and drainage plan especially showing flow from roof drains to ponding areas. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume. Depressed areas for all landscaped areas are encouraged, but the official ponding areas for the required storage must be verifiable in the future. The conveyance of water to those areas must be shown on the plans and verifiable in the future. Show curb cuts for water to enter landscaped areas.	Terrain Management	Prior to Recordation
34	Include pond sections and show how ponds will overflow.	Terrain Management	Prior to Recordation
35	Sidewalk should align with Cerrillos Road Plan specs and city street design standards which require 5' landscape buffer between street and pedestrian path (See comments on plans for detail). Sidewalk width should be at least 6', but also made as wide as possible on Cerrillos. FHWA and AASHTO guidance support a separated bike facility given the vehicle speeds and volumes here. By expanding the sidewalk to the minimum for a shared use path (10') this would better align with federal guidance.	MPO	Prior to Public Hearing (COMPLETED)

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
36	Driveway conflicts on NW Fourth street should be minimized by consolidating driveways or minimizing the driveway width to ensure one-way circulation	MPO	Prior to Public Hearing (COMPLETED)
37	Ensure safe pedestrian access to site from each street frontage and sidewalk and also between all 3 parcels. How are conflicts between cars and pedestrians crossing 4th from parking on site 1 to site 2 going to be managed and minimized? Crosswalk should be setback from driveways at least 20 ft.	MPO	Prior to Public Hearing (COMPLETED)
38	Pedestrian Access Routes should aim for right angles. Skewed angles can be challenging for wheelchairs to maneuver safely. Minimize awkward angles and ensure there is sufficient landing pad for maneuvering	MPO	Prior to Public Hearing (COMPLETED)
39	Provide conversations with NMDOT so City staff can better understand NMDOT recommendations for this project.	MPO	Prior to Public Hearing (COMPLETED)
40	Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval	Fire	Prior to Building Permit
41	Shall maintain access to apparatus access roads in and around construction sites in compliance with IFC 2021, Chapter 33 Fire Safety, and During Construction and Demolition.	Fire	During Construction
42	Shall confirm construction timing coordination with NMDOT.	Planning	Prior to Building Permit
43	The applicant will provide a full Construction Staging Plan for Land Use approval. Given the proximity of the proposed worksite to high-traffic areas, a controlled construction plan is required prior to recordation.	Planning	Prior to Recordation
44	Prior to recordation of the Development Plan, the applicant shall submit a mural / public art plan for review and approval by the Land Use Department. The mural / public art plan shall include: (1) reproduction of the existing Empire Builders mural on the exterior of the building in a location visible to the public; and (2) a second exterior mural in a location visible to the public, with the location to be agreed upon by the applicant and staff. The mural / public art plan shall identify mural locations, dimensions, materials, and maintenance responsibility. Final implementation shall be consistent with the approved Development Plan, applicable conditions of approval, and applicable City requirements.	Planning Commission / Land Use Department	Prior to Recordation

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
1	DP-100: Existing conditions plan should be line work, not an image (Images get difficult to read when copying)	Planning	Prior to Public Hearing (COMPLETED)

2	DP-100 – Overlays: Please also list Suburban Archaeological Review District	Planning	Prior to Public Hearing (COMPLETED)
3	DP-100 – Lot Size: please break the lot size into the 4 existing lots for clarity	Planning	Prior to Public Hearing (COMPLETED)
4	DP-100 – Legal Lot Information: Add book/page information for lots. Add Legal Lot information for 1750 Cerrillos Rd.	Planning	Prior to Public Hearing (COMPLETED)
5	DP-100: Delineate 200ft buffer around property	Planning	Prior to Public Hearing (COMPLETED)
6	DP-101: Cerrillos Rd is spelled wrong (also spelled wrong on other sheets)	Planning	Prior to Public Hearing (COMPLETED)
7	DP-101: Zoning description is incorrect	Planning	Prior to Public Hearing (COMPLETED)
8	DP-101: Clearly depict Site 1 and Site 2 on drawing	Planning	Prior to Public Hearing (COMPLETED)

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
9	DP-101: Legal Description and Site Area – description of 1750 Cerrillos Rd is missing from both of these sections	Planning	Prior to Public Hearing (COMPLETED)
10	DP-101: Building Height – building height must be included	Planning	Prior to Public Hearing (COMPLETED)
11	DP-101: Open Space – incorrect code citation. This code references South Highway Corridor Protection District, not Cerrillos Rd Overlay. Change to SFCC 14-7.5(D)	Planning	Prior to Public Hearing (COMPLETED)
12	Add descriptions/dimensions of all open space provided (might be easier to visually depict on a new sheet)	Planning	Prior to Public Hearing (COMPLETED)
13	DP-101: Add clarification on the calculation of number of parking spaces	Planning	Prior to Public Hearing (COMPLETED)
14	Add Case #2025-11753 & 11756 to all relevant sheets	Planning	Prior to Public Hearing (COMPLETED)
15	Add a column to architectural points analysis explaining how you met each point designation.	Planning	Prior to Public Hearing (COMPLETED)
16	DP-103: Parking – delete "parks & open space – as determined by the city"	Planning	Prior to Public Hearing (COMPLETED)
17	DP-101: Fill in floodplain note #17	Planning	Prior to Public Hearing (COMPLETED)
18	Applicant and City Water staff will work together to address main looping during the review of the water plan (see attached memo)	Water Engineering	Prior to water plan approval (COMPLETED)
19	Existing Drainage Plan (sheet C-302) has a drainage calc. table labeled "post-development stormwater calculations. Verify this the correct table for this sheet and relabel to pre-development stormwater calcs. Also question whether this is correct table, as the existing volumes are less than post-development volumes on next sheet, however site plan reduces impervious area	Parks and Open Space	Prior to Recordation
20	Please label each pond, provide drawings for each pond including inlet & outlet structures, storage volumes, location of sediment measuring post, and landscape materials. Ensure grading notes reflect plan.	Parks and Open Space	Prior to Recordation
21	Planting Note #1 (LP-501): This note should be revised to reference the City of Santa Fe landscape requirements rather than Doña Ana County landscape requirements.	Parks and Open Space	Prior to Recordation
22	Fencing oddly crosses retention pond (C-201)	Parks and Open Space	-
23	The dog park should be designed and constructed to capture the first flush of surface runoff in order to reduce water quality impacts. As currently depicted, the grading plan does not direct runoff in a manner that would enable the pond to function as intended (sheet -304)	Parks and Open Space	Prior to Recordation

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
24	Parking lot traffic islands appear to have 60 square feet of permeable surface. Code 14-8.4(H)(4)(IV) requires 90 square feet of permeable surface.	Landscaping	Prior to Recordation
25	Austrian pine at the main building at the southwest parking space is located to close to the curb and gutter. This tree at that location will cause curb and gutter and parking lot damage. Adjust tree to the center of the landscape area or choose a better size tree for this location. Entrance trees into the parking area should be centered in the planters to prevent future parking lot, curb, and gutter damage.	Landscaping	Prior to Recordation
26	The Landscape is bunched into the property boundaries, extend the Landscape to the perimeters of the proposed sidewalks at Berry Ave and Fifth St. Review for easements, before plant material and irrigation location placements.	Landscaping	Prior to Recordation
27	Provide shrubs to the landscape for parking lot screening at Cerrillos Road, Fourth St., and Berry Ave. per city code 14-8.4(H)(3).	Landscaping	Prior to Recordation
28	Provide frontage landscaping for CRHC zone 1 as required pre code 14-5.5 - HIGHWAY CORRIDOR PROTECTION DISTRICTS (B) CRHC Cerrillos Road Highway Corridor Protection District at the northeast parking lot.	Landscaping	Prior to Recordation
29	Provide shrub planting within the planter bed along the boundary wall at the northeast parking lot.	Landscaping	Prior to Recordation
30	Review plantings at traffic sight triangles for height compliance for a 3–8-foot visibility window.	Landscaping	Prior to Recordation
31	Utilize organic mulch within the landscape particularly at mass plantings. Provide wood mulch shredded or chipped 4-inches in depth without weed fabric.	Landscaping	Prior to Recordation
32	Provide fencing information and detail.	Landscaping	Prior to Recordation
33	Irrigation system design is incomplete. Provide the remaining zone layouts.	Landscaping	Prior to Recordation
34	Provide the correct details from the LIDS manual for the Manual Drain, Backflow Preventer.	Landscaping	Prior to Recordation
35	Provide a water budget for the first three months of the Turf establishment period.	Landscaping	Prior to Recordation
36	Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.	Landscaping	Prior to Recordation
37	Photometrics do not meet Code requirements. See Article 14-8.6(D)(2) and revise for compliance. 74-points exceed the maximum illumination for any point. (Highlighted numbers attached are out of compliance)	Landscaping	Prior to Recordation
38	Include attached notes	Terrain Managem	Prior to Recordation

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
		ent	
39	Current analysis shows a violation: an increase in peak stormwater flows is not allowed per city code 14-8.2(D)(4)(b)(i)	Terrain Management	Prior to Recordation
40	Include 2 additional drainage analysis for the 1-year, 1-hour, and 100-year, 24-hour, required to show compliance for any frequency storm event up to the 100-year, 24-hour. Please See city code 14-8.2(D)(4)(b)(i) "except as otherwise required by this Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre-*development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point;"	Terrain Management	Prior to Recordation
41	Show on the drainage and terrain management plans: roof drain pattern and downspouts/canales, and means of stormwater conveyance (swales, catch basins, storm drainpipe, curb cuts, etc.) to stormwater control features	Terrain Management	Prior to Recordation
42	Please provide more information on how runoff Coefficients were selected from the NMDOT Manual, include the figure/table number, cover type, % impervious cover, etc.	Terrain Management	Prior to Recordation
43	Please Verify how the runoff volumes are calculated, The Rational Method is not an acceptable method to calculate runoff volume per NMDOT Drainage Design Manual, July 2018, section 403, Limitations: "Runoff volumes may not be computed with the Rational Formula Method or Modified Rational Formula Method (not included in this Drainage Design Manual".	Terrain Management	Prior to Recordation
44	Include an acceptable runoff volume analysis for stormwater quality volume for a 0.68-inch (90% percentile, or roughly the 1-year, 1-hour storm) event. This runoff volume must be contained/retained on site, to reduce pollution per EPA NPDES MS4, see city code 14-8.2(A)(13). This volume must infiltrate in 24 hours per city code 14-8.2(D)(4)(c)(ii), It is encouraged that the Stormwater quality volume design is incorporated into the landscape, to also comply with landscape code rainwater harvesting requirements 14-8.4(E)(1) "The *landscaping* plan shall include *passive water harvesting* for *landscape* irrigation purposes as a minimum requirement" the minimum recess depth for retention and water harvesting areas is 6 inches.	Terrain Management	Prior to Recordation

February 27, 2026

Case # 2025-11753 & 2025-11756

Lisa Martinez
B Constructiv LLC
3201-C Zafarano Dr #111
Santa Fe, NM 87507

Joseph Karnes
Sommer Karnes & Associates, LLP
125 Lincoln Ave #221
Santa Fe, NM 87501

Dear Lisa & Joseph,

Your application was received on December 19, 2025 for:

Case #2025-11753 & 2025-11756. 1750 and1802 Cerrillos Rd, 3 RD Berry Ave, and 1361 Fourth St Development Plan and Special Use Permit. B Constructiv LLC and Sommer Karnes & Associates LLP, "Agents" for Amatren, LLC, Owner and Applicant ("Applicant"), request approval of a Development Plan and Special Use Permit to redevelop the properties listed above into a self-storage facility with community office and gathering spaces. The property is zoned C-2 (General Commercial) and is within the Suburban Archaeological Review District. (Alexa Hempel, Case Manager, anhempel@santafenm.gov).

This application has been reviewed by Planning Division staff (Staff) and the City's Development Review Team (DRT). Attached are the initial DRT review comments including conditions of approval and technical corrections. Additional corrections may follow throughout the development review and permitting processes. I would like to highlight and summarize the following key items. Those items in green font must be completed prior to planning commission. Items in black will need to be completed at later dates (refer to attachments), but it is in your best interest to begin working on them sooner rather than later.

City Council

Alma G. Castro, District 1 | Elizabeth "Liz" Barrett, District 2 | Lee Garcia, Mayor Pro Tem, District 3 | Jamie Cassutt, District 4
Patricia Feghali, District 1 | Paul C. Bustamante, District 2 | Pilar F.H. Faulkner, District 3 | Amanda Chavez, District 4

A. Initial Staff & DRT Review Summary

Your development plan and special use permit applications have been reviewed by the DRT and the following necessary revisions have been identified:

1. Planning

a. DP-100: I don't see PUD as part of your zoning on the City GIS. Please provide the PUD ordinance if located within one.
b. Create a cover sheet for development plan (use page 1 of the attached template for reference on what should be included)
c. Sign dimensions proposed in architectural plans are too large per 14-8.10(G)(8)(a): "For C-2, SC, and I properties located within the Cerrillos Road highway corridor protection district, the following standards shall apply: For one business establishment on a legal lot of record, not more than three signs are allowed, no one of which shall exceed fifty (50) square feet in area in corridor zone one. The total allowable sign area for all three signs shall not exceed one hundred fifty (150) square feet." Revise sign sizing to meet this code criteria
d. Consolidate all lots of Block 2 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"
e. Consolidate Lots 13-20 of Block 3 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"
f. Provide proof of ownership of the alley in Block 3
g. Provide appropriate documentation connecting Lot 1 to the rest of the Development Plan in perpetuity
h. Edit application letters and responses to approval criteria for both applications to make sure all references are to the old code sections & change all 'CUA' references to Special Use Permit (SUP). This is because your application was received before the new code became effective.
i. DP-100: Existing conditions plan should be line work, not an image (Images get difficult to read when copying)
j. DP-100 – Overlays: Please also list Suburban Archaeological Review District
k. DP-100 – Lot Size: please break the lot size into the 4 existing lots for clarity
l. DP-100 – Legal Lot Information: Add book/page information for lots. Add Legal Lot information for 1750 Cerrillos Rd.
m. DP-100: Delineate 200ft buffer around property
n. DP-101: Cerrillos Rd is spelled wrong (also spelled wrong on other sheets)
o. DP-101: Zoning description is incorrect
p. DP-101: Clearly depict Site 1 and Site 2 on drawing
q. DP-101: Legal Description and Site Area – description of 1750 Cerrillos Rd is missing from both of these sections
r. DP-101: Building Height – building height must be included
s. DP-101: Open Space – incorrect code citation. This code references South Highway Corridor Protection District, not Cerrillos Rd Overlay

t. Add descriptions/dimensions of all open space provided (might be easier to visually depict on a new sheet)
u. DP-101: Add clarification on the calculation of number of parking spaces
v. Add Case #2025-11753 & 11756 to all relevant sheets
w. Add a column to architectural points analysis explaining how you met each point designation

2. Fire

a. Shall reference correct year of (IFC) (C-100) and Appendix B for average-sprinkler reduction (FC-101)

3. Archaeology

a. No further review is required unless a future proposed utility plan exceeds 550-linera feet of utility lines

4. ADA

a. Must remove and replace all damaged existing sidewalks.
b. Must relocate northeast fire hydrant out of sidewalk path on Cerrillos Rd.
c. Must remove and replace all existing, abandoned curb cuts/drive entrances and replace with barrier curb. SFCC 23-3.5
d. ADA Parking stalls and aisles must be added to east parking lot for buildings 2, 3, for the offices and restrooms.
e. Remove City of Albuquerque Civil Details Sheets # C-506, and # C-507 and add NMDOT Series 608 in place.
f. Must bring Existing Corner curb ramps to ADA compliance.

5. MPO

a. Sidewalk should align with Cerrillos Road Plan specs and city street design standards which require 5' landscape buffer between street and pedestrian path (See comments on plans for detail). Sidewalk width should be at least 6', but also made as wide as possible on Cerrillos. FHWA and AASHTO guidance support a separated bike facility given the vehicle speeds and volumes here. By expanding the sidewalk to the minimum for a shared use path (10') this would better align with federal guidance.
b. Driveway conflicts on NW Fourth street should be minimized by consolidating driveways or minimizing the driveway width to ensure one-way circulation
c. Ensure safe pedestrian access to site from each street frontage and sidewalk and also between all 3 parcels. How are conflicts between cars and pedestrians crossing 4th from parking on site 1 to site 2 going to be managed and minimized?
d. Pedestrian Access Routes should aim for right angles. Skewed angles can be challenging for wheelchairs to maneuver safely. Minimize awkward angles and ensure there is sufficient landing pad for maneuvering
e. Make changes as shown in redlines on plans (attached)

6. Traffic

a. See attached letter from Wilson & Company dated 2/20/26 certifying its concurrence with the developer's "Initial Traffic Assessment" (ITA).

b. Developer should provide certification that its engineers have provided NMDOT project development engineers opportunity to review site plans in accordance with the department's proposed redesign and reconstruction of Cerrillos Rd
c. A detailed signage and striping plan for all required on-street signage, pavement markings, and any related regulatory/directional signs shall be submitted for review and approval by Public Works

7. Parks & Open Space

a. The public right-of-way will be constructed in accordance with the approved Public Works project S100681 (NM 14/Cerrillos Road), including a 5-foot stamped concrete buffer and a full 6-foot sidewalk.
b. Existing Drainage Plan (sheet C-302) has a drainage calc. table labeled "post-development stormwater calculations. Verify this the correct table for this sheet and relabel to pre-development stormwater calcs. Also question whether this is correct table, as the existing volumes are less than post-development volumes on next sheet, however site plan reduces impervious area.
c. Please label each pond, provide drawings for each pond including inlet & outlet structures, storage volumes, location of sediment measuring post, and landscape materials. Ensure grading notes reflect plan.
d. Planting Note #1 (LP-501): This note should be revised to reference the City of Santa Fe landscape requirements rather than Doña Ana County landscape requirements.
e. Fencing oddly crosses retention pond (C-201)
f. The dog park should be designed and constructed to capture the first flush of surface runoff in order to reduce water quality impacts. As currently depicted, the grading plan does not direct runoff in a manner that would enable the pond to function as intended (sheet -304)

8. Terrain Management/Engineering

a. Provide discussion in the drainage narrative of how the stormwater will be directed to the ponding areas. Include how water will be directed from roof drains.
b. Provide flow directional arrows on grading and drainage plan especially showing flow from roof drains to ponding areas. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume. Depressed areas for all landscaped areas are encouraged, but the official ponding areas for the required storage must be verifiable in the future. The conveyance of water to those areas must be shown on the plans and verifiable in the future. Show curb cuts for water to enter landscaped areas.
c. Include pond sections and show how ponds will overflow.
d. Include attached notes.
e. A financial guarantee will be required for all public and quasi-public infrastructure. The guarantee must be in place prior to recordation of development plan.
f. Current analysis shows a violation: an increase in peak stormwater flows is not allowed per city code 14-8.2(D)(4)(b)(i)
g. Include 2 additional drainage analysis for the 1-year, 1-hour, and 100-year, 24-hour, required to show compliance for any frequency storm event up to the 100-year, 24-hour. Please See city code 14-8.2(D)(4)(b)(i) "except as otherwise required by this

Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre- *development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point;"

h. Show on the drainage and terrain management plans: roof drain pattern and downspouts/canales, and means of stormwater conveyance (swales, catch basins, storm drainpipe, curb cuts, etc.) to stormwater control features
i. Please provide more information on how runoff Coefficients were selected from the NMDOT Manual, include the figure/table number, cover type, % impervious cover, etc.
j. Please Verify how the runoff volumes are calculated, The Rational Method is not an acceptable method to calculate runoff volume per NMDOT Drainage Design Manual, July 2018, section 403, Limitations: "Runoff volumes may not be computed with the Rational Formula Method or Modified Rational Formula Method (not included in this Drainage Design Manual".
k. Include an acceptable runoff volume analysis for stormwater quality volume for a 0.68-inch (90% percentile, or roughly the 1-year, 1-hour storm) event. This runoff volume must be contained/retained on site, to reduce pollution per EPA NPDES MS4, see city code 14-8.2(A)(13). This volume must infiltrate in 24 hours per city code 14-8.2(D)(4)(c)(ii), It is encouraged that the Stormwater quality volume design is incorporated into the landscape, to also comply with landscape code rainwater harvesting requirements 14-8.4(E)(1) "The *landscaping* plan shall include *passive water harvesting* for *landscape* irrigation purposes as a minimum requirement" the minimum recess depth for retention and water harvesting areas is 6 inches.

9. Landscaping/Irrigation/Lighting

a. Parking lot traffic islands appear to have 60 square feet of permeable surface. Code 14-8.4(H)(4)(IV) requires 90 square feet of permeable surface.
b. Austrian pine at the main building at the southwest parking space is located to close to the curb and gutter. This tree at that location will cause curb and gutter and parking lot damage. Adjust tree to the center of the landscape area or choose a better size tree for this location. Entrance trees into the parking area should be centered in the planters to prevent future parking lot, curb, and gutter damage.
c. The Landscape is bunched into the property boundaries, extend the Landscape to the perimeters of the proposed sidewalks at Berry Ave and Fifth St. Review for easements, before plant material and irrigation location placements.
d. Provide shrubs to the landscape for parking lot screening at Cerrillos Road, Fourth St., and Berry Ave. per city code 14-8.4(H)(3).
e. Provide frontage landscaping for CRHC zone 1 as required pre code 14-5.5 - HIGHWAY CORRIDOR PROTECTION DISTRICTS (B) CRHC Cerrillos Road Highway Corridor Protection District at the northeast parking lot.
f. Provide shrub planting within the planter bed along the boundary wall at the northeast parking lot.
g. Review plantings at traffic sight triangles for height compliance for a 3–8-foot visibility window.

h. Utilize organic much within the landscape particularly at mass plantings. Provide wood mulch shredded or chipped 4-inches in depth without weed fabric.
i. Provide fencing information and detail.
j. Irrigation system design is incomplete. Provide the remaining zone layouts.
k. Provide the correct details from the LIDS manual for the Manual Drain, Backflow Preventer.
l. Provide a water budget for the first three months of the Turf establishment period.
m. Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.
n. Photometrics do not meet Code requirements. See Article 14-8.6(D)(2) and revise for compliance. 74-points exceed the maximum illumination for any point. (Highlighted numbers attached are out of compliance)

10. Water Engineering

a. An approved Water Plan will be required for all new public water infrastructure and fire services.
b. An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.
c. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall be installed beyond the meter on any new irrigation service.
d. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements
e. Applicant and City Water staff will work together to address main looping during the review of the water plan (see attached memo)

11. Water Resources

a. An approved Development Water Budget including a 9.8% contingency per SFCC 14-7.7 will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.
b. An applicant may choose to develop a detailed, alternative Development Water Budget for the development project supported by reliable data that demonstrates that the anticipated annual water use will be less than if based on the Water Division's standard formulas per SFCC 14-7.7(D)(2).
c. An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.
d. Each lot shall be served by separate water service at the time of development.
e. An agreement for metered service (AMS) will be required to install new services, including water offset fees.

12. Wastewater

a. Response will be sent separately

Please review all attached Staff and DRT comments, revise your submittals to address those items in green and resubmit for review. Once revised submittals are accepted, a public hearing date may be scheduled. Please let me know if you have any questions or concerns.

Thank you,

Alexa Hempel
Senior Planner, Planning and Land Use Department

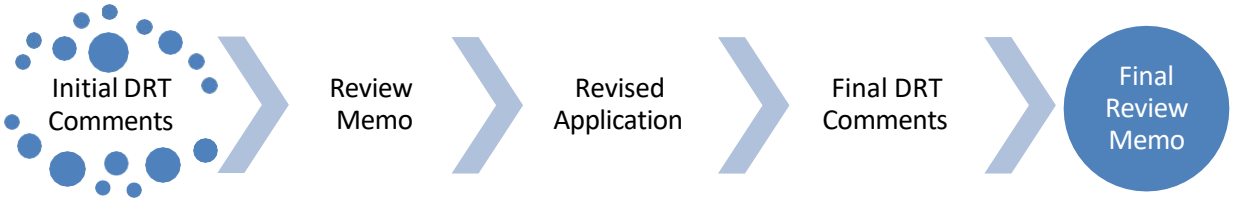
Attachments:

1. Planning DRT Memo
2. Fire DRT Memo
3. Archaeology DRT Memo
4. ADA DRT Memo
5. MPO
6. Traffic DRT Memo
7. Parks & Open Space DRT Memo
8. Terrain Management/Engineering DRT memo
9. Landscaping/Irrigation/Lighting DRT Memo
10. Water Engineering DRT Memo
11. Water Resources DRT Memo
12. Wastewater DRT Memo – will be sent separately

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

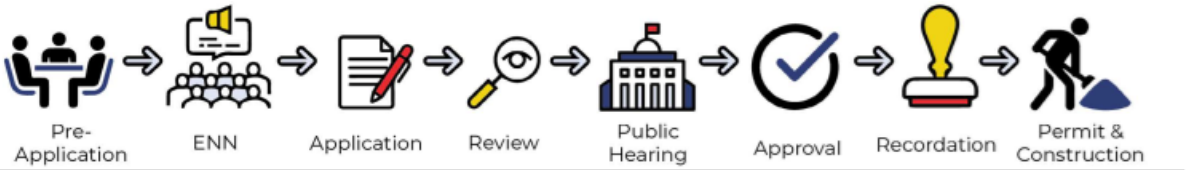


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due
	2/9/26	2/20/26

Form Updated: April 2024

Date: 2/10/26

DRT Member: Alexa Hempel

Dept/Div: Current Planning

Case No.: #2025-11753/11756

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. DP-100: I don't see PUD as part of your zoning on the City GIS. Please provide the PUD ordinance if located within one.	Prior to Public Hearing	
2. Create a cover sheet for development plan (use page 1 of the attached template for reference on what should be included)	Prior to Public Hearing	
3. Sign dimensions proposed in architectural plans are too large per 14-8.10(G)(8)(a): "For C-2, SC, and I properties located within the Cerrillos Road highway corridor protection district, the following standards shall apply: For one business establishment on a legal lot of record, not more than three signs are allowed, no one of which shall exceed fifty (50) square feet in area in corridor zone one. The total allowable sign area for all three signs shall not exceed one hundred fifty (150) square feet." Revise sign sizing to meet this code criteria.	At time of Sign Permit	
4. Consolidate all lots of Block 2 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Prior to Recording Development Plan	
5. Consolidate Lots 13-20 of Block 3 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Prior to Recording Development Plan	
6. Provide proof of ownership of the alley in Block 3	Prior to Planning Commission	
7. Provide appropriate documentation connecting Lot 1 to the rest of the Development Plan in perpetuity	Prior to Recording Development Plan	

8. Edit application letters and responses to approval criteria for both applications to make sure all references are to the old code sections & change all 'CUA' references to Special Use Permit (SUP). This is because your application was received before the new code became effective.	Prior to Public Hearing	
Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. DP-100: Existing conditions plan should be line work, not an image (Images get difficult to read when copying)	Prior to Public Hearing	
2. DP-100 – Overlays: Please also list Suburban Archaeological Review District	Prior to Public Hearing	
3. DP-100 – Lot Size: please break the lot size into the 4 existing lots for clarity	Prior to Public Hearing	
4. DP-100 – Legal Lot Information: Add book/page information for lots. Add Legal Lot information for 1750 Cerrillos Rd.	Prior to Public Hearing	
5. DP-100: Delineate 200ft buffer around property	Prior to Public Hearing	
6. DP-101: Cerrillos Rd is spelled wrong (also spelled wrong on other sheets)	Prior to Public Hearing	
7. DP-101: Zoning description is incorrect	Prior to Public Hearing	
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9. DP-101: Legal Description and Site Area – description of 1750 Cerrillos Rd is missing from both of these sections	Prior to Public Hearing	
10. DP-101: Building Height – building height must be included	Prior to Public Hearing	
11. DP-101: Open Space – incorrect code citation. This code references South Highway Corridor Protection District, not Cerrillos Rd Overlay	Prior to Public Hearing	
12. Add descriptions/dimensions of all open space provided (might be easier to visually depict on a new sheet)	Prior to Public Hearing	
13. DP-101: Add clarification on the calculation of number of parking spaces	Prior to Public Hearing	
14. Add Case #2025-11753 & 11756 to all relevant sheets	Prior to Public Hearing	
15. Add a column to architectural points analysis explaining how you met each point designation.	Prior to Public Hearing	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

PROJECT NAME

DEVELOPMENT PLAN

City Jurisdiction including Section, Township and Range

CASE #

CITY OF SANTA FE APPROVALS

Approval by Santa Fe Planning Commission at their meeting of _____, 20 ____, as Case No. _____.

_____
Planning Commission Chairperson Date

_____
Planning Commission Secretary Date

Approved by the City of Santa Fe Land Use Department:

_____
City Planner Date

_____
City Engineer of Land Use Date

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

_____
[OWNER]
THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____ THIS ____ DAY OF _____, 20____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

NOTARIZED STORMWATER AGREEMENT

STORMWATER AGREEMENT: PROPERTY OWNERS(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDATIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS: (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE REPECTIVE PROPERTY OWNER, TO ENTER ENTER AND RETORE FULL FUNCTIONAL CAPACTIY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND, (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUCMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
OWNER'S PRINTED NAME

_____
OWNER'S SIGNATURE / DATE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS DAY OF _____, 20 _____(OR EQUAL).

_____
NOTARY PUBLIC MY COMMISSION EXPIRES

CITY OF SANTA FE DRAINAGE NOTES:

1. NO VARIANCES ARE APPROVED FOR THIS DEVELOPMENT PLAN. THE CITY CODE AND APPLICATION CHAPTERS SHALL GOVERN AND APPLY TO THIS DEVELOPMENT PLAN IN ITS ENTIRETY.
2. CITY OF SANTA FE DRAINAGE:
   - 2.1. SUBJECT TO THE APPROVAL OF THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
   - 2.2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA E IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THE EASEMENT AND DRAINAGE FACILITIES AT THE DISCRETION OF PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHTS.

SHEET INDEX:

DP-100 DEVELOPMENT PLAN COVER SHEET
DP-101 DEVELOPMENT PLAN NOTES AND CONDITIONS OF APPROVAL
DP-102 EXISTING CONDITIONS PLAN
DP-103 PROPOSED DEVELOPMENT SITE PLAN

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AND RECORDED ON THIS ____DAY OF _____, 20__ AT _____ O'CLOCK M, AND WAS DULY RECORDED IN BOOK ____PAGE ___ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY

_____ _____
DEPUTY

North

W E

S

Engineer Ratios
1:10, 1:20, 1:30, 1:40. 1:50 or 1:60

VICINITY MAP

LINETYPE LEGEND

PROPERTY LINE

ROW LINE

EASEMENT

SETBACKS

OWNER / DEVELOPER:
ABC HOLDINGS, LLC
1254 Easy Street
Anywhere, NM 87654

ARCHITECT:
XYZ Architecture
1234 Best Street
Anywhere, NM 87654

MEP ENGINEER:
MEP Engineering, Inc
52 Design Street
Anywhere, NM 87654

SURVEYOR:
INC Surveys, LLC
432 Early Street
Anywhere, NM 87654

LANDSCAPE:
Evergreen Landscape
12 Peony Street
Anywhere, NM 87654

PLANNER:
Planning Expediting
234 Everest Street
Anywhere, NM 87654

CIVIL ENG:
Civil Engineering
25 Transect Street
Anywhere, NM 87654

CASE #: 2025-010010

ADDRESS:

SHEET NAME:
DEVELOPMENT PLAN COVER SHEET

SHEET #:
DP-100

SHEET #___OF ____

PROJECT NAME
CONDITIONS OF APPROVAL

CITY OF SANTA FE NOTES

1. COMPLIANCE WITH GUNNISON'S PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
2. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
3. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
4. EACH LOT SHALL BE SERVED THROUGH A SEPARATE SEWER AND WATER SERVICE.
5. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE LAND USE DEPARTMENT.
6. COMPLY WITH THE CURRENT COSF WATER CONSERVATION STAGE.
7. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONSOF COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
8. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINACNCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
9. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENT.
11. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINACNCE ADOPTED PRIOR TO FINAL PLAT RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENTAMENDMENTS.
12. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8 4(F) (5). "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
13. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC14-19.1
14. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 14-12.1.
15. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED.
16. ALL IMPROVEMENTS NOT MAINTAINED AND OPERATED BY PUBLIC UTILITIES OR GOVERNMENTAL BODIES WHICH AFFECT THE GENERAL WELL BEING OF THIS DEVELOPMENT WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
17. THIS PARCEL LIES WITHIN ZONE "X" AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS PER F.I.R.M. PANEL#_____DATED _____.
18. FURTHER SUBDIVISION OF LOTS IS PROHIBITED.
19. THE LOTS SHOWN HEREON ARE SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR _____HOMEOWNERS' ASSOCIATION, INC. RECORDED IN THE RECORDS OF SANTA FE COUNTY, NEW MEXICO ON THE _____DAY OF _____2025 AS NSTRUMENT #_____.
20. THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT (ADA).

DRAINAGE FACILITIES DESIGN NOTE

ALL STORM WATER DETENTION / RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2(D)(4)(c)(i)

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO CORPORTATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANFORMERS, AND OTHER EQUIPMENT AND RELATE FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.
B. NEW MEXICO GAS COMPANY (NMGCO) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.
C. LUMEN TECHNOLOGIES FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.
D. XFINITY &/OR LUMEN TECHNOLOGIES FOR THE INSTALATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.
E. CITY OF SANTA FE (PUBLIC WATER AND PRIVATE SEWER) FOR THE INSTALLATION, MAINTENANCE AND SERVICE OF LINES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE SERVICES TO PUBLIC UTILITY EASEMENTS.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE,RELOCATE, WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTER FOR THE PURPOSE SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGH-OF-WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS, OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN AND BUILDING, SIGN, POOL (ABOVE GROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD DECK, DOG KENNEL OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON.

EASEMENTS FOR ELECTRIC, TRANSFORMERS / SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER / SWITCHGEAR DOORS AND FIVE FEET ON EACH SIDE.

A. QWEST CORP. D/B/A CENTURYLINK QC FOR INSTALLATION, MAINTENANCE AND SERVICE OF ALL BURIED AND AERIAL COMMUNICATIONS LINES AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES, INCLUDING BUT NOT LIMITED TO ABOVE GROUND PEDESTAL AND CLOSURES. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE DEVELOPMENT.

UTILITY DISCLAIMER
IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGCO) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

DUST CONTROL

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTAIN DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMP'S) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A DUST CONTROL PLAN, OR STORMWATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING DUST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

CONDITIONS OF APPROVAL

WATER DIVISION:
1. AN APPROVED WATER PLAN WILL BE REQUIRED FOR ALL NEW PUBLIC WATER INFRASTRUCTURE AND FIRE SERVICES.
2. AN APPROVED AGREEMENT TO CONSTRUCT AND DEDICATE (ACD) WILL BE REQUIRED FOR NEW PUBLIC WATER INFRASTRUCTURE AND FIRE SERVICES
3. ANY RE-GRADING OF SITE OVER EXISTING WATER MAINS SHALL MAINTAIN A MINIMUM OF 4 FEET OF COVER AND NOT EXCEED 5 FEET OF COVER. DEPTH OF EXISTING MAIN TO BE ADJUSTED TO MAINTAIN A MINIMUM OF 4 FEET OF COVER AND NOT EXCEED 5 FEET OF COVER IF SITE GRADING IMPACTS THESE DEPTH REQUIREMENTS.
4. A SEPARATE IRRIGATION METER WILL BE REQUIRED IF THE TOTAL LANDSCAPED AREA IS 1,000 SQUARE FEET OR GREATER. AN APPROVED BACKFLOW PREVENTION DEVICE SHALL ALSO BE INSTALLED BEYOND THE METER ON ANY NEW IRRIGATION SERVICE.

MPO:
1. ADD A MIDBLOCK PEDESTRIAN CROSSING OF SOUTH MEADOWS BETWEEN PRIMO COLORES AND GALLERIA GRANDE OR ANOTHER SIMILAR LOCATION.
2. REDUCE THE RIGHT TURN LANE LENGTHS FROM SOUTH MEADOWS TO AVENIDA DE LOS PRADOS AND CAMINO DEL LLANO TO A MAXIMUM OF 70 FEET.
3. COMBINE THE EXITING RIGHT AND LEFT LANES ON CAMINO DEL LLANO INTO ONE SINGULAR EXITING LANE IF THE INTERSECTION CAN STILL PERFORM WITH A LEVEL OF SERVICE OF E OR HIGHER.
4. REDUCE THE LANE WIDTHS OF THE 60' ROW SECTION TO 10'.
5. REDUCE CURB RADII AT INTERSECTIONS WITHOUT BULB-OUTS TO THE MINIMUM SIZE THAT STILL ALLOWS VEHICLES TO TURN WITHOUT CROSSING THE CENTERLINE.
6. ADD SPEED HUMPS TO THE NORTH/SOUTH STRETCH OF CAMINO DEL LLANO, INCLUDING A RAISED CROSSWALK AT AVENIDA DE LOS PRADOS
7. ADD A CROSSWALK ACROSS CAMINO DEL LLANO FOR FUTURE RESIDENTS OF THE CONDOS TO SAFELY CROSS.
8. REDUCE THE INTERNAL DEVELOPMENT STREET SPEED LIMIT TO 20 MPH
9. MEET WITH CITY TRAFFIC ENGINEER TO DISCUSS REASONING FOR A THREE-WAY STOP AT AVENIDA DE LOS PRADOS AND CALLE CAMPO, OR MAKE IT A TWO-WAY STOP.

TERRAIN MANAGEMENT:
1. THERE ARE SERIOUS CONCERNS REGARDING THE PONDING AREA THAT WAS TO BE A WATER HARVESTING AMENITY TO INCLUDE RAIN GARDENS AND PERMACULTURE. THE LARGE OPEN POND DESIGN DOES NOT PRESENT ANY OF THE ORIGINAL OBJECTIVES. IN ADDITION, THERE ARE SIGNIFICANT CONCERNS WITH HOW THE HOMEOWNERS ASSOCIATION CAN MAINTAIN THE REQUIRED FEATURES IN THEIR DRAINAGE MAINTENANCE RESPONSIBILITIES. PRIOR TO PLANNING COMMISSION
2. INCLUDE MANAGEMENT OF STORMWATER BEFORE IT LEAVES THE PROPERTY AND GETS TO THE POND/RAIN GARDEN. THERE SHOULD BE MANAGEMENT OF STORMWATER THROUGHOUT THE PROJECT SUCH AS RAIN GARDENS FLOWING THROUGH THE PARKWAYS.
3. THE TERRAIN MANAGEMENT REPORT CONTAINS NO EASILY IDENTIFIABLE INFORMATION ON WHAT IMPERVIOUS AREAS WERE ASSUMED FOR ANY OF THE SITE. IS ONSITE PONDING REQUIRED FOR EACH LOT? WAS ANY IMPERVIOUS SURFACE INCLUDED FOR EACH LOT? WAS ANY IMPERVIOUS SURFACE FOR PHASE 2 INCLUDED IN THE CALCULATIONS? WHAT IS THE POND VOLUME REQUIRED? INCLUDE THESE DISCUSSIONS.
4. IT APPEARS THAT PARKING IS ONLY ALLOWED ON ONE SIDE OF THE STREET AND IS NOT ALLOWED ON CURVES. PLEASE INCLUDE NO PARKING SIGNS THROUGHOUT THIS DEVELOPMENT. INCLUDE SIGNS WITH DIRECTIONAL ARROWS FOR NO PARKING AND "NO PARKING BETWEEN SIGNS" FOR LONGER STRETCHES.PRIOR TO RECORDATION.
5. PROVIDE DETAIL OF POND OVERFLOW ARMORING ON BERM EVEN THOUGH IT SHOULDN'T OVERTOP UP TO THE 1000-YEAR STORM EVENT.3. PROVIDE DETAILS OF DRAINAGE UNDER SIDEWALKS AND THROUGH PLANTER STRIPS.
6. ROADWAYS MUST BE 2" OF SPIII UNDER 2" OF SPIV.
7. STRIPING AND LIGHTING PLEASE CONFIRM WITH PUBLIC WORKS IF THEY AGREE WITH THE STRIPING BETWEEN PARKING AREAS AND ROADWAY. ALSO CONFIRM LIGHTING REQUIREMENTS. THERE SHOULD BE LIGHTING PROVIDED AT ALL INTERSECTIONS.
8. OTHER COMMENTS HAVE BEEN PROVIDED ON THE PLANS.

WASTEWATER:
1. NEED TO ADD A NEW SHEET 4-11A WHICH SHOWS ALL THE LANDSCAPING TREES AND THE 20 FOOT WIDE SEWER EASEMENT WITHOUT ALL THE SOIL TYPES SO THAT WE CAN SEE THE PROXIMITY OF THE TREES TO BE PLANTED IN RELATION TO THE SEWER EASEMENT BOUNDARY WITHOUT ALL THE OTHER CLUTTER
2. SHOW THE LOCATION AND THE HORIZONTAL DISTANCES BETWEEN THE WATER, SEWER, AND STORMWATER SEWER IN THE TYPICAL ROADWAY SECTIONS FOR THE 50- AND 60-FOOT ROW
3. SHOW THE DISTANCES BETWEEN THE WATER, SEWER AND STORMWATER PIPES IN THE P&P SHEETS

ADD CONDITIONS OF APPROVAL & TECHNICAL CORRECTIONS & NOTES

Company Title Block with Company Name, Company Address, Sheet Title

CASE #: 2025-010010

ADDRESS:

SHEET NAME:
DEVELOPMENT PLAN CONDITIONS & NOTES

SHEET #:
DP-101
SHEET #___OF ____

PROJECT NAME

EXISTING CONDITIONS PLAN

PROPERTY INFORMATION

ZONING:

OVERLAYS:

HISTORIC STATUS:

NATIONAL REGISTRY:

LOT SIZE:

EXISTING STRUCTURE SQ. FT.:

EXISTING UTILITIES:

FLOOD ZONE:

LEGAL LOT INFORMATION

RECORDING INFORMATION DESCRIBING CITY RECOGNIZED LEGAL LOT OF RECORD

Company Title Block with Company Name, Company Address, Sheet Title

North

W E S

Engineer Ratios
1:10, 1:20, 1:30, 1:40. 1:50 or 1:60

LINETYPE LEGEND

PROPERTY LINE

ROW LINE

EASEMENT

SETBACKS

CASE #: 2025-010010

ADDRESS:

SHEET NAME:
EXISTING CONDITIONS PLAN

SHEET #:
DP-102

SHEET #___OF ____

PROJECT NAME

SITE DEVELOPMENT PLAN

SITE DATA & BUILDING INFO

PROJECT SITE:
Acerage: 4.8 acres
Flood Plain: N/A
Flood Way Square Feet: N/A
Net Acreage: 4.8 acres

ZONING: BCDMAR (Busines Capitol District Marcy Subdistrict)

OVERLAY ZONING:
Downtown and Eastside Historic District
Historic Downtown Archaeological Review District

BUILDINGS:
Building A: 8,000 Sq.Ft.
Building B: 30,000 Sq.Ft.
Building C: 8,000 Sq.Ft.

HEIGHT:
Marcy Subdistrict Maximum Height: 42'
Downtown and Eastside Historic District: 14
Building A: 14'
Building B: 14'
Building C: 14'

LOT COVERAGE:
Marcy Subdistrict: No Requirement

BUILDING PLACEMENT:
Front required yard equal to the average depth of existing front yards on the block shall be required for (a) the east side of Washington Avenue between Palace Avenue and Paseo de Peralta (Hillside); and the west side of Grant Avenue between Palace Avenue and Paseo de Peralta. Elsewhere in the subdistrict there are no required yards.

SETBACK:
Average of the Block

OPEN SPACE:
10% of the lot area

LANDSCAPE:
Landscape treatment required in yards and open space. Street trees and landscape treatment required if planting strip exists. Asphalt or concrete pavement prohibited in planting strip.

HEIGHT OF WALLS AND FENCES:
Maximum 4'.

PLACEMENT OF OFF STREET PARKING:
Parking set to the rear of the property
Required parking for Commercial Use: 350:1
46,000 gross square feet
44 square feet Net leasable
Required Parking - 132 Parking Spaces
Provided Parking = 294 Parking Spaces
ADA Parking Spaces = 8 ADA Parking Spaces
ADA Van Accessible = 2 Parking Spaces

PORTALS IN THE ROW:
None

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DRAINAGE FACILITIES DESIGN NOTE

ALL STORM WATER DETENTION / RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2(D)(4)(c)(i)

KEYED NOTES

XX

1. PROPERTY LINE
2. VEHICLE ENTRANCE
3. FIRE HYDRANT
4. FIRELANE
5. 5 FOOT CONCRETE WALK
6. CONCRETE CURB & GUTTER
7. ASPHALT PAVEMENT
8. ADA COMPLIANT PARKING
9. ADA COMPLIANT RAMP
10. ADA CROSSWALK
11. REFUSE ENCLOSURE
12. PERIMETER FENCE / WALL
13. OPEN SPACE
14. BIKE RACK
15. WALL SIGN & ADDRESS
16. EV CHARGING STATION

Company Title Block with Company Name, Company Address, Sheet Title

GENERAL NOTES

1. SOLID WASTER COLLECTION WILL BE PROVIDED BY THE CITY OF SANTA FE.
2. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC.
3. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
4. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
5. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIR FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IF REQUIREMENTS.
6. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10% .
7. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.

North

W E S

Engineer Ratios
1:10, 1:20, 1:30, 1:40. 1:50 or 1:60

LINETYPE LEGEND

PROPERTY LINE
ROW LINE
EASEMENT
SETBACKS

LEGEND

ADA SPACE
ADA ACCESS PATH
1/A BLDG NUMBER BLDG TYPE, REF ARCH PLANS
PEDESTRIAN CROSSWALK
1 PARKING ROW COUNT
BIKE RACK

DUST CONTROL

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBOING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORMWATER PREVENTION PLAN (SWPP) WHEN APPLICABLE, LISTING BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

CASE #: 2025-010010

ADDRESS:

SHEET NAME:
SITE DEVELOPMENT PLAN

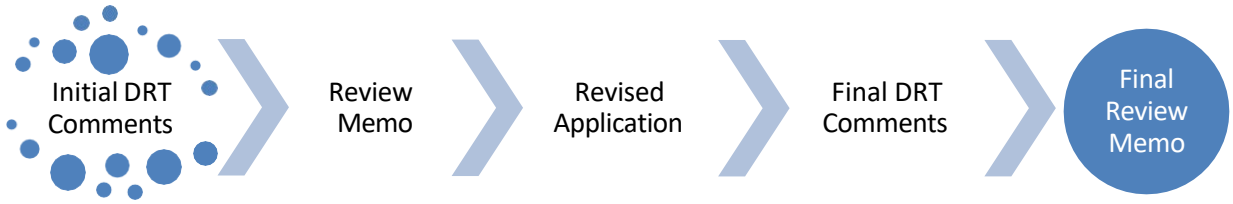
SHEET #:
DP-103

SHEET #___OF ____

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

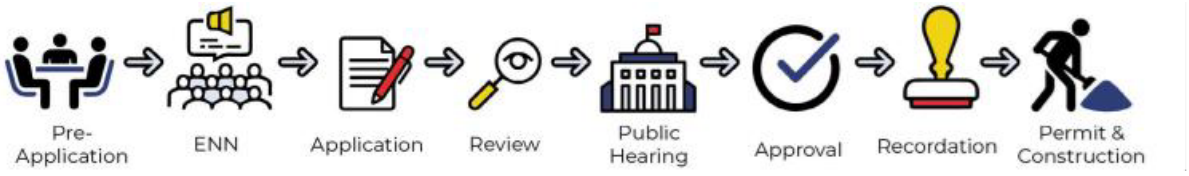


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: February 16, 2026

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Prevention Division

Case No.: 2025-11753_2025-11756_1802 Cerrillos_EmpireStorage_DP_SUP

Case Planner:

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall reference correct year of IFC (C-100) and Appendix B for average-sprinkler reduction (FC-101)	*Prior to Public Hearing*	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

IFC 2015 is the wrong referenced fire code. The city of Santa Fe most currently adopted fire code is IFC 2021. Also look at the most recently adopted fire code for the correct reference Appendix B Table B105.1 (1)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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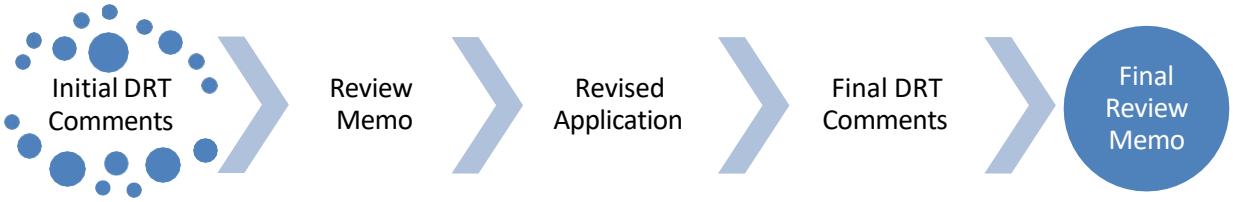

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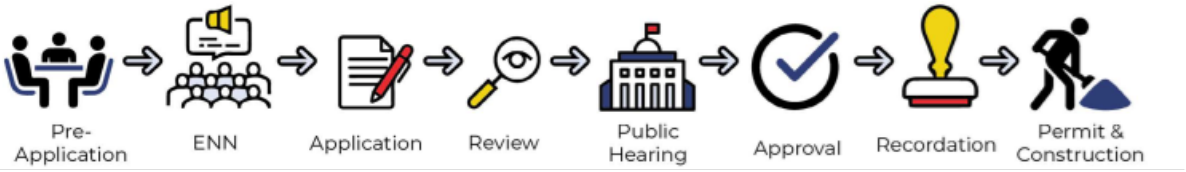
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 02/16/2026

DRT Member: Paul A. Duran

Dept/Div: Land Use/ HPD

Case No.: #2025-11756 1802 Cerrillos Road

Case Planner: Alexa N. Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. 14-4.2(D)(3) & 14-4.2(D)(4) 2. (3) Suburban Archaeological Review District 3. In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects: 4. (I)All annexations, rezonings, subdivisions, planned unit developments, or other development requiring approval by the Planning Commission, having over ten (10) acres 5. (II)All city projects over two (2) acres in size. 6. (III)All city park projects over one (1) acre in size. (4) Utility Mains An archaeological clearance *permit* is required for new construction of sewer mains or main lines of other utilities such as telephone lines, gas lines, and fiber optics, including the entire construction easement: (I) With an extension of sixty (50) feet or more if the main is in the historic downtown archaeological review district; (II) With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.	No further review required unless a future proposed utility plan exceeds 550-linear feet of utility lines.	
7.		
8.		
9.		
10.		
11.		

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		

Form Updated: April 2024

3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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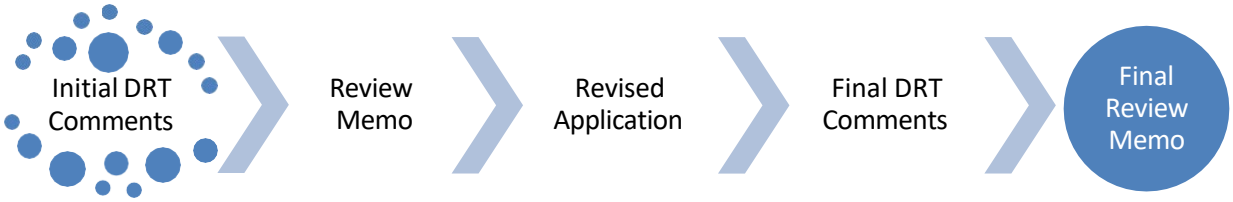

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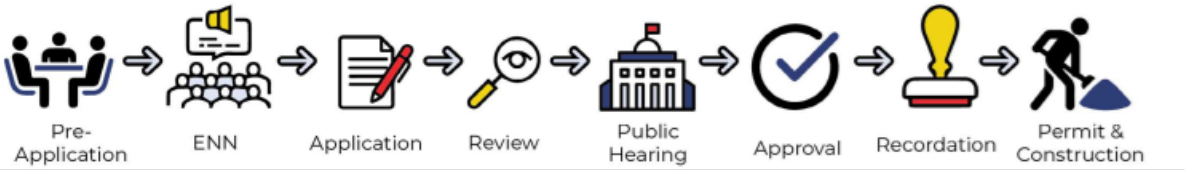
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 2/16/2026

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: 2025-11753, 2025-11756

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Must remove and replace all damaged existing sidewalks.	Prior to permit	
2. Must relocate northeast fire hydrant out of sidewalk path on Cerrillos Rd.	Prior to recordation	
3. Must remove and replace all existing, abandoned curb cuts/drive entrances and replace with barrier curb. SFCC 23-3.5	Prior to recordation	
4. ADA Parking stalls and aisles must be added to east parking lot for buildings 2, 3, for the offices and restrooms.	Prior to recordation	
5. Remove City of Albuquerque Civil Details Sheets # C-506, and # C-507 and add NMDOT Series 608 in place.	Prior to recordation	
6. Must bring Existing Corner curb ramps to ADA compliance.	Prior to recordation	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Form Updated: April 2024

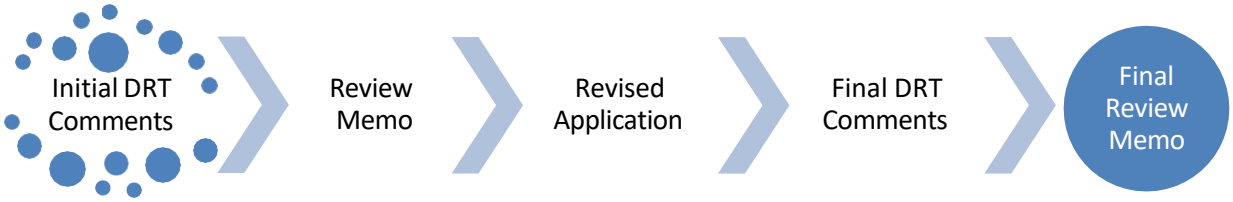
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

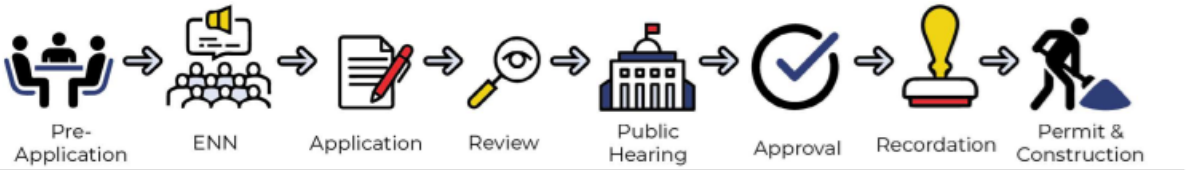


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due
2/9/26 by SF MPO	2/9/26 by SF MPO	

Form Updated: April 2024

Date: 2/16/26

DRT Member: Erick Aune & Carrie Tremblatt

Dept/Div: Santa Fe MPO

Case No.: Case #2025-11753

Case Planner: Alexa Hampel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Sidewalk should align with Cerrillos Road Plan specs and city street design standards which require 5' landscape buffer between street and pedestrian path (See comments on plans for detail). Sidewalk width should be at least 6', but also made as wide as possible on Cerrillos. FHWA and AASHTO guidance support a separated bike facility given the vehicle speeds and volumes here. By expanding the sidewalk to the minimum for a shared use path (10') this would better align with federal guidance.	Prior to planning commission	
2. Driveway conflicts on NW Fourth street should be minimized by consolidating driveways or minimizing the driveway width to ensure one-way circulation	Prior to planning commission	
3. Ensure safe pedestrian access to site from each street frontage and sidewalk and also between all 3 parcels. How are conflicts between cars and pedestrians crossing 4th from parking on site 1 to site 2 going to be managed and minimized?	Prior to planning commission	
4. Pedestrian Access Routes should aim for right angles. Skewed angles can be challenging for wheelchairs to maneuver safely. Minimize awkward angles and ensure there is sufficient landing pad for maneuvering	Prior to planning commission	
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement,

they must indicate as much and provide a response.

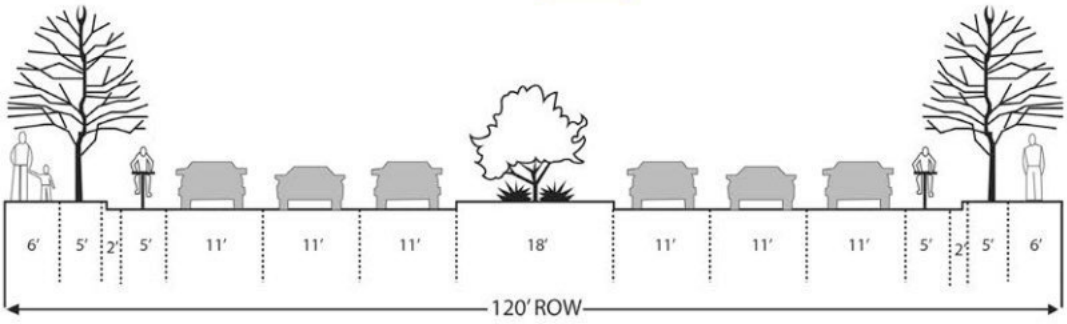
The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2. Explanation of Conditions or Corrections (if needed):

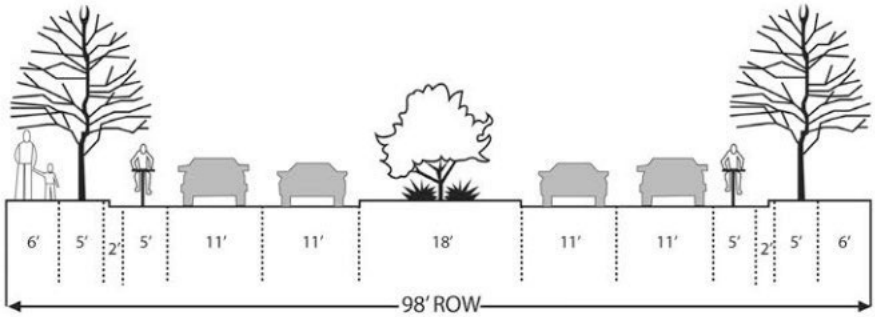
3. (see following pages for notes required)

See City Street Standards below for sidewalk and landscaping buffer requirements

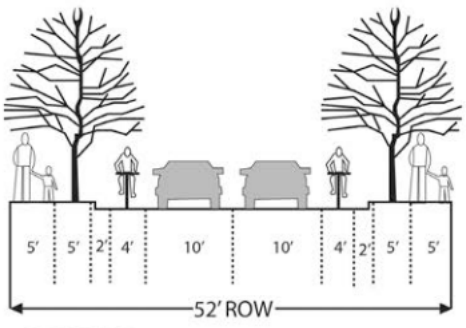
Illustration 14-9.2-1: Street Types Design



MAJOR ARTERIAL 6-LANE



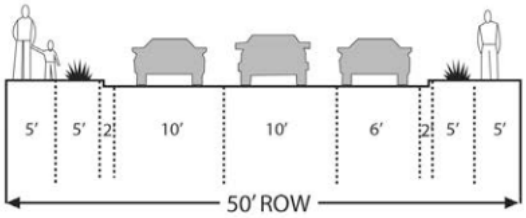
MAJOR ARTERIAL 4-LANE



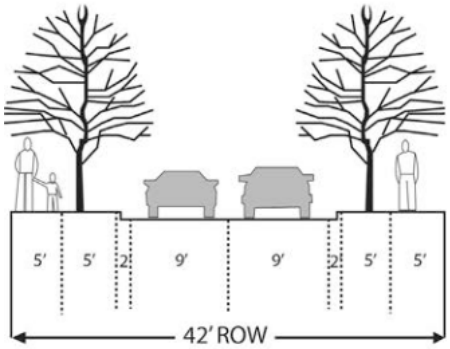
COLLECTOR

Form Updated: April 2024

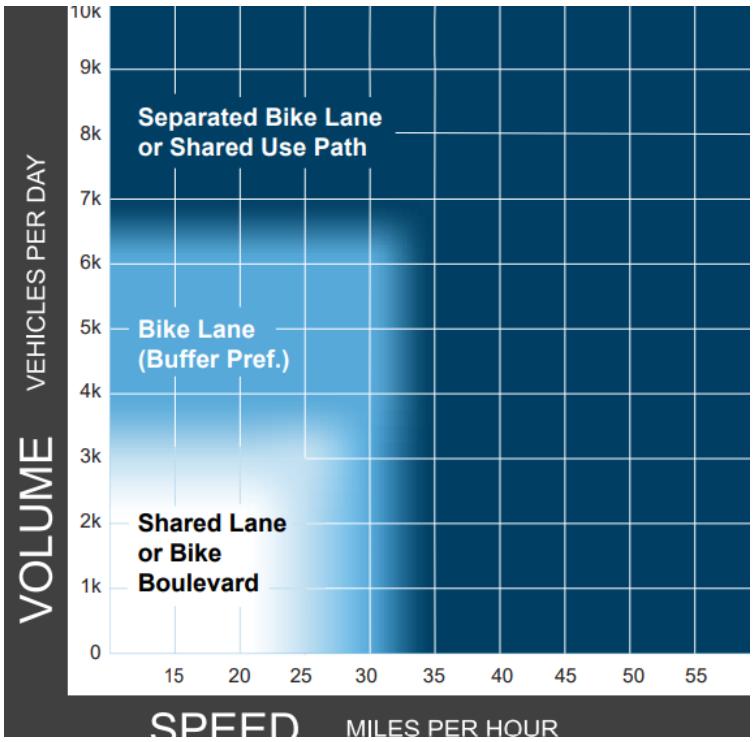
PARKING BOTH SIDES



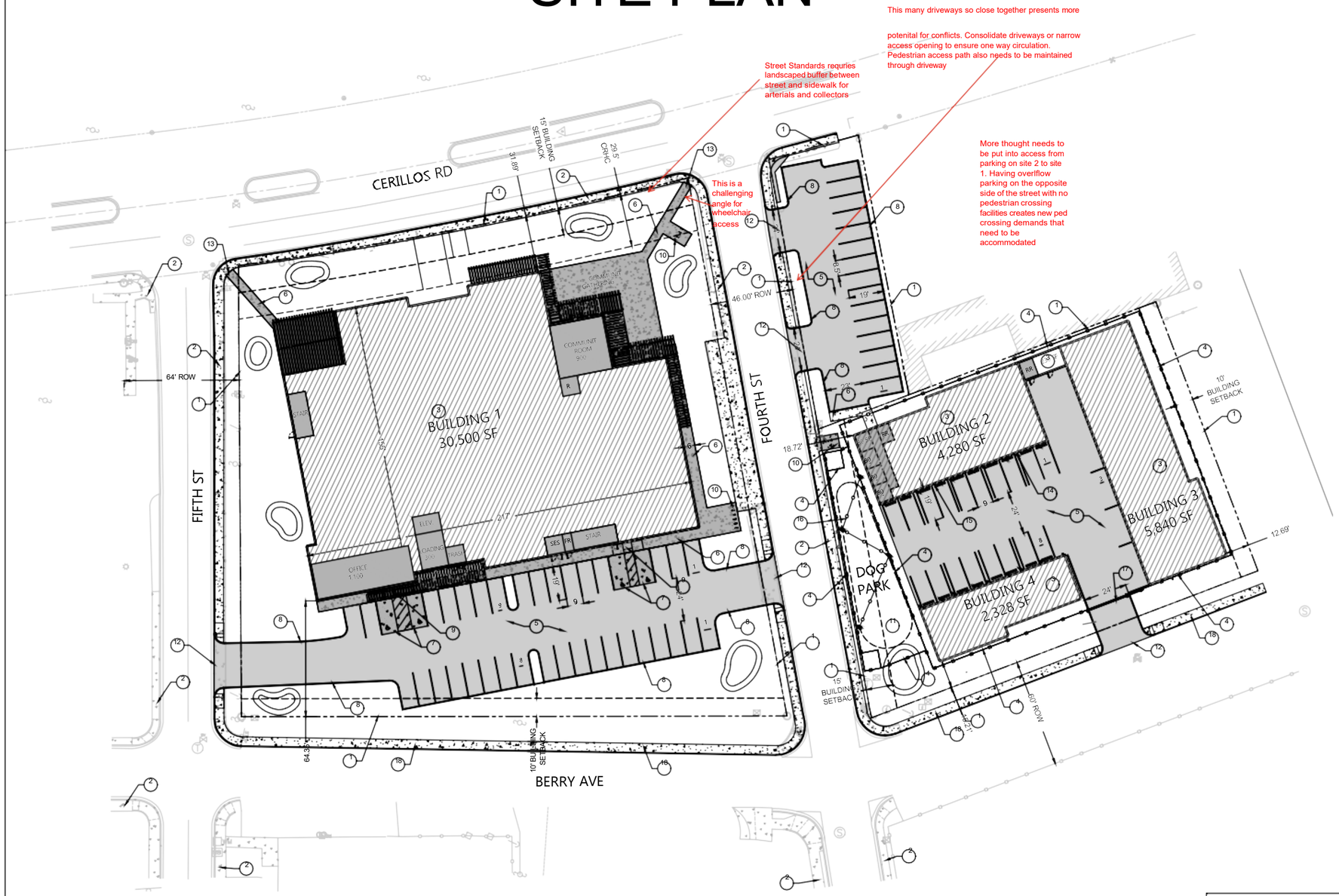
SUB COLLECTOR WITH
PARKING ON ONE SIDE

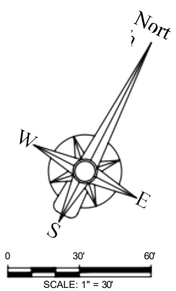


SUB COLLECTOR WITHOUT PARKING



EMPIRE SELF STORAGE
SITE PLAN





GENERAL NOTES

1. SOLID WASTER COLLECTION WILL BE PROVIDED BY THE CITY OF SANTA FE.
2. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC.
3. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
4. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
5. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIR FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IF REQUIREMENTS.
6. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10% .
7. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.

KEYED NOTES

(XX)

1. PROPERTY LINE
2. EXISTING PUBLIC SIDEWALK
3. PROPOSED BUILDING
4. PROPOSED FENCING
5. PROPOSED ASPHALT PARKING
6. PROPOSED 6' CONCRETE SIDEWALK
7. PROPOSED CONCRETE ADA PARKING
8. PROPOSED CONCRETE CURB AND GUTTER
9. PROPOSED ADA CURB RAMP
10. PROPOSED BIKE RACKS
11. PROPOSED DOG PARK
12. PROPOSED DRIVEPAD
13. PROPOSED PUBLIC SIDEWALK CONNECTION
14. PROPOSED BOLLARDS, TYP.
15. PROPOSED CONCRETE WHEEL STOPS, TYP.
16. PROPOSED SITE LIGHTING PER ELECTRICAL PLANS
17. PROPOSED VEHICLE GATE
18. PROPOSED PUBLIC SIDEWALK

LEGEND

- PROPERTY LINES
- EASEMENTS
- PROPOSED FENCE
- PROPOSED SITE LIGHTING
- PROPOSED BUILDING
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PARKING

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SANTA FE, NM

DXD CAPITAL

EMPIRE SELF STORAGE
SANTA FE, NEW MEXICO

SITE PLAN

THIS DRAWING IS INCOMPLETE AND NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED, SIGNED AND DATED

Designed	Drawn	Checked
RJC	CLW	RJC

Date December 2025

CASE #:

ADDRESS: 1802 CERRILLOS RD. SANTA FE, NM 87505
1361 FOURTH ST. SANTA FE, NM 87505
1750 CERRILLOS RD. SANTA FE, NM 87505
3 RD BERRY AVE. SANTA FE, NM 87505

SHEET NAME:

SITE PLAN

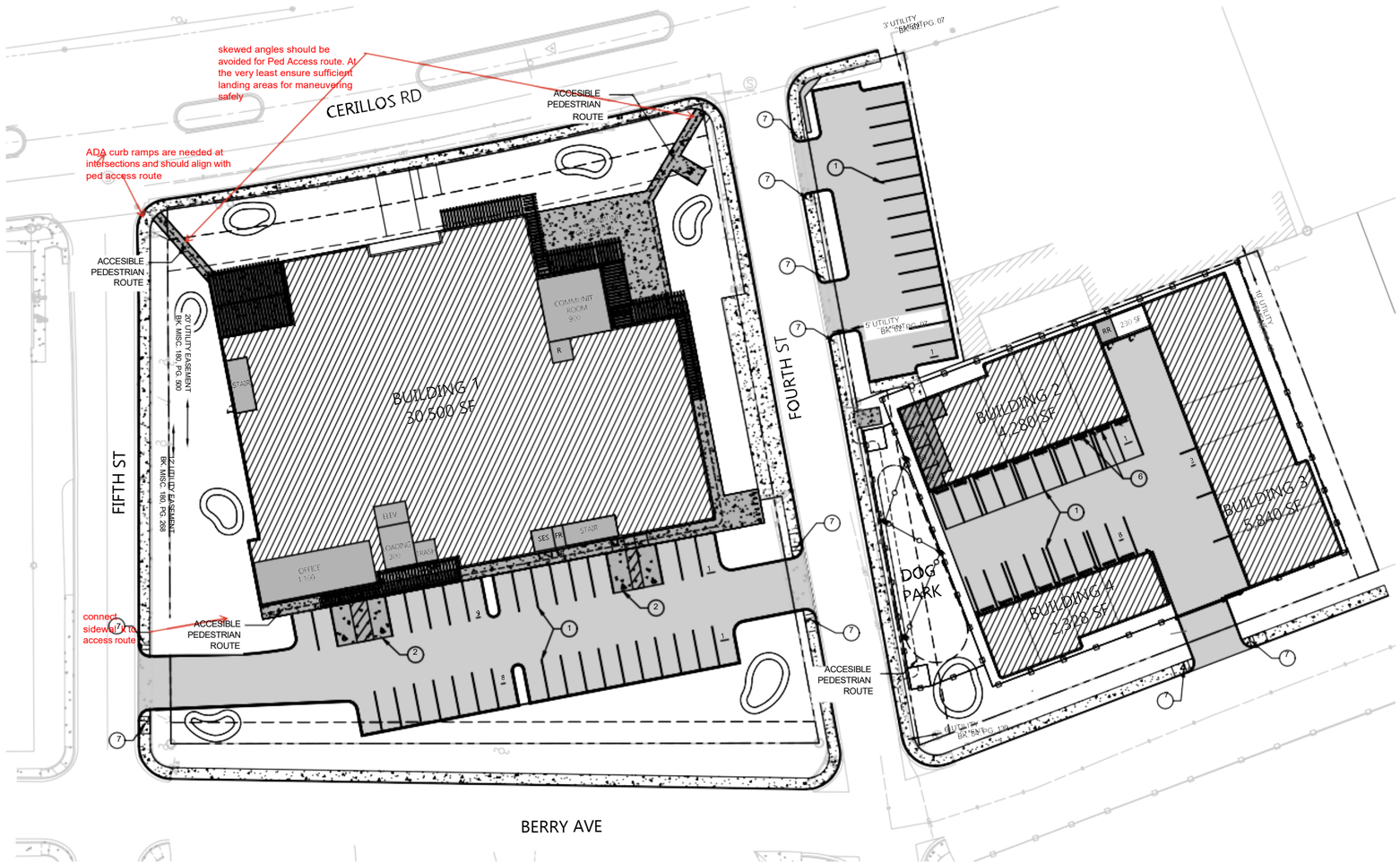
SHEET #:

C-201

SHEET #___OF ____

EMPIRE SELF STORAGE

SIGNING AND STRIPING - ADA PLAN



NOTES FOR PAVEMENT MARKINGS

1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CURRENT EDITION OF THE MUTCD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF PAVEMENT MARKINGS ON FINAL SURFACE COURSE. THE LAYOUT OF ALL PAVEMENT MARKINGS SHALL BE APPROVED BY THE PROJECT MANAGER PRIOR TO THE APPLICATION OF MATERIALS.
3. ALL LANE DIMENSIONS ARE FROM CENTER OF LANE STRIPE, CENTER OF DOUBLE LANE STRIPE, FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

NOTES FOR PERMANENT SIGNING

1. ALL SIGNS UNLESS OTHERWISE SPECIFIED, SHALL MEET THE REFLECTIVITY REQUIREMENTS IN THE TABLE ON SHEET C-18 FOR THE SHEETING, LEGEND, BORDER AND BACKGROUND. ONLY ALUMINUM PANEL SIGNS ARE PERMITTED.
2. ALL TRAFFIC CONTROL SIGNS AND DEVICES SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
3. THE LATERAL CLEARANCE OF SIGNS SHALL BE NOT LESS THAN 2 FT. FROM THE FACE OF CURB OR SIDEWALK.
4. ALL SIGNING HARDWARE, INCLUDING BRACKETS, (FOR MOUNTING ALL STREET NAME SIGNS, ETC.) ARE CONSIDERED INCIDENTAL TO SIGN INSTALLATION AND THEREFORE NO ADDITIONAL PAYMENT SHALL BE MADE.

GENERAL NOTES

1. AT TIME OF CONSTRUCTION, THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF REQUIRED ADA ACCESSIBLE FEATURES AND APPURTENANCES, AS DETAILED IN, AND IN ADDITION TO, THE APPROVED CONSTRUCTION PERMIT DOCUMENTS.
2. IMPROVEMENTS SHALL COMPLY WITH ICC ANSI A117.1-2009 CHAPTERS 1-5 AND CHAPTER 7, MUTCD, DOJ, AND NM STATE STATUTE AND CODE SUCH AS THE NEW MEXICO ACCESSIBLE PARKING CHECKLIST, LATEST PUBLISHED VERSION. SIGNAGE WITH REQUIRED LANGUAGE PER THE NM ACCESSIBLE PARKING CHECKLIST IS REQUIRED AT ALL ADA PARKING SPACES.
3. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION. 1%-1.5% IS THE PREFERRED TARGET SLOPE.
4. ALL WALK SURFACES ALONG THE ACCESSIBLE PATH OF TRAVEL SHALL BE FIRM, STABLE AND SLIP RESISTANT. SIDEWALKS AND WALKWAYS ALONG THE ACCESSIBLE PATH OF TRAVEL SHALL NOT EXCEED 1:20 (5%) RUNNING SLOPES WITHOUT HANDRAIL(S) IN ACCORDANCE WITH CURRENT ANSI 117.1 STANDARDS 505 2015 IBC 1014. CROSS SLOPES SHALL NOT EXCEED 2% STAFF RECOMMENDS 1% TO 1.5% AS A TARGET CROSS SLOPE.
5. RAMPS WITHIN THE SITE SHALL HAVE 1:12 (8.33%) RUNNING SLOPE AND 1:48 (2%) CROSS SLOPE MAX. WITH A MAX. RISE OF 30" AND WITH 5' CLEAR LENGTH LANDINGS WHERE STRAIGHT. CHANGES IN DIRECTION SHALL COMPLY WITH 304.3. LANDING TYPICAL SLOPE IS 1.5% AND SHALL NOT EXCEED 2% RUNNING AND CROSS SLOPE. WALKWAYS SHALL PROVIDE 5' DIAMETER TURNING SPACE EVERY 200 LINEAR FEET OF RUN.
6. ENSURE ACCESSIBLE ROUTE(S) FROM ACCESSIBLE PARKING SPACE AISLE(S) TO BUILDING ENTRANCE ARE PROVIDED/MAINTAINED.

KEYED NOTES

XX

1. 4" SOLID WHITE, TYPICAL
2. ADA ACCESSIBLE PARKING, SEE DETAIL A
3. 4" SOLID BLUE, TYPICAL
4. ADA ACCESSIBLE PARKING SYMBOL, SEE DETAIL B
5. VAN ACCESSIBLE SIGN, SEE DETAIL C
6. PRECAST CONCRETE WHEEL STOP, SEE DETAIL D
7. ADA ACCESSIBLE CURB RAMP
8. DETECTABLE WARNING SURFACE

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SANTA FE, NM

DXD CAPITAL

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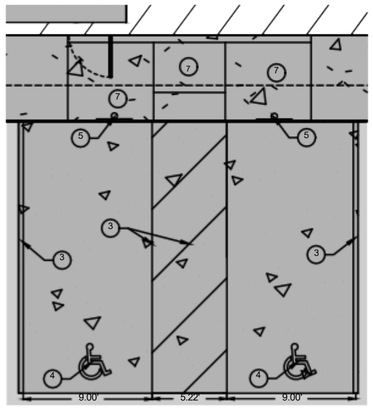
SANTA FE, NEW MEXICO

SIGNING AND STRIPING - ADA PLAN

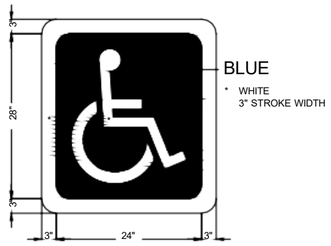
THIS DRAWING IS INCOMPLETE AND NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED, SIGNED AND DATED

Designed	Drawn	Checked
RJC	CLW	RJC

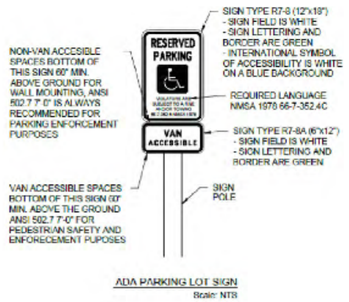
Date: December 2025



A C-15 ACCESSIBLE PARKING DETAIL
SCALE: NTS

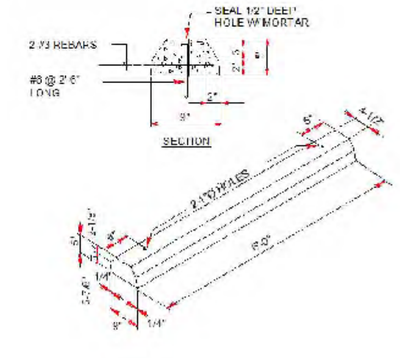


B C-15 ADA ACCESSIBLE SYMBOL DETAIL
SCALE: NTS



ADA PARKING LOT SIGN
Scale: NTS

C C-15 ADA PARKING LOT SIGN
SCALE: NTS



D C-15 PRECAST CONCRETE WHEEL STOP DETAIL
SCALE: NTS

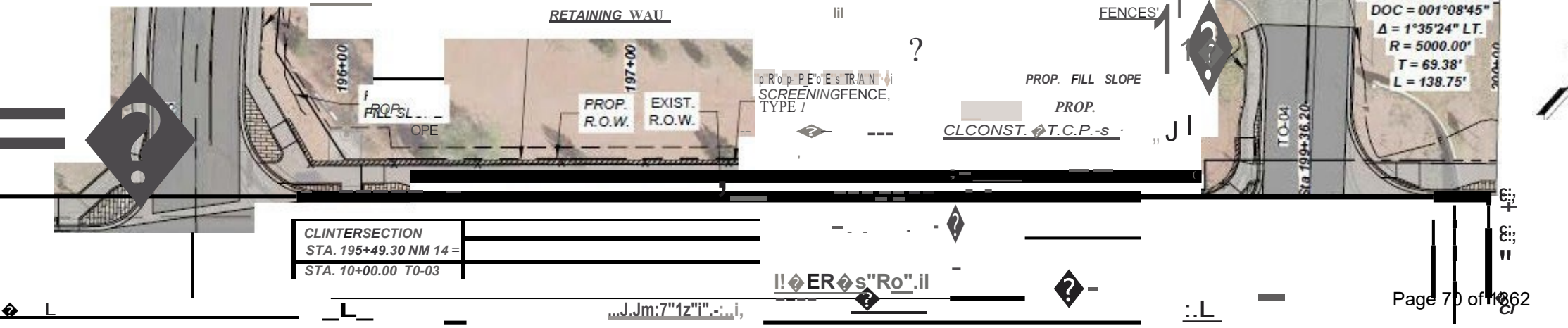
CASE #:

ADDRESS: 1802 CERRILLOS RD. SANTA FE, NM 87505
1361 FOURTH ST. SANTA FE, NM 87505
1750 CERRILLOS RD. SANTA FE, NM 87505
3 RD BERRY AVE. SANTA FE, NM 87505

SHEET NAME:
SIGNING AND STRIPING - ADA PLAN

C-203
SHEET #:

SHEET #___OF ___

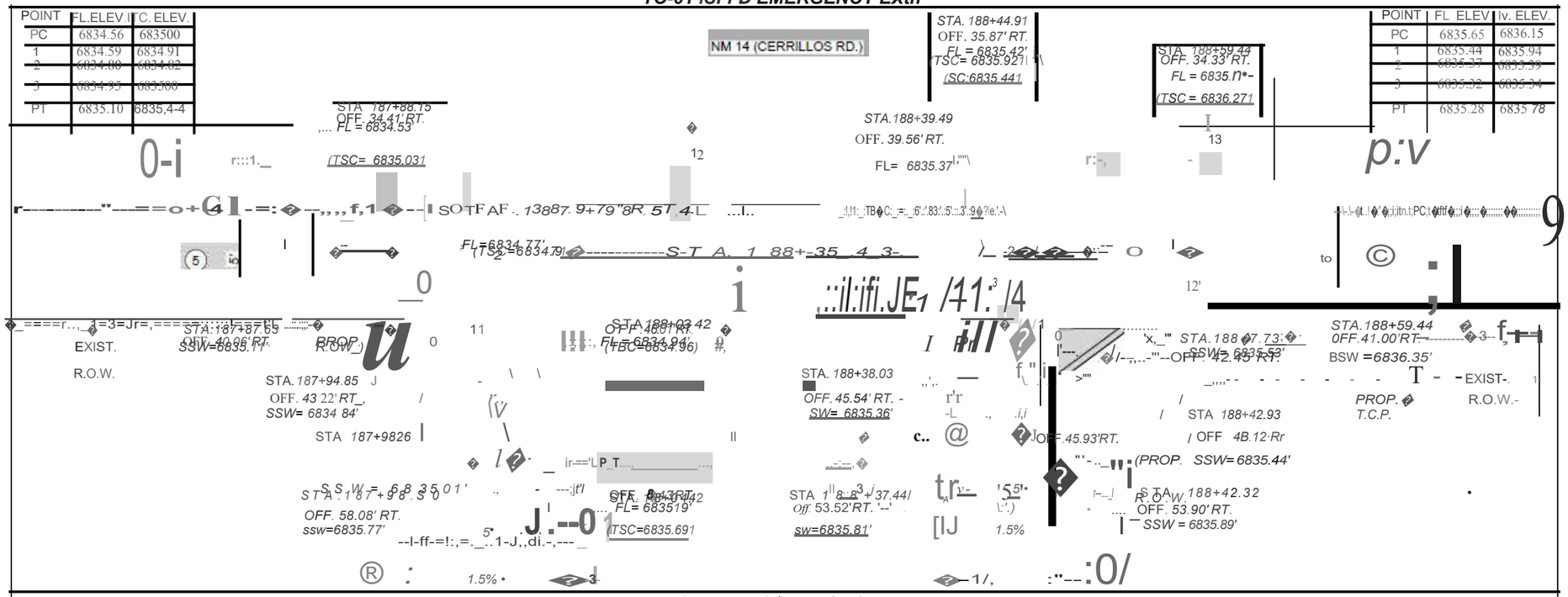

RETAINING WAU
FENCES
DOC = 001°08'45"
Δ = 1°35'24" LT.
R = 5000.00'
T = 69.38'
L = 138.75'
196+00
197+00
PROP.
R.O.W.
EXIST.
R.O.W.
PROP. FILL SLOPE
PROP.
SCREENING FENCE, TYPE 1
CLCONST. T.C.P.-S
TO-04
Sta 199+36.20
CLINTERSECTION
STA. 195+49.30 NM 14 =
STA. 10+00.00 T0-03

PT	6834 98	6835.48	PT	6834 90	6835 40

NM 14 (CERRILLO$ RD.} / STA. 189+00.11 LT.

TO-01 ISFFD EMERGENCY EXtn

POINT	FL.ELEV.	TC. ELEV.
PC	6834.56	683500
1	6834.59	6834.91
2	6834.80	6834.82
3	6834.95	683500
PT	6835.10	6835,4-4



NM 14 (CERRILLO$ RD.) / FOURTH ST.

POINT	FL ELEV	lv. ELEV.
PC	6835.65	6836.15
1	6835.44	6835.94
2	6835.37	6835.39
3	6835.32	6835.34
PT	6835.28	6835 78

t6. CONCRETEBARRIER CURBANOGUTTER TYPE0
;r')(24"
17. CONCRETESIDEWALK4" (VARIES).

LEGEND

-◆--- PROP. PEDESTRIAN/BICYCLE RAILING

DESCRIPTION

PS&E DESIGN
NOT FOR CONSTRUCTION

TSABETSAYE. NICOI.E
1.Jul-25

Cra,ingFile: J:\30900156NM14 c.ERRILLOSROAO\D4ENGII'EERING •S100680\PLANS'-2_SHEETS\S10038t2MS001.0\"3
10:52 AM

PROJECT DEVELOPED BY: WSP USA

DRAWING SCALE: 1" = tO'

SHEET NO. 2 - 48

Development Review Team (DRT)
Comment Form

Date: February 20, 2026

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #2025-11753 (Development Plan) & Case #2025-11756 (Special Use Permit)
1802 Cerrillos Road (former Empire Builders Site)

Case Planner: Alexa Hempel, LEED Green Associate, Senior Planner

---

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. See attached letter from Wilson & Company dated 2/20/26 certifying its concurrence with the developer's "Initial Traffic Assessment" (ITA).	N/A	
2. Developer should provide certification that its engineers have provided NMDOT project development engineers opportunity to review site plans in accordance with the department's proposed redesign and reconstruction of Cerrillos Road.	Prior to Planning Commission	
3. A detailed signage and striping plan for all required on-street signage, pavement markings, and any related regulatory/directional signs shall be submitted for review and approval by Public Works.	Prior to Building Permit	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is mandatory for the owner to obtain approval from the Public Works Department for any driveway curb cut or sidewalk crossing. This approval must be issued before a building permit for such new construction is approved.
2. Note as the public infrastructure plans move forward to building permit, these may be subject to additional reviews and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. prior to building permit approval.

Memorandum

To: Leroy Pacheco, PE COSF

From: Philip A. Gallegos, PE, Senior Transportation Engineer

CC:

Date: 2/20/2026

Re: DXD Storage ITA Review Comments

Wilson and Company has reviewed the ITA prepared by Sounder Miller and Associates for the DXD Empire Self Storage Development located at 1802 Cerrillos Road in Santa Fe, New Mexico.

The ITE Trip Generation Handbook, 12th Edition was utilized for this ITA and the number of trips generated by this development are below the thresholds for a TIA as outlined in the City of Santa Fe TIA Guidelines. Therefore, I concur with the findings of the report.

Please let me know if you have any questions or require further information.

Sincerely,

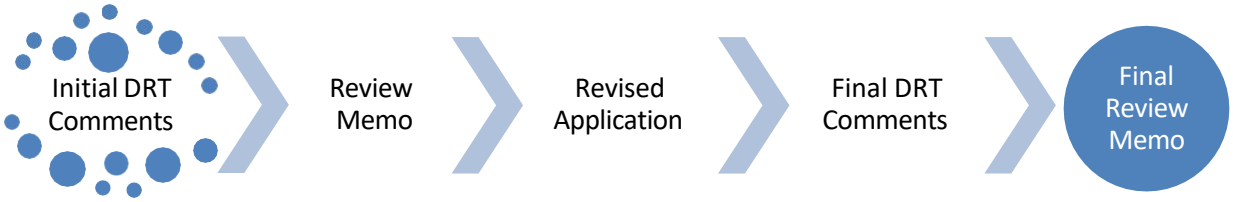
Philip A Gallegos, PE

Senior Transportation Engineer

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

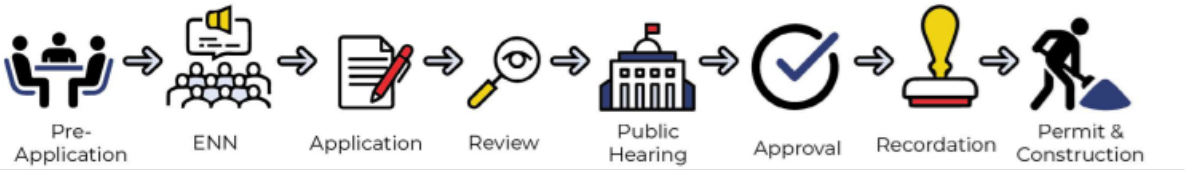


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due
2/9/26 by Parks and Open Space	2/9/26 by Parks and Open Space	

Form Updated: April 2024

Date: 2/18/26

DRT Member: Melissa McDonald, Parks and Open Space Division Director

Zoë Isaacson, River and Watershed Manager

Dept/Div: Parks & Open Space Division

Case No.: Case #2025-11753

Case Planner: Alexa Hampel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. The public right-of-way will be constructed in accordance with the approved Public Works project S100681 (NM 14/Cerrillos Road), including a 5-foot stamped concrete buffer and a full 6-foot sidewalk.	~~Prior to building permit approval~~ Prior to planning commission	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Existing Drainage Plan (sheet C-302) has a drainage calc. table labeled "post-development stormwater calculations. Verify this the correct table for this sheet and relabel to pre-development stormwater calcs. Also question whether this is correct table, as the existing volumes are less than post-development volumes on next sheet, however site plan reduces impervious area.	~~Prior to development plan approval~~ Prior to recordation	
2. Please label each pond, provide drawings for each pond including inlet & outlet structures, storage volumes, location of sediment measuring post, and landscape materials. Ensure grading notes reflect plan.	~~Prior to development plan approval~~ Prior to recordation	
3. Planting Note #1 (LP-501): This note should be revised to reference the City of Santa Fe landscape requirements rather than Doña Ana County landscape requirements.	~~Prior to development plan approval~~ Prior to recordation	
4. Fencing oddly crosses retention pond (C-201)	note	

5. The dog park should be designed and constructed to capture the first flush of surface runoff in order to reduce water quality impacts. As currently depicted, the grading plan does not	~~Prior to development plan approval~~ Prior to recordation	
direct runoff in a manner that would enable the pond to function as intended (sheet -304)		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2. Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Comment Form

Date: 2/16/2026

DRT Member: Dee Beingessner, Joshua VanSlambrouck

Dept/Div: Land Use Engineering

Case No.: 1802 Cerrillos Rd Development Plan

Case Planner: Alexa Hempel, Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Provide discussion in the drainage narrative of how the stormwater will be directed to the ponding areas. Include how water will be directed from roof drains.	All Comments are Prior to recordation	
2. Provide flow directional arrows on grading and drainage plan especially showing flow from roof drains to ponding areas. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume. Depressed areas for all landscaped areas are encouraged, but the official ponding areas for the required storage must be verifiable in the future. The conveyance of water to those areas must be shown on the plans and verifiable in the future. Show curb cuts for water to enter landscaped areas.		
~~3. Provide photometric plan~~		
4. Include pond sections and show how ponds will overflow.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Include attached notes.		
2. A financial guarantee will be required for all public and quasi-public infrastructure. The guarantee must be in place prior to recordation of development plan.		
3. Current analysis shows a violation: an increase in peak stormwater flows is not allowed per city code 14-8.2(D)(4)(b)(i)		
4. Include 2 additional drainage analysis for the 1-year, 1-hour, and 100-year, 24-hour, required to show compliance for any frequency storm event up to the 100-year, 24-hour. Please See city code 14-8.2(D)(4)(b)(i) “except as otherwise required by this Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre-*development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point;”		
5. Show on the drainage and terrain management plans: roof drain pattern and downspouts/canales, and means of		

Form Updated: March 2024

stormwater conveyance (swales, catch basins, storm drainpipe, curb cuts, etc.) to stormwater control features		
6. Please provide more information on how runoff Coefficients were selected from the NMDOT Manual, include the figure/table number, cover type, % impervious cover, etc.		
7. Please Verify how the runoff volumes are calculated, The Rational Method is not an acceptable method to calculate runoff volume per NMDOT Drainage Design Manual, July 2018, section 403, Limitations: "Runoff volumes may not be computed with the Rational Formula Method or Modified Rational Formula Method (not included in this Drainage Design Manual".		
8. Include an acceptable runoff volume analysis for stormwater quality volume for a 0.68-inch (90% percentile, or roughly the 1-year, 1-hour storm) event. This runoff volume must be contained/retained on site, to reduce pollution per EPA NPDES MS4, see city code 14-8.2(A)(13). This volume must infiltrate in 24 hours per city code 14-8.2(D)(4)(c)(ii), It is encouraged that the Stormwater quality volume design is incorporated into the landscape, to also comply with landscape code rainwater harvesting requirements 14-8.4(E)(1) "The *landscaping* plan shall include *passive water harvesting* for *landscape* irrigation purposes as a minimum requirement" the minimum recess depth for retention and water harvesting areas is 6 inches.		
9.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

See following pages for notes required on plat or plans

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and

approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil, and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly, and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off property transport, the owner or operator shall use at one or more of the following Best Management Practices (BMPs):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc. during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

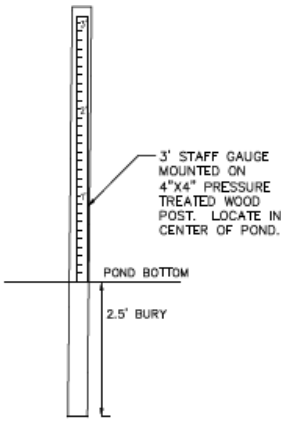
ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, the undersigned professional engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition as of _____ is in substantial compliance with the approved grading and drainage plan prepared by _____, dated _____.

Signature NMPE #_____ Date

Form Updated: March 2024

Example for pond measurement post



POST & STAFF GAUGE
NTS

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

Date: February 20, 2026

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, and Outdoor Lighting

Case No.: 2025-11753 Empire Storage Development Plan & 2025-11756 Special Use Permit

Case Planner: Alexa Hempel, Senior Planner, anhempel@santafenm.gov, 505-955-6661

DRT Review Schedule – 9-12+ weeks*

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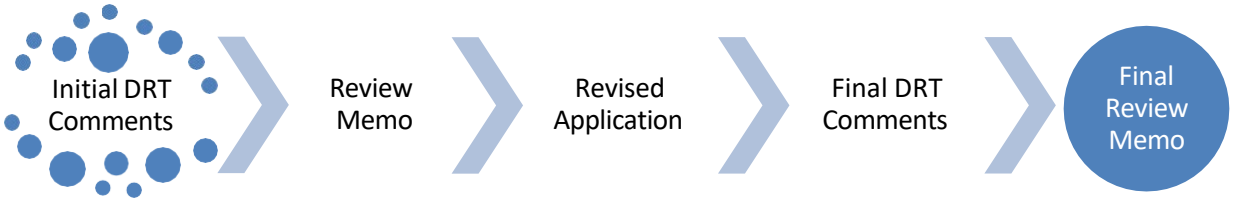

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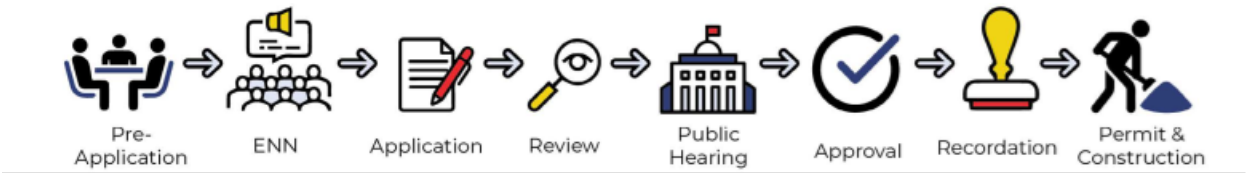
d. *At the time of development* -

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Parking lot traffic islands appear to have 60 square feet of permeable surface. Code 14-8.4(H)(4)(IV) requires 90 square feet of permeable surface.	**Prior to Recordation**	
2. Austrian pine at the main building at the southwest parking space is located to close to the curb and gutter. This tree at that location will cause curb and gutter and parking lot damage. Adjust tree to the center of the landscape area or choose a better size tree for this location. Entrance trees into the parking area should be centered in the planters to prevent future parking lot, curb, and gutter damage.		
3. The Landscape is bunched into the property boundaries, extend the Landscape to the perimeters of the proposed sidewalks at Berry Ave and Fifth St. Review for easements, before plant material and irrigation location placements.		
4. Provide shrubs to the landscape for parking lot screening at Cerrillos Road, Fourth St., and Berry Ave. per city code 14-8.4(H)(3).		
5. Provide frontage landscaping for CRHC zone 1 as required pre code 14-5.5 - HIGHWAY CORRIDOR PROTECTION DISTRICTS (B) CRHC Cerrillos Road Highway Corridor Protection District at the northeast parking lot.		
6. Provide shrub planting within the planter bed along the boundary wall at the northeast parking lot.		
7. Review plantings at traffic sight triangles for height compliance for a 3–8-foot visibility window.		
8. Utilize organic much within the landscape particularly at mass plantings. Provide wood mulch shredded or chipped 4-inches in depth without weed fabric.		
9. Provide fencing information and detail.		

10. Irrigation system design is incomplete. Provide the remaining zone layouts.		
11. Provide the correct details from the LIDS manual for the Manual Drain, Backflow Preventer.		
12. Provide a water budget for the first three months of the Turf establishment period.		
13. Turf grass sod or turf grass seed mixes installed within the city limits shall contain no more than twenty-five percent Kentucky Bluegrass.		
14. Photometrics do not meet Code requirements. See Article 14-8.6(D)(2) and revise for compliance. 74-points exceed the maximum illumination for any point. (Highlighted numbers attached are out of compliance)		
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

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1. [list any additional items]
2.

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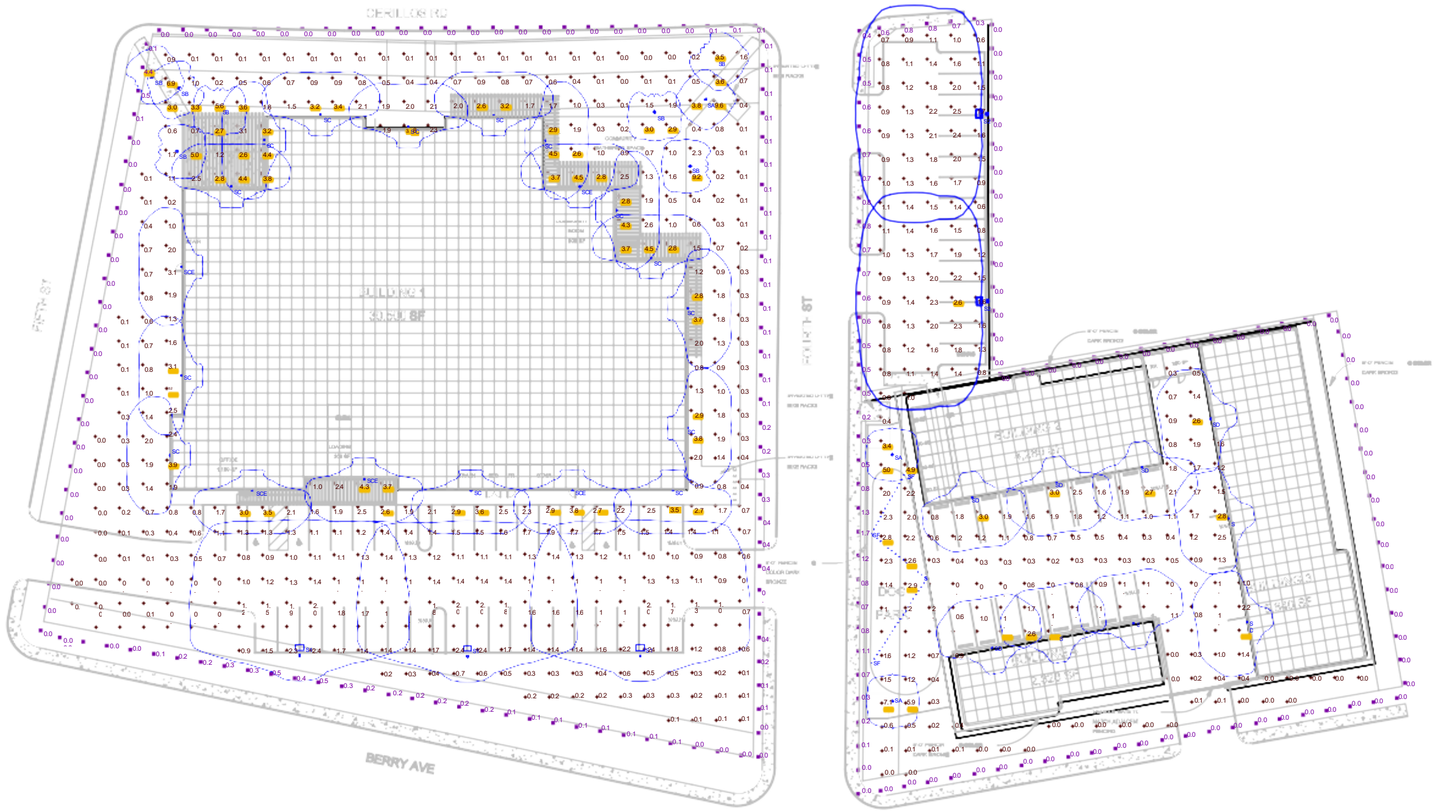
(see following pages for notes required)



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
~~LIGHT SPILL AT PROPERTY LINE (BLDG 1)~~		~~0.1 fc~~	~~1.4 fc~~	~~0.0 fc~~	~~N/A~~	~~N/A~~
~~LIGHT SPILL AT PROPERTY LINE (BLDGS 2, 3 & 4)~~		~~0.2 fc~~	~~1.7 fc~~	~~0.0 fc~~	~~N/A~~	~~N/A~~
~~SITE (BLDG 1) - FC @ GRADE~~		~~1.4 fc~~	~~9.6 fc~~	~~0.0 fc~~	~~N/A~~	~~N/A~~
~~SITE (BLDGS 2, 3 & 4) - FC @ GRADE~~		~~1.3 fc~~	~~7.1 fc~~	~~0.0 fc~~	~~N/A~~	~~N/A~~

GENERAL NOTES

1. ALL OUTDOOR LIGHTING MUST MEET CITY OF SANTA FE OUTDOOR LIGHTING CODE SECTION 14-8.9.

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Lumen Multiplier	Light Loss Factor	Wattage
	S1	3	~~LITHONIA~~	~~DSX0 LED P5 30K 80CRI TFTM MVOLT SPA HS~~ (FINISH) / SSS 17.5' W/2.5' BASE	~~AREA LUMINAIRE WITH P5 PERFORMANCE~~ PACKAGE WITH FOWARD THROW OPTICS AND HOUSE SIDE SHIELD. MOUNTED @ 20'-0"	~~LED - 3000K~~	~~9026~~	~~1~~	~~0.91~~	~~90.12~~
	S2	2	~~LITHONIA~~	~~DSX0 LED P5 30K 80CRI BLC4 MVOLT SPA~~ (FINISH) / SSS 17.5' W/2.5' BASE	~~AREA LUMINAIRE WITH P5 PERFORMANCE~~ PACKAGE WITH TYPE 4 BACKLIGHT CONTROL. MOUNTED @ 20'-0"	~~LED - 3000K~~	~~7912~~	~~1~~	~~0.91~~	~~90.12~~
	SA	3	~~LITHONIA~~	~~DSXB LED 16C 350 30K SYM MVOLT~~ (FINISH)	~~3' HD SERIES BOLLARD WITH SYMMETRIC~~ DISTRIBUTION	~~LED - 3000K~~	~~1558~~	~~1~~	~~0.91~~	~~20~~
	SB	7	~~LITHONIA~~	~~DSXB LED 12C 350 30K ASY MVOLT~~ (FINISH)	~~3' H. D SERIES BOLLARD WITH ASYMMETRIC~~ DISTRIBUTION	~~LED - 3000K~~	~~1194~~	~~1~~	~~0.91~~	~~16~~
	S	14	~~LITHONIA~~	~~WDGE2 LED P2 30K 80CRI T3M MVOLT SRM~~ (FINISH)	~~WALL MOUNT WITH P2 PERFORMANCE PACKAGE - - TYPE 3M. MOUNTED @ 8'-0"~~	~~LED - 3000K~~	~~1964~~	~~1~~	~~0.91~~	~~18.9815~~
	SCE	5	~~LITHONIA~~	~~WDGE2 LED P2 30K 80CRI T3M MVOLT SRM~~ E20WC (FINISH)	~~WALL MOUNT WITH P2 PERFORMANCE PACKAGE.~~ TYPE 3M OPTICS AND EM BATTERY PACK. MOUNTED @ 8'-0"	~~LED - 3000K~~	~~1964~~	~~1~~	~~0.91~~	~~18.9815~~
	S	9	~~LITHONIA~~	~~WDGE2 LED P2 30K 80CRI T4M MVOLT SRM~~ (FINISH)	~~WALL MOUNT WITH P2 PERFORMANCE PACKAGE - - TYPE 4M. MOUNTED @ 8'-0"~~	~~LED - 3000K~~	~~1922~~	~~1~~	~~0.91~~	~~18.9815~~
	S	53	~~ALUZ~~	~~AS ZGZO FLT 24*27K GSFL 3W WET~~ (LENGTH) / RSS 10'-0" POLE	~~STRING / FESTOON LIGHTS. MOUNTED @ 8'-0"~~	~~LED - 2700K~~	~~247~~	~~1~~	~~0.91~~	~~3.08~~

1 E.101 PHOTOMETRICS SITE PLAN

1" = 30'-0"

Revit Version: 2025
Plot Date: 12/8/2025 10:44:41 AM

EAPC
Architecture | Engineering
Interior Design | Industrial
TELE 701.461.7222
112 No.Roberts Street, Suite 300, Fargo ND 58102
www.eapc.net

CONSULTANTS

CLIENT
~~EXD SS F2 LAND, LLC~~

PROJECT DESCRIPTION
EMPIRE SELF STORAGE

CITY SANTA FE
STATE NEW MEXICO

ISSUE DATES

MARK	DESCRIPTION	DATE
SD	DEVELOPMENT PACKAGE	12/05/2025

~~PROJECT NO: 20250000~~

DRAWN BY: KS

CHECKED BY: MH

COPYRIGHT:
All plans, specifications, computer files, field data, notes and other documents and instruments prepared by EAPC as instruments of service shall remain the property of EAPC. EAPC shall retain all common law, statutory and other reserved rights, including the copyright there to.

STAMP

DRAWING TITLE
PHOTOMETRICS

E.101

D-Series Size 0

LED Area Luminaire

d-series

Specifications

EPA: 0.44 ft² (0.04 m²)

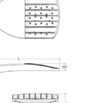
Length: 26.18" (665.0 mm)

Width: 14.06" (357.2 mm)

Height H1: 2.26" (5.7 mm)

Height H2: 7.46" (18.9 mm)

Weight: 23 lbs (10.4 kg)



Design Select options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature[1]	Color Rendering Index[1]	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics**	(Blue section 70CRI only)		AFR Automotive front row[2]	MVOLT (120V-277V)[3]	**Shipped included**
	P1 P5	30K 3000K	70CRI	T1S Type I short	HVOLT (347V-480V)[3]	SPA Square pole mounting (#) drilling, 3.5" min. SQ pole)
	P2 P6	40K 4000K	70CRI	T2M Type II medium	XVOLT (277V-480V)[3]	RPA Round pole mounting (#) drilling, 3" max. RND pole)
	P3 P7	50K 5000K	70CRI	BLC3 Type III backlight control[2]	120[4,5,6]	SPBG Square pole mounting (#) drilling, 3" max. SQ pole)[7]
	P4			T3LG Type III low glare[2]	208[4,5,6]	RPBG Round pole mounting (#) drilling, 3" max. RND pole)[7]
	Rotated optics			BLC4 Type IV backlight control[2]	240[4,5,6]	SPUBN Square narrow pole mounting (#) drilling, 3" min. SQ pole)
	P10[8] P12[8]	27K 2700K	80CRI	T4M Type IV medium	277[4,5,6]	
	P11[8] P13[8]	30K 3000K	80CRI	T4LG Type IV low glare[2]	480[4,5,6]	
		35K 3500K	80CRI	T5M Type V medium		
		40K 4000K	80CRI			
		50K 5000K	80CRI			

Control options	Other options	Finish (required)
Shipped installed	**Shipped installed**	
NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 25',[9,10,11]	PE[12] Seven-pin receptacle only (controls ordered separately)[13,14]	DDBXD Dark Bronze
	FAO Field adjustable output[15,16]	DBLXD Black
PIR Bi-level switched dimming, 30% sensor,[9,10,11]	BLSP Bi-level switched dimming, 30%[16,17]	DNAXD Natural Aluminum
PIRH High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 20',[9,10,11]	DMA 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[16]	DWHXD White
PER NEMA twist-lock receptacle only (controls ordered separately)[13]		DBTXD Textured dark bronze
PERS Five-pin receptacle only (controls ordered separately)[13]		DBLBXD Textured black
		DNATXD Textured natural aluminum
		DWHGXD Textured white

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

designselect

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.

*See ordering tree for details

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V)[18]

DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V)[18]

DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V)[18]

DSX0HS 20PC Shorting cap[19]

DSX0HC PIN Noise-rate sized (enter package taste PIN 7, 20, or 30 (e.g. DSX0HC 20))[20]

DSX0FA (FINISH) Round pole adapter (#) drilling, specify finish)

DSX0FAS (FINISH) Round pole adapter (#) drilling (specify finish)

DSX0FAU (FINISH) Square pole adapter (#) drilling (specify finish)

DSX0EGSS (FINISH) External glare shield (specify finish)

DSX0HSSS (FINISH) Bird spike deterrent bracket (specify finish)

NOTES

1. Related options available with packages P10, P11, P12 and P13. Must be combined with option LRO or RFO.
2. Not available with P1, P2, P3 or P4. Not available with BLC3, BLC4, T3LG, T4LG, T5LG, T5VLG, T5WLG, T6WLG, T6LG, T6VLG, T6WLG, T7LG, T7VLG, T7WLG, T8LG, T8VLG, T8WLG, BLC5, BLC6, LCCO, BCCO distribution. Also available as a separate accessory; see Accessories information.
3. HVOLT not available with package P1, P2 and P3 when combined with option NLTAIR2 PIRHN or option PIR.
4. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
5. 120V, 208V, 240V, 277V, 347V, 480V, XVOLT, 120V-277V, 347V-480V, MVOLT, HVOLT, 120V-347V, 208V-480V, XVOLT, 277V-480V, 120V-480V, 347V-480V, 120V-277V, 208V-277V, 240V-277V, 120V-240V, 208V-240V, 240V-480V, 277V-480V, 347V-480V, 120V-347V, 208V-347V, 240V-347V, 120V-208V, 208V-480V, 277V-347V, 120V-277V, 347V-347V, 480V-480V, 277V-277V, 347V-347V, 480V-480V, 277V-277V, 347V-347V, 480V-480V, 277



WDGE2 LED

Architectural Wall Sconce
Precision Refractive Optic

Catalog Number

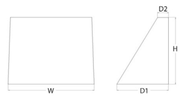
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: (without options) 13.5 lbs



Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. With each luminaire tested with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Optics	Standard (3K, 0°C	Cold (4K, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	--	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI T3M MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0[1] 1 P1[2] 2 P2[2] 3 P3[2] 4 P4[2]	27K 2700K; 30K 3000K; 35K 3500K; 40K 4000K; 50K 5000K; AMB[3] Amber	70CRI[4]; 80CRI; LW[5] Limited Wavelength	T1S Type I Short; T2M Type II Medium; T3M Type III Medium; T4M Type IV Medium; TFTM Forward Throw Medium	MVOLT; 347[6]; 480[7]	**Shipped included:** SRM Surface mounting bracket; ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[8]

Shipped separately: AWS 3/Bench Architectural wall spacer[9]; PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available[1]

Options		Finish
E10WH Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 0°C min)	**Standalone Sensors/Controls**	DDBXD Dark bronze
E20WC Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min)	PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	DBLXD Black
PE Photocell, Button Type[8]	PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	DNAXD Natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[8]	PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.	DWHXD Sandstone
BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points.	PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.	DDBTXD Textured dark bronze
CCE Coastal Construction[1]	**Networked Sensors/Controls**	DBLBXD Textured black
	NLTAIR2 PIR Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.	DNATXD Textured natural aluminum
	NLTAIR2 PIRH Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.	DWHGXD Textured white
	NLTAIR2 PIR Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.	DSSTXD Textured sandstone
	NLTAIR2 PIRH Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.	

See page 4 for out of box functionality

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Accessories

Ordered and shipped separately.

WDGE4WS DDBXD U — WDGE 3.0inch Architectural Wall Spacer (specify finish)

WDGEPBBW DDBXD U — WDGE2 surface-mounted back box (specify finish)

NOTES
1 PE option not available with sensors/controls.
2 P1-P4 not available with AMB and LW.
3 AMB and LW always go together.
4 70CRI only available with T3M and T4M.
5 347V and 480V not available with E10WH or E20WC.
6 Not qualified for DLC. Not available with emergency battery backup or sensors/controls.
7 For PBBW and AWS with CCE option, require an RPA.
8 PE not available in 480V or with sensors/controls.
9 DMG option not available with sensors/controls.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)				30K (3000K, 80 CRI)				40K (4000K, 80 CRI)				50K (5000K, 80 CRI)				Amber (Limited Wavelength)			
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T1S	636	92	0	0	0	666	97	0	0	0	699	101	0	0	1	691	100	0	0	1	712	47	0	0	1
		T2M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T3M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T4M	648	94	0	0	0	679	98	0	0	0	712	103	0	0	0	704	102	0	0	0	726	47	0	0	0
		TFTM	652	95	0	0	0	683	99	0	0	0	717	104	0	0	0	708	103	0	0	0	730	48	0	0	1
P1	11W	T1S	1,305	99	0	0	1	1,367	104	0	0	1	1,435	109	0	0	1	1,420	107	0	0	1					
		T2M	1,150	103	0	0	1	1,204	108	0	0	1	1,264	113	0	0	1	1,249	112	0	0	1					
		T3M	1,150	103	0	0	1	1,205	108	0	0	1	1,265	113	0	0	1	1,250	112	0	0	1					
		T4M	1,126	101	0	0	1	1,179	106	0	0	1	1,238	111	0	0	1	1,223	110	0	0	1					
		TFTM	1,133	101	0	0	1	1,186	106	0	0	1	1,245	112	0	0	1	1,230	110	0	0	1					
P2	19W	T1S	1,801	95	1	0	1	1,886	99	1	0	1	1,981	104	1	0	1	1,957	103	1	0	1					
		T2M	1,875	99	1	0	1	1,963	103	1	0	1	2,061	109	1	0	1	2,037	107	1	0	1					
		T3M	1,876	99	1	0	1	1,964	103	1	0	1	2,062	109	1	0	1	2,038	107	1	0	1					
		T4M	1,836	97	1	0	1	1,922	101	1	0	1	2,018	106	1	0	1	1,994	105	1	0	1					
		TFTM	1,847	97	1	0	1	1,934	102	1	0	1	2,030	107	1	0	1	2,006	106	1	0	1					
P3	32W	T1S	2,809	87	1	0	1	2,942	92	1	0	1	3,089	96	1	0	1	3,052	95	1	0	1					
		T2M	2,924	91	1	0	1	3,062	95	1	0	1	3,215	100	1	0	1	3,176	99	1	0	1					
		T3M	2,925	91	1	0	1	3,063	95	1	0	1	3,216	100	1	0	1	3,177	99	1	0	1					
		T4M	2,862	89	1	0	1	2,997	93	1	0	1	3,147	98	1	0	1	3,110	97	1	0	1					
		TFTM	2,880	90	1	0	1	3,015	94	1	0	1	3,166	99	1	0	1	3,128	97	1	0	1					
P4	47W	T1S	3,729	80	1	0	1	3,904	84	1	0	1	4,099	88	1	0	1	4,051	87	1	0	1					
		T2M	3,881	83	1	0	1	4,063	87	1	0	1	4,267	91	1	0	1	4,216	90	1	0	1					
		T3M	3,882	83	1	0	1	4,065	87	1	0	1	4,268	91	1	0	1	4,217	90	1	0	1					
		T4M	3,799	81	1	0	1	3,978	85	1	0	1	4,177	90	1	0	1	4,127	88	1	0	1					
		TFTM	3,822	82	1	0	1	4,002	86	1	0	1	4,202	90	1	0	1	4,152	89	1	0	1					

Performance Package	System Watts	Dist. Type	27K (2700K, 70 CRI)				30K (3000K, 70 CRI)				40K (4000K, 70 CRI)				50K (5000K, 70 CRI)			
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T1M	717	107	0	0	0	763	113	0	0	0	822	119	0	0	0	832	121	0	0	1
		T4M	731	105	0	0	0	746	108	0	0	0	804	117	0	0	1	814	118	0	0	1
P1	11W	T1M	1,280	113	0	0	1	1,325	119	0	0	1	1,427	128	1	0	1	1,445	129	1	0	1
		T4M	1,253	112	0	0	1	1,297	116	0	0	1	1,397	125	0	0	1	1,415	127	0	0	1
P2	19W	T1M	2,087	110	1	0	1	2,160	114	1	0	1	2,327	123	1	0	1	2,357	124	1	0	1
		T4M	2,042	108	1	0	1	2,114	111	1	0	1	2,278	120	1	0	1	2,306	121	1	0	1
P3	32W	T1M	3,254	101	1	0	1	3,369	105	1	0	1	3,629	113	1	0	1	3,675	114	1	0	1
		T4M	3,185	99	1	0	1	3,297	103	1	0	1	3,552	111	1	0	1	3,597	112	1	0	1
P4	47W	T1M	4,319	93	1	0	1	4,471	96	1	0	1	4,817	103	1	0	2	4,878	105	1	0	2
		T4M	4,227	91	1	0	1	4,376	94	1	0	2	4,714	101	1	0	2	4,774	102	1	0	2

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Electrical Load

Performance Package	System Watts	Current (A)					
		120Vac	208Vac	240Vac	277Vac	347Vac	480Vac
P0	7.0	0.061	0.042	0.04	0.039	--	--
	9.0	--	--	--	--	0.031	0.021
P1	11.0	0.100	0.064	0.059	0.054	--	--
	14.1	--	--	--	--	0.046	0.031
P2	19.0	0.168	0.106	0.095	0.083	--	--
	22.8	--	--	--	--	0.067	0.050
P3	32.0	0.284	0.163	0.144	0.131	--	--
	37.1	--	--	--	--	0.107	0.079
P4	47.0	0.412	0.234	0.207	0.185	--	--
	53.5	--	--	--	--	0.153	0.112

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	32°F 1.03
10°C	50°F 1.02
20°C	68°F 1.01
25°C	77°F 1.00
30°C	86°F 0.99
40°C	104°F 0.97

Lumen Output in Emergency Mode (4000K, 80 CRI, T3M)

Option	Lumens
E10WH	1,358
E20WC	2,230

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient. Interpolation between the rows of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.93	>0.87

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.



Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output for the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

Control / Sensor Options

Motion/Ambient Sensor (PIR _, PIRH _)

Motion/Ambient sensor (Sensor Switch MSOD) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

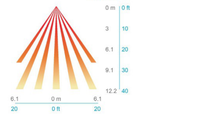
PIR

HIGH VIEW

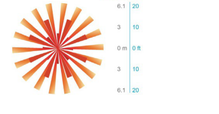


PIRH

SIDE VIEW



TOP VIEW



Option	Dim Level	High Level (when triggered	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH, NLTAIRE2 PIR, NLTAIRE2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec

UL 924 Response – nLight AIR Devices with EM Option

- NLTAIRE2 devices will remain at their high-end trim and ignore wireless lighting control commands, unless a normal-power-sensed (NPS) broadcast is received at least every 8 seconds.
- Using the CLAIRITY+ mobile app, NLTAIRE2 devices must be associated with a group that includes a normal power sensing device to receive NPS broadcasts.
- The non-emergency devices, NLTAIR2 PIR and NLTAIR2 PIRH, with version 3.4 or later firmware can be used for normal power sensing.

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Mounting, Options & Accessories



Motion/Ambient Sensor

D = 7"
H = 9" (Standalone controls)
11" (nLight AIR controls, 2" antenna will be pointing down behind the sensor)
W = 11.5"



PBBW – Surface-Mounted Back Box
Use when there is no junction box available.

D = 1.75"
H = 9"
W = 11.5"



AWS – 3/Binch Architectural Wall Spacer

D = 0.38"
H = 4.4"
W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE
Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION
The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset polyester coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Individually formed acrylic lenses are engineered for superior application efficiency which maximizes the light in the areas where it is most needed. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the IDEA® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C, low exposure (per ANSI/IEEE C62.41.2). Fixture ships standard with 0-10V dimmable driver.

INSTALLATION
A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The IOW option can be used to mount the luminaire vertically for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium or DLC qualified. Please consult the DLC Product Qualification Tool List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

GOVERNMENT PROCUREMENT
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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d*series

D-Series
LED Bollard

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements

Specifications

Diameter: 8" Round (20.3 cm)
Height: 42" (106.7 cm)
Weight (max): 27 lbs (12.23 kg)



Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

DSXB LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish (required)
DSXB LED	**Asymmetric:** 1X 12 LEDs[1]; **Symmetric:** 16C 16 LEDs[1]	350 350 mA; 450 450 mA[2,3]; 530 530 mA; 700 700 mA	30K 3000 K; 40K 4000 K; 50K 5000 K; AMBPC Amber phosphor converted; AMBLW Amber limited wavelength[1,3]	ASY Asymmetric[1]; SYM Symmetric[1,2]	MVOLT[1] 120[1]; 208[1]; 240[1]; 277[1]; 347[4]	**Shipped installed:** PE Photoelectric cell, button type; DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately); ELCW Emergency battery backup[5]	**Shipped installed:** SF Single fuse (120, 277, 347V)[6]; DF Double fuse (208, 240V)[6]; H24 24" overall height; H30 30" overall height; H36 36" overall height; FG Ground-fault fixture outlet; L/AB Without anchor bolts; L/AB4 4 bolt wmntfit base without anchor bolts[7]	DWHXD White; DNAXD Natural aluminum; DDBXD Dark bronze; DBLXD Black; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for DSXB[8]

NOTES
1 Only available in the 12C, ADY version.
2 Only available in the 16C, SYM version.
3 Only available with 450 AMBLW version.
4 Not available with ELCW.
5 Battery backup operates any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
6 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
7 Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
8 MRAB U not available with L/AB4 option.

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Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current (mA)	System Watts	3000 K				4000 K				5000 K				Limited Wavelength Amber			
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
Asymmetric (12 LEDs)	350	16	1,394	75	1	0	1	1,283	80	1	0	1	1,295	81	1	0	1					
	530	22	1,719	78	1	0	1	1,847	84	1	0	1	1,859	85	1	0	1					
	700	31	2,173	70	1	0	1	2,335	75	1	0	1	2,349	76	1	0	1					
	Amber 450	16																348	22	1	0	1
Symmetric (16 LEDs)	350	20	1,558	78	1	0	0	1,674	84	1	0	0	1,685	84	1	0	0					
	530	28	2,232	80	2	0	1	2,397	86	2	0	1	2,412	86	2	0	1					
	700	39	2,802	72	2	0	1	3,009	77	2	0	1	3,028	78	2	0	1					
	Amber 450	20																419	21	1	0	1

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**. Interpolation between the rows of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

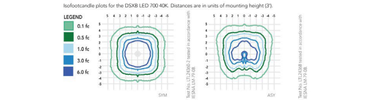
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.227	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.125	0.115	0.110	0.106
16C	350	20W	0.197	0.157	0.138	0.122	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.251	0.207	0.185	0.162
	Amber 450	20W	0.199	0.159	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Bollard homepage.

Isofootcandle plots for the DSXB LED 700 40K. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE
The rugged construction and maintenance-free performance of the D-Series LED Bollard is ideal for illuminating building entryways, walking paths and pedestrian plazas, as well as any other location requiring a low-mounting height light source.

CONSTRUCTION
One-piece 8-inch-round extruded aluminum shaft with thick side walls for extreme durability, and die-cast aluminum reflector and top cap. Die-cast aluminum mounting ring allows for easy leveling even in uneven areas and full 360-degree rotation for precise alignment during installation. Three ½" x 11" anchor bolts with double nuts and washers and 3-5/8" max. bolt circle template ensure stability. Overall height is 42" standard.

FINISH
Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

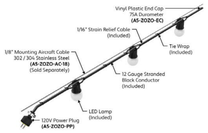
OPTICS
Two 0% uplight optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL
Light engines consist

ALUZ

A5 Series | String / Festoon
ZOZO Standard
(A5-ZOZO-STN)

TYPE



CANOPY OPTIONS (Click Image to See Individual Submittal)



Round Canopy
(AS-ZOZO-RND)

Round Canopy + Cage
(AS-ZOZO-RNC)

Cone Canopy
(AS-ZOZO-CON)



Cone Canopy + Cage
(AS-ZOZO-COC)



Bell Canopy
(AS-ZOZO-BLL)



Flat Canopy
(AS-ZOZO-FLT)



Mesh Canopy
(AS-ZOZO-MSH)



Barrel Canopy
(AS-ZOZO-BRL)



Hat Canopy
(AS-ZOZO-HAT)

SPECIFY PRODUCT CODE | CHOOSE FROM DROP DOWNS

Series		Spacing	Lamp		Dimming	Listing	Luminaire Length
Standard (No Canopy) **(AS-ZOZO-STN)**	Bell Canopy **(AS-ZOZO-BLL)**	12" on Center **(12")**	2700K, G-Shape **(27K-GSF)**	5000K, G-Shape Filament **(50K-GSFL)**	Forward Phase **(DM)**	Indoor **(DRY)**	Specify Length in Feet. **Example:** 100
		18" on Center **(18")**	5000K, G-Shape **(50K-GSF)**	2700K, S-Shape Frosted **(27K-SSF)**			
Round Canopy **(AS-ZOZO-RND)**	Flat Canopy **(AS-ZOZO-FLT)**	24" on Center **(24")**	Red, G-Shape **(R-GSF)**	5000K, S-Shape Frosted **(50K-SSF)**	**Leave Blank for Non-Dimming**	Outdoor **(WET)**	
		36" on Center **(36")**	Green, G-Shape **(G-GSF)**	Orange, S-Shape Frosted **(OR-SSF)**			
Round Canopy with Cage **(AS-ZOZO-RNC)**	Mesh Canopy **(AS-ZOZO-MSH)**	48" on Center **(48")**	Blue, G-Shape **(B-GSF)**	2700K, S-Shape Clear **(27K-SSC)**			
		60" on Center **(60")**	Amber, G-Shape **(A-GSF)**	5000K, S-Shape Clear **(50K-SSC)**			
Cone Canopy **(AS-ZOZO-CON)**	Barrel Canopy **(AS-ZOZO-BRL)**		2400K, G-Shape Filament **(24K-GSFL)**	Red, S-Shape Clear **(R-SSC)**			
			2700K, G-Shape Filament **(27K-GSFL)**	Green, S-Shape Clear **(G-SSC)**			
Cone Canopy with Cage **(AS-ZOZO-COC)**	Hat Canopy **(AS-ZOZO-HAT)**		3000K, G-Shape Filament **(30K-GSFL)**	Blue, S-Shape Clear **(B-SSC)**			
			3500K, G-Shape Filament **(35K-GSFL)**	Amber, S-Shape Clear **(A-SSC)**			
			4000K, G-Shape Filament **(40K-GSFL)**	No Lamps* **(NL)**			

✔ Lighting will be shipped without lamps.

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ALUZ

A5 Series | String / Festoon
ZOZO Standard
(A5-ZOZO-STN)

TYPE

LAMP OPTIONS

Lamp Image & Dimensions









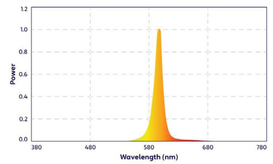
Lamp Name & Product Code	G-Shaped Lamp **(GSF)**	G-Shaped Filament Lamp **(GSFL)**	S-Shaped Lamp **(SSF)**	S-Shaped Clear Lamp **(SSC)**
Lamp Type	Standard LED	Filament LED	Standard LED	Standard LED
Material	Polymer Plastic	Shatterproof Glass	Polymer Plastic	Polymer Plastic
Lamp Life	20,000 hrs.	25,000 hrs.	20,000 hrs.	20,000 hrs.
CRI	80	90	75	80
Lumens	42	256	42	42
Beam Angle	360°	360°	360°	360°
Appearance	Frosted	Clear	Frosted	Clear, Textured
CCT & Colors	**27K, 50K, R, G, B, A**	**24K, 27K, 30K, 35K, 40K, 50K**	**27K, 50K, OR**	**27K, 50K, R, G, B, A**
Lamp Watts	1W	3W	1W	1W

Note: Lamp dimensions are subject to change without notice. +/- 0.25 Wattage Tolerance. CRI is based on 5.0K GSF, 3.0K GSFL, 5.0K SSF, and 5.0K SSC.

LAMP SPECIFICATIONS

Lamp Number	Correlated Color Temperature	Description	Available Lamp Shapes
24K	2400 Kelvin	Incandescent White	**(GSFL)**
27K	2700 Kelvin	Warm White	**(GSF), (GSFL), (SSF), (SSC)**
30K	3000 Kelvin	Warm White	**(GSFL)**
35K	3500 Kelvin	Neutral White	**(GSFL)**
40K	4000 Kelvin	Neutral White	**(GSFL)**
50K	5000 Kelvin	Cool White	**(GSF), (GSFL), (SSF), (SSC)**
R	Red	621nm	**(GSF), (SSC)**
G	Green	525nm	**(GSF), (SSC)**
B	Blue	470nm	**(GSF), (SSC)**
A	Amber	590nm	**(GSF), (SSC)**
OR	Orange	610nm	**(SSF)**

SPECTRAL POWER DISTRIBUTION AMBER LED (590nm) TURTLE FRIENDLY



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ALUZ

A5 Series | String / Festoon
ZOZO Standard
(A5-ZOZO-STN)

TYPE

ACCESSORIES (Sold Separately)


Vinyl Plastic End Cap
75A Durometer
(AS-ZOZO-EC)

Part #	Qty.
AS-ZOZO-EC	

Note: Use 1 End Cap at the end of each run.


120V Power Plug
Rubber Casing
(AS-ZOZO-PP)

Part #	Qty.
AS-ZOZO-PP	

Note: Use 1 Power Plug for each run that will not be hardwired.

MOUNTING ACCESSORIES (Sold Separately - Click Image to See Cut Sheet, If Applicable)


Mounting Aircraft Cable, 1/8"Ø
302 / 304 Stainless Steel
(AS-ZOZO-AC-18-X) X = Specify Length

Part #	Length	Qty.
AS-ZOZO-AC-18-		

Note: Order cable to desired length. Order in 50' increments up to 500' per reel.


Cable Lock for 1/8"Ø Cable
Zinc Plated
(AS-ZOZO-CL-18)

Part #	Qty.
AS-ZOZO-CL-18-	

Note: Use 1 Cable Lock per run, if using this method. Refer to installation instructions for alternative mounting options.


Mounting Plate
Stainless Steel
(AS-ZOZO-MP)

Part #	Qty
AS-ZOZO-MP	

Note: Use Mounting Plates when mounting to a ceiling. Refer to installation instructions for details.

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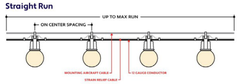
ALUZ

A5 Series | String / Festoon
ZOZO Standard
(A5-ZOZO-STN)

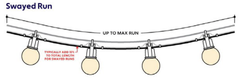
TYPE

DESIGN GUIDELINES

Straight Run

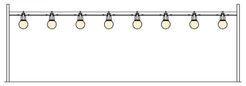


Swayed Run

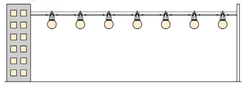


INSTALLATION OPTIONS

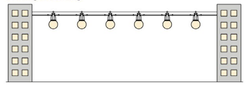
Pole to Pole



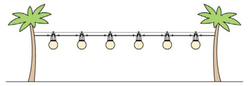
Building to Pole



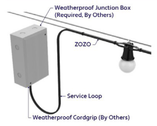
Building to Building



Tree to Tree



HARDWIRE INSTALLATION (Wet Location)



POWER PLUG INSTALLATION (Wet Location)



INSTALLATION RECOMMENDATIONS

- Determine weight of string light that will be used.
- Determine length of string light and multiply by weight.
- An engineer must choose the proper aircraft cable to handle the tension, based on length and weight to prevent product from sagging.
- An engineer must determine the strength of the structure where the cable will attach, based on tension calculation from previous step.
- If installing on a pole, check with pole manufacturer to confirm the pole can handle the tension.
- String light is hung to the above aircraft cable using the hooks. Secure hooks to aircraft cable by crimping or using stainless steel tie wraps.
- The supplied aircraft cable is designed to prevent strain on the wire. An additional aircraft cable is required to hang string light.

WEIGHT PER FOOT

Series	Spacing Selection	Approximate Weight ✓
ZOZO Standard **(AS-ZOZO-STN)**	12" on Center **(12")**	0.30 lbs per foot
	18" on Center **(18")**	0.24 lbs per foot
	24" on Center **(24")**	0.21 lbs per foot
	36" on Center **(36")**	0.18 lbs per foot
	48" on Center **(48")**	0.17 lbs per foot
	60" on Center **(60")**	0.16 lbs per foot

✔ Includes Wire, Socket, Lamp, and Strain Relief Cable. Mounting Aircraft Cable Not Included.

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CONSULTANTS

CLIENT
DXD SS F2 LAND, L.L.C

PROJECT DESCRIPTION
EMPIRE SELF STORAGE

CITY SANTA FE
STATE NEW MEXICO

ISSUE DATES

SD	DEVELOPMENT PACKAGE	12/05/2025
MARK	DESCRIPTION	DATE

PROJECT NO: 20253380
DRAWN BY: KS
CHECKED BY: MH

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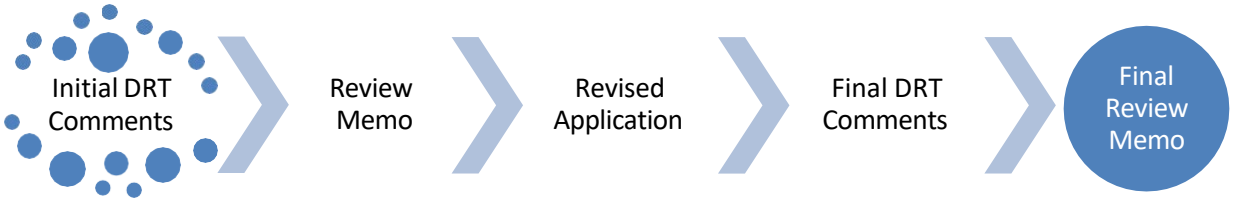
DRAWING TITLE
LIGHTING CUT SHEETS

E.104

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

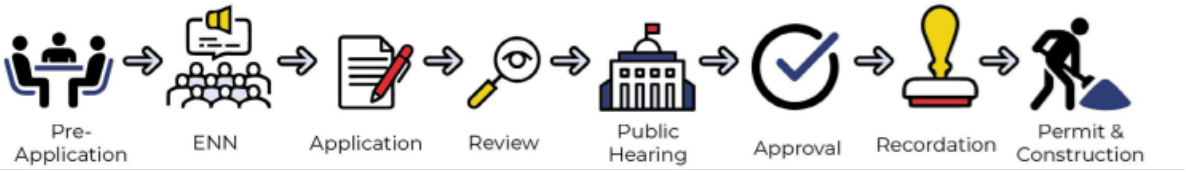


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 02/09/2026

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2025-11753 and #2025-11756

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # 2025-11753 and #2025-11756

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing	
2. An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.	Prior to Building Permit Approval	
3. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall be installed beyond the meter on any new irrigation service.	At the time of development	
4. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Applicant and City Water staff will work together to address main looping during the review of the water plan (see attached memo)	Prior to water plan approval	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

(see following pages for notes required)

City of Santa Fe Water Division Looping Requirement

The mission of the Water Division is to provide a safe, reliable, and resilient water supply to meet Santa Fe's needs. In design of the City's water distribution system, relevant pieces of this mission are achieved by, among other things, following best practices of looping water lines and avoiding dead end lines. These key distribution design paradigms help maintain water quality (safe) and provide redundancy of supply (reliable). Water distribution lines are installed by developers to Water Division specifications and standards and subsequently maintained by the Water Division. The Water Division does not generally install new extensions to water distribution lines.

Based on the location of this development, there is a possibility that the Water Division will require multiple points of connection to the public water system, or to "loop" the line.

Primary reasons for looping water main extensions are as follows:

- To reduce risk to the health and safety of our customers. Dead-end mains have less water turnover than looped mains, thus increasing the risk of bacteria development from stagnant water. Looping mains within the system when possible is a way to provide better water quality to our customers.
- Looping mains together provides better flows for fire hydrants in the event of an emergency.
- Looping provides redundancy in the event of a main break.

The details of our line extension policy can be found in Chapter 25, Exhibit A, Rule 19 of the City of Santa Fe City Code, available online. Design criteria and construction standards are available on the Water Division's website. Comments from Water Division engineers are generally provided as part of the water plan review process following the submission of a first draft of the proposed water plan. The Water Division Engineering Section also meets weekly to discuss topics related to current developments, and developers working on projects with the City may join these meetings to discuss project details, including looping requirements. If you are interested in attending a weekly meeting or if you have any questions about the water plan review process, feel free to contact a Water Division Engineer.

Development Review Team

Comment Form

Date: February 24, 2026

Staff person: Alan G. Hook

Dept/Div: Public Utilities/ Water Division

Case: **Case #2025-11753 & #2025-11756 1802 Cerrillos Road**

Case Mgr: Alexa Hempel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1 An approved Development Water Budget including a 9.8% contingency per SFCC 14-7.7 will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Prior to Planning Commission packet submittal.
2. An applicant may choose to develop a detailed, alternative Development Water Budget for the development project supported by reliable data that demonstrates that the anticipated annual water use will be less than if based on the Water Division's standard formulas per SFCC 14-7.7(D)(2).	Prior to Planning Commission packet submittal.
3 An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Prior to Recordation of Development Plan or Plat.
4 Each lot shall be served by separate water service at the time of development.	Prior to construction permit approval.
5 An agreement for metered service (AMS) will be required to install new services, including water offset fees.	Prior to construction permit approval.

The applicant should be aware that the following city code provisions or other requirements will apply to future phases of development of this project:

A. Water rights proposed to be transferred to the city's water system for dedication to a development shall be tendered to the City of Santa Fe at whichever review stage is applicable and occurs first in the review of a particular development, according to the following requirements per SFCC 25-12.4:

1) Not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body.

B. A construction permit application shall not be approved until the applicant has dedicated water to meet the approved development water budget for the development project plus a 9.8 percent contingency that covers water utility delivery requirements, as documented by the Water Division designation form and complied with the conditions thereof per SFCC 14-7.7 E1.

ACD PACKET CHECK-OFF SHEET

This sheet contains a list of required information for processing Agreements to Construct and Dedicate Public Improvements (ACD).

***Please submit this sheet with the packet.**

Check if submitted:

[X] Developer Information Sheet

[X] Utility Service Application

[ ] Utility Contractor Price Quote

[X] Copy of Plat

[ ] Approved Water Plan Drawing Number _____

[X] Approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency

[N/A] Fee Waiver Application Approved by the Office of Affordable Housing

[N/A] SFHP, Not Applicable

COUNTY PROJECTS ONLY:

[ ] City Council Approval Date _____

NOTE:

Applications will NOT be accepted for submittal unless ALL applicable items on this check list are completed and/or attached.

DEVELOPER INFORMATION SHEET

Developer's Name: DXD SS F2 Land, LLC
Address: P.O. Box 5587
Telephone #: (505) 303-0779
Contact Person: Lisa D. Martinez, Land Use Planning Consultant to Empire Self Storage
Legal Description of Property: 1802 Cerrillos, 1750 Cerrillos, 1361 Fourth Street, 3RD Berry Avenue – See attached Legal Description/LegalLot of Record Documentation for each parcel
Plat Recording Date (month, day & year): Parcel 1: July 22, 1998; Parcel 2: March 31, 1978; Parcel 3: July 22, 1998; Condemnation Parcel 4-1: July 22, 1998; Condemnation Parcel 4-4: July 22, 1998
Record Book #: Parcel 1: Book 391, Page 028 Document No. 1033,815; Parcel 2: Book 62, Page 7 Document No. 417,951; Parcel 3: Book 391, Page 028 Document No. 1033,815; Condemnation Parcel 4-1: Book 391, Page 028; Condemnation Parcel 4-4: Book 391, Page 028; ALSO SEE ATTACHED LEGAL LOT OF RECORD DOCUMENTATION: The Capital Land and Townsite Co. Adidtion Plat dated June 18, 1909 and recorded in Book 1 at Page 119 establishes a legal lot of record for each of the four parcels identified above.
Record Page #: See Above
Present Owner of Property (exactly as shown): Amatren LLC
Project Name: Empire Self Storage
Proposed Date of Completion (month & year): November 1, 2027
Developer Engineer Name: Souder, Miller & Associates
Address: 5454 Venice Avenue NE, Suite D Albuquerque, NM 87113
Telephone #: (505) 299-0942
Contact Person:
Developer Water Utility Contractor Name: TBD
Address:
Telephone #:
Contact Person:
Construction Starting Date: October 1, 2026
Type of Business Entity (NM Corporation, General Partnership, LLC, Individual, etc.):
LLC

NOTE:

1. Developer must fill out all the information above.
2. A Performance Bond from the Contractor, Certificate of Insurance and a check in the amount listed on Page 2 of Agreement to be supplied by the Developer.
3. SDCW requires contractor bid sheets (use SDCW format)
4. Developer is responsible for advising SDCW on proposed changes in start date to ensure availability of SDCW construction Inspector.

SDCW USE ONLY

Date Received: _____

Project Name: _____

Fire Hydrants: **YES** or **NO** **CITY** or **COUNTY** Quantity:_____

Drawing #: _____

W.O. #: _____

Inspector: _____

City of Santa Fe,New Mexico

UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant must sign and date application.**

Check one only:

____ Water Service Technical Evaluation Request
____ Agreement for Metered Service (AMS)
_X_ Agreement to Construct and Dedicate Public Improvements (ACD)
____ Annexation Application Water Budget
____ Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Empire Self Storage

Project Address: 1750/1802 Cerrillos Rd, 1361 Fourth St., 3RD Berry Ave Santa Fe, NM. 87505

*Required - Attach a Plat of the Property (legal lot of record and proposed development)

Plat Filing Information: Year____ Book 1 Page 119 Township, Range, Section: See attached LLOR Docs.

Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits____

Property Uniform Property Code: 1802 Cerrillos: 10685824, 1750 Cerrillos: 16008891, 1361 Fourth Street: 18312262, 3RD Berry Avenue: 12776860

Existing Well: Yes ____ No X

Legal Description including lot size: 2.72 Acres

Short Description of Project: The aforementioned properties are proposed to be utilized by DXD Self Storage as a redevelopment of the former Empire Builders building and two adjacent lots. It is proposed as a mixed use project, including a 3-story (basement + two levels above grade), 95,400 GSF Class A self-storage facility, community office spaces, and an indoor/outdoor gathering area. The two adjacent lots will complement the anchor use by including a ± 13,500 sf public dog park, additional creative workshop and storage spaces, and a new parking area to serve tenants and visitors.

Construction Start Date: October 1, 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments) _____
2. Total number of lots approved on final plat/development plan: _____
3. Total number of homes existing or under construction: _____
4. Size of service requested: (5/8", 3/4", 1" or 2") _____

***Please fill in all categories below that apply for which water service is requested:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____

_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_____	Apartment/Condominium	.16 afy per d.u.	_____
_____	Senior Complex	.12 afy per d.u.	_____

_____ **Total** **Total Residential Water Demand** _____ **AFY**

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Mixed-Use
Total gross floor area of building: 95,400 GSF Class A Self-Storage; + 12,758 SF Workshops
Total area of lot, tract or parcel: 2.72 acres
Automatic Fire Sprinkler System: Yes
Building Construction Type:
Building Square Footage: + 95,400 GSF Class A Self-Storage; & + 12,758 SF Workshops
Site Plan Attached: __X___Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- *COMPLETED BY APPLICANT* ----		---- *COMPLETED BY STAFF* ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
_X__ Office–Non-medical (within Storage Building: Community Room 900 SF; Community Restroom 100 SF; Building 2 Workshop 3705 SF; Building 2 Offices (incl. Restroom) 575 SF; Building 3 Workshop 5,840 SF; Building 4 Workshop 2,328 SF; Restroom/MEP 310 SF; Parcel 1: Subtotal 95,400; Parcel 2: 12,758 Total: 108,158 SF		(0.70 afy per 10,000 s.f.)	See attached alt. calc.
____ Medical Office	_____	(0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____	(0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
___ Gyms with showers	_____	(8.94 afy per site)	____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____

____	Pet Grooming	_____	(0.52 afy per site)	_____
____	Pet Daycare	_____	(0.11 afy per site)	_____
____	Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____	Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____	Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____	Gallery	_____	(0.60 afy per site)	_____
____	Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____	Restaurant (full service)	_____	(0.02 afy per seat)	_____
____	Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____	Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____
____	Gasoline Station	_____	(0.88 afy per Site)	_____

City of Santa Fe, New Mexico

UTILITY SERVICE APPLICATION

____	Car Wash (full service)	_____	(5.66 afy per Site)	_____
____	Car Wash (limited service)	_____	(0.94 afy per Wash Bay)	_____
____	Auto Repair	_____	(0.12 afy per site)	_____
____	Car Rental	_____	(0.12 afy per site)	_____
____	Car Sales	_____	(0.07 afy per 10,000 s.f.)	_____
_X_	Self Storage (Upper Level 30,500 SF; Ground Level 29,500 SF; Lower Level 34,400 SF)		(0.13 afy per site)	See attached alt. calc.
____	Wholesale, Warehousing	_____	(0.4 afy per 10,000 s.f.)	_____
____	Industrial, Manufacturing	_____	(applicant estimate of water use)	_____
____	Church w/ day care or school)	_____	(1.3 afy per Site)	_____
____	Church w/o day care or school)	_____	(0.6 afy per Site)	_____
____	Hotel	No. of rooms _____	(.13 afy per room)	_____
____	Motel	No. of rooms _____	(.09 afy per room)	_____

Public Services

____	School, Elementary		(0.53 afy per 100 students)	_____
____	School, Middle or Junior High		(1.68 afy per 100 students)	_____
____	School		(2.64 afy per 100 students)	_____
____	Schools, Daycare		(0.85 afy per 100 kids)	_____
____	Places of Worship		(0.15 afy per site)	_____
	With Daycare and school		(0.95 afy per site)	_____
_X_	Parks (Dog Park)	2500 SF	(1.48 afy per acre)	See attached alt. calc.
____	**Other** (not listed above) Please attach water demand calculations and assumptions used		(with attachment)	_____

Total Floor Area: 108,158 SF
(Parcel 1 & Parcel 2); 2500 SF Dog Park

Total Commercial Water Demand **1.22** **AFY (See Attached Alternate Water Use Calculation)**

Total Landscaping Water Demand **0.32** **AFY (See Attached Alternate Water Use Calculation)**

9.8% Contingency **0.15** **AFY**

TOTAL PROJECT WATER DEMAND **1.69** **AFY**

OWNER: Amatren LLC (Frank W. Culver) Mailing Address: P.O. Box 5587 Phone Number: Mobile Number: (505) 690-4833		***Only If Applicable** AGENTS: Lisa D. Martinez, B Constructiv LLC & Joseph Karnes, Sommer Karnes Assoc. Title: Land Use Planning Consultants to Empire Self Storage Mailing Address: 3201 C Zafarano Dr. #111 Santa Fe, NM. 87507 Phone Number: (505) 470-7888 Mobile Number: (505) 470-7888
Information Provided By: Check one: Owner _____ Agent __X__ Signature: *Lisa D. Martinez* Date: Initial Application: 12/7/2025		
Technical Evaluation to be Sent to: Check one: Owner _____ Agent __X__		

COMMENTS: _____

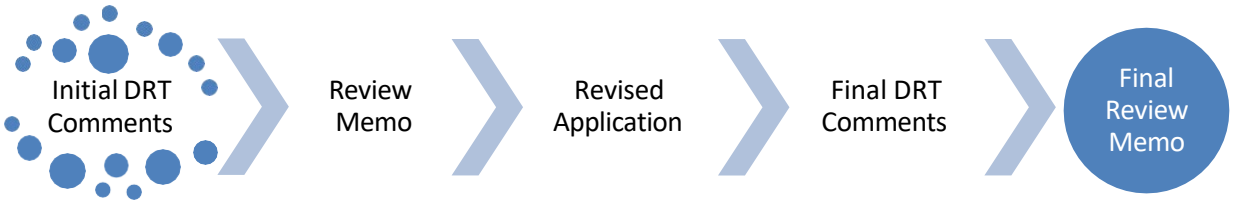
APPLICANTS, PLEASE NOTE:

- If the project is located within the Historic District and a hotbox for a backflow preventer is required, the Historic Preservation Division must be contacted at (505) 955-6605 to coordinate the hotbox location.
- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below:
  - A map of the proposed project in relation to the existing city limits and the presumptive city limits.
  - A detailed description of the proposed development including the type and size of proposed land uses.
  - The health, safety and welfare or other legal reason for the connection.
  - A site water budget.
  - Documentation from the County of Santa Fe that county water service is not available, if applicable.
  - Documentation from the wastewater division regarding sewer availability.
  - A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable.

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

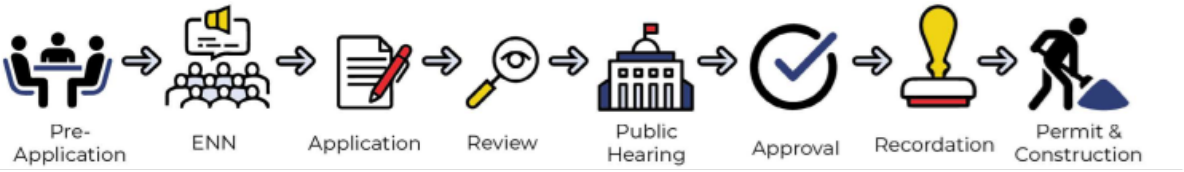


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due
	2/9/26	2/20/26

Form Updated: April 2024

Date: 2/10/26

DRT Member: Alexa Hempel

Dept/Div: Current Planning

Case No.: #2025-11753/11756

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. Sign dimensions proposed in architectural plans are too large per 14-8.10(G)(8)(a): "For C-2, SC, and I properties located within the Cerrillos Road highway corridor protection district, the following standards shall apply: For one business establishment on a legal lot of record, not more than three signs are allowed, no one of which shall exceed fifty (50) square feet in area in corridor zone one. The total allowable sign area for all three signs shall not exceed one hundred fifty (150) square feet." Revise sign sizing to meet this code criteria.	At time of Sign Permit	
2. Consolidate all lots of Block 2 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Prior to Recording Development Plan	
3. Consolidate Lots 13-20 of Block 3 in "The Capital Land and Townsite Co. Addition to Santa Fe NM"	Prior to Recording Development Plan	
4. Provide appropriate documentation connecting Lot 1 to the rest of the Development Plan in perpetuity	Prior to Recording Development Plan	
5. Delete list of Conditions of Approval on DP-102 for now. I will let you know what conditions should be on there after we go to Planning Commission	Prior to Planning Commission	
6. Fence around Site 2 mini storage units shall provide a visual buffer or screen and be constructed of opaque materials per SFCC 14-6.2(D)(3). Provide an elevation/detail of the proposed fencing material.	Prior to Recordation	
7. Is fence 6 or 8 feet tall? DP says 6 ft and architectural plans say 8ft. Please revise to match.	Prior to Planning Commission	
8. Architectural plans need to be updated to match revised building placement on Site 2 for setbacks.	Prior to Planning Commission	

Form Updated: April 2024

9. Architectural plans showing the layout/number of storage units on each floor is missing in new set. Please add this back in.	Prior to Planning Commission	
10. A mural is included in the architectural renderings, but not architectural elevations. Please revise to match	Prior to Planning Commission	
11. Provide architectural elevations for buildings 2, 3, and 4	Prior to Planning Commission	
12. Is this project planned to be built in phases? If so, provide a phasing plan.	Prior to Planning Commission	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. DP-103: Open Space – incorrect code citation. Change to SFCC 14-7.5(D)	Prior to Planning Commission	
2. Add descriptions/dimensions of all open space provided (might be easier to visually depict on a new sheet)	Prior to Planning Commission	
3. DP-103: Parking – delete "parks & open space – as determined by the city"	Prior to Planning Commission	
4. DP-101: Fill in floodplain note #17	Prior to Planning Commission	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

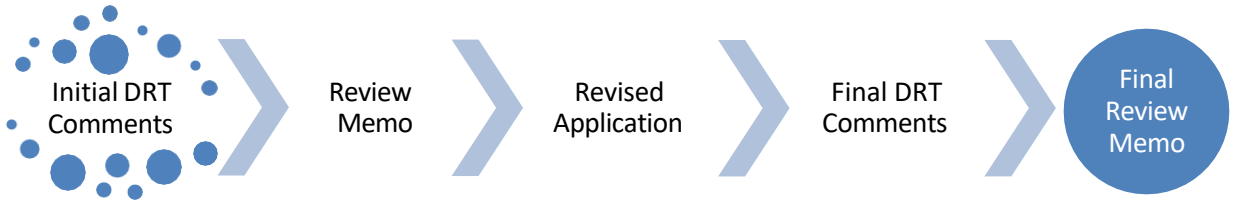
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

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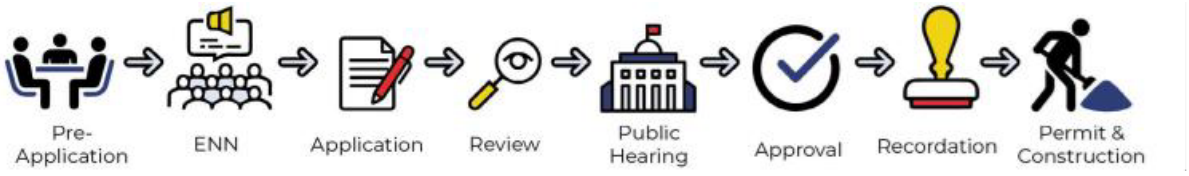
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: April 7, 2026

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Prevention Division

Case No.: 2025-11753_2025-11756_1802 Cerrillos_EmpireStorage_DP_SUP (Revised)

Case Planner: Alexa Hempel-Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall reference correct year of IFC (C-100) and Appendix B for average-sprinkler reduction (FC-101)	*Prior to Public Hearing*	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

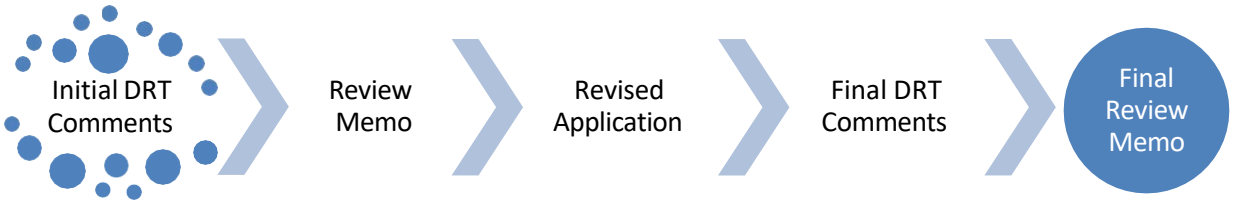
Explanation of Conditions or Corrections (if needed):

IFC 2015 is the wrong referenced fire code. The city of Santa Fe most currently adopted fire code is IFC 2021. Also look at the most recently adopted fire code for the correct reference Appendix B Table B105.1 (1)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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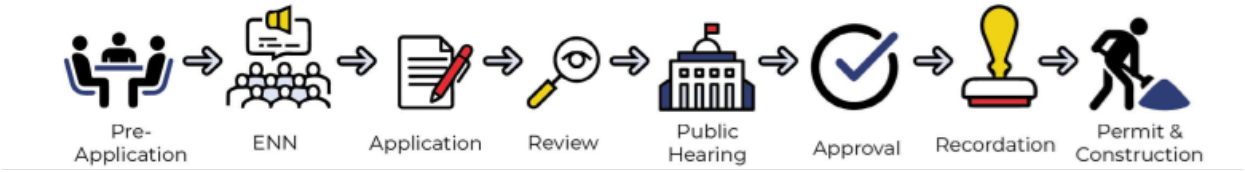
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due
2/9/26 by SF MPO	2/9/26 by SF MPO	

Form Updated: April 2024

Date: 2/16/26 4/16/26

DRT Member: Erick Aune & Carrie Tremblatt

Dept/Div: Santa Fe MPO

Case No.: Case #2025-11753

Case Planner: Alexa Hampel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. Sidewalk should align with Cerrillos Road Plan specs and city street design standards which require 5' landscape buffer between street and pedestrian path (See comments on plans for detail). Sidewalk width should be at least 6', but also made as wide as possible on Cerrillos. FHWA and AASHTO guidance support a separated bike facility given the vehicle speeds and volumes here. By expanding the sidewalk to the minimum for a shared use path (10') this would better align with federal guidance.	Prior to planning commission	
2. Driveway conflicts on NW Fourth street should be minimized by consolidating driveways or minimizing the driveway width to ensure one-way circulation	Prior to planning commission	
3. Ensure safe pedestrian access to site from each street frontage and sidewalk and also between all 3 parcels. How are conflicts between cars and pedestrians crossing 4th from parking on site 1 to site 2 going to be managed and minimized? Crosswalk should be setback from driveways at least 20 feet.	Prior to planning commission	
4. Pedestrian Access Routes should aim for right angles. Skewed angles can be challenging for wheelchairs to maneuver safely. Minimize awkward angles and ensure there is sufficient landing pad for maneuvering	Prior to planning commission	
5. Provide conversations with NMDOT so City staff can better understand NMDOT recommendations for this project.	Prior to planning commission	
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		

Form Updated: April 2024

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

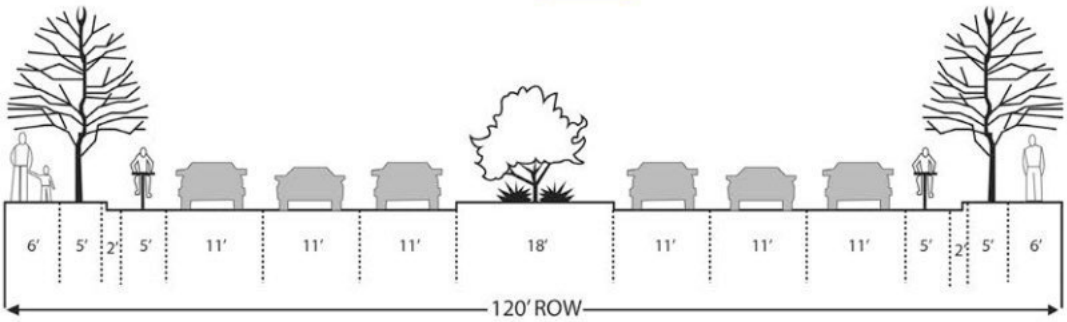
The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2. Explanation of Conditions or Corrections (if needed):

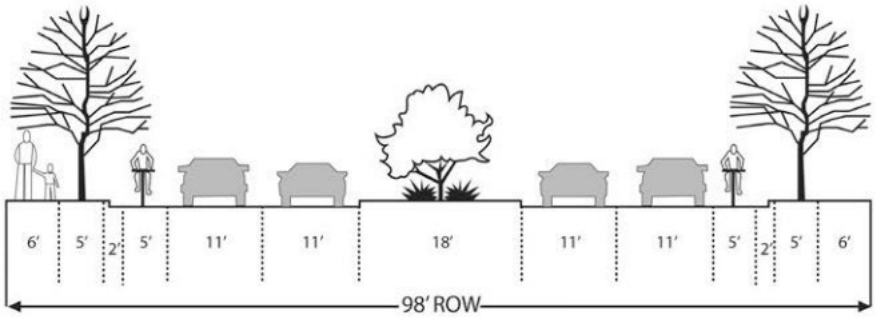
3. (see following pages for notes required)

See City Street Standards below for sidewalk and landscaping buffer requirements

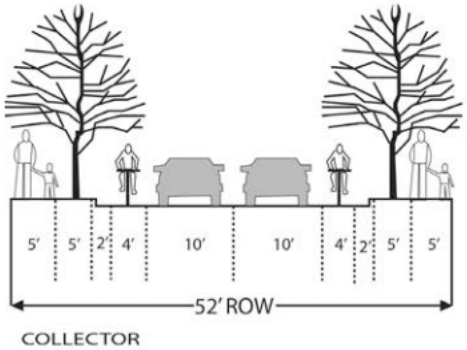
Illustration 14-9.2-1: Street Types Design



MAJOR ARTERIAL 6-LANE



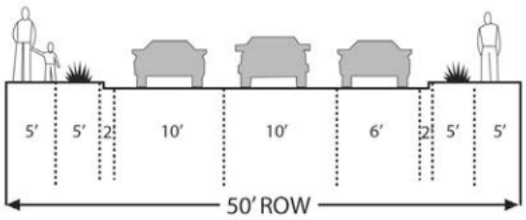
MAJOR ARTERIAL 4-LANE



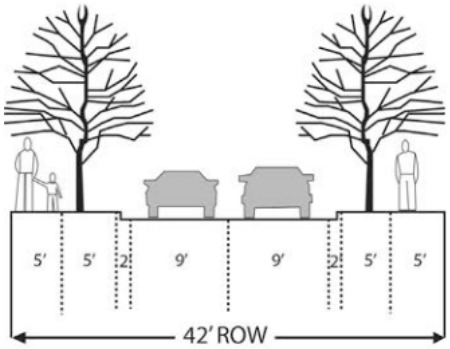
COLLECTOR

Form Updated: April 2024

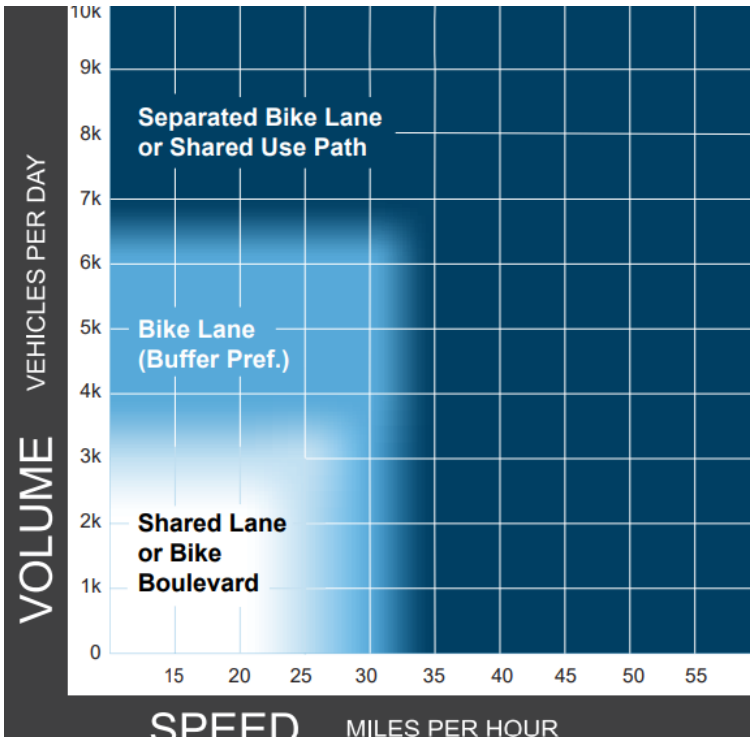
PARKING BOTH SIDES



SUB COLLECTOR WITH
PARKING ON ONE SIDE



SUB COLLECTOR WITHOUT PARKING



Development Review Team (DRT)
Comment Form

Date: February 20, 2026

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #2025-11753 (Development Plan) & Case #2025-11756 (Special Use Permit)
1802 Cerrillos Road (former Empire Builders Site)

Case Planner: Alexa Hempel, LEED Green Associate, Senior Planner

---

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. See attached letter from Wilson & Company dated 2/20/26 certifying its concurrence with the developer's "Initial Traffic Assessment" (ITA).	N/A	
2. Developer should provide certification that its engineers have provided NMDOT project development engineers opportunity to review site plans in accordance with the department's proposed redesign and reconstruction of Cerrillos Road.	Prior to Planning Commission	
3. A detailed signage and striping plan for all required on-street signage, pavement markings, and any related regulatory/directional signs shall be submitted for review and approval by Public Works.	Prior to Building Permit	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is mandatory for the owner to obtain approval from the Public Works Department for any driveway curb cut or sidewalk crossing. This approval must be issued before a building permit for such new construction is approved.
2. Note as the public infrastructure plans move forward to building permit, these may be subject to additional reviews

and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. prior to building permit approval.

Memorandum

To: Leroy Pacheco, PE COSF

From: Philip A. Gallegos, PE, Senior Transportation Engineer

CC:

Date: 2/20/2026

Re: DXD Storage ITA Review Comments

Wilson and Company has reviewed the ITA prepared by Sounder Miller and Associates for the DXD Empire Self Storage Development located at 1802 Cerrillos Road in Santa Fe, New Mexico.

The ITE Trip Generation Handbook, 12th Edition was utilized for this ITA and the number of trips generated by this development are below the thresholds for a TIA as outlined in the City of Santa Fe TIA Guidelines. Therefore, I concur with the findings of the report.

Please let me know if you have any questions or require further information.

Sincerely,

Philip A Gallegos, PE

Senior Transportation Engineer

Development Review Team

Comment Form

Date: February 24, 2026

Staff person: Alan G. Hook

Dept/Div: Public Utilities/ Water Division

Case: **Case #2025-11753 & #2025-11756 1802 Cerrillos Road**

Case Mgr: Alexa Hempel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1 An approved Development Water Budget including a 9.8% contingency per SFCC 14-7.7 will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Prior to Planning Commission packet submittal.
2. An applicant may choose to develop a detailed, alternative Development Water Budget for the development project supported by reliable data that demonstrates that the anticipated annual water use will be less than if based on the Water Division's standard formulas per SFCC 14-7.7(D)(2).	Prior to Planning Commission packet submittal.
3 An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	~~Prior to Recordation of Development Plan or Plat.~~ Prior to Building Permit
4 Each lot shall be served by separate water service at the time of development.	Prior to construction permit approval.
5 An agreement for metered service (AMS) will be required to install new services, including water offset fees.	Prior to construction permit approval.

The applicant should be aware that the following city code provisions or other requirements will apply to future phases of development of this project:

A. Water rights proposed to be transferred to the city's water system for dedication to a development shall be tendered to the City of Santa Fe at whichever review stage is applicable and occurs first in the review of a particular development, according to the following requirements per SFCC 25-12.4:

1) Not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body.

B. A construction permit application shall not be approved until the applicant has dedicated water to meet the approved development water budget for the development project plus a 9.8 percent contingency that covers water utility delivery requirements, as documented by the Water Division designation form and complied with the conditions thereof per SFCC 14-7.7 E1.

Development Review Team (DRT)
Comment Form

Date: 2/16/2026

DRT Member: Dee Beingessner, Joshua VanSlambrouck (Conditions and corrections in red text have yet to be complete) please see comments inserted

Dept/Div: Land Use Engineering

Case No.: 1802 Cerrillos Rd Development Plan

Case Planner: Alexa Hempel, Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Provide discussion in the drainage narrative of how the stormwater will be directed to the ponding areas. Include how water will be directed from roof drains. Discussion not found.	Prior to Recordation	
2. Provide flow directional arrows on grading and drainage plan especially showing flow from roof drains to ponding areas. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume. Depressed areas for all landscaped areas are encouraged, but the official ponding areas for the required storage must be verifiable in the future. The conveyance of water to those areas must be shown on the plans and verifiable in the future. Show curb cuts for water to enter landscaped areas.		
3. Include pond sections and show how ponds will overflow.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Include attached notes.		
2. A financial guarantee will be required for all public and quasi-public infrastructure. The guarantee must be in place prior to recordation of development plan.		
3. Current analysis shows a violation: an increase in peak stormwater flows is not allowed per city code 14-8.2(D)(4)(b)(i)		
4. Include 2 additional drainage analysis for the 1-year, 1-hour, and 100-year, 24-hour, required to show compliance for any frequency storm event up to the 100-year, 24-hour. Please See city code 14-8.2(D)(4)(b)(i) "except as otherwise required by this Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre-*development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point;"	Prior to recordation	
5. Show on the drainage and terrain management plans: roof drain pattern and downspouts/canales, and means of	Prior to recordation	

Form Updated: March 2024

stormwater conveyance (swales, catch basins, storm drainpipe, curb cuts, etc.) to stormwater control features		
6. Please provide more information on how runoff Coefficients were selected from the NMDOT Manual, include the figure/table number, cover type, % impervious cover, etc.		
7. Please Verify how the runoff volumes are calculated, The Rational Method is not an acceptable method to calculate runoff volume per NMDOT Drainage Design Manual, July 2018, section 403, Limitations: "Runoff volumes may not be computed with the Rational Formula Method or Modified Rational Formula Method (not included in this Drainage Design Manual".		
8. Include an acceptable runoff volume analysis for stormwater quality volume for a 0.68-inch (90% percentile, or roughly the 1-year, 1-hour storm) event. This runoff volume must be contained/retained on site, to reduce pollution per EPA NPDES MS4, see city code 14-8.2(A)(13). This volume must infiltrate in 24 hours per city code 14-8.2(D)(4)(c)(ii), It is encouraged that the Stormwater quality volume design is incorporated into the landscape, to also comply with landscape code rainwater harvesting requirements 14-8.4(E)(1) "The *landscaping* plan shall include *passive water harvesting* for *landscape* irrigation purposes as a minimum requirement" the minimum recess depth for retention and water harvesting areas is 6 inches.	Prior to recordation	
9.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

See following pages for notes required on plat or plans

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and

approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil, and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly, and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off property transport, the owner or operator shall use at one or more of the following Best Management Practices (BMPs):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc. during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

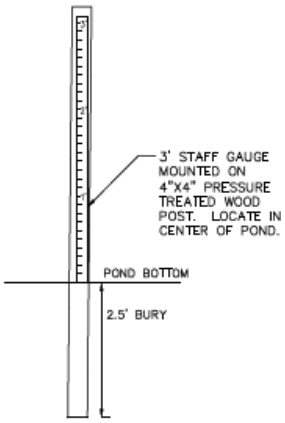
ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, the undersigned professional engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition as of _____ is in substantial compliance with the approved grading and drainage plan prepared by _____, dated _____.

Signature NMPE #_____ Date

Form Updated: March 2024

Example for pond measurement post



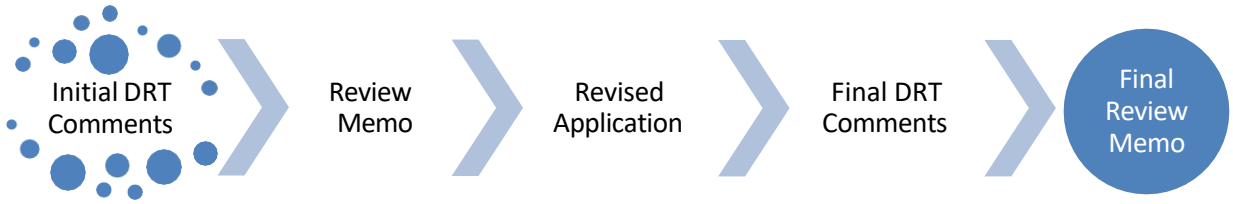
POST & STAFF GAUGE
NTS

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

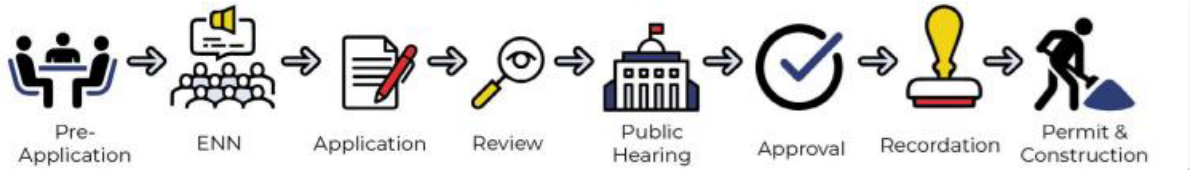


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: May 1, 2026

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Prevention Division

Case No.: 2025-11753_2025-11756_1802 Cerrillos_EmpireStorage_DP_SUP (3rd Review)

Case Planner: Alexa Hempel-Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	*Prior to Building Permit Approval*	
2. Shall maintain access to apparatus access roads in and around construction sites. Complying IFC 2021, Chapter 33 Fire Safety and During Construction and Demolition.	*During Construction*	
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

1.

Form Updated: April 2024

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2025-11756
1802 Cerrillos Special Use Permit

Owner/Applicant: Amatren, LLC

Agents: Sommer Karnes & Associates, LLP and B Constructiv LLC

Property: 1802 and 1750 Cerrillos Road; 1361 Fourth Street; and 3rd Berry Avenue, Santa Fe, New Mexico

THIS MATTER came before the Planning Commission ("Commission") for public hearing on June 4, 2026 ("Hearing") upon the application ("Application") submitted on behalf of Amatren, LLC ("Applicant").

The Applicant requests approval of a Special Use Permit for indoor self-storage and related storage/workspace components in the C-2 zoning district and corridor context for the redevelopment of the former Empire Builders property and related parcels on Cerrillos Road. The property is zoned C-2 (General Commercial) and is within the Cerrillos Road Highway Corridor Protection District, Zone 1, and the Suburban Archaeological Review District.

After conducting a public hearing and having heard from City Planning and Land Use Staff ("Staff"), the Applicant, and interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

1. Staff reviewed the Application, related materials, Development Review Team comments, public comments, and other submitted information for conformity with applicable requirements of former Chapter 14 of the Santa Fe City Code, which applied to the Application given the date of submission.

2. Staff provided the Commission a written Staff Report evaluating the factors relevant to the Application and recommended approval subject to conditions and technical corrections set forth in Attachment A.

3. Pursuant to former SFCC 1987 Section 14-3.1(F) (2025), which applied to the Application given the date of submission, the Applicant conducted two Early Neighborhood Notification ("ENN") meetings on October 6, 2025 and October 23, 2025. The meetings included presentations by the Applicant's team and questions and comments from neighbors and interested persons. Meeting summaries are included in Attachment C-2 to the Staff Report.

4. The Planning Commission heard the matter on June 4, 2026. The Commission received the Staff Report, Staff presentation, testimony and evidence from the Applicant, written public comments, public testimony if any, and other materials in the record prior to making its decision.

5. The public record included comments and concerns related to public access to case materials, Special Use Permit findings, the Cerrillos Road Highway Corridor Protection District, the Suburban Archaeological Review District, fire-station proximity and emergency access, NMDOT / Cerrillos frontage coordination, mural / public art treatment, and corridor character.

6. The public record also included written support for redevelopment of the former Empire Builders site.

7. The Commission approved the Application with conditions, subject to Attachment A: Conditions of Approval and Technical Corrections, as modified by the Commission.

8. The Special Use Permit request concerns indoor self-storage and related storage/workspace components in the C-2 corridor context, including creative office/workshop-style storage suites and associated community-facing components.

9. The Commission considered whether the use is appropriate at this location based on the required authority, public-interest, compatibility, and adaptability findings.

10. The record supports a finding that, subject to conditions, the Special Use Permit will not adversely affect the public interest.

11. The record supports a finding that the use and associated buildings are compatible with and adaptable to buildings, structures, and uses of abutting properties and other properties in the vicinity.

12. The mural / public art condition contained in Attachment A and addressed primarily through the Development Plan is part of the condition package supporting corridor-character, compatibility, and public-interest considerations.

CONCLUSIONS OF LAW

1. The Commission has jurisdiction and authority to review and act on the Application.

2. Pursuant to former SFCC 1987 Section 14-3.1 (2025), which applied to the Application given the date of submission, the applicable procedural requirements, including Early Neighborhood Notification, notice, and public hearing, have been satisfied based on the record before the Commission.

3. The Staff Report, Attachment A, Development Review Team comments, public comments/support materials, Applicant materials, and hearing testimony constitute substantial evidence in the record supporting the Commission's decision.

4. The Commission concludes that it has authority to approve the Special Use Permit.

5. The Commission concludes that the Special Use Permit, subject to conditions, will not adversely affect the public interest.

6. The Commission concludes that the use and associated buildings are compatible with and adaptable to the surrounding C-2 corridor context and vicinity.

7. The Special Use Permit is approved subject to Attachment A, as modified by Planning Commission action. Condition 44 is incorporated by reference from the Development Plan FOFCOL as applicable to the Special Use Permit.

ORDER

WHEREFORE, IT IS ORDERED by the Planning Commission of the City of Santa Fe that Case #2025-11756, 1802 Cerrillos Special Use Permit, is approved subject to Attachment A, as modified by Planning Commission action, with Condition 44 incorporated by reference from the Development Plan FOFCOL as applicable to the Special Use Permit.

Signature Blocks

_____ _____

Planning Commission Chair Date

_____ _____

FILED: City Clerk Date

_____ _____

APPROVED AS TO FORM: City Attorney / Assistant City Attorney Date

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2025-11265
996 Martinez Lane Certificate of Compliance

Owner/Applicant: Joseph and Elaine Foster

Agent: Dalton Land Insights, LLC / Victoria Dalton

Property: 996 Martinez Lane, Santa Fe, New Mexico

THIS MATTER came before the Planning Commission ("Commission") for public hearing on June 4, 2026 ("Hearing") upon the application ("Application") for a Certificate of Compliance for the property located at 996 Martinez Lane.

The Applicant requests approval of a Certificate of Compliance to recognize the property located at 996 Martinez Lane as a legal lot of record for City land-use purposes. The property is approximately 0.317 acres, zoned R-5 Residential, and located within the Historic Downtown Archaeological Review District.

After conducting a public hearing and having heard from City Planning and Land Use Staff ("Staff"), the Applicant, and interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

1. Staff reviewed the Application, related materials, supplemental deed, survey, title, historic mapping, surrounding-property, zoning materials, and other submitted information for conformity with applicable requirements of the Santa Fe City Code.
2. Staff provided the Commission a written Staff Report evaluating the factors relevant to the Application and recommended approval of the Certificate of Compliance subject to conditions set forth in Attachment A.
3. The Planning Commission heard the matter on June 4, 2026. The Commission received the Staff Report, Staff presentation, applicant materials, testimony or public comment if any, and other materials in the record prior to making its decision.
4. The Application requests approval of a Certificate of Compliance to recognize the property located at 996 Martinez Lane as a legal lot of record for City land-use purposes only.

5. The property is identified in the record as approximately 0.317 acres and zoned R-5 Residential.
6. The property is located within the Historic Downtown Archaeological Review District.
7. The case began as an administrative Legal Lot of Record / Certificate of Compliance request.
8. During initial staff review, Staff determined that the original administrative record did not sufficiently explain the division of land that created the lot known as 996 Martinez Lane.
9. Staff required supplemental evidence to evaluate the historic parcel context, current parcel configuration, deed record, survey record, chain-of-title materials, and zoning compliance information.
10. The Applicant provided supplemental deed, survey, title, historic mapping, surrounding-property, and zoning materials.
11. The record includes historic deed materials used as ownership-control context, the 1957 Scanlon mapping materials, the 1966 survey / plat, the 1966 / 1967 deed evidence, modern chain-of-title materials, and zoning compliance materials.
12. The 1957 Scanlon mapping provides historic parcel context and helps explain why additional evidence was needed. It is context only and is not the sole basis for approval.
13. The 1966 survey / plat provides recorded tract geometry associated with the subject property.
14. The 1966 / 1967 deed evidence provides conveyance evidence associated with the subject tract, read together with the 1966 survey / plat and the remaining record.
15. Modern chain-of-title materials connect the historic record to the current request for Certificate of Compliance purposes.
16. Staff reviewed the record as a whole and did not rely on any single historical document in isolation.
17. The Commission approved the Application with conditions, subject to Attachment A: Conditions of Approval.
18. The Commission finds that the record, when read as a whole, is sufficient to support approval of the Certificate of Compliance for City land-use purposes, subject to conditions.
19. The Commission finds that the conditions of approval are necessary to control the scope of approval, require final instrument and legal description review, require satisfaction of applicable requirements before recordation, and preserve future City review.
20. The approval is limited to Certificate of Compliance / legal lot recognition for City land-use purposes only.
21. The approval does not constitute a title opinion, boundary adjudication, ownership-dispute resolution, approval of existing structures, approval of sheds, approval of portals, approval of guesthouse/casita improvements, approval of utilities, approval of access, approval of building permits, approval of unpermitted work, or approval of future development.

22. Future Chapter 14 review and Historic District review remain required for any applicable future work, development, alteration, repair, demolition, building permit, utility work, access work, exterior work, or other regulated activity.
23. The Commission finds that approval with conditions is appropriate based on the record as a whole.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the Hearing, the Commission CONCLUDES as follows:

1. The Commission has jurisdiction and authority to review and act on the Application.
2. The procedural requirements for Planning Commission public hearing and action have been satisfied based on the record before the Commission.
3. The Staff Report, Attachment A, applicant materials, supplemental record materials, and hearing testimony or public comment if any constitute substantial evidence in the record supporting the Commission's decision.
4. The Commission concludes that it has authority to approve the Certificate of Compliance for City land-use purposes.
5. The Commission concludes that the supplemental record, when read as a whole, supports recognition of the property as a legal lot of record for City land-use purposes through the Certificate of Compliance process.
6. The Commission concludes that approval of the Certificate of Compliance is limited to legal lot recognition for City land-use purposes only.
7. The Commission concludes that approval of the Certificate of Compliance does not constitute a title opinion, boundary adjudication, ownership determination, resolution of private property disputes, approval of improvements, permit approval, utility approval, access approval, or development approval.
8. The Commission concludes that future Chapter 14 and Historic District review remains required for applicable future work or development.
9. The Commission approves the Certificate of Compliance subject to the conditions of approval set forth in Attachment A.

ORDER

WHEREFORE, IT IS ORDERED by the Planning Commission of the City of Santa Fe that Case #2025-11265, 996 Martinez Lane Certificate of Compliance, is approved subject to the conditions of approval set forth in Attachment A.

This approval is limited to recognition of the property as a legal lot of record for City land-use purposes only. The approval does not constitute a title opinion, boundary adjudication, ownership-dispute resolution, approval of existing structures, approval of sheds, approval of portals, approval of guesthouse/casita improvements, approval of utilities, approval of access, approval of building permits, approval of unpermitted work, or approval of future development.

The Certificate of Compliance shall not be recorded until all applicable conditions are satisfied and the final instrument and legal description have been reviewed and accepted by the City.

Signature Blocks

_____ _____

Planning Commission Chair Date

_____ _____

FILED: City Clerk Date

_____ _____

APPROVED AS TO FORM: City Attorney / Assistant City Attorney Date

City of Santa Fe, New Mexico
Land Use Department
Attachment A
Conditions of Approval
996 Martinez Lane Certificate of Compliance
Case #2025-11265 | Planning Commission June 4, 2026

Conditions of Approval

#	Condition of Approval	Dept. or Division	To be completed:
1	Prior to recordation, the applicant shall submit the final Certificate of Compliance instrument and final legal description to the City for review and approval. Recordation shall not occur until the City has confirmed that the final instrument, legal description, and all applicable pre-recordation conditions are satisfied.	Current Planning / CAO as needed	Prior to Recordation
2	The Certificate of Compliance shall not be recorded until all applicable conditions of approval are satisfied and the City has authorized recordation.	Current Planning	Prior to Recordation
3	Approval of the Certificate of Compliance is limited to recognition of the property as a legal lot of record for City land-use purposes only. Approval does not constitute a title opinion, boundary adjudication, ownership determination, or resolution of private property disputes.	Planning Commission / Current Planning	Ongoing / Prior to Recordation
4	Approval of the Certificate of Compliance does not approve, legalize, or authorize any existing or future structures, improvements, sheds, portals, guesthouse/casita improvements, utilities, access, building permits, unpermitted work, or future development.	Planning Commission / Current Planning	Ongoing
5	Future Chapter 14 review and Historic District review remain required for any applicable development, use, alteration, repair, demolition, exterior work, utility work, access work, building permit, or other regulated activity.	Current Planning / Historic Preservation as applicable	Ongoing

6	Prior to recordation, any sheds, portal work, exterior work, or other improvements identified by staff as requiring resolution shall be addressed through required City review, permitting, removal, correction, or other code-compliant action, as applicable.	Current Planning / Historic Preservation as applicable	Prior to Recordation
7	The applicant shall provide any additional documentation reasonably required by the City to confirm satisfaction of the adopted conditions before recordation of the Certificate of Compliance.	Current Planning	Prior to Recordation

Technical Corrections

#	Technical Correction	Dept. or Division	To be completed:
1	None identified as part of the Certificate of Compliance approval. Future work remains subject to applicable City review and permitting requirements.	Current Planning	N/A

STAFF REPORT

Case #2024-7999 — 2981 Galisteo Road Development Plan

Anchorum - St. Vincent's Skilled Nursing Facility

Planning Commission Hearing: August 6, 2026

Case Summary

Field	Information
Case No.	2024-7999
Case Name	2981 Galisteo Road Development Plan / Anchorum St. Vincent Skilled Nursing Facility
Request	Development Plan approval
Owner / Applicant	Anchorum St. Vincent
Agent	JenkinsGavin / Jennifer Jenkins
Address	2981 Galisteo Road
Site Size	Approximately 6.325 acres
Zoning	Business Industrial Park (BIP)
Review Districts / Overlays	Suburban and River & Trails Archaeological Review Districts
Proposed Development	65,937-square-foot, 80-bed skilled nursing facility
Parking	40 spaces required; 80 spaces provided
Planning Commission Hearing	August 6, 2026
Staff Contact	A. George Terry, Senior Planner

Vicinity Maps

Subject property and nearby roads, including Galisteo Road, Avenida La Cerca, Rodeo Road, and Interstate 25.





Case Caption

Case #2024-7999. 2981 Galisteo Road Development Plan. JenkinsGavin, Agent, for Anchorum St. Vincent, Owner, requests Development Plan approval to construct a 65,937-square-foot skilled nursing facility. The property is located at 2981 Galisteo Road and consists of approximately 6.325 acres. The project site is zoned Business Industrial Park (BIP) and is within the Suburban and River & Trails Archaeological Review Districts. George Terry, Case Manager, agterry@santafenm.gov.

Recommendation

Staff recommends approval of Case #2024-7999, 2981 Galisteo Road Development Plan, subject to the Conditions of Approval and Technical Corrections included in Attachment A, based on the findings set forth in this Staff Report.

Recommended Motion

One motion will be required in this case.

The Planning Commission may approve or deny the Development Plan, subject to the Conditions of Approval and Technical Corrections included in Attachment A, based on the findings set forth in this Staff Report.

Executive Summary

Anchorum St. Vincent, through its agent JenkinsGavin, requests Development Plan approval to construct a 65,937-square-foot, 80-bed skilled nursing facility at 2981 Galisteo Road. The property consists of approximately 6.325 acres and is zoned Business Industrial Park (BIP). The property is located within the Suburban and River & Trails Archaeological Review Districts.

The proposed Development Plan includes a two-story skilled nursing facility, 80 beds, 80 parking spaces, site access from Galisteo Road aligned with Avenida La Cerca, fire access, public water infrastructure, domestic and irrigation service, sanitary sewer service, stormwater management facilities, landscaping, lighting, pedestrian and trail-related improvements, and related site improvements.

The current Development Plan record identifies 6.325 acres / 275,517 square feet, 65,937 square feet of gross floor area, 40 required parking spaces, 80 provided parking spaces, and 110,245 square feet of open space. The applicant submitted a parking count justification explaining that the provided parking is based on the facility operating program, employee count, shift demand, visitor demand, and care-facility operations. The plan set also identifies the building as sprinklered and identifies the project as being within the Suburban Archaeological and River & Trails Archaeological Review Districts.

The application has undergone Development Review Team (DRT) review. Revised technical materials include the Development Plan set, revised Traffic Impact Analysis (TIA), revised Terrain Management Report (TMR), signed Water Plan, DRT comments, and conditions / technical corrections tracking.

Water Division and the Santa Fe Fire Department have signed the final Water Plan for the project. The signed Water Plan includes public water infrastructure, domestic and irrigation service, fire service, fire hydrant infrastructure, backflow prevention, utility crossing details, and private-hydrant maintenance requirements. The applicant shall comply with the signed Water Plan and all applicable Water Division and Fire Department requirements.

Water Resources has approved the Alternative Final Development Water Budget (DWB) for the project. The Water Resources approval memo is part of the Staff Report package, along with the Final DWB materials and supporting documentation.

The required Early Neighborhood Notification (ENN) meeting for this application was held on February 27, 2024. A courtesy follow-up / supplemental outreach meeting was held on May 28, 2026. No members of the public or interested parties attended the May 28 meeting, the meeting concluded early, and no public comments were received at that meeting. The case is now on the August 6, 2026 Planning Commission agenda.

Procedural History and Public Process

The Development Plan application was submitted for review in March 2024. The applicant requests Development Plan approval for a skilled nursing facility on a BIP-zoned property located at 2981 Galisteo Road.

The required Early Neighborhood Notification (ENN) meeting was held on February 27, 2024. Public questions and comments identified in the project record included traffic on Galisteo Road, the Galisteo Road horizontal curve, congestion at Rodeo Road / Galisteo Road, pedestrian crossing safety, parking and trip generation, Galisteo Road pavement condition, lighting, loading, facility operations, landscaping, and the proposed multi-use trail.

Following application intake and Development Review Team (DRT) review, City staff transmitted technical comments to the applicant. The applicant submitted revised plans and technical materials, including the revised Development Plan set, revised Traffic Impact Analysis, revised Terrain Management Report, Water Plan, approved Development Water Budget materials, and DRT responses.

A courtesy follow-up / supplemental outreach meeting was held on May 28, 2026. No members of the public or interested parties attended the May 28 meeting, the meeting concluded early, and no public comments were received at that meeting.

The case was previously tracked for July 2, 2026 and was moved to the August 6, 2026 Planning Commission track for record-readiness and production-quality reasons. The move was not a denial or negative substantive determination on the application.

For the August 6 hearing, staff has confirmed that the prior mailing may suffice because the applicant completed July notice and posting. The applicant shall update the poster date for the August 6 hearing and provide updated posting photographs. Proof of mailing, posting, and updated poster-date photographs will be preserved in Attachment C-2.

Public Comment

Public questions and comments were received during the required February 27, 2024 Early Neighborhood Notification (ENN) meeting. Topics raised in the ENN record included traffic on Galisteo Road, the Galisteo Road horizontal curve, congestion at Rodeo Road / Galisteo Road, pedestrian crossing safety, parking and trip generation, Galisteo Road pavement condition, lighting, loading, facility operations, landscaping, and the proposed multi-use trail. These ENN comments are summarized in the public-process record and are addressed through the Staff Report analysis, Development Review Team (DRT) review, revised technical materials, and conditions of approval where applicable. No members of the public or interested parties attended the May 28, 2026 courtesy follow-up / supplemental outreach meeting, the meeting concluded early, and no public comments were received at that meeting. No additional public comments have been received as of the date of this report.

Existing Conditions and Site Context

The subject property is located at 2981 Galisteo Road, south of Rodeo Road, east of Galisteo Road, west of the Rail Runner tracks and Santa Fe Rail Trail, and south of Pacifica Senior Living Santa Fe. The site is currently vacant and undeveloped.

The surrounding area includes assisted living / institutional care facilities, medical offices, commercial uses, transportation corridors, and residential neighborhoods. Pacifica Senior Living Santa Fe is located north of the site. Residential neighborhoods are located west of Galisteo Road. The Rail Runner corridor and Santa Fe Rail Trail are located east of the site. Interstate 25 is located south of the site.

The site context requires review of compatibility, access, traffic, buffering, open space, landscaping, lighting, drainage, utilities, pedestrian and trail connections, and review district requirements.

Project Description

The applicant proposes to construct a 65,937-square-foot, two-story, 80-bed skilled nursing facility at 2981 Galisteo Road.

- a two-story skilled nursing facility;
- 80 beds;
- 80 parking spaces;
- access from Galisteo Road aligned with Avenida La Cerca;
- internal access drives and parking areas;
- fire access roads and fire turnarounds;
- public water infrastructure;
- domestic and irrigation water service;
- fire service infrastructure;
- sanitary sewer service;
- stormwater management facilities;
- landscaping and open space;

- lighting;
- pedestrian and multi-use trail-related improvements;
- related site improvements.

Zoning and Review Districts

The subject property is zoned Business Industrial Park (BIP).

The Development Plan request is reviewed under applicable City Development Plan procedures and applicable Chapter 14 standards.

The project is located within the Suburban and River & Trails Archaeological Review Districts. Conditions require the applicant to obtain applicable archaeological and review district approvals prior to permit issuance, construction, or ground-disturbing activity, as applicable.

Development Plan Analysis

The proposed Development Plan would allow construction of a 65,937-square-foot, 80-bed skilled nursing facility on a Business Industrial Park (BIP)-zoned property at 2981 Galisteo Road.

The surrounding area includes assisted living / institutional care facilities, medical offices, commercial uses, transportation corridors, and residential neighborhoods. Pacifica Senior Living Santa Fe is located north of the site. Residential neighborhoods are located west of Galisteo Road. The Rail Runner / Santa Fe Rail Trail corridor is located east of the site. Interstate 25 is located south of the site.

The Development Plan provides access from Galisteo Road aligned with Avenida La Cerca. The plan includes parking in excess of the minimum requirement, open space, fire access, utility infrastructure, grading, drainage, landscaping, lighting, pedestrian improvements, and trail-related improvements. The applicant's parking count justification, included in Attachment C-4, supports the 80-space parking count based on the proposed care-facility operating program, approximately 130 full-time employees, peak onsite staffing of up to 65 employees during weekday shifts, visitor demand, service/vendor needs, shift overlap, and accessible parking / loading needs.

The revised Traffic Impact Analysis (TIA) supports the traffic and access analysis. It identifies an existing failing southbound-left movement at Rodeo Road / Galisteo Road but states that the skilled nursing facility does not materially impact that failing movement. It also supports the proposed access location, driveway spacing, sight distance, no speed-change-lane trigger, and no traffic signal warrant.

The revised Terrain Management Report (TMR) supports the terrain and drainage analysis. It identifies stormwater attenuation through a north-side pond and states that routed developed-condition peak flows are reduced below pre-developed-condition flows for analyzed storm events.

Water Division and the Santa Fe Fire Department have signed the final Water Plan for the project. Water Resources has approved the Alternative Final Development Water Budget (DWB) for the project in the amount of 4.41 acre-feet per year, including contingency and landscape irrigation budget. Subject to the

Conditions of Approval and Technical Corrections included in Attachment A, the Development Plan supports the required findings for approval.

Development Plan Approval Criteria / Chapter 14 Review

Staff evaluated the Development Plan under applicable Chapter 14 Development Plan review standards, the applicant's Development Report, applicant response materials, revised technical reports, and the DRT record. The following standard responses summarize how the application supports the required findings and why the remaining technical items can be addressed through conditions rather than preventing Planning Commission action.

Applicable Development Plan Criterion / Review Area	Applicant Response and Staff Analysis
Public interest	The applicant proposes a skilled nursing facility on a Business Industrial Park-zoned site. Staff finds the request supports the public interest because it advances a health-care / institutional-care service use in an area with nearby assisted living / institutional care facilities, medical, commercial, transportation, and residential context. The project has signed Water Plan approval, an approved Alternative Development Water Budget (DWB), revised traffic and terrain materials, public-process documentation, and conditions addressing remaining technical items.
Compatibility and adaptability	Applicant materials identify a two-story, 80-bed skilled nursing facility. The surrounding context includes assisted living / institutional care facilities, medical offices, commercial uses, transportation corridors, and residential neighborhoods. Conditions address site design, buffering, lighting, landscaping, drainage, utilities, access, fire access, pedestrian and trail coordination, and review-district requirements.
Chapter 14 and site-design standards	Staff reviewed the current Development Plan set, applicant response materials, and Development Review Team (DRT) record for applicable Chapter 14 Development Plan requirements. Subject to Attachment A, the project complies or can comply with applicable site planning, access, parking, open space, landscaping, lighting, drainage, utility, fire access, archaeological, and review-district standards.
Traffic, access, and parking	The revised Traffic Impact Analysis (TIA) supports the proposed access location, driveway spacing, sight distance, and traffic analysis. The applicant's parking justification supports the 80-space parking count based on the proposed care-

	facility operating program, approximately 130 full-time employees, peak onsite staffing of up to 65 employees during weekday shifts, visitor demand, service/vendor needs, shift overlap, and accessible parking / loading needs.
Public facilities, utilities, and drainage	Water Division and the Santa Fe Fire Department have signed the final Water Plan. Water Resources has approved the Alternative Final Development Water Budget (DWB). Revised terrain, wastewater, and fire materials support the technical review, with remaining technical items carried as conditions tied to Development Plan recordation, building permit, construction, water service connection, certificate of occupancy, or ongoing operation as applicable.
Public process	The required Early Neighborhood Notification (ENN) meeting was held on February 27, 2024. Public questions and comments were considered through the Development Plan analysis, Development Review Team (DRT) review, revised technical materials, and recommended conditions. A courtesy follow-up / supplemental outreach meeting was held on May 28, 2026, with no public attendees and no comments received at that meeting.

Technical Review / Development Review Team Summary

The application has undergone Development Review Team (DRT) review. Review disciplines included Planning / Land Use, Water Division, Water Resources, Wastewater, Engineering / Terrain, Fire, Traffic / Complete Streets, Metropolitan Planning Organization (MPO), Trail, Parks, Landscape / Irrigation / Lighting, Archaeology, and Disabilities and Accessibility.

Staff review is based on the May 2, 2024 revised Development Plan set, revised Traffic Impact Analysis (TIA), revised Terrain Management Report (TMR), signed Water Plan, approved Alternative Final Development Water Budget (DWB), Development Review Team comments/responses, and the Conditions of Approval and Technical Corrections included in Attachment A.

The Development Review Team (DRT) items are addressed through revised plans, technical reports, signed Water Plan materials, approved Development Water Budget (DWB) materials, and the Conditions of Approval and Technical Corrections included in Attachment A.

Water Plan / Utilities

Water Division and the Santa Fe Fire Department have signed the final Water Plan for the project.

The signed Water Plan includes public water infrastructure, domestic service, irrigation service, fire service, fire hydrant infrastructure, backflow prevention, utility crossing details, and private-hydrant maintenance requirements. The final Water Plan includes 2-inch domestic service / meter, 5/8-inch irrigation meters, 8-inch fire service, 1,500 gallons per minute (GPM) required fire flow, and 80 pounds per square inch (PSI) residual pressure.

The applicant shall comply with the signed Water Plan and all applicable Water Division and Fire Department requirements for public water infrastructure, domestic service, irrigation service, fire service, fire hydrants, private hydrant maintenance, backflow prevention, water easements, utility crossings, construction requirements, inspections, and related improvements.

Any required Agreement to Construct and Dedicate shall be completed before building permit approval or other applicable City approval stage.

The property owner shall be responsible for inspection, maintenance, flow testing, recordkeeping, and ongoing compliance requirements applicable to private fire hydrants and private fire systems, as required by the City, Water Division, and Fire Department.

Development Water Budget / Water Resources

Water Resources has approved the project's Alternative Final Development Water Budget (DWB). On July 6, 2026, Water Resources issued an approval memorandum approving the alternative water budget for the proposed skilled nursing facility development in the amount of 4.41 acre-feet per year (AFY), including the 9.8 percent line-loss contingency and irrigation budget. The approved materials identify a 4.02 AFY Development Water Budget and a 4.41 AFY total water demand offset and are supported by skilled nursing facility water-use data from comparable facilities and an average annual water-use factor of approximately 18.03 gallons per square foot per year.

Because the approved budget is an Alternative Development Water Budget (DWB), the applicant shall comply with applicable alternative-budget monitoring, disclosure, surcharge, water-rights, water-credit, water-allocation, water-offset, and ongoing compliance requirements identified by Water Resources and applicable City Code.

The approved Final Development Water Budget (DWB), supporting usage data, Water Resources approval memorandum, and any required alternative-DWB disclosure or implementation language are included in the Staff Report package and reflected in Attachment A.

Traffic / Access / Circulation

The revised Traffic Impact Analysis (TIA) evaluates the proposed skilled nursing facility and surrounding intersections, including Rodeo Road / Galisteo Road, Galisteo Road / Pacifica Senior Living entrance, and Galisteo Road / Avenida La Cerca.

The TIA evaluates the project as an 80-bed nursing home / skilled nursing facility. It estimates 244 daily trips, 14 AM peak-hour trips, and 13 PM peak-hour trips.

The proposed site access is from Galisteo Road, aligned with Avenida La Cerca. The TIA states that the proposed driveway meets spacing requirements, does not meet criteria for speed-change lanes, and has sight distance exceeding American Association of State Highway and Transportation Officials (AASHTO) recommendations for a 30-mile-per-hour (MPH) design speed.

The TIA identifies an existing failing southbound-left movement at Rodeo Road / Galisteo Road in the AM and PM peak hours. The TIA states that the existing failure is not created or materially impacted by the proposed skilled nursing facility. The TIA also states that all other intersections and movements meet applicable operational requirements.

Conditions require the applicant to comply with final traffic, access, circulation, driveway, pedestrian crossing, trail, and public infrastructure requirements required by Public Works, the Metropolitan Planning Organization (MPO), Complete Streets, and applicable City standards.

Fire / Emergency Access

The Development Plan identifies the proposed building as sprinklered and includes fire access, fire turnarounds, fire department connection, fire-related site improvements, and fire-service coordination with the signed Water Plan.

Conditions require the applicant to satisfy all Fire Department requirements related to fire apparatus access, fire access road width and grade, fire turnarounds, fire hydrants, fire flow, fire department connection, sprinkler-related site requirements, International Fire Code (IFC) compliance, and emergency response access before building permit approval, construction, and certificate of occupancy as applicable.

Final fire-service infrastructure shall be coordinated with the signed Water Plan and Water Division / Fire Department requirements.

Terrain / Drainage

The revised Terrain Management Report (TMR) evaluates soils, grading, drainage, and stormwater management for the proposed development.

The TMR identifies onsite soils as hydrologic soil group C and describes the site as vacant / undeveloped with existing drainage generally flowing east to west.

The TMR identifies stormwater attenuation through a north-side pond. The report states that the pond is 3 feet deep, has 3H:1V side slopes, a 7,988-square-foot area, and 11,196 cubic feet of volume. It also states that routed developed-condition peak flows are reduced below pre-developed-condition flows for the 25-, 50-, and 100-year storm events.

Conditions require compliance with Engineering and terrain management requirements related to grading, drainage, stormwater infrastructure, erosion control, sediment control, dust control, pond design, drainage facility maintenance, and site stabilization.

Parking / Accessibility

The proposed project includes 80 parking spaces. The Development Plan identifies 40 required parking spaces and 80 provided parking spaces. The applicant's parking count justification, included in Attachment C-4, explains that the proposed supply is based on the facility's care model and operating program, including approximately 130 full-time employees, up to 65 employees onsite during weekday shifts, visitor parking demand, shift overlap, service/vendor activity, and accessible parking / passenger-loading needs. Staff finds the proposed parking supply is justified by the applicant's operational program even though it exceeds the minimum required count.

The applicant's July 24, 2024 Parking Count Justification Letter explains that the proposed short-term skilled nursing facility is expected to have a higher staffing ratio than a traditional nursing home, with approximately 130 full-time employees and as many as 65 employees onsite during the weekday work shift. The applicant states that staff parking demand decreases during evenings, nights, and weekends, when visitor demand is expected to be higher, and that the proposed 80-space parking count is appropriate based on staffing, visitor demand, and comparable-facility experience.

Conditions require the applicant to confirm and provide the required Americans with Disabilities Act (ADA) parking count, accessible parking stalls, accessible routes from public right-of-way, passenger loading zone, curb ramps, surface material descriptions, electric vehicle (EV) charging, and related ADA / site accessibility improvements.

These requirements shall be completed prior to Development Plan recordation or before the applicable permit or approval stage identified in Attachment A, as applicable.

Landscaping / Lighting

Landscape / irrigation / lighting comments require final plan corrections related to significant tree information, tree protection, plant substitutions, street trees, Galisteo Road frontage landscaping, water harvesting, parking lot screening, irrigation design, irrigation water budget, dedicated irrigation meter, irrigation conflicts with City water mains, irrigation water-use zones, pond staff gauge / fencing, disturbed-area revegetation, transition to native soil, and lighting spillover/property line compliance.

Conditions require the applicant to revise and/or finalize landscape, irrigation, water harvesting, screening, tree protection, disturbed-area restoration, and lighting plans to address applicable Landscape / Irrigation / Lighting comments prior to recordation and/or permit issuance, as applicable.

The applicant shall revise exterior lighting as necessary to demonstrate compliance with applicable City lighting standards, including 0.0 foot-candle compliance at applicable property lines where required.

Archaeology / Review Districts

The project site is located within the Suburban and River & Trails Archaeological Review Districts. Conditions require the applicant to obtain all required archaeological and review district approvals prior to permit issuance and/or ground-disturbing activity, as applicable.

Public Works / Metropolitan Planning Organization / Trail

The project includes pedestrian and trail-related improvements. Metropolitan Planning Organization (MPO) comments required commitment to a 10-foot trail through the property north to Rodeo Road, continued coordination regarding New Mexico Department of Transportation (NMDOT) land easement / access rights south of the site, safe crossing of Galisteo Road, Americans with Disabilities Act (ADA) accessibility, and trail design review.

Conditions require the applicant to continue coordination with Public Works / MPO regarding the proposed multi-use trail, trail connectivity, trail crossing design, Galisteo Road crossing treatment, and related public infrastructure requirements.

The applicant shall maintain the commitment to a 10-foot multi-use trail through the property north to Rodeo Road, subject to final Public Works / MPO and Parks review.

The applicant shall continue coordination regarding easement dedication, access rights, or another mechanism necessary for trail connection through New Mexico Department of Transportation (NMDOT) property south of the site, as applicable.

Parks / Trail Design Review

Parks comments require review of trail design and construction materials at 30%, 60%, and final design, and require the 10-foot-wide trail to be constructed in accordance with City standards and codes. Conditions require trail design and construction materials to be submitted for Parks / Public Works review prior to building permit and construction, as applicable. Trail surface drainage shall be managed through erosion-control measures subject to City Engineer approval and consistent with grading and drainage approval.

Wastewater

Wastewater comments include an industrial sampling port, Schedule 40 polyvinyl chloride (PVC) sewer extension, core-drilled connection to the existing manhole, private sewer labeling, water / storm sewer crossing-clearance details, and correction of a sheet C-101 utility trench keynote. Conditions require the applicant to satisfy Wastewater Management Division requirements related to sanitary sewer service, industrial sampling port, private sewer labeling, pipe material, manhole connection, utility crossing clearances, inspections, and service connections prior to recordation or other applicable approval stage.

Findings

Finding 1 — Public Interest

The Governing Body has implemented the General Plan and City ordinances, including Chapter 14, to establish minimum standards for health, safety, welfare, land-use compatibility, public facilities, public infrastructure, and orderly development. The proposed Development Plan supports the public interest by allowing a skilled nursing facility on a Business Industrial Park (BIP)-zoned site where institutional

care, medical, commercial, transportation, and residential contexts already coexist. The Development Plan has been reviewed through the Development Review Team (DRT) process and is supported by revised technical materials, a signed Water Plan, an approved Alternative Final Development Water Budget (DWB), public-process materials, and recommended conditions of approval. The proposal addresses access, parking, drainage, utilities, fire access, wastewater, landscaping, lighting, trail coordination, archaeological and review-district requirements, and accessibility. Subject to the Conditions of Approval and Technical Corrections in Attachment A, the Development Plan supports the public interest and protects public health, safety, and welfare.

Finding 2 — Compatibility and Adaptability

The surrounding area includes assisted living / institutional care facilities, medical offices, commercial uses, transportation corridors, and residential neighborhoods. Pacifica Senior Living Santa Fe is located north of the site, residential neighborhoods are located west of Galisteo Road, and the Rail Runner / Santa Fe Rail Trail corridor is located east of the site. Conditions address site design, access, utilities, drainage, landscaping, lighting, fire access, parking, Americans with Disabilities Act (ADA) accessibility, pedestrian / trail connectivity, and review district requirements.

Finding 3 — Chapter 14 Compliance

The proposed Development Plan complies or can comply with applicable provisions of Chapter 14 based on staff review of the applicant's Development Report, current Development Plan set, revised technical materials, Development Review Team (DRT) responses, revised Traffic Impact Analysis, revised Terrain Management Report, signed Water Plan, approved Final Development Water Budget, public-process materials, and recommended Conditions of Approval and Technical Corrections included in Attachment A. Remaining technical items are conditioned and tied to appropriate post-approval stages including Development Plan recordation, building permit, construction, water service connection, certificate of occupancy, and ongoing operation where applicable.

Finding 4 — Technical Review

The project has undergone Development Review Team (DRT) review, and the applicant has submitted revised plans, DRT responses, and technical materials. Remaining technical items are addressed through the Conditions of Approval and Technical Corrections included in Attachment A, including compliance with the signed Water Plan, Final Development Water Budget (DWB) / water allocation / water offset requirements if applicable, terrain / drainage requirements, wastewater requirements, landscape / irrigation / lighting requirements, fire requirements, access / trail requirements, Americans with Disabilities Act (ADA) requirements, parking requirements, and review district requirements.

Finding 5 — Public Process

The required Early Neighborhood Notification (ENN) meeting for this application was held on February 27, 2024. Public questions and comments from that meeting are documented in the public-process record and included topics related to traffic, access, pedestrian safety, parking, lighting, loading, facility operations, landscaping, and trail connectivity. Staff considered those comments as part of the Development Plan analysis, Development Review Team (DRT) review, and recommended conditions. A courtesy follow-up / supplemental outreach meeting was held on May 28, 2026. No members of the

public or interested parties attended the May 28 meeting, the meeting concluded early, and no public comments were received at that meeting. No later public comments have been received as of the date of this report. The Applicant met public hearing notification requirements to be heard by the Planning Commission.

Finding 6 — Conditions

The Conditions of Approval and Technical Corrections included in Attachment A are necessary to ensure compliance with applicable City requirements and to address remaining technical review items.

Expiration / Post-Approval Requirements

If approved, the Development Plan approval shall be subject to applicable expiration, permit, infrastructure, construction, inspection, recordation, and post-approval requirements under City Code and applicable City procedures.

The applicant shall complete all required technical corrections and satisfy all conditions of approval before the applicable approval, recordation, permit, construction, certificate of occupancy, or operational stage identified in Attachment A.

Attachments

Attachment	Contents
Attachment A	Conditions of Approval and Technical Corrections
Attachment B	Maps and Photos
Attachment C-1	Application / Applicant Narrative / Authorization
Attachment C-2	Early Neighborhood Notification / Public Process / Notice / Posting
Attachment C-3	Current Development Plans
Attachment C-4	Technical Reports / Utilities
Attachment C-5	Development Review Team Comments / Response Matrix
Attachment D	Signed Water Plan / Final Development Water Budget Materials, including Water Resources approval memo and supporting Development Water Budget data

Approved as to Form by the Planning and Land Use Department:

Title	Name	Initials
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	***MRM***
Planning Manager	Daniel A. Esquibel	***DAE***
Senior Planner/Case Manager	A. George Terry	***AGT***

City of Santa Fe, New Mexico

Attachment A

Conditions of Approval and Technical Corrections

1. Table of Conditions of Approval
2. Table of Technical Corrections
3. Development Review Team Compiled Comments

Conditions of Approval & Technical Corrections

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
1	Water Plan / Water Division: The applicant shall comply with the final signed Water Plan and all Water Division and Fire Department requirements for public water infrastructure, domestic service, irrigation service, fire service, hydrants, backflow prevention, water easements, utility crossings, inspections, and related improvements.	Water Division / Fire	Prior to final Development Plan approval
2	Agreement to Construct and Dedicate: The applicant shall obtain any required Agreement to Construct and Dedicate for new public water infrastructure and fire services, consistent with Water Division requirements.	Water Division	Prior to building permit
3	Water Main Cover / Utility Protection: Any grading or construction near existing or proposed water mains shall maintain required Water Division cover and clearance standards. If field conditions require adjustment, the applicant shall revise utility design to Water Division satisfaction.	Water Division / Engineering	During construction
4	Development Water Budget: The applicant shall comply with the approved Alternative Development Water Budget and all Water Resources requirements, including monitoring, disclosure, surcharge, water-rights, water-credit, allocation, offset, and ongoing compliance requirements required by City Code or Water Resources.	Water Resources	Ongoing
5	Private Hydrant Responsibilities: The property owner shall maintain any private hydrant and private fire-system improvements in accordance with City policy, including inspection, maintenance, flow testing, recordkeeping, and qualified-contractor requirements.	Water Division / Fire	Ongoing
6	Fire / Emergency Access: The applicant shall satisfy Fire Department requirements for fire apparatus access, access-road width and grade, fire turnarounds, hydrants, fire flow, fire department connection, sprinkler-related site requirements, fire-service infrastructure, and IFC compliance.	Fire Department	Prior to building permit
7	Terrain / Drainage / Stormwater: The applicant shall comply with approved terrain, grading, drainage, stormwater, erosion-control, sediment-control, dust-control, pond-design, and site-stabilization requirements. Stormwater facilities shall be constructed and maintained consistent with approved plans.	Engineering / Terrain	Prior to building permit
8	Drainage Facility Maintenance: The property owner shall maintain all private drainage facilities, stormwater facilities, pond areas, swales, inlets, pipes, and related drainage improvements in functional condition.	Engineering / Terrain	Ongoing
9	Wastewater: The applicant shall satisfy Wastewater Management Division requirements for sanitary sewer service, industrial sampling port, private sewer labeling, pipe material, manhole connection, utility crossing clearances, inspections, and service connections.	Wastewater Management	Prior to recordation
10	Archaeology / Review Districts: The applicant shall obtain and comply with all required archaeological and review-district approvals applicable to the Suburban and River & Trails Archaeological Review Districts.	Archaeology / Planning	Prior to ground disturbance
11	Public Works / MPO / Trail: The applicant shall coordinate final trail alignment, trail connectivity, driveway crossing treatment, Galisteo Road pedestrian crossing treatment, and related public-infrastructure improvements with Public Works, MPO, Parks, and applicable City reviewers.	Public Works / MPO	Prior to building permit

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
12	NMDOT Trail Coordination: The applicant shall continue coordination for any easement, access right, or other mechanism necessary for the trail connection through NMDOT property south of the site, as required by the City.	Public Works / MPO	Prior to recordation
13	Parks / Trail Design Review: Trail design and construction materials shall be submitted for review at applicable design stages and shall comply with City standards and codes.	Parks / Public Works	Prior to construction
14	Landscape / Irrigation / Lighting: The applicant shall finalize landscape, irrigation, water-harvesting, screening, tree-protection, disturbed-area restoration, and lighting plans to address applicable City comments and standards.	Planning / Landscape	Prior to recordation
15	Exterior Lighting Compliance: The applicant shall revise exterior lighting as necessary to demonstrate compliance with City lighting standards, including property-line light trespass limits.	Planning / Lighting	Prior to permit issuance
16	Parking / ADA / Accessibility: The applicant shall provide required accessible parking, accessible routes, passenger loading, curb ramps, surface materials, EV charging, and related site-accessibility improvements in accordance with applicable standards.	Planning / Building	Prior to building permit
17	Traffic / Access / Circulation: The applicant shall comply with final traffic, access, circulation, driveway, pedestrian, trail, and public-infrastructure requirements required by Public Works, Complete Streets, MPO, and applicable City standards.	Traffic / Public Works	Prior to building permit
18	Final Plan Corrections: The applicant shall submit final revised plans incorporating all conditions of approval and technical corrections required by the City. Final plans shall be internally consistent with the approved Development Plan, signed Water Plan, approved DWB, Staff Report, and Attachment A.	Planning / DRT	Prior to final Development Plan approval
19	Compliance with Approved Development Plan: The property shall be developed, used, operated, and maintained in substantial compliance with the approved Development Plan, final conditions of approval, technical corrections, and subsequent permits.	Planning	Ongoing

Technical Corrections

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
1	Signed Water Plan: Maintain the final signed Water Plan in the final packet and incorporate signed Water Plan requirements into final plan sheets.	Water Division / Fire	Prior to final Development Plan approval
2	Domestic Meter / Service Table: Maintain the final 2-inch domestic meter/service configuration and associated service-table information approved by Water Division.	Water Division	Prior to final Development Plan approval
3	Irrigation Meters: Maintain final 5/8-inch irrigation meter information and irrigation-service labels on utility sheets.	Water Division / Landscape	Prior to final Development Plan approval
4	Backflow Prevention: Maintain the approved backflow-prevention assembly and clear public/private water infrastructure layout.	Water Division	Prior to final Development Plan approval

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
5	Private Hydrant Notes: Maintain private-hydrant owner-maintenance, inspection, flow-testing, and recordkeeping notes on applicable plan sheets.	Water Division / Fire	Prior to building permit
6	ACD Requirement: Confirm and provide any required Agreement to Construct and Dedicate documentation for public water infrastructure.	Water Division	Prior to building permit
7	Approved DWB Materials: Include the Alternative Development Water Budget approval memo and supporting materials in the final packet.	Water Resources	Prior to packet distribution
8	Alternative DWB Disclosure: Add Alternative Development Water Budget disclosure language or development-plan notes if required by Water Resources.	Water Resources / Planning	Prior to recordation
9	Water Allocation / Offset: Carry water allocation, water offset, water-rights, water-credit, and surcharge provisions as required by Water Resources and City Code.	Water Resources	Ongoing
10	Wastewater Sampling Port: Add or maintain the industrial sampling port required by Wastewater Management Division.	Wastewater Management	Prior to recordation
11	Sewer Pipe Material: Maintain SCH 40 PVC sewer extension and related sewer-service requirements.	Wastewater Management	Prior to recordation
12	Manhole Connection: Show core-drilled manhole connection and required inspection requirements.	Wastewater Management	Prior to recordation
13	Private Sewer Labeling: Clearly label private sanitary sewer infrastructure on final plan sheets.	Wastewater Management	Prior to recordation
14	Utility Crossing Details: Maintain water, sewer, and storm-sewer crossing clearance details on applicable sheets.	Wastewater / Water	Prior to recordation
15	Terrain Management Report: Maintain the revised Terrain Management Report as the controlling terrain/drainage technical report.	Engineering / Terrain	Prior to building permit
16	Stormwater Pond: Maintain stormwater pond volume, location, profiles, and maintenance requirements consistent with the approved drainage design.	Engineering / Terrain	Prior to building permit
17	Erosion / Dust Control: Maintain erosion-control, sediment-control, dust-control, and site-stabilization measures.	Engineering / Terrain	During construction
18	Traffic Impact Analysis: Maintain the revised Traffic Impact Analysis as the controlling traffic/access technical report.	Traffic / Public Works	Prior to building permit
19	Access Alignment: Maintain access alignment with Avenida La Cerca and coordinate final driveway design with Public Works / Complete Streets.	Public Works / Traffic	Prior to building permit
20	Trail Connection: Maintain the commitment to a 10-foot multi-use trail connection through the property north to Rodeo Road, subject to final City review.	Public Works / MPO	Prior to construction
21	Trail Design Review: Submit trail design materials for Parks / Public Works review at applicable design stages.	Parks / Public Works	Prior to construction
22	NMDOT Coordination: Document any required NMDOT coordination for trail connection or access rights south of the site.	Public Works / MPO	Prior to recordation
23	Significant Trees: Maintain significant tree information and tree-protection requirements on landscape plans.	Planning / Landscape	Prior to recordation
24	Planting Corrections: Address plant substitutions, street trees, frontage treatment, water harvesting, parking lot screening, and disturbed-area revegetation.	Planning / Landscape	Prior to recordation

Technical Corrections			
#	**Technical Correction**	**Dept. or Division**	**To be completed:**
25	Irrigation Design: Finalize irrigation design, irrigation water-use zones, dedicated irrigation meter, and irrigation conflicts with City water mains.	Planning / Landscape	Prior to recordation
26	Lighting Plan: Revise lighting plans and photometric information to demonstrate compliance at applicable property lines.	Planning / Lighting	Prior to permit issuance
27	ADA / Accessibility: Confirm accessible parking count, accessible routes from public right-of-way, passenger loading, slopes, and site accessibility details.	Planning / Building	Prior to building permit
28	Surface / EV Notes: Add or maintain surface material legend and EV charging information on final civil/site plans.	Planning / Building	Prior to building permit
29	Archaeology Notes: Add or maintain archaeology/review-district notes and approval references as required by City review.	Archaeology / Planning	Prior to ground disturbance
30	Project Facts: Use 65,937 square feet, 80 beds, approximately 6.325 acres, Anchorum St. Vincent, and BIP zoning consistently across final materials.	Planning	Prior to final Development Plan approval
31	Signage: Confirm that any proposed signage is reviewed and permitted separately from Development Plan approval.	Planning	At sign permit

Development Review Team Compiled Comments

The following table summarizes DRT review areas and how they are carried into the Staff Report and Attachment A. Attachment A is not intended to reproduce every DRT comment verbatim; the full DRT comments, response matrix, and supporting technical record should be included in Attachment C-5.

Development Review Team Compiled Comments		
Review Area	**Compiled Comment / Status**	**Staff Report / Attachment A Treatment**
Planning / Land Use	Project facts, caption, public process, review districts, conditions, signage, and no approval of future southern-area development.	Addressed in Staff Report, conditions, and technical corrections.
Water Division	Signed Water Plan; domestic service; irrigation meters; fire service; hydrants; backflow prevention; ACD; utility cover; private hydrant obligations.	Closed for SRP purposes; carried through conditions and Attachment D.
Water Resources	Alternative Development Water Budget approved; implementation and compliance obligations remain.	Approval memo to be included in packet; carried through conditions.
Fire	Fire access, hydrants, fire flow, FDC, sprinkler-related requirements, and private hydrant coordination.	Conditioned prior to building permit / ongoing.
Wastewater	Sampling port, sewer extension material, manhole connection, private sewer labeling, and crossing clearances.	Conditioned prior to recordation.
Engineering / Terrain	TMR, drainage, stormwater pond, erosion control, sediment control, dust control, and maintenance.	Conditioned prior to building permit / ongoing.
Traffic / Public Works	Access, driveway spacing, sight distance, circulation, Complete Streets, and public improvements.	Conditioned prior to building permit.
MPO / Parks / Trail	10-foot multi-use trail, trail design review, trail crossing, Galisteo Road coordination, and NMDOT coordination.	Conditioned prior to construction / recordation.
Landscape / Irrigation / Lighting	Landscape corrections, irrigation design, water harvesting, parking screening, revegetation, lighting compliance.	Conditioned prior to recordation / permit issuance.

Development Review Team Compiled Comments		
Review Area	**Compiled Comment / Status**	**Staff Report / Attachment A Treatment**
Parking / ADA	Required parking, ADA spaces, accessible routes, loading, EV charging, surface details.	Conditioned prior to building permit.
Archaeology / Review Districts	Suburban and River & Trails Archaeological Review District compliance.	Conditioned prior to ground disturbance.

City of Santa Fe, New Mexico

Attachment B

Maps and Photos

1. Aerial / Vicinity Map
2. Existing Zoning Map
3. Review Districts Map
4. Existing Site Conditions - Southwest Property Area
5. Existing Site Conditions - South-Central Property Area
6. Existing Site Conditions - Northwest Property Area
7. Existing Site Conditions - Northern Property Area
8. Existing Site Conditions - Northeastern Property Area

Figure 1. Aerial / Vicinity Map

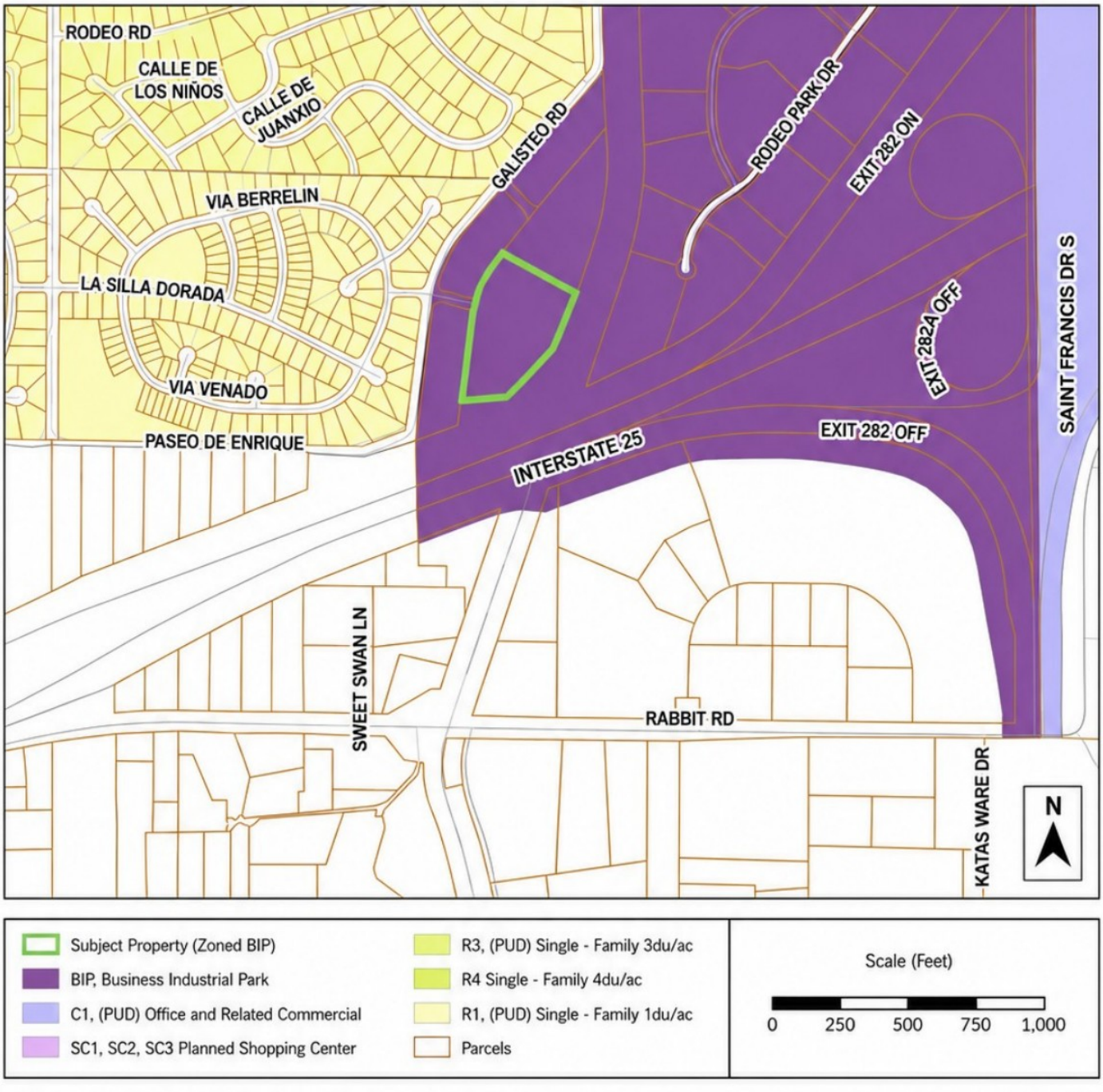


Subject property and surrounding area.

Scale (Feet)

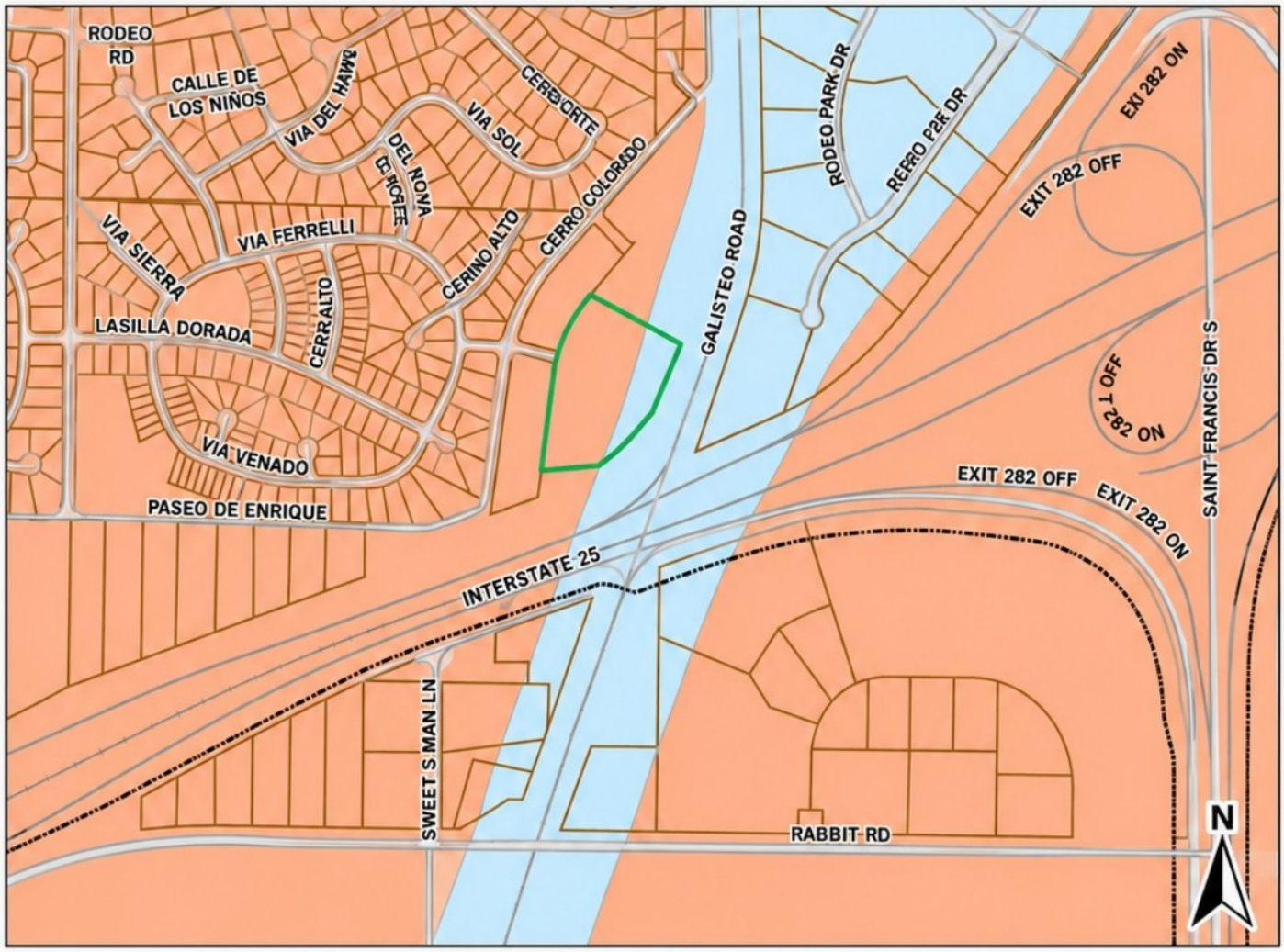
0 150 300 450 600

Figure 2. Existing Zoning Map



Existing zoning of the subject property and surrounding area.

Figure 3. Review Districts Map



Subject property within applicable review districts.

Subject Property
Suburban Archaeological Review District
River & Trails Archaeological Review District
Parcels
Major Roads
Roads

Scale (Feet)
0 250 500 750 1,000

Figure 4. Existing Site Conditions — Southwest Property Area



View from the southwest portion of the subject property looking toward the center of the parcel.

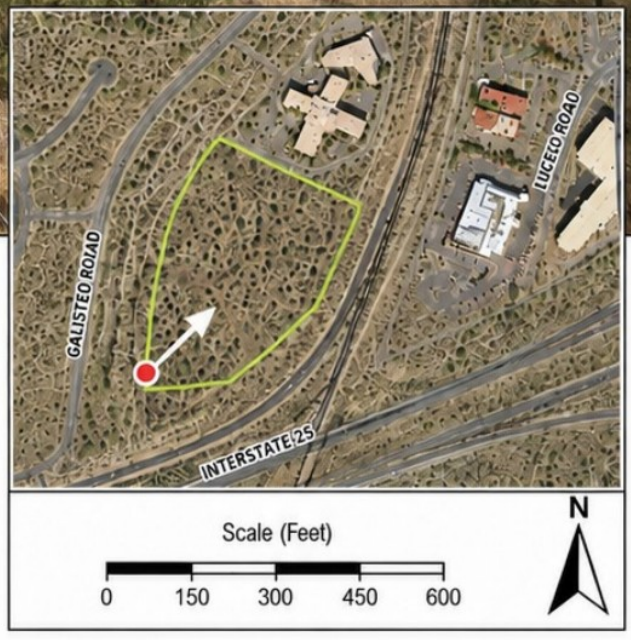


Figure 5. Existing Site Conditions — South-Central Property Area



View from near the Avenida La Cerca / Galisteo Road area looking toward the center of the subject property.

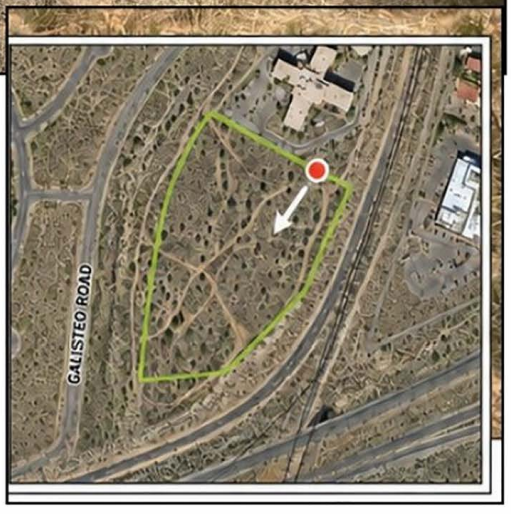
Figure 6. Existing Site Conditions — Northwest Property Area



View from the northwest portion of the subject property looking toward the center of the parcel.

Figure 7. Existing Site Conditions - Northern Property Area





View from the assisted-living facility parking area immediately north of the subject property, looking toward the site.

Figure 8. Existing Site Conditions — Northeastern Property Area



Additional view from the area immediately north of the subject property, looking across the site.

City of Santa Fe, New Mexico

Attachment C-1

Application / Applicant Narrative / Authorization

CONTENTS

1. Development Plan Application
2. Development Report / Applicant Narrative
3. Authorization Form
4. Lot of Record Documentation - Part 1
5. Lot of Record Documentation - Part 2
6. Special Warranty Deed
7. Annexation Agreement and Ordinance 1982-31

Case No. 2024-7999 - 2981 Galisteo Road Development Plan - August 6, 2026

(date stamp)

DEVELOPMENT PLAN APPLICATION

Parcel Information

Project Name: **2981 Galisteo Skilled Nursing Facility**

Address : **2981 Galisteo Road, Santa Fe, NM 87505** Property Size: **6.325 acres**

Current Use of Land: Vacant Proposed Use of Skilled Nursing Facility

Does a Rezoning application accompany this application? YES ☐ NO ☒ Are any variances required ? YES ☐ NO ☒

Preapplication Conference Date : **February 8, 2024**

Early Neighborhood Notice (ENN) meeting date: February 27, 2024 Zoning: BIP

Property Owner Information

Name: **Anchorum St. Vincent**
First *Last*

Address: **1676 Hospital Drive**
Street Address *Suite/Unit #*

Santa Fe, NM 87505
City *State* *ZIP Code*

Phone: ( ) E-mail Address:

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin, Inc.

Name: **Jennifer Jenkins**
First *Last*

Address: **130 Grant Avenue, Suite 101**
Street Address *Suite/Unit #*

Santa Fe, NM 87505
City *State* *ZIP Code*

Phone: **(505) 820-7444** E-mail A **jennifer@jenkinsgavin.com**

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: 2981 Galisteo Road, Santa Fe, NM 87505

I/We authorize SEE ATTACHED AUTHORIZATION LETTER

Signed: Date:

Signed: Date:

Submittal Checklist (Requirements found in Section 14-3.8 SFCC 1987)

☐ *Six (6) 24"x36" plan sets and one (1) CD are required. Please include the following:*

☒	Letter of Application (intent, location, acreage)	☒	Statement addressing approval criteria	☒	Legal Lot of Record, Legal Description	☒	Development Plan (as defined by Section 14-3.8 SFCC 1987)	☒	Landscape, Parking and Lighting Plan, Signage Specifications
☒	Terrain Management Plans (as required by Section 14-8.2 SFCC 1987)	☒	Traffic Impact Analysis (if required)	☐ N/A	Proof of Compliance with Conditions of Annexation Approval (if applicable)	☒	Sewer and Water Plan (including profiles and details)	☐ N/A	Phasing Plan (if applicable)
☐	Archaeological Clearance (if applicable) PENDING								

Development Plan Submittal Requirements, as defined by Section 14-3.8(C) SFCC 1987:

Applicants for developments that require development plans under this section shall submit plans and other documentation as required by the land use director that show compliance with the applicable provisions of the Santa Fe City Code as provided in Section 14-3.1(C) (Form of Application), including plans that show:

(a) existing conditions on the site and within two hundred (200) feet of the site;
(b) proposed modifications to the site, including the locations of existing and new structures, grading, landscaping, lighting, pedestrian and vehicular circulation, parking and loading facilities;
(c) the types, extent and intensity of land uses that are proposed;
(d) proposed modifications to the infrastructure serving the site, including public and private streets, driveways and traffic control measures and utilities;
(e) documentation of compliance with development standards such as required yards, lot coverage, height of structures and open space;
(f) the phases of development, if applicable;
(g) for residential development, a proposal for provision of affordable housing as required by Section 14-8.11 (Santa Fe Homes Program);
(h) a development water budget as required by Section 14-8.13;
(i) for a development plan or final development plan, sufficient detail to clearly show how each applicable development standard is to be met and identify any variance or waiver required;
(j) for a preliminary development plan, sufficient detail to demonstrate the feasibility of meeting all applicable development standards, including an analysis of the type and extent of variances or waivers required, specific requests for which may be included.

Signature

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

Signature: Amalia Date: 3/10/24

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Thank you, and feel free to contact the Land Use Department staff at (505) 955-6585 with any questions.

Revised 12-11-12

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

March 11, 2024

Janice Biletnikoff, Senior Planner
City of Santa Fe Current Planning Division
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 2981 Galisteo Skilled Nursing Facility
Development Plan

Dear Janice:

This letter is respectfully submitted on behalf of Anchorum St. Vincent for approval of a Development Plan for a new 80-bed Skilled Nursing Facility. The subject property at 2981 Galisteo Road totals 6.325 acres and is zoned BIP (Business Industrial Park).

Background

The subject property was annexed into the City and rezoned from R-1 to IP (Industrial Park) in 1982 per the attached Annexation Agreement/Ordinance and Rezone Ordinance. Subsequently, the City established the BIP zoning district and converted all IP-zoned parcels to BIP. We are researching, with the City's assistance, when this change occurred in order to clarify the applicable development standards for former IP parcels.

Legal Lot of Record

In 1998, a Lot Split created the subject parcel and the adjacent Pacifica Senior Living property. Subsequently in 2009, right-of-way was dedicated to the Department of Transportation resulting in the current 6.325-acre parcel configuration. The Lot Split Plat and Right-of-Way Dedication Plat are submitted herewith for your reference.

Project Summary

There is a dire need for skilled nursing rehabilitation services in Santa Fe and the Northern New Mexico region. Currently, there are only two existing, poorly rated facilities offering rehabilitation care in Santa Fe: Santa Fe Care center and Casa Real. This proposed state-of-the-art facility will serve the region's growing elder population and free up much-needed hospital beds for patients requiring acute care.

The proposed building comprises 65,937 square feet of Gross Floor Area (GFA) in two stories. Access from Galisteo Rd. is via an existing 66-foot Access and Utility Easement across State-owned land that separates the subject tract from Galisteo Rd.

Zoning Compliance

130 GRANT AVENUE, SUITE 101 SANTA FE, NEW MEXICO 87501 PHONE: 505.820.7444

As described above, the City converted the property's zoning from IP to BIP, possibly around 2000. We have submitted an IPRA request to the City to obtain copies of the ordinances that established the BIP district and rezoned all existing IP properties, in an effort to ascertain the applicable development standards. The standards unique to the BIP district generally relate to rezone applications, per below:

- §14-4.3(H)(2)(a): *Property is eligible for rezoning to BIP if the property is a minimum of four acres in size and all other applicable requirements of Chapter 14 are satisfied.*

  Since the subject property was rezoned to BIP by the City, then the four-acre size limitation is not applicable.

- §14-7.5(D)(8)(a)(i): *To encourage pedestrian amenities and preservation of existing vegetation, open space shall be provided at a minimum of forty percent* ***of the total master plan area****.*

  A master plan is only required as part of a BIP rezone application per §14-4.3(H)(2)(b). Therefore, the 40% open space requirement is not applicable in this case. Accordingly, the BIP standards in SFCC Table 14-7.3(A), Note 8 refer to the non-residential open space standards in §14-7.5(D), which require 20% open space when passive water harvesting measures are employed.

At staff's direction, this Development Plan submittal complies with the BIP Master Plan standards with respect to lot size and open space, although we do not concur with this interpretation. We are hopeful that the requested BIP zoning ordinances will shed further light on this issue.

Dimensional Standards

Building Setbacks: Per Table 14-7.3-1, there are no minimum setbacks since the property is not adjacent to residential uses or zoning. The proposed setbacks are depicted on the Development Plan.

Lot Coverage (per SFCC Table 14-7.3-1)

Maximum Allowable:	No Maximum
Proposed:	14.5%

Building Height (per SFCC Table 14-7.3-1)

Maximum Allowable:	36 feet, not including parapets with requisite stepbacks
Maximum Proposed:	31'-5.5" to the roof deck; 32'-4" to the parapet

Parking

Required parking is one parking space per two beds per Table 14-8.6-1. The proposed facility will have 80 beds, resulting in a requirement of 40 parking spaces. 80 parking spaces are provided to accommodate both visitors and staff shift changes.

Access & Traffic

Access to the proposed facility will be provided from Galisteo Road via a new driveway within an existing 66-foot Access and Utility Easement, which will align with Avenida la Cerca on the west side of Galisteo. The access drive includes sidewalks on both sides, which will connect to the existing Avenida la Cerca sidewalks across the street, with requisite crosswalks and ADA ramp improvements.

The applicant is proposing to construct a multi-modal trail as a neighborhood amenity within State-owned parcels on the eastside of Galisteo Road between Avenida la Cerca and Rodeo Road, which is identified as a Future Paved Trail in the MPO's Bicycle Master Plan (see attached Trail Exhibit). This proposed trail improvement has been discussed with the Parks Division, MPO, and the New Mexico Department of Transportation (NMDOT), and all are supportive of the concept. Once the Development Plan is approved, we will initiate the NMDOT process for an easement/license agreement between the City and NMDOT for review and approval by the City.

A scoping meeting for the Traffic Impact Analysis was conducted on February 5, 2024, with Public Works staff and the City's traffic engineering consultant, which established the study area with the following intersections:

- Rodeo Road/Galisteo Road
- Galisteo Road/Entrance to Pacifica Senior Living
- Galisteo Road/Avenida la Cerca

Site-specific peak hour traffic counts were conducted for a total of nine hours in January 2024. The counts occurred during rush hour including school traffic between 7:00 am and 9:00 am and 3:00 pm to 6:00 pm. All intersections operate at acceptable Levels of Service (LOS) in the Existing, No Build, and Build conditions. There are some existing LOS issues with turning movements on southbound Galisteo Road, which this project does not impact or exacerbate. Please refer to the attached Traffic Impact Analysis, Development Plans and Trail Exhibit for more detail.

Terrain Management

All developed stormwater flows will be directed to a detention pond along the north property boundary, which is the low point on the site. In addition, landscaped areas will be graded to passively collect stormwater. Please refer to the Terrain Management Plans and Report for more information.

Water & Sewer

The facility will connect to the existing waterline in Galisteo Road to the west and to the existing line in the adjacent Pacifica property to the north, via an existing 25-foot Water and Sewer Easement. The waterline will loop through the site and terminate at a hydrant at the east end of the building.

Per the attached Custom Water Budget, the proposed Skilled Nursing Facility annual water demand is calculated at 4.02 AFY. This water budget is based on water usage data from existing similar facilities in Tucson, AZ and El Paso, TX as outlined in the attached Water Budget. Per SFCC §14-8.13(E)(2)(d), water demand offset fees will be paid in accordance with the Water Conservation Credit Program.

Open Space and Landscaping

The proposed project is providing 40% open space at staff's direction per BIP rezone regulations as summarized above.

The attached landscape plans reflect plantings that comply with landscape and site design requirements for nonresidential development, per §14-8.4. See attached plans for additional detail.

Fire Protection and Emergency Access

The proposed facility provides 150' fire lanes constructed with pavers (Geoblock or similar)on the west and east side of the building and a 28-foot turning radii throughout the parking areas and fire lanes per IFC standards. See attached plans for additional detail.

Archaeology

The subject property is located in the Suburban and River & Trails Archaeological Overlay Districts. The site was surveyed in 1988 and 1993 and those reports have been submitted to the City of Santa Fe archaeologist, Paul Duran, to be reviewed for a clearance permit at the City's Archaeological Review Committee meeting on March 28, 2024.

Early Neighborhood Notification

An Early Neighborhood Notification meeting was held on February 27, 2024. Approximately six neighbors were in attendance. Discussion centered around questions and concerns regarding traffic, road safety, lighting effecting night skies, facility size and need, and pedestrian access to the proposed multi-use trail. The notes from the ENN meeting are submitted herewith for your reference.

Development Plan Approval Criteria

In accordance with §14-3.8(D)(1), the Development Plan approval criteria for the proposed Skilled Nursing Facility are addressed below:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application;

Applicant Response: SFCC §14-2.3 (C)(1) states, "the planning commission shall review and approve or disapprove various specific development plans, requests and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter."

(b) that approving the development plan will not adversely affect the public interest;

Applicant Response:

The public interest will be served by the provision of quality skilled nursing treatment in the Santa Fe community and northern New Mexico region, freeing up hospital beds for those requiring acute care.

(c) that the use and any associated buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

Applicant Response:

The proposed medical facility is consistent, both in terms of use and built environment, with the predominant development pattern of the area, comprising medical offices, clinics, and professional offices.

Attachments and Fee Calculations

In support of this request, the following documentation is submitted herewith for your reference:

1. Letter of Owner Authorization
2. Development Plan Application
3. Special Warranty Deed
4. Lot of Record Plats:
    - 3a. Lot Split Plat 1998
    - 3b. DOT ROW Dedication Plat 2009
5. Annexation & Rezone Documents
6. Traffic Impact Analysis
7. Trail Exhibit
8. Water Budget
9. ENN Meeting Notes
10. Architectural Points Checklist

11. Terrain Management Report
12. Development Plans
13. Special Warranty Deed

The Development Review Fees are calculated as follows:

Development Plan: (Construction Valuation of $27,531,925)	$20,000.00
TOTAL	**$20,000.00**

Please contact me should you have any questions or require additional information. Thank you.

Sincerely,



Jennifer Jenkins, Principal

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 2981 Galisteo Rd.

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced property regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

Jerry Jones
Anchorum St. Vincent

12.4.2023
Date

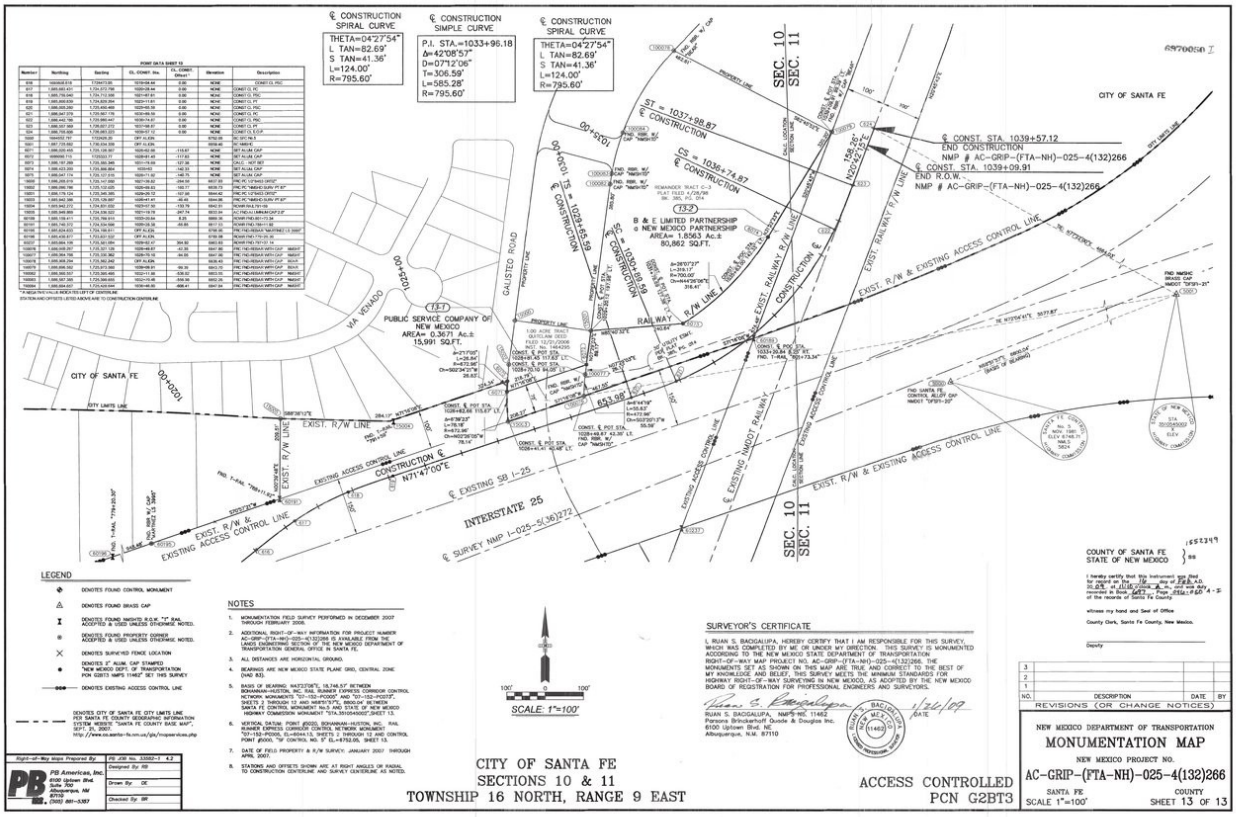
State of New Mexico)
) ss
County of Santa Fe)

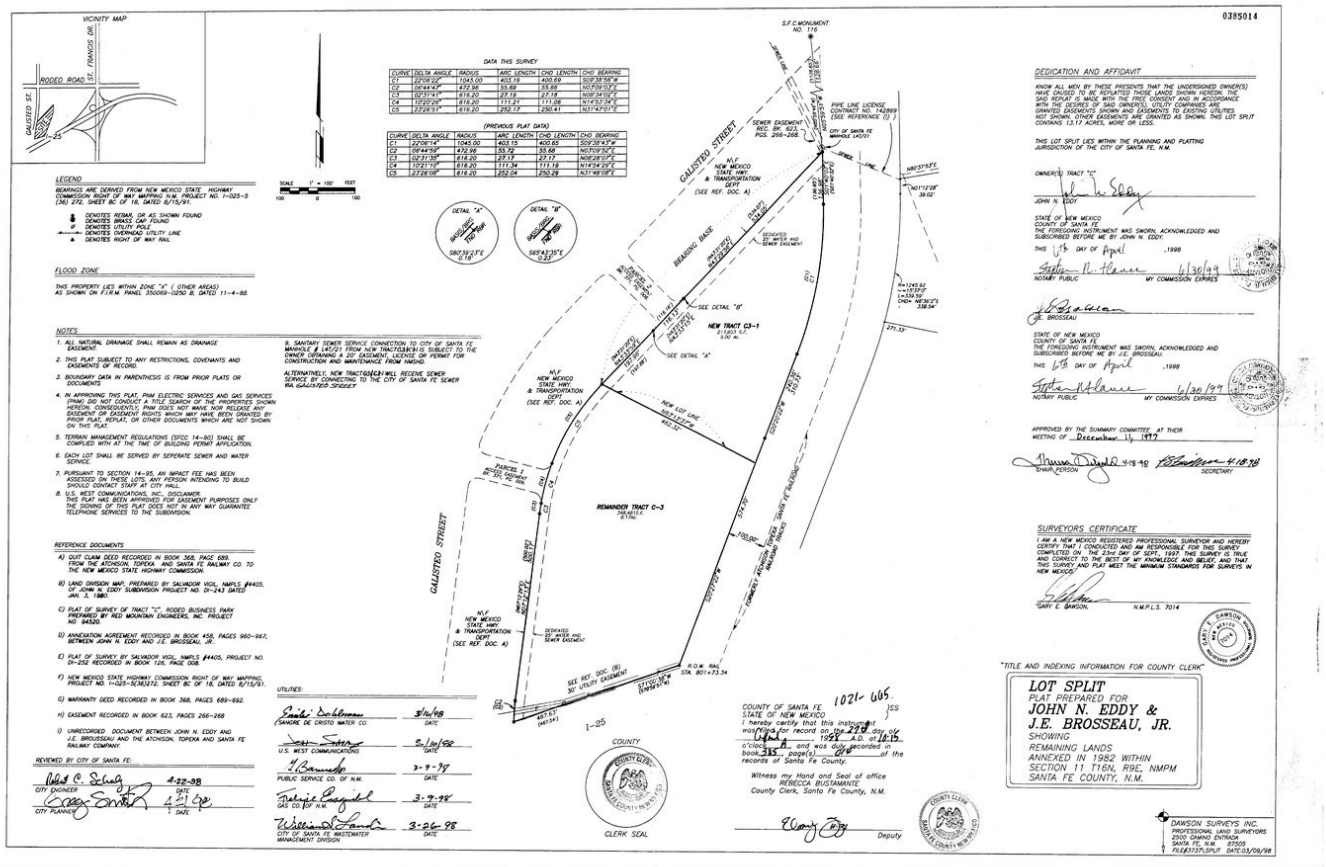
The foregoing instrument was acknowledged before me this 4th day of December, 2023 by Jerry Jones.

Carolyn Lucero
Notary Public

12-11-2024
My Commission Expires

STATE OF NEW MEXICO
NOTARY PUBLIC
CAROLYN LUCERO
COMMISSION # 1100751
COMMISSION EXPIRES 12/11/2024


CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'
CONSTRUCTION SIMPLE CURVE
P.I. STA.=1033+96.18
Δ=42°08'57"
D=07°12'06"
T=306.59'
L=585.28'
R=795.60'
CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'
SEC. 10
SEC. 11
CITY OF SANTA FE
CONST. STA. 1039+57.12
END CONSTRUCTION
NMP # AC-GRIP-(FTA-NH)-025-4(132)266
CONST. STA. 1039+09.91
END R.O.W.
NMP # AC-GRIP-(FTA-NH)-025-4(132)266
PUBLIC SERVICE COMPANY OF NEW MEXICO
AREA= 0.3671 Ac.±
15,991 SQ.FT.
B & E LIMITED PARTNERSHIP
& NEW MEXICO PARTNERSHIP
AREA= 1.8563 Ac.±
80,862 SQ.FT.
RAILWAY R/W LINE
EXIST. RAILWAY R/W LINE
EXIST. R/W & EXISTING ACCESS CONTROL LINE
CONSTRUCTION ℄
VIA VENADO
GALISTEO ROAD
CITY OF SANTA FE
CITY LIMITS LINE
EXIST. R/W LINE
EXISTING ACCESS CONTROL LINE
℄ EXISTING SB I-25
INTERSTATE 25
℄ SURVEY NMP I-025-5(36)272
℄ EXISTING NMDOT RAILWAY
N71°47'00"E
653.09'
LEGEND
NOTES
SURVEYOR'S CERTIFICATE
SCALE: 1"=100'
CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST
ACCESS CONTROLLED
PCN G2BT3
COUNTY OF SANTA FE
STATE OF NEW MEXICO
REVISIONS (OR CHANGE NOTICES)
NEW MEXICO DEPARTMENT OF TRANSPORTATION
MONUMENTATION MAP
NEW MEXICO PROJECT NO.
AC-GRIP-(FTA-NH)-025-4(132)266
SANTA FE
COUNTY
SCALE 1"=100'
SHEET 13 OF 13


0385014
VICINITY MAP
RODEO ROAD
ST. FRANCIS DR.
CALLE TORCIDO
I-25
DATA THIS SURVEY
CURVE | DELTA ANGLE | RADIUS | ARC LENGTH | CHD LENGTH | CHD BEARING
C1 | 22°08'14" | 1045.00 | 403.15 | 400.69 | S02°38'58"W
C2 | 08°44'59" | 472.96 | 53.89 | 53.86 | N07°09'13"E
C3 | 02°31'39" | 616.20 | 27.19 | 27.18 | N08°34'02"E
C4 | 10°23'24" | 616.20 | 111.31 | 111.16 | N14°53'34"E
C5 | 13°28'57" | 616.20 | 252.17 | 250.41 | N31°47'01"E
(PREVIOUS PLAT DATA)
CURVE | DELTA ANGLE | RADIUS | ARC LENGTH | CHD LENGTH | CHD BEARING
C1 | 22°08'14" | 1045.00 | 403.15 | 400.65 | S02°35'47"W
C2 | 08°44'59" | 472.96 | 53.72 | 53.68 | N07°09'13"E
C3 | 02°31'39" | 616.20 | 27.13 | 27.17 | N08°28'02"E
C4 | 10°21'10" | 616.20 | 111.34 | 111.19 | N14°54'29"E
C5 | 13°28'09" | 616.20 | 252.04 | 250.28 | N31°48'08"E
LEGEND
BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET 8C OF 18, DATED 8/15/91.
DENOTES REBAR OR AS SHOWN FOUND
DENOTES SHINER OR FOUND
DENOTES UTILITY POLE
DENOTES OVERHEAD UTILITY LINE
DENOTES RIGHT OF WAY RAIL
SCALE 1" = 100' FEET
FLOOD ZONE
THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-86.
NOTES
1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS.
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES, (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT MAKE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-80) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-9.2, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS. ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY FINANCE.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # (47/21 FROM NEW TRACT C3-C3-1) IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.
ALTERNATIVELY, NEW TRACT C3-C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET
REFERENCE DOCUMENTS
A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689, FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.
B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1991.
C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94320.
D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR.
E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. 91-252 RECORDED IN BOOK 126, PAGE 008.
F) NEW MEXICO STATE HIGHWAY COMMISSION, RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET 8C OF 18, DATED 8/15/91.
G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.
H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268
I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.
REVIEWED BY CITY OF SANTA FE:
CITY ENGINEER — DATE 4-22-98
CITY PLANNER — DATE 4-21-98
UTILITIES:
SANGRE DE CRISTO WATER CO. — DATE 3/16/98
U.S. WEST COMMUNICATIONS — DATE 5/20/98
PUBLIC SERVICE CO. OF N.M. — DATE 3-9-98
GAS CO. OF N.M. — DATE 3-9-98
CITY OF SANTA FE, WASTEWATER MANAGEMENT DIVISION — DATE 3-26-98
S.F.C. MONUMENT NO. 116
GALISTEO STREET
SEWER EASEMENT REC. BK. 623, PGS. 266-268
PIPE LINE LICENSE CONTRACT NO. 142869 (SEE REFERENCE (I))
CITY OF SANTA FE MANHOLE 1A/21
N.M.V. NEW MEXICO STATE HWY & TRANSPORTATION DEPT (SEE REF. DOC. A)
BEARING BASE
DETAIL "A"
DETAIL "B"
SEE DETAIL "B"
SEE DETAIL "A"
NEW TRACT C3-1
NEW LOT LINE
REMAINDER TRACT C-3
PARCEL 1
GALISTEO STREET
SEE REF. DOC. (B) 30' UTILITY EASEMENT
R.O.W. RAIL STA. 801+73.34
I-25
COUNTY
CLERK SEAL
DEDICATION AND AFFIDAVIT
KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN. OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.
THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.
OWNER(S) TRACT "C"
JOHN N. EDDY
STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.
THIS 6th DAY OF April ,1998
NOTARY PUBLIC — MY COMMISSION EXPIRES 1/30/99
J.E. BROSSEAU
STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.
THIS 6th DAY OF April ,1998
NOTARY PUBLIC — MY COMMISSION EXPIRES 1/30/99
APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997
CHAIR PERSON — SECRETARY
SURVEYORS CERTIFICATE
I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.
GARY E. DAWSON, N.M.P.L.S. 7014
"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"
LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.
COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 27th day of April A.D. 1998 at 10:15 o'clock A.M. and was duly recorded in book 335 page(s) 044 of the records of Santa Fe County.
Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.
Deputy
1021 605
COUNTY CLERK
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98

ST & E SF 180993/B

e-Recorded 1906386 01/10/20 SFC

SPECIAL WARRANTY DEED

B & E Limited Partnership, a New Mexico limited partnership, for consideration paid, grants to **Anchorum St. Vincent,** a New Mexico non-profit corporation, whose address is 1676 Hospital Drive, Santa Fe, New Mexico, 87505, the following described real estate located in Santa Fe County, New Mexico:

See **Exhibit A** attached hereto and incorporated herein by this reference;

SUBJECT TO those matters more particularly set forth on **Exhibit B** attached hereto and incorporated herein by this reference;

with special warranty covenants.

WITNESS its hand and seal effective the 10 day of January, 2020.

COUNTY CLERK GERALDINE SALAZAR SANTA FE COUNTY NEW MEXICO

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 4

I Hereby Certify That This Instrument Was e-Recorded for
Record On The 10TH Day Of January, A.D., 2020 at 01:43:11 PM
And Was Duly Recorded as Instrument # 1906386
Of The Records Of Santa Fe County
Witness My Hand And Seal Of Office
Geraldine Salazar
Deputy - LORMVIGIL County Clerk, Santa Fe, NM

B & E Limited Partnership,
A New Mexico limited partnership

By: Jean C. Eddy
Jean C. Eddy
Its: General Partner

By: Gregory Martin
Gregory Martin
Its: General Partner

STATE OF New Mexico)
) ss.
COUNTY OF Dona Ana)

This Special Warranty Deed was acknowledged before me this 10 day of January, 2020, by Jean C. Eddy, as the General Partner of B & E Limited Partnership, a New Mexico limited partnership, on behalf of such limited partnership.

OFFICIAL SEAL
Barbara Kayleen Jones
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 12/5/2023

Notary Public

My Commission Expires:

_____

STATE OF New Mexico)
) ss.
COUNTY OF Dona Ana)

This Special Warranty Deed was acknowledged before me this 10 day of January, 2020, by Gregory Martin, as the General Partner of B & E Limited Partnership, a New Mexico limited partnership, on behalf of such limited partnership.

OFFICIAL SEAL
Barbara Kayleen Jones
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 12/5/2023

Notary Public

My Commission Expires:

_____

e-Recorded 196386 01/10/20 SFC

e-Recorded 1906386 01/10/20 SFC

Exhibit A

REMAINDER TRACT C-3 as shown and described on that plat of survey titled *BOUNDARY SURVEY OF REMAINDER TRACT C-3 FOR B&E LIMITED PARTNERSHIP AND ANCHORUM ST. VINCENT LYING AND BEING SITUATE WITHIN THE SANTA FE LAND GRANT PROJECTED SECTION 11, T. 16 N., R. 09 E., N.M.P.M., IN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO*, by Mitchell K. Noonan, N.M.P.L.S. No. 6998, dated December 19, 2019, filed for record on December 20, 2019, as Instrument Number 1904961 and recorded in Plat Book 858, page 7-8 of the records of Santa Fe County, New Mexico;

TOGETHER WITH access and underground utility easement over Parcel 1 as granted in plat of survey filed in Plat Book 371, page 6, of the records of Santa Fe County, New Mexico;

e-Recorded 1906386 01/10/20 SFC

Exhibit B

1. Taxes for the year 2020 and thereafter.

2. Sewer and refuse assessments for the year 2019 and subsequent years, not yet due and payable.

3. Any and all reservations or conveyances of record of title or ownership to all oil, gas, hydrocarbons or minerals of whatever nature, within and underlying the premises together with all mining and drilling rights and other rights, privileges and immunities relating thereto.

4. Reservations, conditions and exceptions contained in the Patent from The United States of America to Tomas P. Delgado, dated January 17, 1917 and recorded in Book 951 at page 505, records of Santa Fe County, New Mexico, and the acts of Congress under which said patent was issued.

5. Annexation agreement by and between John Eddy and J. E. Brosseau Jr. and the City of Santa Fe dated July 5, 1982, recorded in Book 458 at page 960, records of Santa Fe County, New Mexico.

6. Notes, conditions, easements and all matters as shown on plat of survey filed in Plat Book 371 at page 6, records of Santa Fe County, New Mexico.

7. Notes 1 and 3 through 9, conditions, exceptions, easements and rights incident thereto, utility lines and rights incident thereto, and all matters as referenced on plat of survey entitled, "Lot Split Plat Prepared for John N. Eddy & J.E. Brosseau Jr., showing Remaining Lands Annexed in 1982 within Section 11, T16N, R 9E, N.M.P.M., Santa Fe County, " recorded April 27, 1998 in Plat Book 385 at page 14, and as amended by Affidavit of Scrivener errors recorded in Book 1489 at page 472, records of Santa Fe County, New Mexico.

8. Notes, conditions, easements, and rights incident thereto, as shown and described on that plat of survey titled *BOUNDARY SURVEY OF REMAINDER TRACT C-3 FOR B&E LIMITED PARTNERSHIP AND ANCHORUM ST. VINCENT LYING AND BEING SITUATE WITHIN THE SANTA FE LAND GRANT PROJECTED SECTION 11, T. 16 N., R. 09 E., N.M.P.M., IN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO*, by Mitchell K. Noonan, N.M.P.L.S. No. 6998, dated December 19, 2019, filed for record on December 20, 2019, as Instrument Number 1904961 and recorded in Plat Book 858, page 7-8 of the records of Santa Fe County, New Mexico.

458960

ANNEXATION AGREEMENT

By this Agreement made and entered into this 5th day of July, 1982, by and between JOHN N. EDDY and J. E. BROSSEAU, JR., hereinafter referred to as the "Landowners" and the CITY OF SANTA FE, hereinafter referred to as the "City", IT IS AGREED:

Recitals

A. On May 26, 1982 the governing body of the City of Santa Fe approved a request by Landowners for annexation of 96.9 acres located northwest of the intersection of U.S. I-25 and St. Francis Drive into the municipal boundaries;

B. The annexed area is as shown on the attached plat labeled "Exhibit A" and incorporated herein;

C. The City of Santa Fe desires an Annexation Agreement in order to protect the public health and welfare of the citizens of the City of Santa Fe;

D. The Landowners have agreed to certain commitments and agreements to be complied with by the Landowners in the annexed area; and

E. This Agreement is entered into in order to enforce said commitments and agreements.

458961

Now, Therefore, It Is Agreed by and between the City and Landowners as follows:

1. The property shown on the attached "Exhibit A" and described in the attached "Exhibit B" is, pursuant to Section 3-7-17, NMSA 1981, and the ordinances of the City of Santa Fe, annexed to the City of Santa Fe.

2. Landowners will establish a Park Association comprised of the initial owners and developers of property within the industrial park and the major tenants within the park. The Park Association will have final authority over the administration of the activities in the park, including new construction, which will conform to all applicable City Ordinances. Control of the Park Association will vest in the owners of property within the industrial park and major tenants within the industrial park at such time as seventy-five percent (75%) of the property within the park has been developed.

3. Landowners agree that they will establish written covenants and restrictions for the development of the industrial park. The covenants and restrictions for the development of the industrial park will remain in force and effect for the life of the industrial park project subject to amendment with the approval of the Planning Commission of the City of Santa Fe. The Architectural Design Guidelines adopted by the City of Santa Fe in January 1982 (applicable to the development of essentially commercial areas outside

the City's Historic District) will be a required covenant and restriction.

4. Provisions shall be contained within the covenants and restrictions for a regular review and updating of the covenants with any amendments to be approved by the Planning Commission.

5. Final covenants and restrictions covering construction within the industrial park will be submitted to the Planning Commission at such time as approval is requested for a Final Development Plan for the project.

6. Landowners will not erect any building or solid fence within the industrial park closer than 200 feet from the center line of St. Francis Drive.

7. Landowners will not erect any building within the industrial park which is within 100 to 150 feet of the center line of Rodeo Road. The determination as to the exact distance, between 100 feet and 150 feet, shall be determined by the Planning Commission prior to final site plan approval.

8. There shall be a solid-fence set back line of thirty (30) feet inside the industrial park and parallel to Rodeo Road.

9. Landowners will submit plans for fencing and/or scaping along Rodeo Road to the Planning Commision for approval prior to the issuance by the City of any building permits within the industrial park.

458963

10. Prior to the issuance of any building permits by the City, Landowners will submit site plans showing proposed access and landscaping to the Planning Commission for approval.

11. Prior to the development of any property fronting on Rodeo Road, a bond, or other security acceptable to the City Attorney, shall be posted by Landowners or their successors in an amount equal to one-half of the City Engineer's estimate of the cost of improvements to Rodeo Road adjacent to the annexed property.

IN WITNESS WHEREOF, this AGreement was enterd into the day and year above written.

CITY OF SANTA FE

By _____
Louis B. Montano - Mayor

Attest:

SEAL

_____
Helen Trujillo
City Clerk

_____
John N. Eddy - Owner

_____
J. E. Brosseau, Jr. - Owner

Subscribed and sworn to before me by John N. Eddy and J.E. Brosseau, Jr., this 18th day of March, 1983.

_____
NOTARY PUBLIC

OFFICIAL SEAL
B. JOLENE LOPEZ
NOTARY PUBLIC-STATE OF NEW MEXICO
My Commission Expires 7-2-86

4

EXHIBIT B

458964

ORDINANCE NO. 1982 - 31

AN ORDINANCE

ANNEXING A CERTAIN TRACT OF LAND LYING CONTIGUOUS WITH THE SANTA FE CORPORATE LIMITS CONSISTING OF 96.970 ACRES, MORE OR LESS, LOCATED ON THE SOUTHERLY SIDE OF THE PRESENT SOUTH BOUNDARY LINE OF THE CITY OF SANTA FE IN THE E1/2 E1/2 OF SECTION 10, IN THE SW1/4 OF SECTION 2, AND IN THE NW1/4 OF SECTION 11, T. 16 N., R. 9 E., N.M.P.M., COUNTY OF SANTA FE, STATE OF NEW MEXICO.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1: Pursuant to Section 3-7-17, NMSA 1978, the following-described land is annexed to the City of Santa Fe, thereby extending its corporate limits:

A tract of land, lying and being situate in the E1/2 E1/2 of Section 10, in the

458965

SW1/4 of Section 2, and in the NW1/4 of Section 11, T.16N., R.9E., N.M.P.M., County of Santa Fe, State of New Mexico, and more particularly described as follows: for a reference point, commence at a point common to Sections 10, 11, 14 and 15, T.16N., R.9E., N.M.P.M.; thence N.16°26'56"W., 2726.31 feet to the point and place of beginning, a point on the north right-of-way line of New Mexico Highway Project No. 1-025-5(36) 272, and the most southwesterly corner of the tract being described; thence northerly along the west right-of-way line of the Atchison, Topeka, Santa Fe Railroad on an 8.514° curve (radius = 672.96 feet) through an arc of 9°49'05" to the right, a distance of 115.32 feet to a point of tangent; thence N.7°37'34"E., 563.86 feet to a point of curve; thence northerly on a 7.250° curve (radius = 790.29 feet) through an arc of 36°32'03" to the right, a distance of 503.92 feet to a point of tangent; thence N.44°09'37"E., 306.45 feet; thence N.88°29'44" W., 40.86 feet; thence N.43°54'50"E., 427.86 feet; thence S.0°12'11"E., 56.34 feet; thence N.43°54'56"E., 314.16 feet to a point of curve; thence northerly on a 30.669° curve (radius = 186.82 feet) through an arc of 45°01'09" to the left, a distance of 146.79 feet to a point of tangent; thence N.1°06'13"W., 678.06 feet on a point on the south right-of-way line of Rodeo Road; thence N.01°24' 40"E., 80.00 feet to a point on the north right-of-way line of Rodeo Road; thence S.88°35'20" E., 2092.81 feet along the north right-of-way line of Rodeo Road to a point on the westerly right-of-way line of St. Francis Drive being the northeasterly corner of the tract being described; thence S.26°43' 12"W., 99.56 feet to a point of curve; thence southerly along the northerly right-of-way line of New Mexico Highway project No. 1-025-5(36) 272 on a 5.753° curve (radius = 995.92 feet) through an arc of 31°28'54" to the right, a distance of 547.22 feet to a point of tangent; thence S.39°28'22"W., 1497.07 feet to a point of curve; thence southerly on a 3.804° curve (radius = 1506.28 feet) through an arc of 25°59'20" to the right, a distance of 683.24 feet to a point of compound curve; thence southerly on a 0.765° curve (radius = 7489.44

458966

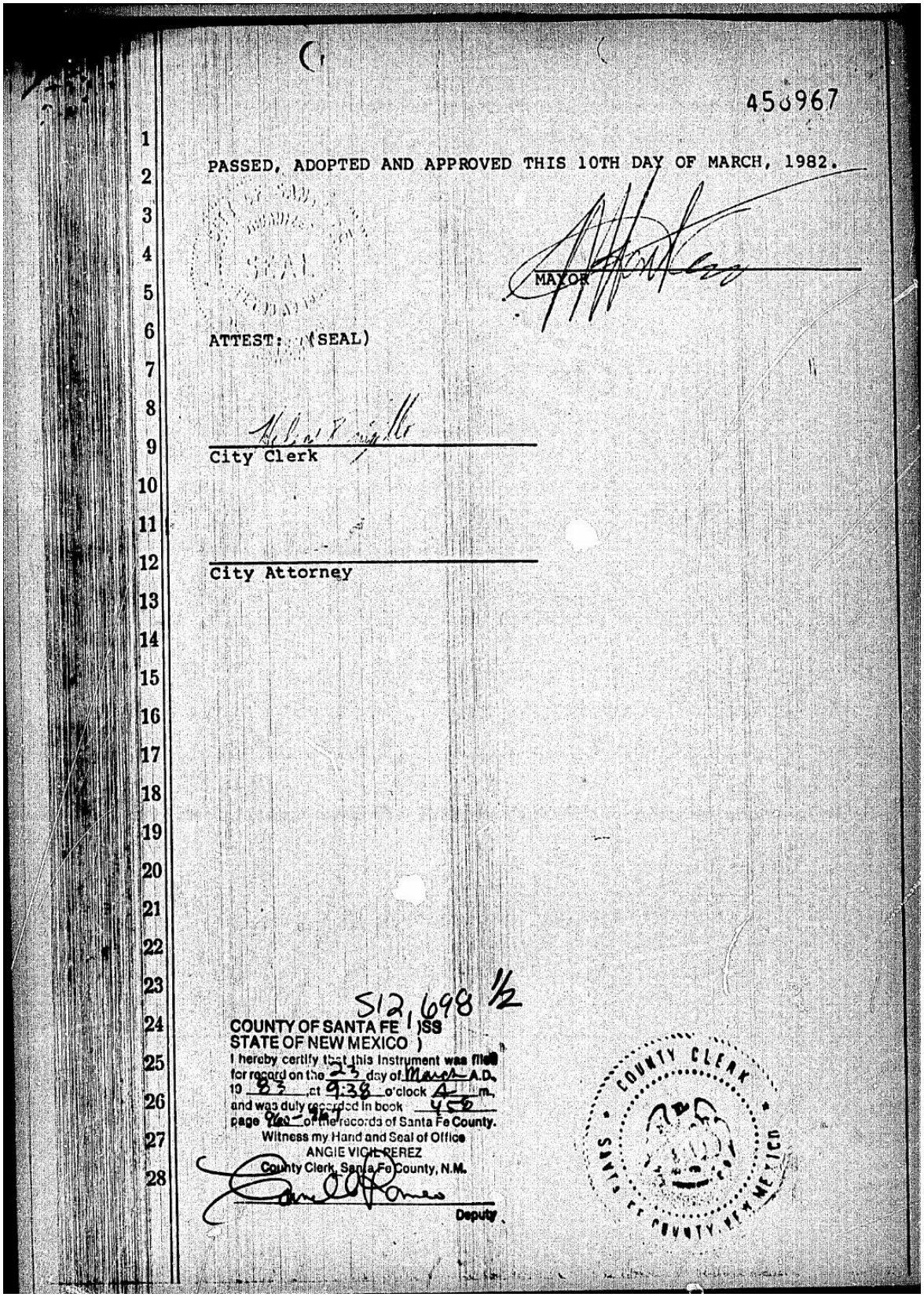
feet) through an arc of 5°37' to the right, a distance of 734.18 feet to a point of tangent; thence S.71°04'42"W., 723.70 feet to the point and place of beginning, containing an area of 96.974 acres, more or less, according to a plat of Annexation of Lands in the SW 1/4 of Section 2, E 1/2 E 1/2 of Section 10 and in the NW 1/4 of Section 11, T.16N., R.9E., N.M.P.M, certified by Salvador E. Vigil, a registered professional land surveyor, which said plat bears the Project No. D1-252.

Section 2: A petition signed by a majority of the owners of the territory being annexed has been presented to the governing body of the City of Santa Fe requesting the annexation of a contiguous area of land to the corporate limits, which annexation is done pursuant to the provision of the attached Agreement dated March 10, 1982, between the City and owners of the land sought to be annexed;

Section 3: The petition was accompanied by a plat showing the external boundaries of the territory proposed to be annexed and the relationship of the territory proposed to be annexed to the existing boundaries of the municipality;

Section 4: It is in the best interest of the City of Santa Fe, and the owners and inhabitants of such contiguous land, that said territory be annexed;

Section 5: This ordinance shall be effective after the filing required by Section 3-7-17 B., N.M.S.A. 1978, and five days after its publication by title and general summary as provided in Section 3-17-5, NMSA 1978.



450967

PASSED, ADOPTED AND APPROVED THIS 10TH DAY OF MARCH, 1982.

MAYOR

ATTEST: (SEAL)

City Clerk

City Attorney

$12,698 1/2

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)

I hereby certify that this instrument was filed for record on the 23 day of March A.D. 19 83 at 9:38 o'clock A m. and was duly recorded in book 458 page 966 of the records of Santa Fe County.
Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.

Deputy

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

City of Santa Fe, New Mexico

Attachment C-2

ENN / Public Process / Notice / Posting

CONTENTS

1. Required ENN Materials - February 2024
2. February 27, 2024 ENN Meeting Notes
3. Courtesy Follow-Up Materials - May 2026
4. Planning Commission Notice / Posting Materials
5. Final August 6 Notice Proof / Updated Poster-Date Photographs

Case No. 2024-7999 - 2981 Galisteo Road Development Plan - August 6, 2026

Attachment C-2 Internal Source Control Note

Attachment C-2 includes the required Early Neighborhood Notification materials, the February 27, 2024 ENN meeting notes, the May 28, 2026 courtesy follow-up meeting materials, Planning Commission notice/posting materials, and final August 6 notice-proof materials received from the applicant team.

Historical notice documents are included as record materials and may contain project descriptors or meeting dates from the specific outreach step in which they were used. Current project facts are controlled by the Staff Report and current Development Plan record.

The Planning Commission Clerk confirmed that the prior notice copy is acceptable and that the updated notice affidavit and posting package are sufficient for the August 6, 2026 Planning Commission hearing.

On July 27, 2026, the applicant team provided final notice-proof materials, updated poster-date photographs, and confirmation that the replacement sign was picked up and posted. The applicant team also confirmed that it is not requesting changes to the Development Plan application and does not have additional exhibits.

Contents

- Required ENN Materials - February 2024
- February 27, 2024 ENN Meeting Notes
- Courtesy Follow-Up Materials - May 2026
- Planning Commission Notice / Posting Materials
- Final August 6 Notice Proof / Updated Poster-Date Photographs

1. Required ENN Materials - February 2024

Source materials supporting the required February 27, 2024 Early Neighborhood Notification process.

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

February 12, 2024

RE: Galisteo Skilled Nursing Facility Development Plan

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss an upcoming application to the City of Santa Fe for Development Plan approval for a proposed 80 to 100-bed Skilled Nursing Facility. The 3.2-acre property is located at 2981 Galisteo Rd. and is zoned BIP, Business Industrial Park.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a meeting is scheduled for:

When: Tuesday, February 27 at 5:30 p.m.
Where: Virtual Meeting
https://santafe.primegov.com/public/portal
or
https://us02web.zoom.us/j/86518770592?pwd=MGUwekRCOFpOcGp3Y1pqSlQ0Zzcwdz09

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the City Clerk's Office (955-6520) 5 days prior to the meeting date.

Sincerely,

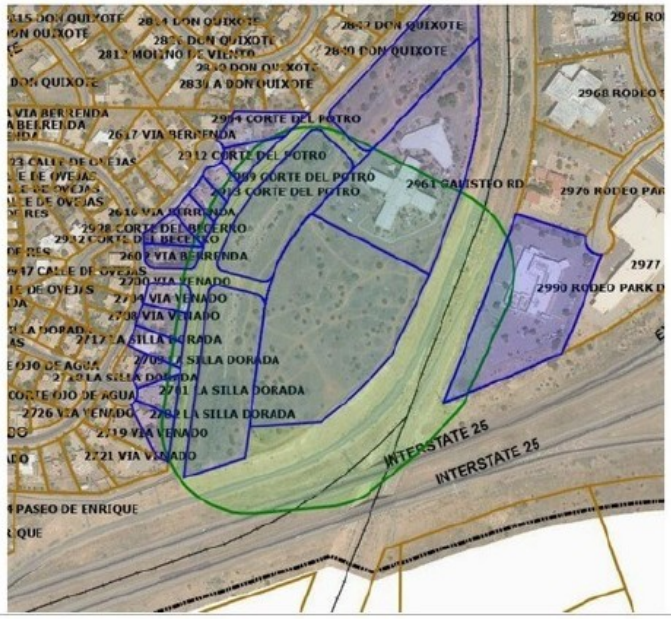
Jennifer Jenkins

Attachments: Vicinity Map & Conceptual Site Plan

130 GRANT AVENUE, SUITE 101 SANTA FE, NEW MEXICO 87501 PHONE: 505.820.7444

Buffer 300' Mailing Labels

2981 Galisteo Road



NOTICE AFFIDAVIT
14-3.1(H)

Project Information

Project Name: Galisteo Skilled Nursing Facility

Project Location: 2981 Galisteo Road, Santa Fe, NM 87505

Case Number(s): _____

Certification

I hereby certify that the attached Notice was mailed to property owners, tenants, and registered neighborhood associations within 300 feet of the proposed project site. Notices were mailed on February 12, 2024.

I hereby certify that the attached Notice was sent via email to registered neighborhood associations within 300 feet of the proposed project site. Notices were emailed on An email address was not listed in the contact information provided by the City for Las Estancias NA, see attached email. The notification letter was mailed to the address provided by the City. The letter was mailed on February 12, 2024.

I hereby certify that the subject property was posted with a sign provided by the City on February 12, 2024. The sign was placed in a prominent position in public view, according to instructions provided by Land Use Department staff.

Applicant Printed Name: Amalia M. Merino

Applicant Signature: Amalia M

Notarization

STATE OF NEW MEXICO)

COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me this 13th day of February, 2024, by Amalia Mae Merino.

Notary Public

My Commission Expires: 01/09/2027

RUBI HERRERA
Notary Public - State of New Mexico
Commission # 1123952
My Comm. Expires Jan 9, 2027

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

2981 GALISTEO ROAD SKILLED NURSING FACILITY
EARLY NEIGHBORHOOD NOTIFICATION MEETING REGARDING DEVELOPMENT PLAN
MEETING NOTES

Date: February 27, 2024
Time: 5:30 – 7:00 pm
Location: Virtual Meeting
Attendees: JenkinsGavin (Jennifer Jenkins, Amalia Merino) and project team
Anchorum St. Vincent, owner
Maggie Moore, Janice Biletnikoff, City of Santa Fe
11 Attendees

Maggie Moore, Planning Manager, City of Santa Fe delivered opening comments about the Early Neighborhood Notification (ENN) meeting and Development Plan application process a presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. on behalf of Anchorum St. Vincent regarding its Development Plan proposal for a new 65,000-75,000 sf skilled nursing facility with 80-100 beds on 6.325 ac at 2981 Galisteo Road.

Following the presentation, a public Q&A session was held. The following notes capture the questions and concerns raised and the responses by the Project Team.

Questions/Comments	Responses by Jennifer Jenkins, Unless Noted
Where is the loading dock location? UPS truck delivery shakes his house. Galisteo is not much of a road. What is the number of beds and is it residential?	The loading dock location is on the east side of the building. Box truck delivery will go through the driveway. There will be 80-100 beds, most likely 80 beds. There is no residential. This is short-term skilled nursing care.
Concern about the parking lot lights. Can parking be scaled down, why 82 spaces? They have seen a semi-truck enter the neighboring Pacifica, senior living.	The operator owns similar facilities in El Paso and Tucson. They have operator experience with facility programmatic needs for visitors and staff. There will be shift change overlap and the project has to accommodate for that. There is no overflow parking (street parking). Concerns for city night sky is under consideration and the project will use the absolute lighting minimum necessary for safety.
Finds it hard to believe that 82 parking spaces will not impact traffic.	The amount of parking is not related to the ITE calculations. Parking is based on operational needs (shift overlap, visitor hours at peak hours). The traffic generation goes against the flow. When the neighborhood is heading to work, the staff is arriving in the opposite direction.

130 GRANT AVENUE, SUITE 101 SANTA FE, NEW MEXICO 87501 PHONE: 505.820.7444

Concern about traffic. Galisteo is a dangerous curve, which needs to be addressed by the City. Cars cross the line at the curve and to avoid potholes.	
What kind of analysis has been conducted to determine a facility this size is needed in Santa Fe?	There is an enormous need for this facility, The Santa Fe market is underserved with this kind of care. There is Casa Real but it is substandard and an older facility. This type of care if not for a hospital setting and relieves hospital beds. The facility will also serve the Northern New Mexico community.
This facility is very small, will it break even? Requests to see a business plan.	
Will native drought tolerant plantings be used?	Yes, the City has a list of preferable native drought tolerant trees, shrubs, ground cover.
Is there a plan for the balance of the property?	There is no plan.
How will excess traffic be addressed? Especially traffic going through the neighborhood heading west.	No assumptions were made about cut-through traffic. If the City was concerned about cut-through traffic, they would have required that as part of the TIA.
It is technically not permissible to head south on Galisteo crossing Rodeo Road. When the train crosses, drivers are stuck on Galisteo. There is a long wait at the Yuca traffic signal. There will be impact to commutes. When was this TIA data observed? Is there video recorded? How does 80 beds not impact traffic? How many staff is there?	Jennifer Jenkins: The project is not suggesting modifications to the intersection. Intersections and every turning movement Level of Service (LOS) were analyzed. The only issue is southbound left – no one accessing the facility will take this direction. This is regulated data. The City determines what intersections to analyze. The TIA will be submitted and reviewed by the City's Public Works Department. Mike Gomez, Santa Fe Engineering (SFE): Cars were counted in January for 9 hours. The counts occurred during morning and evening rush hours for 3 hours, 7 am to 9 am and 3 pm to 6 pm. School traffic was captured. Recorded video aimed at intersections is available at SFE. Jennifer Jenkins: We do not have the number of staff at this time. The TIA will be submitted to the City of Santa Fe and will be reviewed by an outside traffic engineer. Neighbors can speak to Public Works. Frantz Melio, Anchorum St. Vincent: There will be 100-200employees

The neighborhood is changing from an older population to a younger demographic of families with kids. More population is coming through the neighborhood.	There will be new cars on the road but they will not degrade the Level of Service.
Are the two cables placed on Galisteo Road for traffic counts?	Mike Gomez: They are called tube counters; they count traffic and are not ours. It may be the City's. Maggie Moore, Land Use Department, City of Santa Fe: The Land Use Department has not placed them there, it could be Metropolitan's. It could be another City department.
Does the developer own the southern part of the property	Yes, the client owns the entire 6.325 acres.
What are the plans for Galisteo Road and the multi-use trail? Will the City or the developer be working on this? Will there be an opportunity to review the plans, will there be ADA oversight? Will there be mediation of the pollutants left by railway use? There is not existing vegetation to speak of. There are no sidewalks.	It is a City street and they will need to address that – the project is not proposing street maintenance. The multi-use trail will be built at the operator's expense. The trail will be constructed as a neighborhood amenity and the neighborhood will have opportunity to provide input. The proposed multi-use trail is on State-owned land. It would not be the place of the project to mediate. The project will use existing vegetation. The project is in the early details of acquiring an easement for the benefit of the neighborhood and facility. There is an opportunity to discuss the current informal dog park use and the trail being accessible to children on the subject property. The project will construct sidewalks along the Avenida la Cerca drive with ADA compliant ramps at Avenue la Cerca and Galisteo. The multi-use trail will serve both pedestrians and cyclists. It will be 10' wide asphalt.
Will the multi-use trail extend to the end of Galisteo? It would be great to have a traffic circle/traffic light because the Galisteo/Rodeo intersection is very dangerous for pedestrians and cyclists and now more users will be using that intersection crosswalk. Can the City and the Applicant worth together to improve this situation?	The proposed multi-use trail will extend from Avenida la Cerca to Rodeo Road. It will connect into the sidewalk. There is no plan at this point and it will be flushed out in the review. Thank you for sharing your concern.

130 Grant Avenue, Suite 101 Santa Fe, New Mexico 87501 Phone: 505.820.7444 Facsimile: 505.820.7445

2. Courtesy Follow-Up Materials - May 2026

Supplemental public-process materials associated with the May 28, 2026 courtesy follow-up meeting.

NOTICE AFFIDAVIT
14-3.1(H)

Project Information

Project Name: **Galisteo Nursing Facility**

Project Location: **2981 Galisteo Road**

Case Number(s): **2024-7999**

Certification

I hereby certify that the attached Notice was mailed to property owners, tenants, and registered neighborhood associations within 300 feet of the proposed project site. Notices were mailed on May 12, 20 26.

I hereby certify that the attached Notice was sent via email to registered neighborhood associations within 300 feet of the proposed project site. Notices were emailed on May 12, 20 26.

I hereby certify that the subject property was posted with a sign provided by the City on May 12, 20 26. The sign was placed in a prominent position in public view, according to instructions provided by Land Use Department staff.

Applicant Printed Name: **Angelica Wolff**

Applicant Signature:

Notarization

STATE OF NEW MEXICO)

COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me this 12 day of May, 2026 by Angelica Wolff.

Notary Public

My Commission Expires: March 12th, 2026

FRANCISCO A VALDEZ
Notary Public
State of New Mexico
Comm. # 2005732
My Comm. Exp. Mar 12, 2029

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

May 13, 2026

RE: Galisteo Skilled Nursing Facility Development Plan

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss an upcoming application to the City of Santa Fe for Development Plan approval for a proposed 80 to 100-bed Skilled Nursing Facility. The 3.2-acre property is located at 2981 Galisteo Rd. and is zoned BIP, Business Industrial Park.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a meeting is scheduled for:

When: **May 28 at 5:30 p.m.**
Where: Virtual Meeting

https://santafenm.portal.civicclerk.com/

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the City Clerk's Office (955-6520) 5 days prior to the meeting date.

Sincerely,

Jennifer Jenkins

Attachments: Vicinity Map & Conceptual Site Plan & ENN Guidelines

130 GRANT AVENUE, SUITE 101 SANTA FE, NEW MEXICO 87501 PHONE: 505.820.7444

VICINITY MAP

2981 Galisteo Road



Submit by Email | Print Form

Early Neighborhood Notification (ENN) Guidelines

Section 14-3.1(F)(5) SFCC 1987, as Amended

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 1987, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about each criterion, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS *For example: number of stories, average setbacks, mass and scale, architectural style, landscaping, lighting, access to public places, open spaces and trails. (Ord. No. 2008-29 § 3)*

The proposed Galisteo Skilled Nursing Facility is to be located on a 3.2-acre property at 2981 Galisteo Rd., which is zoned BIP (Business and Industrial Park). The proposed facility harmonizes with the character and appearance of the nearby institutional and commercial uses, which include senior living, medical, office, and other commercial structures. The existing Las Estancias residential neighborhood is west of the site across Galisteo Rd. A natural 200-foot wide area of open space separates the facility from Galisteo Rd., providing a significant buffer for the neighborhood.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT *For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.*

The project will comply with all applicable City codes with regard to environmental protection, landscaping and terrain management. 37,234 sf of open space is provided, which is 26% of the lot area (more than the required 20%). All significant trees will be preserved or replaced. Storm water management will be provided in accordance with City code requirements. There are no flood plains on the property.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

The property is located within the River and Trails Archaeological Review District and the Suburban Archaeological Review District and an archaeological clearance permit from the City will be required prior to construction.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

The subject property is zoned BIP (Business and Industrial Park) and has a Future Land Use designation of Business Park. The surrounding neighborhood encompasses a variety of Future Land Designations including Business Park, Open Space, and Low Density Residential. The Project is in alignment with the General Plan's policy of encouraging infill development and with the Future Land Use designation of Business Park.

(e) EFFECTS UPON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR THE DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES *For example: increased access to public transportation, alternate transportation modes; traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.*

The project will be accessed from Galisteo Rd. via a new driveway that will align with Avenida la Cerca on the west side of Galisteo. Parking will be provided on-site well in excess of the City's minimum requirements and pedestrian accessibility will be ensured per the City Code. A Traffic Impact Analysis will be submitted with the Development Plan application. Due to the low levels of traffic generated by this type of facility, no negative impacts to the roadway network are anticipated.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

The Project will benefit the economic base of Santa Fe by employing local residents during construction and by providing employment opportunities once the skilled nursing facility is complete. In addition, the proposed facility will provide high quality skilled nursing care and treatment to the growing aging Santa Fe population and community.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS *For example: creation, retention or improvement of affordable housing; how the project contributes to serving different ages, incomes and family sizes; the creation or retention of affordable business space. (Ord. No. 2005-30(A) § 4)*

N/A

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The Project will connect to existing City infrastructure and will construct any necessary upgrades or improvements.

ENN GUIDELINES, Page 5 of 6

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

The Project will comply with all applicable City water conservation requirements. Furthermore, the project's water demand will be offset so there is no new demand on the City water system.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

The proposed skilled nursing facility will continue the surrounding pattern of public/institutional, medical, and office land uses, providing an employment opportunity for nearby residential neighbors and enhancing the range of available medical services and treatments for residents of the City and the Region.

ENN GUIDELINES, Page 6 of 6

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

The Project complies with the City's General Plan by promoting a compact urban form through appropriate infill development. The proposed skilled nursing facility harmonizes with the mix of Business Park, Open Space, and Low Density Residential uses in the surrounding neighborhood and will promote community well-being by increasing the capacity of Santa Fe to provide state of the art skilled nursing care.

ADDITIONAL COMMENTS (Optional)

CONCEPTUAL SITE PLAN

2981 Galisteo Road



Courtesy Meeting Mailing Notice Area Map



Courtesy Meeting Mailing List

Ancherum Owner/Resident Mailing Address

Name	Mailing Address	City	State	Zip Code	Physical Address	City	State	Zip Code
KESSLER, JOAN Y	2921 CORTE DEL POTRO	SANTA FE	NM	87505				
ANCHORUM ST VINCENT	1676 HOSPITAL DR	SANTA FE	NM	87505				
WHITE, DON B	2705 VIA VENADO	SANTA FE	NM	87505				
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505	310 OLD SANTA FE TRAIL	SANTA FE	NM	87501
KRUSKO, PETER A	2601 VIA BERRENDA	SANTA FE	NM	87505				
LOPEZ, RAQUEL A	2909 CORTE DE POTRO	SANTA FE	NM	87505				
KOCHBECK, OLIVIA & KEN	2917 CORTE DEL POTRO	SANTA FE	NM	87505				
MARTINEZ, PAUL B & CHRISTINA	2905 CORTE DEL POTRO	SANTA FE	NM	87505				
2023 MANUEL A FERNANDEZ REVOC TRUST	2705 LA SILLA DORADA	SANTA FE	NM	87505				
FRICK, JAMES B & RAQUEL TREJO	2701 LA SILLA DORADA	SANTA FE	NM	87505				
KEY, LEESA J	3600 CERRILLOS RD UNIT 1103	SANTA FE	NM	87505				
QUINTANA, LAWRENCE G & ANGELINA B	2701 VIA VENADO	SANTA FE	NM	87505				
GONZALES, CELINA V REVOCABLE LIVING TRUST	PO BOX 1088	SANTA FE	NM	87505	2709 VIA VENADO	SANTA FE	NM	87505
ANAYA, IGNACIO & NELLIE ROSE (TRUSTEE)	2903 CORTE DEL POTRO	SANTA FE	NM	87505				
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505	310 OLD SANTA FE TRAIL	SANTA FE	NM	87501
3M COMPANY	PO BOX 4900	SCOTTSDALE	AZ	85261	2990 RODEO PARK DRIVE EAST	SANTA FE	NM	87505
MARIN, NORMAN E	2702 LA SILLA DORADA	SANTA FE	NM	87505				
SANTA FE MEDICAL PROPERTIES LLC	455 SAINT MICHAEL'S DR	SANTA FE	NM	87505	2990 RODEO PARK DRIVE EAST			
ROSEMONT ASSSTED LIVING COMM	1775 HANCOCK ST #200	SAN DIEGO	CA	92110	2661 GALISTEO ROAD	SANTA FE	NM	87505
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505	310 OLD SANTA FE TRAIL	SANTA FE	NM	87501
LAS ESTANCIAS NA c/o TERRY MEACHAM	2624 VIA BERRENDA	SANTA FE	NM	87505				

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Development Plan for 66,000 sf two-story skilled nursing facility with 80 beds. The 6.3-acre property is zoned BIP, Business Industrial Park.

Type of project

2981 Galisteo Rd.

Project Location

Early Neighborhood Notification	5:30 pm	05/28/2026
Type of Meeting	**Time**	**Date**

Virtual at: https://santafenm.portal.civicclerk.com/

Meeting Location

Anchorum Health Foundation/JenkinsGavin, Inc.

Applicant / Agent

For information call JenkinsGavin, Inc. 505-820-7444

Phone #

Refer to Case Anchorum Skilled Nursing Facility

Required to be posted and visible from a public street from (5/13/26) **to** (5/28/26)

POST 15 DAYS PRIOR TO HEARING

Clear Form

PLI/022.rdr-1002

Courtesy Meeting Posting Photograph 1



Courtesy meeting posting photograph.

Courtesy Meeting Posting Photograph 2



Courtesy meeting posting photograph.

Courtesy Meeting Posting Photograph 3



Courtesy meeting posting photograph.

2981 Galisteo Skilled Nursing Facility

Development Plan Application



Early Neighborhood Notification Meeting | May 28, 2026

Vicinity Aerial



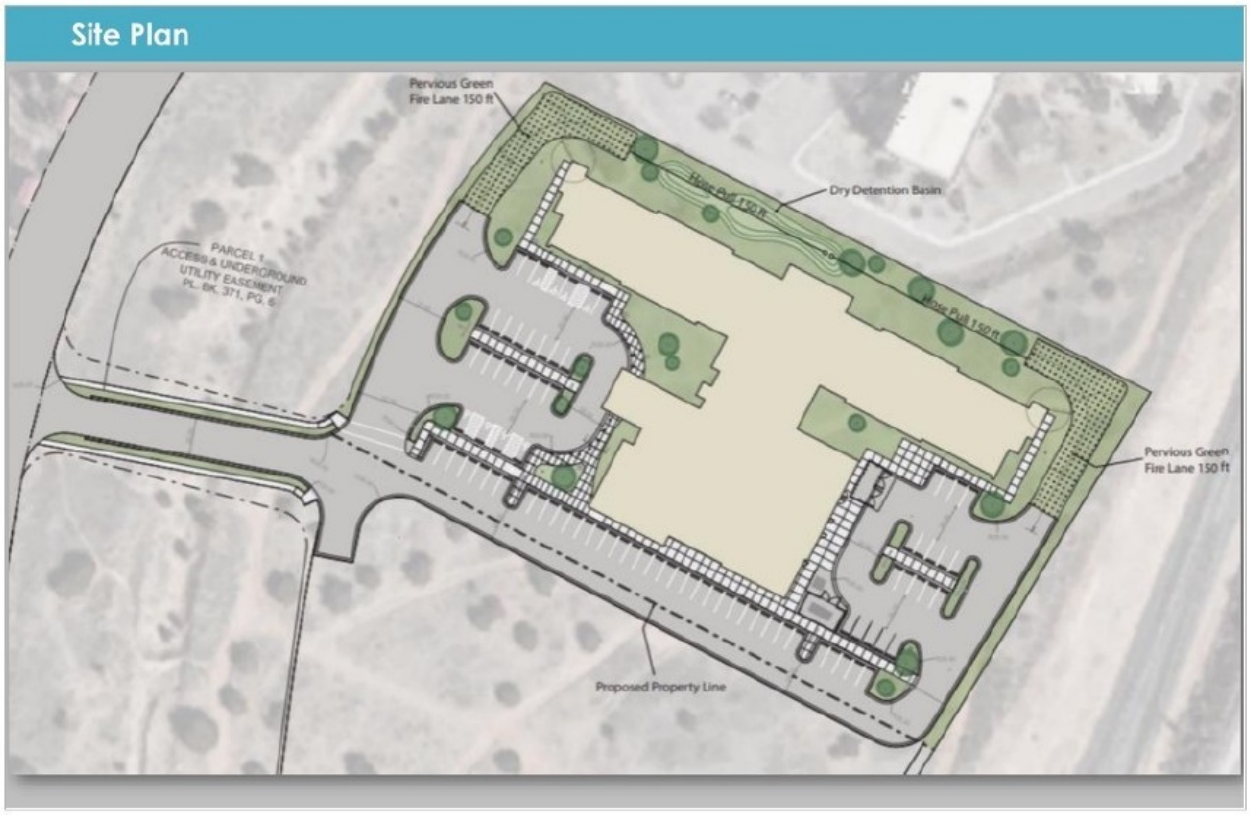
Zoning Map




Existing Site Conditions
VENIDA LA CERCA

Site Plan Context




Site Plan
Pervious Green
Fire Lane 150 ft
Hose Pull 150 ft
Dry Detention Basin
PARCEL 1
ACCESS & UNDERGROUND
UTILITY EASEMENT
PL. BK. 371, PG. 6
Hose Pull 150 ft
Pervious Green
Fire Lane 150 ft
Proposed Property Line

Development Program

Lot Area: 6.32 acres (275,517 sf)

Zoning: BIP(Business Industrial Park)

Proposed Program: 65,937 sf two-story Skilled Nursing Facility with 80 beds

Parking:
Required: 40 (1 for every 2 beds)
Provided: 80 parking spaces

Lot Coverage:
Required: No Maximum
Provided: 39,918 sf (14.5%)

Open Space:
Required: 40% of lot area, 110,209 sf (2.53 ac.)
Provided: 40.01% of lot area, 110,245 sf (2.53 ac.)

Traffic Impact Analysis

Intersections Analyzed:

1. Rodeo Road/Galisteo Road
2. Galisteo Road/Pacifica Entrance
3. Galisteo Road/Avenida la Cerca

LOS Definitions			
Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles don't stop.	<10	<10
B	Some vehicles stop.	>10 and <20	>10 and <15
C	Significant number 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

Traffic Impact Analysis				
	EXISTING CONDITIONS		BUILD CONDITION	
	AM	PM	AM	PM
Rodeo Road/Galisteo Road				
Eastbound Left	A	A	A	A
Eastbound Thru/Right	A	A	A	A
Westbound Left	A	A	A	A
Westbound Thru/Right	A	A	A	A
Northbound Left/Thru/Right	C	D	C	D
Southbound Left	F	F	F	F
Southbound Thru/Right	B	C	B	C
Galisteo Road /Pacifica Entrance	A	A	A	A
Galisteo Road/Avenida la Cerca	A	A	A	A

Rodeo Road/Galisteo Road Intersection



Trail Exhibit




Conceptual Building Design

Next Steps

- July 2026 — Planning Commission Hearing (tentative)
- Q4 2026 — Commence Construction (tentative)

CONTACT

JenkinsGavin, Inc.
Jennifer Jenkins
(505) 820-7444
Jennifer@jenkinsgavin.com

City of Santa Fe
George Terry, Senior Planner
agterry@santafenm.gov

2981 Galisteo Skilled Nursing Facility

Development Plan Application



Early Neighborhood Notification Meeting | May 28, 2026

Staff Public-Process Note

The May 28, 2026 courtesy follow-up meeting was held as supplemental outreach. No members of the public or interested parties attended the meeting. The meeting concluded early, and no public comments were received at the meeting.

No later public comments are logged as of the Staff Report date.

3. Planning Commission Notice / Posting Materials

Public-hearing notice and posting materials associated with the Planning Commission path. The case is now scheduled for August 6, 2026.

CITY OF SANTA FE

PUBLIC NOTICE PROCEDURES AND AFFIDAVIT
PUBLIC HEARING-PLUD-03

PROJECT INFORMATION

Project Name:	2981 Galisteo Road Development Plan
Project Address(es):	2981 Galisteo Road
Case Number(s):	2024-7999
Case Manager:	George Terry (agterry@santafenm.gov)
Early Neighborhood Notice (ENN) Meeting Date:	
Public Hearing Date:	July 2, 2026

POSTING AND NOTIFICATION PROCEDURES - PUBLIC HEARING

The following posting and notification procedures are the responsibility of the applicant as required by SFCC 1987 Section 14-2.1.B.3.V. Failure to comply with these requirements could result in the postponement or denial of the application. If you have any questions, please contact your Case Manager or Land Use administrative staff.

1. At least one poster shall be prominently displayed and visible from each public and private street and road abutting the property, and securely placed on the property at least fifteen calendar days prior to the scheduled public hearing. Placement of the posters shall be in such a manner as to not compromise public safety. Sign(s) must remain posted from June 17, 2026 to July 2, 2026. Signs must be removed no later than 30 days after final action. Failure to remove signs can result in a $50 fee.
2. Send the attached notice by first class mail to all property owners within 300 feet of the project boundary, including public right of way, postmarked by: June 17, 2026
3. If the physical address of a property within 300 feet is different than the owner's mailing address, or if there are multiple tenants, send additional copies, by first class mail, of the attached notice addressed to each tenant or to "Occupant" by: June 17, 2026
4. Send the attached notice by first class mail AND email to all neighborhood associations within 300 feet by: June 17, 2026

NOTICE AFFIDAVIT

☐ I hereby certify that the attached notice was mailed to property owners, tenants, and registered neighborhood associations within 300 feet of the proposed project site. Notices were mailed on: June 17, 2026 (Date)

☐ I hereby certify that the attached notice was sent via email to registered neighborhood associations within 300 feet of the proposed project site. Notices were emailed on: June 17, 2026 (Date)

☐ I hereby certify that the subject property was posted with a sign(s) provided by the City in a prominent position in public view, according to the instructions above, on: June 17, 2026 (Date)

Applicant printed name:	
Applicant Signature:	

NOTARIZATION

The foregoing instrument was acknowledged before me this _____ day of _____, 20 _____, by _____

_____
Notary Public

My Commission Expires: _____

SUBMITTAL

Submit this notarized form along with **1)** photo of the posted sign(s), **2)** notification mailing list, and **3)** digital copy of the mailed letter to your Case Manager via email no later than **3pm on your required notice date**.

Revised 4/2/26

Page 1 of 2

CITY OF SANTA FE

NOTICE OF PUBLIC HEARING

City of Santa Fe
Land Use Department
200 Lincoln Ave
Santa Fe, NM 87504-0909

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Santa Fe will hold a public hearing at the City Council Chambers, 200 Lincoln Avenue (City Hall) on July 2, 2026 at 6:00pm, to consider the following request(s):

Case #2024-7999. 2981Galisteo Road Development Plan. JenkinsGavin, Agent, for Anchorum St. Vincent, Owner, requests Development Plan approval to construct a 65,937-square-foot skilled nursing facility. The property is located at 2981Galisteo Road and consists of approximately 6.325 acres. The project site is zoned BIP, Business Industrial Park, and is within the Suburban and River & Trails Archaeological Review Districts. George Terry, Case Manager, agterry@santafenm.gov.

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

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

Virtual Public Comment: Members of the public may provide public comment virtually during the public comment portion of the public hearing by joining the Zoom meeting by internet or phone. The zoom link can be found on the meeting agenda online at: https://santafenm.portal.civicclerk.com

Written Comment: Members of the public may submit public comments by 5 p.m. on the Monday before the meeting via https://santafenm.gov/land-use/current- planning/public-comment. Comments will then be published after this deadline. The agenda and packet for the meeting will be posted at https://santafenm.portal.civicclerk.com/

*Persons with disabilities in need of special accommodations or the hearing impaired needing an interpreter please contact the Land Use Department at planning@santafenm.gov 5 days prior to the hearing date.

Revised 4/2/26

Page 2 of 2

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Development Plan approval to construct a 65,937-square-foot skilled nursing facility. The property is located at 2981 Galisteo Road and consists of approximately 6.325 acres. The project site is zoned BIP, Business Industrial Park, and is within the Suburban and River & Trails Archaeological Review Districts.

Type of project

2981 Galisteo Road

Project Location

Planning Commission	6:00 pm	07/02/2026
Type of Meeting	**Time**	**Date**

Virtual at: https://santafenm.portal.civicclerk.com/

Meeting Location

JenkinsGavin, Agent, for Anchorum St. Vincent

Applicant / Agent

For information call George Terry, Case Manager, agterry@santafenm.gov.

Phone #

Refer to Case 2024-7999

Required to be posted and visible from a public street from (6/17/26) **to** (7/2/26)

POST 15 DAYS PRIOR TO HEARING

Clear Form

PLUD-22.cdr-10/02

Final August 6 Notice Proof

Planning Commission Notice / Posting Materials

This section includes the final notice-proof materials provided by the applicant team for the August 6, 2026 Planning Commission hearing, including the updated notice affidavit, 300-foot buffer mailing list, public hearing notice materials, HOA email notice, updated poster-date photographs, and applicant confirmation regarding the Development Plan application and exhibits.

The Planning Commission Clerk confirmed that the prior notice copy is acceptable and that the affidavit/posting package is sufficient for the August 6 hearing record.

Notice Affidavit - August 6 Planning Commission Hearing

CITY OF SANTA FE

PUBLIC NOTICE PROCEDURES AND AFFIDAVIT
PUBLIC HEARING-PLUD-03

PROJECT INFORMATION	
Project Name:	2981 Galisteo Road Development Plan
Project Address(es):	2981 Galisteo Road
Case Number(s):	#2024-7999
Case Manager:	Geroge Terry
Early Neighborhood Notice (ENN) Meeting Date:	Public Hearing Date: August 6, 2026

POSTING AND NOTIFICATION PROCEDURES - PUBLIC HEARING

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1. At least one poster shall be prominently displayed and visible from each public and private street and road abutting the property, and securely placed on the property at least fifteen calendar days prior to the scheduled public hearing. Placement of the posters shall be in such a manner as to not compromise public safety. Sign(s) must remain posted from July 22, 2026 to August 6, 2026. Signs must be removed no later than 30 days after final action. Failure to remove signs can result in a $50 fee.
2. Send the attached notice by first class mail to all property owners within 300 feet of the project boundary, including public right of way, postmarked by: July 22, 2026
3. If the physical address of a property within 300 feet is different than the owner's mailing address, or if there are multiple tenants, send additional copies, by first class mail, of the attached notice addressed to each tenant or to "Occupant" by: July 22, 2026
4. Send the attached notice by first class mail AND email to all neighborhood associations within 300 feet by: July 22, 2026

NOTICE AFFIDAVIT

I hereby certify that the attached notice was mailed to property owners, tenants, and registered neighborhood associations within 300 feet of the proposed project site. Notices were mailed on: July 22, 2026 (Date)

I hereby certify that the attached notice was sent via email to registered neighborhood associations within 300 feet of the proposed project site. Notices were emailed on: July 22, 2026 (Date)

I hereby certify that the subject property was posted with a sign(s) provided by the City in a prominent position in public view, according to the instructions above, on: July 22, 2026 (Date)

Applicant printed name: Angelica Wolff

Applicant Signature:

NOTARIZATION

The foregoing instrument was acknowledged before me this 24 day of July, 2026, by Angelica Wolff

Notary Public

My Commission Expires: March 12, 2029

FRANCISCO A VALDEZ
Notary Public
State of New Mexico
Comm. # 2005732
My Comm. Exp. Mar 12, 2029

SUBMITTAL

Submit this notarized form along with **1)** photo of the posted sign(s), **2)** notification mailing list, and **3)** digital copy of the mailed letter to your Case Manager via email no later than **3pm on your required notice date**.

300-Foot Buffer Mailing List

Name	Mailing Address	City	State	Zip Code
KESSLER, JOAN Y	2921 CORTE DEL POTRO	SANTA FE	NM	87505
ANCHORUM ST VINCENT	1676 HOSPITAL DR	SANTA FE	NM	87505
WHITE, DON B	2705 VIA VENADO	SANTA FE	NM	87505
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505
KRUSKO, PETER A	2601 VIA BERRENDA	SANTA FE	NM	87505
LOPEZ, RAQUEL A	2909 CORTE DE POTRO	SANTA FE	NM	87505
KOCHBECK, OLIVIA & KEN	2917 CORTE DEL POTRO	SANTA FE	NM	87505
MARTINEZ, PAUL B & CHRISTINA	2905 CORTE DEL POTRO	SANTA FE	NM	87505
2023 MANUEL A FERNANDEZ REVOC TRUST	2705 LA SILLA DORADA	SANTA FE	NM	87505
FRICK, JAMES B & RAQUEL TREJO	2701 LA SILLA DORADA	SANTA FE	NM	87505
KEY, LEESA J	3600 CERRILLOS RD UNIT 1103	SANTA FE	NM	87505
QUINTANA, LAWRENCE G & ANGELINA B	2701 VIA VENADO	SANTA FE	NM	87505
GONZALES, CELINA V REVOCABLE LIVING TRUST	PO BOX 1088	SANTA FE	NM	87505
ANAYA, IGNACIO & NELLIE ROSE (TRUSTEE)	2903 CORTE DEL POTRO	SANTA FE	NM	87505

300-Foot Buffer Mailing List

Name	Mailing Address	City	State	Zip Code
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505
3M COMPANY	PO BOX 4900	SCOTTSDALE	AZ	85261
MARIN, NORMAN E	2702 LA SILLA DORADA	SANTA FE	NM	87505
SANTA FE MEDICAL PROPERTIES LLC	455 SAINT MICHAEL'S DR	SANTA FE	NM	87505
ROSEMONT ASSISTED LIVING COMM	1775 HANCOCK ST #200	SAN DIEGO	CA	92110
STATE OF NEW MEXICO	1120 CERRILLOS RD	SANTA FE	NM	87505
LAS ESTANCIAS NA c/o TERRY MEACHAM	2624 VIA BERRENDA	SANTA FE	NM	87505
STATE OF NEW MEXICO	310 OLD SANTA FE TRAIL	SANTA FE	NM	87501
GONZALES, CELINA V REVOCABLE LIVING TRUST	2709 VIA VENADO	SANTA FE	NM	87505
3M COMPANY	2990 RODEO PARK DRIVE EAST	SANTA FE	NM	87505
SANTA FE MEDICAL PROPERTIES LLC	2990 RODEO PARK DRIVE EAST	SANTA FE	NM	87505
ROSEMONT ASSISTED LIVING COMM	2961 GALISTEO ROAD	SANTA FE	NM	87505

Notice of Public Hearing

CITY OF SANTA FE

NOTICE OF PUBLIC HEARING

City of Santa Fe
Land Use Department
200 Lincoln Ave
Santa Fe, NM 87504-0909

NOTICE OF PUBLIC HEARING

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Revised 4/2/26

Page 2 of 2

Outlook

Notice for Upcoming Planning Commission Hearing_2981 Galisteo

From Angelica Wolff <angelica@jenkinsgavin.com>
Date Wed 7/22/2026 4:25 PM
To jroman@associatedasset.com <jroman@associatedasset.com>

1 attachment (213 KB)
Notice of Public Hearing_Anchorum Galisteo.pdf;

Good afternoon-

Please see the attached notice for the upcoming *Planning Commission Hearing* for a project located at 2981 Galisteo Road. The meeting will take place on **August 6, 2026, at 6:00 pm.** Directions on how to participate are included in the attached notice as well as below.

Information on how to participate:

In Person:
City Hall, 200 Lincoln Ave, Santa Fe NM, 87501

Virtually:
https://santafenm.publicportal.civicclerk.com/

Please don't hesitate to reach out with any questions.

Kindly-

Angelica Wolff



Angelica Wolff
Project Manager
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
Ph. (505) 820-7444
Cell (505) 386-6343
angelica@jenkinsgavin.com
www.jenkinsgavin.com

Applicant Confirmation - Notice Proof and Exhibits

On July 27, 2026, Angelica Wolff, on behalf of the applicant team, provided notice-proof materials and confirmed that the replacement sign was picked up and posted with the updated dates shown.

The applicant team also confirmed that it is not requesting any changes to the Development Plan application and does not have additional exhibits for the August 6, 2026 Planning Commission packet.

Applicant confirmation excerpt:

> "*The sign was picked up and replaced with the new dates shown. We are not requesting any changes to the DP application and do not have any additional exhibits.*"

Updated Poster-Date Photograph I



Posted sign showing August 6, 2026 Planning Commission hearing date.

Updated Poster-Date Photograph II



Posted sign showing August 6, 2026 Planning Commission hearing date.

City of Santa Fe, New Mexico

Attachment C-3

Current Development Plans

Contents

1. Attachment C-3 Internal Source Control Note
2. Current Development Plan Set
   Development Plan Submittal for the Skilled Nursing Facility
   at 2981 Galisteo Road - Modified May 2024 per Staff Comments

Attachment C-3 Internal Source Control Note

Case No. 2024-7999

Purpose

Attachment C-3 provides the current Development Plan set for the 2981 Galisteo Road Development Plan application. The plan set is included as a native plan-sheet PDF to preserve sheet scale, linework, title blocks, and legibility for internal review.

Source File

2024-05-02 - Development Plans-Skilled Nursing Facility 2981 Galisteo Road - Revised for DRT(1).pdf
PDF metadata creation date: May 2, 2024.
PDF metadata modified date: May 3, 2024.
Cover sheet notation: Modified May 2024 per Staff Comments.
Sheet size: native plan sheets, approximately 36 x 24 inches.
Page count of source plan set: 53 sheets.

Record Control

This is the current controlling Development Plan set for Staff Report packet purposes unless a later complete Development Plan set is expressly provided and accepted into the record. Water Plan and Development Water Budget materials are not included in Attachment C-3 and are carried separately in Attachment D.

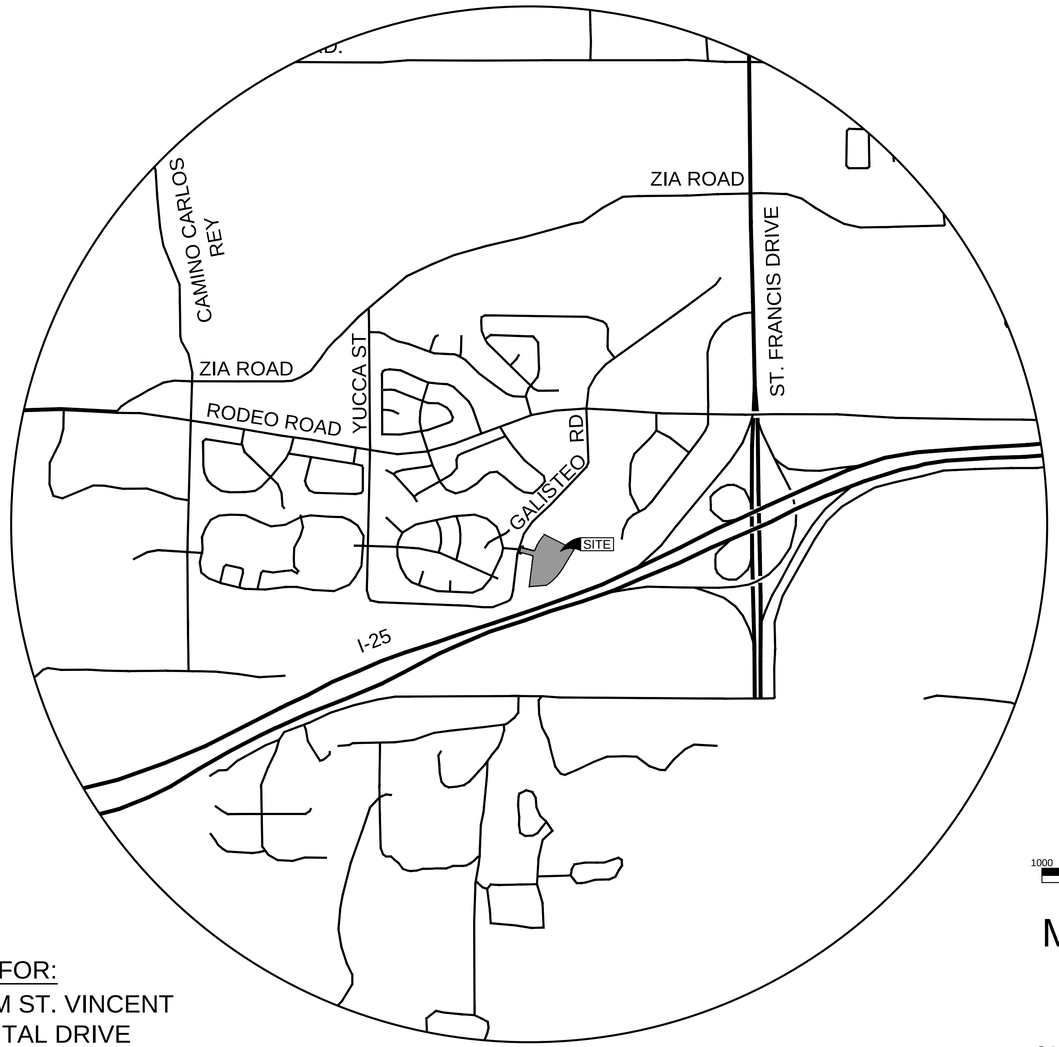
Internal Review Note

Plan sheets have been retained in native format. Plan sheet title blocks and sheet numbers control the plan-set sequence. Attachment page numbering is not stamped on plan sheets to avoid obscuring sheet title blocks or plan details.

DEVELOPMENT PLAN SUBMITTAL

FOR THE SKILLED NURSING FACILITY

AT 2981 GALISTEO ROAD



MARCH
2024

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

PREPARED FOR:
ANCHORUM ST. VINCENT
1676 HOSPITAL DRIVE
SANTA FE, NM 87505

CITY OF SANTA FE, NEW MEXICO

SECTION 10, TOWNSHIP 16N, RANGE 9E

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BUILDING PERMIT No's: (GRADING)_____ (LANDSCAPE/UTILITIES)_____

INFRASTRUCTURE CONSTRUCTION ADDRESS_____

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION.

I FURTHER CERTIFY THAT THE RECORD CONDITION OF THE SITE AS OF _____ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY _____, DATED _____.

_____
PRINTED NAME, NMPE NO._____, DATE_____.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

CITY OF SANTA FE DRAINAGE NOTES:

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND BASED UPON INFORMATION PROVIDED BY OTHERS, I ACCEPT THE RECORD DATA AS BEING ACCURATE AND APPLICABLE OR EQUAL.

_____
ERIC A. CORNELIUS, N.M.P.E. NO. 22790
SANTA FE ENGINEERING CONSULTANTS, LLC.

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
130 Grant Avenue, Suite 101
Santa Fe, NM 87501
505.820.7444

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

REV.	SHEETS	CITY ENGR.	DATE	REV.	SHEETS	CITY ENGR.	DATE
APPROVAL OF REVISIONS							

CITY OF SANTA FE

APPROVED FOR CONSTRUCTION

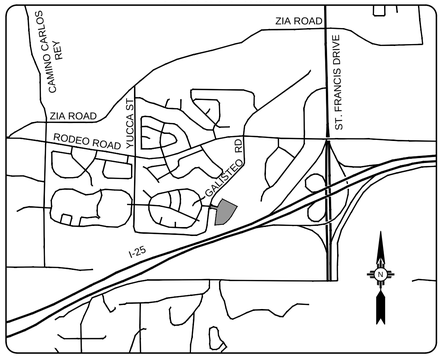
CITY ENGINEER DATE

COVER SHEET AND INDEX OF SHEETS

SHEET G-100

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT 2981 GALISTEO ROAD

VICINITY MAP



2000 1000 2000 1000

SCALE: 1" = 2000'

GENERAL NOTES

1. METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHTS-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE SURVEY PLAT.
2. PER SFCC § 14-7.2, TABLE 14-7.2-1, BUILDING SETBACKS ARE ESTABLISHED BY THIS DEVELOPMENT PLAN AND SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
3. NEW STRUCTURES AND/OR ADDITIONS ARE NOT LIMITED TO STRUCTURES SHOWN HEREON, AND FUTURE DEVELOPMENT IS SUBJECT TO CHANGE, IN ACCORDANCE WITH ESTABLISHED BUILDING SETBACKS, APPLICABLE PROVISIONS OF SFCC CHAPTER 14, AND BUILDING PERMIT REQUIREMENTS.
4. PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION 2003-55 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE. COMPLIANCE WITH THE CURRENT CITY OF SANTA FE WATER CONSERVATION STAGE IS REQUIRED.
5. ACCESSIBILITY FEATURE DESIGN WITHIN THE SITE SHALL COMPLY WITH NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) OR MUST DEMONSTRATE COMPLIANCE WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REGULATIONS BY OTHER MEANS AS PROVIDED IN THE PERMITTED CONSTRUCTION DOCUMENTS.
6. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
7. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
8. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF THE COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
9. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
10. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5), “PLANT MATERIAL STANDARDS”, WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1.
12. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
13. THIS DEVELOPMENT LIES WITHIN THE SUBURBAN ARCHEOLOGICAL, AND RIVERS AND TRAILS REVIEW DISTRICTS.
14. THE PROPOSED BUILDING IS TO BE SPRINKLERED PER IFC REQUIREMENTS.

DUST CONTROL NOTES

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPs) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORMWATER POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS/HER DESIGNEE, FOR REVIEW AND APPROVAL. THE APPROVED BMPs SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPs SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, OWNER OR OPERATOR SHALL USE ONE OR MORE OF THE FOLLOWING BMPs:

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

DEVELOPMENT PLAN SIGNATURES

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____
AS PLANNING & DEVELOPMENT REVIEW CASE NO. _____

_____ _____
PLANNING COMMISSION CHAIRPERSON DATE

_____ _____
PLANNING COMMISSION SECRETARY DATE

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

_____ _____
CITY PLANNER DATE

_____ _____
CITY ENGINEER FOR LAND USE DATE

INFRASTRUCTURE CONSTRUCTION ADDRESS:
2981 GALISTEO ROAD

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

_____
ANCHORUM ST. VINCENT.

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

STORMWATER AGREEMENT

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
ANCHORUM ST. VINCENT.

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____
THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

DRAINAGE FACILITY MAINTENANCE SCHEDULE (+30 DAYS) SHALL BE AS FOLLOWS:

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE OWNER’S ASSOCIATION.
2. THE DRAINAGE FACILITIES MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS: MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF ONE INCH OR GREATER.

a. FLUSH ALL CULVERTS AND DRAIN PIPES TO REMOVE SEDIMENT AND VEGETATION.
b. FLUSH STORM DRAIN MANHOLES AND DROP INLETS.
c. IF SEDIMENT IN PONDS IS DEEPER THAN 6 INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
d. CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR AS NECESSARY.
e. CHECK FOR SOIL EROSION WITHIN AND AROUND ALL SWALES, FILL SLOPES, CUT SLOPES AND RETAINING WALLS. UNSTABILIZED SOILS SHALL BE STABILIZED WITH VEGETATION, ROCK PLATING OR EROSION MATS.

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS___ DAY OF _____A.D. 20____ AT _____ O’CLOCK M. AND WAS DULY RECORDED IN BOOK PAGE_____OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, NM

_____
DEPUTY

REVISIONS	DATE	ENGINEERS SEAL
◁		
◁		
◁		
◁		
◁		
◁		
◁		

CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

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

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 1 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	AS NOTED	G-200

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT
2981 GALISTEO ROAD

SITE DATA

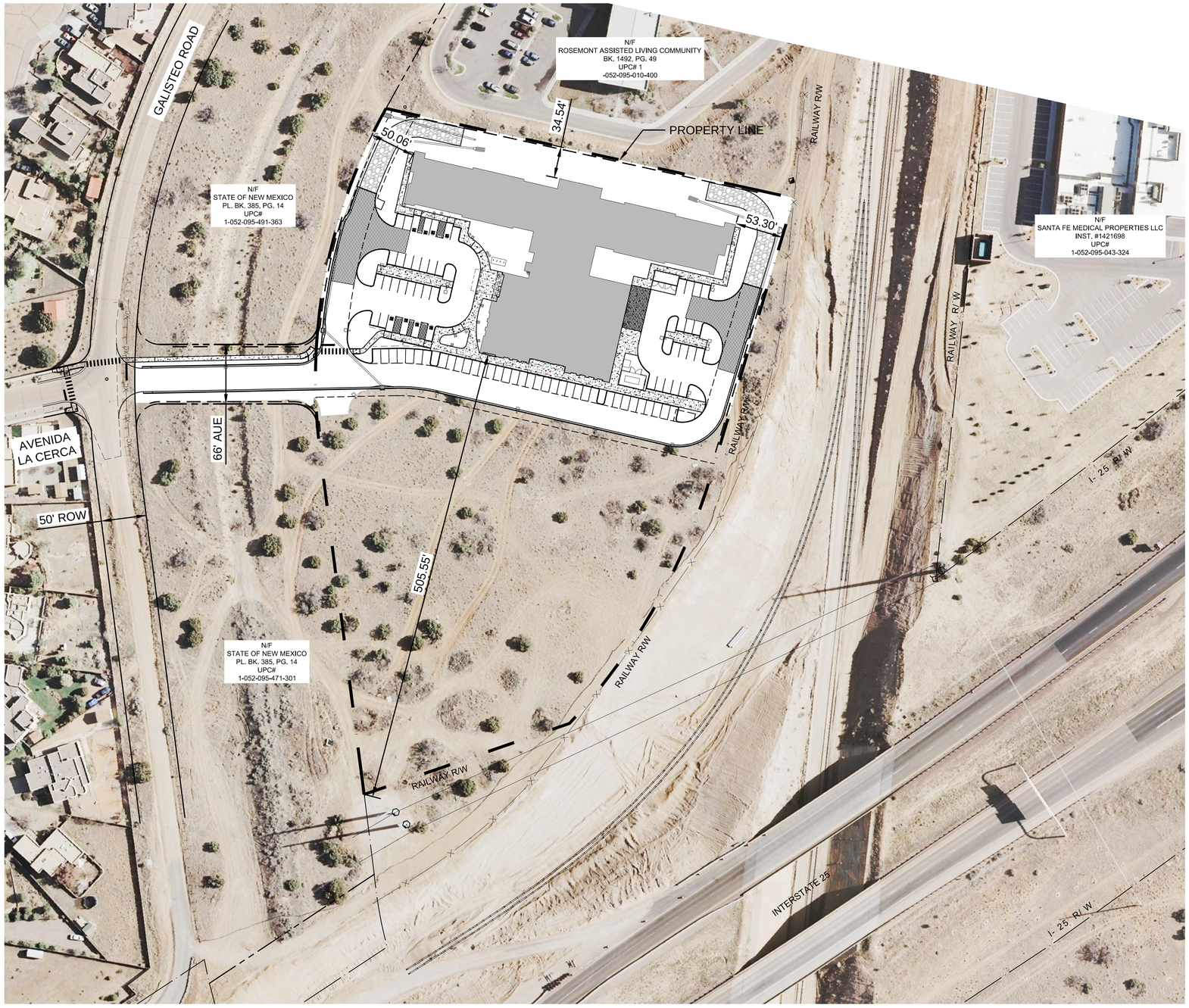
Lot Area: 6.325 ac / 275,517 sf

Open Space:
Required: 40% / 110,209 sf
Provided: 110,245 sf

GFA: 65,937 sf

Lot Coverage:
Required: No max
Provided: 14.5%
(Roofed Area 39,918)

Parking:
Required: 40 (1 for every 2 beds)
Provided: 80 parking spaces



DEVELOPMENT PLAN - OVERALL
SCALE: 1" = 60'

0 30 60 120
SCALE: 1" = 60'

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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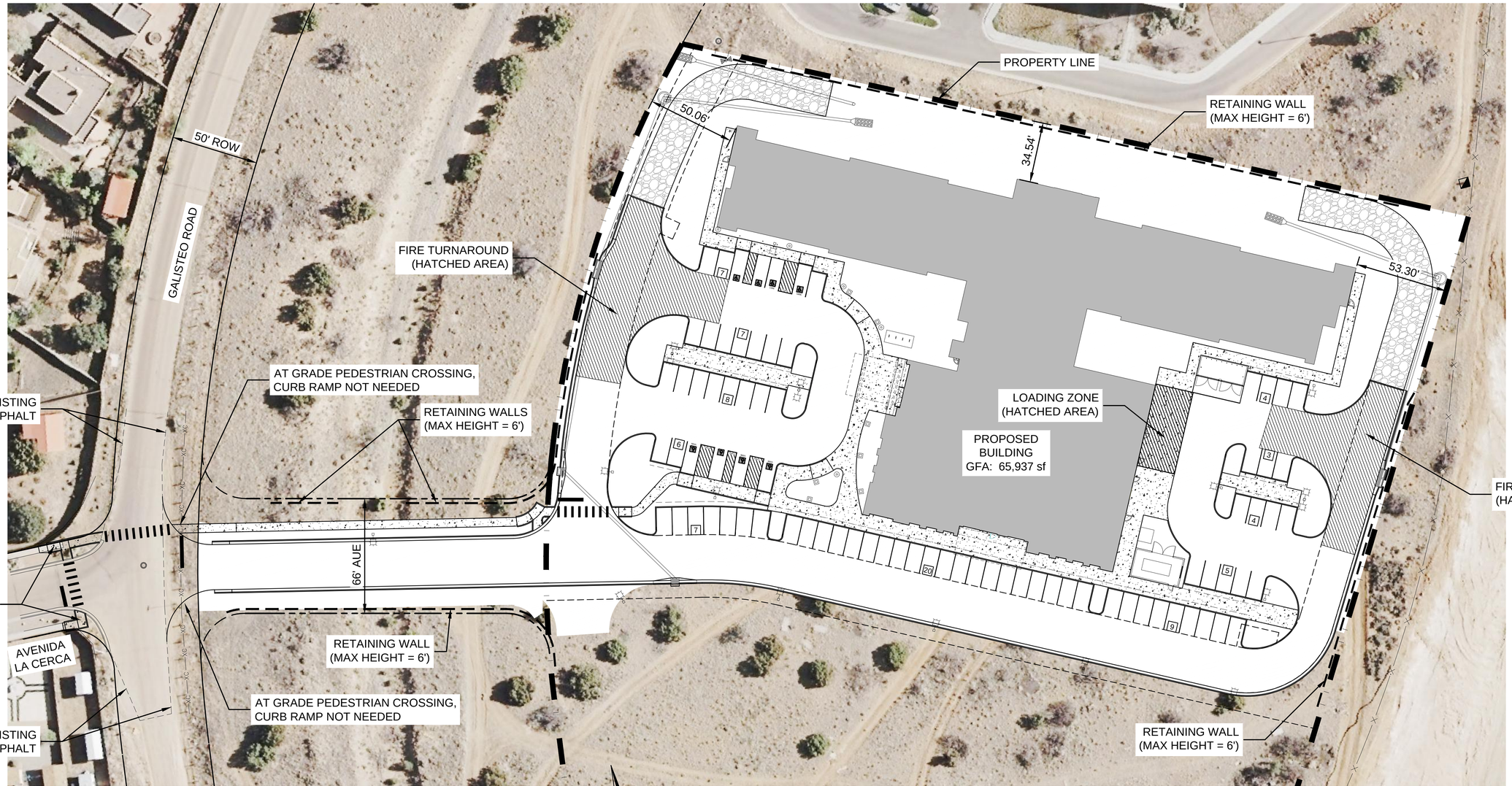
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 2 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 60'	G-201

REVISIONS	DATE	ENGINEERS SEAL
◁ ◁ ◁ ◁ ◁ ◁ ◁		

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT
2981 GALISTEO ROAD



LEGEND

- BUILDING SETBACK
- EASEMENT
- [17] PARKING COUNT
- PROPOSED SIDEWALK
- PROPOSED FIRE TURNAROUND
- GEOBLOCK (OR SIMILAR) PAVERS WITH NATIVE GRASS VEGETATION

DEVELOPMENT PLAN - DETAILED VIEW

SCALE: 1" = 30'

NOTE:
THE PROPOSED BUILDING IS TO BE SPRINKLERED PER IFC REQUIREMENTS.

0 15 30 60
SCALE: 1" = 30'

ENGINEERS SEAL

DATE

REVISIONS

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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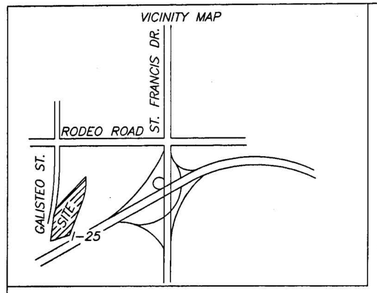
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 3 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	G-202

0385014

VICINITY MAP



SCALE 1" = 100' FEET
100 0 100

LEGEND

BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET 8C OF 18, DATED 8/15/91.

- ● DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES BRASS CAP FOUND
- ø DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- ▲ DENOTES RIGHT OF WAY RAIL

FLOOD ZONE

THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-88.

NOTES

1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-90) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-95, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS. ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY HALL.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # L4T/21 FROM NEW TRACT C3-1 IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.

ALTERNATIVELY, NEW TRACT C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET

REFERENCE DOCUMENTS

A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689. FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.

B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1980.

C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94520.

D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR..

E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. DI-252 RECORDED IN BOOK 126, PAGE 008.

F) NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET 8C OF 18, DATED 8/15/91.

G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.

H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268

I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROUSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

REVIEWED BY CITY OF SANTA FE:

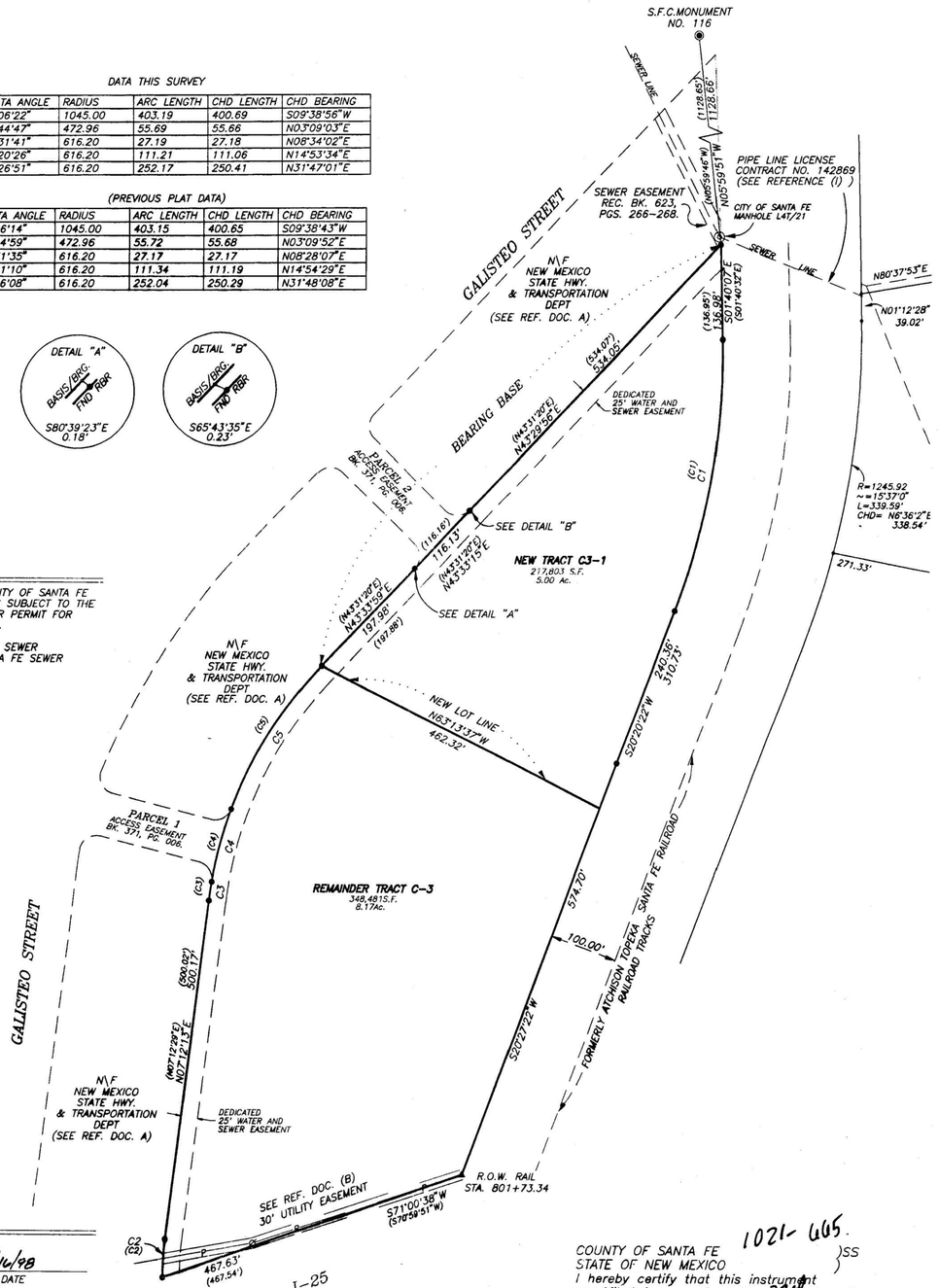
Robert C. Schultz	CITY ENGINEER	4-22-98 DATE
[signature]	CITY PLANNER	4/21/98 DATE

DATA THIS SURVEY

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'22"	1045.00	403.19	400.69	S09°38'56"W
C2	06°44'47"	472.96	55.69	55.66	N03°09'03"E
C3	02°31'41"	616.20	27.19	27.18	N08°34'02"E
C4	10°20'26"	616.20	111.21	111.06	N14°53'34"E
C5	23°26'51"	616.20	252.17	250.41	N31°47'01"E

(PREVIOUS PLAT DATA)

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'14"	1045.00	403.15	400.65	S09°38'43"W
C2	06°44'59"	472.96	55.72	55.68	N03°09'52"E
C3	02°31'35"	616.20	27.17	27.17	N08°28'07"E
C4	10°21'10"	616.20	111.34	111.19	N14°54'29"E
C5	23°26'08"	616.20	252.04	250.29	N31°48'08"E



UTILITIES:

Emilio Dohlerman (SANGRE DE CRISTO WATER CO.)	3/16/98 DATE
[signature] (U.S. WEST COMMUNICATIONS)	3/10/98 DATE
J. Barnhart (PUBLIC SERVICE CO. OF N.M.)	3-9-98 DATE
Felipe Esquibel (GAS CO. OF N.M.)	3-9-98 DATE
William S. Landi (CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION)	3-26-98 DATE

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN, OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.

THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER(S) TRACT "C"

[signature]
JOHN N. EDDY

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.

THIS 6th DAY OF April ,1998

Stephen R. Hance 6/30/99
NOTARY PUBLIC MY COMMISSION EXPIRES

[signature]
J.E. BROSSEAU

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.

THIS 6th DAY OF April ,1998

Stephen R. Hance 6/30/99
NOTARY PUBLIC MY COMMISSION EXPIRES

APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997

[signature] 4-18-98 CHAIR PERSON
[signature] 4.18.98 SECRETARY

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

[signature]
GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON NEW MEXICO 7014 REGISTERED PROFESSIONAL SURVEYOR

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 27th day of April, 1998 A.D. at 10:15 o'clock A., and was duly recorded in book 385, page(s) 016 of the records of Santa Fe County.

1021-665

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

[signature] Deputy

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

CLERK SEAL

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98

6970050 I

POINT DATA SHEET 13

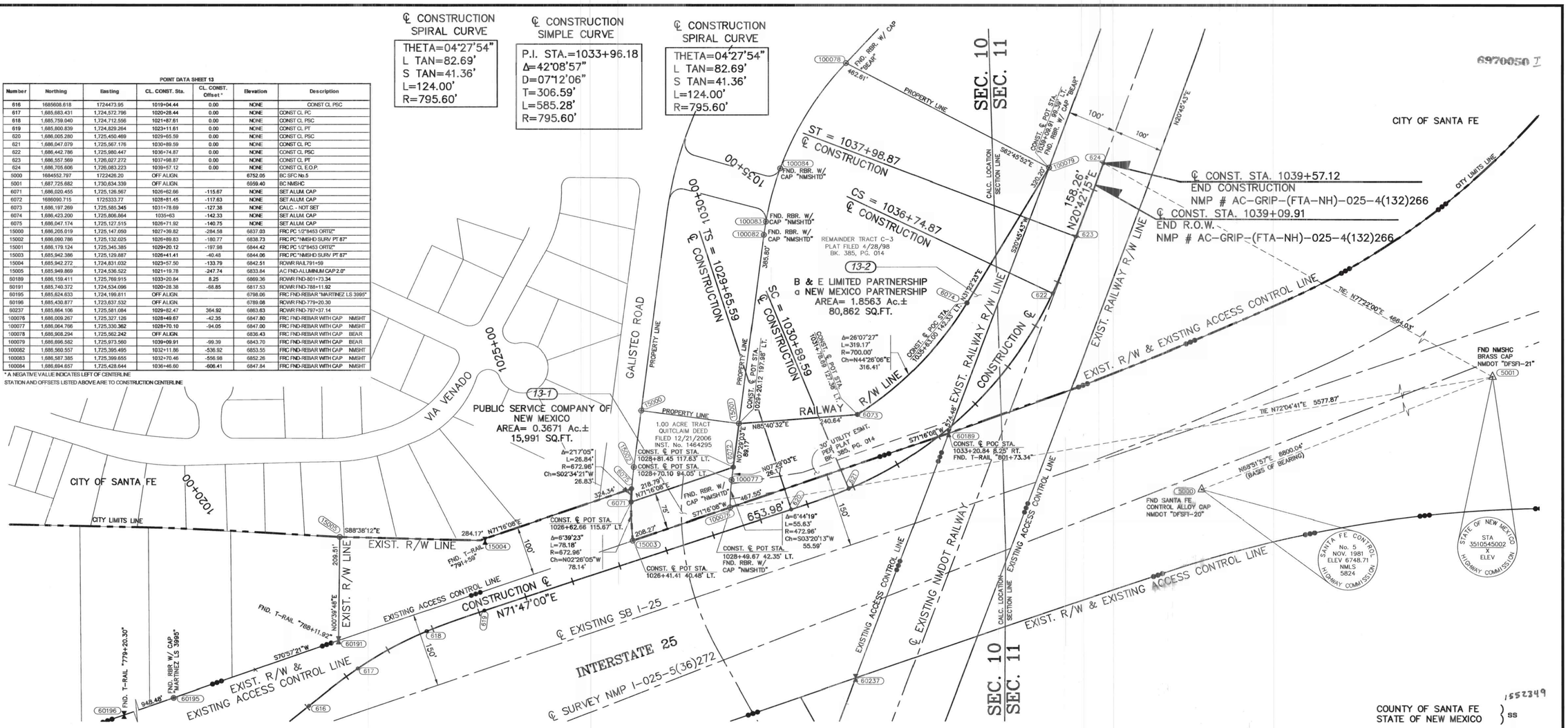
Number	Northing	Easting	CL. CONST. Sta.	CL. CONST. Offset *	Elevation	Description
616	1685808.618	1724473.95	1019+04.44	0.00	NONE	CONST CL PSC
617	1,685,683.431	1,724,572.796	1020+28.44	0.00	NONE	CONST CL PC
618	1,685,759.040	1,724,712.556	1021+87.61	0.00	NONE	CONST CL PSC
619	1,685,800.839	1,724,829.264	1023+11.61	0.00	NONE	CONST CL PT
620	1,686,005.280	1,725,450.469	1029+65.59	0.00	NONE	CONST CL PSC
621	1,686,047.079	1,725,567.176	1030+89.59	0.00	NONE	CONST CL PC
622	1,686,442.786	1,725,980.447	1036+74.87	0.00	NONE	CONST CL PSC
623	1,686,557.569	1,726,027.272	1037+98.87	0.00	NONE	CONST CL PT
624	1,686,705.606	1,726,083.223	1039+57.12	0.00	NONE	CONST CL E.O.P.
5000	1684552.797	1722426.20	OFF ALIGN.		6752.05	BC SFCI No.5
5001	1,687,725.682	1,730,634.339	OFF ALIGN.		6959.40	BC NMSHC
6071	1,686,020.455	1,725,126.567	1026+62.66	-115.67	NONE	SET ALUM. CAP
6072	1686090.715	1725333.77	1028+81.45	-117.63	NONE	SET ALUM. CAP
6073	1,686,197.269	1,725,585.345	1031+78.69	-127.38	NONE	CALC. - NOT SET
6074	1,686,423.200	1,725,806.864	1035+63	-142.33	NONE	SET ALUM. CAP
6075	1,686,047.174	1,725,127.515	1026+71.92	-140.75	NONE	SET ALUM. CAP
15000	1,686,205.019	1,725,147.050	1027+39.82	-284.58	6837.03	FRC PC 1/2"8453 ORTIZ"
15002	1,686,090.786	1,725,132.025	1026+89.83	-180.77	6838.73	FRC PC "NMSHD SURV PT 87"
15001	1,686,179.124	1,725,345.385	1029+20.12	-197.98	6844.42	FRC PC 1/2"8453 ORTIZ"
15003	1,685,942.386	1,725,129.887	1026+41.41	-40.48	6844.06	FRC PC "NMSHD SURV PT 87"
15004	1,685,942.272	1,724,831.032	1023+57.50	-133.79	6842.51	ROWR RAIL791+59
15005	1,685,949.869	1,724,536.522	1021+19.78	-247.74	6833.84	AC FND-ALUMINUM CAP 2.0"
60189	1,686,159.411	1,725,769.915	1033+20.84	8.25	6869.36	ROWR FND-801+73.34
60191	1,685,740.372	1,724,534.096	1020+28.38	-68.85	6817.53	ROWR FND-788+11.92
60195	1,685,624.833	1,724,199.811	OFF ALIGN.		6798.06	FRC FND-REBAR "MARTINEZ LS 3995"
60196	1,685,430.877	1,723,637.532	OFF ALIGN.		6789.08	ROWR FND-779+20.30
60237	1,685,664.106	1,725,581.084	1029+82.47	364.92	6863.63	ROWR FND-797+37.14
100078	1,686,009.267	1,725,327.126	1028+49.67	-42.35	6847.80	FRC FND-REBAR WITH CAP NMSHT
100077	1,686,064.766	1,725,330.362	1028+70.10	-94.05	6847.00	FRC FND-REBAR WITH CAP NMSHT
100078	1,686,908.294	1,725,562.242	OFF ALIGN.		6836.43	FRC FND-REBAR WITH CAP BEAR
100079	1,686,696.582	1,725,973.560	1039+09.91	-99.39	6843.70	FRC FND-REBAR WITH CAP BEAR
100082	1,686,560.557	1,725,395.495	1032+11.86	-536.92	6853.55	FRC FND-REBAR WITH CAP NMSHT
100083	1,686,587.385	1,725,399.655	1032+70.46	-556.98	6852.26	FRC FND-REBAR WITH CAP NMSHT
100084	1,686,694.657	1,725,428.644	1036+46.60	-606.41	6847.84	FRC FND-REBAR WITH CAP NMSHT

* A NEGATIVE VALUE INDICATES LEFT OF CENTERLINE
STATION AND OFFSETS LISTED ABOVE ARE TO CONSTRUCTION CENTERLINE

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'

℄ CONSTRUCTION SIMPLE CURVE
P.I. STA.=1033+96.18
Δ=42°08'57"
D=07°12'06"
T=306.59'
L=585.28'
R=795.60'

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'



LEGEND

- ◆ DENOTES FOUND CONTROL MONUMENT
- △ DENOTES FOUND BRASS CAP
- I DENOTES FOUND NMSHTD R.O.W. "I" RAIL ACCEPTED & USED UNLESS OTHERWISE NOTED.
- ⊙ DENOTES FOUND PROPERTY CORNER ACCEPTED & USED UNLESS OTHERWISE NOTED.
- × DENOTES SURVEYED FENCE LOCATION
- ● DENOTES 2" ALUM. CAP STAMPED "NEW MEXICO DEPT. OF TRANSPORTATION PCN G2BT3 NMPS 11462" SET THIS SURVEY
- ●●● DENOTES EXISTING ACCESS CONTROL LINE
- – – – DENOTES CITY OF SANTA FE CITY LIMITS LINE PER SANTA FE COUNTY GEOGRAPHIC INFORMATION SYSTEM WEBSITE "SANTA FE COUNTY BASE MAP", SEPT. 21, 2007. http://www.co.santa-fe.nm.us/gis/mapservices.php

NOTES

1. MONUMENTATION FIELD SURVEY PERFORMED IN DECEMBER 2007 THROUGH FEBRUARY 2008.
2. ADDITIONAL RIGHT-OF-WAY INFORMATION FOR PROJECT NUMBER AC-GRIP-(FTA-NH)-025-4(132)266 IS AVAILABLE FROM THE LANDS ENGINEERING SECTION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION GENERAL OFFICE IN SANTA FE.
3. ALL DISTANCES ARE HORIZONTAL GROUND.
4. BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE (NAD 83).
5. BASIS OF BEARING: N43°23'06"E, 18,746.57' BETWEEN BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENTS "07-152-PC005" AND "07-152-PC073", SHEETS 2 THROUGH 12 AND N68°51'57"E, 8800.04' BETWEEN SANTA FE CONTROL MONUMENT No.5 AND STATE OF NEW MEXICO HIGHWAY COMMISSION MONUMENT "STA.3510545002",SHEET 13.
6. VERTICAL DATUM: POINT #5020, BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENT "07-152-PC005, EL=6044.13, SHEETS 2 THROUGH 12 AND CONTROL POINT #5000, "SF CONTROL NO. 5" EL.=6752.05, SHEET 13.
7. DATE OF FIELD PROPERTY & R/W SURVEY: JANUARY 2007 THROUGH APRIL 2007.
8. STATIONS AND OFFSETS SHOWN ARE AT RIGHT ANGLES OR RADIAL TO CONSTRUCTION CENTERLINE AND SURVEY CENTERLINE AS NOTED.

100' 0 100'
SCALE: 1"=100'

SURVEYOR'S CERTIFICATE

I, RUAN S. BACIGALUPA, HEREBY CERTIFY THAT I AM RESPONSIBLE FOR THIS SURVEY, WHICH WAS COMPLETED BY ME OR UNDER MY DIRECTION. THIS SURVEY IS MONUMENTED ACCORDING TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP PROJECT NO. AC-GRIP-(FTA-NH)-025-4(132)266. THE MONUMENTS SET AS SHOWN ON THIS MAP ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS SURVEY MEETS THE MINIMUM STANDARDS FOR HIGHWAY RIGHT-OF-WAY SURVEYING IN NEW MEXICO, AS ADOPTED BY THE NEW MEXICO BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Ruan S. Bacigalupa 1/26/09
DATE

RUAN S. BACIGALUPA, NMPS NO. 11462
Parsons Brinckerhoff Quade & Douglas Inc.
6100 Uptown Blvd. NE
Albuquerque, N.M. 87110

RUAN S. BACIGALUPA NEW MEXICO 11462 LICENSED PROFESSIONAL SURVEYOR

1552349

COUNTY OF SANTA FE } ss
STATE OF NEW MEXICO }

I hereby certify that this instrument was filed for record on the 16 day of Feb. A.D. 2009, at 11:18 o'clock A. m., and was duly recorded in Book 697, Page 046-050 A-I of the records of Santa Fe County.

witness my hand and Seal of Office

County Clerk, Santa Fe County, New Mexico.

Deputy

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

Right-of-Way Maps Prepared By:
PB Americas, Inc.
6100 Uptown Blvd. Suite 700 Albuquerque, NM 87110
(505) 881-5357

PB JOB No. 33582-1 4.2
Designed By: RB
Drawn By: DE
Checked By: BR

CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST

ACCESS CONTROLLED
PCN G2BT3

NEW MEXICO DEPARTMENT OF TRANSPORTATION
MONUMENTATION MAP
NEW MEXICO PROJECT NO.
AC-GRIP-(FTA-NH)-025-4(132)266
SANTA FE COUNTY
SCALE 1"=100' SHEET 13 OF 13

SHEET V-101

TOPOGRAPHIC SURVEY OF REMAINDER TRACT C-3
FOR B&E LIMITED PARTNERSHIP

LYING AND BEING SITUATED PROJECTED SECTION 11, T.16N., R.09E., N.M.P.M.,
IN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

N
W E
S

Graphic Scale 1" = 60'
0 30 60 120 180

N/F
STATE OF NEW MEXICO
PL. BK. 385, PG. 14
UPC#
1-052-095-491-363

N/F
ROSEMONT ASSISTED LIVING COMMUNITY
BK. 1492, PG. 49
UPC#
1-052-095-010-400

PARCEL 1
ACCESS & UNDERGROUND
UTILITY EASEMENT
PL. BK. 371, PG. 6

AVENIDA LA CERCA 50'R/W
PL.BK. 142, PG. 33

CALISTEO ROAD 60'R/W
PL. BK. 142, PG. 33

N.M.D.O.T.
ALUM. CAP

REMAINDER TRACT C-3
LOT 1
157080Sq. Ft.
3.606Ac.±

50' INGRESS, EGRESS
& UTILITY EASEMENT
TO BENEFIT REMAINDER
TRACT C-3 LOT 2
PL. BK. ___ PG. ___

T.B.M.
TOP OF NAIL
6847.91

L.S.
10277

L.S.
12344

RAILWAY R/W

- TIE -
N20°36'59"E
310.32'

- TIE -
S05°41'54"E
749.86'

- TIE - CALC'D
S65°49'32"W
3564.78'

SANTA FE CONTROL
No. 5
NOV. 1981
ELEV. 6748.71
NMLS 5824
HIGHWAY COMMISSION

N/F
SANTA FE MEDICAL PROPERTIES LLC
INST. #1421698
UPC#
1-052-095-043-324

N/F
STATE OF NEW MEXICO
PL. BK. 385, PG. 14
UPC#
1-052-095-471-301

REMAINDER TRACT C-3
LOT 2
118442Sq. Ft.
2.719Ac.±

R.O.W. RAIL
STA.804+32.66

N/F
PNM
INST. #1464295
UPC#
1-052-095-

I-25 R/W

INTERSTATE 25

NOTES:

1. THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. BOUNDARY DATA SHOWN IS FROM A PREVIOUS SURVEY, REFERENCED HEREON. (SEE NOTE 3)
2. CONTOUR INTERVAL IS 1.00'. BASIS OF ELEVATION DATUM IS GPS OBSERVATION & RELATIVE TO BENCHMARKS SHOWN HEREON.
3. REFER TO PLAT OF SURVEY ENTITLED "LOT SPLIT SURVEY OF REMAINDER TRACT C-3 FOR B&E LIMITED PARTNERSHIP", PREPARED BY MITCHEL K. NOONAN, N.M.P.L.S. No. 6998, HAVING PROJECT No. C-2933 AND DATED JANUARY 19, 2019. UNRECORDED PLAT, PENDING APPROVAL THROUGH CITY OF SANTA FE.
4. THIS MAP HAS BEEN PRODUCED ACCORDING TO PROCEDURES THAT HAVE BEEN DEMONSTRATED TO PRODUCE DATA THAT MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR SURVEYING FOR A TOPOGRAPHIC MAP COMPILED AT A SCALE OF 1"=60' WITH A CONTOUR INTERVAL OF ONE FOOT.

LEGEND

- ● FOUND MONUMENT AS NOTED
- ⊙ SET 1/2" REBAR STAMPED, M. NOONAN, N.M.P.L.S. No. 6998
- TELEPHONE JUNCTION BOX
- N.M.S.H.T.D. RIGHT-OF-WAY RAIL
- WIRE FENCE
- UTILITY POLE W/OVERHEAD WIRES
- RAILROAD TRACKS
- SANITARY SEWER MANHOLE
- WATER VALVE
- WOOD POST & CABLE FENCE
- DENOTES SLOPE 0-20%
- DENOTES SLOPE 20-30%
- DENOTES SLOPE 30% OR GREATER

BOUNDARY DATA CHART

LINE	CHORD/BEARING	ARC/DIST	RADIUS	DELTA	CHORD
C1	N08°51'08"E	27.18'	616.20'	2°31'39"	27.18'
C2	N15°10'40"E	111.21'	616.20'	10°20'26"	111.06'
C3	N32°05'26"E	252.17'	616.20'	23°26'49"	250.41'
C4	S44°20'28"W	319.17'	700.00'	26°07'27"	316.41'
L1	S31°16'45"W	34.75'			

SURVEYOR'S CERTIFICATE

I, MITCHEL K. NOONAN, N.M.P.L.S. No. 6998 DO HEREBY CERTIFY THAT THE TOPOGRAPHY AND SLOPE ANALYSIS AS SHOWN HEREON IS AN ACCURATE REPRESENTATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON FEBRUARY 21, 2019 AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN THE STATE OF NEW MEXICO AND NATIONAL MAP ACCURACY STANDARDS.

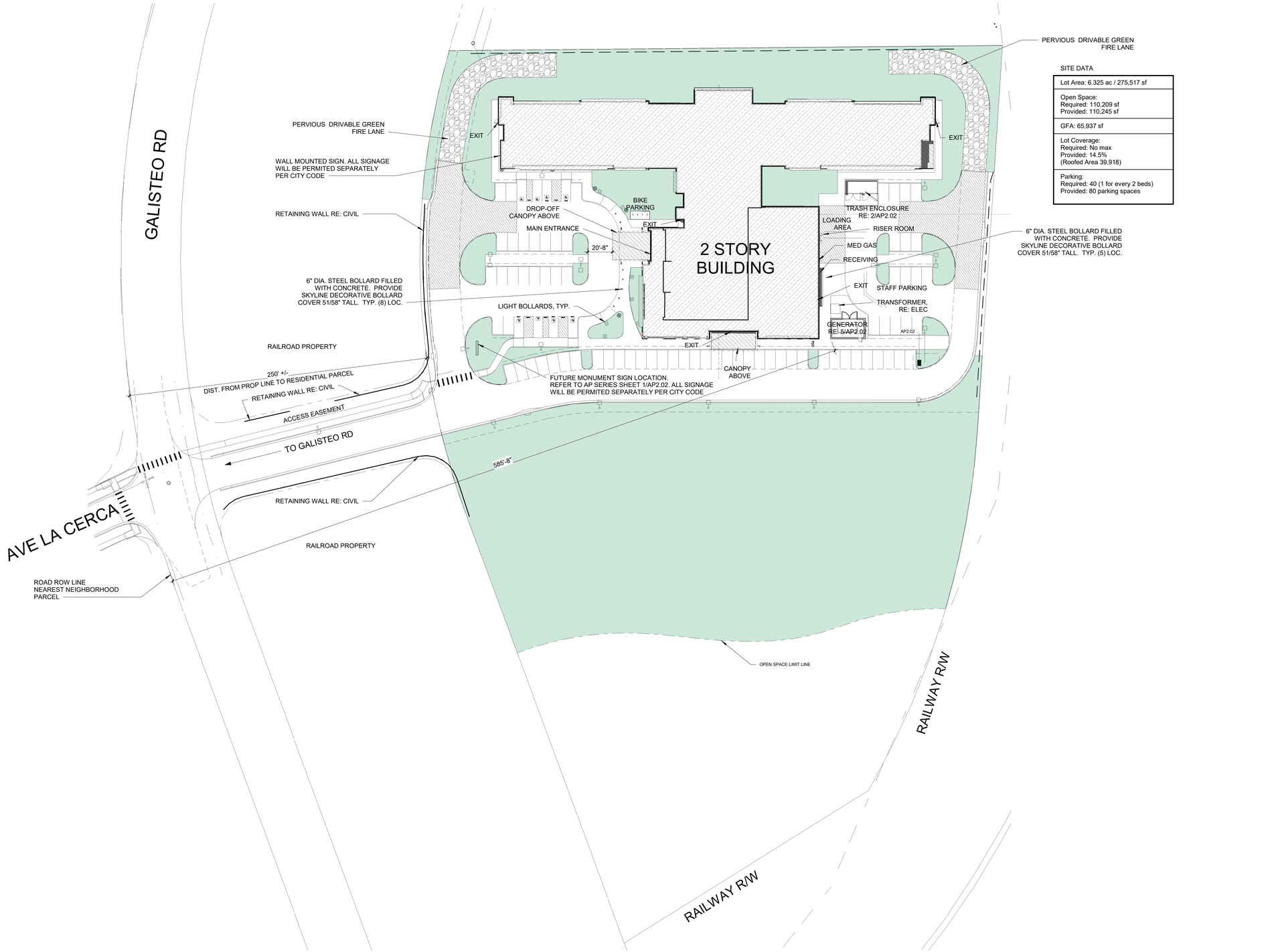
MITCHEL K. NOONAN — 02/26/19
MITCHEL K. NOONAN N.M.P.L.S. No. 6998

MITCHEL K. NOONAN NEW MEXICO 6998 PROFESSIONAL LAND SURVEYOR

SHEET V-102

SOUTHWEST MOUNTAIN SURVEYS
1114 HICKOX ST., SANTA FE, N.M. 87501
(505) 982-9429 FAX (505) 986-3413

DATE (S):	DRAWN BY:	PROJECT No.
02/20/19	DKR	C-2933T



SITE DATA

Lot Area: 6.325 ac / 275,517 sf
Open Space: Required: 110,209 sf Provided: 110,245 sf
GFA: 65,937 sf
Lot Coverage: Required: No max Provided: 14.5% (Roofed Area 39,918)
Parking: Required: 40 (1 for every 2 beds) Provided: 80 parking spaces

Anchorum-Galisteo Skilled Nursing Facility

AP0.01 - ARCHITECTURAL SITE PLAN

1" = 40'-0"

05/02/24

TREANORHL



Anchorum-Galisteo Skilled Nursing Facility

AP1.01 - FLOOR PLAN - LEVEL 1

1/16" = 1'-0"

03/08/24

TREANORHL



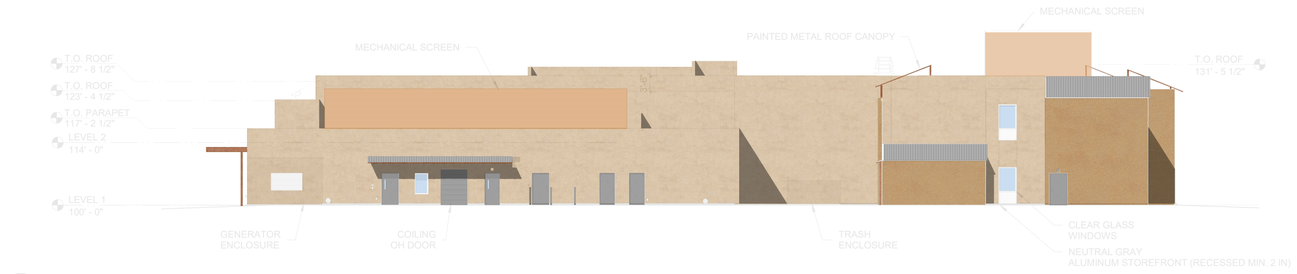
Anchorum-Galisteo Skilled Nursing Facility

AP1.02 - FLOOR PLAN - LEVEL 2

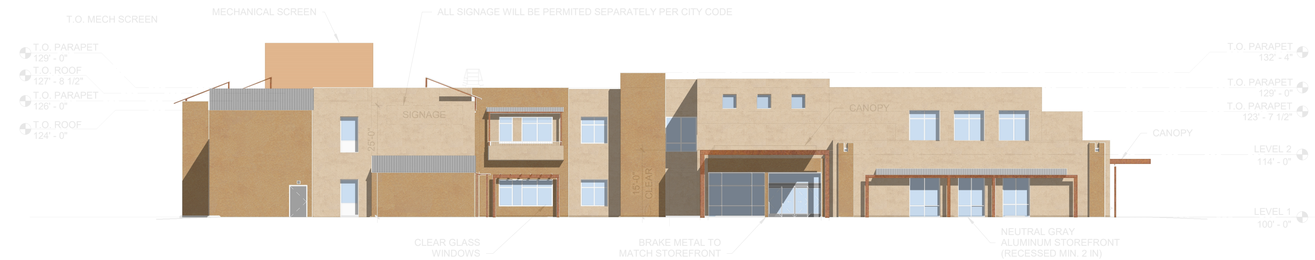
1/16" = 1'-0"

03/08/24

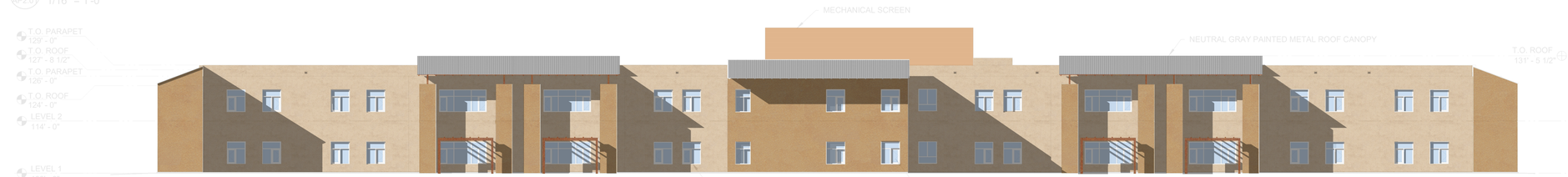
TREANORHL



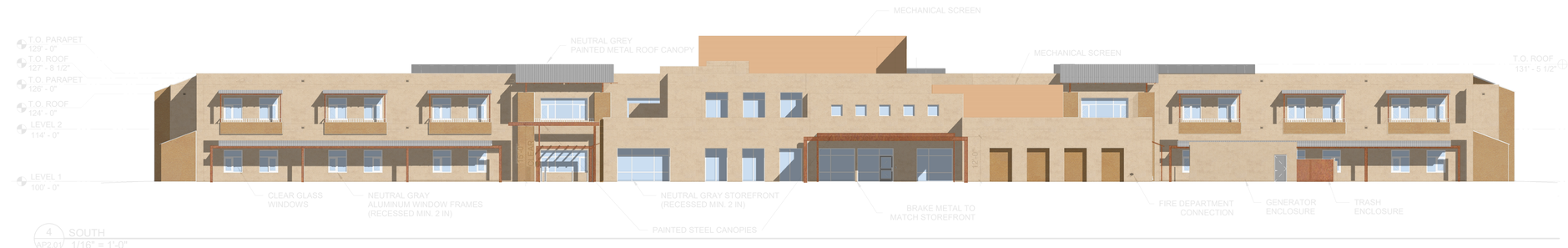
1 EAST
AP2.01 1/16" = 1'-0"



2 WEST
AP2.01 1/16" = 1'-0"



3 NORTH
AP2.01 1/16" = 1'-0"



4 SOUTH
AP2.01 1/16" = 1'-0"

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations

Architectural Design Standards		Points
WALLS		
Predominant Exterior Surface Material	Stucco, adobe	30
Color of Predominant Exterior Surface Material	Earthtones, creams, and pastels of earthtone hues including but not necessarily limited to rose, peach, and terra cotta colors	30
Exterior Surface Treatment	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color.	10
ROOFS		
Form	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run adn less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run	15
Predominant Material	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	15
Predominant Color	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	10
BUILDING FORM		
Massing	(C) Buildings not utilizing the massing technique described in paragraphs (A) or (B) above	0
DOORS AND WINDOWS		
Treatment	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minumum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels	20
Area	(A) All wall surfaces which are not located under portals or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations	20
Location	(A) All doors, windows, and glazing surface, on structures having a gross floor area of 150 square feet, are located at least two feet from outside building corners	20
Glazing	(A) All glazing is clear or tinted neutral gray	10
EQUIPMENT		
Screening	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces	5
Total Points Achieved		185
Total Points Required		155

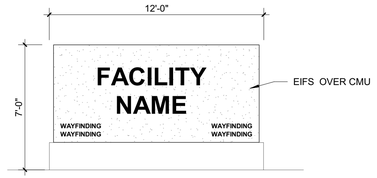
Anchorum-Galisteo Skilled Nursing Facility

AP2.01 - ELEVATIONS

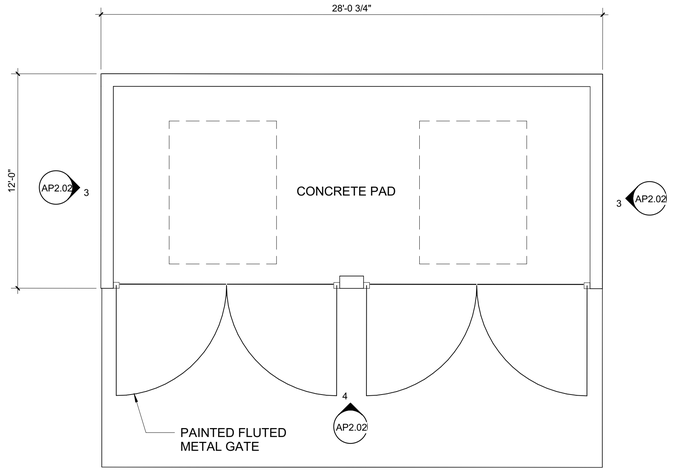
1/16" = 1'-0"

05/02/24

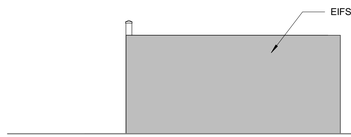
TREANORHL



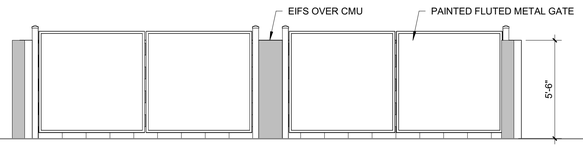
1 AP2.02 MONUMENT SIGN - WEST ELEVATION FACING GALISTEO
1/4" = 1'-0"



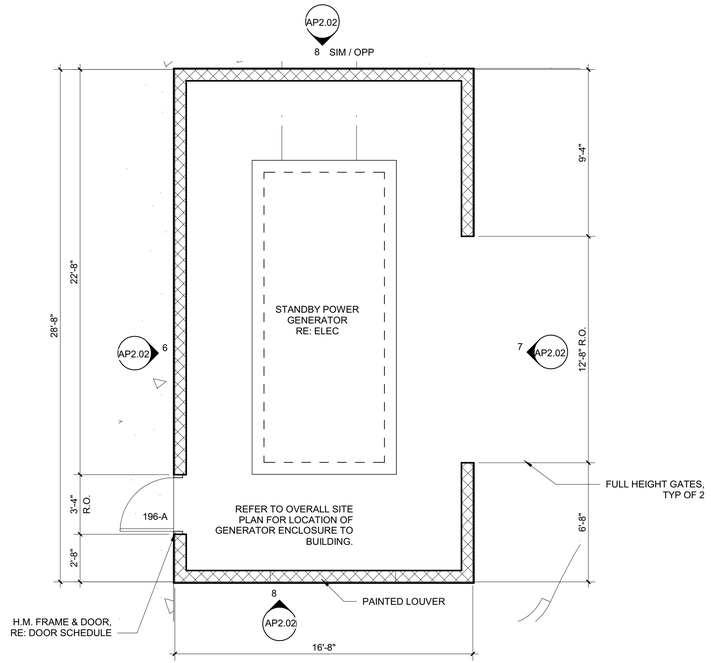
2 AP2.02 TRASH ENCLOSURE ENLARGED PLAN
1/4" = 1'-0"



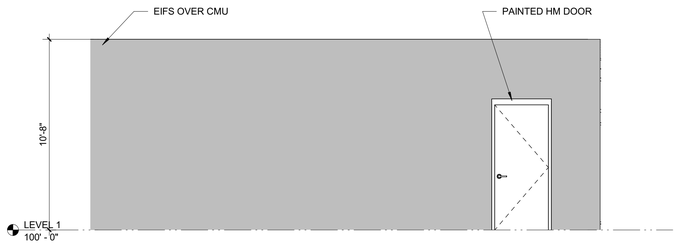
3 AP2.02 TRASH ENCLOSURE - EAST ELEVATION
1/4" = 1'-0"



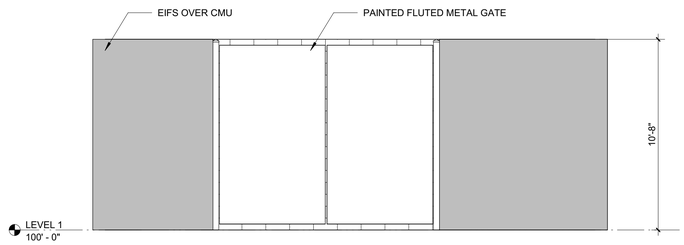
4 AP2.02 TRASH ENCLOSURE - SOUTH ELEVATION
1/4" = 1'-0"



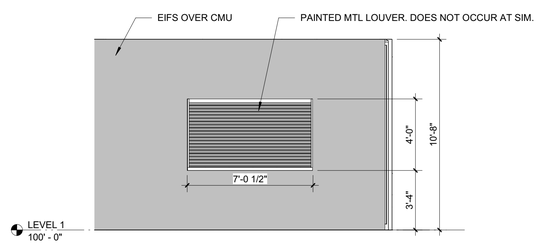
5 AP2.02 GENERATOR ENCLOSURE ENLARGED PLAN
1/4" = 1'-0"



6 AP2.02 GENERATOR ENCLOSURE - SOUTH ELEVATION
1/4" = 1'-0"



7 AP2.02 GENERATOR ENCLOSURE - NORTH ELEVATION
1/4" = 1'-0"



8 AP2.02 GENERATOR ENCLOSURE - EAST ELEVATION1
1/4" = 1'-0"

Anchorum-Galisteo Skilled Nursing Facility

03/08/24

AP2.02 - SITE ELEVATIONS AND ENLARGED PLANS

1/4" = 1'-0"

TREANORHL



LEGEND:

TREES TO BE REMOVED

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

N

SCALE: 1" = 40'

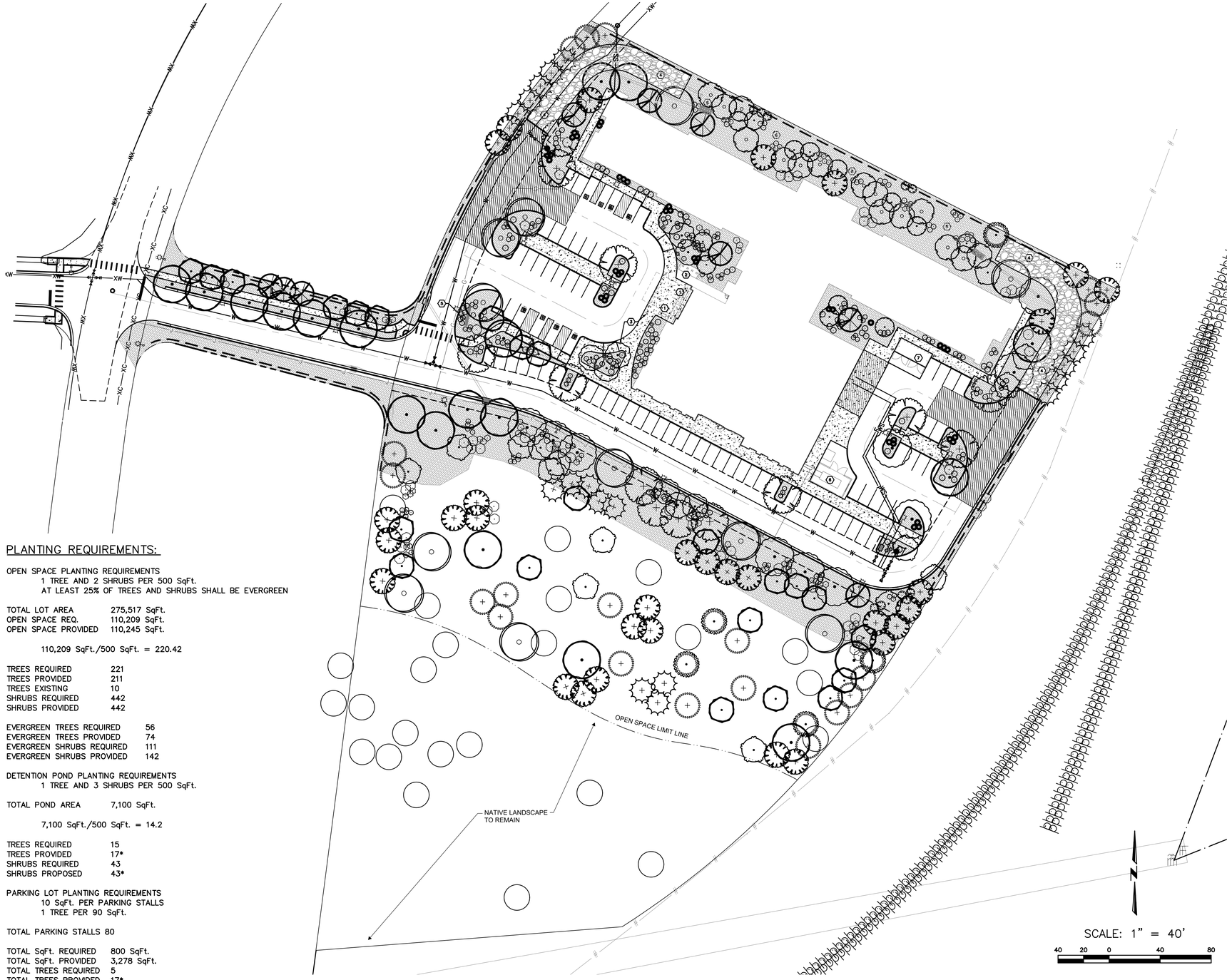
40 20 0 40 80

Anchorum-Galisteo Skilled Nursing Facility

L100 TREE DEMOLITION PLAN

03/08/24

TREANORHL



PLANTING REQUIREMENTS:

OPEN SPACE PLANTING REQUIREMENTS
1 TREE AND 2 SHRUBS PER 500 SqFt.
AT LEAST 25% OF TREES AND SHRUBS SHALL BE EVERGREEN

TOTAL LOT AREA	275,517 SqFt.
OPEN SPACE REQ.	110,209 SqFt.
OPEN SPACE PROVIDED	110,245 SqFt.

110,209 SqFt./500 SqFt. = 220.42

TREES REQUIRED	221
TREES PROVIDED	211
TREES EXISTING	10
SHRUBS REQUIRED	442
SHRUBS PROVIDED	442

EVERGREEN TREES REQUIRED	56
EVERGREEN TREES PROVIDED	74
EVERGREEN SHRUBS REQUIRED	111
EVERGREEN SHRUBS PROVIDED	142

DETENTION POND PLANTING REQUIREMENTS
1 TREE AND 3 SHRUBS PER 500 SqFt.

TOTAL POND AREA	7,100 SqFt.

7,100 SqFt./500 SqFt. = 14.2

TREES REQUIRED	15
TREES PROVIDED	17*
SHRUBS REQUIRED	43
SHRUBS PROPOSED	43*

PARKING LOT PLANTING REQUIREMENTS
10 SqFt. PER PARKING STALLS
1 TREE PER 90 SqFt.

TOTAL PARKING STALLS 80

TOTAL SqFt. REQUIRED	800 SqFt.
TOTAL SqFt. PROVIDED	3,278 SqFt.
TOTAL TREES REQUIRED	5
TOTAL TREES PROVIDED	17*

*VEGETATION TOTALS ARE MET WITH THE OPEN SPACE REQUIREMENTS. TREES AND SHRUBS HAVE BEEN PLACED ACCORDINGLY TO FULFILL PARKING LOT AND POND PLACEMENT REQUIREMENTS.

KEY NOTES:

1. SITE BENCHES. 6' IN LENGTH.
2. PROPOSED ANOVA TANDEM BIKE RACkS.
3. DECORATIVE BOLLARDS.
4. GRAVELPAVE2 SYSTEM FOR FIRE TRUCK ACCESS.
5. MONUMENT SIGN LOCATION.
6. SCREENED UTILITY SERVICE YARD.
7. SCREENED TRASH RECEPTACLES.
8. DETENTION POND, REFER TO CIVIL.

LEGEND:

EXISTING TREES TO REMAIN

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	WATER USE
TREES					
	AX	19	Acer truncatum x platanoides 'Warrenred' / Pacific Sunset®Maple	2" Cal.	Medium
	FN	13	Forestiera neomexicana / New Mexico Privet	2" Cal.	Low – Medium
	GT	15	Gleditsia triacanthos / Honey Locust	2" Cal.	Low – Medium
	GS	13	Gleditsia triacanthos inermis 'Shademaster' / Shademaster Honey Locust	2" Cal.	Low – Medium
	UP	11	Ulmus parvifolia / Lacebark Elm	2" Cal.	Low – Medium
	CT	10	x Chitalpa tashkentensis / Chitalpa	2" Cal.	Low
EVERGREEN TREES					
	AC	20	Abies concolor / White Fir	6' Ht.	Medium
	CK	5	Cedrus deodara 'Kashmir' / Kashmir Deodar Cedar	2" Cal.	Low – Medium
	JO	31	Juniperus osteosperma / Utah Juniper	2" Cal.	Very low – Medium
	PB	18	Pinus aristata / Bristlecone Pine	2" Cal.	Low
ORNAMENTAL TREES					
	CL	9	Chilopsis linearis / Desert Willow	2" Cal.	Low – Medium
	MH	23	Malus x 'Hopa' / Hopa Crabapple	2" Cal.	Medium
	MP	9	Malus x 'Prairifire' / Prairifire Crabapple	2" Cal.	Medium
	MS2	15	Malus x 'Spring Snow' / Spring Snow Crabapple	2" Cal.	Medium
DECIDUOUS SHRUBS					
	AC2	56	Amorpha californica / False Indigo	5 gal.	Low
	AN	10	Artemisia nova / Black Sagebrush	5 gal.	Very low – Low
	AC3	29	Atriplex confertifolia / Shadscale	5 gal.	Very low – Low
	CP	21	Caragana pygmaea / Pygmy Peashrub	5 gal.	Low
	CS	45	Chaenomeles speciosa / Flowering Quince	5 gal.	
	CM	40	Chamaebatiaria millefolium / Fernbush	5 gal.	Very low – Low
	PG	54	Prunus glandulosa 'Rosea Plena' / Pink Flowering Almond	5 gal.	Medium
	SE	21	Salix exigua / Coyote Willow	5 gal.	
	SI	24	Salix irrorata / Dewystem Willow	5 gal.	
EVERGREEN SHRUBS					
	AN2	47	Arctostaphylos nevadensis / Pine Mat Manzanita	5 gal.	Low – Medium
	MD	10	Microbiota decussata / Siberian Carpet Cypress	5 gal.	Medium
	YF	38	Yucca filamentosa / Adam's Needle	5 gal.	Very low – Medium
	YG	47	Yucca glauca / Soapweed	5 gal.	Very low – Low
			¾" DECORATIVE ROCK		
		(10)	EXISTING TREES TO REMAIN		

Seasonal Water Use and Peak Flow Projections Prepared By HydroSystems-KDI, Inc.

Description	Irrigated Quantity Grasses (Acre) Ornamental Plantings (Quantity)	Month	Year 1 Water Application (gallons)	Year 2 Water Application (gallons)	Year 3 Water Application (gallons)	Peak Season Projected Demand (GPM)
		April	15,154	11,366	9,093	
		May	18,791	14,093	11,275	
Trees	221.00	June	**22,731**	**17,049**	**13,639**	**2.8**
Drip Irrigated		July	20,357	15,268	12,214	
		August	17,225	12,919	10,335	
		September	14,397	10,797	8,638	
		October	10,179	7,634	6,107	
Irrigation Season Totals			118,835	89,126	71,301	
		April	5,051	3,789	1,768	
		May	6,264	4,698	2,192	
Shrubs	442.00	June	**7,577**	**5,683**	**2,652**	**0.9**
Drip Irrigated		July	6,786	5,089	2,375	
		August	5,742	4,306	2,010	
		September	4,799	3,599	1,680	
		October	3,393	2,545	1,188	
Irrigation Season Totals			39,612	29,709	13,864	
Site Totals						
Water Use per Year (gallons):			***158,446***	***118,835***	***85,165***	
Peak Season Water Use (gallons/mo):		***16,291***				
Average Peak Season Flow (gpm):						***4***
Required Tap Size (inches):		***3/4***				

Projections are based on a four day per week, eight hour per day, peak season watering schedule.
Peak season application for Trees is 24.0 gallons per week.
Peak season application for Shrubs is 4.0 gallons per week.
Peak season application for Perennials is 2.0 gallons per week.

Anchorum-Galisteo Skilled Nursing Facility

L200 PLANTING PLAN

05/02/24

TREANORHL

LIGHTING LEGEND
(Not all symbols listed below are used on these drawings)

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
⊠ ⊗	DOWNLIGHT – RECESSED		WALL MOUNTED LUMINAIRE
⊡ ⊙	BOLLARD		POLE LUMINAIRE – ARM MOUNTED

LUMINAIRE SCHEDULE

GENERAL NOTES:

A. CATALOG NUMBER REFERS TO FIRST NAME LISTED UNDER MANUFACTURER PER LUMINAIRE TYPE. REMAINING MANUFACTURERS LISTED ARE CONSIDERED EQUIVALENT PRODUCTS FOR THIS PROJECT AND SHALL MEET ALL CRITERIA LISTED INCLUDING THAT CALLED FOR BY THE SPECIFIC LUMINAIRE CATALOG NUMBER. CATALOG NUMBERS DO NOT NECESSARILY REPRESENT COMPLETE CATALOG NUMBERS. ALL ITEMS LISTED IN THE DESCRIPTION SHALL BE PROVIDED.

B. REFER TO LIGHTING SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

C. PROVIDE UNIT PRICING FOR ALL LUMINAIRES BY TYPE AND SUBMIT WITH BID FORM.

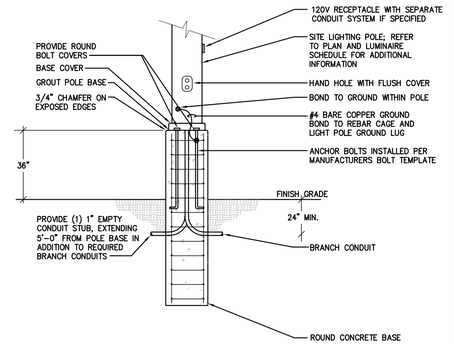
D. PROVIDE AN EMERGENCY BALLAST TEST SWITCH FOR RECESSED DOWNLIGHTS ON CEILING ADJACENT TO LUMINAIRE.

SPECIFIC NOTES:

1. REFER TO POLE BASE DETAIL FOR MORE INFORMATION
2. THIS LUMINAIRE IS TO MATCH THE EXISTING CITY STANDARD LUMINAIRE AND POLE REQUIREMENTS.

TYPE	DESCRIPTION	LAMP		BALLAST/DRIVER			APPARENT LOAD	MANUFACTURER	CATALOG SERIES	FINISH	MOUNTING	NOTES
		COLOR	LUMENS	TYPE	DIM LEVEL	VOLTAGE						
EB1	39" TALL X 4" WIDE EXTERIOR LED BOLLARD LUMINAIRE WITH TYPE 3 DISTRIBUTION, B0-U0-G0 BUG RATING	3000K	655	0-10V	10%	277	8	LIGMAN	UPRA-10002	BLACK	BOLLARD	
ED1	4" DIAMETER RECESSED LED WET LOCATION DOWNLIGHT WITH WIDE DISTRIBUTION	3000K	750	0-10V	10%	277	8.8	GOTHAM	EVO4	CLEAR, SEMI-SPECULAR	RECESSED	
ED2	4" DIAMETER RECESSED LED WET LOCATION DOWNLIGHT WITH 20 DEGREE BEAM DISTRIBUTION	3000K	500	0-10V	10%	277	6.7	GOTHAM	ICO4	CLEAR, SEMI-SPECULAR	RECESSED	
EP2	EXTERIOR SINGLE HEAD LED POLE LUMINAIRE, P1 FORWARD OPTICS, T2M DISTRIBUTION WITH HOUSE SIDE SHIELD AND EXTERNAL GLARE SHIELD, B1-U0-G3 BUG RATING 20' TALL BLACK SQUARE STRAIGHT STEEL POLE	3000K	7200	0-10V	10%	277	51	LITHONIA	DSX1	BLACK	20' POLE	1
EP3	EXTERIOR DUAL HEAD LED POLE LUMINAIRE, P1 FORWARD OPTICS, T2M DISTRIBUTION WITH HOUSE SIDE SHIELD AND EXTERNAL GLARE SHIELD, B1-U0-G3 BUG RATING 20' TALL BLACK SQUARE STRAIGHT STEEL POLE	3000K	7200	0-10V	10%	277	102	LITHONIA	DSX1	BLACK	20' POLE	1
EP4	EXTERIOR DUAL HEAD LED POLE LUMINAIRE, P1 FORWARD OPTICS, T4TM DISTRIBUTION WITH HOUSE SIDE SHIELD AND EXTERNAL GLARE SHIELD, B1-U0-G3 BUG RATING 20' TALL BLACK SQUARE STRAIGHT STEEL POLE	3000K	7400	0-10V	10%	277	51	LITHONIA	DSX1	BLACK	20' POLE	1
EW1	9" WIDE X 8" TALL EXTERIOR LED WALL MOUNTED WALL PACK, P1 LUMEN PACKAGE, VISUAL COMFORT WIDE DISTRIBUTION, B0-U0-G0 BUG RATING	3000K	1100	0-10V	10%	277	10	LIGMAN	WDGE1	BLACK	WALL	

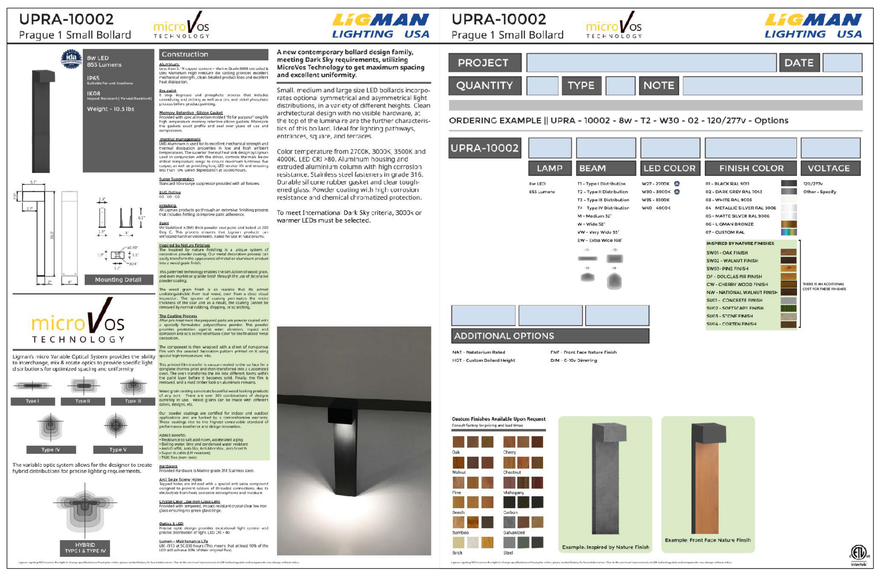
NOTE:
PROVIDE CONCRETE POLE BASE DESIGN BY A LICENSED STRUCTURAL ENGINEER. POLE BASE DETAILS SHOWN BELOW ARE INCLUDED TO SHOW ELECTRICAL REQUIREMENTS, NOT STRUCTURAL DESIGN.



POLE BASE DETAIL - RAISED
NO SCALE

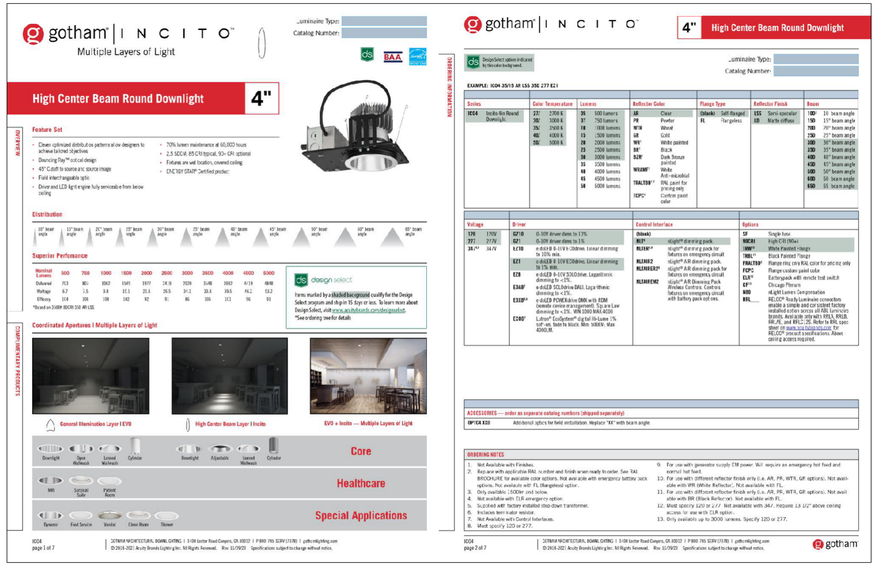
EB1

ED1

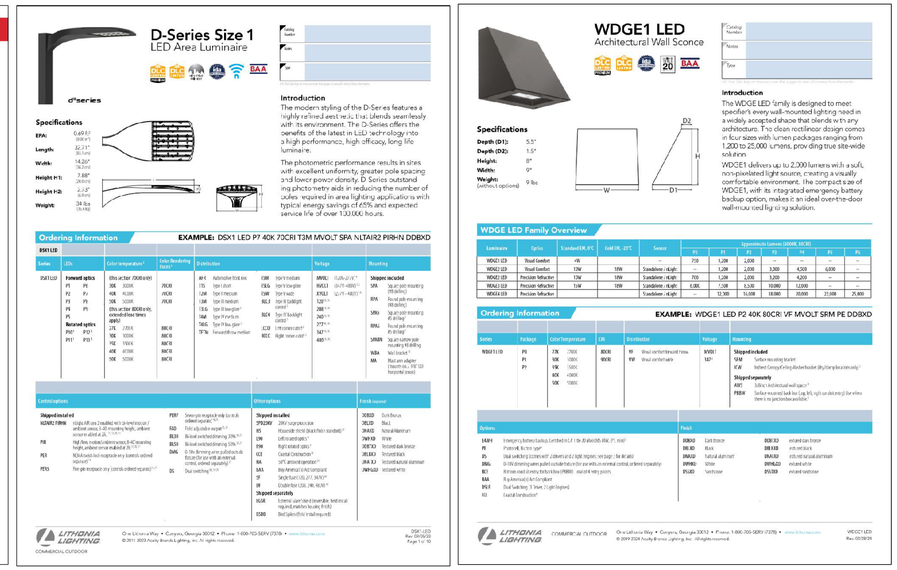


ED2

EP2,EP3,EP4



EW1

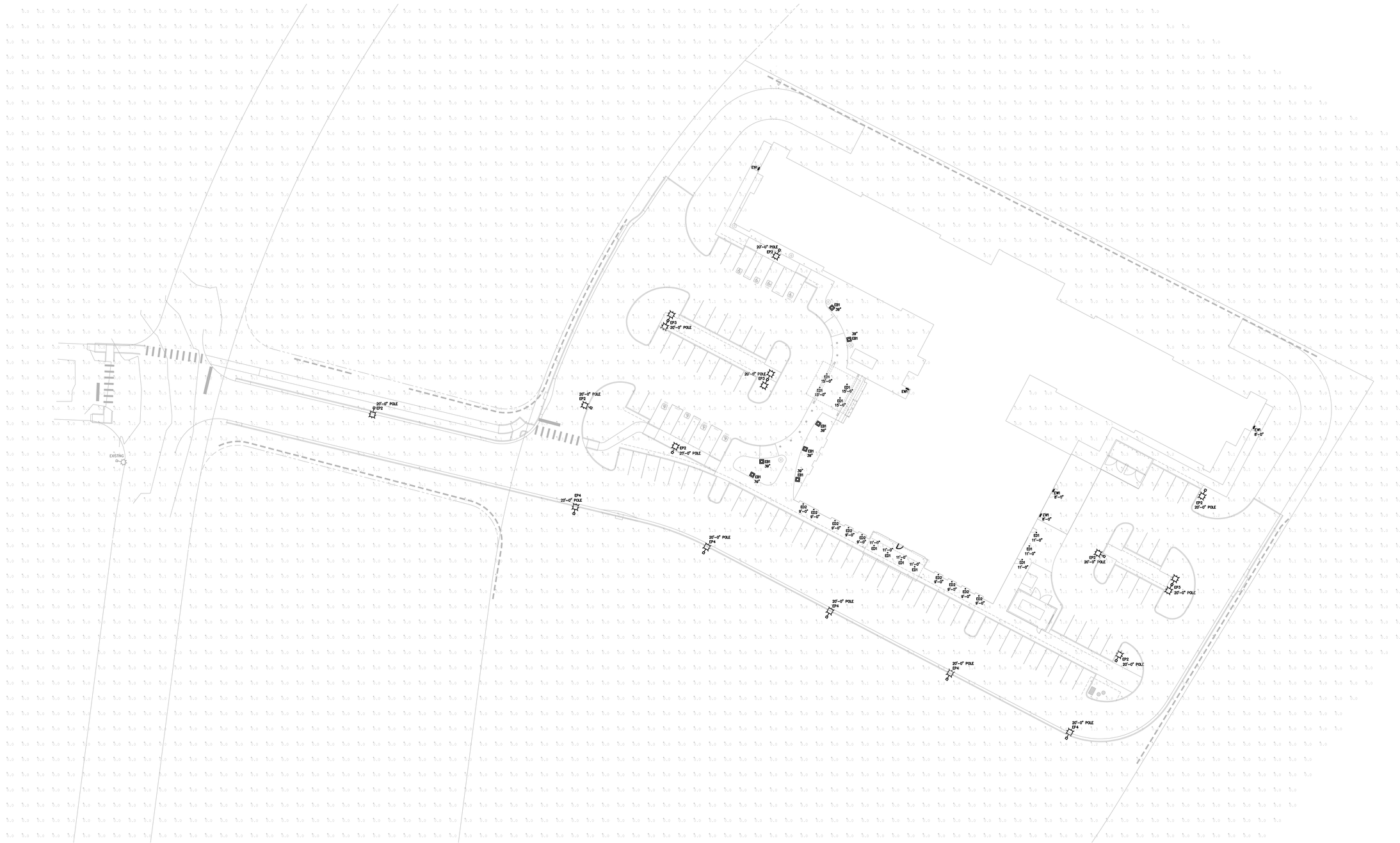


Anchorum-Galisteo Skilled Nursing Facility

EP0.02 - LIGHTING CUTSHEETS

03/08/24

TREANORHL



0 15' 30' 60'

N

KYLE ERNEST OLSON
NEW MEXICO
28608
05/02/2024
PROFESSIONAL ENGINEER

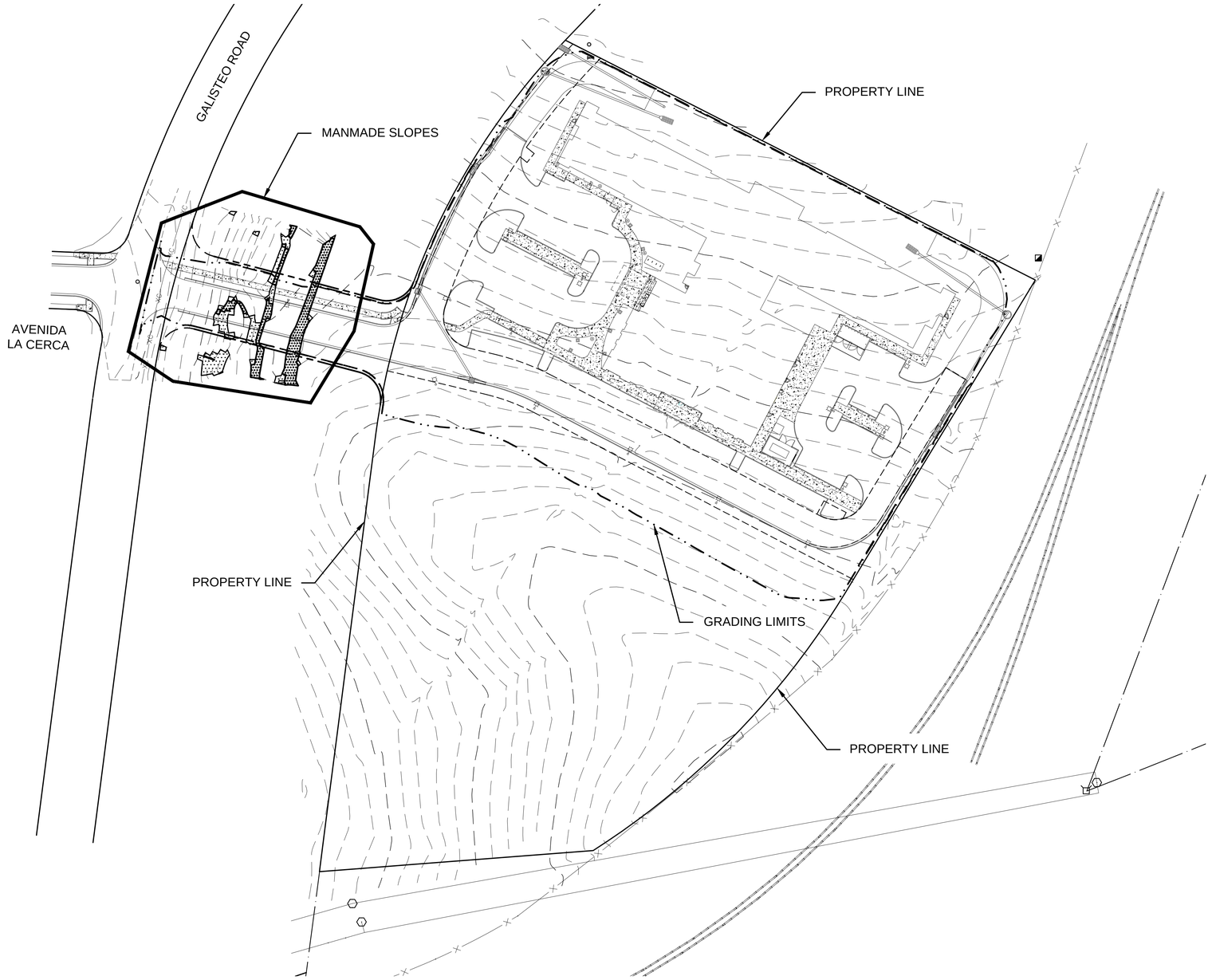
Anchorum-Galisteo Skilled Nursing Facility

03/08/24

EP1.01 - PHOTOMETRIC SITE PLAN

1" = 30'-0"

TREANORHL



LEGEND

AREA OF 20% TO 30% SLOPE

AREA OF 30% AND GREATER SLOPE

NOTE:

1. ALL TOPOGRAPHIC INFORMATION IS PROVIDED BY SOUTHWEST MOUNTAIN SURVEYS.
2. THIS SLOPE ANALYSIS IS BASED UPON 1 FOOT CONTOUR INTERVALS
3. THE TOTAL AMOUNT OF NATURAL 30% OR GREATER SLOPES DISTURBANCE ON THIS PROJECT IS 0 SQUARE FEET

N

0 25 50 100

SCALE: 1" = 50'

SLOPE ANALYSIS MAP

SCALE: 1" = 50'
CONTOUR INTERVAL = 1'

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

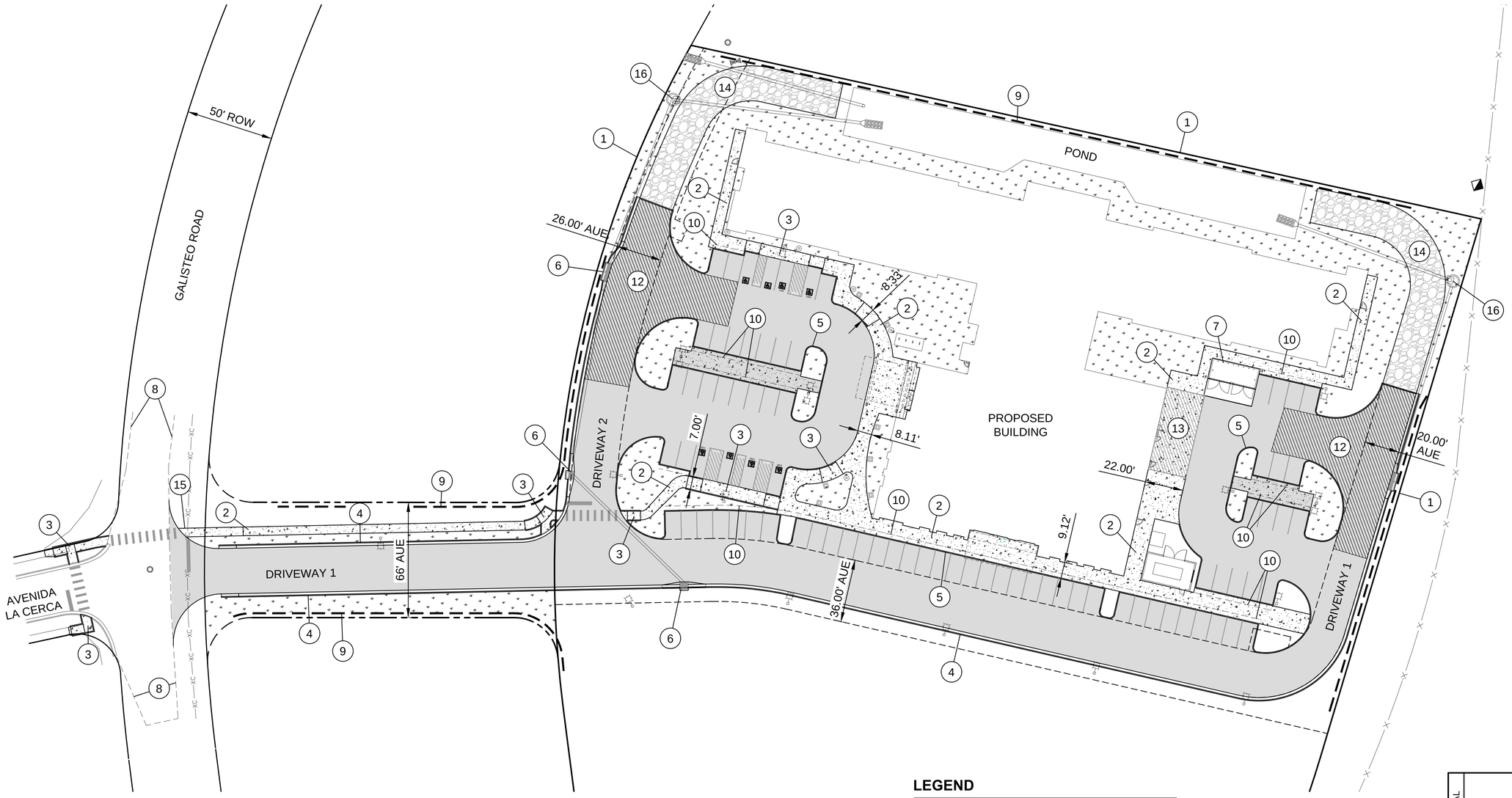
Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

SLOPE ANALYSIS MAP

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 50'	C-100

REVISIONS	DATE	ENGINEERS SEAL
◁		



SHEET KEYNOTES

1. PROPERTY LINE
2. PROPOSED CONCRETE SIDEWALK (5' WIDE, OR AS DIMENSIONED), SEE SHEET C-202
3. PROPOSED ADA ACCESSIBLE CURB RAMP SEE SHEETS C-905 TO C-907
4. PROPOSED 2' STANDARD CURB AND GUTTER, SEE SHEET C-202
5. PROPOSED STAND-UP CURB, SEE SHEET C-202
6. PROPOSED DROP INLET, SEE C-700 SERIES
7. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL
8. EDGE OF EXISTING ASPHALT
9. PROPOSED CMU RETAINING WALL (KEYSTONE OR APPROVED EQUAL)
10. PARKING OVERHANG, SEE SHEET C-201
11. PROPOSED STRIPING, SEE C-600 SERIES
12. PROPOSED FIRE TURNAROUND, SEE SHEET C-302
13. LOADING ZONE
14. PROPOSED FIRE ACCESS ROAD, SEE SHEET C-302
15. AT GRADE PEDESTRIAN CROSSING, CURB RAMP NOT NEEDED
16. PROPOSED STORM SEWER MANHOLE SEE C-700 SERIES

CIVIL SITE PLAN

SCALE: 1" = 30'

LEGEND

- PROPOSED ASPHALT PAVING
- GEOBLOCK (OR SIMILAR) PAVERS WITH NATIVE GRASS VEGETATION
- PROPOSED CONCRETE SIDEWALK
- FIRE TURNAROUND AREA
- LANDSCAPED AREA. SEE LANDSCAPING PLANS

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
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DEVELOPMENT PLAN SUBMITTAL
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AT 2981 GALISTEO ROAD

CIVIL SITE PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-101

ENGINEERS SEAL | DATE | REVISIONS

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 2006 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by the City.
6. The project plans shall be approved for construction by the City prior to any construction activity and scheduling a pre-construction meeting.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site and after receipt of the financial guaranty. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. The pre-construction meeting shall be scheduled a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory.
9. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
10. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
11. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility locates a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
12. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City for approval. Upon approval, said changes may be incorporated into the project.
13. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Contractor's Surveyor for approval to the Engineer.Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
14. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshaling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
15. Grading shall be completed under the authority of a Building Permit, the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and infrastructure shown thereon. Call 505-955-6945 for permit information.
16. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
    a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
    b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
    c. In the case of conflict between these two specifications, City Code shall prevail.
17. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
18. Material quality testing shall be completed by the Contractor, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
19. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the reports shall be Fax'ed to 505-955-6829. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
20. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material; or as directed by the Engineer.
21. Portland cement concrete (PCC) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall meet SSHBC Section 509 requirements for Class AA or Class F concrete and be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR. Each mix shall have the following minimum properties:
    a. Compressive strength of 4,000 psi in 28 calendar days for Class AA concrete or 3,000 psi in 14 days for Class F concrete
    b. Seven (7.0) bags of cementitious material per cubic yard of concrete
    c. Twenty (20.0) percent or less of flyash material substitution for cement
    d. Maximum aggregate size of 3/4"
    e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms
22. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest; or as directed by the Engineer. Cylinders shall be tested at 7, 28, and 56 day intervals; the 56 day interval need not be tested if any previous test result exceeds the design value.
23. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written directions from the City Traffic Engineer who may be reached at 505-955-6631.
24. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
25. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
26. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the P&DR staff and received written staff acceptance prior to scheduling either TV inspection of SAS ; and Storm Sewer lines or placement of roadway pavement material.
27. ASTM, ASHTO, or independent laboratory certificates of material compliance are to be provided to P&DR staff prior to bringing applicable material on site.
28. Aggregate base course material shall conform to the SSHBC's Section 304 using Gradation I.
29. Hot Mix Asphalt (HMA) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 423 using Aggregated Classification(s) called for in the project plans. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR.
30. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length excepting for HMA material in which case provide one (1) test for every 100 linear feet of laydown machine pass; or as directed by the Engineer.
31. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
32. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating mis-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
33. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
34. Interim terrain and stormwater management inspections shall be arranged for at the following events:
    a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
    b. Final stormwater management features are constructed
    c. Final site restoration measures are completed
    d. Further construction or issuance of any permit(s) shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505-955-6646.
35. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with P&DR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by P&DR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
36. All surveys to be performed under the supervision of a Professional Land Surveyor, licensed in the State of New Mexico.
37. ADA compliance: The contractor shall ensure ADA compliance for construction of ADA features and appurtenances (including, but not limited to, sidewalk & curb ramp cross slopes, ramp slopes, level landings, etc.) as detailed in the plans and in accordance with referenced standard drawings, specifications and current public right of way accessibility guidelines. The contractor is responsible for field checking slopes and dimensions of all form work for compliance prior to installation of concrete. The City reserves the right to inspect any ADA features and appurtenances at any time before final completion of the project and to have the contractor remove, replace, and/or correct any work at his cost that is not in compliance, as determined by the project manager.

ADDITIONAL CONSTRUCTION NOTES

1. The contractor's surveyor shall coordinate with Rick Chatroop, (505) 470-0037. The contractor's surveyor shall verify proposed grades, Invert elevations, Flow lines, Alignments, Property lines, Right of Way, Setbacks, and topography PRIOR to construction. Any deviations shall be reported to the engineer.
2. The contractor shall maintain existing fencing, or build new fencing to ensure that the site is secure at all times.
3. It is solely the contractor's responsibility to meet OSHA requirements and to maintain a safe working condition.
4. Santa Fe Engineering Consultants, LLC. waives any and all responsibility and is not liable for problems which arise from failure to follow these plans, Specifications and the design intent they convey or for problems which arise from failure to obtain and/or follow SFEC guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts.
5. Television inspection to be provided by private contractor, not the City.
6. Pot holing, construction water, T.V. inspections, flushing and cleaning of sanitary sewer lines or storm sewers are incidental to the work and no separate payment will be made.
7. The existing utility locations shown on these plans have been compiled from multiple sources, including utility locates, and field surveys. It is the contractor's responsibility to verify and pothole any potential utility conflicts. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
8. The contractor shall maintain an up to date set of as-built plans for the project. These plans shall be kept current, within two weeks, at all times and shall be subject to review by the project manager throughout the project and will be reviewed by the project manager for accuracy and completeness at least once every 30 days. Upon 50% completion of the project, the contractor shall submit progress as-built plans to the project manager for review. The final as-built plans bearing the signed seal and certification of the contractor's surveyor shall be submitted to the project manager prior to any final payment. This work is considered incidental to completion of the project and no measurement or payment shall be made.

REVISIONS	DATE	ENGINEERS SEAL
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◁		
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CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

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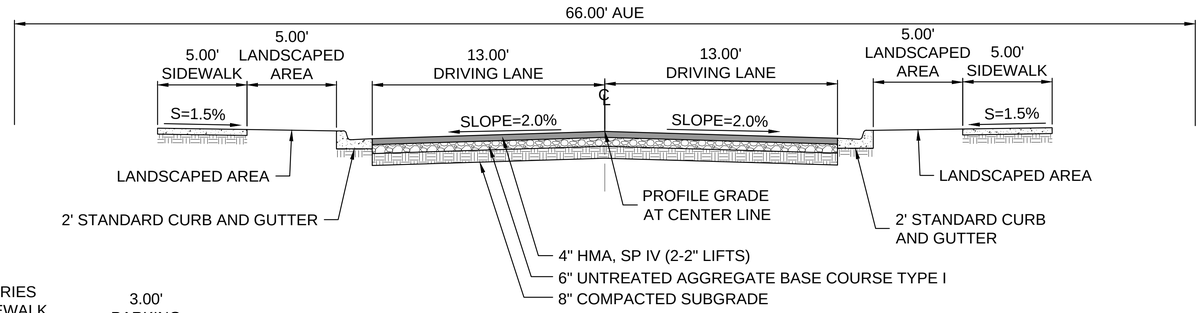
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

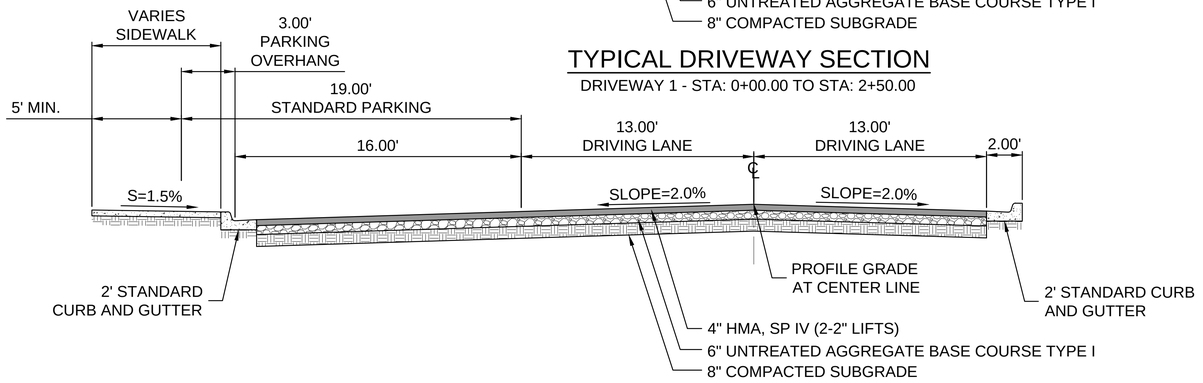
GENERAL NOTES

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	C-200



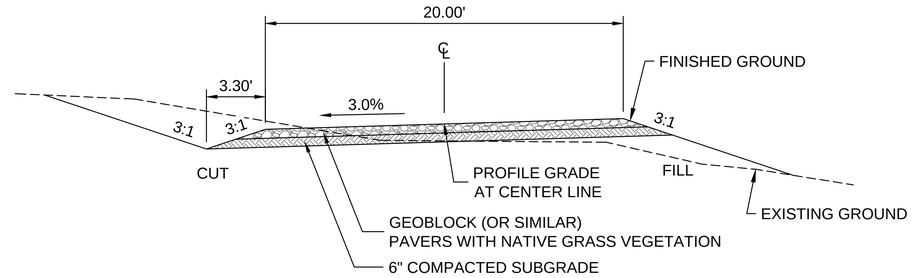
TYPICAL DRIVEWAY SECTION

DRIVEWAY 1 - STA: 0+00.00 TO STA: 2+50.00

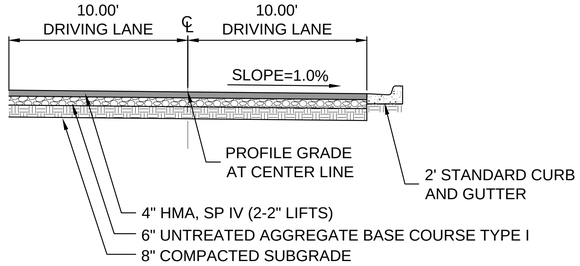


TYPICAL DRIVEWAY SECTION

DRIVEWAY 1 - STA: 2+50.00 TO STA: 6+35.31

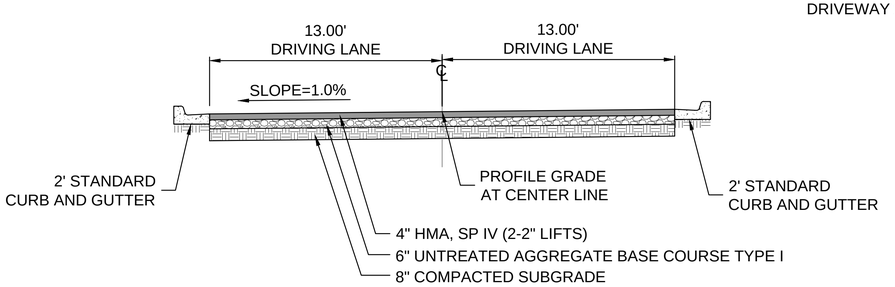


TYPICAL FIRE ACCESS ROAD SECTION



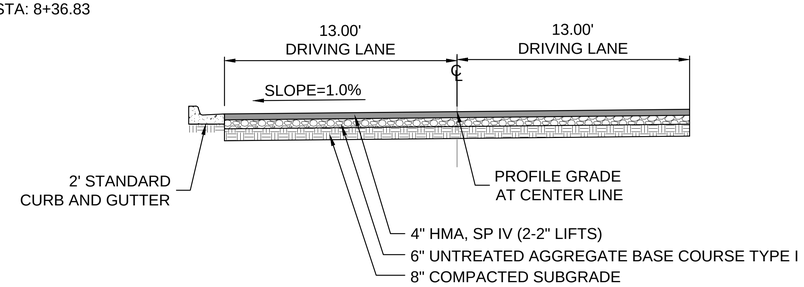
TYPICAL DRIVEWAY SECTION

DRIVEWAY 1 - STA: 6+35.31 TO STA: 8+36.83



TYPICAL DRIVEWAY SECTION

DRIVEWAY 2 - STA: -0+50.00 TO STA: 0+00.00



TYPICAL DRIVEWAY SECTION

DRIVEWAY 2 - STA: 0+00.00 TO STA: 1+70.04

NOTE:
SURFACING THICKNESSES ARE BASED UPON REPORT ENTITLED "GEOTECHNICAL ENGINEERING SERVICES , JOB NO. 1-90216 , SKILLED NURSING FACILITY, SANTA FE, NEW MEXICO", PREPARED BY GEO-TEST, INC., DATED MARCH 27, 2019

REVISIONS	DATE	ENGINEERS SEAL
◁ ◁ ◁ ◁ ◁ ◁ ◁ ◁		

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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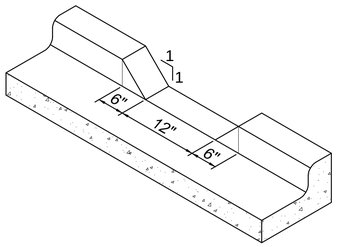
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

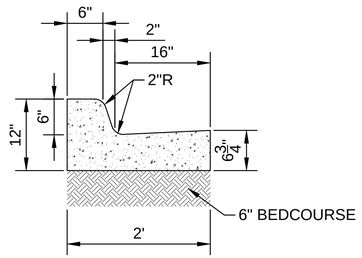
TYPICAL SECTIONS

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	C-201

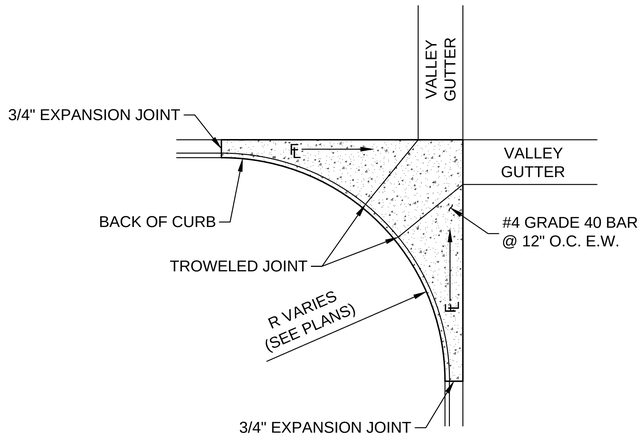
LOCATE CURB CUTS AS SHOWN ON PLANS.
GRADE SWALES TO DRAIN.
SEE LANDSCAPE AND GRADING PLANS.



CURB CUT DETAIL

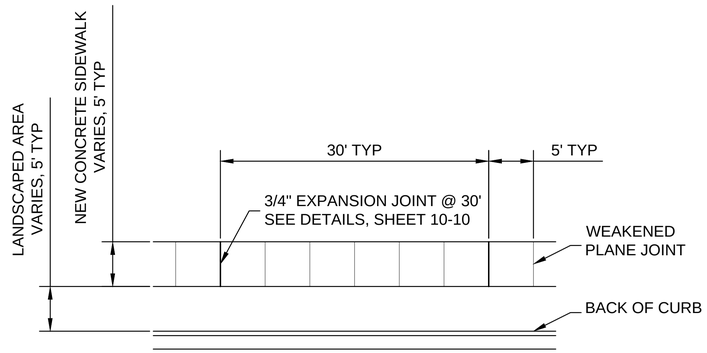


STANDARD 2' CURB AND GUTTER

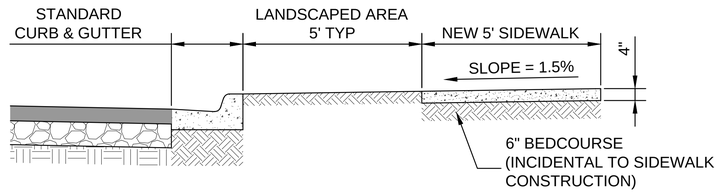


NOTES:
1. POUR FILLETS MONOLITHICALLY
2. PROVIDE A REINFORCING CONTINUATION BETWEEN FILLETS AND VALLEY GUTTERS WITH A 30" REBAR LAP BETWEEN FILLETS AND VALLEY GUTTERS BEING CAST WITHIN 30 CALENDAR DAYS.

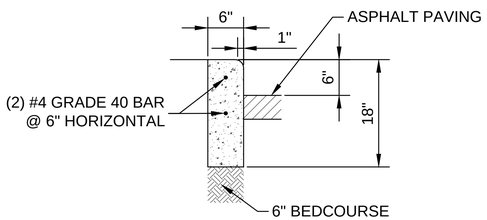
FILLET CURB RETURN



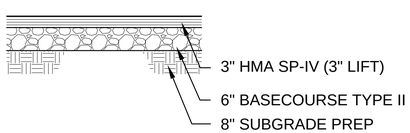
TYPICAL SIDEWALK PLAN



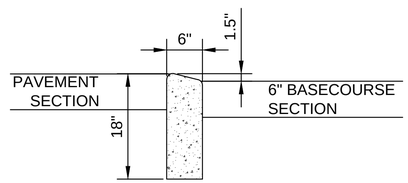
TYPICAL SIDEWALK SECTION



6" STAND-UP CURB



TYPICAL PAVING SECTION - LIGHT DUTY (PARKING)



HEADER CURB

NOTE:
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DEVELOPMENT PLAN SUBMITTAL
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AT 2981 GALISTEO ROAD

TYPICAL DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	C-202

ENGINEERS SEAL
DATE
REVISIONS

ADA COMPLIANCE GENERAL NOTES

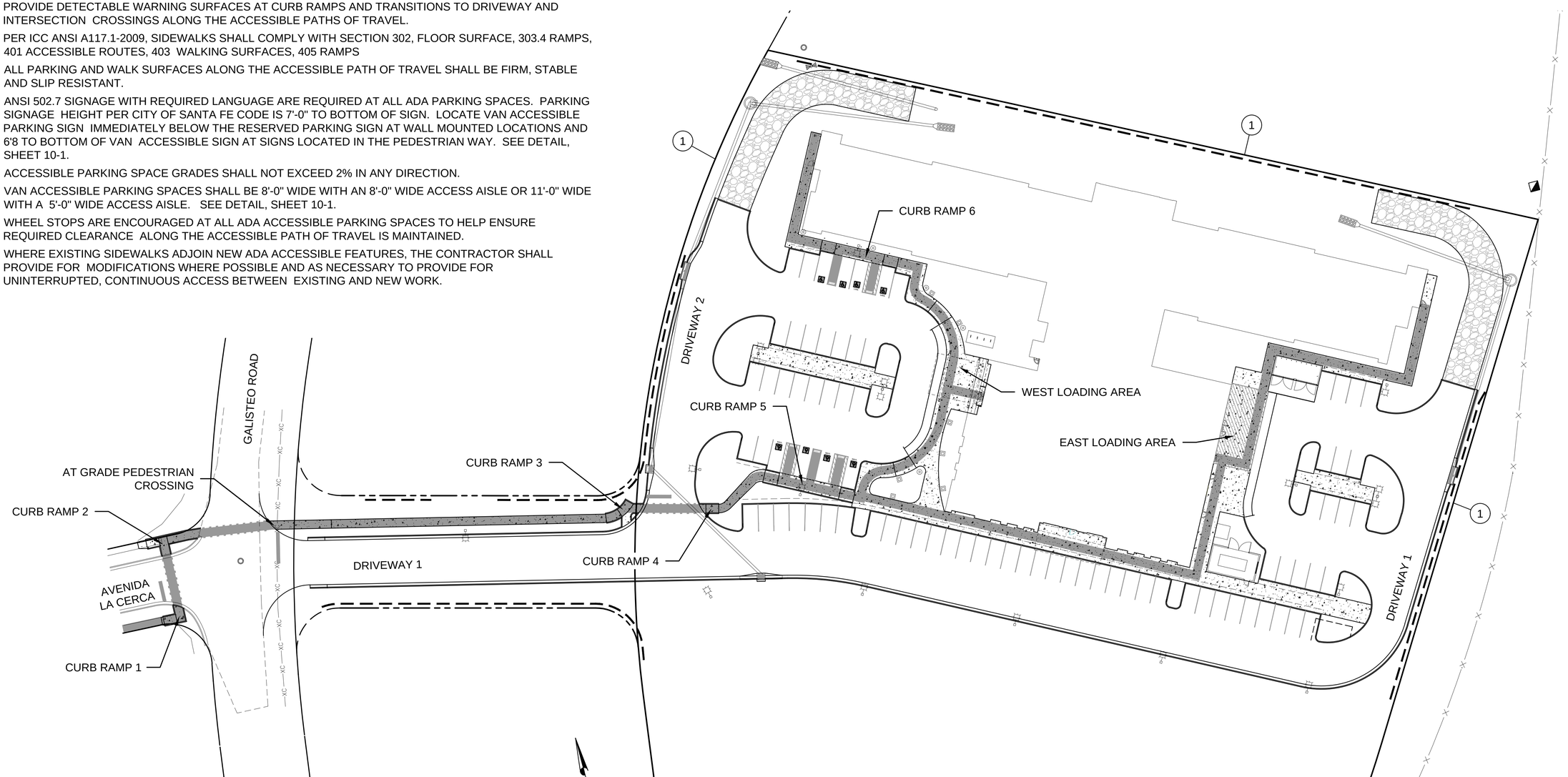
1. THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF REQUIRED ADA ACCESSIBLE FEATURES AND APPURTENANCES, AND AS DETAILED IN THE APPROVED CONSTRUCTION PERMIT DOCUMENTS.
2. ALL CONSTRUCTION WORK SHALL COMPLY WITH, IN ORDER OF PRECEDENCE: SANTA FE CITY CODE, GOVERNOR'S COMMISSION ON DISABILITY (GCD), ICC ANSI A117.1-2009, CHAPTERS 1-5 AND CHAPTER 7, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION), AND AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS.
3. CURB RAMPS SHALL FOLLOW NMDOT PEDESTRIAN ACCESS ROUTE DETAILS (SERIAL 608) WITH REQUIRED TURNING SPACE AND 7% RUNNING SLOPES TYPICAL AND 8.3% MAXIMUM. CURB RAMP LANDING TYPICAL SLOPE IS 1% AND SHALL NOT EXCEED 2% RUNNING AND CROSS SLOPE.
4. SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 5% WITHOUT HANDRAIL(S). CROSS SLOPES SHALL NOT EXCEED 2%.
5. PROVIDE DETECTABLE WARNING SURFACES AT CURB RAMPS AND TRANSITIONS TO DRIVEWAY AND INTERSECTION CROSSINGS ALONG THE ACCESSIBLE PATHS OF TRAVEL.
6. PER ICC ANSI A117.1-2009, SIDEWALKS SHALL COMPLY WITH SECTION 302, FLOOR SURFACE, 303.4 RAMPS, 401 ACCESSIBLE ROUTES, 403 WALKING SURFACES, 405 RAMPS
7. ALL PARKING AND WALK SURFACES ALONG THE ACCESSIBLE PATH OF TRAVEL SHALL BE FIRM, STABLE AND SLIP RESISTANT.
8. ANSI 502.7 SIGNAGE WITH REQUIRED LANGUAGE ARE REQUIRED AT ALL ADA PARKING SPACES. PARKING SIGNAGE HEIGHT PER CITY OF SANTA FE CODE IS 7'-0" TO BOTTOM OF SIGN. LOCATE VAN ACCESSIBLE PARKING SIGN IMMEDIATELY BELOW THE RESERVED PARKING SIGN AT WALL MOUNTED LOCATIONS AND 6'8 TO BOTTOM OF VAN ACCESSIBLE SIGN AT SIGNS LOCATED IN THE PEDESTRIAN WAY. SEE DETAIL, SHEET 10-1.
9. ACCESSIBLE PARKING SPACE GRADES SHALL NOT EXCEED 2% IN ANY DIRECTION.
10. VAN ACCESSIBLE PARKING SPACES SHALL BE 8'-0" WIDE WITH AN 8'-0" WIDE ACCESS AISLE OR 11'-0" WIDE WITH A 5'-0" WIDE ACCESS AISLE. SEE DETAIL, SHEET 10-1.
11. WHEEL STOPS ARE ENCOURAGED AT ALL ADA ACCESSIBLE PARKING SPACES TO HELP ENSURE REQUIRED CLEARANCE ALONG THE ACCESSIBLE PATH OF TRAVEL IS MAINTAINED.
12. WHERE EXISTING SIDEWALKS ADJOIN NEW ADA ACCESSIBLE FEATURES, THE CONTRACTOR SHALL PROVIDE FOR MODIFICATIONS WHERE POSSIBLE AND AS NECESSARY TO PROVIDE FOR UNINTERRUPTED, CONTINUOUS ACCESS BETWEEN EXISTING AND NEW WORK.

NOTE:
ALL CEMENT EXPANSION JOINTS SHALL BE SEALED, MEETING NMDOT SERIES 608.2.2.1-608.3.5.2.

(FILL THE EXPANSION JOINTS WITH PRE-MOLDED EXPANSION JOINT FILLER. ALSO, FILL SEALED EXPANSION JOINTS WITH A BACKER ROD AND SILICONE JOINT SEALANT AT THE SPECIFIED INTERVALS)

NOTE:
SEE C-400 SERIES FOR SIDEWALK GRADING.

SEE SHEETS C-204 & C-205 FOR CURB RAMP AND LOADING AREA DETAILS



LEGEND

ADA ACCESSIBLE ROUTE

KEYED NOTES

(1) PROPERTY LINE

N

0 15 30 60

SCALE: 1" = 30'

ADA ACCESS PLAN

SCALE: 1" = 30'

CASE # 2024-7999
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DEVELOPMENT PLAN SUBMITTAL
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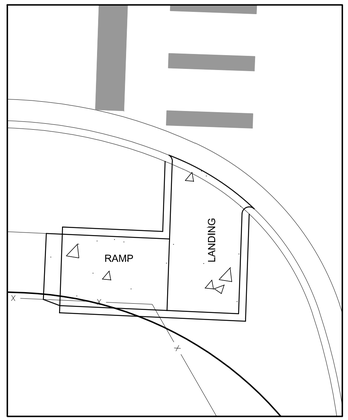
AT 2981 GALISTEO ROAD

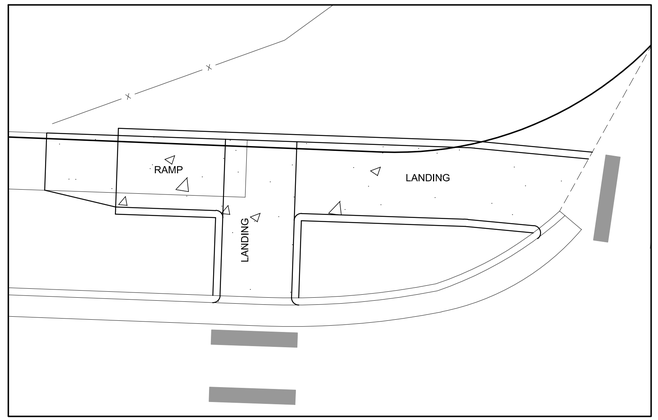
ADA ACCESS PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-203

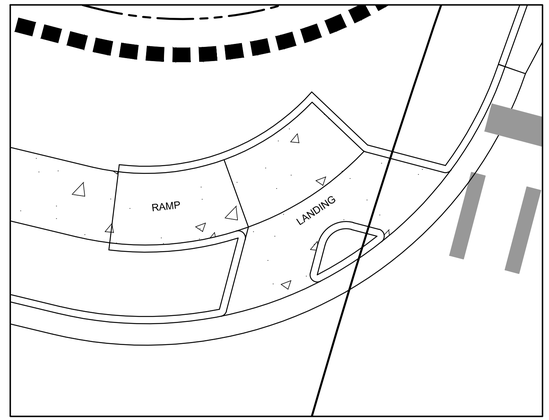
REVISIONS	DATE	ENGINEERS SEAL



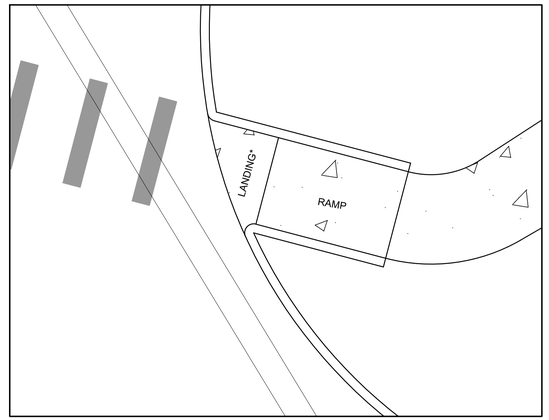
CURB RAMP 1
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905



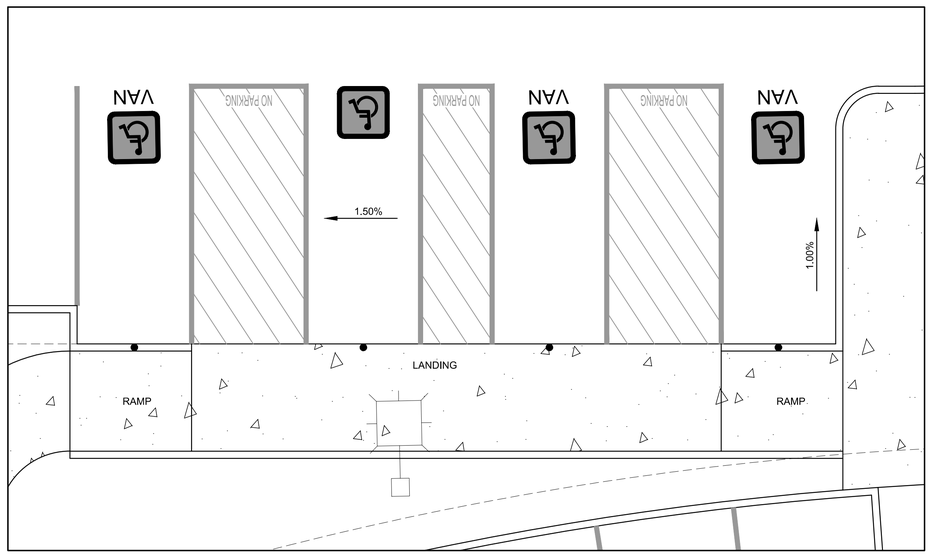
CURB RAMP 2
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905



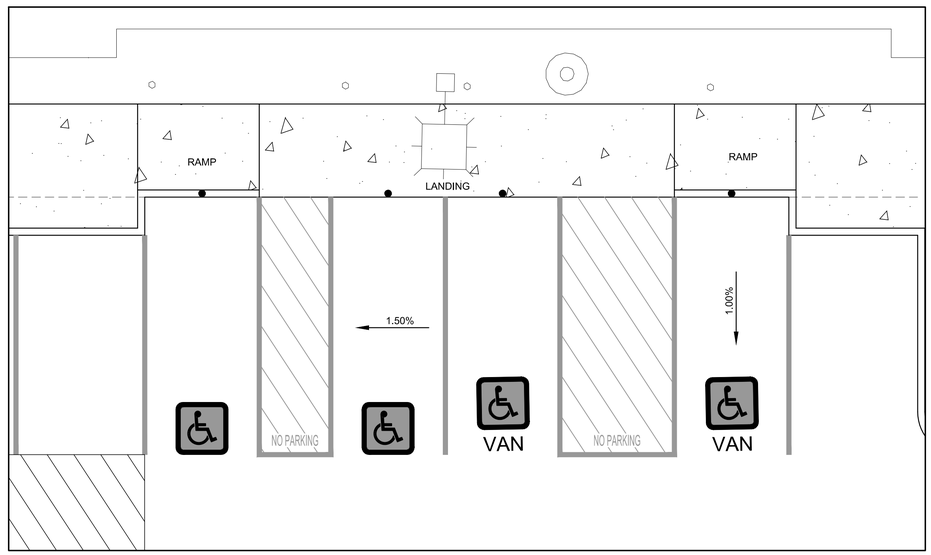
CURB RAMP 3
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905



CURB RAMP 4
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905
*NOTE:
ACCESSIBLE GRADES AT ASPHALT
CONSIDERED PART OF LANDING



CURB RAMP 5
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905



CURB RAMP 6
SCALE: 1" = 5'
PARALLEL CURB RAMP
SEE SHEET C-905

CASE # 2024-7999
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DEVELOPMENT PLAN SUBMITTAL
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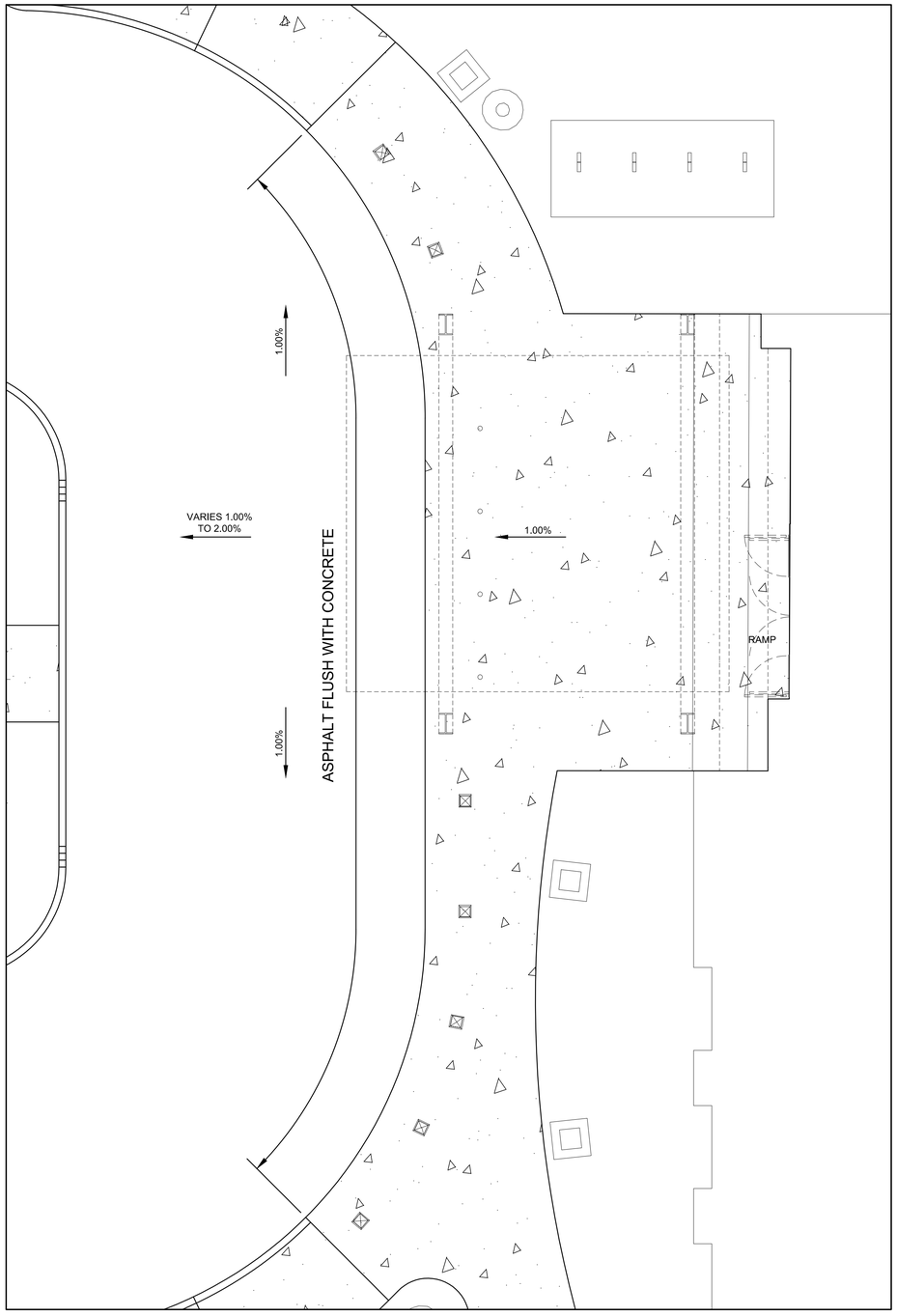
AT 2981 GALISTEO ROAD

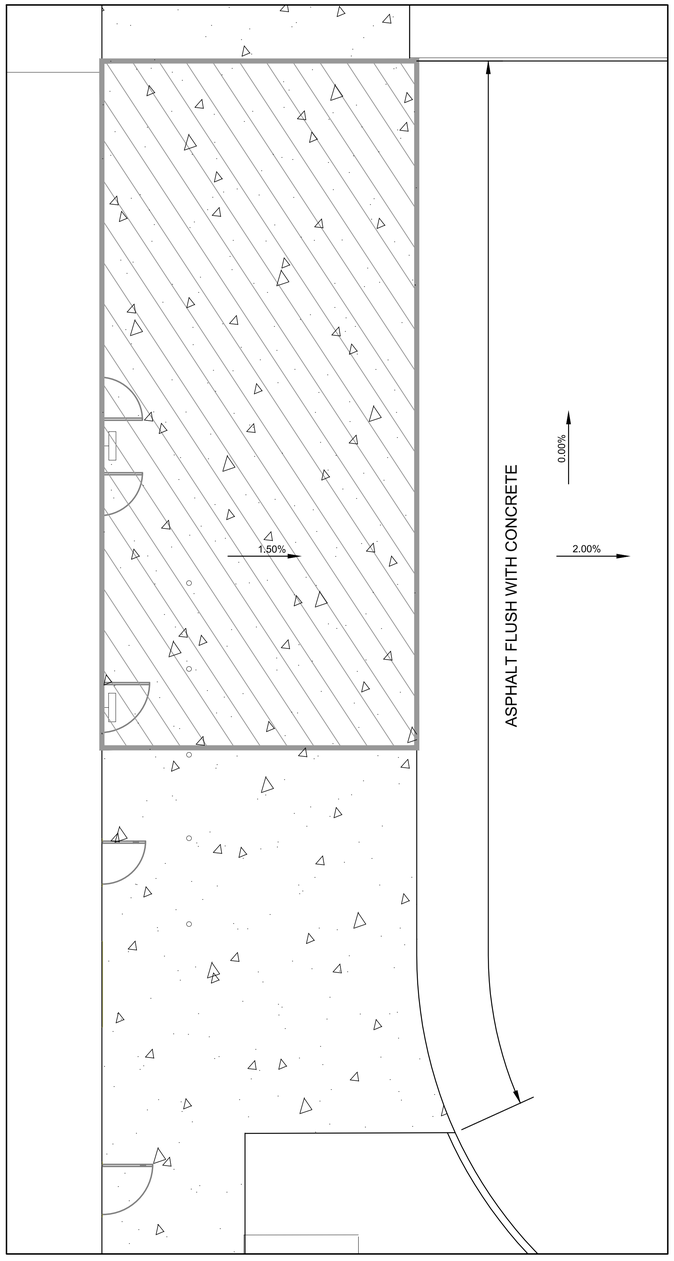
ADA RAMP DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 4'	C-204

REVISIONS	DATE	ENGINEERS SEAL



WEST LOADING AREA
SCALE: 1" = 5'



EAST LOADING AREA
SCALE: 1" = 5'

CASE # 2024-7999
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ADA RAMP DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 4'	C-205

ENGINEERS SEAL
DATE
REVISIONS

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS.
5. ALL MODIFICATIONS TO THE SANITARY SEWER PLANS MUST BE REVIEWED AND APPROVED BY THE CITY'S WASTEWATER MANAGEMENT DIVISION PRIOR TO CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTION.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM 8 INCH DIAMETER WITH A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V.TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED AND MANHOLE COLLARS ARE RAISED TO GRADE.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE A CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE. THE WWMD MAY REQUIRE A WIRE CONTINUITY TEST PRIOR TO PAVING.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 955-4651 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES. THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON THIS INSPECTION. ADDITIONAL BANK PROTECTION MAY BE REQUIRED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SITE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER. IT IS SUGGESTED THAT THE OWNER/ DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AT POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (DOUGLAS FLORES AT TELEPHONE # 955-4613) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A NEW SERVICE CONNECTION BEING PLACED AS WELL AS TAPED AFTER THE SERVICES HAVE BEEN COMPLETED. THIS IS TO ENSURE THAT THE EXISTING SANITARY SEWER LINE IS NOT DAMAGED AND THE NEW SERVICE IS INSTALLED CORRECTLY.
24. ALL COSTS ASSOCIATED WITH THE OPERATION, MAINTENANCE AND REPLACEMENT OF GRINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILITY OF THE LOT OWNER AND/OR OWNERS ASSOCIATION. FOR GRINDER PUMPS THAT CONNECT TO A PRESSURE SEWER MAIN, THE GRINDER PUMP WILL BE A MODEL MANUFACTURED BY ENVIRONMENT-ONE OR A TYPE APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION. FOR GRINDER PUMPS THAT CONNECT TO A GRAVITY MAIN, THE GRINDER PUMP SHALL BE OF A TYPE APPROVED BY THE CITY OF SANTA FE PLUMBING CODE.
25. A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN THE SEWER LINE AND ANY STORM DRAIN PIPING.
26. ALL PRESSURE SEWER SYSTEMS SHALL BE AIR OR HYDROSTATICALLY PRESSURE TESTED @ 120 PSI FOR 2 HOURS MINIMUM. THE TEST IS TO BE WITNESSED AND CERTIFIED BY THE PROJECT ENGINEER. PRIOR TO BEING PUT INTO SERVICE AND ACCEPTANCE BY THE CITY OF SANTA FE, ALL PRESSURE SEWER SYSTEM MAIN LINES WILL BE FILLED WITH WATER.
27. NO PUBLIC PRESSURE SEWER SYSTEM PIPING MAY BE INSTALLED IN A COMMON TRENCH WITH OTHER UTILITIES.
28. SEWER BACKFLOW CHECK VALVES WILL BE REQUIRED FOR ALL SEWER SERVICE LATERAL CONNECTIONS TO SEWER MAINS 12 INCHES OR GREATER IN DIAMETER. THE SEWER SERVICE CONNECTION MUST BE MADE AT AN EXISTING OR NEW MANHOLE. SEWER SERVICE CONNECTIONS TO SEWER MAINS WITH PIPE SIZE DIAMETER OF 12 INCHES AND GREATER WILL NOT BE MADE WITHOUT APPROVAL FROM THE WASTEWATER MANAGEMENT DIVISION.
29. SEWER BACKWATER CHECK VALVES SHALL BE REQUIRED ON PRIVATE SEWER SERVICE LATERALS PER THE CITY OF SANTA FE PLUMBING CODE.
30. ALL PVC SEWER PIPES SHALL BE SDR 26 PVC PIPE.
31. ALL AS-BUILT SEWER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED BY A LICENSED SURVEYOR OR ENGINEER. AS-BUILT DATA SUPPLIED BY OTHER THAN A LICENSED SURVEYOR OR ENGINEER SHALL NOT BE VALID FOR FINAL AS-BUILTS.
32. ALL EXISTING AND NEW PUBLIC MANHOLES WITHIN A PROJECT SHALL HAVE ACCESS FOR CITY SEWER MAINTENANCE EQUIPMENT. ALL ACCESS IS SUBJECT TO FIELD VERIFICATION AND MODIFICATION AS REQUIRED BY THE WASTEWATER DIVISION PRIOR TO FINAL PROJECT CLOSE OUT WITH THE CITY OF SANTA FE.
33. ALL SEWER LINE CROSSINGS OF RIVERS, STREAMS, ARROYOS, DRAINAGE CHANNELS, ETC. SHALL REQUIRE A BASIS OF DESIGN ANALYSIS PREPARED BY A LICENSED ENGINEER.
34. AN APPROVED BACKFLOW VALVE AND ISOLATION VALVE ARE REQUIRED ON ALL LOW PRESSURE SEWER SERVICE LINES AS PER THE CITY OF SANTA FE STANDARD SEWER SPECIFICATIONS.
35. TERMINAL FLUSHING CONNECTIONS AND IN-LINE FLUSHING CONNECTIONS ARE REQUIRED ON ALL LOW PRESSURE SEWER SYSTEMS. THE MAXIMUM SPACING BETWEEN IN-LINE FLUSHING CONNECTIONS SHALL BE 500 FEET. DISTANCES GREATER THE 500 FEET BETWEEN LOW PRESSURE SEWER IN-LINE FLUSHING CONNECTIONS SHALL BE APPROVED BY THE WASTEWATER DIVISION.
36. ALL SANITARY SEWER MANHOLES FIFTEEN (15) FEET IN DEPTH OR GREATER SHALL BE SIX (6) FOOT DIAMETER.
37. PVC SEWER PIPE SHALL BE RUN CONTINUOUS THROUGH MANHOLES WHEN PIPE OF APPROXIMATE EQUAL SLOPES ARE ENTERING AND LEAVING THE MANHOLES.
38. ALL NEW CONNECTIONS TO AN EXISTING SANITARY SEWER MANHOLE SHALL INCLUDE THE REHABILITATION REQUIRED TO MEET CITY OF SANTA FE WASTEWATER DIVISION STANDARD CONSTRUCTION DETAILS.

JOINT TRENCH NOTES:

1. Compaction in city or state right-of-ways shall meet or exceed minimum specified requirements.
2. Shading and bedding materials to be type IV. Class 1 for direct buried cable and Type IV, Class 2 for cable in conduit. Type III material is suitable for either type of installation. Refer to DS-10-12.4 for fill material requirements.
3. If trench-run material meets back fill material type requirements, 3" bedding may be omitted provided the trench bottom is smooth, flat and without surface irregularities.
4. Maximum change in the trench bottom elevation shall not exceed 2" over a 10' length.
5. Spoil pile shall be placed on the field side a minimum of 2" from the trench edge.
6. Latest OSHA trench safety requirements shall be strictly observed.
7. Warning tape shall be placed a minimum of 12" above gas line.
8. When bringing cables to pedestals, 12" separation must be maintained from the gas line.
9. PNM owned or maintained street lights may be installed in trench, next to electric cable.
10. Private area lighting or private streetlight circuits must maintain 12" separation from all other joint occupants..
11. Gas service must be 12" away from where it will pass equipment or pedestals.
12. All parties agree that 12" separation between electric and communication may not be met when transitioning up to transformers and or pedestals.
13. Typical subdivision where property line is 9' from back of curb and 10' Public Utility Easements (PUE).
14. Depth of gas measured from final grade.

REFERENCES

1. NESC rule 352, 353, 354

WASTEWATER NOTES:
WASTEWATER UEC CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

SANITARY SEWER NOTE:
NO FENCES, WALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS

STREET LIGHTING NOTE:
PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

GENERAL NOTES:
GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.

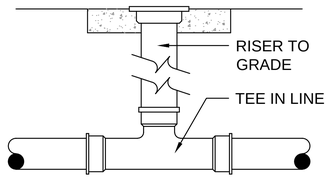
WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER COMPANY.

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.

UTILITY CONTACT INFORMATION

COMPANY	CONTACT	PHONE NUMBER
PNM	ERIC WINKLER	(505) 473-3221
LUMEN	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 438-1930
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	JOHN DELMAR	(505) 955-4231
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND	(505) 955-4637

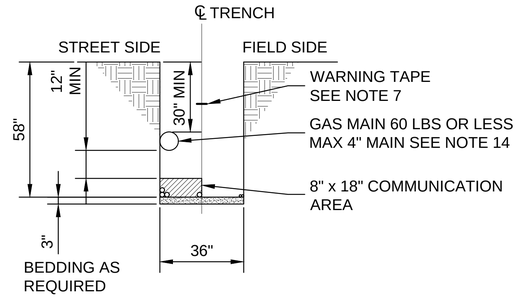


INDUSTRIAL PRE-TREATMENT SAMPLING PORT

NOTES:

IPSP REQUIRED AT ALL SANITARY SEWER SERVICE CONNECTIONS TO BUILDING

LOCATE SAMPLINE POINT OUT OF TRAFFIC



TYPICAL JOINT TRENCH DETAIL

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

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ENGINEERS SEAL

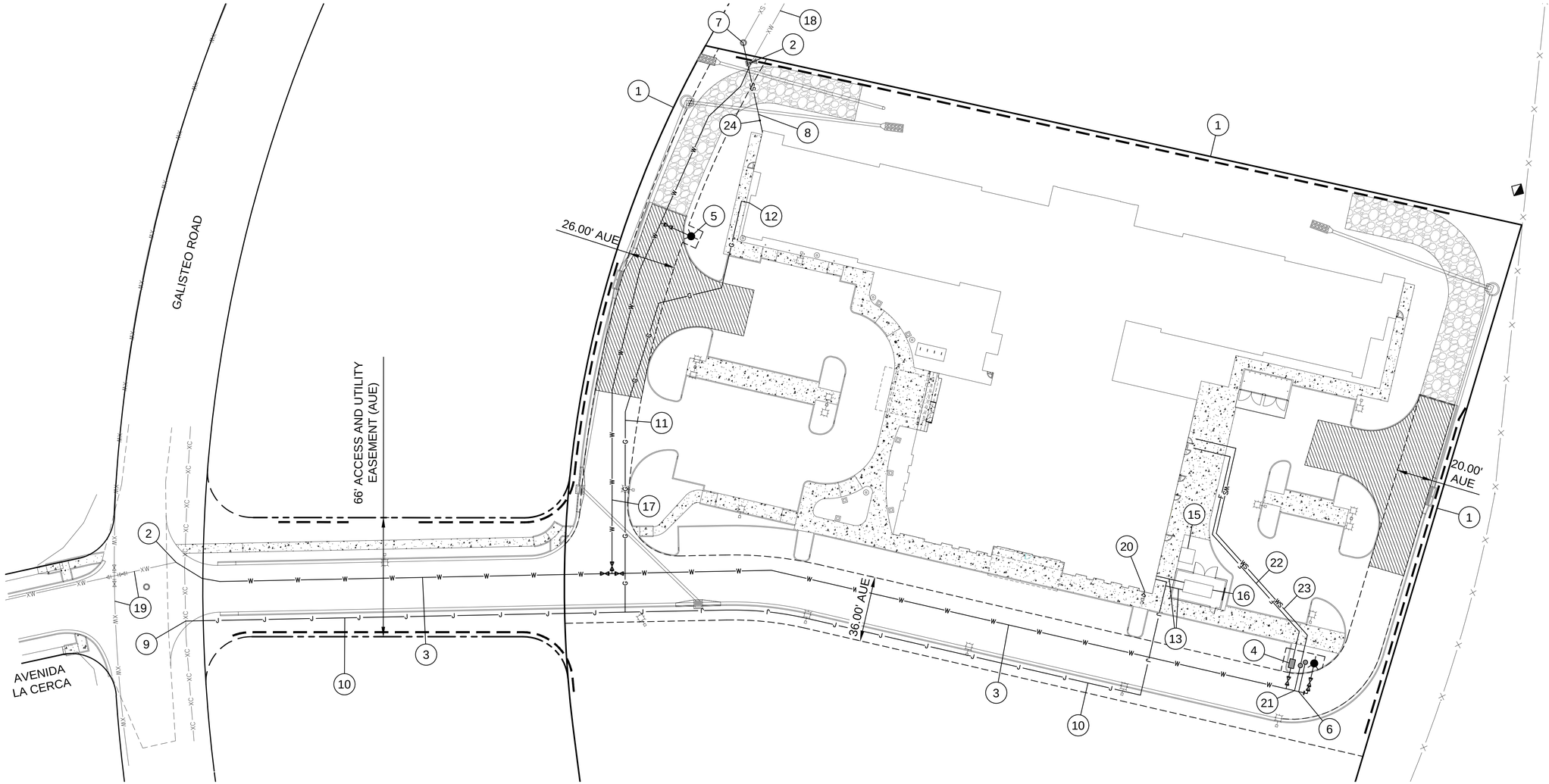
DATE

REVISIONS

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

UTILITY NOTES AND DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	C-300



SHEET KEYNOTES

1. PROPERTY LINE
2. TIE TO EXISTING WATER LINE
3. PROPOSED PUBLIC 10" DI WATER LINE
4. PROPOSED HOTBOX
5. PROPOSED FIRE HYDRANT
6. PROPOSED IRRIGATION
7. TIE TO EXISTING SANITARY SEWER MANHOLE (CORE DRILL)
8. PROPOSED PRIVATE 8" SCH 40 PVC SANITARY SEWER SERVICE
9. TIE TO EXISTING JOINT UTILITY TRENCH
10. PROPOSED JOINT UTILITY TRENCH (ELECTRIC, CABLE, GAS, TELE)
11. PROPOSED GAS LINE
12. PROPOSED GAS METER
13. PROPOSED ELECTRIC LINE
14. PROPOSED ELECTRIC METER
15. PROPOSED TRANSFORMER
16. PROPOSED GENERATOR
17. PROPOSED PUBLIC 8" DI WATER LINE
18. EXISTING 8" WATER LINE
19. EXISTING 12" WATER LINE
20. PROPOSED FIRE DEPARTMENT CONNECTION
21. PROPOSED WATER METER
22. PROPOSED 6" FIRE SERVICE
23. PROPOSED 2" WATER SERVICE
24. INSTALL IPSP, SEE SHEET C-300

LEGEND

EXISTING UTILITIES

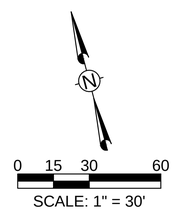
- EXISTING 8" SANITARY SEWER LINE
- EXISTING WATER LINE (SIZE AS LABELED)
- EXISTING SANITARY SEWER MANHOLE

PROPOSED UTILITIES

- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED JOINT UTILITY TRENCH
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED HOT BOX

MASTER UTILITY PLAN

SCALE: 1" = 30'



CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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FIRE		
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DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

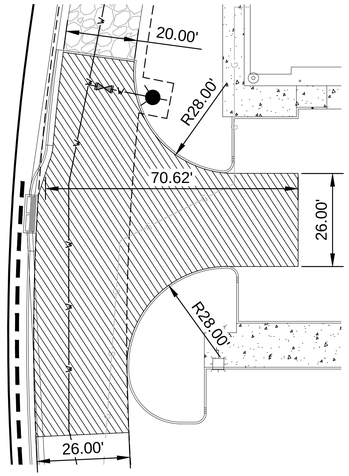
MASTER UTILITY PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-301

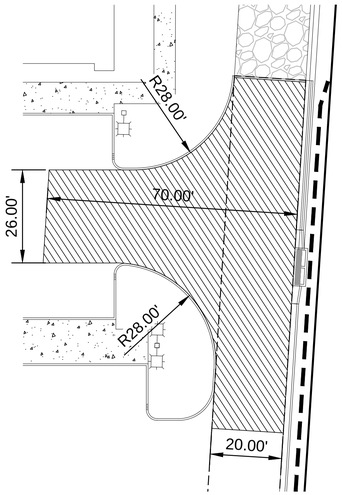
ENGINEERS SEAL

DATE

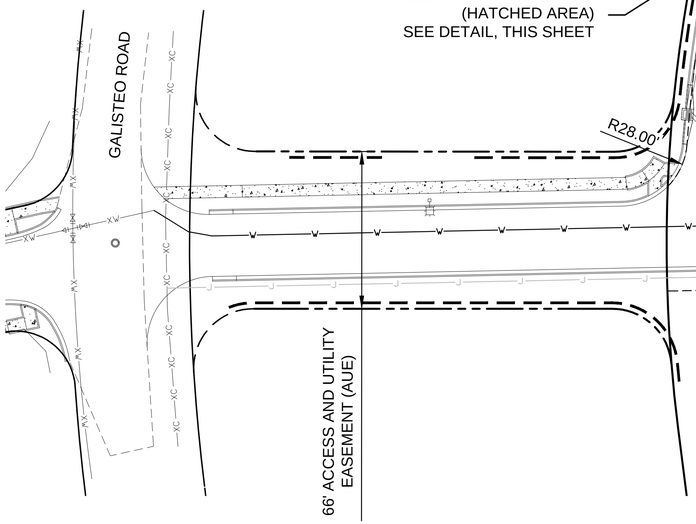
REVISIONS

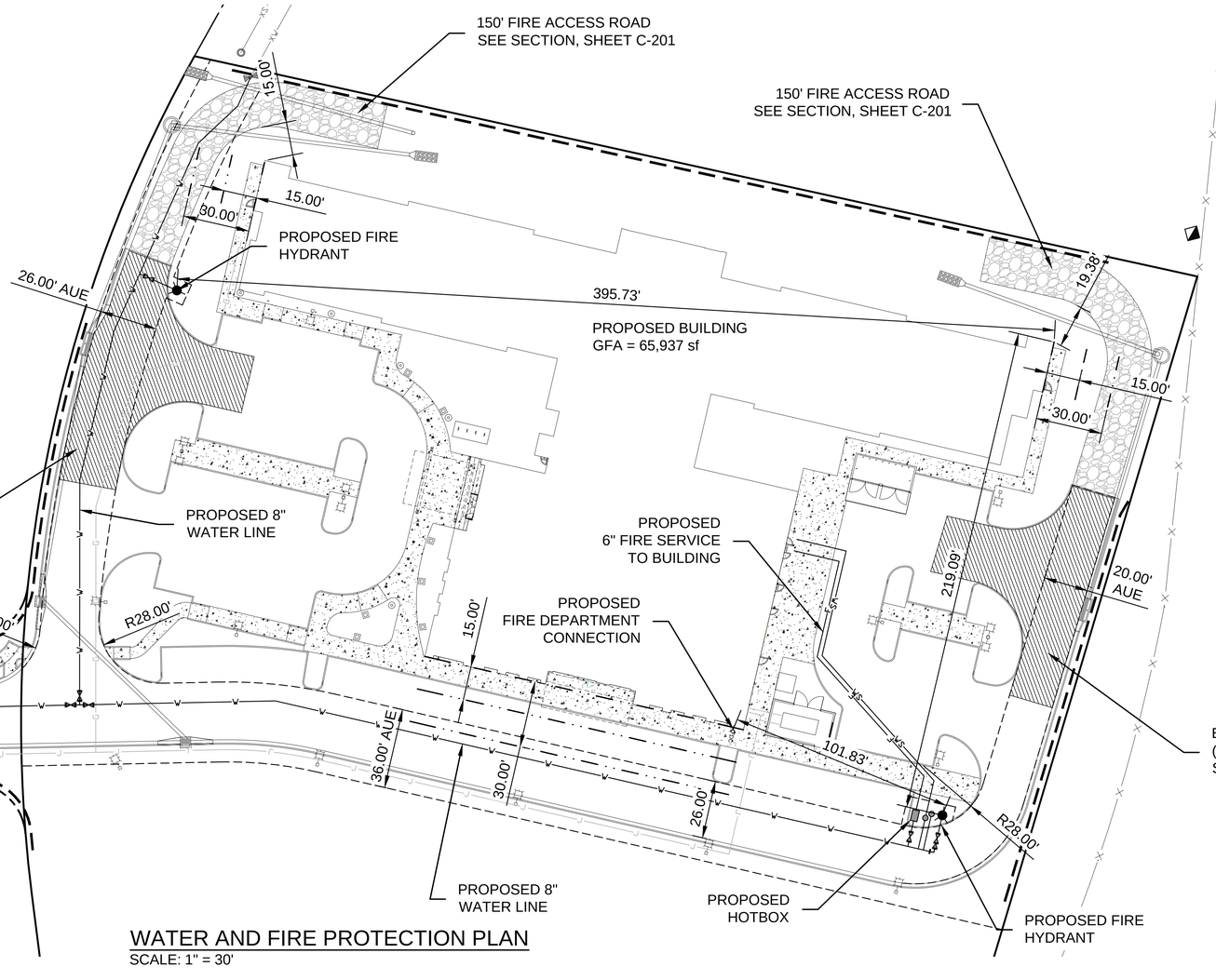


WEST FIRE TURNAROUND DETAIL
SCALE: 1" = 20'



EAST FIRE TURNAROUND DETAIL
SCALE: 1" = 20'





WATER AND FIRE PROTECTION PLAN
SCALE: 1" = 30'

GOVERNING CODES - CITY OF SANTA FE and NEW MEXICO STATE FIRE MARSHALL OFFICE (NMSFM)

2021 INTERNATIONAL BUILDING CODE (as amended by State of New Mexico(NM))
2021 INTERNATIONAL MECHANICAL CODE (as amended by NM)
2021 UNIFORM PLUMBING CODE (as amended by NM & City of Santa Fe)
2021 INTERNATIONAL ENERGY CONSERVATION CODE (as amended by NM)
2021 INTERNATIONAL FUEL GAS CODE (as amended by State of NM)
2020 NATIONAL ELECTRICAL CODE (as amended by State of NM)
2015 INTERNATIONAL FIRE CODE (as amended by City of Santa Fe)
2017 ICC A117.1-2017 ACCESSIBILE AND USABLE BUILDINGS AND FACILITIES
NEW MEXICO ADMINISTRATIVE CODE

GOVERNING CODES - NEW MEXICO DEPARTMENT OF HEALTH, PROGRAM OPERATIONS BUREAU

NEW MEXICO ADMINISTRATIVE CODE
2012 NFPA 101 LIFE SAFETY CODE
2012 NFPA 99 HEALTH CARE FACILITIES CODE
NFPA 90A
HEATING, VENTILATIING AND AIR-CONDITIONING GUIDE OF THE AMERICAN SOCIETY OF HEATING, REFIRGERATION, AND AIR-CONDITIONING ENGINEERS (ASHRAE)
NFPA 70 NATIONAL ELECTRIC CODE
LIGHTING HANDBOOK OF THE ILLUMINATING ENGINEERING SOCIETY (IES) OF NORTH AMERICA
AMERICAN WITH DISABILITIES ACT (ADA) OF 2004
NFPA 220 STANDARD ON TYPES OF BUILDING CONSTRUCTION
NFPA 255 STANDARD METHOD OF TEST OF SURCACE BURNING CHARACTERISTICS OF BUILDING MATERIALS
NFPA 258 RECOMMENDED PRACTICE FOR DETERMINING SMOKE GENERATION OF SOLID MATERIALS

OTHER REFERENCE GUIDES

NMDH | POB DOES NOT REQUIRE NURSING HOMES BE GOVEREND BY FGI GUIDELINES. DESIGN TEAM IS TO DESIGN PROJECT TO MEET REQUIREMENTS OF 2022 FGI GUIDELINES CHAPTER 3.1 SPECIFIC REQUIREMENTS FOR NURSING HOMES

OCCUPANCY

GROUP I-2 CONDITION 1, INTERIM HEALTH CARE FACILITY (IBC 308.3)

CONSTRUCTION TYPE

TYPE IIA (IBC Section 503)
TYPE II(111) (NFPA TABLES A.8.2.1.2, 18.1.6.1 & Chp 18)

GENERAL BUILDING HEIGHTS AND AREAS

Allowable area (IBC Table 506.2)
(Building is fully sprinkled, sprinkler and frontage increase applied to building area, stories and height per IBC Tables 504.3, 504.4 and 506.3.3 and Sections 506.2 & 506.3)

BUILDING AREA PER STORY: 45,000 + (15,000 x 0.75) = 56,250 SF
BUILDING STORIES: 2 STORIES + 1 STORY = 3 STORIES
BUILDING HEIGHT: 65' + 20' = 85'
Actual Area
BUILDING AREA:
LEVEL 1 - 37,485 SF + 2,042 SF (canopies/ overhangs) = 39,527 SF
LEVEL 2 - 28,809 SF + 602 SF (canopies/ overhangs) = 29,411 SF
TOTAL BUILDING - 68,938 SF
BUILDING STORIES: 2 STORIES
BUILDING HEIGHT: 33' (TOP OF PARAPET)

FIRE PROTECTION SYSTEM

Automatic Sprinkler System - NFPA 13 Fully Sprinklered

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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TRAFFIC DIV.		
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0 10 20 40
SCALE: 1" = 20'

0 15 30 60
SCALE: 1" = 30'

ENGINEERS SEAL
DATE
REVISIONS

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

WATER AND FIRE PROTECTION PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	AS NOTED	C-302

GRADING NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTOR'S STAGING AREAS SHALL BE IDENTIFIED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE LIMITS OF CONSTRUCTION SHALL BE CLEARLY DELINEATED AND SHALL BE THE MINIMUM REQUIRED TO MAINTAIN ALL WORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S.H.A. REGULATIONS.
2. CONTRACTOR IS REQUIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION.
3. GRADING SETBACKS TO EXTERIOR PROPERTY LINES ARE AS FOLLOWS:
   TOP OF VERTICAL SLOPE = ONE FIFTH THE VERTICAL HEIGHT OF CUT WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
   TOE OF FILL SLOPE = ONE HALF THE HEIGHT OF THE SLOPE WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 15 FEET.
4. THE SURVEYOR SHALL VERIFY SETBACKS, TIE-IN ELEVATIONS, AND TOPOGRAPHY WHEN STAKING PROJECT.
5. UNSUITABLE MATERIAL FROM SITE GRADING AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL.
6. ALL DISTURBED AREAS SHALL BE REVEGETATED AND COORDINATED WITH THE LANDSCAPING PLAN.
7. ALL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF THE N.M.D.O.T. OR SITE SPECIFIC GEOTECHNICAL SPECIFICATIONS. THE FILL SHALL BE COMPACTED AS PER N.M.D.O.T. SPECIFICATIONS.
8. PROPERTY DEVELOPMENT MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS).
9. PONDS SHALL BE LINED WITH FILTER FABRIC AND SLOPES SHALL BE LINED WITH 3"-5" COBBLE OR AS SHOWN ON THE APPROVED LANDSCAPE PLAN.
10. ALL EXTERIOR CONCRETE SIDEWALK ELEVATIONS AT DOOR OPENINGS SHALL BE 1/2" LOWER THAN THE FINISHED FLOOR SLAB ELEVATIONS.
11. THE MAXIMUM CROSS SLOPE OF WALKING SURFACES SHALL NOT EXCEED 2%.
12. THE PROJECT FIELD ENGINEER MAY ADJUST CUT AND FILL SLOPES TO BE UNDULATING AND CURVILINEAR TO AVOID TREES AND CONFORM TO EXISTING TERRAIN. CHANGES TO BE APPROVED BY CITY OF SANTA FE STAFF.

CITY OF SANTA FE DRAINAGE NOTES

1. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF. STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR INDIVIDUAL BUILDINGS.

2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT. STORMWATER DRAINAGE FACILITIES AND EASEMENTS SHALL BE CLEARED AND MAINTAINED TO REMOVE SEDIMENT BUILD UP, TRASH, AND OTHER DEBRIS THAT CONTRIBUTE TO CLOGGING AND POLLUTION LOADING AND SHALL BE MANAGED IN ACCORDANCE WITH SFCC 13-2. SEASONAL INSPECTION, SPRING, FALL, AND AFTER SIGNIFICANT STORM EVENTS IS RECOMMENDED.

DUST CONTROL

ALL ONSITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR, OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER OR HIS DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF-PROPERTY TRANSPORT, THE CONTRACTOR, OWNER, OR OPERATOR SHALL USE AT LEAST ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIfiERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC., DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

EARTHWORK NOTES

1. ALL WORK SHALL CONFORM TO THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT OR AS NOTED IN THE NMDOT SSHBC.

2. APPROXIMATE UNADJUSTED EARTHWORK VOLUMES (NOT INCLUDING SUB/OVER EXCAVATION IF REQUIRED):

   CUT = 16,000 C.Y.
   FILL = 6,300 C.Y.

I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE PROJECT WAS BUILT IN ACCORDANCE WITH THE SPECIFICATIONS AND THAT THESE RECORD DRAWINGS ARE TRUE AND CORRECT TO THE BEST OF MY BELIEF.

ERIC A. CORNELIUS, N.M.P.E. NO. 22790
SANTA FE ENGINEERING CONSULTANTS, LLC.

ENGINEER'S SEAL	DATE	REVISIONS
		◁ ◁ ◁ ◁ ◁ ◁ ◁ ◁

CASE # 2024-7999
MODIFIED MAY 2024
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GRADING AND DRAINAGE NOTES

DATE:	SCALE:	SHEET:
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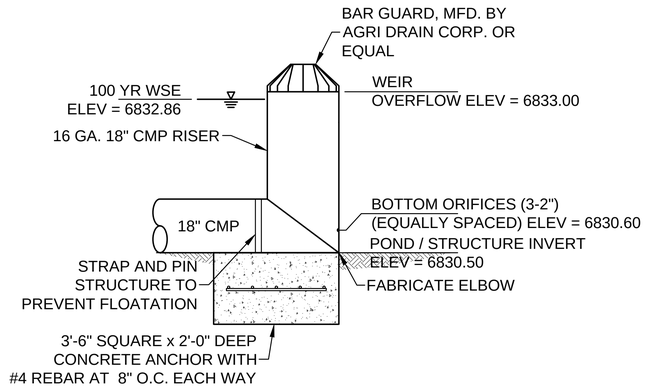
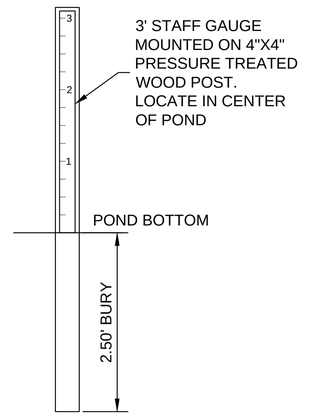


CONTROLLED INLET
SCALE: N.T.S.

GRADING AND DRAINAGE PLAN
SCALE: 1" = 30'



POST AND STAFF GAUGE
SCALE: N.T.S.

LEGEND
- FINISHED CONTOUR
- EXISTING CONTOUR
- DIRECTION OF FLOW
- RETAINING WALL
- PROPERTY LINE / ROW
- POST AND STAFF GAUGE

NOTE: EXISTING CONTOURS WITHIN GRADING LIMITS OMITTED FOR CLARITY

0 15 30 60
SCALE: 1" = 30'

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

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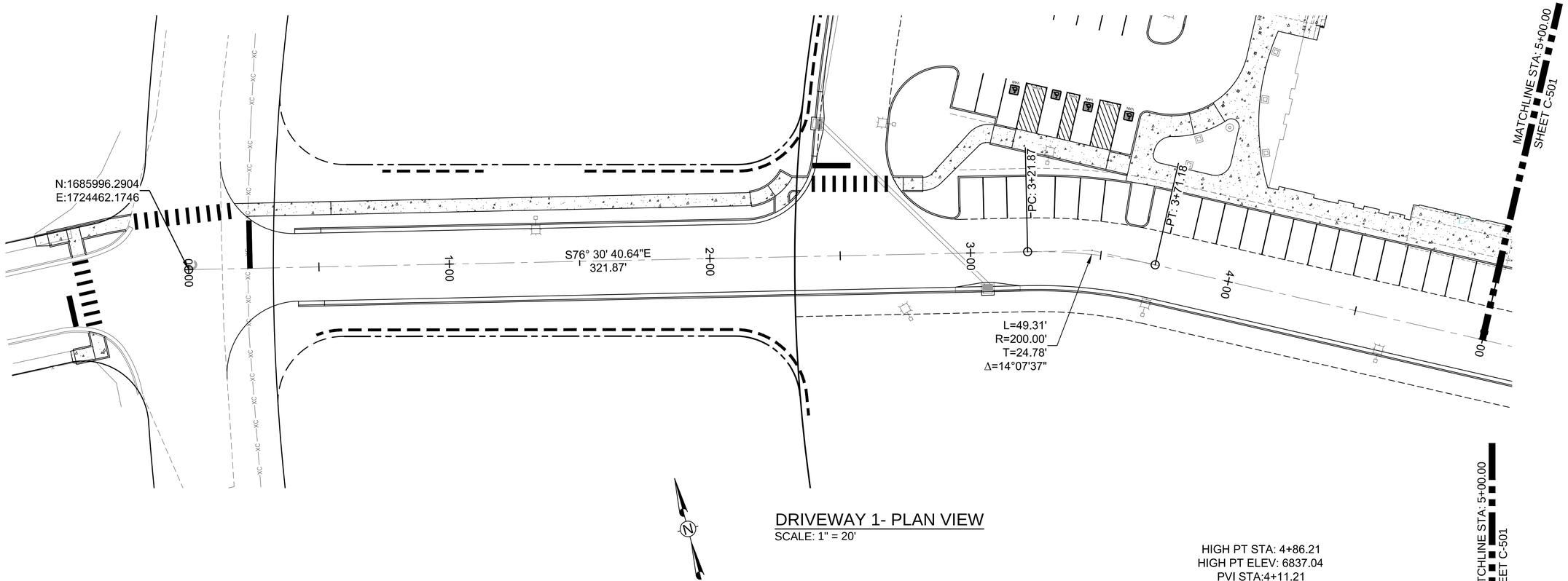
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

GRADING AND DRAINAGE PLAN

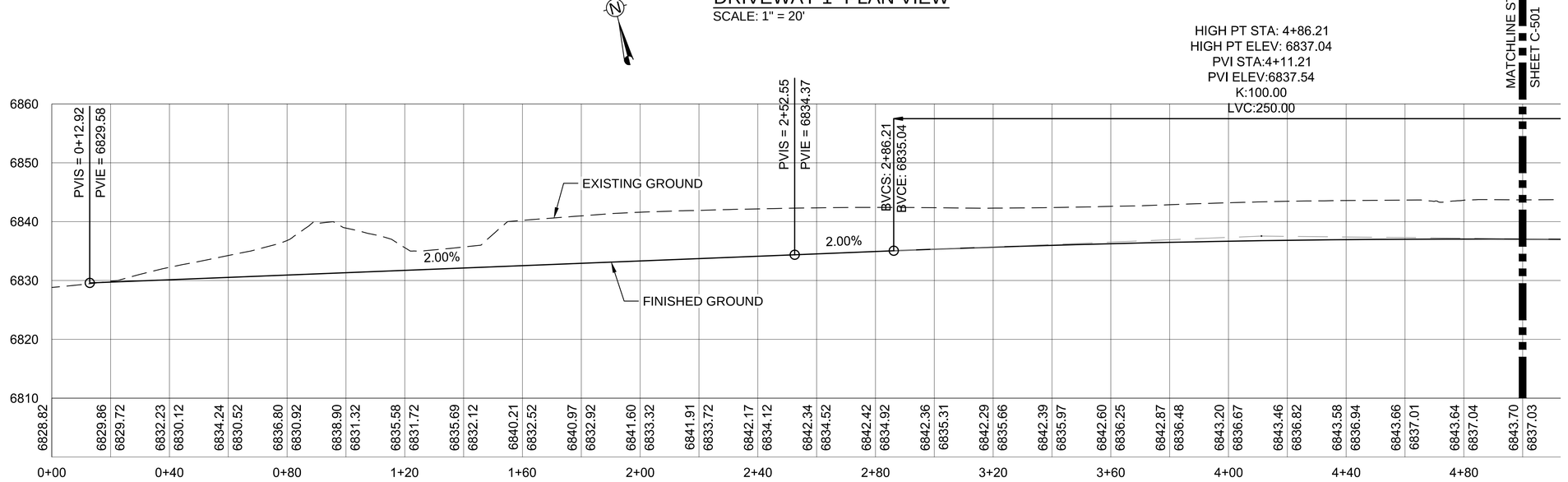
DATE:	SCALE:	SHEET:
MARCH 2024	1" = 10'	C-401

ENGINEERS SEAL | DATE | REVISIONS



DRIVEWAY 1- PLAN VIEW

SCALE: 1" = 20'



DRIVEWAY 1- PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

REVISIONS	DATE	ENGINEERS SEAL
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CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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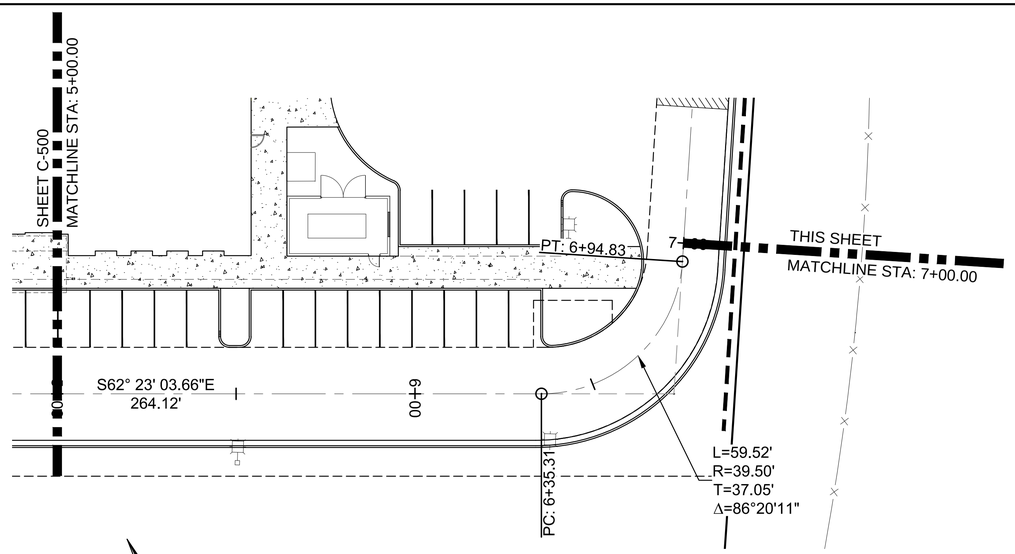
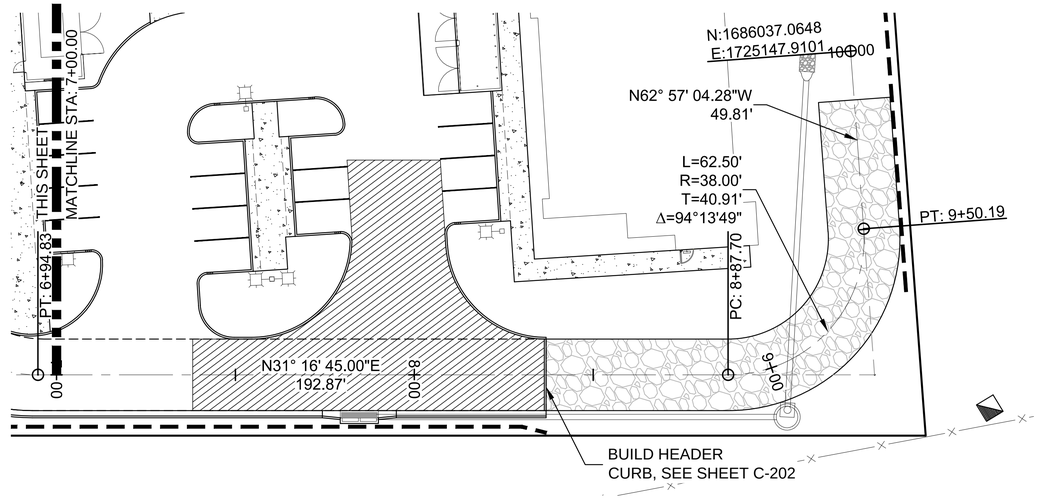
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DRIVEWAY PLAN AND PROFILE - DRIVEWAY 1

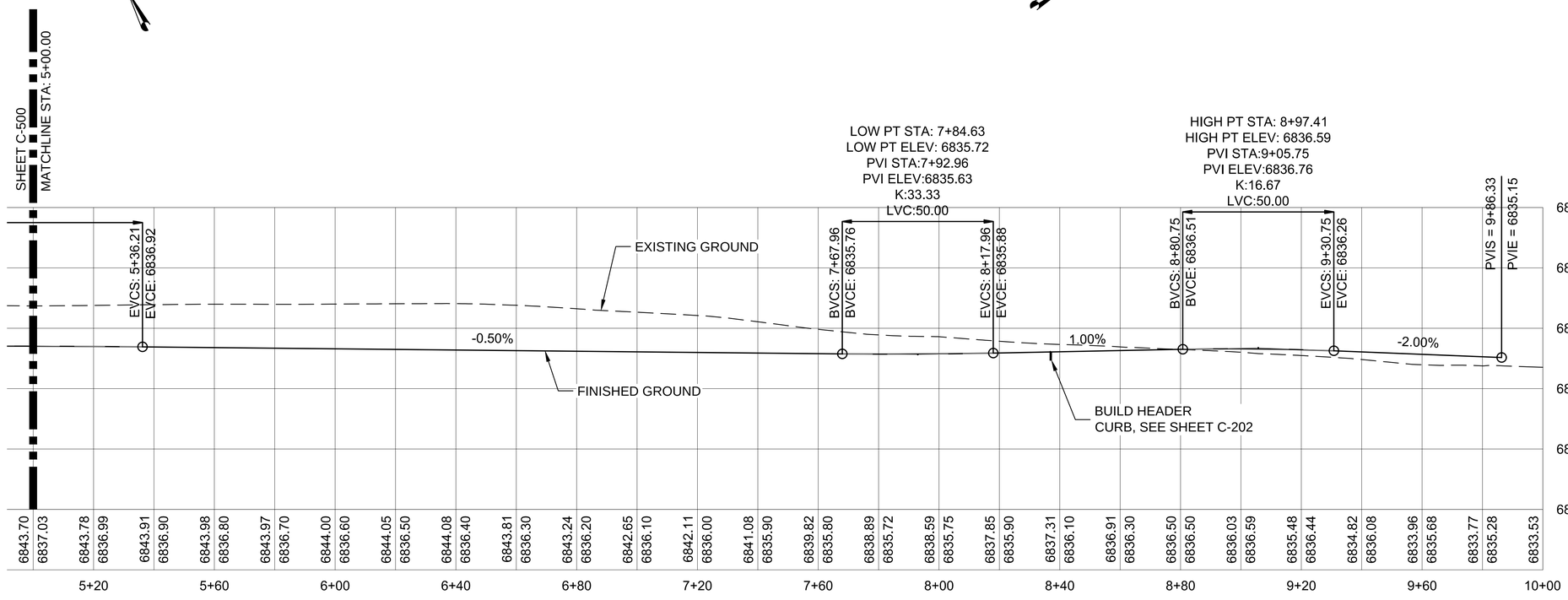
DATE:	SCALE:	SHEET:
MARCH 2024	1" = 20'	C-500



DRIVEWAY 1- PLAN VIEW (CONT'D)
SCALE: 1" = 20'



DRIVEWAY 1- PLAN VIEW (CONT'D)
SCALE: 1" = 20'



DRIVEWAY 1 - PROFILE VIEW (CONT'D)
SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

ENGINEERS SEAL

DATE

REVISIONS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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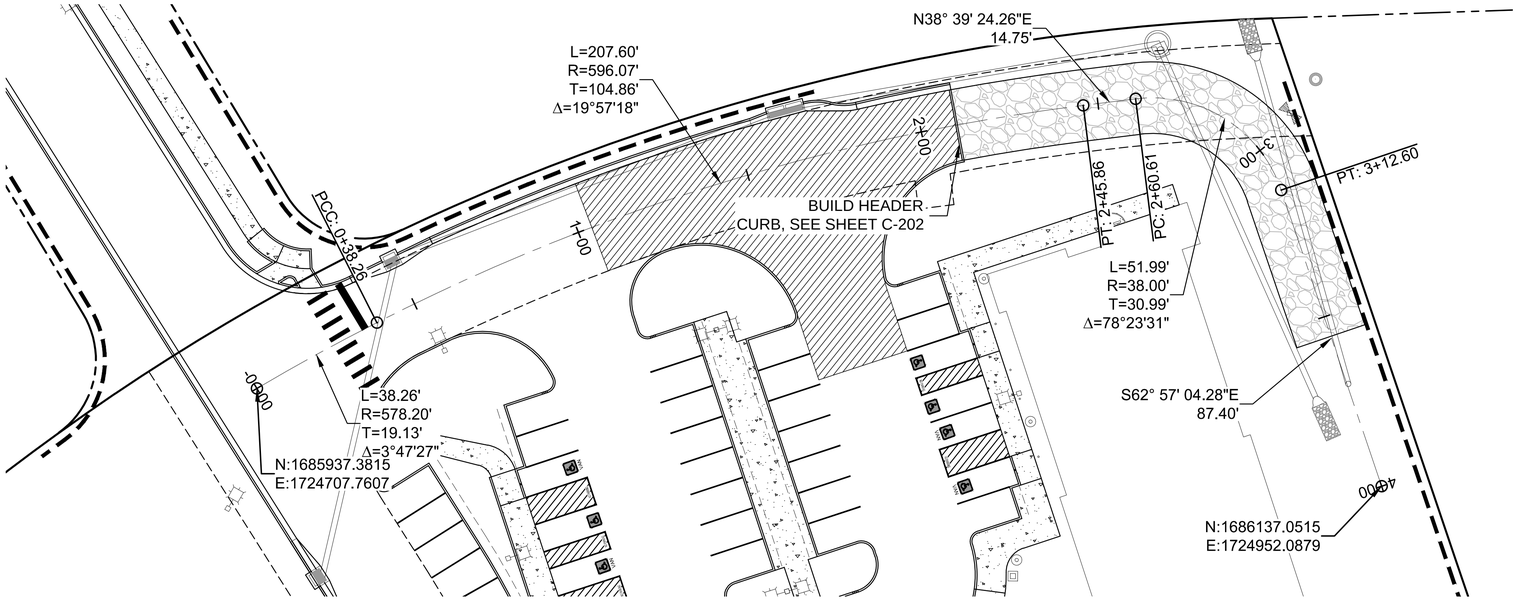
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

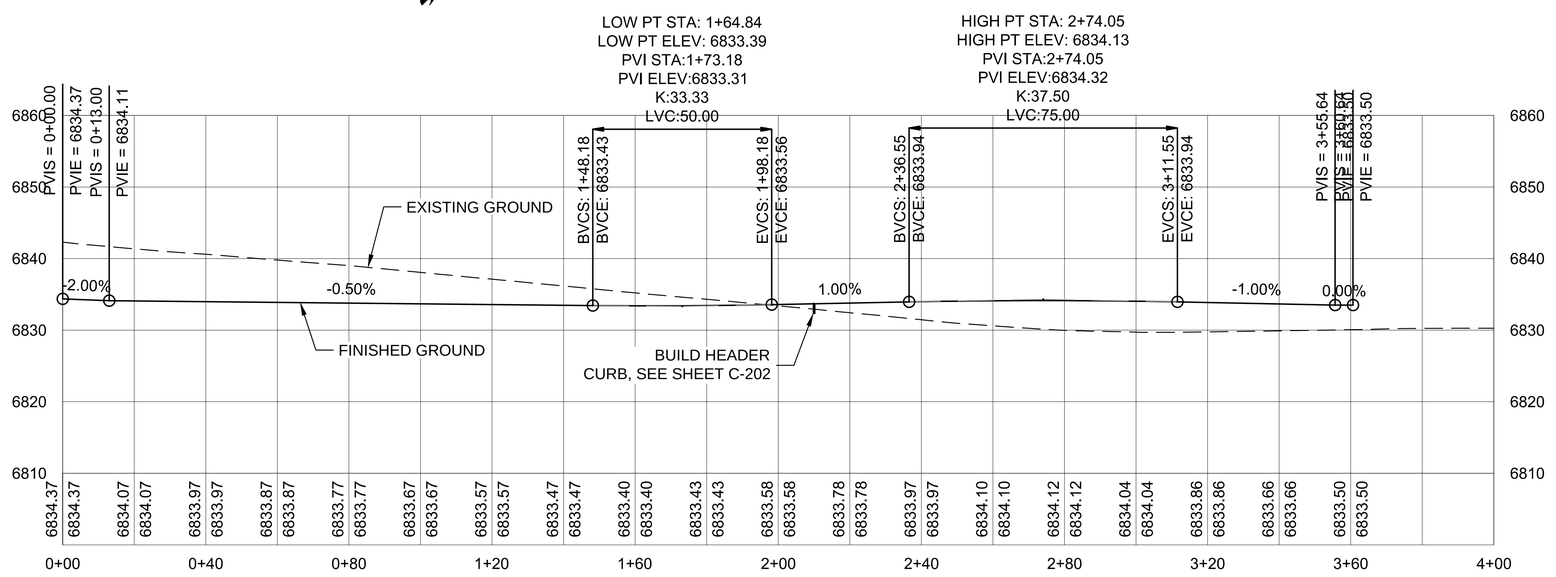
DRIVEWAY PLAN AND PROFILE - DRIVEWAY 1 (CONT'D)

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 20'	C-501



DRIVEWAY 2- PLAN VIEW

SCALE: 1" = 20'



DRIVEWAY 2 - PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

REVISIONS	DATE	ENGINEERS SEAL
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CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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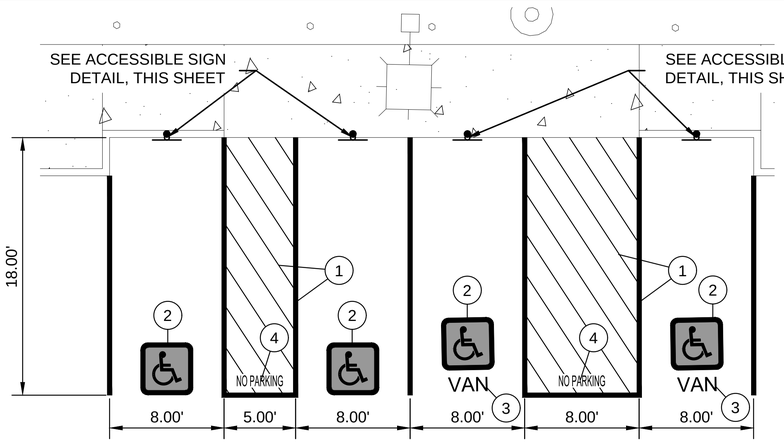
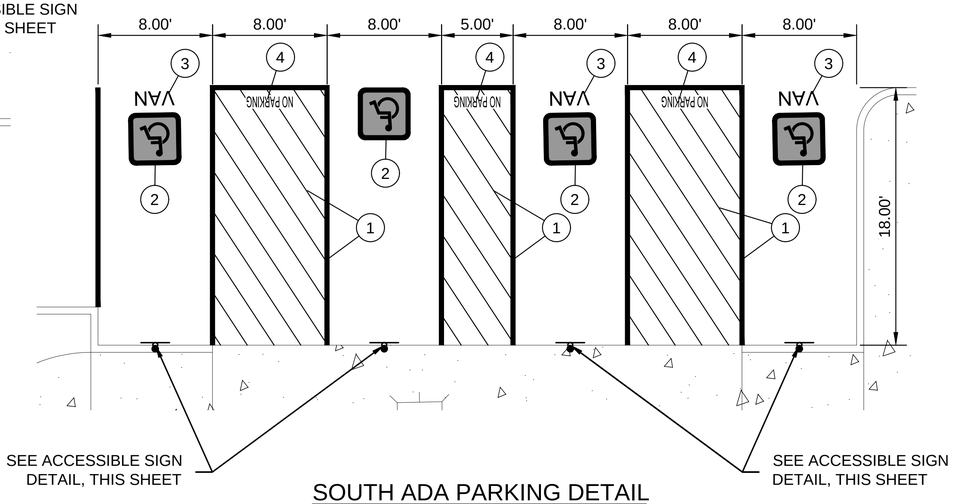
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DRIVEWAY PLAN AND PROFILE - DRIVEWAY 2

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 20'	C-502



NORTH ADA PARKING DETAIL
SCALE: 1" = 5'



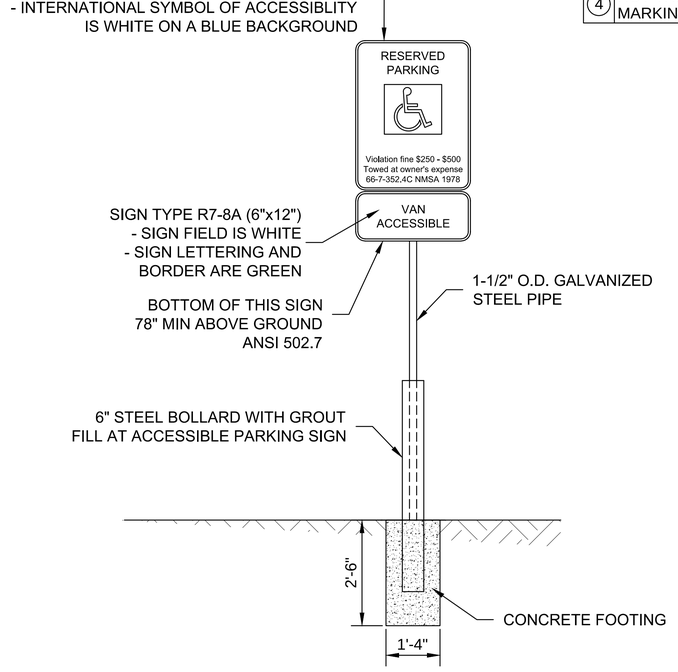
SOUTH ADA PARKING DETAIL
SCALE: 1" = 5'

#	STRIPING KEY
1	RETROREFLECTORIZED PAINTED PAVEMENT MARKING STRIPE - 4" SOLID BLUE [PAINT] (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS)
2	HOT THERMO PRE-FORMED ADA ACCESSIBLE PAVEMENT MARKING
3	HOT THERMO PRE-FORMED PAVEMENT MARKING WORD "VAN"
4	HOT THERMO PRE-FORMED PAVEMENT MARKING WORDS "NO PARKING"

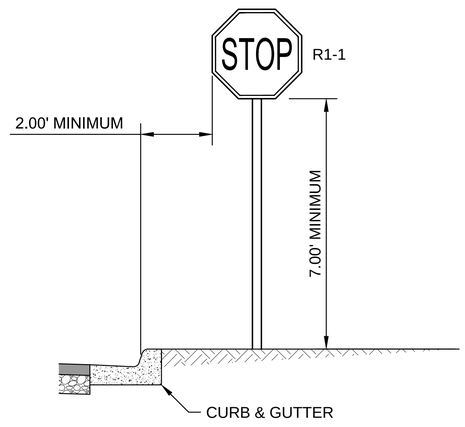
CITY OF SANTA FE SIGNING AND STRIPING NOTES:

SIGN AND POST REQUIREMENTS
1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

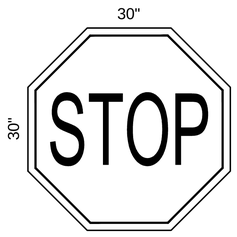
STRIPING AND PAINT NOTES
1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS, (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* - FOR HIGH-BUILT *PAINT*, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - CURRENT EDITION, AND THE NMDOT SSHBC.



ACCESSIBLE SIGN DETAIL
SCALE: N.T.S.



TYPICAL SIGN PLACEMENT
SCALE: N.T.S.



R1-1-30
W/R
(30" X 30")

SIGN FACE DETAILS
SCALE: N.T.S.

0 2.5 5 10
SCALE: 1" = 5'

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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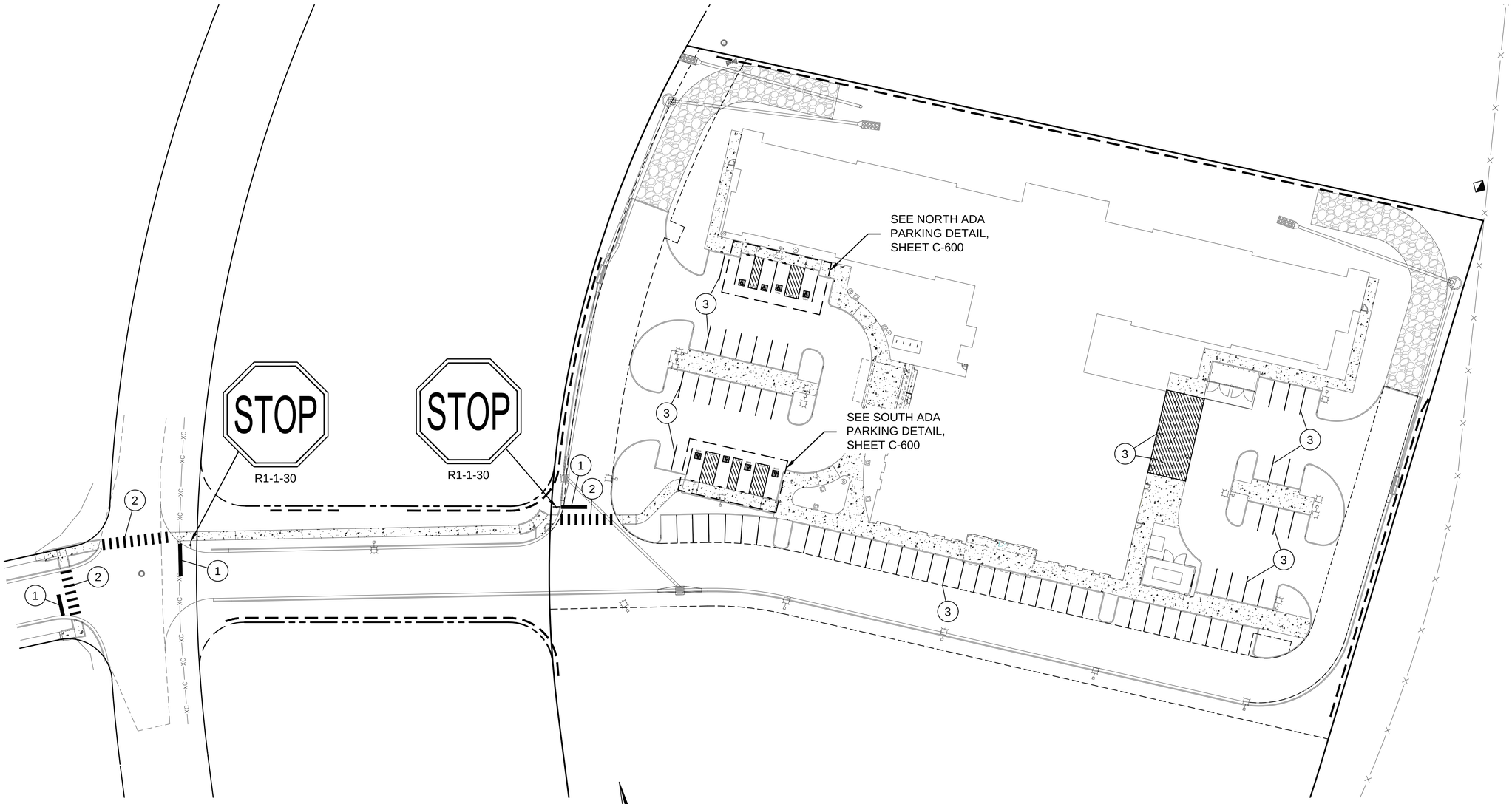
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

SIGNING AND STRIPING NOTES AND DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	AS NOTED	C-600

ENGINEERS SEAL | DATE | REVISIONS



SIGNING AND STRIPING PLAN
SCALE: 1" = 30'

STRIPING KEY (X)	
1	24" WHITE STOP BAR - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	12" WHITE CROSSWALK - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
3	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS

REVISIONS	DATE	ENGINEERS SEAL
◁		

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
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FIRE		
LANDSCAPE		
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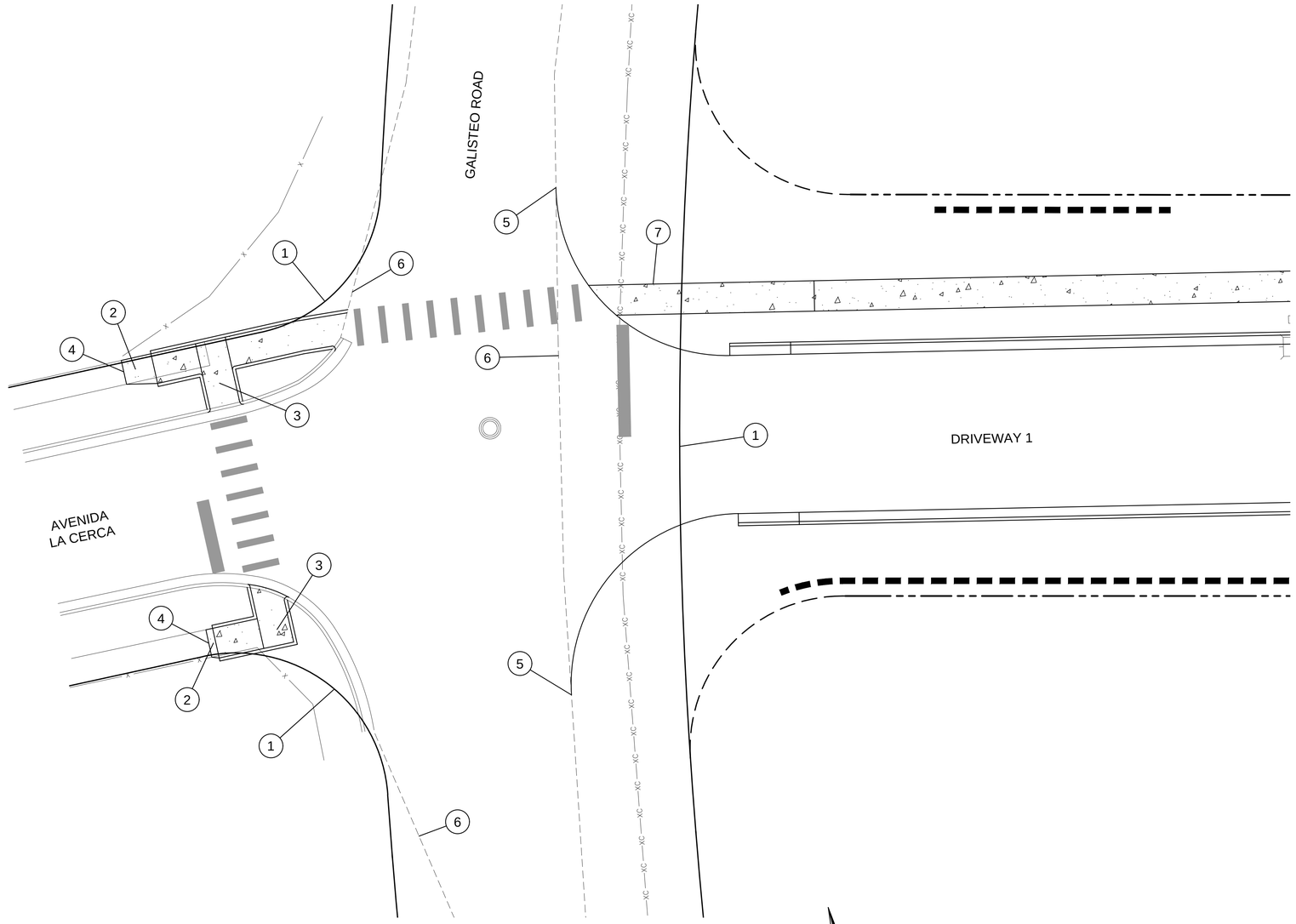
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

SIGNING AND STRIPING PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-601



OFFSITE IMPROVEMENT PLAN
SCALE: 1" = 10'

SCALE: 1" = 10'

SHEET KEYNOTES

1. ROW LINE
2. PROPOSED CONCRETE SIDEWALK (5' WIDE, OR AS DIMENSIONED), SEE SHEET C-202
3. PROPOSED ADA ACCESSIBLE CURB RAMP SEE SHEETS C-905 TO C-907
4. TIE TO EXISTING SIDEWALK
5. TIE TO EXISTING ASPHALT
6. EDGE OF EXISTING ASPHALT
7. AT GRADE PEDESTRIAN CROSSING, CURB RAMP NOT NEEDED

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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LANDSCAPE		
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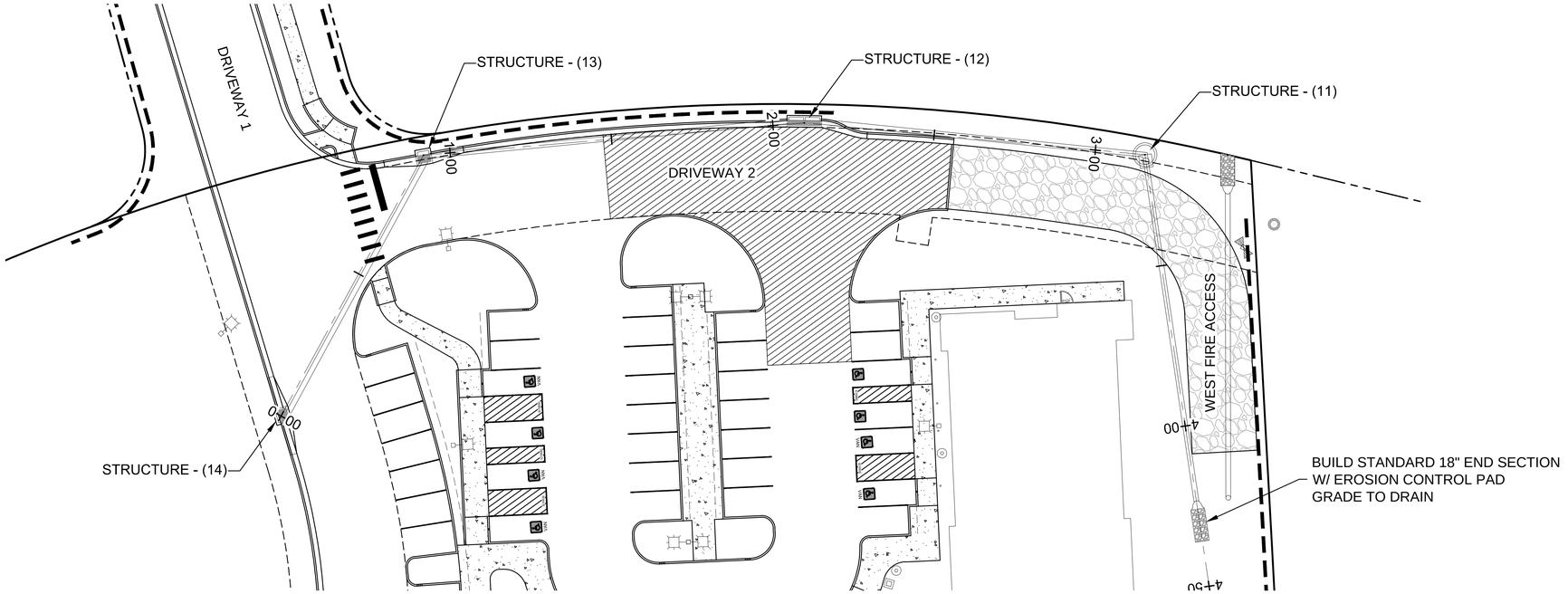
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

OFFSITE IMPROVEMENT PLAN

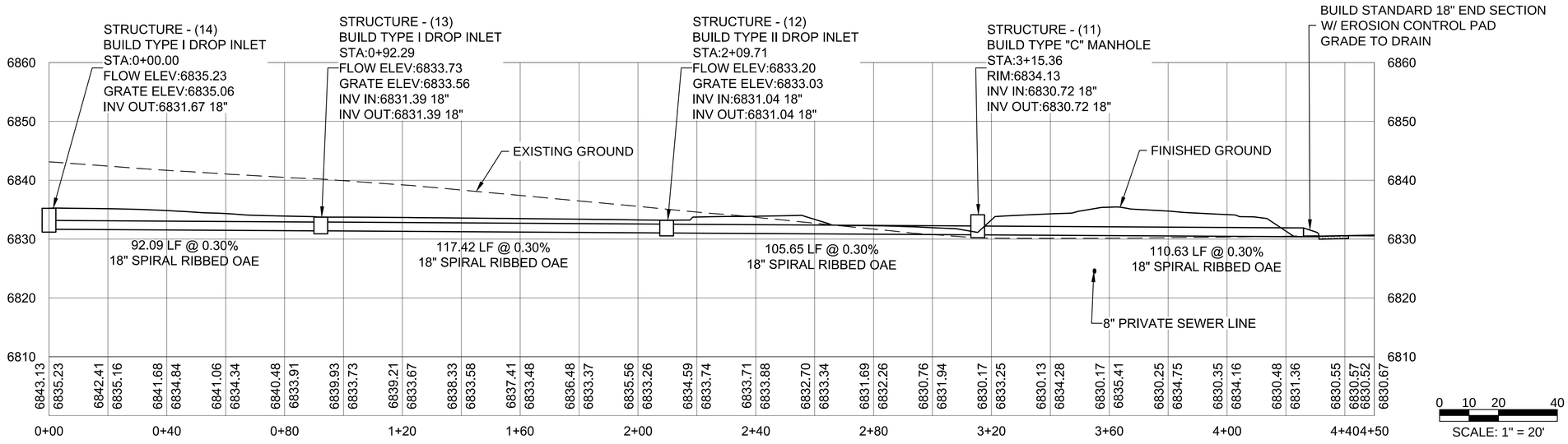
DATE:	SCALE:	SHEET:
MARCH 2024	1" = 10'	C-650

ENGINEERS SEAL
DATE
REVISIONS



WEST STORM SEWER - PLAN VIEW

SCALE: 1" = 20'



WEST STORM SEWER - PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

ENGINEERS SEAL

DATE

REVISIONS

CASE # 2024-7999
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CITY REVIEW		
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LANDSCAPE		
SUBDIVISION ENGINEER		

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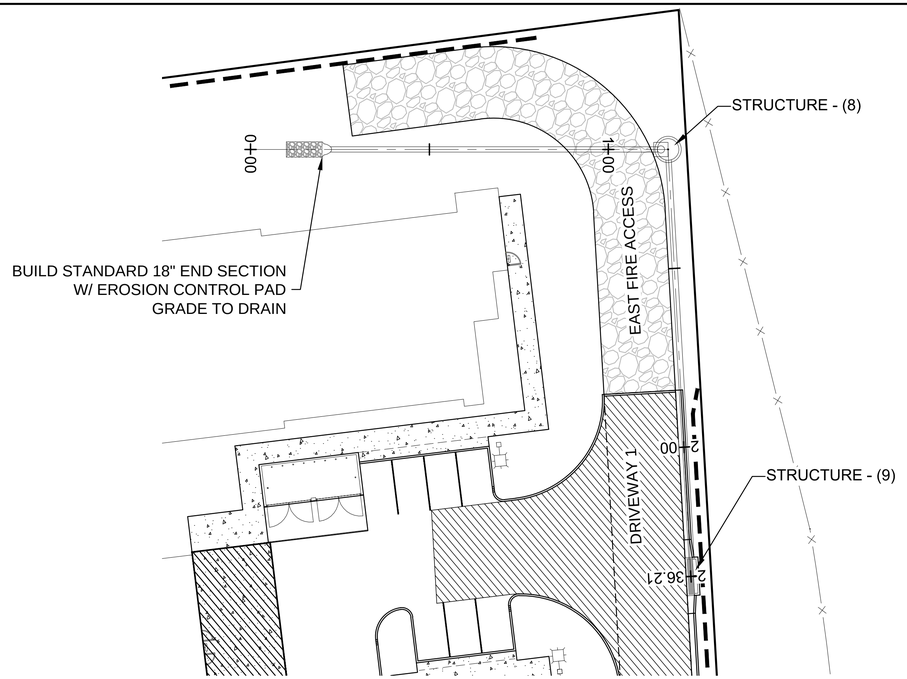
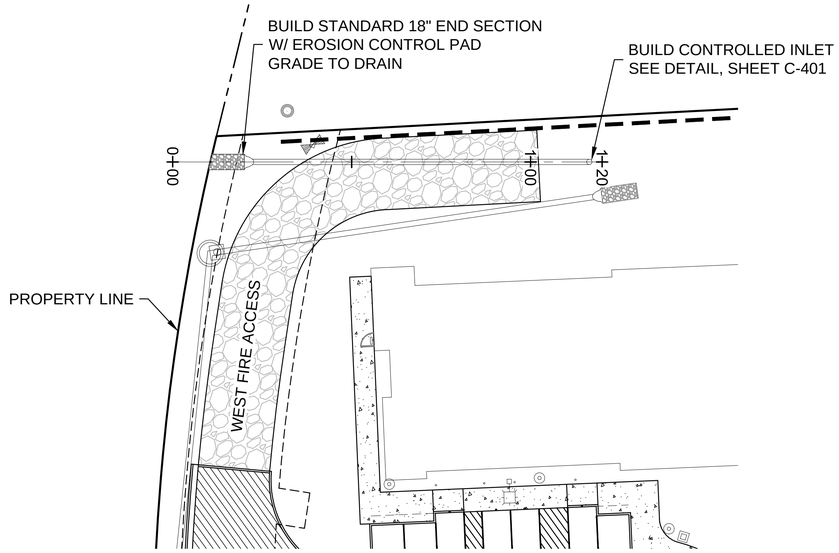
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

STORM SEWER PLAN AND PROFILE

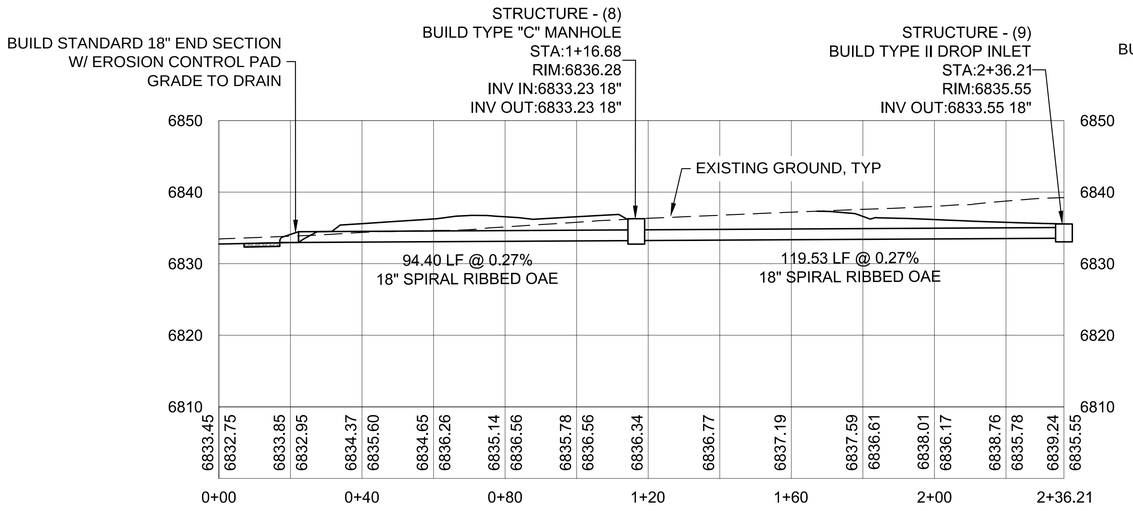
DATE:	SCALE:	SHEET:
MARCH 2024	1" = 20'	C-700



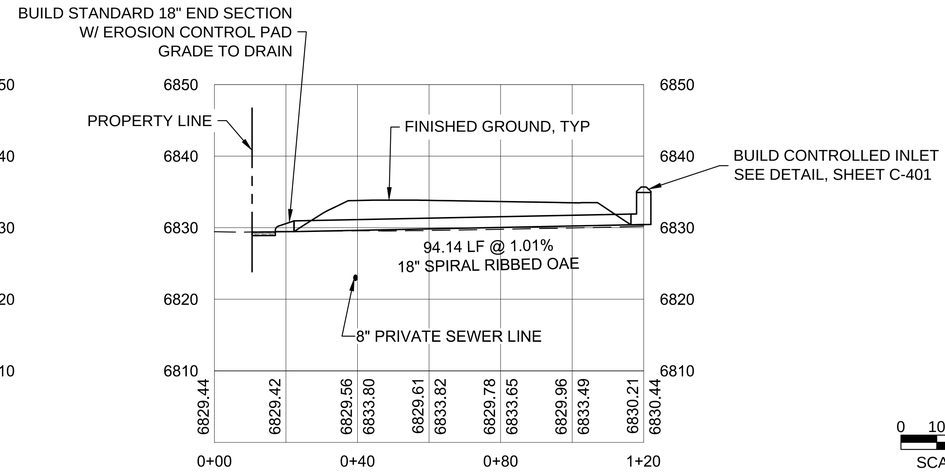
EAST STORM SEWER - PLAN VIEW
SCALE: 1" = 20'



OUTFALL STORM SEWER - PLAN VIEW
SCALE: 1" = 20'



EAST STORM SEWER - PROFILE VIEW
SCALE HORIZ: 1" = 20'
VERT: 1" = 10'



OUTFALL STORM SEWER - PROFILE VIEW
SCALE HORIZ: 1" = 20'
VERT: 1" = 10'

0 10 20 40
SCALE: 1" = 20'

0 5 10 20
SCALE: 1" = 10'

ENGINEERS SEAL

DATE

REVISIONS

CASE # 2024-7999
MODIFIED MAY 2024
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CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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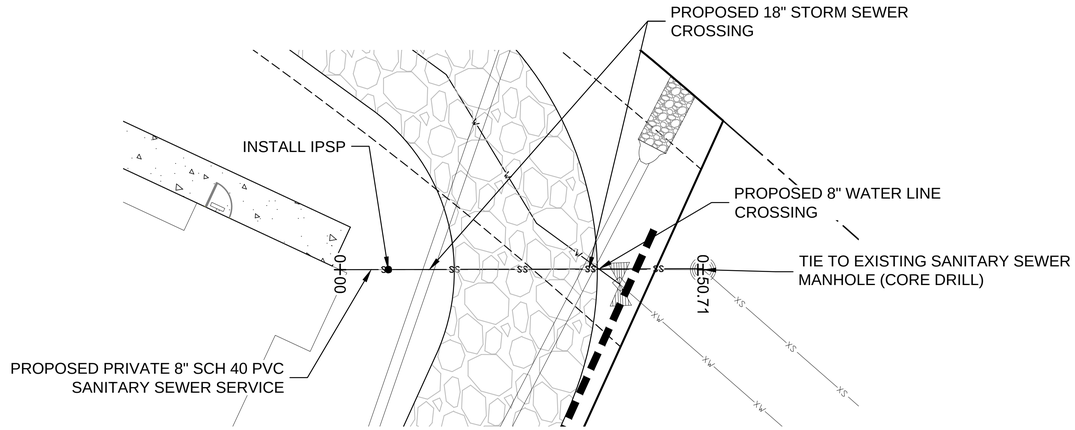
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

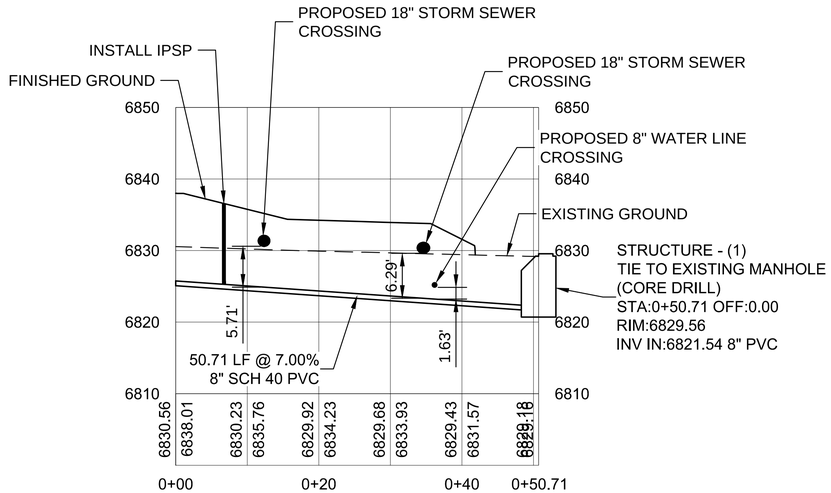
STORM SEWER PLAN AND PROFILE

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 20'	C-701



PRIVATE SANITARY SEWER SERVICE- PLAN VIEW

SCALE: 1" = 20'



PRIVATE SANITARY SEWER SERVICE- PROFILE VIEW

SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

SANITARY SEWER PLAN AND PROFILE

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 10'	C-702

ENGINEERS SEAL
DATE
REVISIONS

STORM WATER POLLUTION PREVENTION PLAN
2981 GALISTEO ROAD
SANTA FE, NEW MEXICO

1. SITE AND PROJECT DESCRIPTION

The project site is currently undeveloped. There are no arroyos adjacent to the site. The property is bordered by Galisteo Road to the West, Pacifica Senior Living Facility to the North, and New Mexico Rail Runner Lines to the East and South.

The site generally drains from South to North.

1.1 Owner Operator:

Construction Operator (Separate NPDES Permit needed).

_____

_____

_____

_____

Telephone: _____

Fax: _____

1.2 Location of the site:

The site is located in Township 17 North, Range 9 East, Section 33, in Santa Fe, New Mexico.

The latitude and longitude are as follows:

Latitude: 35˚38'00" N
Longitude: 105˚57'56" W

1.3 The total area of the site:

8.17 ± acres

1.4 The area of the site that is expected to be disturbed:

3.75 ± acres

1.5 Endangered Species:

Based on the instruction provided by the EPA Compliance Assurance and Enforcement Division Water Enforcement Branch, Region 6 "Storm Water Region 6 NPDES General Permit for Storm Water Discharge from Construction Activity," there are no endangered or threatened species, or designated critical habitat, which are likely to be adversely affected by the construction activity's storm water discharge or storm water discharge related activities.

1.6 Intended sequence of major construction activities:

1. Install Best Management Practices (BMP's). The contractor shall minimize soil disturbance and insure the proper stockpiling of materials.

2. Site Grading. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans and Grading and Drainage Plans. Soil disturbance shall be minimized.

3. Installation of Utilities including trenching, stockpiling of excavated materials and backfilling. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans.

4. Stabilization. The contractors shall use site-specific controls as shown on the Permanent Erosion Control Plans.

1.7 The following maps have been prepared:

1.7.1 Vicinity Map

See sheet G-100.

1.7.2 Drainage patterns:

Grading and Drainage Plans, C-400 series sheets.

1.7.3 Approximate slopes after major grading.

Permanent Erosion Control Plan, sheet C-802.

1.7.4 Outline area of disturbance:

Permanent Erosion Control Plan, sheet C-802.

1.7.5 Outline of areas which won't be disturbed:

See SWPP Plan, this sheet.

1.7.6 Location of major structural and non-structural concepts:

Temporary Erosion Control Plan, sheet C-801.

1.7.7 Areas where stabilization practices are expected to occur.

Permanent Erosion Control Plan, sheet C-802.

2. DESCRIPTION OF CONTROLS

2.1 Posting Requirements:

The Contractor will post conspicuously near the entrance to the site the following items:

Copies of NOIs
Name and telephone number of contact persons.

2.2 "Good Housekeeping":

The contractors shall practice "Good Housekeeping." This includes the proper disposal of construction and demolition debris on a daily basis, proper wash down methods of construction vehicles, the proper stockpiling of materials. The construction site shall be kept in a neat and orderly manner and exposure of material to storm water will be minimized to the extent practicable.

2.3 Concrete Washout

Concrete washout is a process wastewater and must be controlled in a designated area (e.g. bermed pit) and disposed of properly and noted on the Temporary Erosion Control Plans.

2.4 Minimize Disturbance and Preserve Natural Vegetation:

The Contractor shall minimize disturbance. The limits of construction shall be clearly delineated and enforced. Special attention will be given to protecting established vegetation. The contractor will be responsible for replacing vegetation that is unnecessarily disturbed.

2.5 Inspections:

Disturbed areas, stabilization and structural control measures shall be inspected as required and at least once every two weeks, and within 24 hours or the next working day of the end of a storm event. If a portion of the site has been finally or temporarily stabilized, and runoff is unlikely due to winter conditions, or during seasonal arid periods, inspections shall be conducted on a monthly basis.

Inspections shall be documented on the inspection and maintenance form. Inspections shall be continued by the Owner and final stabilization of an area is achieved and/or the Notice of Termination is submitted.

2.6 Record Keeping:

A copy of the SWPP Plan will be maintained onsite for the use of all Operators and those identified in the SWPP Plan as having on-site responsibilities. Items that will be maintained and attached to the SWPPP include:

Inspection Reports: The inspection reports shall be signed by a qualified inspector assigned by the Contractor. The SWPPP package and reports shall be available to EPA representatives at all times during construction.

Land Disturbance Log containing: dates when major soil disturbing activities occur, dates when construction activities temporarily or permanently cease on a portion of the site, and dates when stabilization measures are initiated.

Spill Tracking

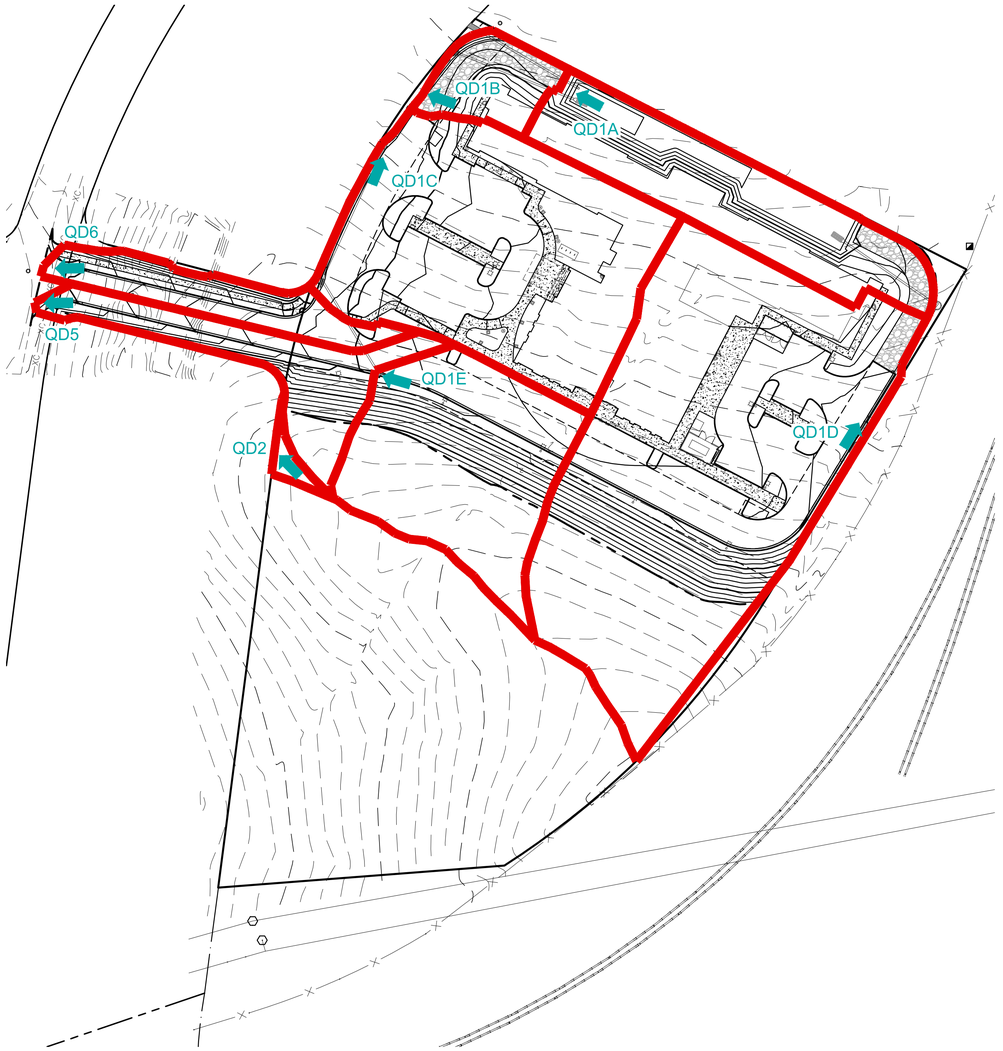
Copies of SWPP Plans, inspection records, spill reports, all reports required by NPDES Permit coverage, and data used to complete the NOI shall be retained by the permitees.

2.7 Plan Amendment:

This SWPP Plan will be amended when:

There is a change in design, construction, operation, or maintenance.

If the inspection report identifies problems or inadequacies with the current BMPs, the SWPP Plan shall be modified as necessary to include additional or modified BMP's designed to correct the problems.



SEE REPORT ENTITLED "PRELIMINARY TERRAIN MANAGEMENT REPORT SOILS, GRADING, AND DRAINAGE PLAT SUBMITTAL ANCHORUM SKILLED NURSING FACILITY SANTA FE, NEW MEXICO", PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC, DATED MARCH 2004

DEVELOPED CONDITIONS DRAINAGE MAP

SCALE: 1" = 60'

0 30 60 120

SCALE: 1" = 60'

REVISIONS	DATE	ENGINEERS SEAL
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CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CITY USE ONLY

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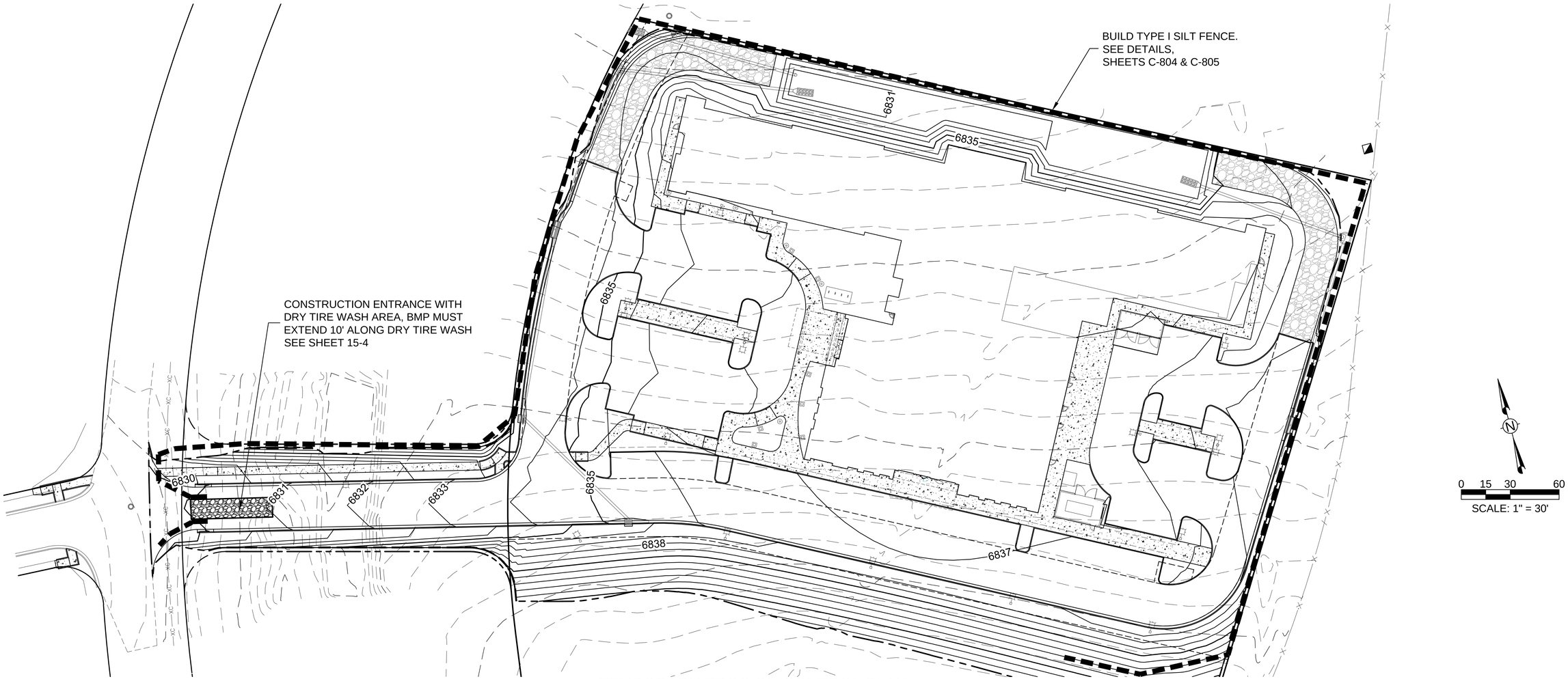
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

STORM WATER POLLUTION PREVENTION PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 60'	C-800



TEMPORARY EROSION CONTROL PLAN

SCALE: 1" = 30'

BEST MANAGEMENT PRACTICES - NOTES

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.
2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE WAYS THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ON-SITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES.
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNATED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.
5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.
7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.
8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED, AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE CONTRACTOR SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

LEGEND

TYPE I SILT FENCE
SEE SHEETS C-804 & C-805 FOR DETAILS

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

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DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

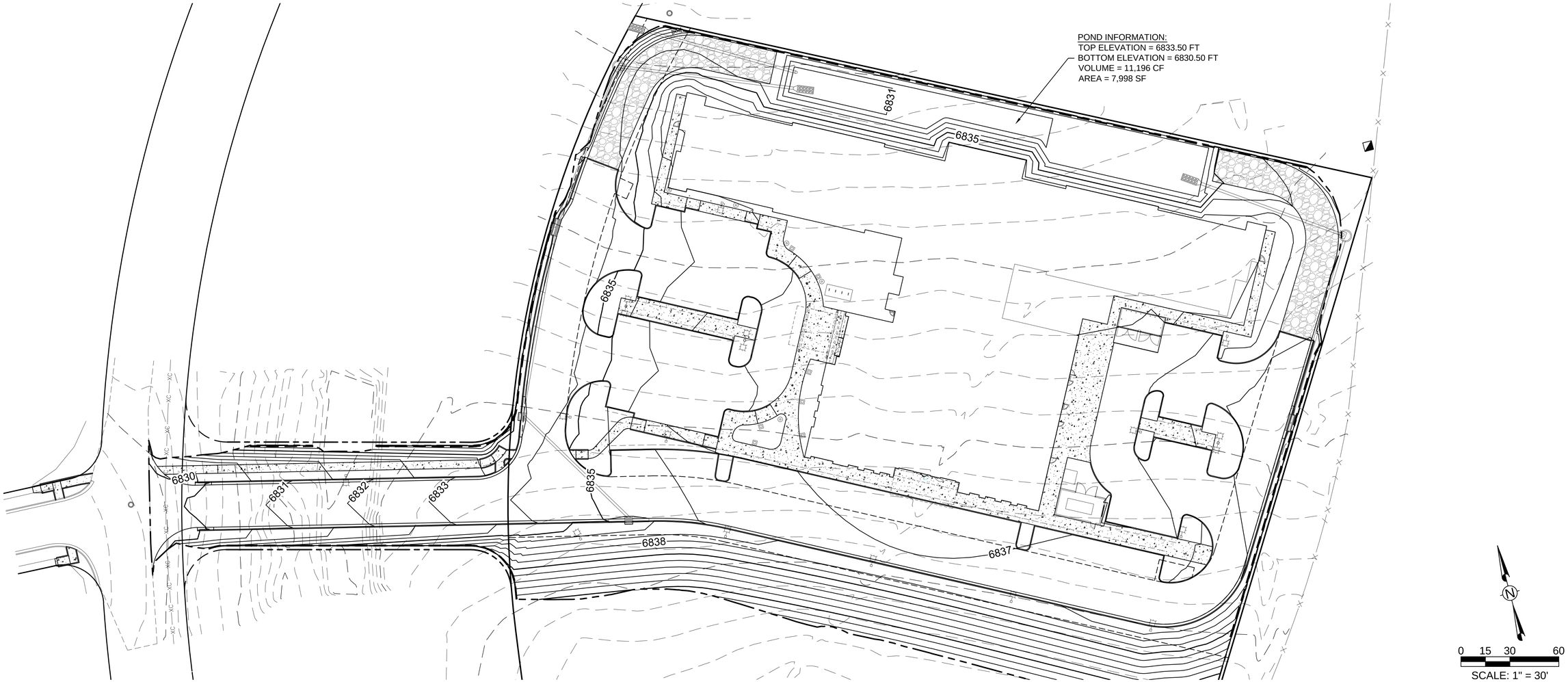
TEMPORARY EROSION CONTROL PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-801

ENGINEERS SEAL

DATE

REVISIONS



PERMANENT EROSION CONTROL PLAN

SCALE: 1" = 30'

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
2. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1. INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED. HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION.
2. FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY.

SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, VEGETATION, SLURRIES, MUD, PLASTERS, CONCRETE RESINATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS, AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED. CULVERT AND DRAIN FLUSHING SHALL BE CAREFULLY DONE. POLLUTANTS AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OF AT THE LANDFILL.

REVISIONS	DATE	ENGINEERS SEAL
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CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
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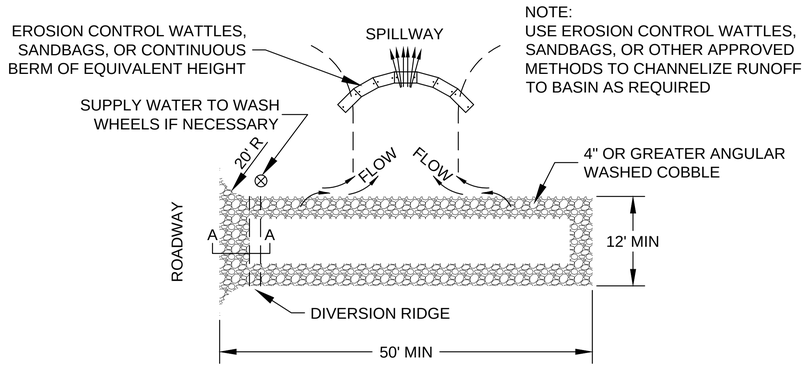
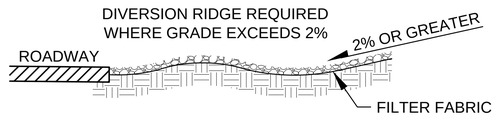
DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

PERMANENT EROSION CONTROL PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-802

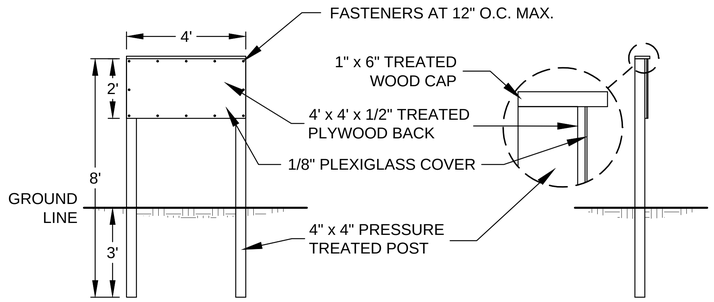


PLAN VIEW



SECTION A-A

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE / EXIT



N.P.D.E.S. PERMIT POSTING BOARD (LOCATED AT MAIN ENTRANCE)

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL MINIMIZE SEDIMENT TRACKING OR TRANSPORT ONTO PUBLIC ROADWAYS. THIS MAY REQUIRE ADDING ADDITIONAL LAYERS OF GRAVEL, REPAIR AND/OR CLEANOUT OF MEASURE USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.
3. VEHICLE WASHING SHALL BE CONDUCTED IN A STABILIZED AREA WITH APPROPRIATE STORM WATER CONTROLS IN PLACE.

CITY OF SANTA FE NPDES STORMWATER MANAGEMENT NOTES

1. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER XIII STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICIT DISCHARGE CONTROL REQUIREMENTS.
2. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT NO. NMR040000 AND NPDES CONSTRUCTION GENERAL PERMIT NO. NMR 100000.
3. CONSTRUCTION GENERAL DISCHARGE PERMIT NO. NMR100000- A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES **ARE NOT PERMITTED** UNTIL A MINIMUM OF SEVEN (7) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.
4. CITY OF SANTA FE STORMWATER ILLICIT DISCHARGE CONTROL- SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS AND ANY FACILITY AND APPURTENANCE BY WHICH STRORMWATER IS COLLECTED AND/OR CONVEYED.
5. CITY OF SANTA FE TERRAIN AND STORMWATER REGULATIONS- SFCC 14-8.2 REQUIRES THAT CONSTRUCTION DISTURBED AREA SHALL BE PROTECTED AGAINST EROSION. SEDIMENT MUST BE CONTAINED ON THE DISTURBED AREA BY THE USE OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SUCH AS SILT FENCING, SWALES, BERMS, GEOTEXTILES, SEDIMENT BASINS AND TRAPS. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT FROM THE SITE WHILE STILL ALLOWING THE ENTRY OF STORMWATER. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. THE CONTRACTOR SHALL NOT REMOVE SILT FENCE AND MULCH SOCKS OR OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES UNTIL DISTURBED AREAS ARE STABILIZED. SOIL STABILIZATION AND EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 21 CALENDAR DAYS AFTER COMPLETION OF CONSTRUCTION OR OTHER SOIL DISTURBANCE ACTIVITIES ON THE SITE. IF THE TIME OF YEAR IS NOT CONDUCIVE TO PLANTING, THEN PLANTING MAY BE DELAYED UNTIL THE NEXT APPROPRIATE PLANTING SEASON PROVIDED THAT ALL TEMPORARY EROSION CONTROL MEASURES ARE MAINTAINED UNTIL PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED WITH AN APPROPRIATE SEED BASE TO PROVIDE EROSION CONTROL FOR AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED TO ACHIEVE 70 PERCENT VEGETATIVE COVER WITHIN THREE YEARS.

SWPP Plan Inspection Report

Project Name: _____

Purpose of Inspection: _____ Date: _____

Inspector: _____

Weather Information: Type, Time, Amount, and Duration of Each Storm Event since Last Inspection. List Dates and Location for Storm Events:

_____

_____

_____

Location of NPDES Notice of Permit Coverage Posting: _____

_____

Has Land Disturbance Log been maintained: [ ] Yes [ ] No [ ] N/A

Does the site map reflect current BMPs and Site Characteristics? [ ] Yes [ ] No

Does the site map reflect current BMPs and Site Characteristics? [ ] Yes [ ] No

Comments: _____

_____

_____

Evidence of Discharges of Sediment or other Pollutants from the Site (Describe Below): [ ] Yes [ ] No

Evidence of Spills or Leaks (Describe Below): [ ] Yes [ ] No

Evidence of Offsite Sediment Tracking (Describe Below) [ ] Yes [ ] No

Comments: _____

_____

Is Facility in Compliance with SWPP Plan and Permit? [ ] Yes [ ] No

Incidents of Non-Compliance with SWPP Plan: _____

_____

_____

Land Disturbance Log, including Location and Date of Soil Disturbance, Activities and Stabilization Initiated:

_____

_____

SWPP Plan Inspection Report (Continued)

Certification Statement:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

_____

(Signature)

_____

(Please Print Name, Title)

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
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TRAFFIC DIV.		
FIRE		
LANDSCAPE		
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DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

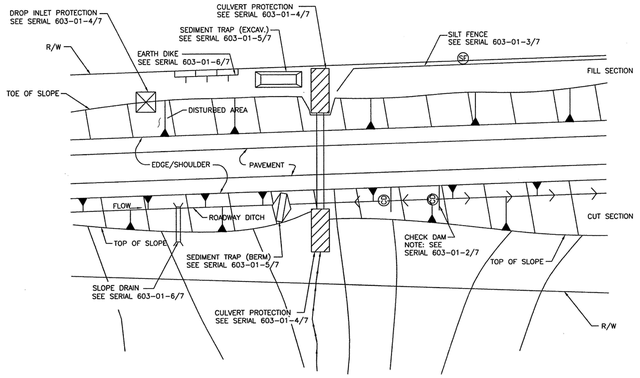
STORM WATER CONTROL DETAILS

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	C-803

ENGINEERS SEAL

DATE

REVISIONS



TYPICAL USAGE OF SELECTED EROSION AND SEDIMENT CONTROL MEASURES

STANDARD SYMBOLS FOR EROSION AND SEDIMENT CONTROL MEASURES

SILT FENCE (SF)

STRAW BALE (SB)

EARTH DIKE (ED)

DIVERSION CHANNEL (SWALE) (DC)

PIPE SLOPE DRAIN

DROP INLET PROTECTION

CULVERT PROTECTION

CHECK DAM (CD)

SEDIMENT TRAP, BERM

SEDIMENT TRAP, EXCAVATED

SEDIMENT BASIN

TRIANGULAR SEDIMENT FILTER DIKE (TSFD)

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

GENERAL NOTES

1. THE SOIL RETENTION BLANKET INSTALLATION DETAILS SHOWN FOR CULVERT PROTECTION SHALL BE USED FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UTILIZING SOIL RETENTION BLANKETS UNLESS OTHERWISE NOTED.
2. ROCK PLATING USED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THESE SHEETS SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES UNLESS OTHERWISE INDICATED.
3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH 8:1 SLOPES PARALLEL TO TRAFFIC AND 4:1 SLOPES PERPENDICULAR TO TRAFFIC.
4. SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
5. CHECK DAMS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE CHECK DAM.
6. CULVERT PROTECTIONS SHALL BE INSTALLED UPON INITIATION OF EARTH WORK ACTIVITIES AND MAINTAINED AS MUCH AS PRACTICAL UNTIL STABILIZATION IS COMPLETED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR PERIODS OF TIME AS REQUIRED DURING CONSTRUCTION TO COMPLETE ADJACENT IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROGRESSES. NO DIRECT PAYMENT SHALL BE MADE FOR RELOCATION OF THE CHECK DAMS.
8. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

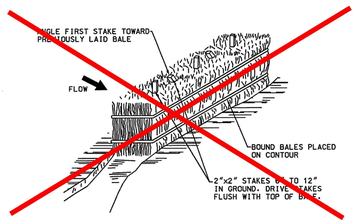
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES

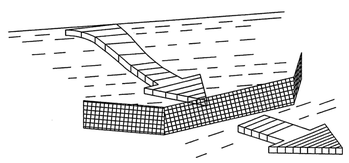
APPROVED Raymunda Van Haven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-1/7 SERIAL 1 OF 7



TYPE II
STRAW BALE OPTION



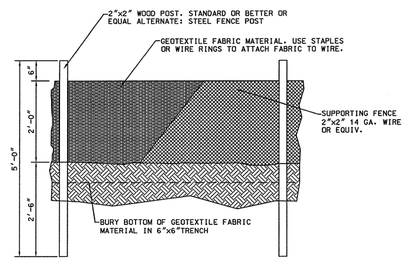
TYPE I
SILT FENCE

NOTES: SILT FENCE AND CHECK DAM

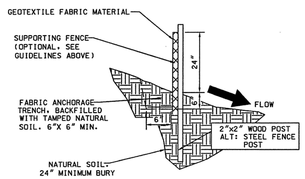
THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE. 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR 4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER. LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 4 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STEEL POSTS AS SPECIFIED ABOVE.
3. SUPPORTING FENCE SHALL BE WIRE MESH (14 GA. MIN., 1 INCH MAX. MESH OPENINGS). SNOW FENCE, PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 2 FT. CENTERS ALONG THE TOP AND MID-SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED, WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "U" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.



TYPE I
SILT FENCE



NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

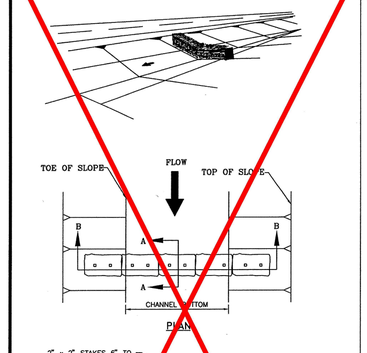
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

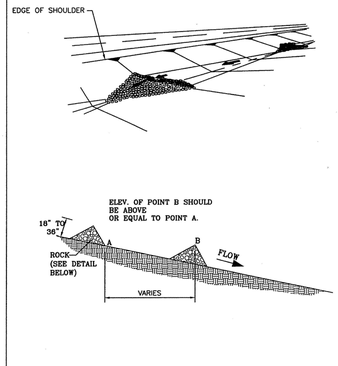
APPROVED Raymunda Van Haven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

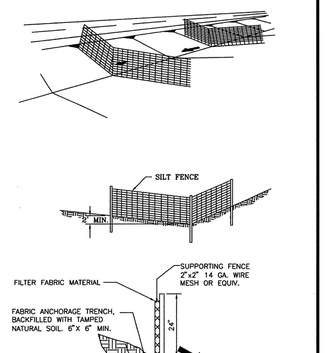
603-01-3/7



TYPE III
(STRAW BALE)



TYPE II
STONE DAM



TYPE I SILT FENCE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

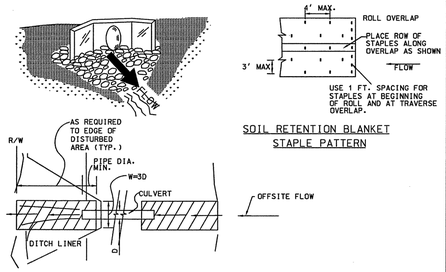
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CHECK DAMS

APPROVED Raymunda Van Haven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-2/7 SHEET 2 OF 7



TYPICAL DITCH LINER
INSTALLATIONS AT CULVERTS

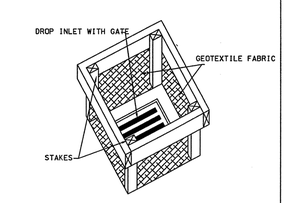
NOTES: CULVERT PROTECTION

1. WHEN CULVERT PROTECTION IS SPECIFIED, EITHER SOIL RETENTION BLANKETS OR SOIL RETENTION ROCK MAY BE PROVIDED.
2. THE CULVERT PROTECTION WIDTH REQUIRED SHALL BE IN ACCORDANCE WITH THESE DETAILS UNLESS SPECIFIED OTHERWISE.
3. THE SOIL RETENTION BLANKET INSTALLATION SHOWN OUTLINES MINIMUM REQUIREMENTS. MANUFACTURER'S RECOMMENDATIONS SHALL BE USED IF THEY ARE MORE STRINGENT.

CULVERT PROTECTION

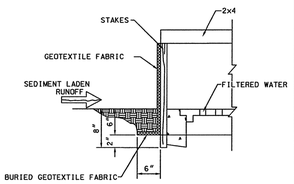
SOIL RETENTION BLANKET
STAPLE PATTERN

OFFSITE FLOW

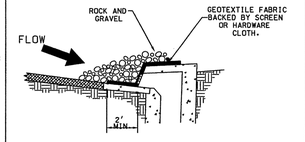


TYPE I

NOTE: WHEN SPECIFIED, ROCKS OR STRAW BALES CAN BE SUBSTITUTED FOR SILT FENCE.



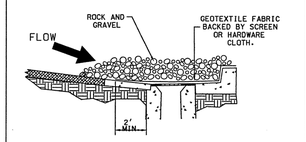
DROP INLET PROTECTION



TYPE I
CURB OPENING

NOTES: GRAVEL INLET PROTECTION

1. THIS INSTALLATION IS FOR A TYPE I CURB DROP INLET ONLY. THE TYPE II. III TO "N" INSTALLATION IS SIMILAR.
2. THE SPACING OF THE LONGITUDINAL BRACING SHALL NOT EXCEED 5 FT.



TYPE II
CURB DROP INLET

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

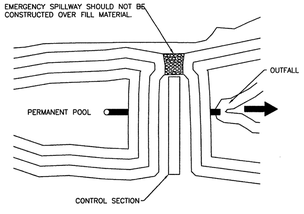
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CULVERT & DROP INLET PROTECTION

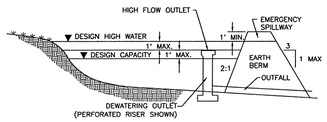
APPROVED Raymunda Van Haven 11/29/06
DESIGN ENGINEER — DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-4/7

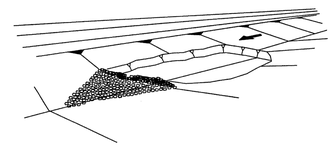


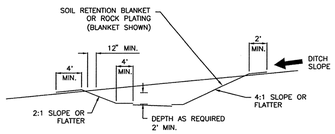
PLAN VIEW



CROSS SECTION

SEDIMENT BASIN



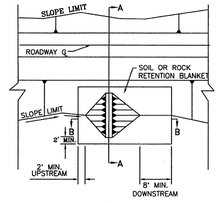


SEDIMENT BASIN, EXCAVATED

NOTES: SEDIMENT TRAP

1. TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED BY EXCAVATION ALONE OR BY EXCAVATION IN COMBINATION WITH AN EMBANKMENT.
2. TEMPORARY SEDIMENT TRAPS ARE OFTEN USED IN CONJUNCTION WITH A DIVERSION DIKE OR SWELL.
3. THE DRAINAGE AREA FOR THE SEDIMENT TRAP SHOULD NOT EXCEED 5 DISTURBED ACRES.
4. THE TRAP MUST BE ACCESSIBLE FOR EASE OF REGULAR MAINTENANCE, WHICH IS CRITICAL TO ITS PROPER FUNCTIONING.
5. SEDIMENT TRAPS ARE TEMPORARY MEASURES AND SHOULD NOT REMAIN IN PLACE LONGER THAN 18 TO 24 MONTHS.
6. THE EMBANKMENT MAY NOT EXCEED 5 FT. IN HEIGHT.
7. THE RECOMMENDED MINIMUM WIDTH AT THE TOP OF THE EMBANKMENT IS BETWEEN 2 FT. AND 5 FT.

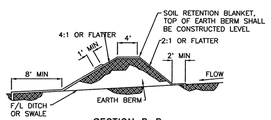
SEDIMENT TRAP



PLAN



SECTION A–A



SECTION B–B

EARTH DIKE (BERM)

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

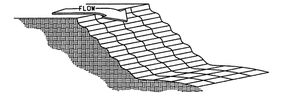
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

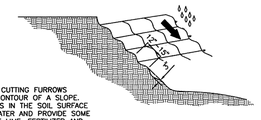
T.E.S.C.M. SEDIMENT BASIN, SEDIMENT TRAP & EARTH DIKE

APPROVED Raymunde Van Hoya 11/29/06
(DESIGN ENGINEER) DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

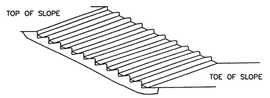
603-01-5/7 SHEET 5 OF 7

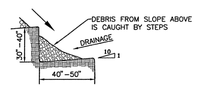




GROOVING IS CUTTING FURROWS ALONG THE CONTOUR OF A SLOPE. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND PROVIDE SOME RETENTION OF LIME, FERTILIZER AND SEED.

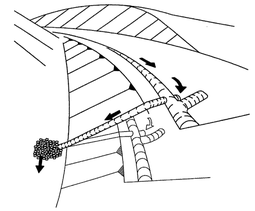
GROOVING SLOPES

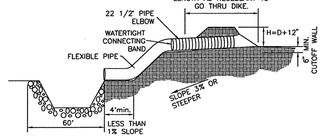


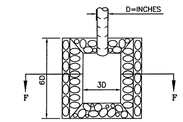


STAIR STEPPING CUT SLOPE

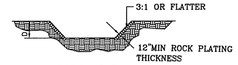
SURFACE ROUGHENING







RIPRAP APRON PLAN



SECTION F–F

SLOPE DRAIN

NOTES: PIPE SLOPE DRAIN

1. THE FLEXIBLE PIPE SHALL BE THE SAME DIAMETER AS THE INLET PIPE AND SHALL BE CONSTRUCTED OF A DURABLE MATERIAL WITH HOLD-DOWN GROMMETS SPACED AT 10 FT. ON CENTER.
2. THE FLEXIBLE PIPE SHALL BE SECURELY FASTENED TO THE CORRUGATED METAL OR HIGH DENSITY POLYETHYLENE PIPE WITH METAL STRAPPING OR WATERTIGHT CONNECTING COLLARS.
3. THE FLEXIBLE PIPE SHALL BE STAKED AT 10 FT. CENTERS ALONG THE SLOPE USING MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO THE GROUND.
4. RIGID PIPE SHALL BE ANCHORED AT BENDS. ANCHORAGE SHALL CONSIST OF A MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO GROUND, OR EARTHEN THRUST BLOCK.
5. PAYMENT OF BASIN ITEMS ARE INCIDENTAL TO THE COST OF FLEXIBLE STORM DRAIN PIPE.
6. FOR PIPE DIAMETER ON TEMPORARY SLOPE DRAIN SEE TABLE BELOW

TEMPORARY SLOPE DRAIN PIPES

Runoff Flow Rate (cfs)	Pipe Diameter Required (inches)
0 – 6.0	18
6.0 – 9.0	21
9.0 – 12.0	24
12.0 – 20.0	30

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING

APPROVED Raymunde Van Hoya 11/29/06
(DESIGN ENGINEER) DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

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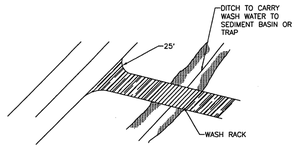
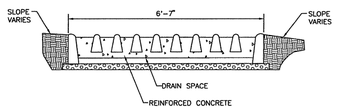
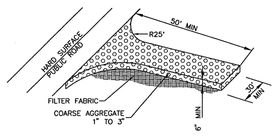
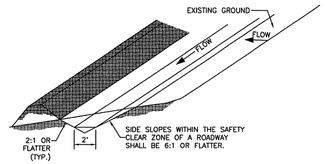




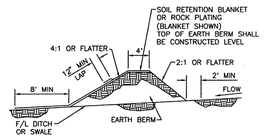
WASH RACK



OFFSITE TRACKING PREVENTION



TYPICAL SWALE CONFIGURATION



FILTER FABRIC DIVERSION DIKE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

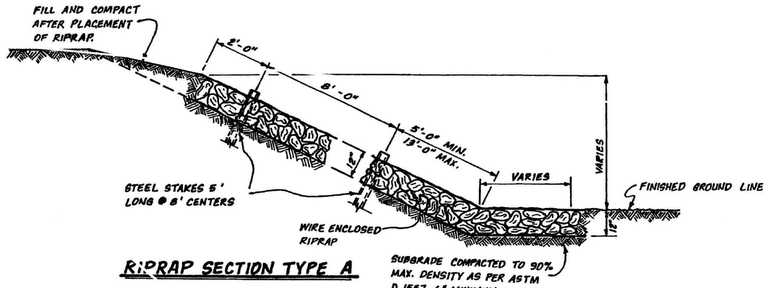
T.E.S.C.M. OFFSITE TRACKING PREVENTION & DIVERSION DIKE

APPROVED Raymunde Van Hoya 11/29/06
(DESIGN ENGINEER) DATE

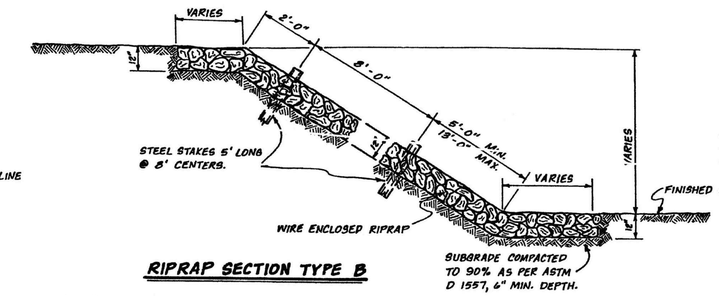
DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-7/7 SHEET 7 OF 7

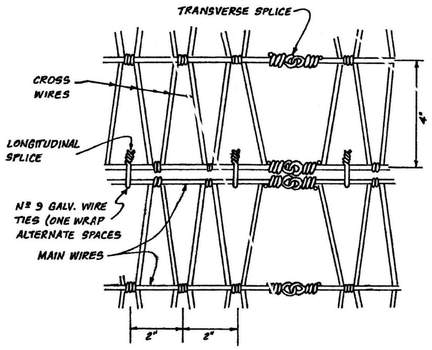
DIVERSION DIKE



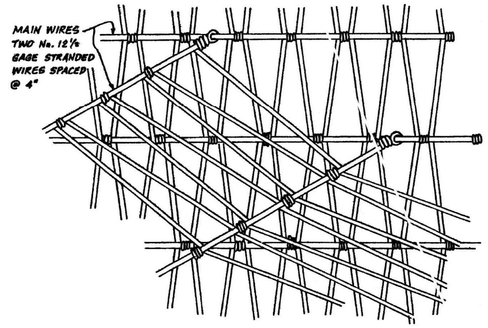
RIPRAP SECTION TYPE A



RIPRAP SECTION TYPE B



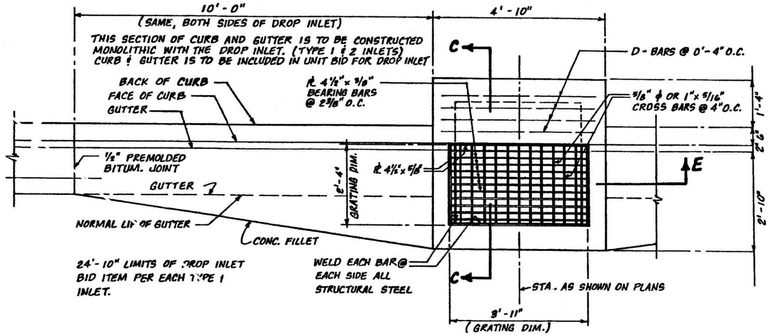
DETAIL OF WIRE FABRIC AND NORMAL SPLICE



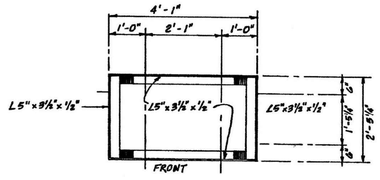
DETAIL OF SPLICE @ SKEWED INTERSECTION

RIPRAP - GENERAL NOTES:

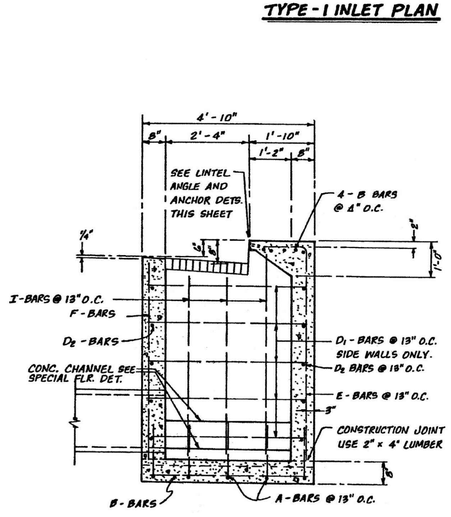
1. WIRE FABRIC IS TO BE GALVANIZED "V" MESH OF THE FOLLOWING CONSTRUCTION: MAIN WIRES ; TWO No. 12½ GAGE STRANDED WIRES SPACED AT 4". CROSS WIRES; SINGLE No. 12½ GAGE WIRES SPACED AT 2" WITH NOT LESS THAN TWO TURNS AROUND THE MAIN WIRES. APPROXIMATE WEIGHT; 48 POUNDS PER 100 SQUARE FEET.
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" O.D. STANDARD STRENGTH GALVANIZED STEEL PIPE OR 4 x 4 x ⅜ STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS ONLY ONE ROW OF STEEL STAKES, 2 FEET FROM THE TOP EDGE OF THE RIPRAP, WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. AS AN ALTERNATE, WIRE FABRIC MAY BE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS FOR CLASS 3, FINISH 3, MEDIUM TENSILE STRENGTH COATED WIRE AS SET FORTH IN FEDERAL SPECIFICATION QQ-W-461. THE WIRES SHALL BE CONTINUOUS, HAVE A DIAMETER OF NOT LESS THAN 0.118 INCH AND SHALL BE TRIPLE TWISTED TO FORM A UNIFORM HEXAGONAL MESH PATTERN WITH A MAXIMUM OPENING SIZE OF 3" x 4¾".
5. DETAIL FROM N.M.S.H.D. DETAIL, SERIAL BRR-001-05.



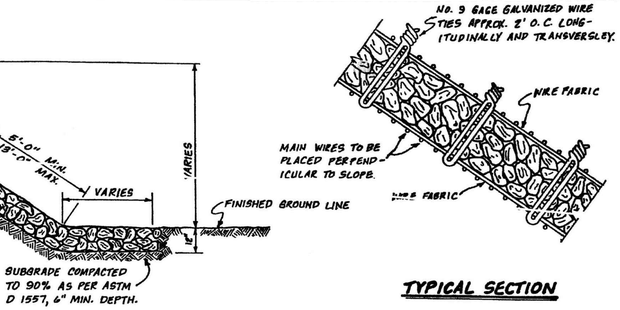
TYPE - I INLET PLAN



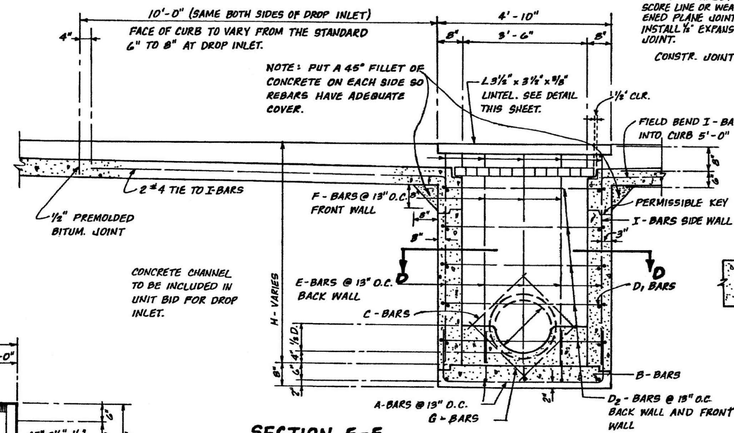
GRATING FRAME DETAIL



SECTION C-C



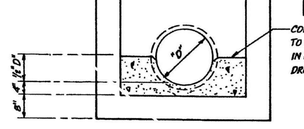
TYPICAL SECTION



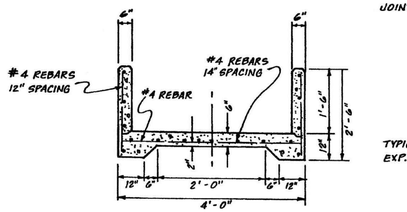
SECTION E-E

RE - BAR SCHEDULE

BAR TYPE	SIZE & SHAPE	BAR No.	BAR TYPE & QUANTITY
A	R 1'6" 4'-6" 8'-6"	#4	TYPE -1 - 8 REQUIRED TYPE 2 - 12 REQUIRED TYPE - 2 - 4 REQUIRED
B	4'-6" 8'-6"	#4	TYPE -1 - 4 REQUIRED TYPE - 2 - 4 REQUIRED
C	8'-6"	#4	TYPE -1-2 REQ'D PER OUTLET TYPE-2-2 REQ'D PER OUTLET
D_1	4'-6"	#4	TYPE -1-2 REQ'D PER FT. INT. TYPE-2-2 REQ'D PER FT. INT.
D_2	2'-0" 21'-2" 2'-0"	#4	TYPE -1-2 REQ'D PER 19" INT. TYPE-2-2 REQ'D PER 19" INT.
E	11" LESS 0'-4"	#4	TYPE -1 - 6 REQUIRED TYPE - 2 - 9 REQUIRED
F	2" LESS 0'-4"	#3	TYPE -1 - 8 REQUIRED TYPE - 2 - 7 REQUIRED
G	2'-0"	#4	TYPE -1- 2 REQ'D. PER OUTLET TYPE-2-2 REQ'D. PER OUTLET
H	R 1'6" 4'-0" 11" LESS 0'-11"	#4	TYPE -1-8 REQ'D FIELD BEND TYPE-2-5 REQ'D INTO CURB



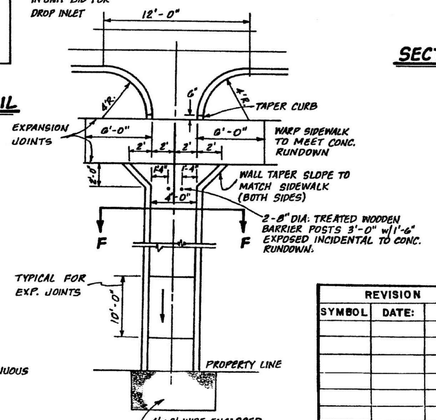
SPECIAL FLOOR DETAIL



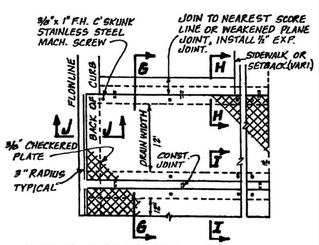
NOTE: REINFORCING IS TO BE CONTINUOUS THRU EXPANSION JOINT

TYPICAL RUNDOWN DETAIL

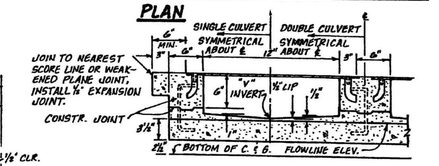
SECTION F-F



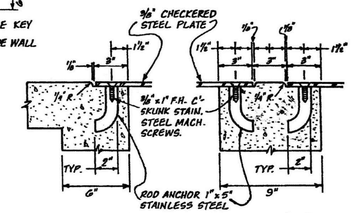
CONCRETE DRAINAGE @ WINDOW!



SINGLE AND DR MULTIPLE CULVERT PLAN

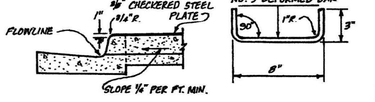


SECTION G-G

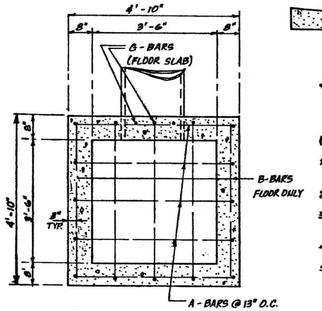


SECTION H-H

SECTION I-I



SECTION J-J DOWEL DETAIL



SECTION D-D

SIDEWALK CULVERT DETAIL

GENERAL NOTES:

1. PLACING OF DRAIN THRU EXIST. SIDEWALK, C. & G. REQUIRE THAT ENTIRE SIDEWALK, C. & G. STONES BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
4. SIDEWALK REPLACED DURING CONSTRUCTION TO BE POURED MONOLITHICALLY WITH CULVERT WALLS.
5. FOR ALL CONCRETE, THE MINIMUM DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH, 7 - BAG MIX AND THAT THE MINIMUM COARSE AGGREGATE SIZE ALLOWED WILL BE 1 INCH. PERCENTAGE OF AIR - ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 4 TO 7 PERCENT.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

REVISION		
SYMBOL	DATE:	BY:

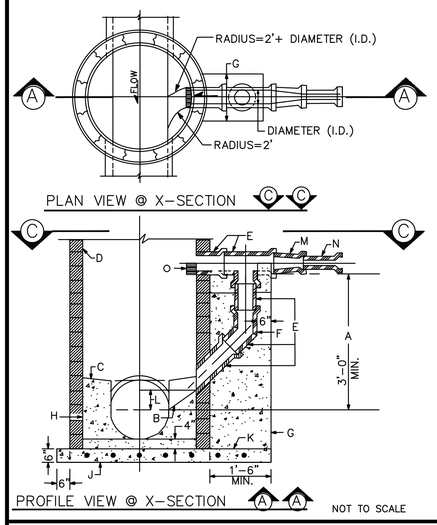
CITY OF SANTA FE

DRAINAGE DETAILS

DRAWN BY: Charlie Gonz. CHECKED BY: DATE: SHT

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



CONSTRUCTION NOTES

A. 3' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 6"(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 16'(FT) OR GREATER. NO4 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 16'(FT) IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

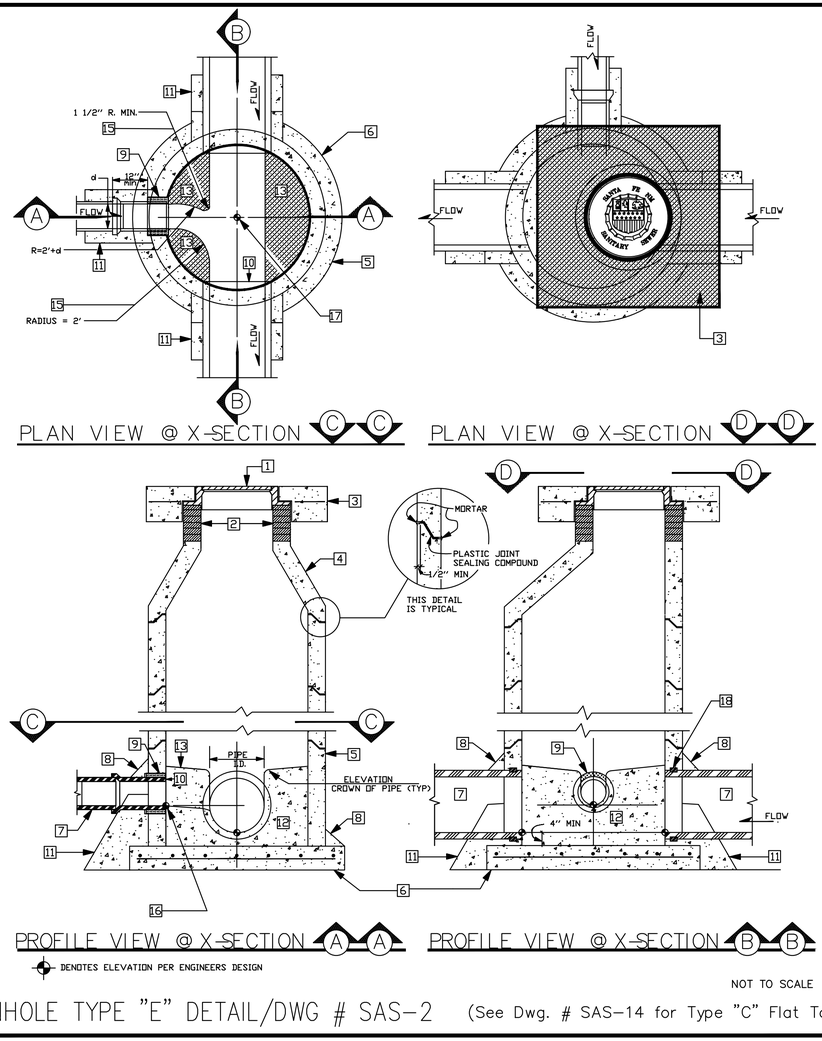
L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

M. REDUCER

N. SERVICE LINE

O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

DROP MANHOLE DETAIL
DWG. #: SAS-1



MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE, MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWLINK" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

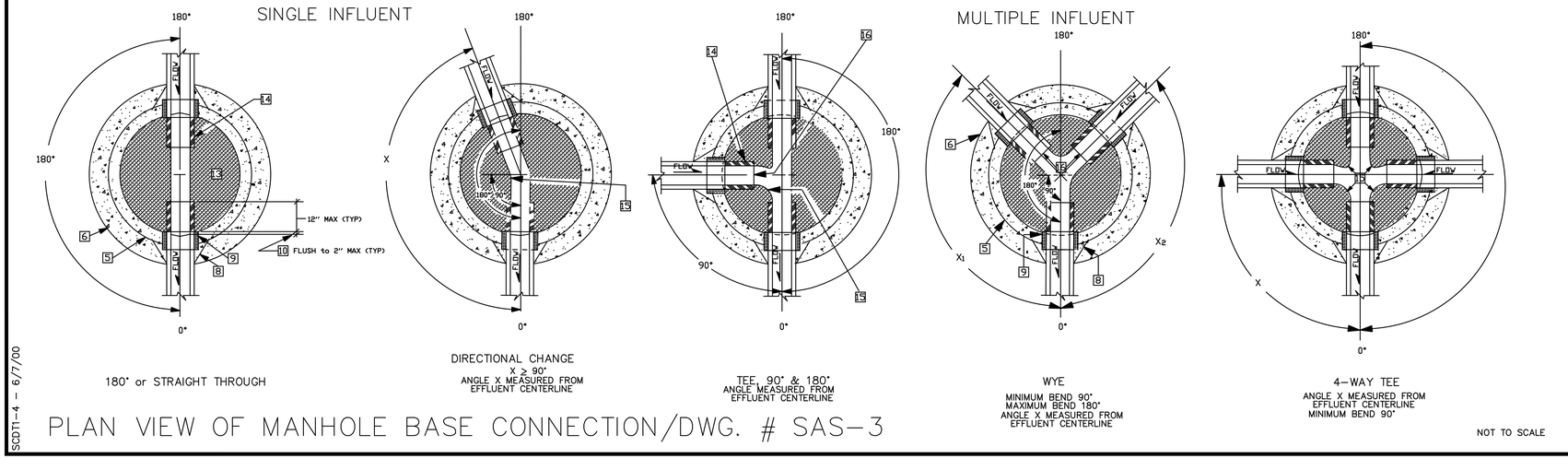
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.



PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

SCDT1-4 - 6/7/00

CITY OF SANTA FE
WATER QUALITY DIVISION

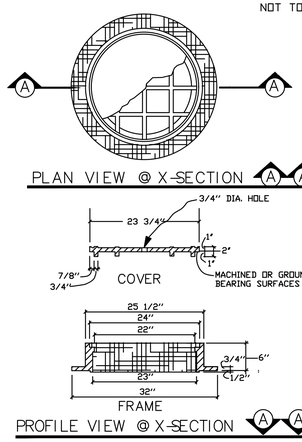
TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT1-4
DRAWN BY: G. CHAVEZ	8-3-92	
CADD RENDITION BY: G. CHAVEZ	12-14-92	SHEET C-901
APPROVED BY: E. BROWN	11-16-94	

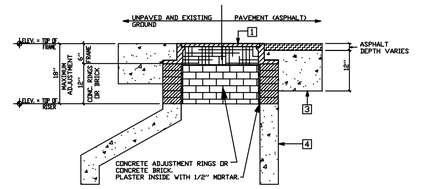
LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

NOT TO SCALE



MANHOLE FRAME & COVER DETAIL/DWG # SAS-4



NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
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A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
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CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

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A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

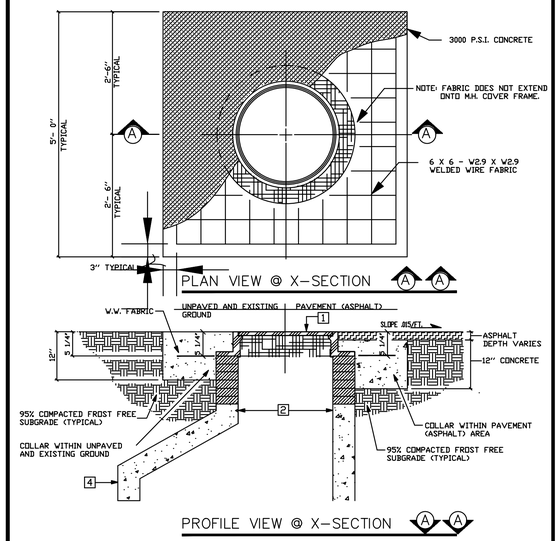
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

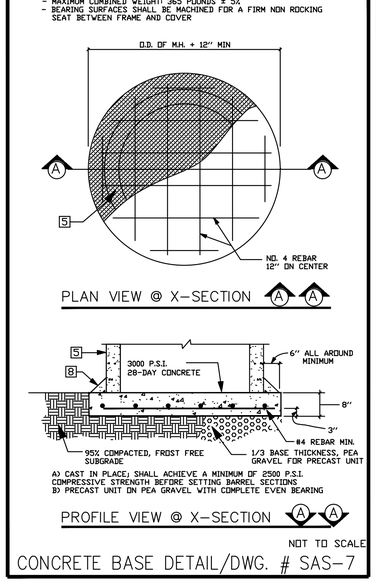
FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

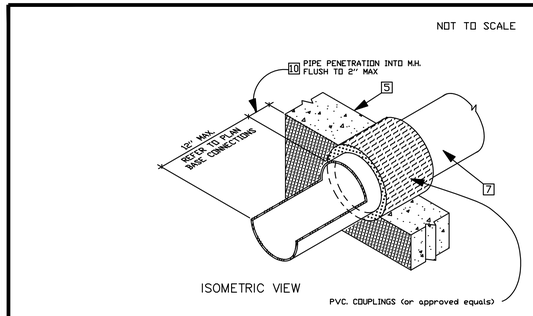


CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE

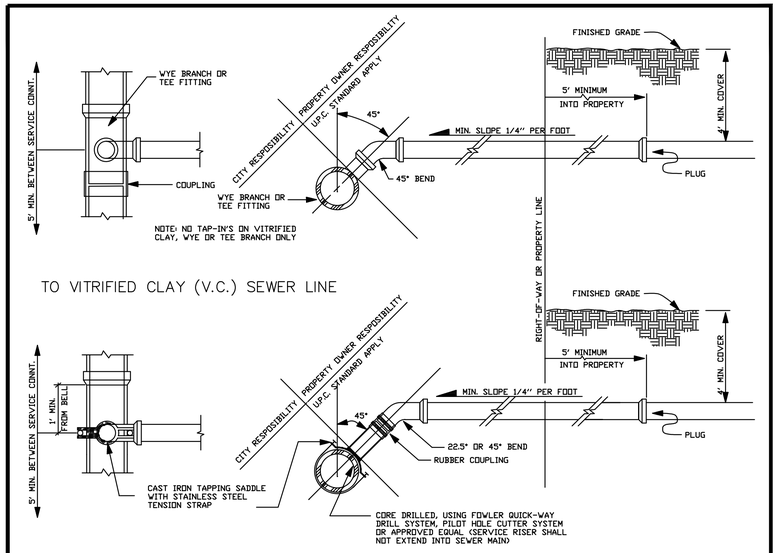


NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7

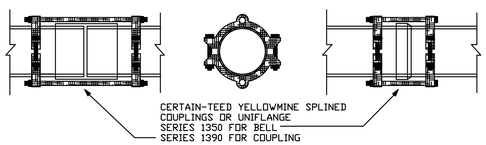


MANHOLE ADAPTER DETAIL/DWG. # SAS-8



NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10



NOTE: AT RIVER AND ARROYO CROSSINGS

SCDT2-4 - 6/7/00

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

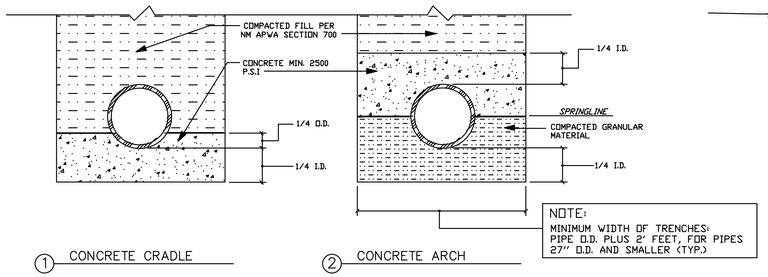
TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT2-4
DRAWN BY: G. CHAVEZ	1 8-3-92	
CADD RENDITION BY: G. CHAVEZ	2 12-10-92	SHEET C-902
APPROVED BY: E. BROWN	3 11-16-94	

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

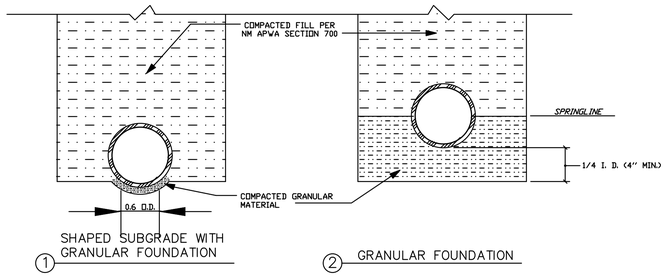
NOT TO SCALE

CLASS "A"



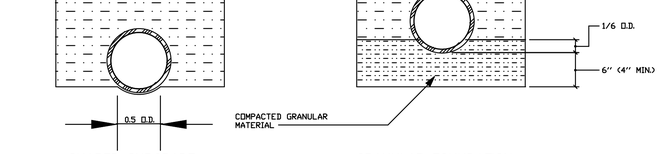
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

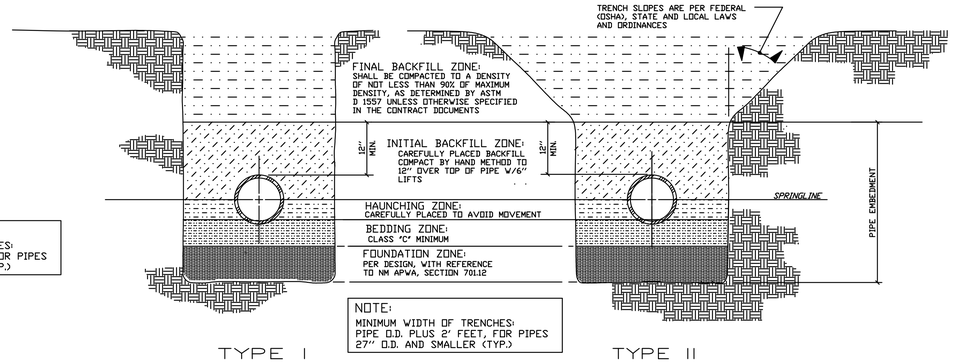


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



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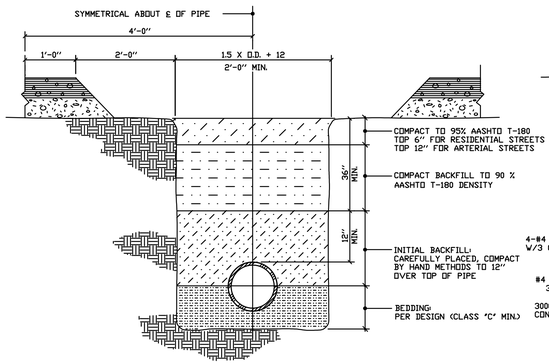
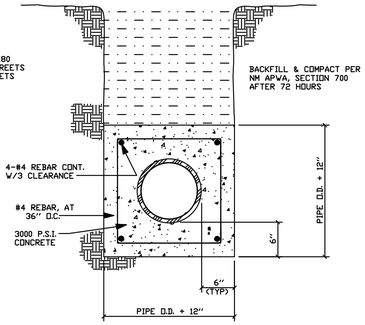


PAVED AREAS



CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
- A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
- A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
- B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
- A. BASE:
  1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
  2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
- B. PRECAST BARREL:
  1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
  2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
  3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
- A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
- B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
  1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
  2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
- C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
- D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1380 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
- E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
- F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
- G. SERVICE CONNECTIONS:
  1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
  2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PHONEER", OR APPROVED EQUAL.
- H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
- A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
- B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
- C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
- D. FRAMES AND COVERS:
  1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
  2. MINIMUM COVER WEIGHT: 165 POUNDS
  3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
  4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
  5. COATING: NONE
  6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
  7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
  8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
- A. REQUIREMENTS:
  1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
  2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
  3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
  4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
  5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
- A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
- B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
- C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
- A. LINE: 0.20 FOOT
- B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

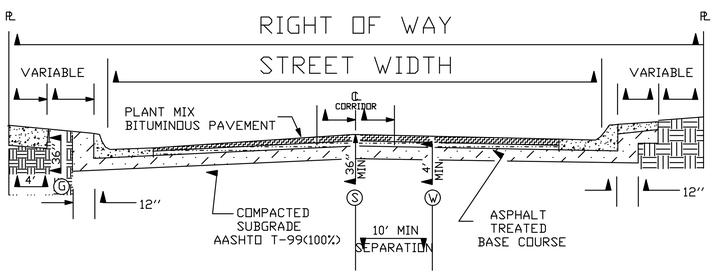
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12



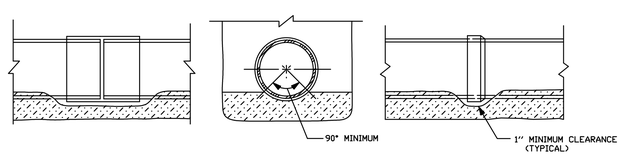
LEGEND

- Ⓢ SEWER
- Ⓖ GAS
- Ⓦ WATER
- ℄ PROPERTY LINE
- ℄ CENTER LINE

NOT TO SCALE

SCDT3-4 - 6/7/00

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



NOT TO SCALE

WATER QUALITY DIVISION — UTILITY DEVELOPMENT

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

	REVISIONS		
DATE: JULY 1992			FILE #: E:\AUTO\DWG\SCDT3-4
DRAWN BY: G. CHAVEZ	1 8-4-92		
CADD RENDITION BY: G. CHAVEZ	2 12-14-92		SHEET C-903
APPROVED BY: E. BROWN	3 11-16-94		

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

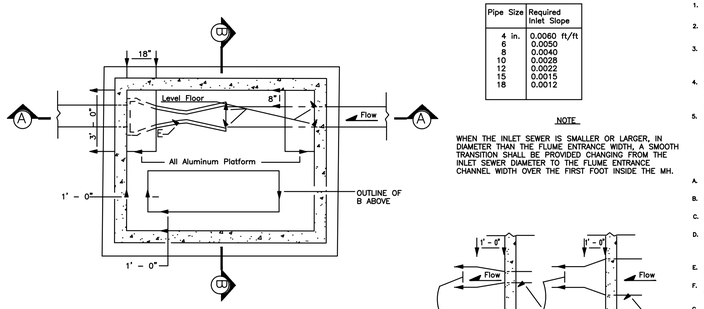
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

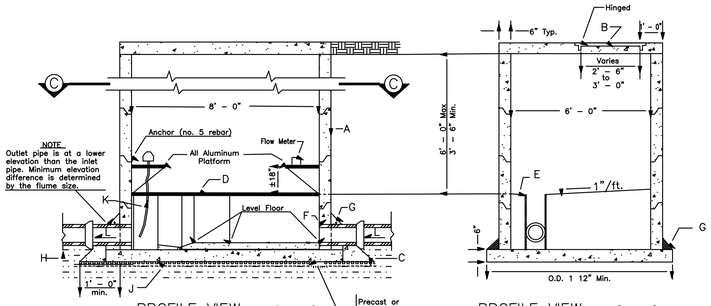
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 6.0 FT. & LESS IN DEPTH MEASURED FROM FLOOR TO CONCRETE COVER. DEPTHS GREATER THAN 6.0 FT. WILL REQUIRE THE 8' DIAMETER, ROUND MANHOLE PER DWG NO. IP-1.
2. INDUSTRIAL MANHOLE SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE MANHOLE AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS. SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME SHALL BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, SLOPES ON THE INLET SEWER LINES FOR 20 FT. OUTSIDE THE MANHOLE MUST BE AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

CONSTRUCTION NOTES

A. ALL MANHOLE BASES, RISER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6661-VH OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6663-DH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING, PLASTI-FAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS, USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F. MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923; STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H. 6" SUBGRADE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K FLUME OUTLET END ADAPTER, PLASTI-FAB OR APPROVED EQUAK
L SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION (C)(C)

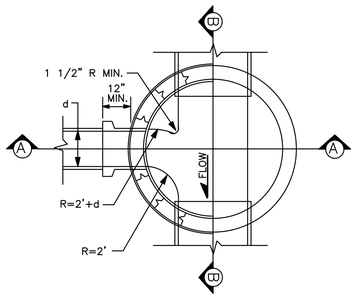


PROFILE VIEW @ X-SECTION (A)(A)

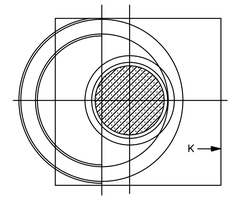
PROFILE VIEW @ X-SECTION (B)(B)

NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2



PLAN VIEW @ X-SECTION (C)(C)



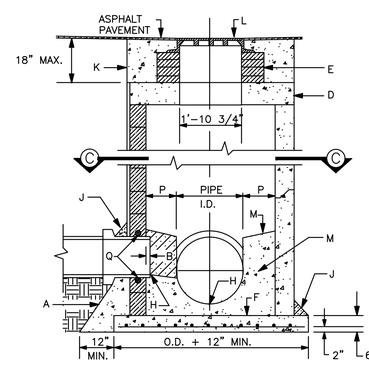
PLAN VIEW @ X-SECTION (D)(D)

GENERAL NOTES

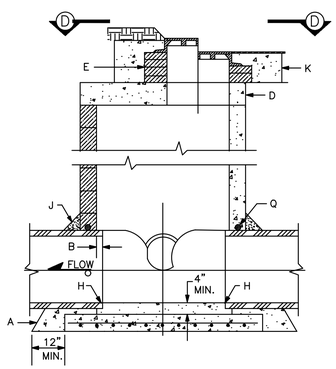
1. USE APPROVED MASTIC JOINT MATERIAL FOR ALL JOINTS.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" M.H. IN LIEU OF TYPE "E" M.H. FOR DEPTHS OF 6' OR MORE.
3. DESIGN APPLIES TO 4', 6' & 8' MANHOLES.
4. M.H. GREATER THAN 18' IN DEPTH SHALL ONLY BE CONSTRUCTED OF PRECAST CONCRETE SECTION.
5. USE NON-SHRINK GROUT FOR FILLETS AND PENETRATIONS.
6. POSITION M.H. OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FLEXIBLE PIPE.
B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRING LINE OF PIPE.
D. PRECAST CONCRETE COVER
E. USE MAX. 4 COURSES OR. MS BRICK ON UNPAVED STREET FOR FUTURE ADJ. OF M.H. FRAME TO PAVEMENT GRADE. PLASTER INSIDE WITH 1/2" MORTAR.
F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EA. WAY FOR M.H. DEPTH OF 16' OR GREATER. NO 4 BARS AT 12" O.C. EA. WAY FOR M.H. LESS THAN 16' IN DEPTH.
H. INV. ELEV. OF STUB OR LATERAL AS SHOWN ON PLANS.
J. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
K. USE A 5'x 5' CONCRETE PAD IN ALL AREAS SLOPE FOR GRADER USE UNPAVED AREAS.
L. FRAME AND COVER, SEE DWG. # SAS-4
M. CONCRETE FILL, 3000 PSI
N. SLOPE 1" PER FT. FROM PIPE CROWN
P. SHELF TO BE 9" WIDE MIN.
Q. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.



PROFILE VIEW @ X-SECTION (A)(A)



PROFILE VIEW @ X-SECTION (B)(B)

MANHOLE TYPE "C" DETAIL/DWG. # SAS-14

NOT TO SCALE

TABLE 1

Pipe Size	Required Inlet Slope
4 in.	0.0060 ft/ft
6	0.0050
8	0.0040
10	0.0028
12	0.0022
15	0.0015
18	0.0012

NOTE

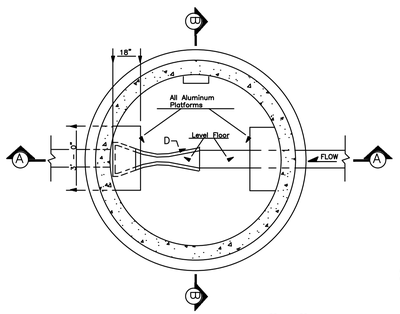
WHEN THE INLET SEWER IS SMALLER OR LARGER, IN DIAMETER THAN THE FLUME ENTRANCE WIDTH, A SMOOTH TRANSITION SHALL BE PROVIDED CHANGING FROM THE INLET SEWER DIAMETER TO THE FLUME ENTRANCE CHANNEL WIDTH OVER THE FIRST FOOT INSIDE THE MH.

GENERAL NOTES

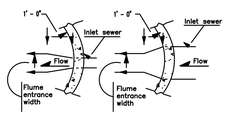
1. THIS DESIGN IS APPLICABLE FOR MANHOLES 8.0 FT. & GREATER IN DEPTH MEASURED FROM FLOOR TO CONCRETE COVER. DEPTHS LESS THAN 8.0 FT. WILL REQUIRE THE 6' DIAMETER, RECTANGULAR MANHOLE, PER DWG. IP-2.
2. INDUSTRIAL MANHOLE SHALL BE LOCATED ON PRIVATE PROPERTY OUTSIDE OF CITY RIGHT-OF-WAY. CITY PERSONNEL SHALL HAVE ACCESS TO THE MANHOLE AT ALL TIMES OF THE DAY OR NIGHT.
3. NOT ALL INSTALLATIONS WILL REQUIRE THE ALUMINUM PLATFORMS. SAMPLER AND FLOW METERING APPARATUS TO BE PROVIDED BY THE INDUSTRIAL USER. FINAL DECISIONS RELATIVE TO THE REQUIREMENT FOR MONITORING EQUIPMENT AND THE SPECIFIC TYPE OF FLUME WILL BE MADE BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION FOR EACH INDIVIDUAL CASE.
4. A PARSHALL FLUME OR PALMER BOWLUS FLUME SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THIS DETAIL. THE FLUME SHALL BE SIZED TO ACCURATELY MEASURE ALL ANTICIPATED FLOW LEVELS. PRIOR TO INSTALLATION THE FLUME SIZE, AND TYPE MUST BE APPROVED BY THE PRETREATMENT SECTION, WATER QUALITY DIVISION.
5. IN ORDER TO CONTROL VELOCITIES AT A LEVEL THAT ALLOWS FOR ACCURATE FLOW MEASUREMENT, SLOPES ON THE INLET SEWER LINES FOR 20 FT. OUTSIDE THE MANHOLE MUST BE AS SPECIFIED IN TABLE 1 FOR THE VARIOUS SIZE LINES. OUTLET SEWER LINES MUST BE DESIGNED TO CONVEY THE MAXIMUM DESIGN FLOWS WITHOUT CREATING A SURCHARGE CONDITION IN THE FLUME.

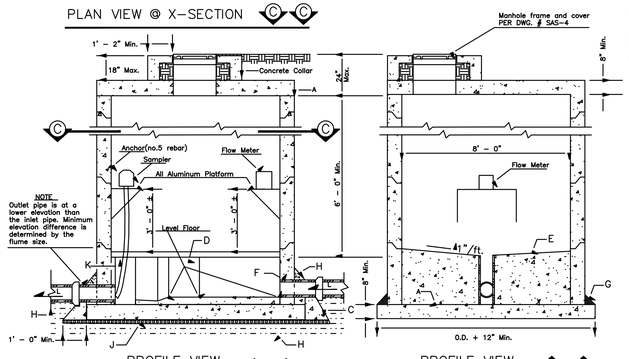
CONSTRUCTION NOTES

A. ALL MANHOLE BASES, RISER SECTIONS AND FLAT SLAB TOP SECTIONS SHALL BE PRECAST REINFORCED CONCRETE, IN ACCORDANCE WITH CITY SPECIFICATIONS.
B. FRAME & COVER FOR NON-TRAFFIC AREAS SHALL BE NEENAH R-6661-VH OR EQ. FOR TRAFFIC OR PARKING AREAS, IT SHALL BE NEENAH R-6663-DH OR EQUAL.
C. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE THE MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO THE SPRING LINE.
D. PREFABRICATED MONITORING FLUME TO BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND SHALL BE MANUFACTURED BY MANNING, PLASTI-FAB OR APPROVED EQUAL. A PARSHALL FLUME OR A PALMER BOWLUS FLUME SHALL BE INSTALLED AS DIRECTED BY THE PRETREATMENT SECTION, WATER QUALITY CONTROL DIVISION.
E. CONCRETE FILLETS, USE 3000 PSI CONC. WITH TYPE II CEMENT. FILLETS TO MATCH TOP OF FLUME AND SLOPE ONE INCH PER FOOT.
F. MANHOLE PIPE CONNECTIONS TO BE PER ASTM C-923; STANDARD SPEC. FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES. RESILIENT CONNECTORS TO BE A-LOK OR APPROVED EQUAL.
G. 6 IN. GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
H 6" SUBGRADE AND BACKFILL COMPACTED TO 95% MODIFIED PROCTOR.
J. 2 IN. GRAVEL CRUSHED STONE LEVELING COURSE.
K. FLUME OUTLET END ADAPTER, PLASTI-FAB OR APPROVED EQUAK.
L. SLOPE PER TABLE 1.



PLAN VIEW @ X-SECTION (C)(C)





PROFILE VIEW @ X-SECTION (A)(A)

PROFILE VIEW @ X-SECTION (B)(B)

NOT TO SCALE

SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1

SCDT4-4X - 6/7/00

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SCDT4-4
DRAWN BY: G. CHAVEZ	1 8-4-92 2	
CADD RENDITION BY: G. CHAVEZ	3 4	SHEET C-904
APPROVED BY: E. BROWN	5 6	

SUMMARY
FILENAME

GENERAL NOTES:

1. *NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.*
2. *THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION . THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).*
3. *REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.*
4. *PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.*
5. *VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.*
6. *HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.*
7. *PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.*
8. *SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.*
9. *INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH*
10. *VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.*
11. *CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.*

SIDEWALKS

12. *SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-17.*
13. *SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).*
14. *SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.*
EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. *ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.*
16. *THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.*

CURB RAMPS

17. *FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.*
18. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
19. *CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT.X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.*
20. *CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.*
21. *THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.*
22. *CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.*
23. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
24. *ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).*

CROSSWALKS

25. *PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.*

DETECTABLE WARNING

26. *DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS . DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.*
27. *DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. *FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.*
29. *PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 9" TO 10" AND SHALL BE WITHIN 36" TO 48" ABOVE THE SIDEWALK SURFACE*
30. *PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.*

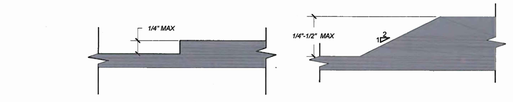
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

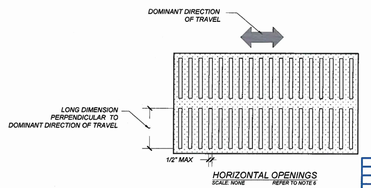
31. *EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE. THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.*

32. *TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.*

33. *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE — REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE — REFER TO NOTE 6

MICHAEL J. SMELKER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

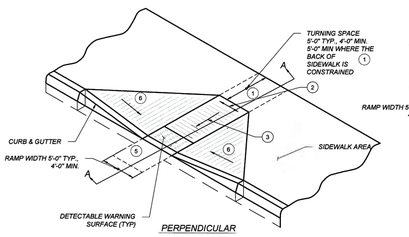
APPROVED: _____ DESIGN ENGINEER — DATE: 1-13-15

608-001- 1 — 608-1 of 12

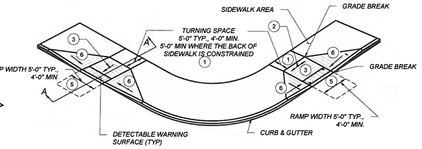
file path

DRAWING SCALE = NOT TO SCALE

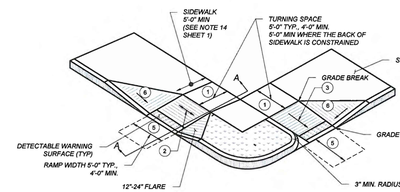
SUMMARY
FILENAME



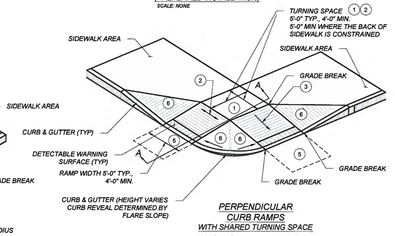
PERPENDICULAR CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(ALTERNATE INSTALLATION)
SCALE: NONE



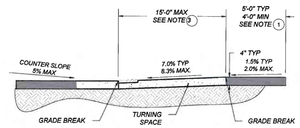
PERPENDICULAR CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

- (A) *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*
- (B) *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*
- (C) *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*
- (D) *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*



SECTION A-A
SCALE: NONE

MICHAEL J. SMELKER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER
1-13-15

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-13-15

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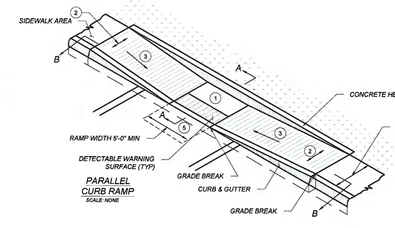
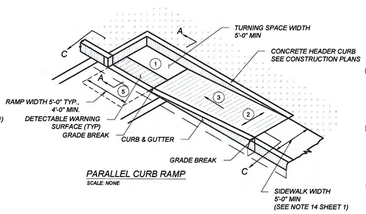
file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



PARALLEL CURB RAMP
SCALE: NONE



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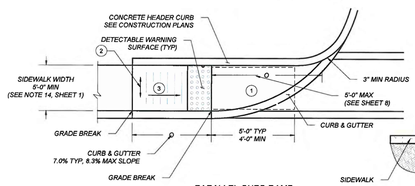
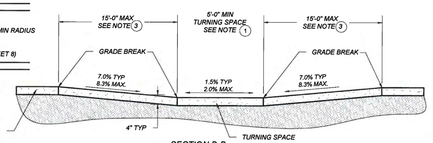
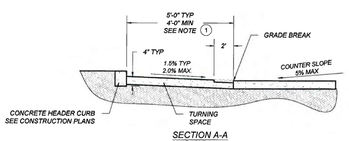


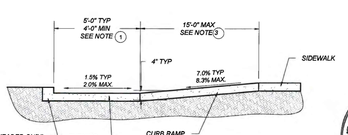
PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION C-C
SCALE: NONE

MICHAEL J. SMELKER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER
1-13-15

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-13-15

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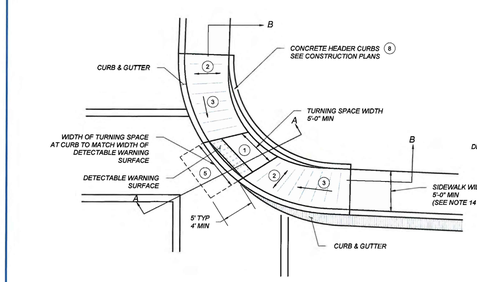
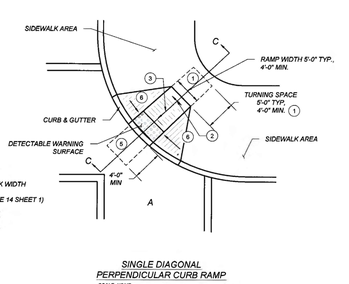
file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



SINGLE DIAGONAL
PARALLEL CURB RAMP
SCALE: NONE



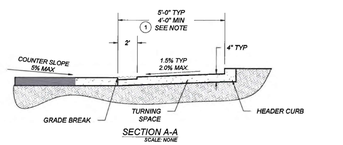
SINGLE DIAGONAL
PERPENDICULAR CURB RAMP
SCALE: NONE

KEYED NOTES

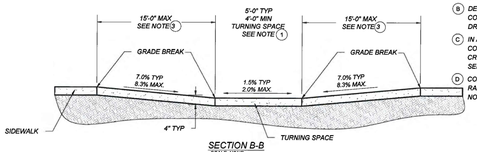
1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

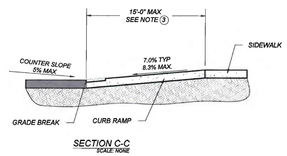
- (A) *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*
- (B) *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*
- (C) *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*
- (D) *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

MICHAEL J. SMELKER — NEW MEXICO — 15350 — REGISTERED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

APPROVED: _____ DESIGN ENGINEER — DATE: 1-13-15

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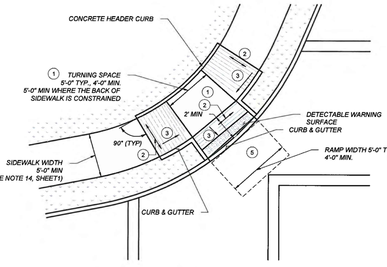
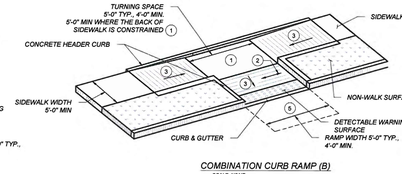
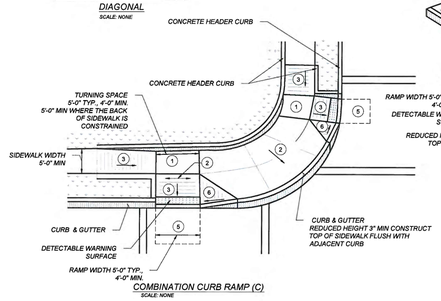


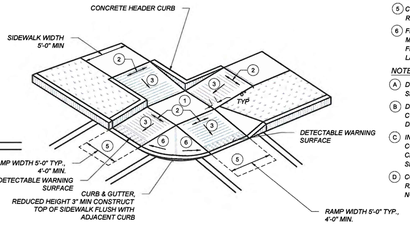
COMBINATION CURB RAMP (A) DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



COMBINATION CURB RAMP (C)
SCALE: NONE



COMBINATION CURB RAMP (D) WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608604 AND NO SEPARATE PAYMENT WILL BE MADE.



NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

COMBINATION CURB RAMPS

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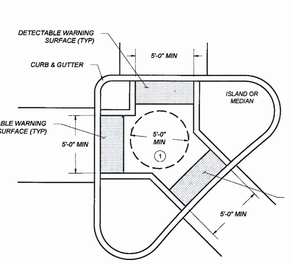
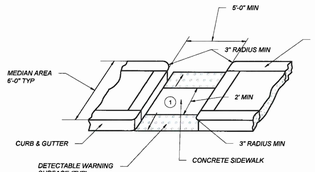
file path

DRAWING SCALE = NOT TO SCALE



PEDESTRIAN REFUGE ISLAND CURB RAMP
SCALE: NONE



TYPICAL CUT-THROUGH PEDESTRIAN REFUGE ISLAND OPENING WITH CURB SIDES
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

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D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608604 AND NO SEPARATE PAYMENT WILL BE MADE.



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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

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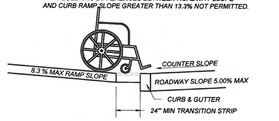
ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



PROVIDE A 24" MIN TRANSITION STRIP IF ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE ARE GREATER THAN 13.33% TRANSITION STRIP SLOPE NOT TO EXCEED 5.00%

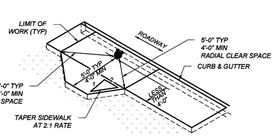
CHANGE OF GRADE LIMITATIONS
SCALE: NONE



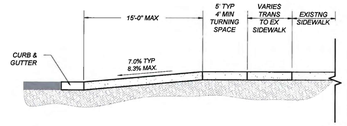
RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

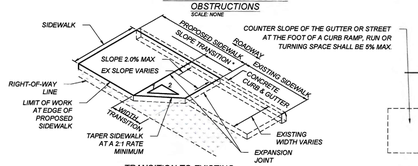
* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

NOTE:
1) CROSS SLOPE OF CURB RAMP AT PEDESTRIAN STREET CROSSING WITHOUT YIELD ON STOP CONTROL, AND AT MID BLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE ARE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
2) CROSS SLOPE IF CURB RAMP IS AT YIELD OR STOP CONTROL REQUIRES 2% MAX CROSS SLOPE AT CURB LINE

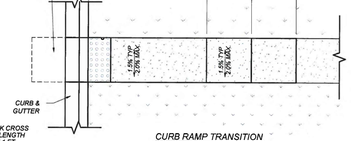


SIDEWALK ADDITION DUE TO OBSTRUCTIONS
SCALE: NONE





TRANSITION TO EXISTING SIDEWALK DETAIL
SCALE: NONE



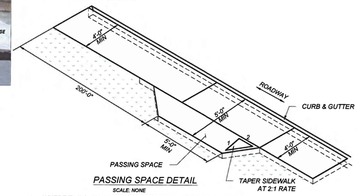
CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL

MINIMUM SLOPE TRANSITION LENGTH BASED ON THE DIFFERENCE OF PROPOSED SIDEWALK CROSS SLOPE AND EXISTING SIDEWALK CROSS SLOPE AT THE LOCATION OF TIE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA: DELTA % SLOPE X 0.5' OR MIN WIDTH OF 1 FT.

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA CHANGE IN WIDTH X 2.

DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

TRANSITION AREAS SERVE AS TEMPORARY CONNECTIONS OF THE PEDESTRIAN ACCESS ROUTE. FUTURE IMPROVEMENTS TO THE REMAINING PORTION OF EXISTING SIDEWALK SHALL INCLUDE REMOVING THE TRANSITION AREA AND CONSTRUCTING A FULLY COMPLIANT SIDEWALK.



PASSING SPACE DETAIL
SCALE: NONE

1. WHERE THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES IS GREATER THAN 48 AND LESS THAN 96, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200ft MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.



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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CURB RAMP AND SIDEWALK TRANSITION DETAILS

APPROVED: DESIGN ENGINEER — DATE: 1-13-15

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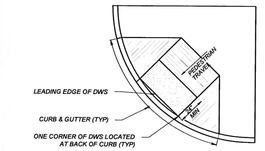
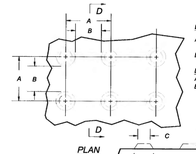
file path

DRAWING SCALE = NOT TO SCALE

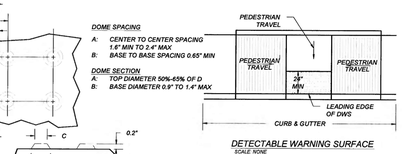




PLAN

DOME SPACING
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX
B: BASE TO BASE SPACING 0.65" MIN

DOME SECTION
A: TOP DIAMETER 50%-65% OF D
B: BASE DIAMETER 0.9" TO 1.4" MAX



DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARNING SURFACE (DWS):

A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

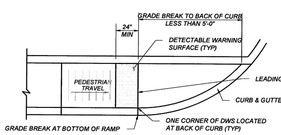
LOCATION:

1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

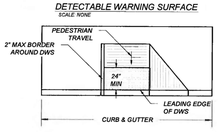
NOTES:

1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.

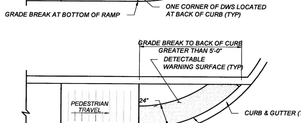


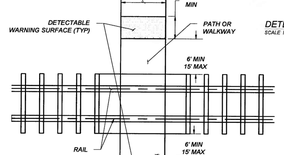
SECTION D-D

DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE

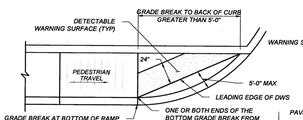




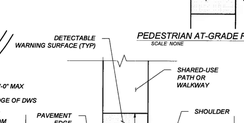
PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE



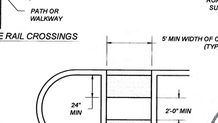
DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE (DWS)ON CURVED SURFACES
SCALE: NONE

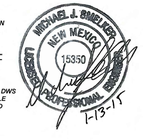


SHARED-USE PATH CONNECTION
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE

EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED



NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

APPROVED: DESIGN ENGINEER — DATE: 1-13-15

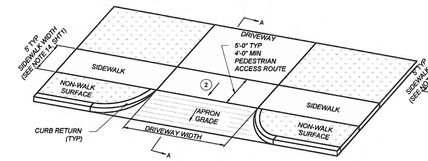
608-001-8

608- 8 of 12

file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



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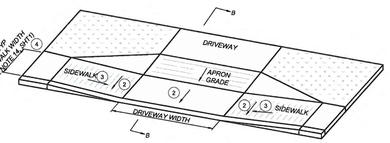

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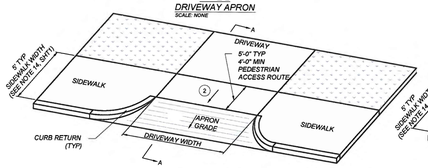

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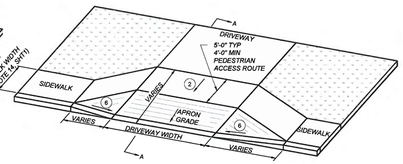

TYPE 2C
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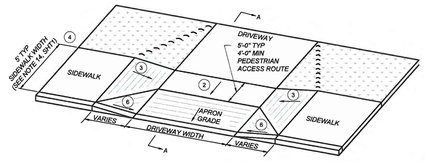
SCALE: NONE



TYPE 2B
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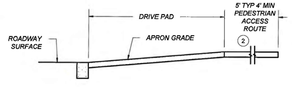
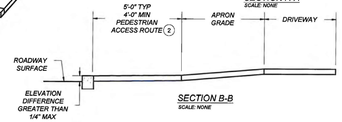
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX. (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

- (A) *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*
- (B) *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*
- (C) *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*
- (D) *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED _____ 1-13-15
DESIGN ENGINEER — DATE

608-001-9

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MICHAEL J. SMELKER — NEW MEXICO — 15350 — LICENSED PROFESSIONAL ENGINEER — 1-13-15

file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



TYPE 5
MULTIPLE DRIVEWAYS
SCALE: NONE

TYPE 5A
MULTIPLE DRIVEWAYS
SCALE: NONE



SECTION A-A
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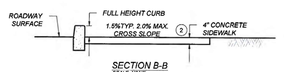
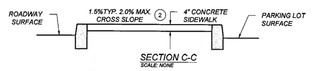


SECTION B-B
SCALE: NONE



SECTION C-C
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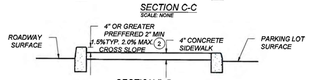

SECTION D-D
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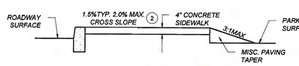

SECTION E-E
SCALE: NONE

KEYED NOTES

1. *TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.*
2. *CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.*
3. *RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX. (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.*
4. *GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.*
5. *COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.*
6. *FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.*

NOTES:

- (A) *DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.*
- (B) *DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.*
- (C) *IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.*
- (D) *CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.*

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED _____ 1-13-15
DESIGN ENGINEER — DATE

608-001-10

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MICHAEL J. SMELKER — NEW MEXICO — 15350 — LICENSED PROFESSIONAL ENGINEER — 1-13-15

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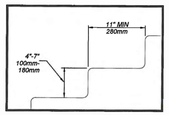
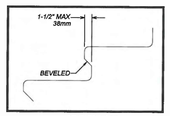
SUMMARY
FILENAME

STAIRWAY REQUIREMENTS

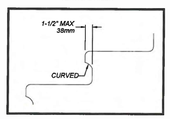
1. *STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.*
2. *ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.*
3. *OPEN RISERS SHALL NOT BE PERMITTED.*
4. *STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.*
5. *THE RADIUS OF CURVATURE AT THE LENDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT FORM SHARP OR BEVELED RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.*
6. *HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.*
7. *OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.*



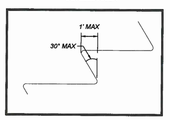
VERTICAL RISER



BEVELED RISER



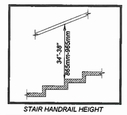
CURVED RISER



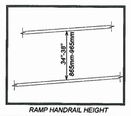
ANGLED RISER

HANDRAIL REQUIREMENTS

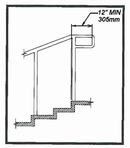
1. *HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.*
2. *HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.*
3. *TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (865mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.*
4. *CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM*
5. *GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.*
   EXCEPTION:
   HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   - *A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.*
   - *B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND*
   - *C. EDGES HAVE 11 INCH (324M) MINIMUM RADIUS.*
6. *HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY.*
   EXCEPTION: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 6.25 INCH(160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. *HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.*
8. *HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.*
9. *HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.*
   EXCEPTIONS:
   - *A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS*
   - *B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.*
10. *RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.*
11. *AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.*
12. *AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.*



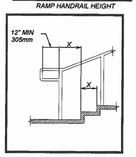
STAIR HANDRAIL HEIGHT



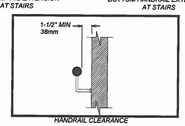
RAMP HANDRAIL HEIGHT



TOP HANDRAIL EXTENSION AT STAIRS



BOTTOM HANDRAIL EXTENSION AT STAIRS



HANDRAIL CLEARANCE

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED _____ 1-13-15
DESIGN ENGINEER — DATE

608-001-11

608- 11 of 12

MICHAEL J. SMELKER — NEW MEXICO — 15350 — LICENSED PROFESSIONAL ENGINEER — 1-13-15

file path

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY.

ACCESSIBLE PARKING REQUIREMENTS:

1. *EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:*

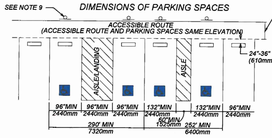
NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	4
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. *CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.*
3. *ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.*
4. *ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.*
5. *ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.*
6. *PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.*
7. *PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.*
8. *EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (R7-8) SHALL BE AT LEAST 7 FEET (2100mm). LOCATED AT THE HEAD OF THE PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS IDENTIFYING THE SPACE AS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING .*
9. *PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER. ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.*
10. *EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.*

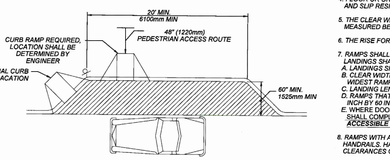
SEE NOTE 9

DIMENSIONS OF PARKING SPACES



ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

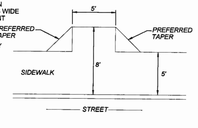
1. *PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.*
2. *ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.*
3. *VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.*
4. *VERTICAL CLEARANCE OF 114 INCHES (2895mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES*
5. *EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.*



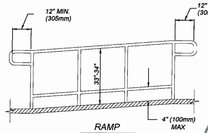
ACCESSIBLE PASSENGER LOADING ZONE
PLAN VIEW

TRANSIT STOP REQUIREMENTS

1. *TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.*
2. *LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PEDESTRIANS WITH DISABILITIES.*
3. *WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.*
4. *TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.*



TRANSIT STOP
PLAN VIEW



RAMP

RAMP REQUIREMENTS:

1. *RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.*
2. *RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1. EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.*

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. *CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.*
4. *FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.*
5. *THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.*
6. *THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.*
7. *RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:*
   - *A. LANDINGS SHALL HAVE A SOPE NOT STEEPER THAN 50:1.*
   - *B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.*
   - *C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.*
   - *D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.*
   - *E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH 2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN (2010 ADA) SECTION 404.*
8. *RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.*
9. *EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.*

   EXCEPTIONS:
   - *A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.*
   - *B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.*
   - *C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.*
10. *EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).*
11. *OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.*

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
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STANDARD DRAWING

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City of Santa Fe, New Mexico

Attachment C-4
Technical Reports / Utilities

Contents

1. **Revised Traffic Impact Analysis**
2. **Revised Terrain Management Report**
3. **Parking Count Justification Letter**
4. **Trail Exhibit**
5. **Landscape Plan**

Attachment C-4 Internal Source Control Note

This attachment includes technical reports and supporting technical exhibits used for internal review of the 2981 Galisteo Road Development Plan. The attachment is organized to support review of traffic/access, terrain/drainage, parking, trail context, and landscape/irrigation matters. Water Plan and Development Water Budget materials are reserved for Attachment D.

Included source materials:
1. Revised Traffic Impact Analysis, Santa Fe Engineering Consultants, March 2024, revised May 2024.
2. Revised Terrain Management Report, Santa Fe Engineering Consultants, March 2024, revised May 2024.
3. Parking Count Justification Letter, TreanorHL, July 24, 2024.
4. Trail Exhibit, March 2024 Development Plan submittal materials.
5. Landscape Plan / Planting Plan, current technical exhibit submitted for project review.

The technical reports and exhibits are included in their native PDF format to preserve source-document scale, linework, report pagination, and legibility.

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Saint Vincent
1676 Hospital Drive
Santa Fe New Mexico

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024
Revised May 2024

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Executive Summary

The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe. A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026. The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial

A scoping meeting was conducted with representatives from the City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024.

Site-specific peak hour traffic counts were conducted from 6:00am to 6:00pm at the following intersections:

* Rodeo Road / Galisteo Road (Wednesday, November 8, 2023).

* Galisteo Road / Pacifica Senior Living Santa Fe (Wednesday, November 8, 2023).

* Galisteo Road / Avenida La Cerca (Wednesday, February 14, 2024).

The existing condition level of service (LOS) was calculated. At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

Crash data was obtained from the NMDOT for the years 2016 through 2021.
Rodeo Road / Galisteo Road. The data shows that in the five-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

The data shows that in the six-year period from 2016 to 2021, there were a total of one crash on the south segment Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

The implementation year (2026) LOS was checked for both the build and no build conditions. At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

This horizon year LOS was calculated It is assumed that the full Zia Station Project will be fully developed by 2036. At the segment of Rodeo Road / Galisteo Road there is a failure on the south bound left for both the AM and PM. All other intersections and movements meet NMDOT operational segment.

There are existing failures at the intersection of Rodeo Road / Galisteo Road. The existing failures are on the southbound left turn movement. The Anchorum Skilled Nursing Facility does not impact the southbound left turn. However, the Skilled Nursing Facility will add traffic to the overall intersection. Various alternatives were considered to correct the failing eastbound left turn movements. The southbound left turn lane could be closed by installation of a curb and gutter. This alternative will force traffic to make right turns. Then develop "U" turn lanes to create an indirect left turn. There are numerous studies that show that an indirect left turn is safer than a direct left turn. This should be a city project, since it is an existing situation.

The geometry of Galisteo Road meets AASHTO horizontal geometric requirements for a 40 MPH design speed with no superelevation. The 200-foot radius curve north of the site meets a 25 MPH design speed. The posted speed limit should be 20 MPH. The sight distance at the proposed driveway was checked. The sight distance exceeds AASHTO recommendations for a 30 MPH design speed.

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH. The driveway spacing for urban collector streets with a posted speed limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways. The proposed driveway meets the spacing requirements. The existing driveway spacing on Galisteo Road at Galisteo Plazas Subdivision does not meet spacing requirements.

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment.

The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
  Response: A speed study was not performed, and speeding was not observed in the field. The residents in this area have the option of requesting that the city perform a traffic calming study for this segment of Galisteo Road to slow the traffic.

* *"There is a horizontal curve on Galisteo Road, which is dangerous."*

Response: The horizontal alignment of the existing Galisteo Road was analyzed. There is a sharp curve near Rodeo Road that does not meet the posted speed limit requirements. It is recommended that in the area of the curve, the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*

Response: The intersection has failing movements for the southbound left turn, all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*

Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk (HAWK) may be feasible.

The HAWK allows pedestrians to cross only when a pedestrian presses the crossing button. After the button is pressed the signals goes from yellow to red stopping traffic and, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the Rail Runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*

Response: The AM shift requires 40 parking spaces for employees, leaving 40 spaces for visitors at the skilled nursing facility. After the PM shift change, 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*

Response: Pothole repairs are performed by the city.

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted with representatives from Jenkins Gavin (planners for the project), City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024. The following comments were received, at the ENN meeting:

- *"Traffic on Galisteo Road is speeding."*
- *"There is a horizontal curve on Galisteo Road, which is dangerous."*
- *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*
- *"There have been near hits at the pedestrian crossing of Galisteo Road."*
- *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*
- *"Galisteo Road is in poor condition and there are many potholes."*

B. Project Location

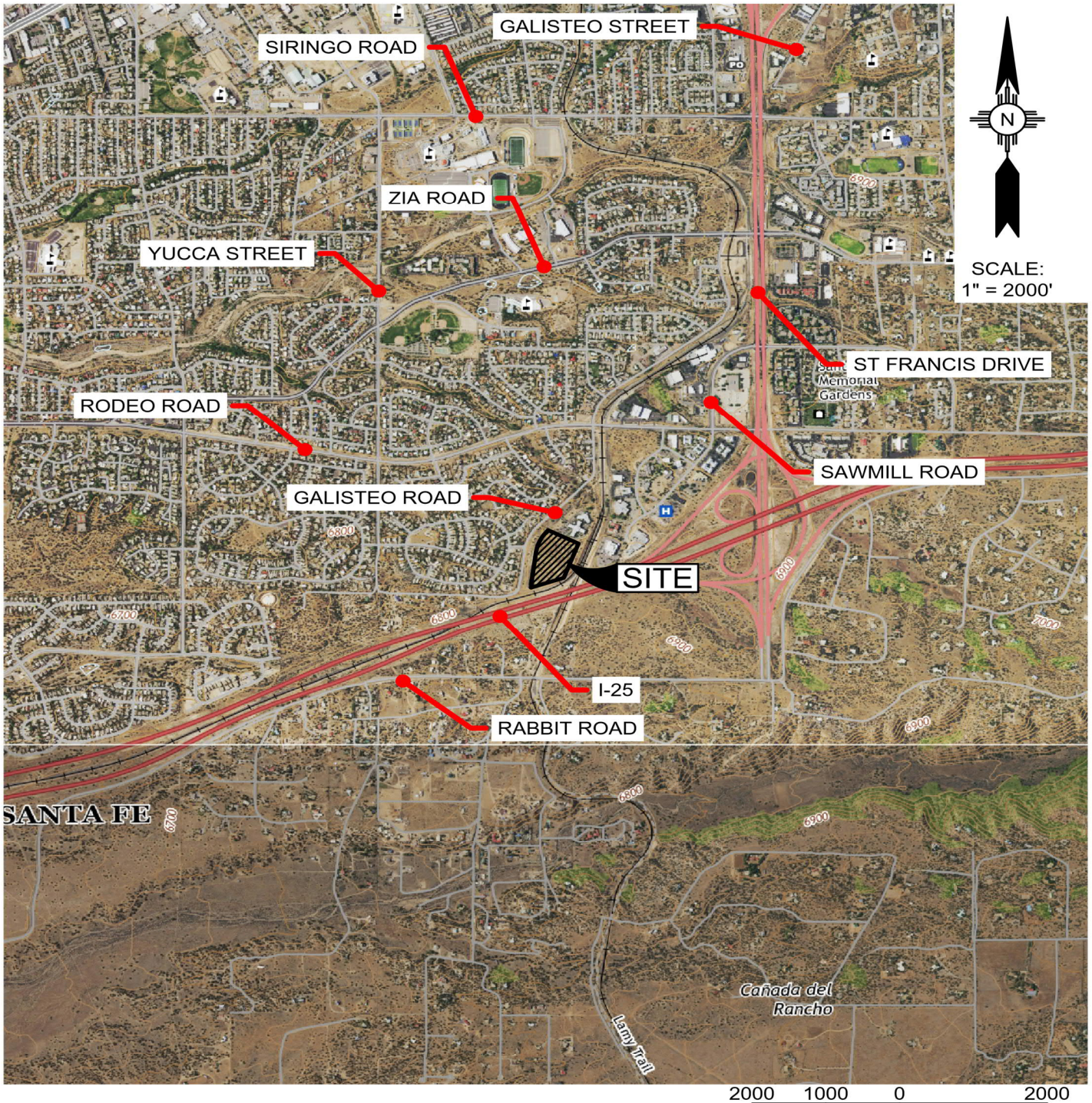
The proposed development is located south of Rodeo Road; east of Galisteo Road; west of the Rail Runner tracks; and south of Pacifica Senior Living Santa Fe. According to the Pacifica Senior Living Santa Fe website, "…Pacifica Senior Living Santa Fe in an assisted living and memory care community with short-term respite care…". The Pacifica Senior Living Santa Fe has 88 beds.

The proposed site is within the City of Santa Fe in projected Section 33, Township 17 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35◦38'00" North and Longitude 105◦58'00" West.

A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

C. Vicinity Map

The Vicinity Map is presented in Figure 1.



REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "SANTA FE, NM" AND "SETON VILLAGE, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1

II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The proposed skilled nursing facility is to be located on a 2.0-acre portion of the 6.32 ± acre site. The legal lot of record is presented in Figure 2 and 2A. The remaining 4.32 acres will be retained for future development. The land use and scale of the future development is not known. The skilled nursing facility will consist of a 65,937 gross square area building and an 80-space parking lot. It is anticipated that 80 patient beds will be provided. According to the developer, there will be two shifts as follows:

- 6:00am-6:00pm / 40 Employees
- 6:00am-600pm / 25 Employees

There will be approximately 120 employees in total, which includes weekend staff. The site data is as follows:

- Lot Area: 6.325 ac / 275,517 sf
- Open Space:
  Required- 40% / 110,206 sf
  Provided- 110,430 sf
  GFA- 65,937 sf
- Lot Coverage:
  Required- No max
  Provided- 14.5%
  (Roofed Area- 39,918)
- Parking:
  Required- 40 parking spaces (one for every two beds)
  Provided- 80 parking spaces

B. Phasing and Timing

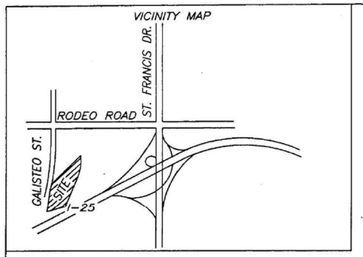
The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026.

C. Zoning

The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial.

0385014

VICINITY MAP



SCALE 1" = 100' FEET
100 0 100

DATA THIS SURVEY

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'22"	1045.00	403.19	400.69	S09°38'56"W
C2	06°44'47"	472.96	55.69	55.66	N03°09'03"E
C3	02°31'41"	616.20	27.19	27.18	N08°34'02"E
C4	10°20'26"	616.20	111.21	111.06	N14°53'34"E
C5	23°26'51"	616.20	252.17	250.41	N31°47'01"E

(PREVIOUS PLAT DATA)

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'14"	1045.00	403.15	400.65	S09°38'43"W
C2	06°44'59"	472.96	55.72	55.68	N03°09'52"E
C3	02°31'35"	616.20	27.17	27.17	N08°28'07"E
C4	10°21'10"	616.20	111.34	111.19	N14°54'29"E
C5	23°26'08"	616.20	252.04	250.29	N31°48'08"E

DETAIL "A"
BASIS/BRG.
END RBR
S80°39'23"E
0.18'

DETAIL "B"
BASIS/BRG.
END RBR
S65°43'35"E
0.23'

LEGEND

BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET 8C OF 18, DATED 8/15/91.

- DENOTES REBAR, OR AS SHOWN FOUND
- DENOTES BRASS CAP FOUND
- DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- DENOTES RIGHT OF WAY RAIL

FLOOD ZONE

THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-88.

NOTES

1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-90) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-95, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS. ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY HALL.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # L41/21 FROM NEW TRACT C3 & C3-1 IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.

ALTERNATIVELY, NEW TRACT C3 & C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET

REFERENCE DOCUMENTS

A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689. FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.

B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1980.

C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94520.

D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR..

E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. DI-252 RECORDED IN BOOK 126, PAGE 008.

F) NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET 8C OF 18, DATED 8/15/91.

G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.

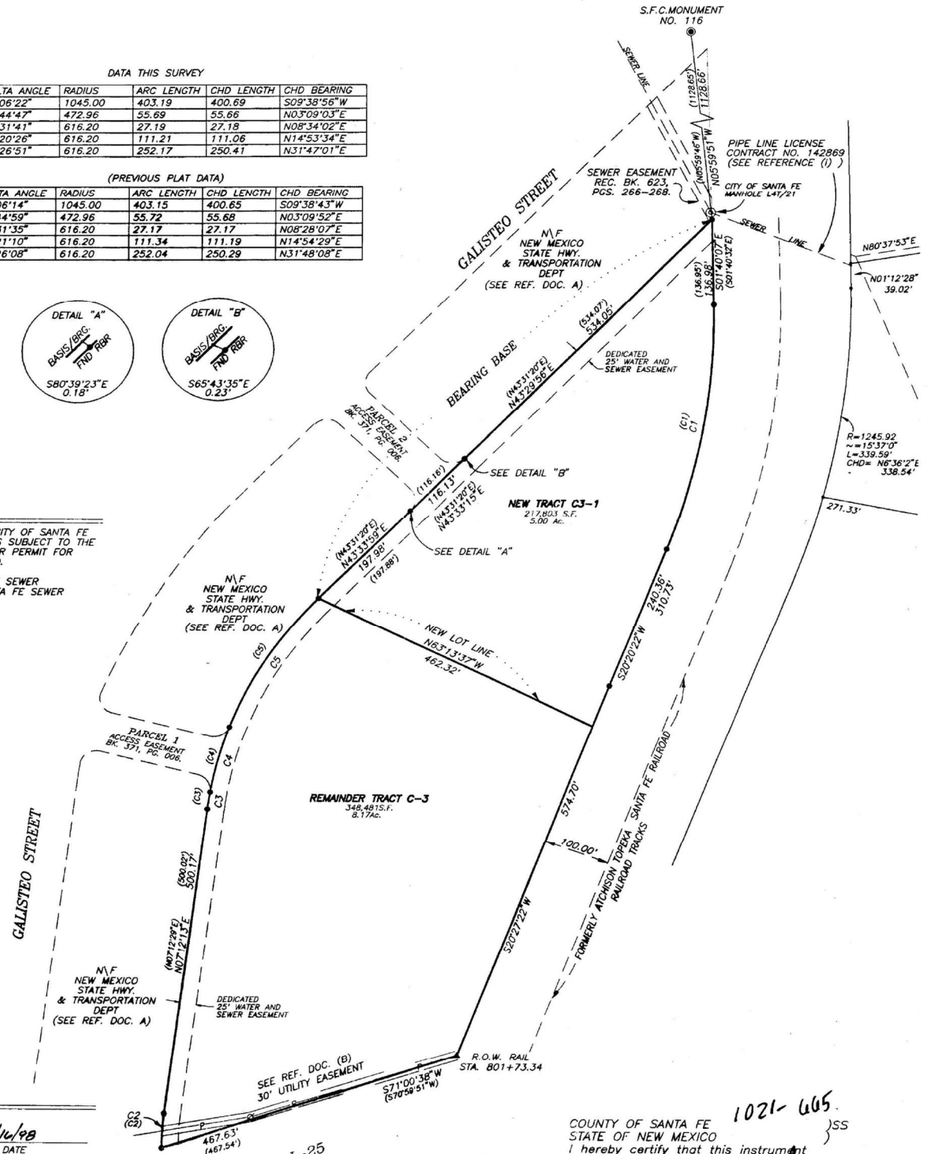
H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268

I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROUSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER — DATE 4-22-98

CITY PLANNER — DATE 4/21/98



UTILITIES:

SANGRE DE CRISTO WATER CO.	3/16/98 DATE
U.S. WEST COMMUNICATIONS	3/10/98 DATE
PUBLIC SERVICE CO. OF N.M.	3-9-98 DATE
GAS CO. OF N.M.	3-9-98 DATE
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION	3-26-98 DATE

COUNTY CLERK SANTA FE COUNTY NEW MEXICO
CLERK SEAL

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 21st day of April, 1998 A.D. at 10:15 o'clock A.M., and was duly recorded in book 385, page(s) 016 of the records of Santa Fe County.

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

1021-665

Deputy

COUNTY CLERK REBECCA BUSTAMANTE SANTA FE COUNTY NEW MEXICO

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN, OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.

THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER(S) TRACT "C"

JOHN N. EDDY

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.
THIS 6th DAY OF April ,1998

NOTARY PUBLIC — MY COMMISSION EXPIRES 6/30/99

J.E. BROSSEAU

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.
THIS 6th DAY OF April ,1998

NOTARY PUBLIC — MY COMMISSION EXPIRES 6/30/99

APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997

CHAIR PERSON 4-18-98 — SECRETARY 4.18.98

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON NEW MEXICO 7014 REGISTERED PROFESSIONAL SURVEYOR

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98

6970050 I

POINT DATA SHEET 13

Number	Northing	Easting	CL. CONST. Sta.	CL. CONST. Offset '	Elevation	Description
616	1685608.618	1724473.95	1019+04.44	0.00	NONE	CONST CL PSC
617	1,685,683.431	1,724,572.796	1020+28.44	0.00	NONE	CONST CL PC
618	1,685,759.040	1,724,712.556	1021+87.61	0.00	NONE	CONST CL PSC
619	1,685,800.839	1,724,829.264	1023+11.61	0.00	NONE	CONST CL PT
620	1,686,005.280	1,725,450.469	1029+65.59	0.00	NONE	CONST CL PSC
621	1,686,047.079	1,725,567.176	1030+89.59	0.00	NONE	CONST CL PC
622	1,686,442.786	1,725,980.447	1036+74.87	0.00	NONE	CONST CL PSC
623	1,686,557.569	1,726,027.272	1037+98.87	0.00	NONE	CONST CL PT
624	1,686,705.606	1,726,083.223	1039+57.12	0.00	NONE	CONST CL E.O.P.
5000	1684552.797	1722426.20	OFF ALIGN.		6752.05	BC SFC No.5
5001	1,687,725.682	1,730,634.339	OFF ALIGN.		6959.40	BC NMSHC
6071	1,686,020.455	1,725,126.567	1026+62.66	-115.67	NONE	SET ALUM. CAP
6072	1686090.715	1725333.77	1028+81.45	-117.63	NONE	SET ALUM. CAP
6073	1,686,197.269	1,725,585.345	1031+78.69	-127.38	NONE	CALC. - NOT SET
6074	1,686,423.200	1,725,806.854	1033+63	-142.33	NONE	SET ALUM. CAP
6075	1,686,047.174	1,725,127.515	1026+71.92	-140.75	NONE	SET ALUM. CAP
15000	1,686,205.019	1,725,147.050	1027+39.82	-284.58	6837.93	FRC PC 1/2"8453 ORTIZ"
15002	1,686,090.786	1,725,132.025	1026+89.83	-180.77	6838.73	FRC PC "NMSHD SURV. PT 87"
15001	1,686,179.124	1,725,345.385	1029+20.12	-197.98	6844.42	FRC PC 1/2"8453 ORTIZ"
15003	1,685,942.386	1,725,129.887	1026+41.41	-40.48	6844.06	FRC PC "NMSHD SURV. PT 87"
15004	1,685,942.272	1,724,831.032	1023+57.50	-133.79	6842.51	ROWR RAIL 791+59
15005	1,685,949.869	1,724,536.522	1021+19.78	-247.74	6833.64	AC FND ALUMINUM CAP 2.0"
50189	1,685,159.411	1,725,799.915	1033+20.84	8.25	6869.36	ROWR FND-801+73.34
50191	1,685,740.372	1,724,534.096	1020+28.38	-68.85	6817.53	ROWR FND-788+11.92
50195	1,685,624.833	1,724,199.811	OFF ALIGN.		6798.06	FRC FND-REBAR "MARTINEZ LS 3995"
50196	1,685,430.877	1,723,637.532	OFF ALIGN.		6789.08	ROWR FND-779+20.30
50237	1,685,664.106	1,725,581.084	1029+82.47	364.92	6863.63	ROWR FND-797+37.14
100078	1,686,009.267	1,725,327.126	1028+49.67	-42.35	6847.80	FRC FND-REBAR WITH CAP NMSHT
100077	1,686,064.766	1,725,330.362	1028+70.10	-94.05	6847.06	FRC FND-REBAR WITH CAP NMSHT
100078	1,686,908.294	1,725,582.242	OFF ALIGN.		6838.43	FRC FND-REBAR WITH CAP BEAR
100079	1,686,696.582	1,725,973.560	1039+09.91	-99.39	6843.70	FRC FND-REBAR WITH CAP BEAR
100082	1,686,560.557	1,725,395.495	1032+11.86	-536.92	6853.55	FRC FND-REBAR WITH CAP NMSHT
100083	1,686,587.385	1,725,399.655	1032+70.46	-556.98	6852.26	FRC FND-REBAR WITH CAP NMSHT
100084	1,686,694.657	1,725,428.644	1036+46.60	-606.41	6847.84	FRC FND-REBAR WITH CAP NMSHT

* A NEGATIVE VALUE INDICATES LEFT OF CENTERLINE
STATION AND OFFSETS LISTED ABOVE ARE TO CONSTRUCTION CENTERLINE

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'

℄ CONSTRUCTION SIMPLE CURVE
P.I. STA.=1033+96.18
Δ=42°08'57"
D=07°12'06"
T=306.59'
L=585.28'
R=795.60'

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'

SEC. 10 / SEC. 11

CITY OF SANTA FE

CITY LIMITS LINE

℄ CONST. STA. 1039+57.12
END CONSTRUCTION
NMP # AC-GRIP-(FTA-NH)-025-4(132)266
℄ CONST. STA. 1039+09.91
END R.O.W.
NMP # AC-GRIP-(FTA-NH)-025-4(132)266

158.26' N20°42'15"E

ST = 1037+98.87 ℄ CONSTRUCTION
CS = 1036+74.87 ℄ CONSTRUCTION
SC = 1030+89.59 ℄ CONSTRUCTION
TS = 1029+65.59 ℄ CONSTRUCTION
1035+00
1030+00
1020+00

GALISTEO ROAD

VIA VENADO

13-1
PUBLIC SERVICE COMPANY OF NEW MEXICO
AREA= 0.3671 Ac.±
15,991 SQ.FT.
1.00 ACRE TRACT QUITCLAIM DEED FILED 12/21/2006 INST. No. 1464295

13-2
B & E LIMITED PARTNERSHIP
a NEW MEXICO PARTNERSHIP
AREA= 1.8563 Ac.±
80,862 SQ.FT.
REMAINDER TRACT C-3 PLAT FILED 4/28/98 BK. 385, PG. 014

Δ=26°07'27" L=319.17' R=700.00' Ch=N44°26'06"E 316.41'

Δ=2°17'05" L=26.84' R=672.96' Ch=S02°34'21"W 26.83'

Δ=6°39'23" L=78.18' R=672.96' Ch=N02°26'05"W 78.14'

Δ=0°44'19" L=55.63' R=472.96' Ch=S03°20'13"W 55.59'

CONST. ℄ POT STA. 1028+81.45 117.63' LT. ℄ CONST. ℄ POT STA. 1028+70.10 94.05' LT.
CONST. ℄ POT STA. 1026+62.66 115.67' LT.
CONST. ℄ POT STA. 1028+49.67 42.35' LT. FND. RBR. W/ CAP "NMSHTD"
CONST. ℄ POT STA. 1026+41.41 40.48' LT.
CONST. ℄ POT STA. 1033+20.84 8.25' RT. FND. T-RAIL "801+73.34"
CONST. ℄ POT STA. 1028+70.10 94.05' LT. ℄ CONST. ℄ POT STA. 1028+49.67 42.35' LT.
CONST. ℄ POT STA. 1026+41.41 40.48' LT. ℄ CONST. ℄ POT STA. 1026+62.66 115.67' LT.

FND. RBR. W/ CAP "NMSHTD" BEAR
FND. RBR. W/ CAP "NMSHTD"
FND. T-RAIL "791+59"
FND. T-RAIL "768+11.92"
FND. T-RAIL "779+20.30"
FND. RBR. W/ CAP "MARTINEZ LS 3995"

PROPERTY LINE
RAILWAY
R/W LINE
EXIST. RAILWAY R/W LINE
EXIST. R/W & EXISTING ACCESS CONTROL LINE
EXISTING ACCESS CONTROL LINE
CONSTRUCTION ℄
EXIST. R/W LINE
EXIST. R/W & EXISTING ACCESS CONTROL LINE
CALC. LOCATION SECTION LINE
EXISTING ACCESS CONTROL LINE
EXISTING NMDOT RAILWAY
℄ EXISTING SB I-25
INTERSTATE 25
℄ SURVEY NMP I-025-5(36)272

30' UTILITY ESMT. PER PLAT BK. 385, PG. 014

TIE: N7722'00"E 4684.03'
TIE N72°04'41"E 5577.87'
N69°51'57"E 8800.04' (BASIS OF BEARING)

FND NMSHC BRASS CAP NMDOT "DFSFI-21" 5001
FND SANTA FE CONTROL ALLOY CAP NMDOT "DFSFI-20" 5000
SANTA FE CONTROL No. 5 NOV. 1981 ELEV. 6748.71 NMLS 5824 HIGHWAY COMMISSION
STATE OF NEW MEXICO STA. 3510545002 X ELEV HIGHWAY COMMISSION

653.98'
S88°38'12"E 284.17'
N71°16'08"E 218.79'
N71°16'08"E 324.34'
S70°57'21"W 948.48'
N00°39'48"E 209.51'
N71°47'00"E 208.27'
N20°45'43"E 100'
S82°45'52"E 320.20'
S20°45'43"W 320.20'
N71°22'25"E 385.80'
S71°16'08"W 231.46'
N07°29'03"E 89.17'
N07°29'03"E 26.17'
N85°40'32"E 240.64'
467.55'
75'
150'
100'

LEGEND

- DENOTES FOUND CONTROL MONUMENT
- DENOTES FOUND BRASS CAP
- DENOTES FOUND NMSHTD R.O.W. "I" RAIL ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES FOUND PROPERTY CORNER ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES SURVEYED FENCE LOCATION
- DENOTES 2" ALUM. CAP STAMPED "NEW MEXICO DEPT. OF TRANSPORTATION PCN G2BT3 NMPS 11462" SET THIS SURVEY
- DENOTES EXISTING ACCESS CONTROL LINE
- DENOTES CITY OF SANTA FE CITY LIMITS LINE PER SANTA FE COUNTY GEOGRAPHIC INFORMATION SYSTEM WEBSITE "SANTA FE COUNTY BASE MAP", SEPT. 21, 2007. http://www.co.santa-fe.nm.us/gis/mapservices.php

NOTES

1. MONUMENTATION FIELD SURVEY PERFORMED IN DECEMBER 2007 THROUGH FEBRUARY 2008.
2. ADDITIONAL RIGHT-OF-WAY INFORMATION FOR PROJECT NUMBER AC-GRIP-(FTA-NH)-025-4(132)266 IS AVAILABLE FROM THE LANDS ENGINEERING SECTION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION GENERAL OFFICE IN SANTA FE.
3. ALL DISTANCES ARE HORIZONTAL GROUND.
4. BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE (NAD 83).
5. BASIS OF BEARING: N43°23'06"E, 18,746.57' BETWEEN BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENTS "07-152-PC005" AND "07-152-PC073", SHEETS 2 THROUGH 12 AND N68°51'57"E, 8800.04' BETWEEN SANTA FE CONTROL MONUMENT No.5 AND STATE OF NEW MEXICO HIGHWAY COMMISSION MONUMENT "STA.3510545002",SHEET 13.
6. VERTICAL DATUM: POINT #5020, BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENT "07-152-PC005, EL=6044.13, SHEETS 2 THROUGH 12 AND CONTROL POINT #5000, "SF CONTROL NO. 5" EL.=6752.05, SHEET 13.
7. DATE OF FIELD PROPERTY & R/W SURVEY: JANUARY 2007 THROUGH APRIL 2007.
8. STATIONS AND OFFSETS SHOWN ARE AT RIGHT ANGLES OR RADIAL TO CONSTRUCTION CENTERLINE AND SURVEY CENTERLINE AS NOTED.

100' 0 100'
SCALE: 1"=100'

SURVEYOR'S CERTIFICATE

I, RUAN S. BACIGALUPA, HEREBY CERTIFY THAT I AM RESPONSIBLE FOR THIS SURVEY, WHICH WAS COMPLETED BY ME OR UNDER MY DIRECTION. THIS SURVEY IS MONUMENTED ACCORDING TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP PROJECT NO. AC-GRIP-(FTA-NH)-025-4(132)266. THE MONUMENTS SET AS SHOWN ON THIS MAP ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS SURVEY MEETS THE MINIMUM STANDARDS FOR HIGHWAY RIGHT-OF-WAY SURVEYING IN NEW MEXICO, AS ADOPTED BY THE NEW MEXICO BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

RUAN S. BACIGALUPA, NMPS NO. 11462
Parsons Brinckerhoff Quade & Douglas Inc.
6100 Uptown Blvd. NE
Albuquerque, N.M. 87110

1/26/09
DATE

RUAN S. BACIGALUPA NEW MEXICO 11462 LICENSED PROFESSIONAL SURVEYOR

1552349

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS

I hereby certify that this instrument was filed for record on the 16 day of Feb. A.D. 20 09, at 11:18 o'clock A m. and was duly recorded in Book 697, Page 046-050 A-I of the records of Santa Fe County.

witness my hand and Seal of Office

County Clerk, Santa Fe County, New Mexico.

Deputy

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

Right-of-Way Maps Prepared By:
PB Americas, Inc.
6100 Uptown Blvd. Suite 700 Albuquerque, NM 87110
(505) 881-5357

PB JOB No. 33582-1 4.2
Designed By: RB
Drawn By: DE
Checked By: BR

CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST

ACCESS CONTROLLED
PCN G2BT3

NEW MEXICO DEPARTMENT OF TRANSPORTATION
MONUMENTATION MAP
NEW MEXICO PROJECT NO.
AC-GRIP-(FTA-NH)-025-4(132)266
SANTA FE COUNTY
SCALE 1"=100' SHEET 13 OF 13

D. Access Points

A new access point is proposed on Galisteo Road to align with Avenida La Cerca. The intersection will be a two way stop controlled, with stop control on Avenida La Cerca and the new driveway to the skilled nursing facility.

E. Site Plan

The Development Plan is presented in Figure 3.

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT
2981 GALISTEO ROAD

SITE DATA

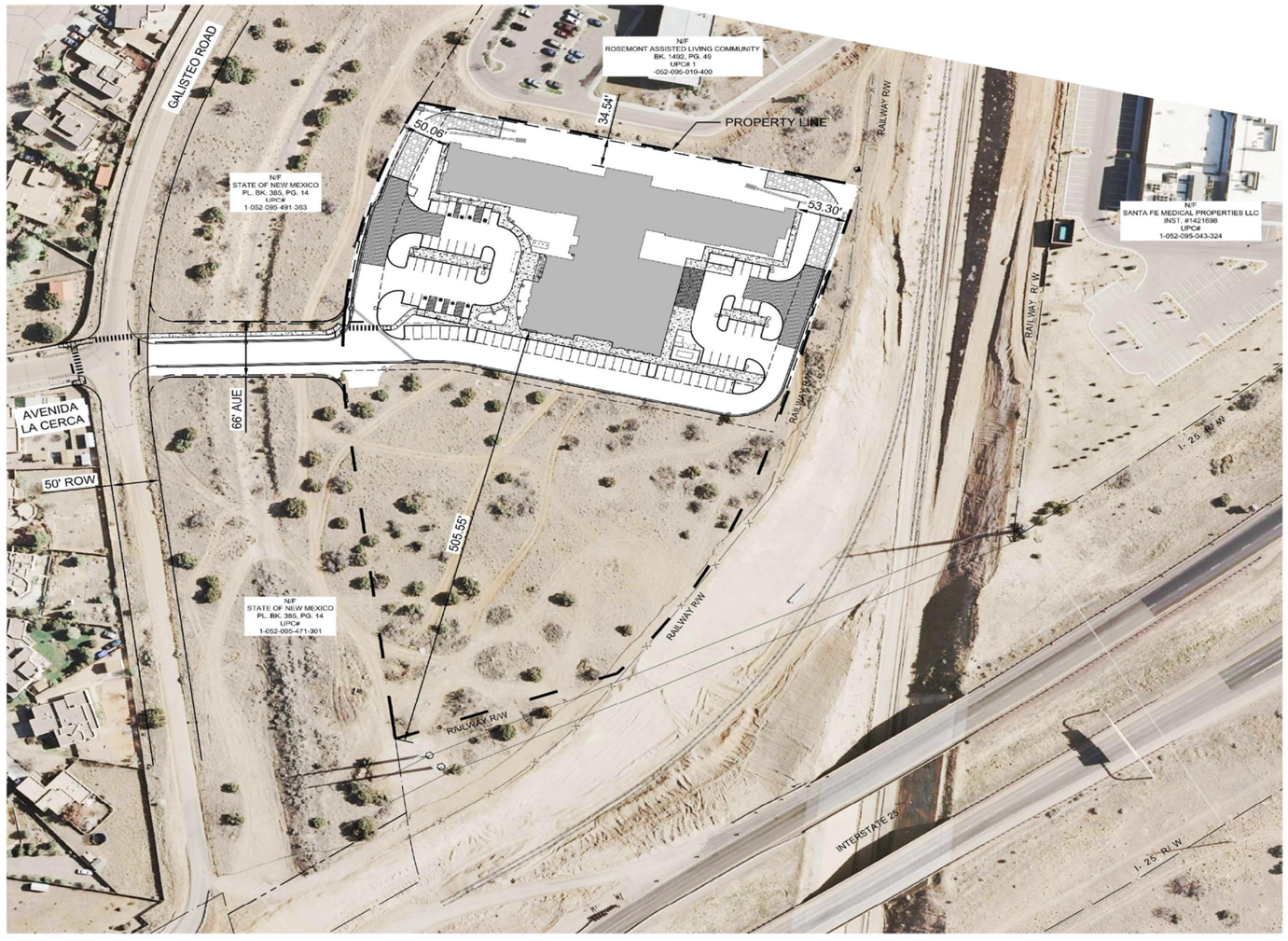
Lot Area: 6.325 ac / 275,517 sf

Open Space:
Required: 40% / 110,209 sf
Provided: 110,245 sf

GFA: 65,937 sf

Lot Coverage:
Required: No max
Provided: 14.5%
(Roofed Area 39,918)

Parking:
Required: 40 (1 for every 2 beds)
Provided: 80 parking spaces



DEVELOPMENT PLAN - OVERALL
SCALE: 1" = 60'

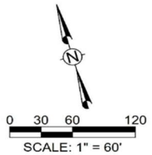


FIGURE 3

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

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

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 2 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 60'	G-201

REVISIONS	DATE	ENGINEERS SEAL

III. STUDY AREA CONDITIONS

A. Study Area

The study area consists of south Galisteo Road and Rodeo Road. The predominant land use west of Galisteo Road is low to medium density residential. The predominant land use east of Galisteo Road is commercial. The existing roadway network is presented in Figure 4. The project will directly impact Galisteo Road, Rodeo Road, and Avenida La Cerca Road.

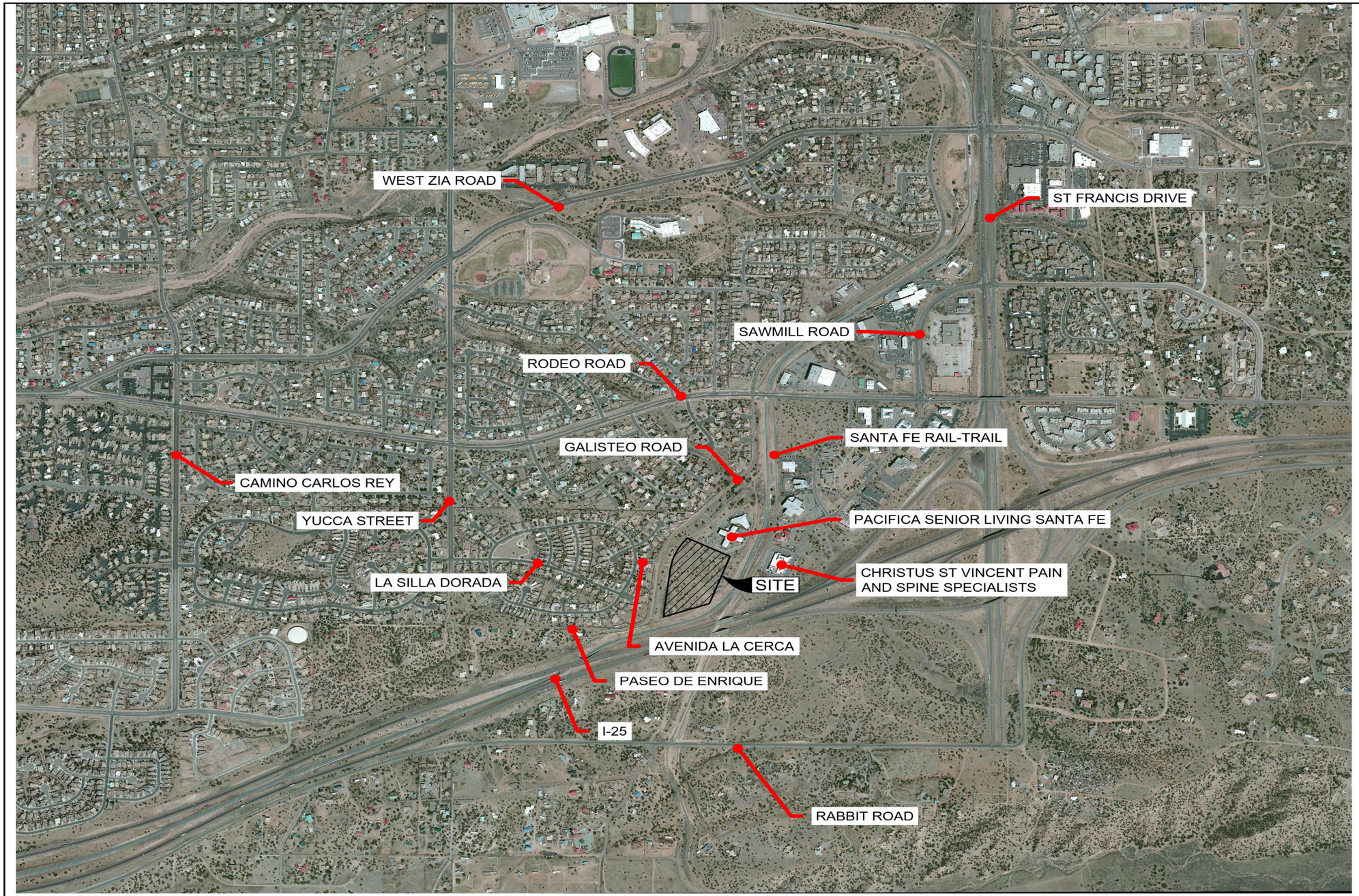
B. Existing Land Use

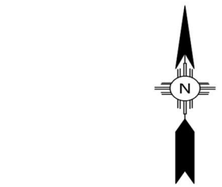
The proposed development will be located on land which is currently vacant. The area to the west of the site consists of the Galisteo Plazas Subdivision and the Las Estancias Phase II - Residential Subdivision. Subdivision plats of these developments are presented in Figures 5 and 6. The land use north is Pacifica Senior Living Santa Fe. The Rail Runner tracks, and the Santa Fe Rail Trail are located adjacent to and east of the site. There is no vehicular or pedestrian access across the Rail Runner tracks from the site. The commercial developments east of the Rail runner tracks include, Christus Saint Vincent Pain and Spine Specialists, Christus Saint Vincent Sports Medicine and Therapy Services Facility, Pajarito Scientific Corporation, Extra Space Storage, Eye Associates of Northern New Mexico, and other businesses. The I-25 right of way borders the site on the south. The Existing Conditions Map is presented in Figure 7.

C. Other Known Development Activity

The City of Santa Fe has approved the Zia station Project. The Zia Station Project is located at the Saint Francis Drive / Zia Road intersection. The Zia Station development is a mixed-use development consisting of retail, office, and residential land uses. The Zia Station development is shown on Figure 8. Information pertaining to the Zia Station Project was obtained from the report titled "Zia Station, Traffic Impact Analysis," dated May 2021, by Bohannon Houston. According to the Zia TIA, the Development Phasing and Timing is as follows:

> *".. 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*





SCALE: 1" = 1000'

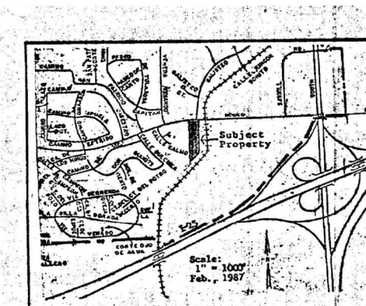
REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING ROAD NETWORK MAP
FIGURE 4

214016

REPLAT OF GALISTEO PLAZAS SUBDIVISION

SANTA FE, N.M.



VICINITY MAP

DUE TO EXISTING SITE CONSTRAINTS THE FRONT YARD SETBACK (SOUTH COURT SIDE) IS ANCHORED TO 5'-14'

ACKNOWLEDGED AND APPROVED BY ... DATE

UTILITY EASEMENTS:

All utility easements shown hereon and lying and being situated within this parcel of land and/or within Lot No.(s) 2 & 3 of said subdivision are hereby dedicated for the purpose of installing, operating and maintaining such public or private utilities as electric power, cable television, telephone, water, sewer, gas; that said easement carry with them the right of free ingress and egress (both surface and subsurface) for crews and machinery and the right to trim or remove interfering vegetation or obstructions by agencies responsible for said utilities. Owner(s) and/or Proprietor(s) hereby grant to the City of Santa Fe, easements to existing utilities not shown hereon for the purpose stipulated above and also hereby grant blanket easements for any utilities deemed necessary. All sanitary sewer line easements granted are a minimum of 20' (twenty) in width. That utility easements shown hereon are hereby granted for the purpose's indicated.

BUILDING SETBACK TABLE

	LOT	SETBACK
FRONTYARD	1-13	20'
SIDEYARD	1-13	5'
RIMEYARD	ON GALISTEO	10'
REARYARD	2,5,7,10-12	25'
SIDEYARD	1,3,4,8,9,13	20'

Scale Feet
50 0 50

209033

DEDICATION & AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S), HAVE CAUSED TO BE SUBDIVIDED THOSE LANDS SHOWN HEREON. THE SAID SUBDIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND TO EXISTING UTILITIES NOT SHOWN. OTHER EASEMENTS ARE GRANTED AS SHOWN. ROADS AND DRAINAGE RIGHT OF WAY ARE DEDICATED TO THE PUBLIC AND THE CITY OF SANTA FE. ALL DRAINAGE EASEMENTS SHALL BE MAINTAINED BY THE PROPERTY OWNERS AT THEIR EXPENSE IN A MANNER WHICH PERMITS THE FREE FLOW OF WATER AT ALL TIMES.

THIS SUBDIVISION LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

JOHN N. EDDY (OWNER) — JOSEPH E. BROSSEAU (OWNER)

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FORGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY, JOSEPH E. BROSSEAU THIS 6 DAY OF July 1987 Notary Public
MY COMMISSION EXPIRES 7-14-87

LEGEND

BEARINGS ARE DERIVED FROM ANNEXATION PLAT OF LANDS OF JOHN N. EDDY, BY LAND SURVEYING COMPANY.

- DENOTES POINT FOUND AS SHOWN
- DENOTES REBAR SET
- DENOTES CALC POINT NOT SET
- DENOTES MANHOLE
- DENOTES ASPHALT

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

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 5th DAY OF JUNE, 1987. THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

GALEY E. DAWSON NMPLS #7016

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FORGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GALEY E. DAWSON THIS 6 DAY OF July, 1987 Notary Public
MY COMMISION EXPIRES 7-14-89

CURVE DATA

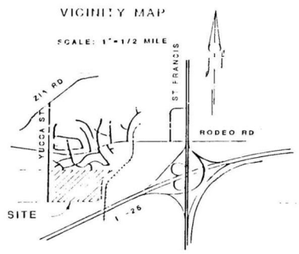
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD
C1	14.72	480.00	01°45'30"	7.36	14.72
C2	111.76	145.00	44°09'55"	58.94	108.94
C3	98.15	17.00	330°42'05"	15.00	94.04
C4	7.36	480.00	00°52'45"	3.68	7.36
C5	77.84	48.00	115°42'05"	60.00	65.18
C6	39.01	48.00	46°33'40"	20.67	37.96
C7	89.01	48.00	106°16'05"	61.97	76.86
C8	10.46	48.00	12°29'00"	5.24	10.44
C9	39.79	17.00	134°08'00"	31.00	31.32
C10	26.70	17.00	90°00'00"	17.00	24.04
C11	26.70	17.00	90°00'00"	17.00	24.04
C12	26.70	17.00	90°00'00"	17.00	24.04

142933

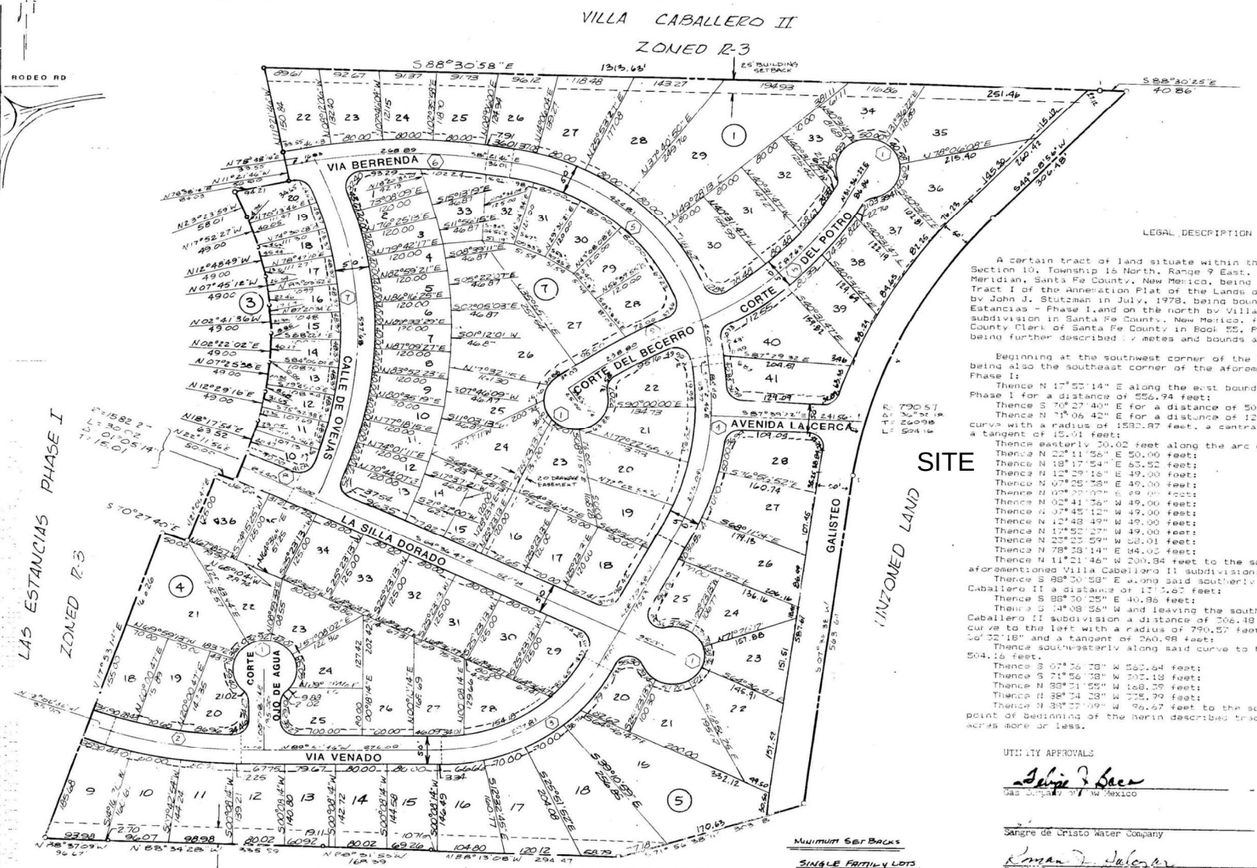
LAS ESTANCIAS-PHASE II

A SUBDIVISION IN THE CITY OF SANTA FE, NEW MEXICO
A PART OF THE NE 1/4 S10 T16N R9E NMPM
DECEMBER, 1983

VICINITY MAP
SCALE: 1"=1/2 MILE



SCALE 1"=100'



LEGAL DESCRIPTION

A certain tract of land situate within the northeast quarter of Section 10, Township 16 North, Range 9 East, New Mexico Principal Meridian, Santa Fe County, New Mexico, being the easterly portion of Tract I of the Annexation Plat of the Lands of John N. Eddy as surveyed by John J. Stutzman in July, 1978, being bounded on the west by Las Estancias - Phase I, and on the north by Villa Caballero II, a subdivision in Santa Fe County, New Mexico, filed in the office of the County Clerk of Santa Fe County in Book 55, Page 33 on August 4, 1980, being further described by metes and bounds as follows:

Beginning at the southwest corner of the herein described tract being also the southeast corner of the aforementioned Las Estancias - Phase I;
Thence N 17°55'14" E along the east boundary of Las Estancias - Phase I for a distance of 556.94 feet;
Thence S 70°27'40" E for a distance of 50.02 feet;
Thence N 19°06'42" E for a distance of 125.00 feet to a point on a curve with a radius of 1582.87 feet, a central angle of 01°05'14", and a tangent of 15.01 feet;
Thence easterly 30.02 feet along the arc of said curve;
Thence N 22°11'56" E 50.00 feet;
Thence N 19°17'54" E 83.52 feet;
Thence N 12°29'18" E 49.00 feet;
Thence N 07°25'38" E 49.00 feet;
Thence N 02°20'09" E 89.00 feet;
Thence N 02°41'36" W 49.00 feet;
Thence N 07°45'12" W 49.00 feet;
Thence N 12°48'49" W 49.00 feet;
Thence N 17°52'27" W 49.00 feet;
Thence N 22°23'59" W 58.01 feet;
Thence N 78°38'14" E 44.02 feet;
Thence N 11°21'46" W 200.84 feet to the southerly boundary of the aforementioned Villa Caballero II subdivision;
Thence S 88°30'58" E along said southerly boundary of Villa Caballero II a distance of 1315.68 feet;
Thence S 88°30'25" E 40.86 feet;
Thence S 14°08'55" W and leaving the southerly boundary of Villa Caballero II subdivision a distance of 306.48 feet to a point on a curve to the left with a radius of 790.57 feet, a central angle of 36°32'18" and a tangent of 260.98 feet;
Thence southwesterly along said curve to the left a distance of 504.16 feet;
Thence S 07°26'28" W 562.64 feet;
Thence S 71°56'28" W 707.18 feet;
Thence N 89°31'50" W 148.59 feet;
Thence N 38°54'28" W 775.79 feet;
Thence N 38°27'09" W 98.47 feet to the southwest corner and the point of beginning of the herein described tract, containing 33.0929 acres more or less.

UTILITY APPROVALS

Gas Company of New Mexico	12'29'83 Date
Sangre de Cristo Water Company	Date
Public Service Company of New Mexico	12/29/83 Date
Mountain States Telephone & Telegraph Co.	12-29-83 Date
GREGORY DVORAK Santa Fe Television	12-29-83 Date
State of ... County of ...	Date
John N. Eddy	12-29-83 Date
... foregoing instrument was acknowledged before me this ... day of ..., 1983 by John N. Eddy.	
... Notary Public	... My Commission Expires:
...	Date
... Brosseau	12-29-83. Date
The foregoing instrument was acknowledged before me th ... day ..., 1983 by E.E. Brosseau.	
... Notary Public	12-29-83 My Commission Expires:

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO } 545, 508
I hereby certify that this Instrument was filed for record on the 5 day of JULY A.D. 1984 at 10:30 o'clock A.M. and was duly recorded in book 142 page 033 of the records of Santa Fe County
Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
Cathy Lucero Deputy

APPROVED

This subdivision plat within the planning or platting jurisdiction of the City of Santa Fe, New Mexico.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, ARCHER DEVELOPMENT COMPANY, JOHN N. EDDY AND E. BROSSEAU, had caused to be subdivided the land shown on this Plat, said land lying and being situate within the City of Santa Fe, Santa Fe County, New Mexico, being and comprising a portion of Sect on 10, Township 16 North, Range 9 East. It is that appears on this Plat is made with the free consent and in accordance with the desires of the undersigned owners and proprietors who do hereby dedicate to the public for use thereon, the streets, drainage rights-of-way and park as shown hereon, and that utility and drainage easements as shown hereon are granted for the issuance of such easements and for the construction and maintenance of utilities with the right of free ingress to egress for said construction and maintenance, and the right to trim or remove interfering vegetation by the agencies responsible for the maintenance of said utilities. Street names are approved, Some of them, and shall be under the jurisdiction of the City.

CITY OF SANTA FE APPROVALS

APPROVED ON ... , 19...
BY ... , CITY ENGINEER

APPROVED ON ... , 19...
BY ... , CITY PLANNER

APPROVED BY THE JOINT CITY-COUNTY PLANNING COMMISSION AT ITS MEETING ON 2-3-84, 19...
... 2-3-84
CHAIRMAN DATE
... 2-3-84
SECRETARY DATE

ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SANTA FE, NEW MEXICO AT ITS MEETING ON ...
MAYOR DATE
CITY CLERK DATE

STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }
... 12'29-83
Bernard Mueller Date
The foregoing instrument was acknowledged before me this 29 day of Dec., 1983, by Bernard Mueller, President of Archer Development Company, on behalf of said company.
... 8/12/86
Notary Public My Commission Expires:

STATE OF ... } SS
COUNTY OF ... }
... 12-29-83.
E.E. Brosseau Date
The foregoing instrument was acknowledged before me th ... day ..., 1983 by E.E. Brosseau.
... 12/12/86
Notary Public My Commission Expires:

MINIMUM SET BACKS

SINGLE FAMILY LOTS
FRONT YARD = 25'
REAR YARD = 30' OR 20% OF THE AVERAGE LOT LENGTH, WHICHEVER IS LESS.
SIDE YARD = 5'

TOWNHOUSE LOTS (LOTS 10-20, BLOCK 3 AND LOTS 1-13, BLOCK 7)
FRONT YARD = 20' TO GARAGE OR 15' TO BUILDING
SIDE YARD = 5' WHEN UNATTACHED
REAR YARD = 15'

ALL LOT CORNERS SHALL BE MARKED WITH NO. 5 REBARS AFTER THE COMPLETION OF IMPROVEMENTS.

ALL DIMENSIONS ALONG CURVED LINES ARE MEASURED ALONG THE ARC.

- - - - - - -INDICATES UTILITY AND OR DRAINAGE EASEMENTS
15' CENTERED O. LOT LINES.
INDICATES UTILITY EASEMENT 7-½ OR AS NOTED.

ALL STREET RIGHT-OF-WAY WIDTHS ARE 50' UNLESS NOTED OTHERWISE

CENTERLINE CURVE TABLE

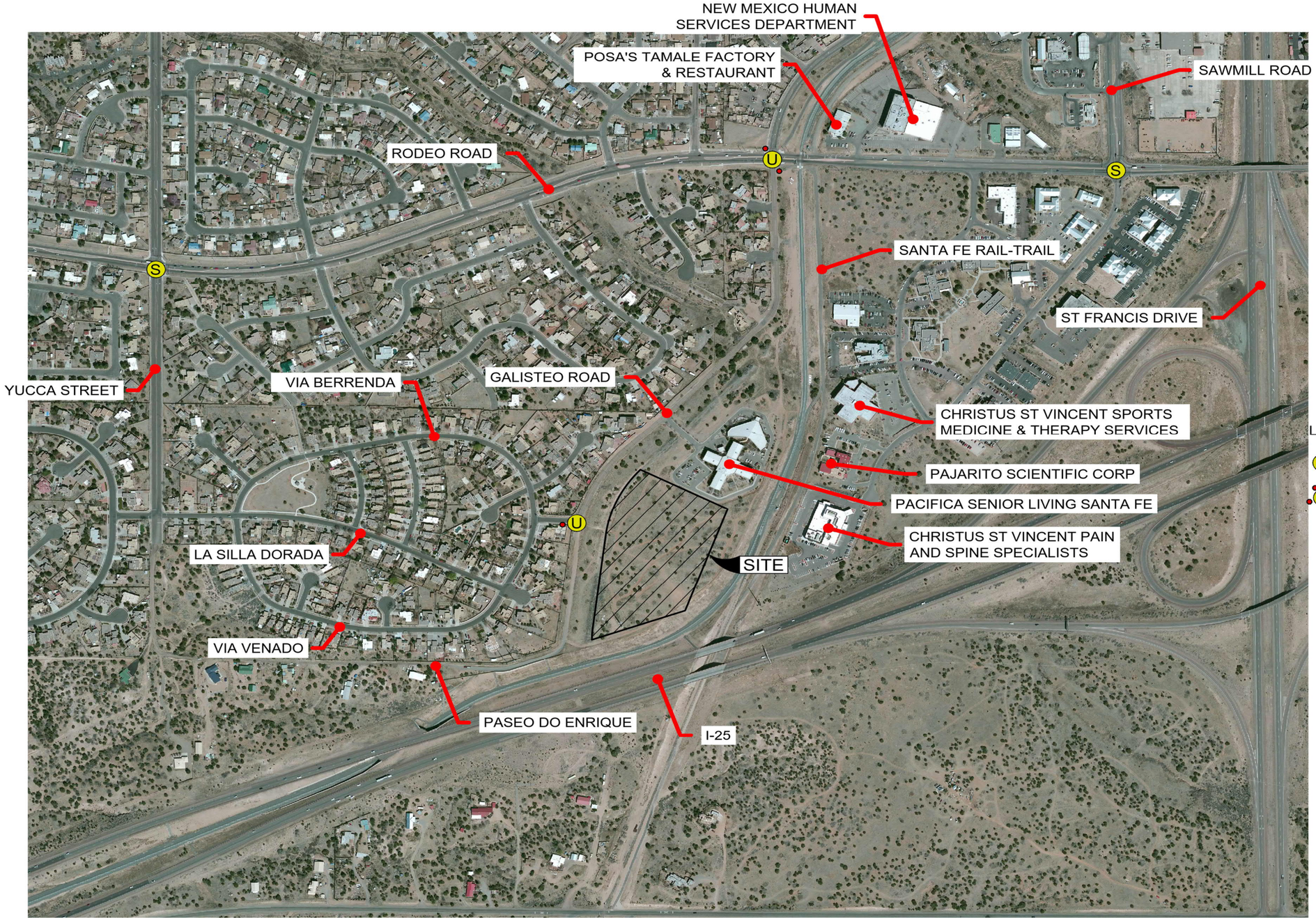
NUMBER	RADIUS	DELTA	LENGTH
1	50.00	276°22'46"	241.19
2	674.00	17°45'00"	208.81
3	276.13	61°47'56"	297.81
4	490.11	35°42'24"	310.48
5	360.78	74°00'00"	469.84
6	818.54	20°00'00"	285.72
7	672.81	50°52'51"	597.68
8	1607.27	03°00'32"	84.40
9	1165.07	05°52'57"	238.80
10	485.98	34°26'26"	290.92

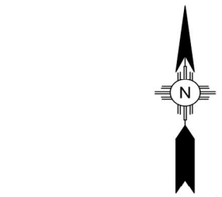
SURVEYOR'S CERTIFICATE

I hereby certify that I am a duly registered professional land surveyor in the State of New Mexico, and that this plat is an accurate delineation of a survey made under my supervision and is true and correct to the best of my knowledge and belief.

David Llewellyn
NMPLS No. 6667

FIGURE 6





LEGEND

S DENOTES SIGNALIZED INTERSECTION

U DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING CONDITIONS MAP
FIGURE 7



N

1000 500 0 1000

SCALE: 1" = 1000'

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

OTHER KNOWN DEVELOPMENTS
FIGURE 8

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..."

The plan includes a re-alignment of Galisteo Road at Zia Road. The Zia Station Project has been approved but has not been constructed. According to the project planner the Zia Station Project will complete their first phase by the year 2026, with the development of the north parcel. The remaining development will follow. Information pertaining to the Zia Station Project is presented in Appendix A.

D. Existing Roadway System Characteristics

1. Rodeo Road

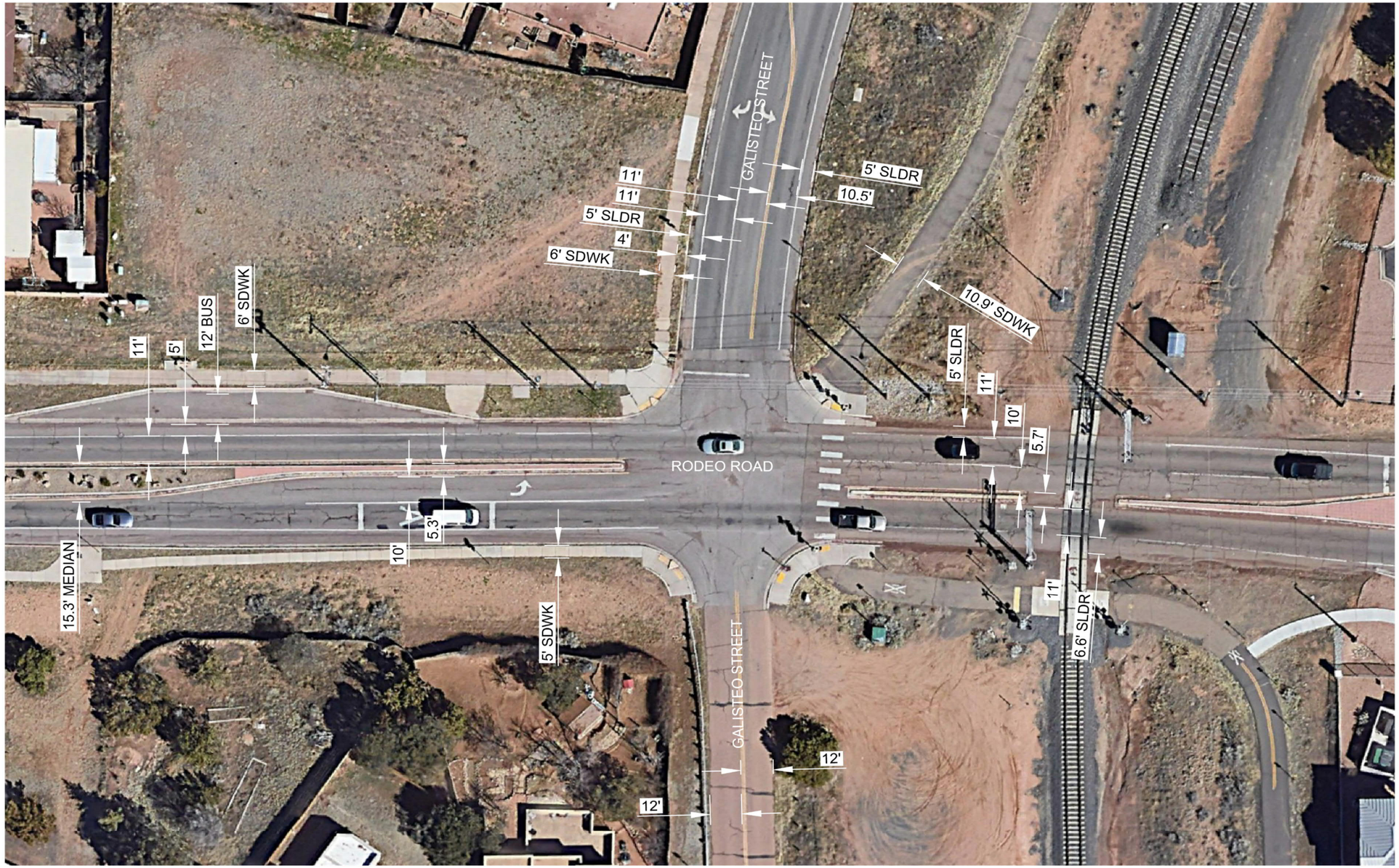
Rodeo Road is classified as a principal Arterial Road according to the MPO Functional Classification Map. Rodeo Road is owned by The City of Santa Fe. The speed limit on Rodeo Road is 40MPH. The Rodeo Road right of way (ROW) is 80 feet.

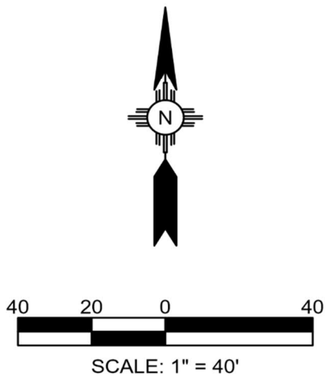
Rodeo Road is a two-way, two-lane urban road with a 14 feet wide median, left turn lanes, sidewalks, curb and gutters on each side. Rodeo Road is an east-west road that ties Old Pecos Trail on the east to Cerrillos Road. Sidewalks on Rodeo Road are provided on the north and southside of the street with exception of the segment in front of Posas' Tamale Factory.

The intersection of Rodeo Road / Galisteo Road is a 2-way stop controlled intersection with stop control on both legs of Galisteo Road. The intersection geometrics and lane widths, are presented in Figure 9.

2. Galisteo Road

Galisteo Road is classified as a minor collector according to the MPO Classification Map. Galisteo Road is owned by The City of Santa Fe. At one time Galisteo Road connected downtown Santa Fe to the Village of Galisteo.





NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
RODEO ROAD
/ GALISTEO ROAD
FIGURE 9

However, when Saint Francis Drive was constructed in the early 1970's, the ROW for Saint Francis Drive cut the Galisteo roadway into segments. Galisteo Road consists of several distinct segments. Segment one is from Cerrillos Road in the downtown area, near the State Capitol Building to Cordova Road. Segment one is a one-way street allowing only northbound movement. It is paired with Don Gaspar Street, which is one-way, southbound.

Segment two of Galisteo Road is from Cordova Road to Saint Michaels Drive. Segment two is a two-way, two-lane urban roadway with curb and gutters and sidewalks.

Segment three is from Saint Michaels Drive to a dead-end cul-de-sac near the east ROW of Saint Francis Drive. Segment three is a two-way two-lane urban roadway with curb and gutter and sidewalks. Galisteo Road is disconnected from the segments of Galisteo Road to the south.

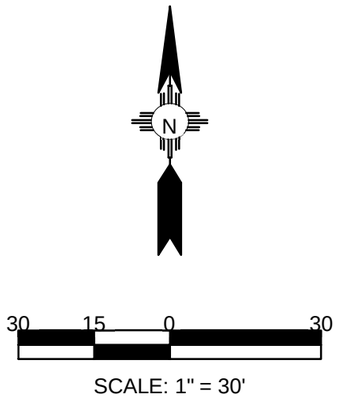
Segment four is from the "T" intersection at West Zia Road to Rodeo Road. Segment four is a two-lane, two-way road with curb and gutters and sidewalks on the west side of the street. The Santa Fe Rail Trail is on the east side of the street.

Segment five is from Rodeo Road to the I-25 ROW. The Anchorum Skilled Nursing Facility is located on this segment. Segment five is a rural roadway with no curb and gutters and no sidewalks. Galisteo Road follows the I-25 ROW for a short distance and transitions to Calle de Enrique. Calle de Enrique is a gravel surfaced road which eventually ties to Yucca Street. There are approximately six residencies on Calle de Enrique.

The proposed development will access segment five. The speed limit is 25 MPH, the ROW width is 50 feet on Galisteo Road, segment five. The width of the roadway is about 20 feet wide. The asphalt on Galisteo Road segment five is in poor condition.

The intersection of Galisteo Road / Pacifica Senior Living Santa Fe intersection is a 2-way, stop controlled intersection with stop control on The Pacifica Senior Living Santa Fe leg of the intersection. The intersection geometrics and lane widths, are presented in Figure 10.





SCALE: 1" = 30'

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED.
THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/ DRIVEWAY
FIGURE 10

3. Avenida la Cerca

Avenida la Cerca is a local street. Avenida la Cerca is owned by The City of Santa Fe. There is no posted speed limit on Avenida la Cerca. Avenida la Cerca provides access to the Las Estancias Phase II - Residential Subdivision. See Figure 4. Avenida la Cerca is an urban street with sidewalk and curb and gutter on each side of the street. The intersection of Galisteo Road / Avenida la Cerca is a "T" intersection with stop control on Avenida la Cerca. The intersection lane geometrics and lane width are presented in Figure 11.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 12. There are no planned projects which impact this site.

F. Alternative Travel Modes

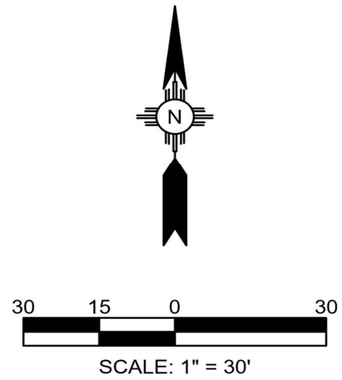
In 2007 the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board adopted resolution 2007-1, a "Resolution Advancing Complete Streets for the Santa Fe Metropolitan Area." Complete streets are roadways designed to accommodate safe access for all users. According to the MPO, complete streets accommodate "Pedestrians, bicyclists, motorists and transit riders of all ages and abilities to be able to move along and cross Complete Streets."

In 2022 the City of Santa Fe adopted resolution 2022-46, "A Resolution Supporting 'Complete Streets' Design Standards, which are Intended to Provide Safer and More Equitable Transportation Improvements and Reducing the Impacts of Climate Change in the Santa Fe Metropolitan Planning Area."

The City of Santa Fe recently provided more bicycling and walking facilities throughout Santa Fe. This includes the Santa Fe Rail Trail, a 5.1-mile paved, multi-use commuter trail that starts at the Santa Fe Depot Rail Runner Station off of South Guadalupe to South Meadows Road and ends at U.S. Route 285, near Lamy.

There is currently a bus service provided along each side of Rodeo Road with the nearest bus stop in between Calle Calmo Road and Galisteo Road heading west along





NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/ PASEO DE ENRIQUE
/ AVENIDA LA CERCA
FIGURE 11

Legend

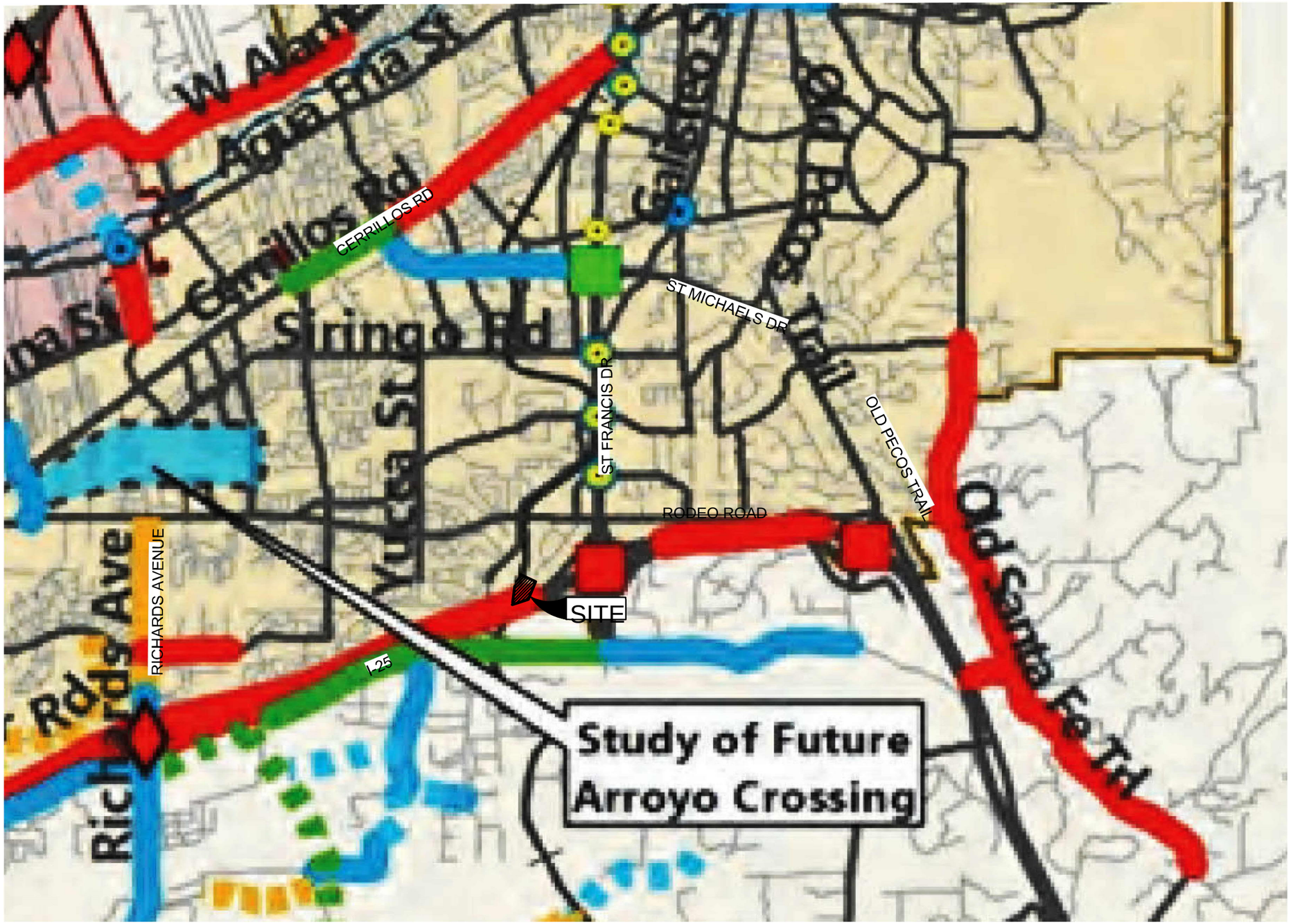
Intersection/Interchange Improvements

- Programmed Intersection Improvements
- Programmed Interchange Improvements
- Programmed Future Interchange
- Public Agency Lead Intersection Improvements
- Public Agency Lead Pedestrian Improvements
- Public Agency Lead Future Interchange
- Public Agency Lead Interchange Improvements
- Developer Lead Future Interchange
- Study Intersection Improvements

Road Network Improvements

- Programmed Future Road/Extension
- Programmed Road For Improvement
- Public Agency Lead Future Road/Extension
- Public Agency Lead Road For Improvement
- Developer Lead Future Road/Extension
- Developer Lead Road For Improvement
- Study Future Road/Extension
- Study Road For Improvement
- Major Roadways
- Minor Roadways
- Railroads
- Santa Fe River
- Agua Fria Traditional Village
- Tesuque Pueblo
- Santa Fe City Boundary
- MPO Planning Area Boundary
- Santa Fe County Boundary

SCALE:
1" = 3000'



REFERENCE:
Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

FUTURE ROAD NETWORK MAP
FIGURE 12

Rodeo Road. For conservative analysis there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections from 6:00am to 6:00pm:

* Rodeo Road / Galisteo Road (Wednesday, November 8, 2023)
* Galisteo Road / Entrance to Pacifica Senior Living Santa Fe (Wednesday, November 8, 2023)
* Galisteo Road / Avenida La Cerca (Wednesday, February 14, 2024)

The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix B. The Existing Peak Hour Traffic Volumes are presented in Figures 13, 14, and 15.

B. Level of Service Criteria

According to SAMM, Table 15.C-1 the minimum acceptable LOS is presented in Table 1.

Minimum Acceptable Table 1 Level of Service								
Facility Type	**Access Categories (see Sub-Section 10.D)**							
	UINT	**UPA**	**UMA**	**UCOL**	**RINT**	**RPA**	**RMA**	**RCOL**
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Weaving Areas	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Note: 1. The Facility Types are per the Highway Capacity Manual
2. Evaluate safety and operational concerns using the best available technique.

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for urban arterial and minor collectors at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

C. Existing Level of Service

Capacity Calculations were performed using McTrans HCS Version 8.3, 2024. Capacity reports are presented in Appendix C and are summarized in Table 2.



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	4:15 PM to 5:15 PM

N

50 25 0 50

SCALE: 1" = 50'

LEGEND

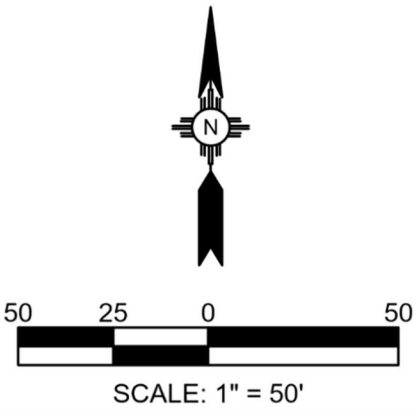
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
RODEO ROAD
/ GALISTEO ROAD
FIGURE 13



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:45 AM to 8:45 AM	4:45 PM to 5:45 PM



LEGEND

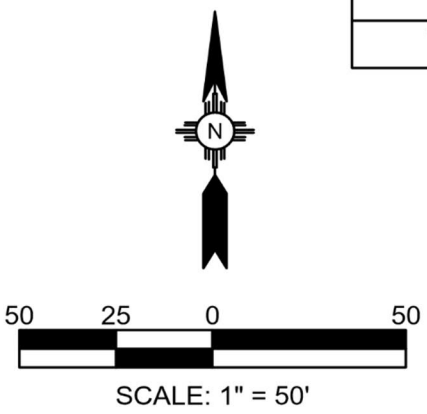
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES GALISTEO ROAD / DRIVEWAY FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT DATED February 14, 2024 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	3:15 PM to 4:15 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
GALISTEO ROAD / PASEO DE ENRIQUE / AVENIDA LA CERCA
FIGURE 15

TABLE 2 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2023						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.5	A
Eastbound Thru / Right						
Westbound Left	0.1	9.5	A	0.1	8.6	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.6	21.4	C	0.6	28.7	D
Southbound Left	0.3	51.4	F	0.6	52.7	F
Southbound Thru / Right	0.1	12.1	B	0.4	16.9	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2016 through 2021.

1. Rodeo Road / Galisteo Road

The crash data for the area at Rodeo Road / Galisteo Road intersection is presented in Figure 16. The data shows that in the six-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

2. Galisteo Road Segment Five

Crash data was obtained from the NMDOT for the years 2016 through 2021. The data shows that in the six-year period from 2016 to 2021, there were a total of one crash on Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

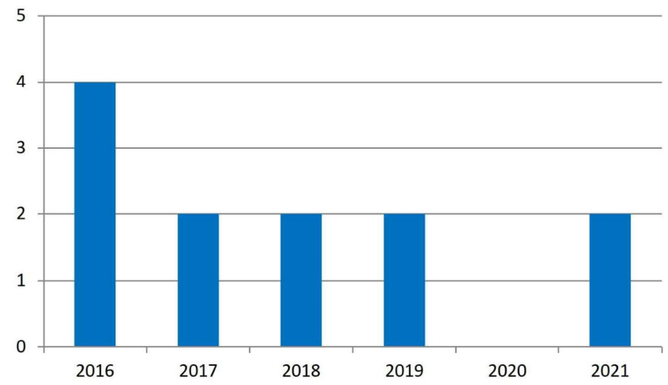


TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY SEVERITY OF INJURY, 2016 - 2021

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	2	6.5%	7	22.6%	9	29.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	12.9%	4	12.9%
2018	0	0.0%	0	0.0%	0	0.0%	1	3.2%	4	12.9%	5	16.1%
2019	0	0.0%	0	0.0%	0	0.0%	2	6.5%	5	16.1%	7	53.8%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	3.2%	5	16.1%	6	19.4%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY CRASH CLASSIFICATION, 2016 - 2021

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	2021	6-YEAR TOTAL
OTHER VEHICLE	4	2	2	2	0	0	10
LEFT BLANK	0	0	0	0	0	2	2
GRAND TOTAL	4	2	2	2	0	2	12

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	2	33.3%	2	33.3%	4	33.3%
2017	0	0.0%	0	0.0%	2	33.3%	2	16.7%
2018	0	0.0%	1	16.7%	1	16.7%	2	16.7%
2019	0	0.0%	2	33.3%	0	0.0%	2	16.7%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	16.7%	1	16.7%	2	16.7%
GRAND TOTAL	0	0.0%	6	100.0%	6	100.0%	12	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

NMDOT CRASH FIGURE 16

E. Warrant Analysis

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix D. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

F. Speed Change Lanes

The site is undeveloped. There are no existing driveways which access the property.

G. The Geometry of the Galisteo Road Alignment

1. This segment of Galisteo Road begins at the intersection of Rodeo Road and ends at the transition to Paseo de Enrique. There is an approximately 930-foot tangent connecting to an approximately 200-foot radius curve to the right, followed by an approximately 786-foot tangent, to a 780 foot radius to the left, followed by a 500 foot tangent. The proposed driveway is located on the 780-foot radius curve. The 780-foot radius curve in the vicinity of the site meets AASHTO horizontal geometric requirements for a 40 MPH design speed with no superelevation. The 200-foot radius curve north of the site meets a 25 MPH design speed. The posted speed limit should be 20 MPH.

H. Operational Safety Deficiencies

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The Rodeo Road / Galisteo Road intersection does not meet the warrants for a traffic signal. All other intersections and movements meet NMDOT operational requirements.

The geometry of this segment of Galisteo Road was checked. The majority of the roadway meets a 40 MPH design speed except for the 200-foot radius curve near Rodeo Road. In that area the posted speed limit should be reduced to 20 MPH and advance curve warning signage should be installed. A sight distance analysis at the proposed driveway is presented in Section V, Implementation year (2026). There are no bicycle lanes or sidewalks on this segment of Galisteo Road.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - 2026

The following conditions were to be analyzed for this project:

- Implementation Year without the Proposed Development – 2026 (No Build)
- Implementation Year with the Proposed Development – 2026 (Build)

A. Traffic Projections

1. Background Traffic

The background traffic is assumed to increase at 1% per year compounded yearly to the year 2026.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be fully developed and occupied in the year 2026. According to the Zia Station Project Planner, the north portion of the Zia Station Project will be constructed and in operation by the year 2026. However, it does not contribute traffic to the intersection of Rodeo Road / Galisteo Road.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the Institute of Transportation Engineers (ITE) TripGen Web-Based App, Version 6.0.2. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 11th Edition dated 2021. This project will utilize the following land uses:

a. Land Use: 620

The ITE description for "Nursing Home" is as follows:

"A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic car, and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical

issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses" (resource: ITE: Trip Generation Manual 11th Edition-Vol 4).

The traffic generated during the peak hour was calculated. The projected traffic generated by this land use is presented in Table 3. The Trip Generation Calculations are presented in Appendix E.

TABLE 3
SUMMARY OF TRIP GENERATION CALCULATIONS
NEW VEHICLE TRIPS

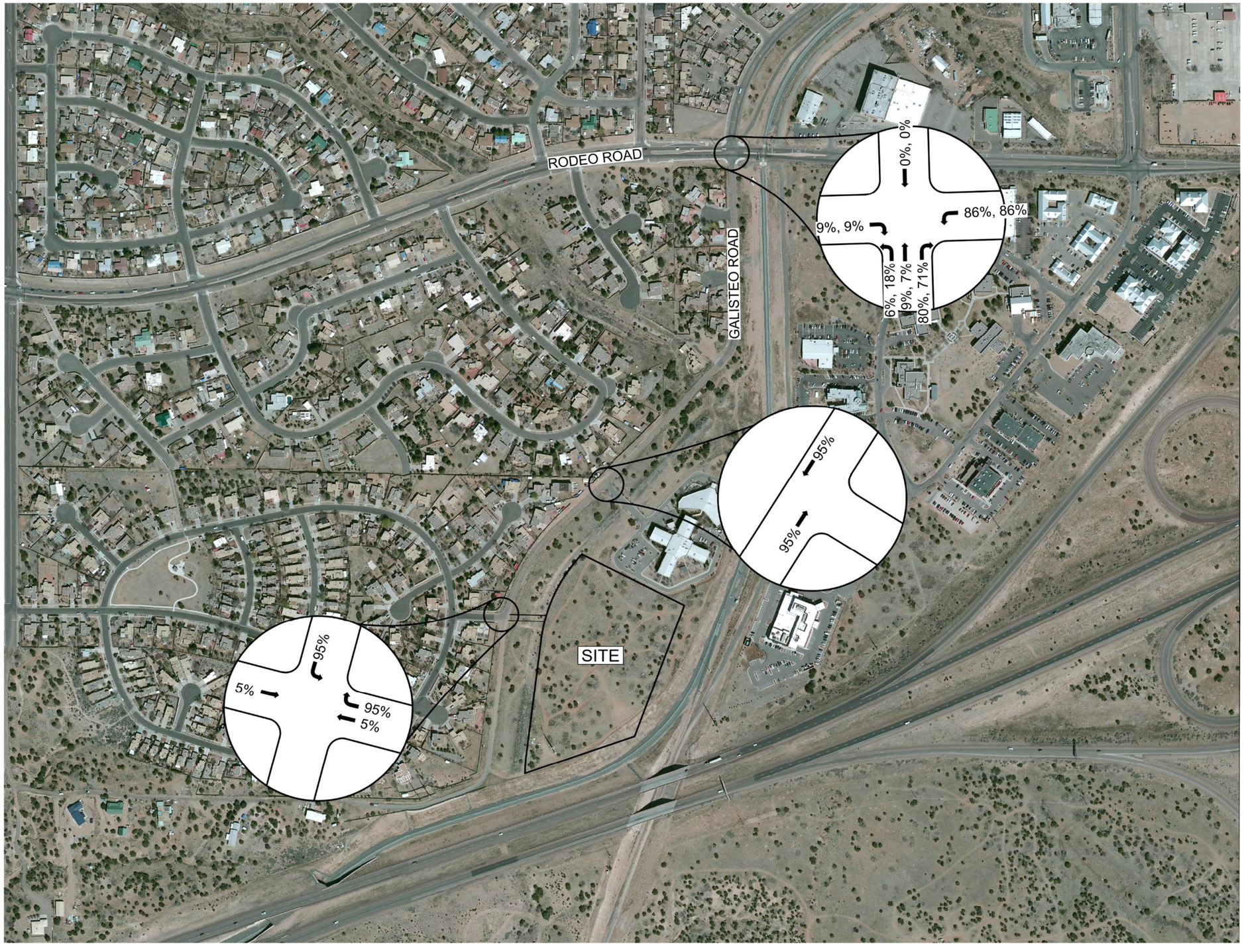
	AM Peak		**PM Peak**	
	Entry	Exit	Entry	Exit
Land Use 620 – Nursing Home				
80 Beds	10	4	4	9
Total	14		13	

Source: Institute of Transportation Engineers
Trip Generation, 11th Edition, 2021

The total site generated traffic is 244 cars spread out over the day.

4. Trip Distribution and Assignment

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were developed based upon analogy with the existing traffic from Pacifica Senior Living Santa Fe. The direction of approach is presented in Figure 17. The site generated traffic is presented in Figure 18.



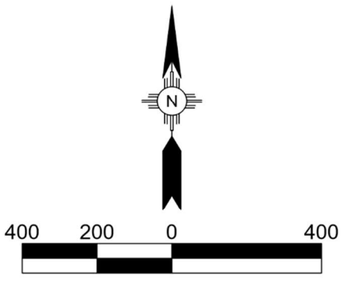
LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

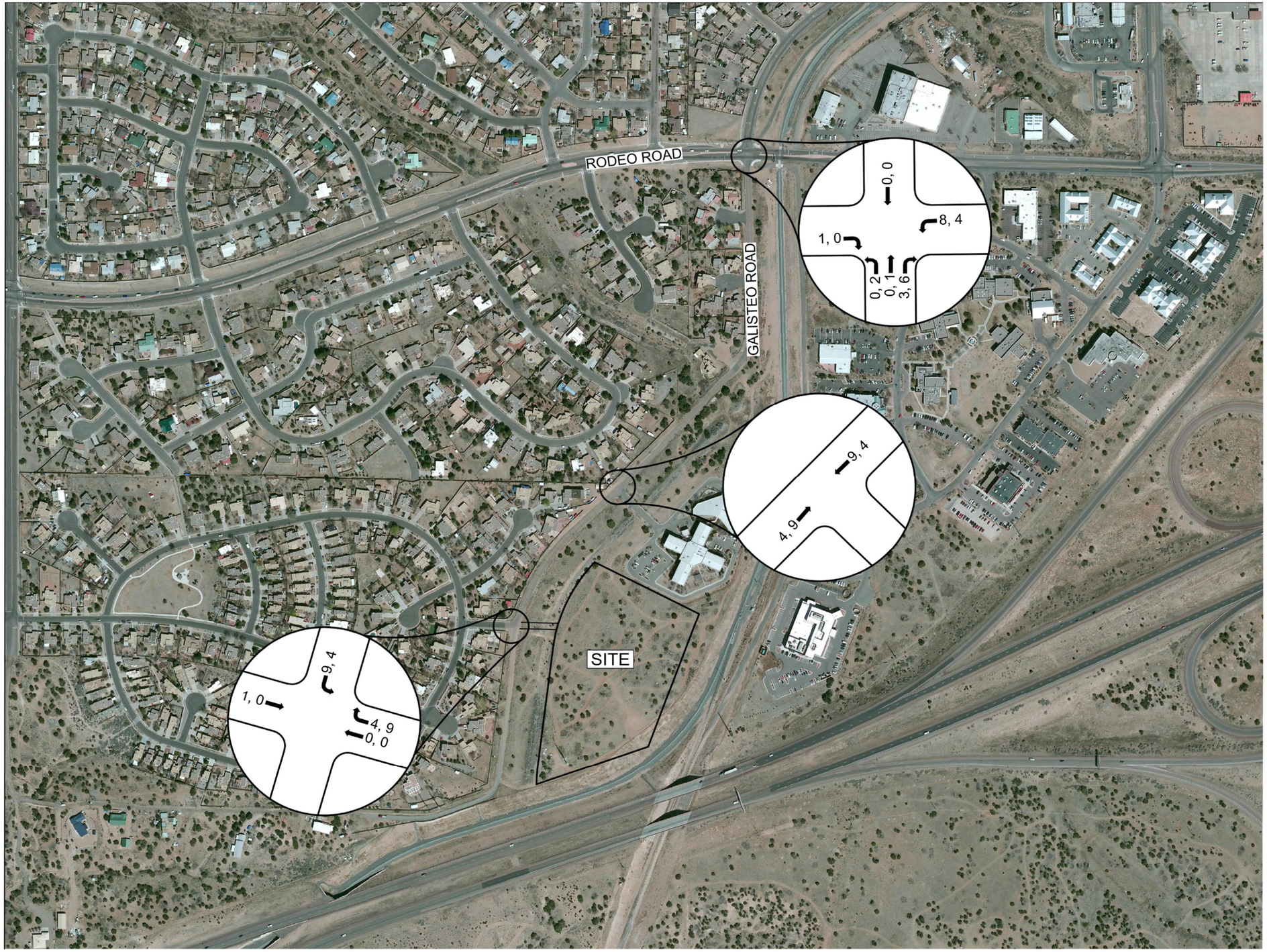
DENOTES MOVEMENT ←

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2011 AERIAL PHOTOGRAPHY



SCALE: 1" = 400'

DIRECTIONS OF APPROACH AND RETURN
FIGURE 17



LEGEND

DENOTES SITE GENERATED TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT ←

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2014 AERIAL PHOTOGRAPHY

N

400 200 0 400

SCALE: 1" = 400'

SITE GENERATED TRAFFIC
FIGURE 18

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly to the year 2026 for all legs of the intersections analyzed in this report.

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts. Capacity Calculations were performed using McTrans HCS Version 8.3, 2024.

a. No Build Condition

Capacity reports are presented in Appendix F and the results are summarized in Table 4.

TABLE 4 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.3	C	0.6	30.8	D
Southbound Left	0.4	55.8	F	0.7	57.5	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2026 background traffic. Capacity reports are presented in Appendix F and summarized in Table 5.

TABLE 5 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.5	C	0.8	31.5	D
Southbound Left	0.4	59.4	F	0.7	60.7	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. The proposed development increases the queue on the eastbound left from 1.8 cars to 1.9 cars (0.1 cars difference) and in the AM. In the PM it increases the queue from 1.9 cars to 2.0 cars (0.1 cars difference). The southbound left turn movement is not impacted by the development of the skilled nursing facility. All other intersections meet NMDOT operation requirements.

2. Intersection Spacing and Proposed Access Points

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH. According to Table 18.C-1, "Access Spacing Standards for Intersections and Driveways," the driveway spacing for urban collector streets with a posted speed

limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways. The proposed driveway meets the spacing requirements see Figure 19. The existing driveway spacing on Galisteo Road does not meet spacing requirements at the Galisteo Plazas Subdivision near Rodeo Road.

3. Speed Change Lanes

The criteria for deceleration lanes were reviewed in accordance with the State Access Management Manual Table 17.B-1. The proposed driveway does not meet the criteria for a speed change lane.

4. Traffic Signal Warrant Review

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix D. For the implementation year (2026) no build and build conditions (year 2026) the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

5. Sight Distance

The intersection sight distance was checked at the Galisteo Road / driveway entrance / Avenida la Cerca. LIDAR data obtained from USGS, it was flown in 2014 and published 2017. It was used to prepare three-dimensional sight lines to determine both the horizontal and vertical alignment of the intersecting roadway. As per AASHTO's "A Policy on Geometric Design of Highways and Streets, 7th Edition," (Green Book) Section 9.5, "Intersection Sight Distance," the driver's eye was set at 3.5 feet above the roadway and the object is 3.5 feet above the surface of the intersecting roadway. The vertex of the departure sight triangle was set 14.0 feet from the travelled roadway. The sight lines are presented in Figures 20 and 21.

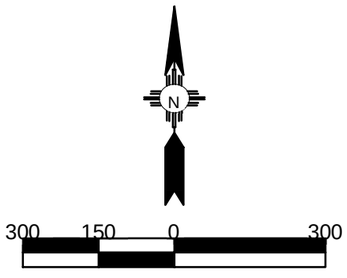


LEGEND:

U DENOTES EXISTING UNSIGNALIZED INTERSECTION

D DENOTES DRIVEWAY

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY



SCALE: 1" = 300'

INTERSECTION SPACING
FIGURE 19

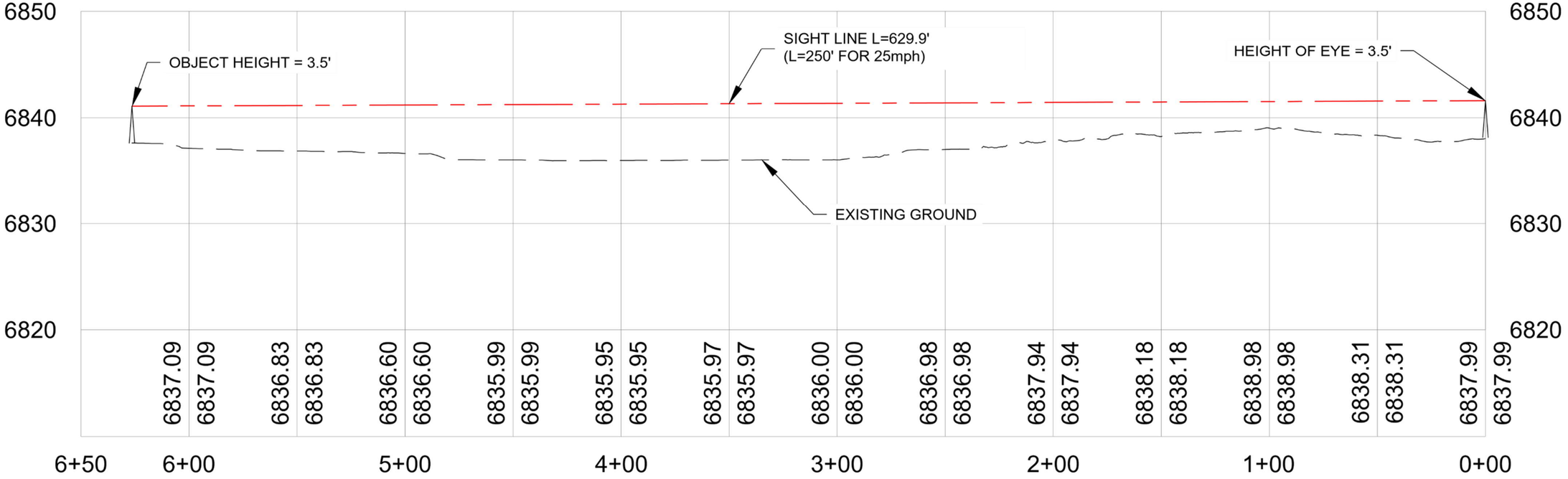


0 25 50 100

SCALE: 1" = 50'

LEFT TURN SIGHT LINE

SCALE: 1" = 50'



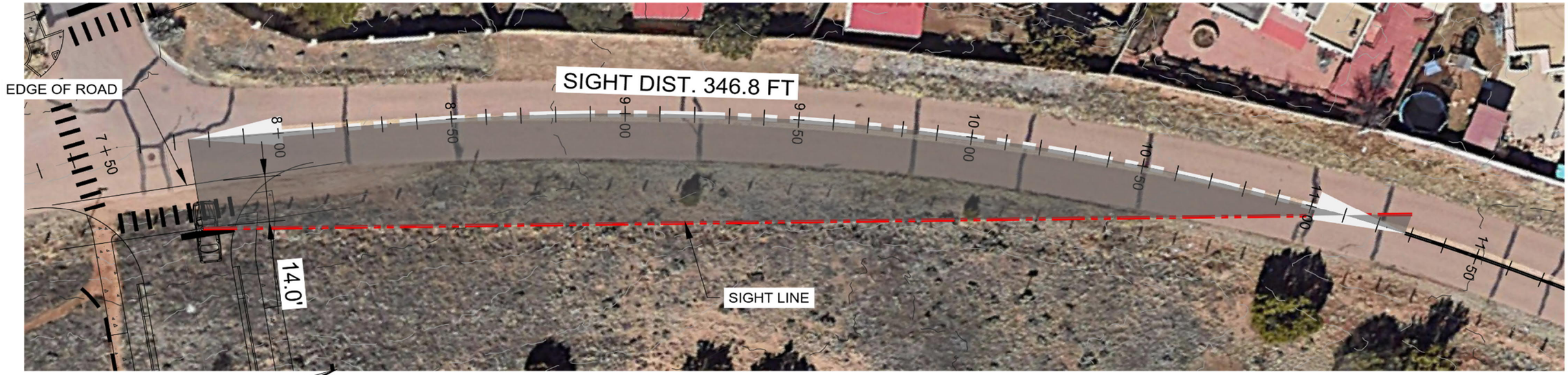
0 5 10 20

SCALE: 1" = 10'

LEFT TURN SIGHT LINE

SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

LEFT SIGHTLINE
FIGURE 20

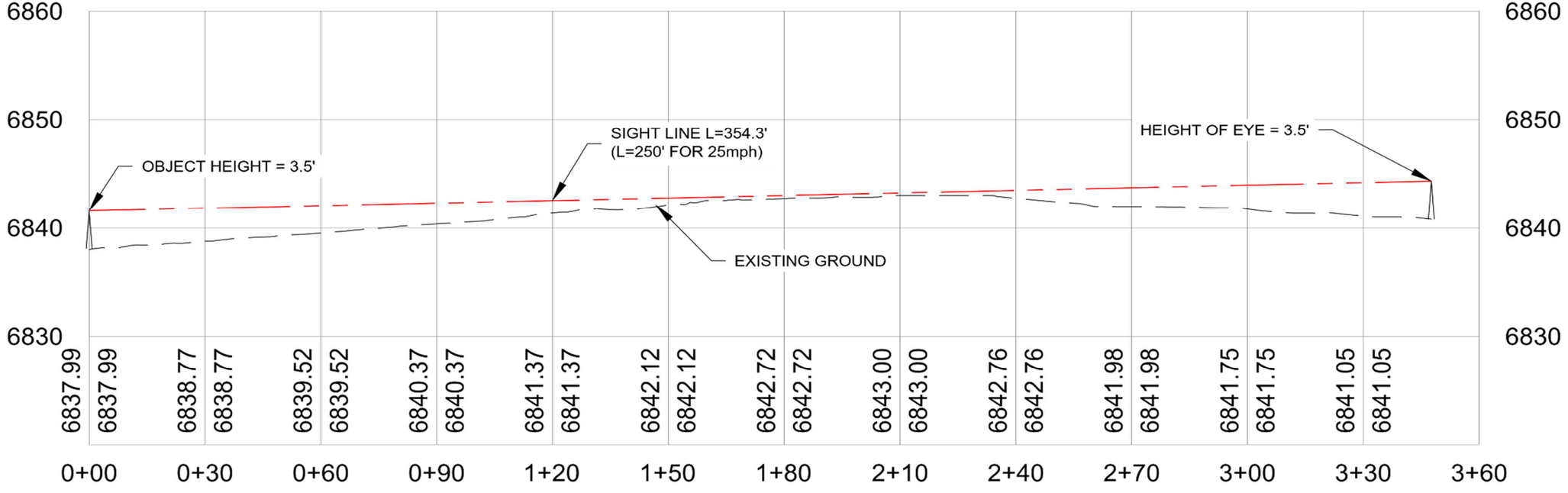


0 15 30 60

SCALE: 1" = 30'

RIGHT TURN SIGHT LINE

SCALE: 1" = 30'



0 5 10 20

SCALE: 1" = 10'

RIGHT TURN SIGHT LINE

SCALE HORIZ: 1" = 30'
VERT: 1" = 10'

RIGHT SIGHTLINE
FIGURE 21

According to the AASHTO Green Book, this is Case B – Intersection with stop control on the minor road. The following situations were analyzed:

- Case B1 – Left turn from the minor road
- Case B2 – Right turn from the minor road.
- Case B3 – Crossing maneuver from the minor road

For Case B1 the departure sight triangles for traffic approaching from both the right and the left should be provided for left turns from the minor road onto the major road. The length of the leg of the departure sight triangle along the major road in both directions is the recommended intersection sight distance for Case B1. The data presented in Table 6 is recommended by AASHTO.

TABLE 6
AASHTO RECOMMENDED SIGHT DISTANCE
CASE B-1

Design Speed (MPH)	Stopping Sight Distance (ft)	Intersection Sight Distance (ft)
25	155	280
30	200	335
35	25	390

The actual distance to the left is approximately 637 feet. The sight distance to the right is approximately 346 feet. Both exceed AASHTO recommendations for a 30 MPH design speed.

6. Queuing Measurements on Galisteo Road at the Rodeo Road Intersection

Queuing observations were made on the Galisteo Road approaches to the Rodeo Road intersection. No significant ques were noted.

7. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2026 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

b. Implementation Year 2026 - Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. At the intersection of Rodeo Road / Galisteo Road there are existing failures on southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. The proposed development increases the queue on the eastbound left from 1.8 cars to 1.9 cars (0.1 cars difference) and in the AM. In the PM it increases the queue from 1.9 cars to 2.0 cars (0.1 cars difference). The southbound left turn movement is not impacted by the development of the skilled nursing facility. All other intersections meet NMDOT operation requirements.

D. Access Design Specifications

1. Speed Change Lane Requirements

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17, B-1. The criteria for right turn and left turn lanes were checked. The criteria for speed change lanes is not met.

2. Vehicle Storage needs

The site driveway will be designed to provide the calculated storage.

3. Sight Distance

The sight distance at the Galisteo Road / Avenida la Cerca / and the proposed site entrance intersection in the vicinity of the project was checked and it meets AASHTO requirements for a 30 MPH design speed.

4. Site Access Improvements Modifications

A standard City of Santa Fe turnout is proposed.

5. Pedestrian / Bicycle Considerations

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment.

VI. ANALYSIS OF HORIZON YEAR – 2036

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development – 2036
- Horizon Year with the Proposed Development – 2036

A. Traffic Projections

1. Background Traffic

For this analysis the background traffic from the year 2026 to the year 2036 is assumed to increase at a rate of 0.5% percent per year compounded yearly. This is due to the fact that there is a limited inventory of vacant available land for future development. It is assumed that the full Zia Station Project will be developed by 2036.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2026. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same as the implementation year (2026).

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was increased at a rate of 0.5% per year for each leg of the intersections from 2026-2036 analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Capacity Calculations were performed using McTrans HCS Version 8.3, 2024.

a. No Build Condition

Capacity reports are presented in Appendix G and the results summarized in Table 7.

TABLE 7 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound / Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.8	26.0	D	1.0	47.0	E
Southbound Left	2.1	110.9	F	2.2	100.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2036 background traffic. Capacity reports are presented in Appendix G and summarized in Table 8.

TABLE 8 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.8	A
Westbound Thru / Right						
Northbound Left / Thru / Right	1.0	27.2	D	1.3	46.8	E
Southbound Left	2.3	126.0	F	2.3	108.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.4	A	0.0	7.3	A
Galisteo / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. This increases the queue on the southbound left from 2.1 cars to 2.3 cars (0.2 cars difference) and in the PM from 2.2 cars to 2.3 cars (0.1 cars difference). All other intersections meet NMDOT operation requirements.

C. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

D. Speed Change Lanes

The Table 17.B-1 was annotated for each driveway. See Appendix G. According to State Access Management Manual Table 17.B-1 “Criteria for Deceleration Lanes on Urban Two-Lane Highways,”. Traffic Signal Warrant Review

1. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2036 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the eastbound left and movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Horizon Year 2036 - Build

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

c. Impact Assessment

The impacts are the same as discussed in the implementation year. The horizon year projections do not impact or change implementation year recommendations.

2. Access Design Specifications

The site access is the same as implementation year (2026) conditions

3. Speed Lane Change Requirements

The speed lane change requirements are not met for the horizon year build or no build conditions.

a. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

b. Sight Distance

The sight distance is adequate for the horizon year.

c. Site Access Improvements Modifications

Horizon Year projections do not impact or change implementation year recommendations. Site access improvement modifications are the same as in the implementation year.

d. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

VII. ALTERNATIVES TO CORRECT FAILURES AT THE RODEO ROAD / GALISTEO ROAD INTERSECTION

There are existing failures at the intersection of Rodeo Road / Galisteo Road. The existing failures are on the southbound left turn movement. The Anchorum Skilled Nursing Facility does not impact the southbound left turn. However, the Skilled Nursing Facility will add traffic to the overall intersection. Various alternatives were considered to correct the failing eastbound left turn movements.

1. Do nothing.

Although the south bound left fails, there is adequate left turn storage on Galisteo Road so that the queue does not block other movements. The amount of traffic is small. According to the Zia Station Project TIA a "reassessment" of traffic may occur before Phase two. At that time, the southbound left turn failures can be reevaluated and checked.

2. Construct a traffic signal

The location of the intersection of Rodeo Road / Galisteo Road is, approximately, 1,622 feet from the intersection of Sawmill Road / Rodeo Road. This does not meet spacing requirements. In addition, the Rail Runner crossing of Rodeo Road is approximately 126 feet from the intersection of Rodeo Road / Galisteo Road. A traffic signal at this location would require a progression study to ensure that there is sufficient bandwidth. If progression can be made to work, a design exception would be required if this was a NMDOT facility.

The solutions are beyond the ability of this single development to correct on its own, especially since this development does not impact the facility movements. It is recommended that the City Public Works Department review the situation and develop a City Project to address the situation.

3. Prohibit northbound and southbound left turn by using indirect left turns.

The southbound left turn lane could be closed by installation of a curb and gutter. This alternative will force traffic to make right turns. Then develop “U” turn lanes to create an indirect left turn. There are numerous studies that show that an indirect left turn is safer that a direct left turn.

VIII. ENN MEETING COMMENTS

The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*

Response: A speed study was not performed, and speedway was not observed in the field. The residents in this area have the option of requesting that the City perform a traffic calming shields for this segment of Galisteo Road to slow the traffic.

"There is a horizontal curve on Galisteo Road, which is dangerous."

Response: The horizontal alignment of the existing Galisteo Road was performed. There is a sharp curve that does not meet the posted speed limit. It is recommended that in the area of the curve the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*

Response: The intersection has failing movements for the south left turn all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*

Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk HAWK may be feasible. The Hawk allows pedestrians to cross only when a pedestrian presses the button. After the button is pressed the signals goes from yellow to red, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the rail runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*

Response: The AM shift requires 40 parking spaces for employees leaving 40 spaces for visitors and personnel who do business with the skilled nursing facility. After the PM shift change 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*

Response: Pothole repairs are performed by the city.

IX. SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS

A. Existing Conditions

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. All other intersections and movements meet NMDOT operational requirements.

B. Implementation Year – 2026

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. All other intersections and movements meet NMDOT operational requirements.

C. Horizon Year Conditions – 2036

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. All other intersections and movements meet NMDOT operational requirements.

APPENDIX A
PERTINENT DATA

Bohannan Huston

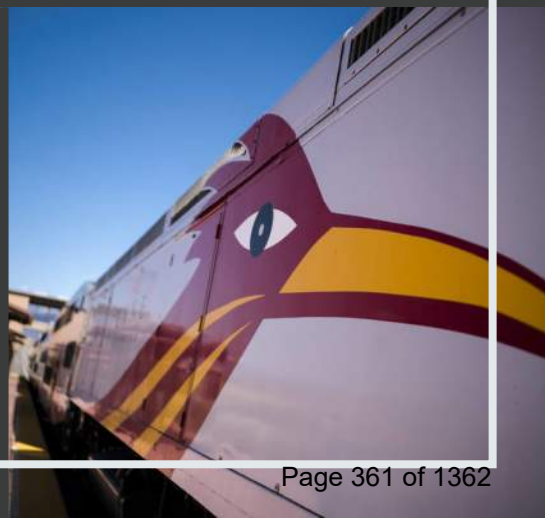
JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

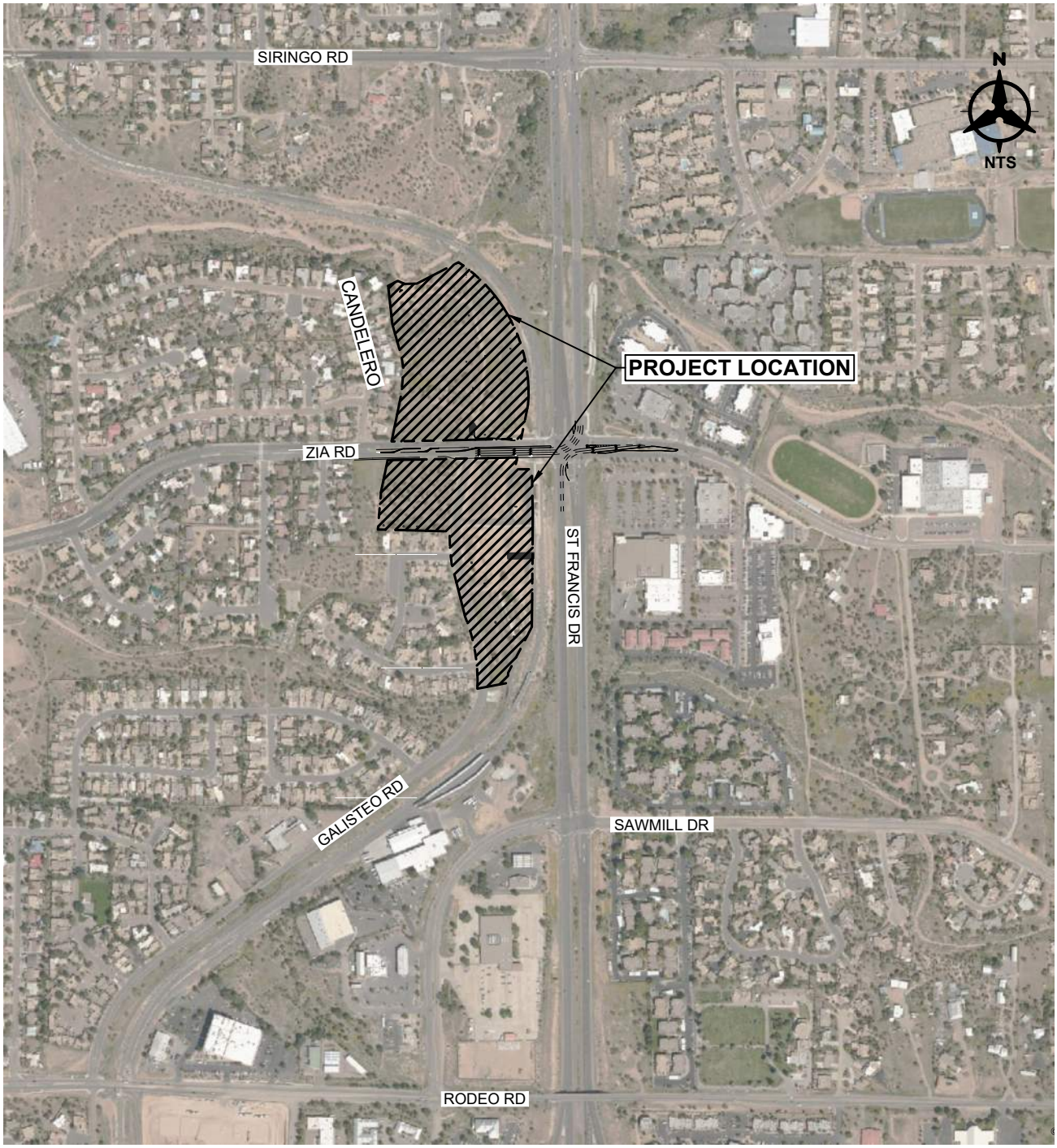
ZIA STATION
TRAFFIC IMPACT ANALYSIS
MAY 2021











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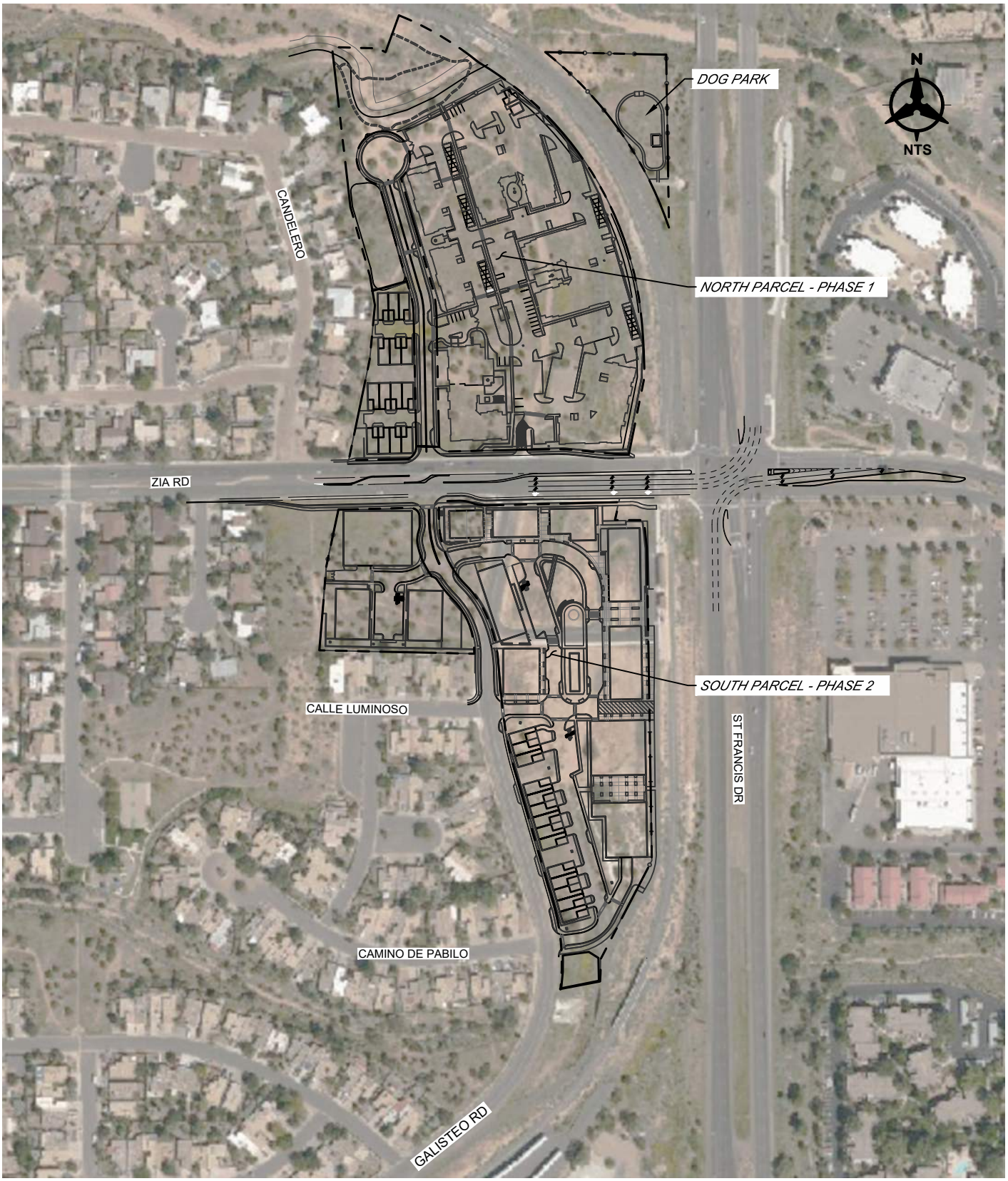
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP



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

FIGURE 2
SITE PLAN

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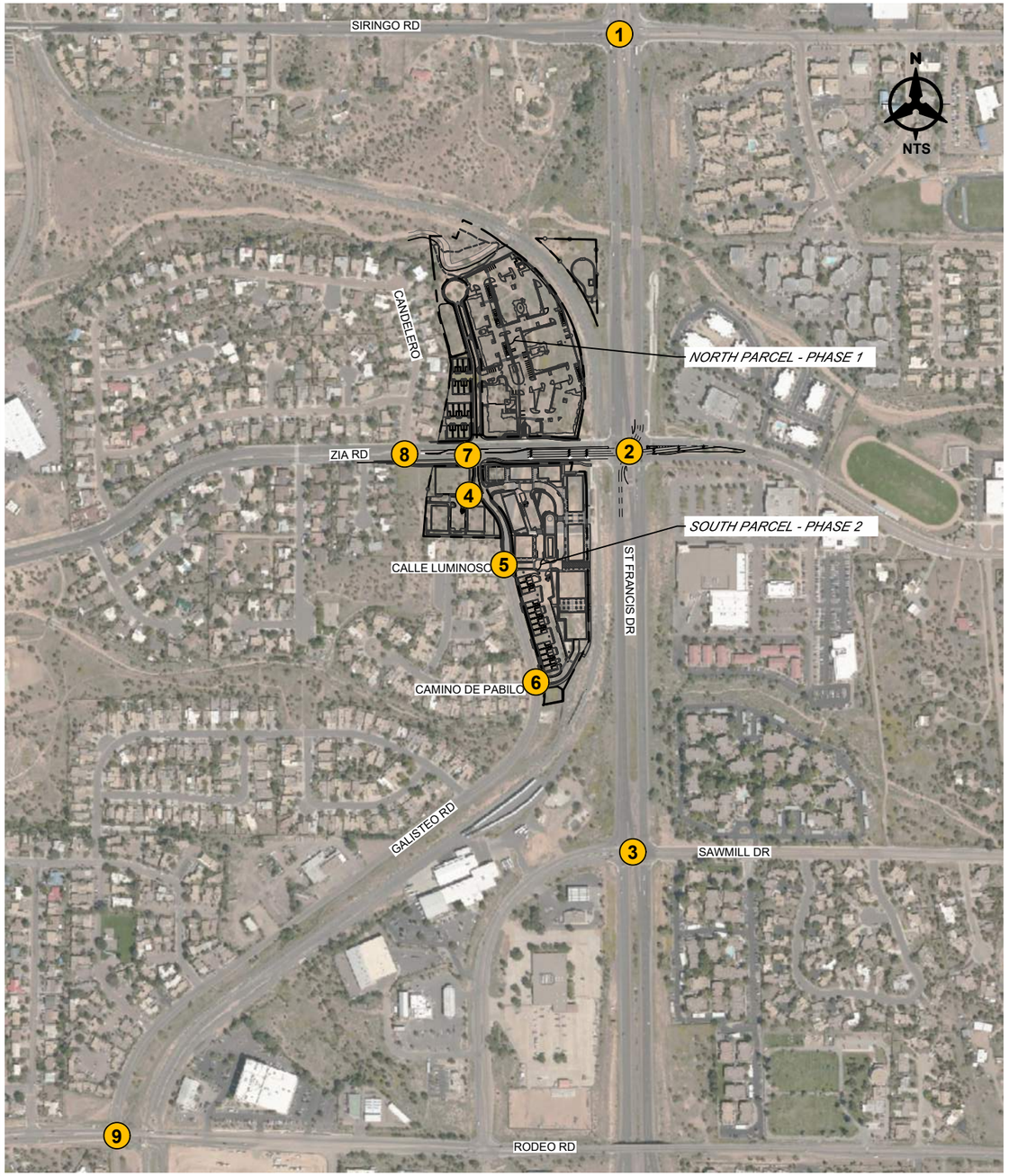
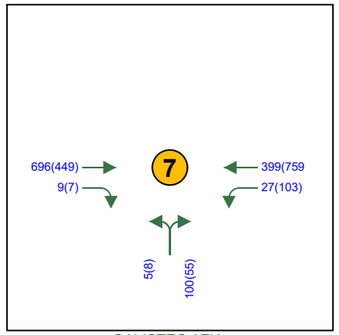
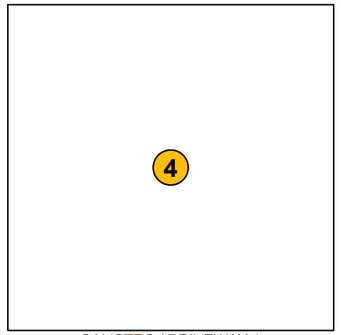
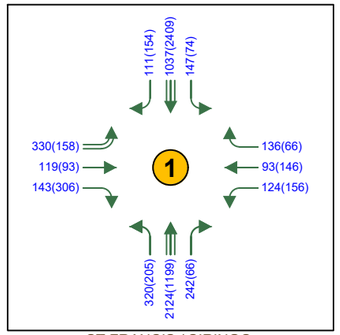




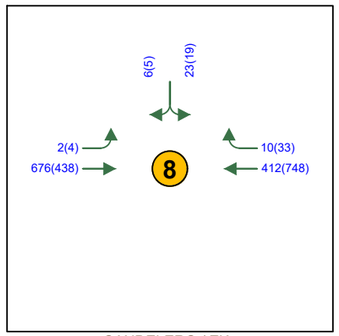
GALISTEO / ZIA



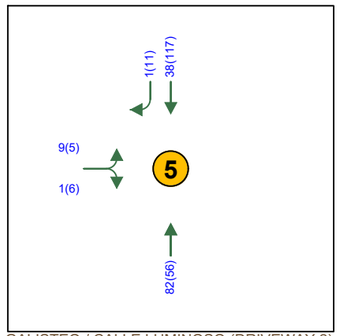
GALISTEO / DRIVEWAY 1



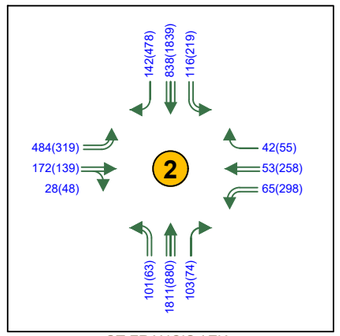
ST FRANCIS / SIRINGO



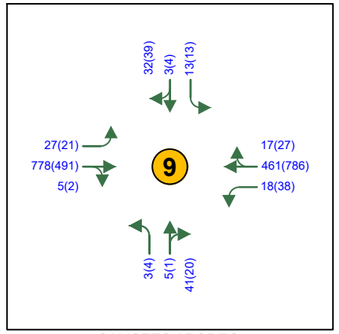
CANDELERO / ZIA



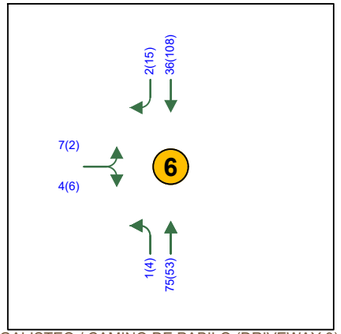
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



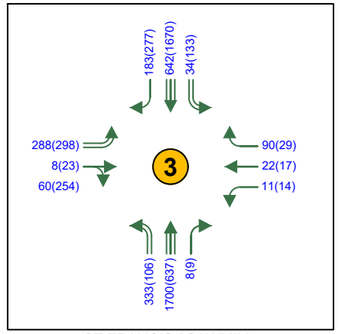
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 3
2019 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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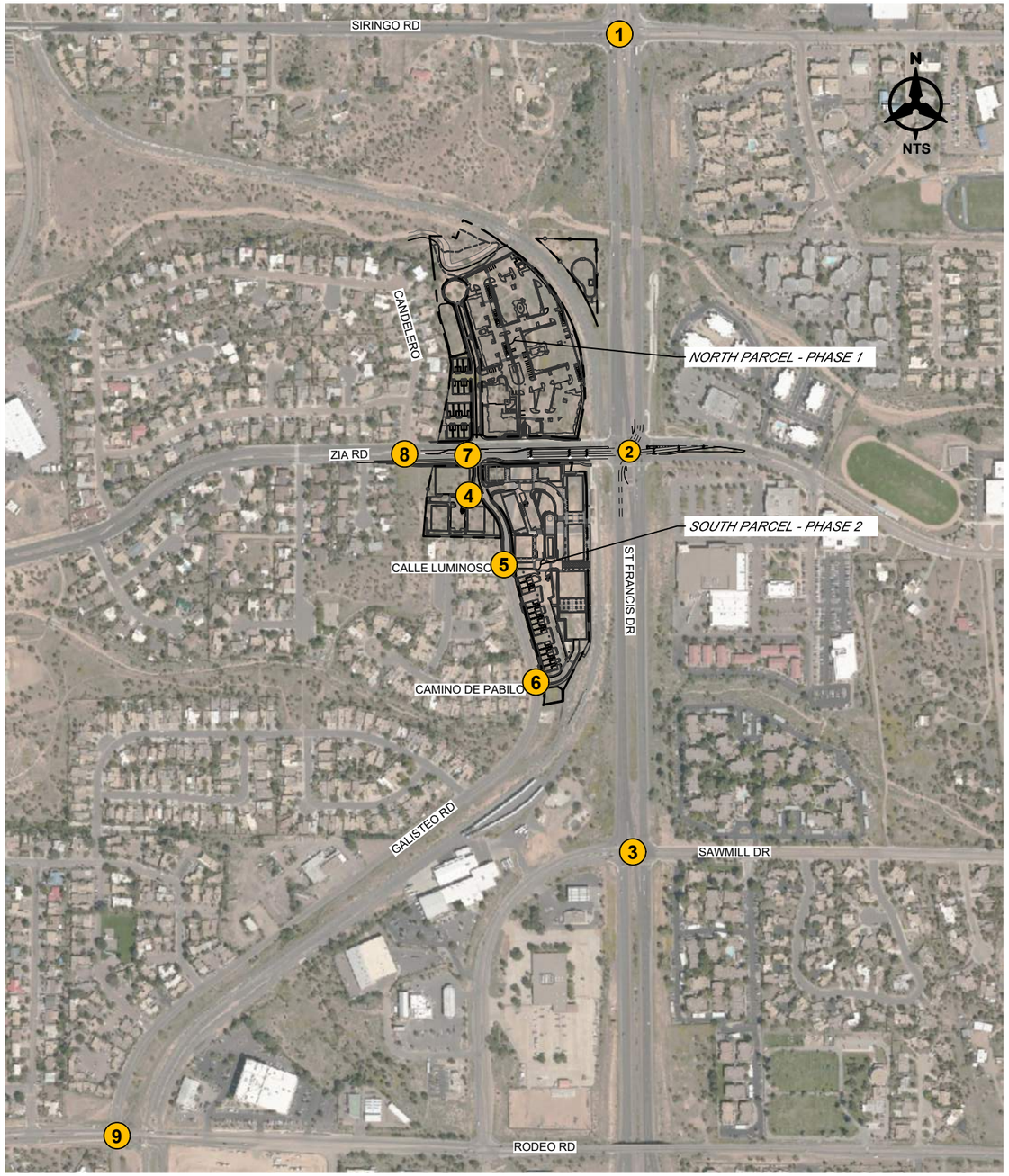
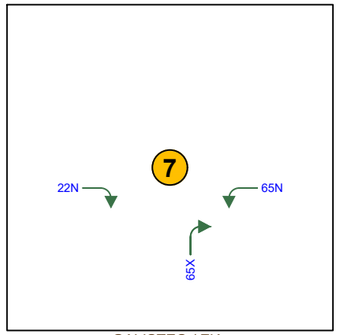
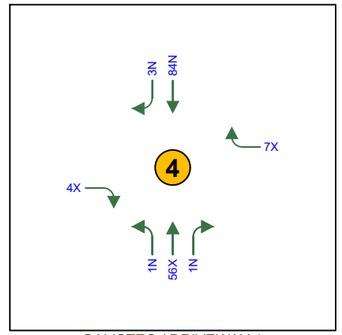
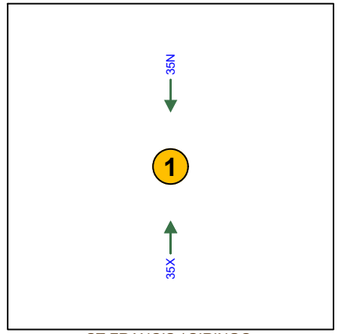




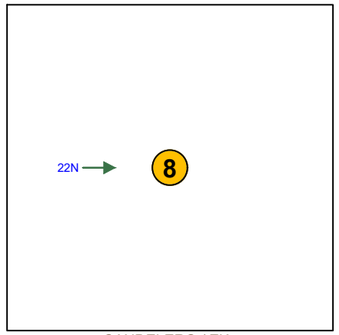
GALISTEO / ZIA



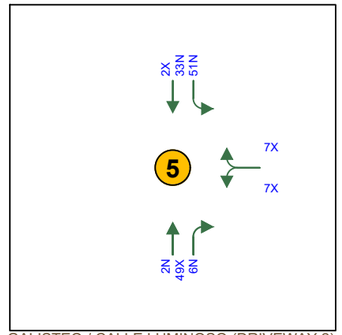
GALISTEO / DRIVEWAY 1



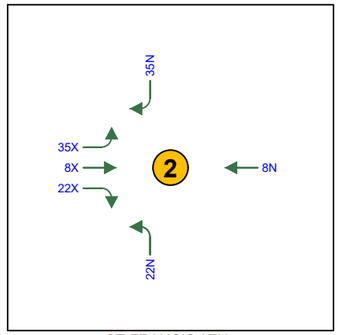
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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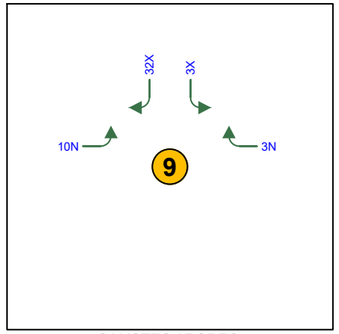
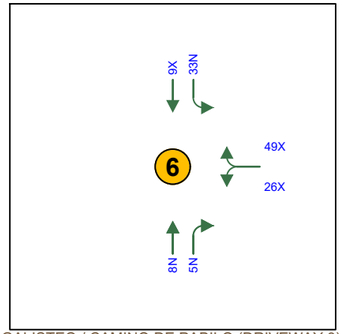
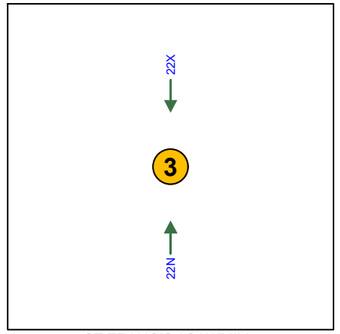


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE

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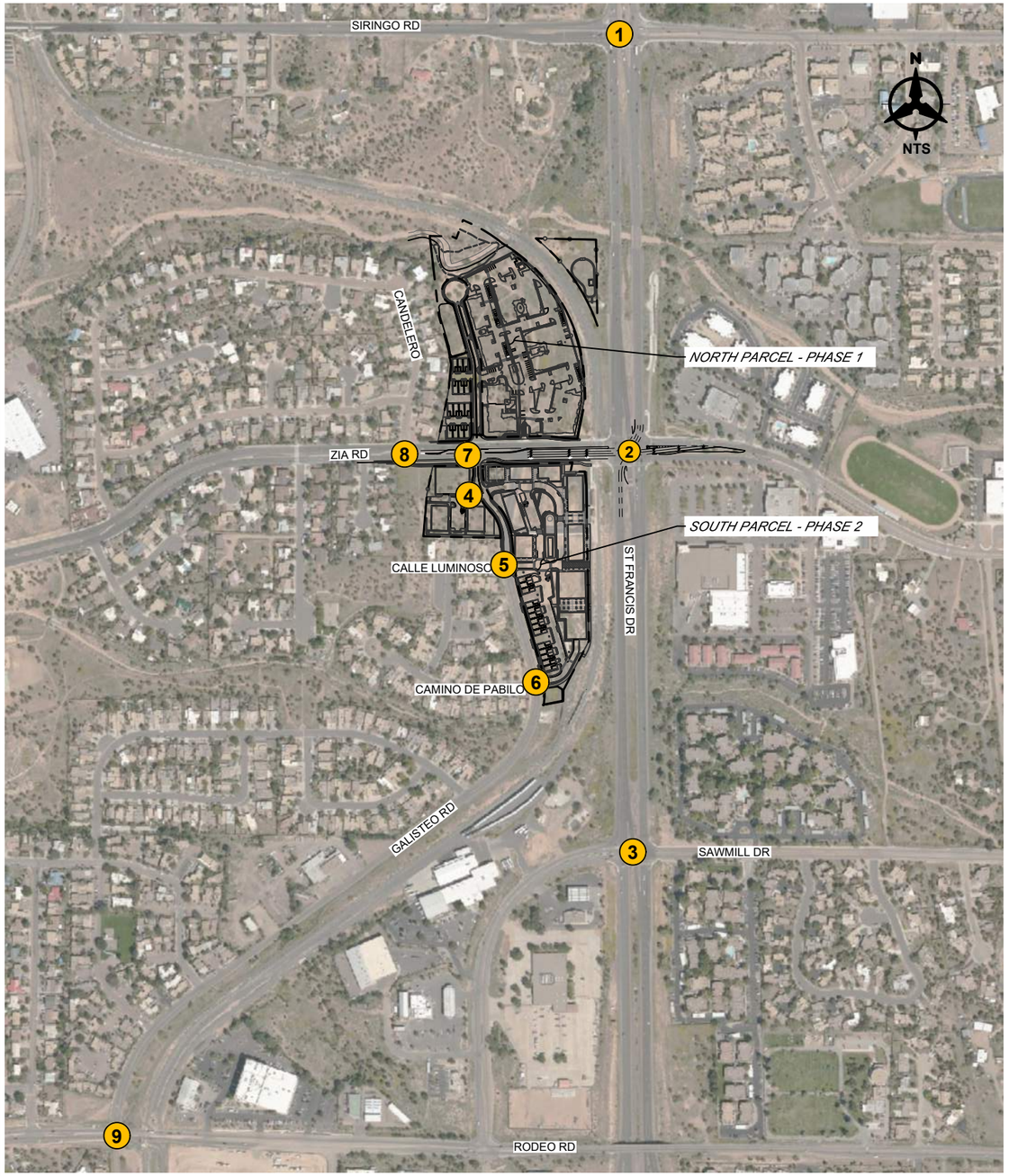
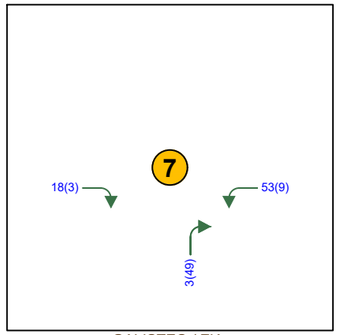
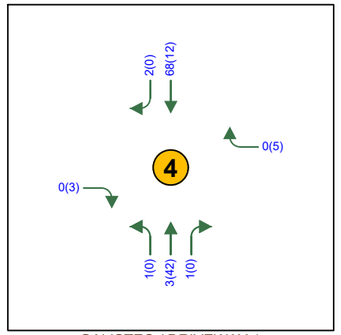
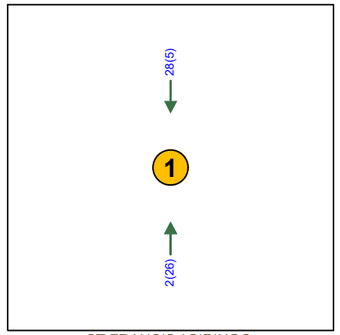




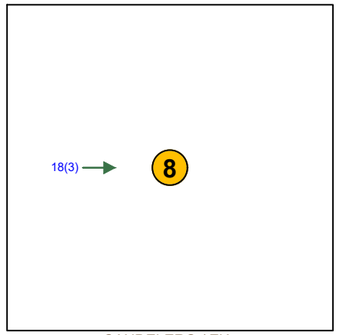
GALISTEO / ZIA



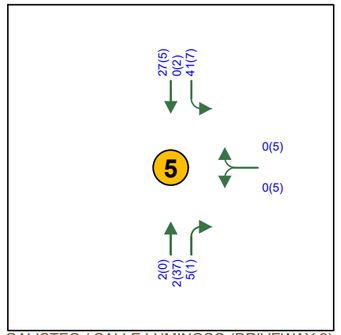
GALISTEO / DRIVEWAY 1



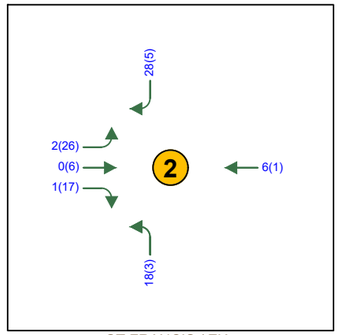
ST FRANCIS / SIRINGO



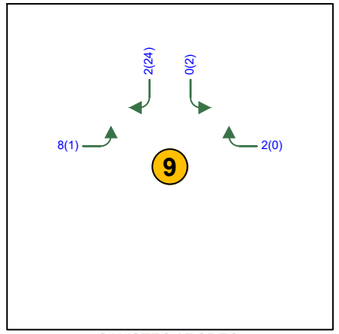
CANDELERO / ZIA



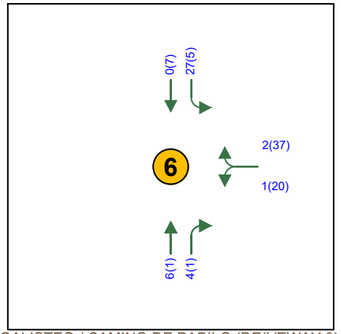
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



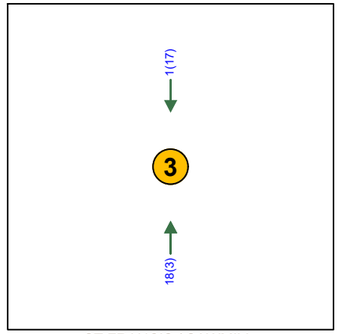
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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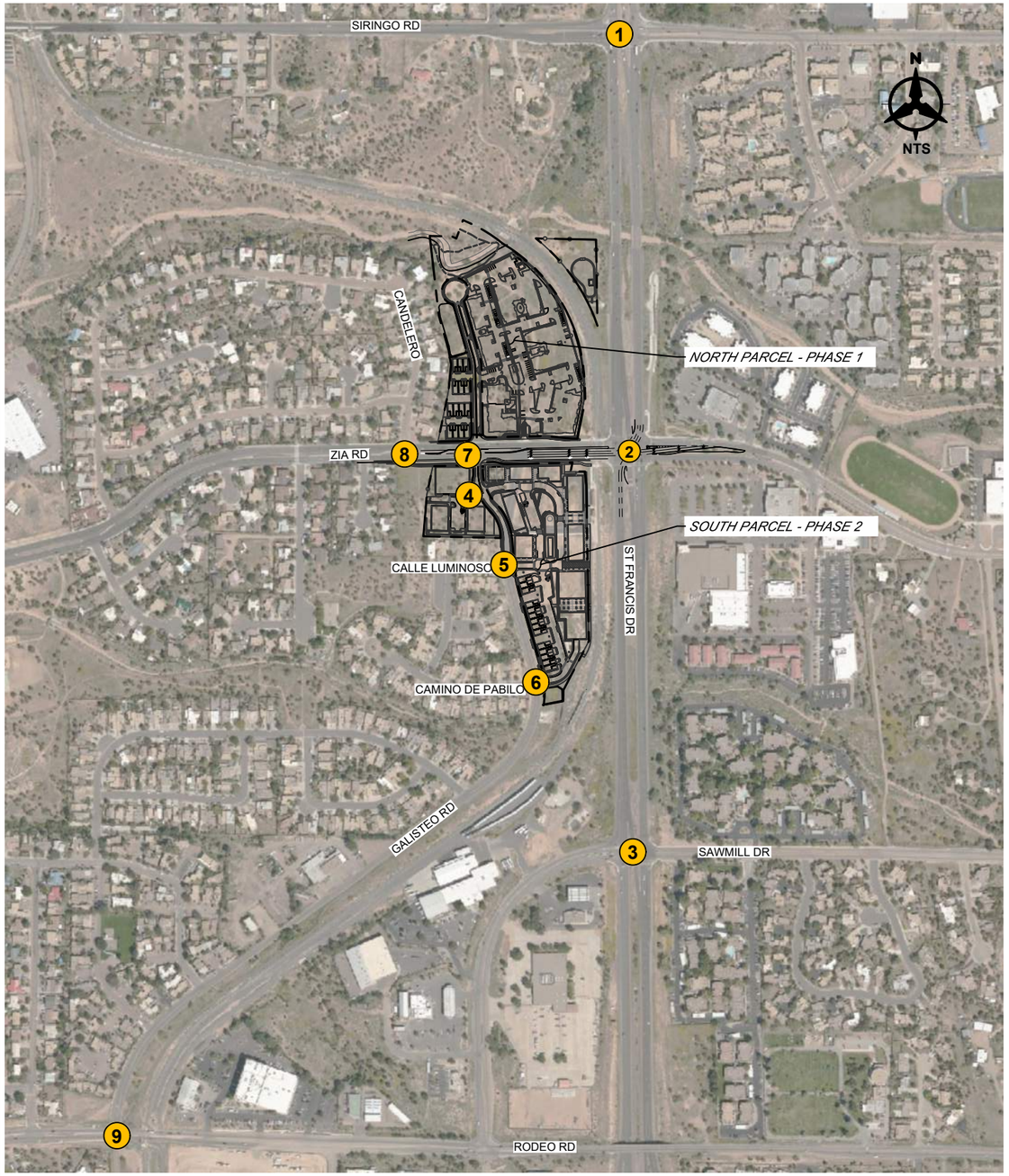
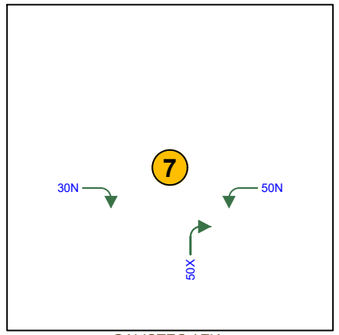
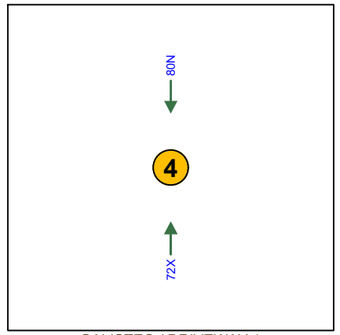
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE





GALISTEO / ZIA



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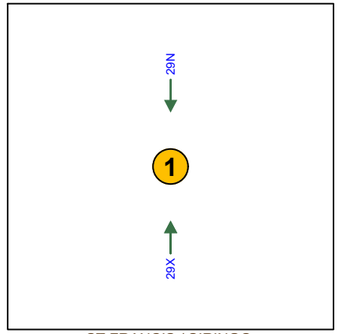
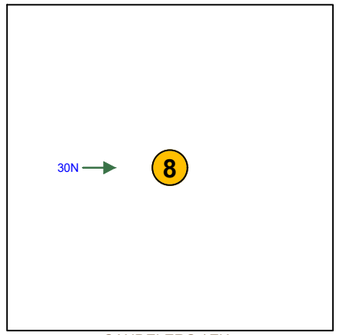
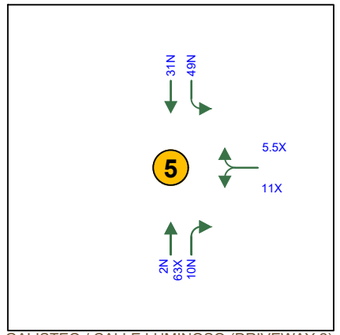


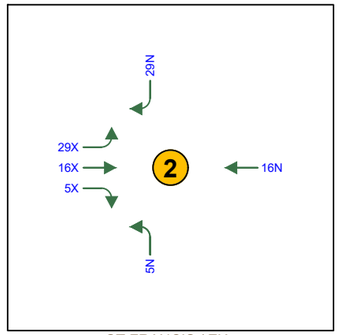
ST FRANCIS / SIRINGO



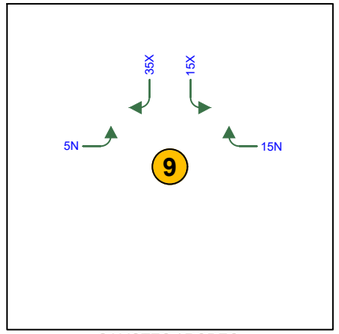
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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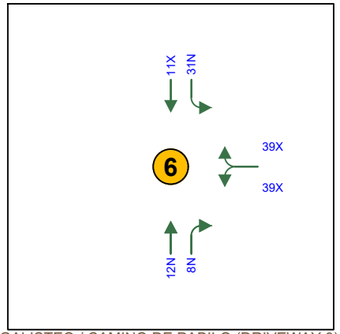
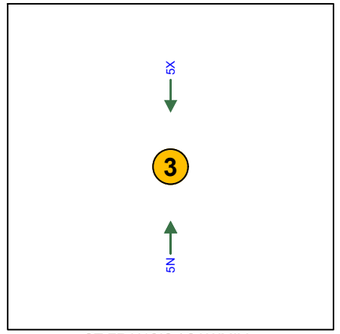


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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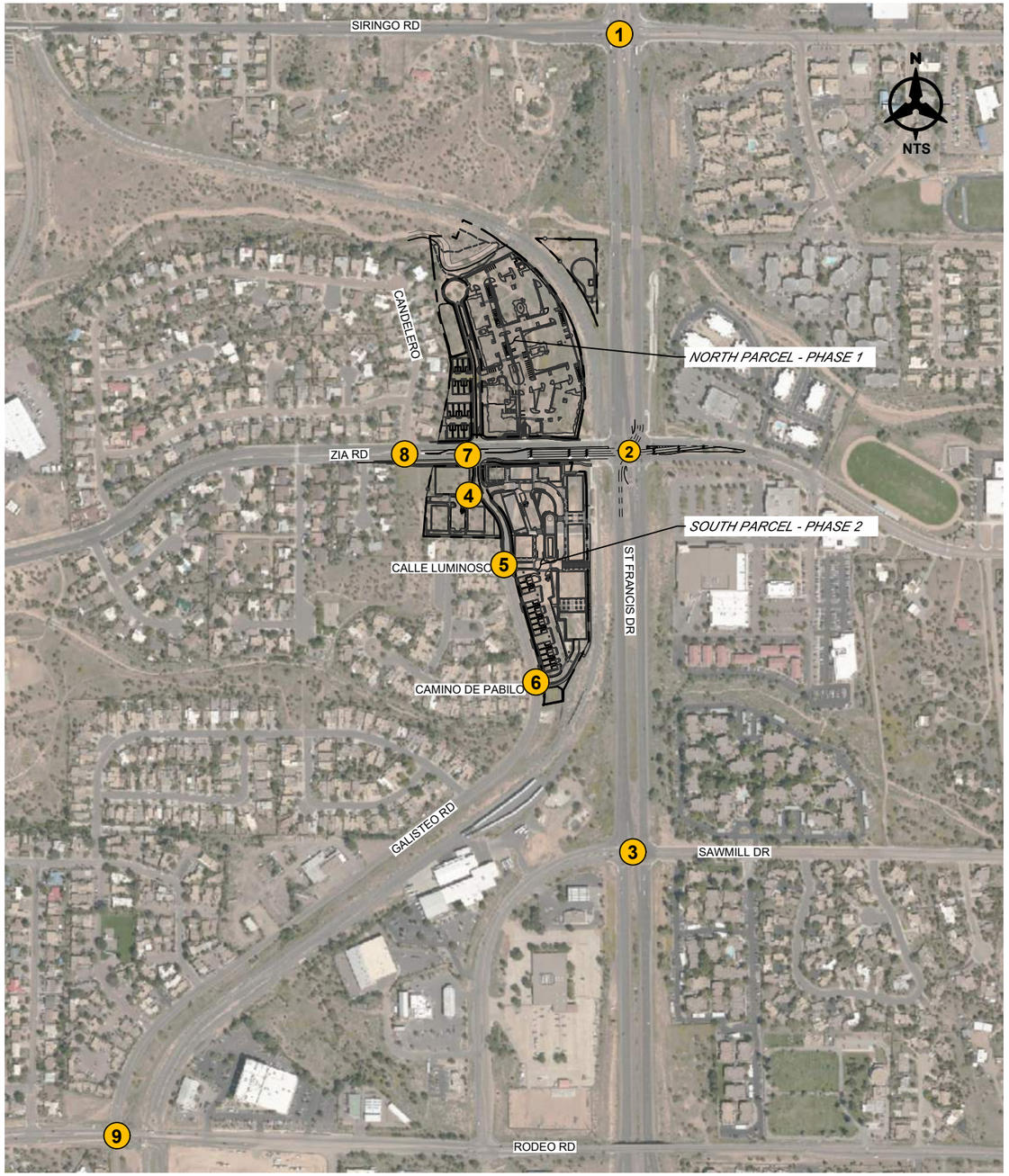
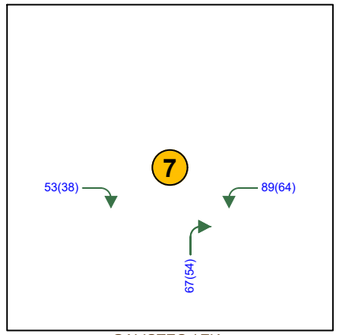
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL





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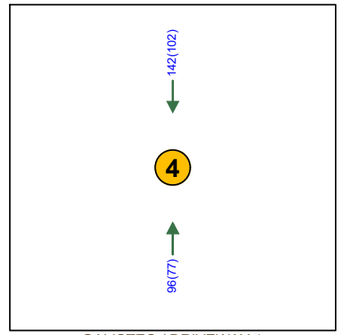

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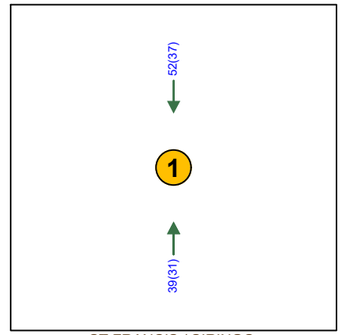
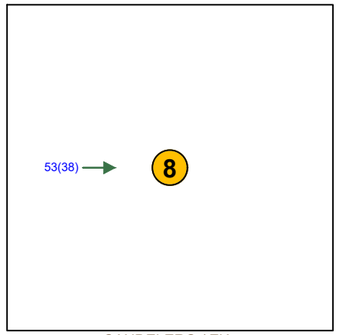
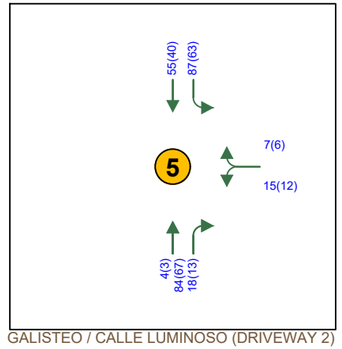


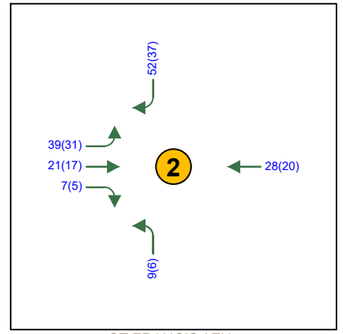
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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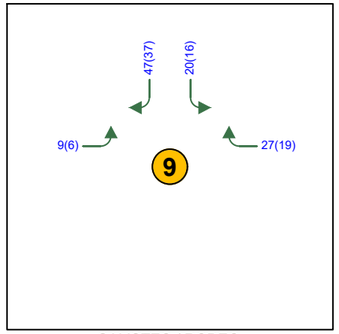
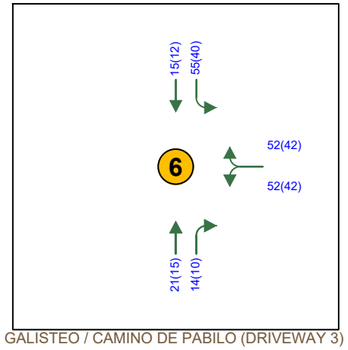
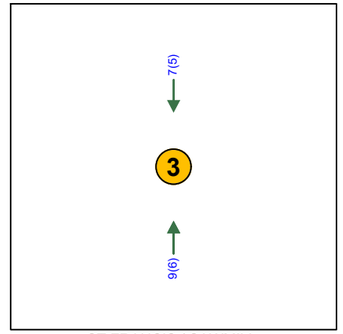


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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

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

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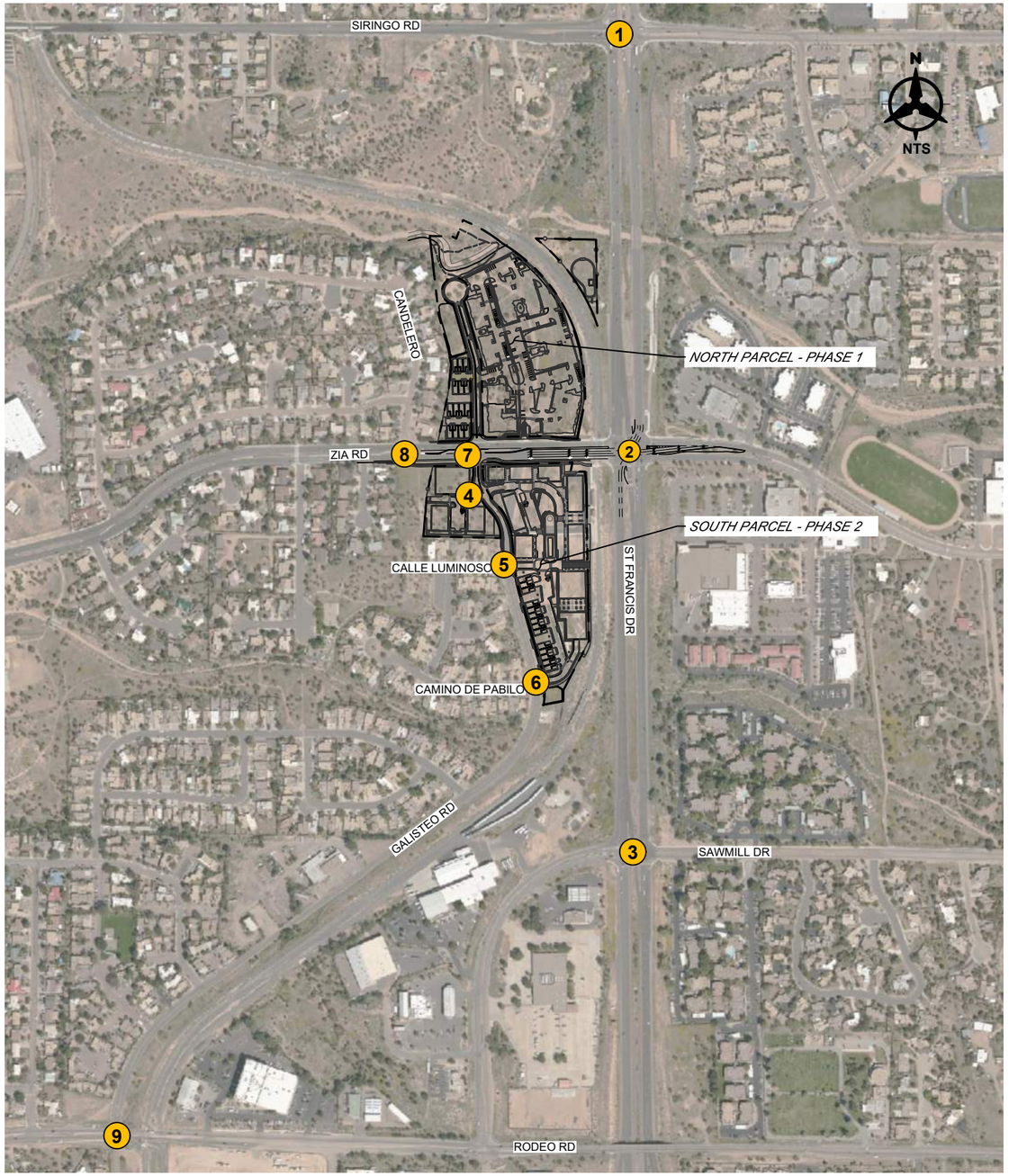
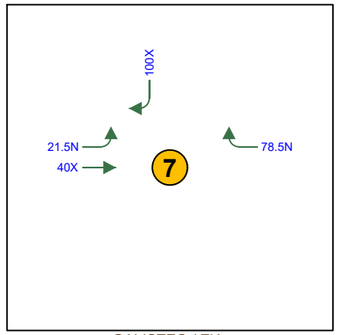
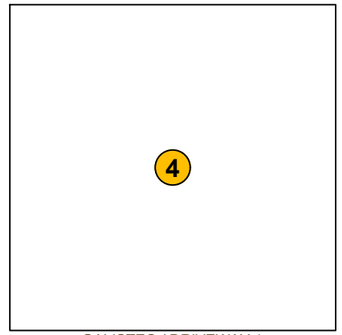




GALISTEO / ZIA



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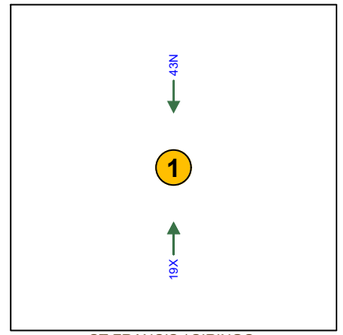
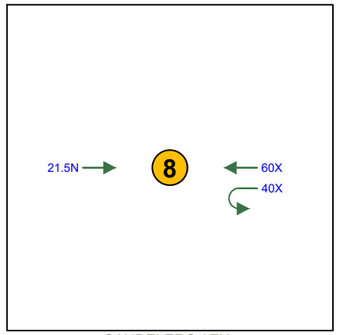
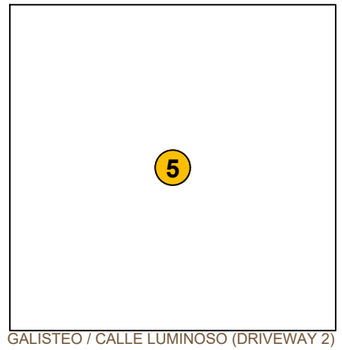


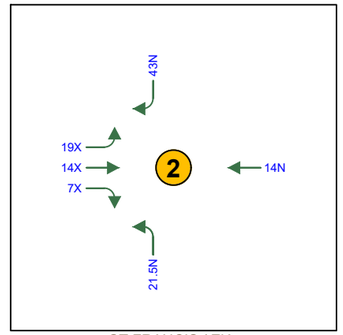
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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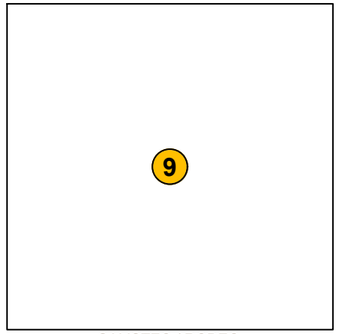

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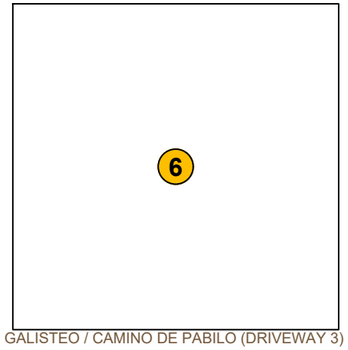
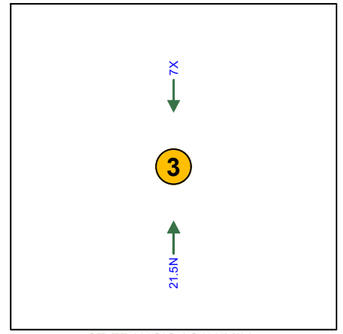


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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ZIA STATION TRAFFIC UPDATE ASR
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SITE TRAFFIC ANALYSIS

FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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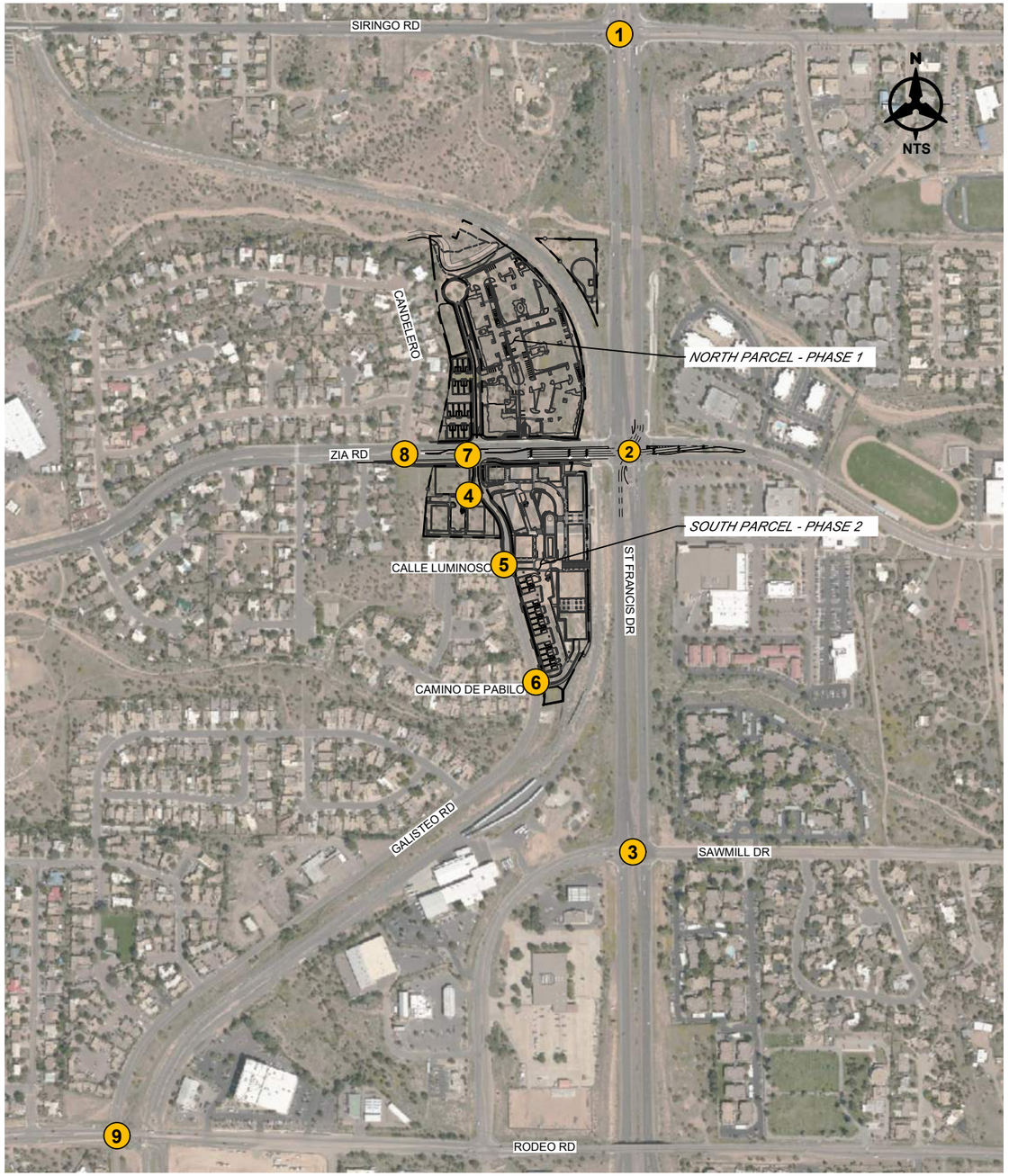
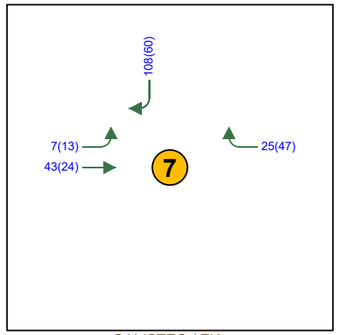
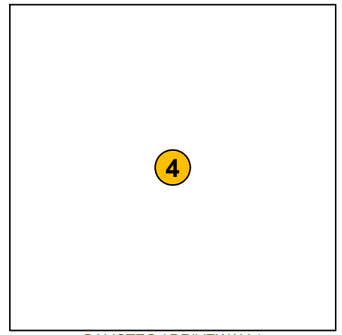
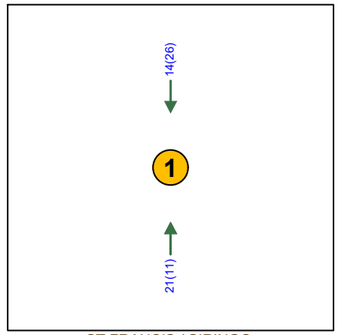




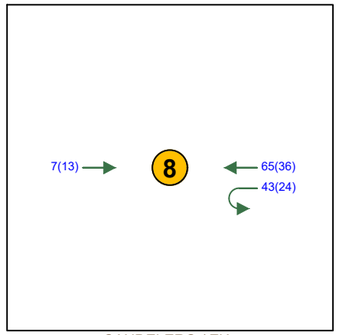
GALISTEO / ZIA



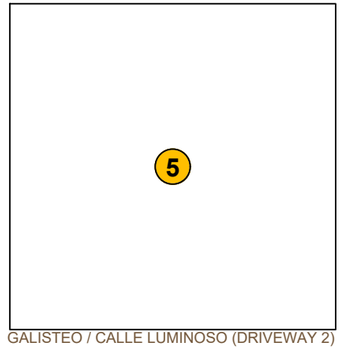
GALISTEO / DRIVEWAY 1



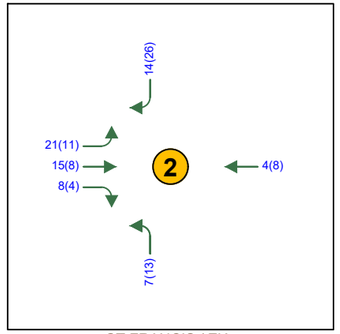
ST FRANCIS / SIRINGO



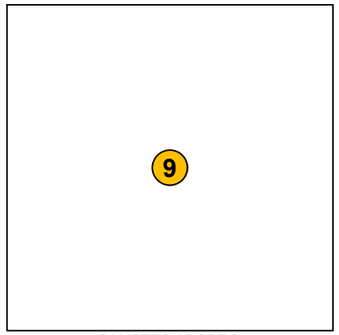
CANDELERO / ZIA



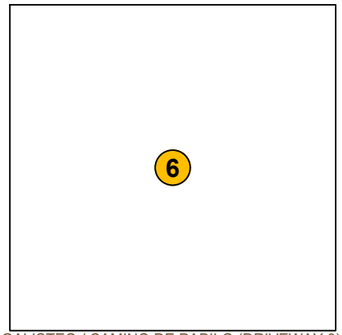
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



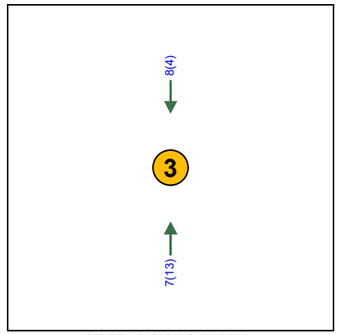
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

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

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

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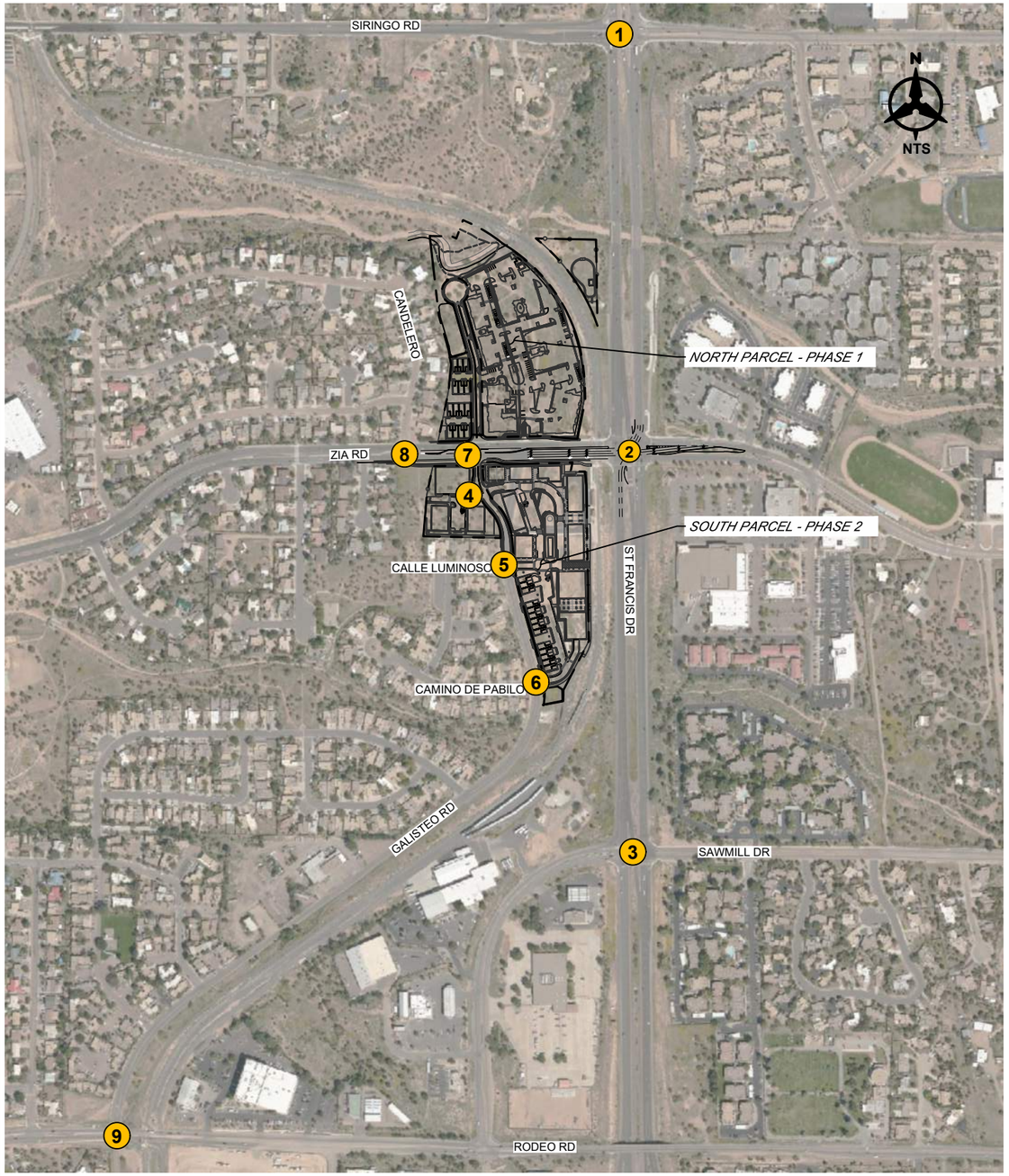
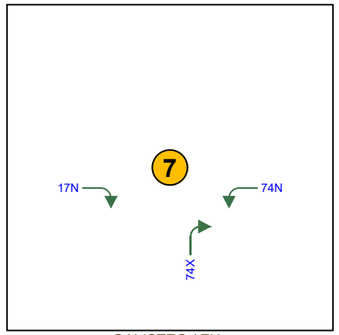
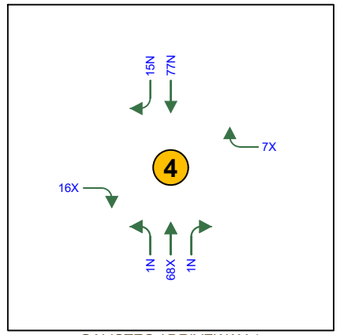
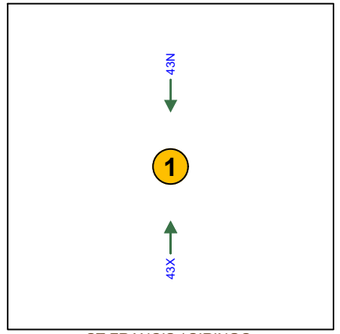




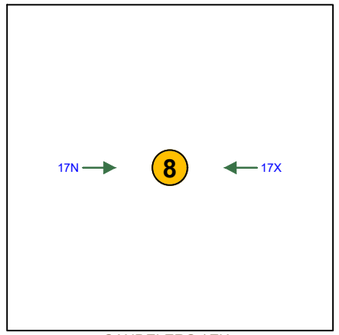
GALISTEO / ZIA



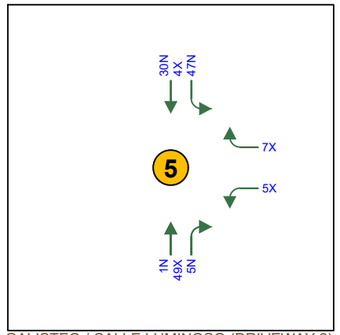
GALISTEO / DRIVEWAY 1



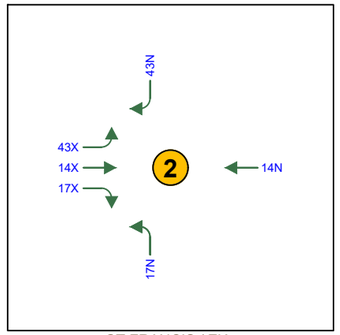
ST FRANCIS / SIRINGO



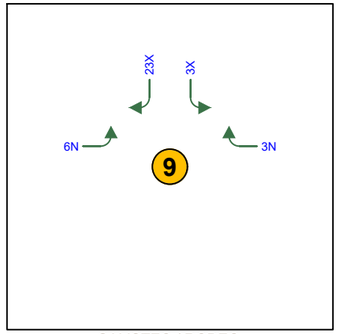
CANDELERO / ZIA



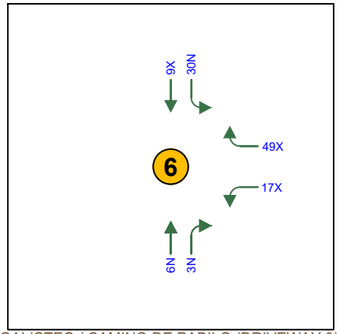
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



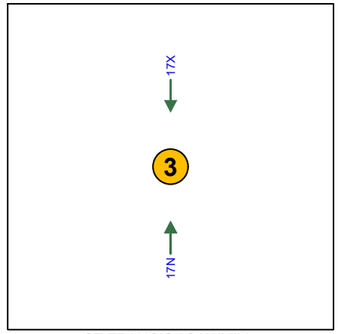
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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www.bhinc.com 800.877.5332

ZIA STATION TRAFFIC UPDATE ASR
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FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

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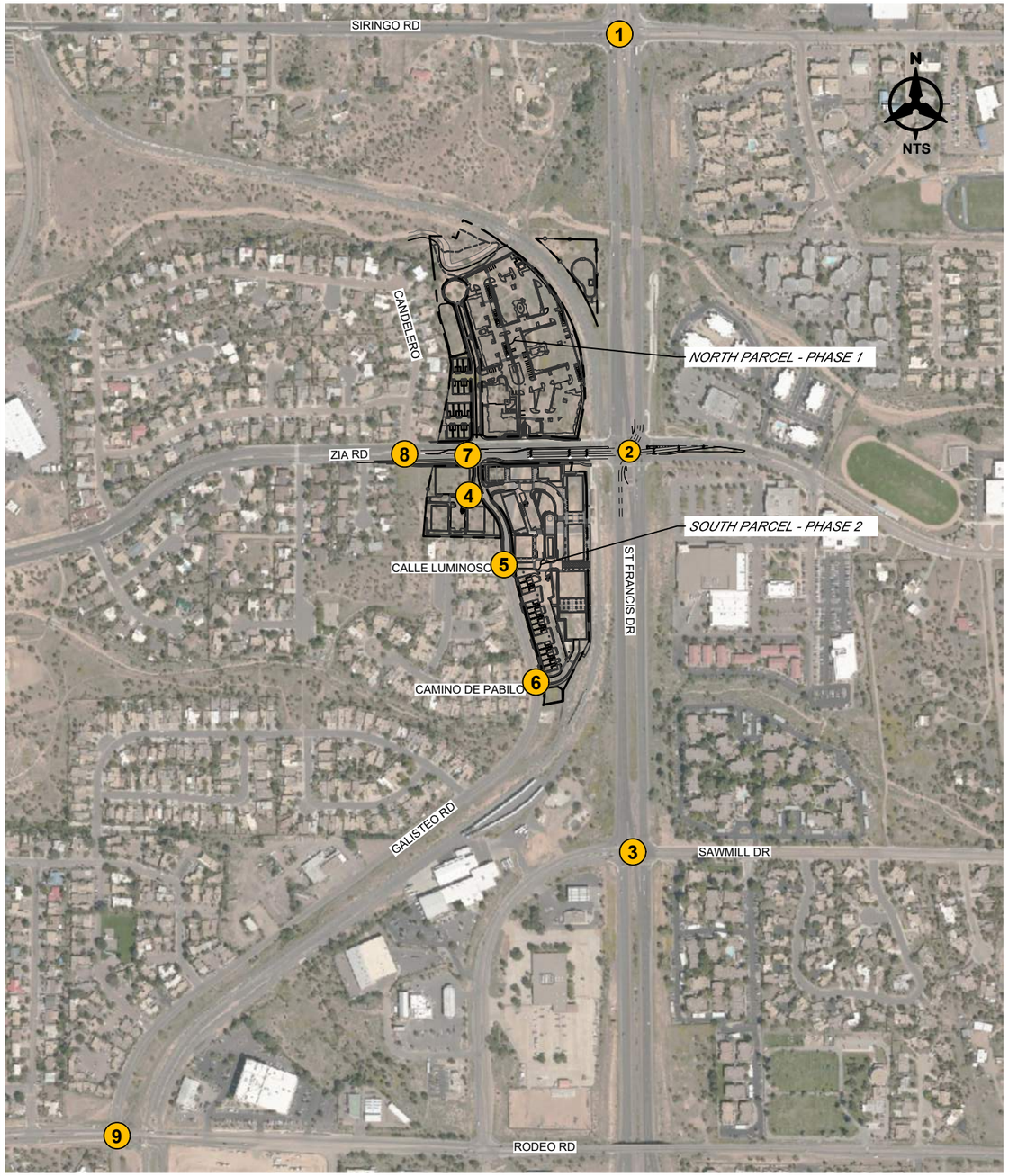
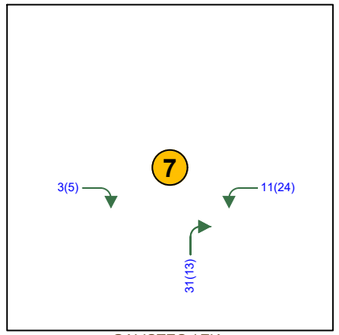
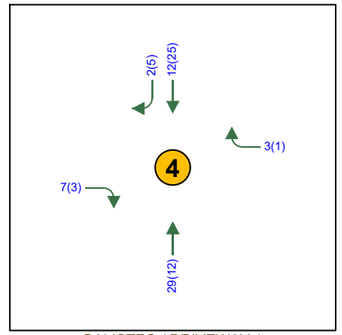
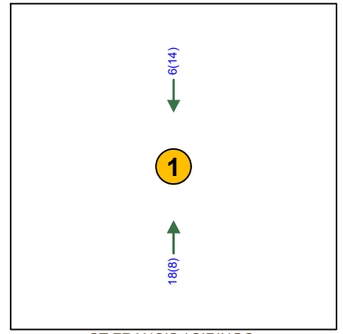




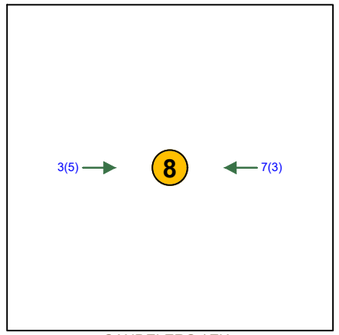
GALISTEO / ZIA



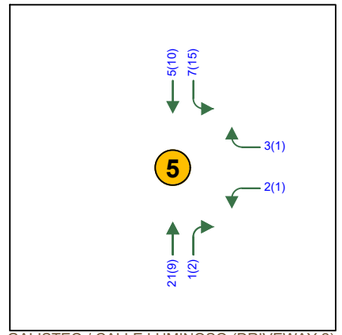
GALISTEO / DRIVEWAY 1



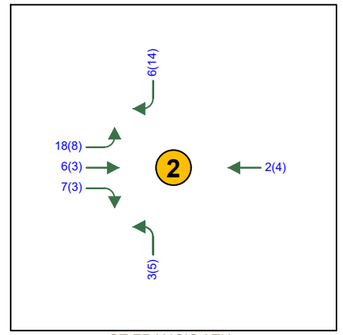
ST FRANCIS / SIRINGO



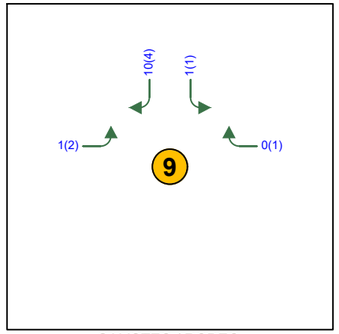
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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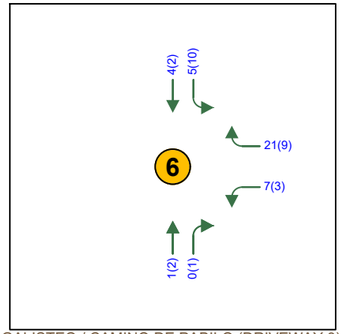
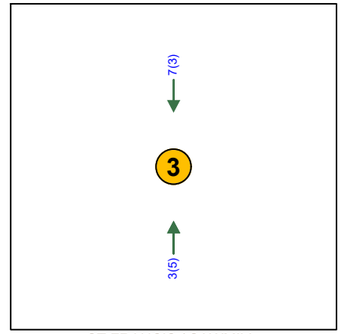


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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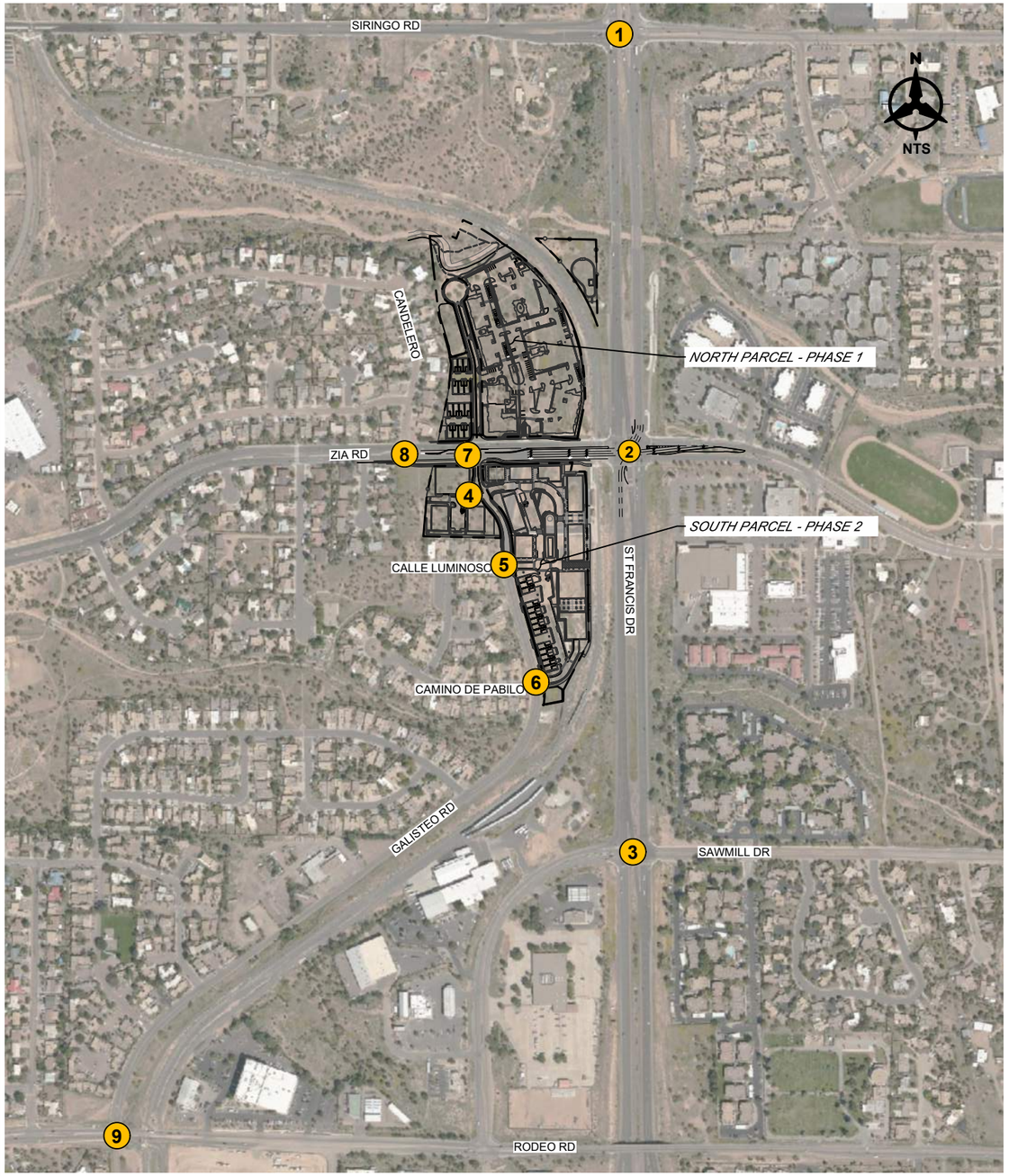
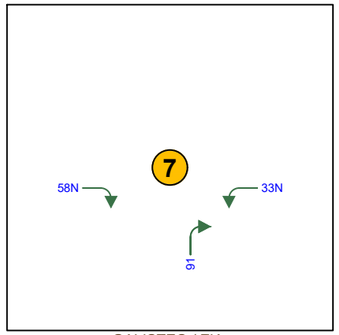
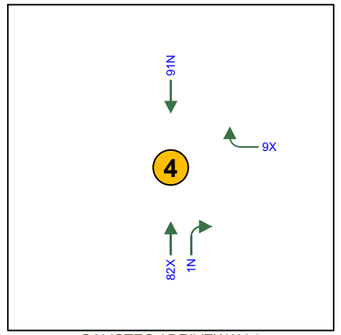
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

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

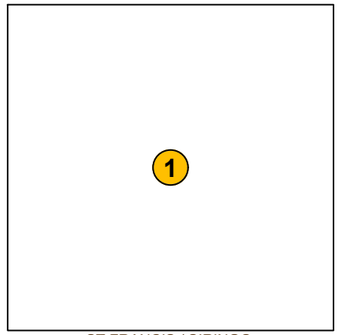




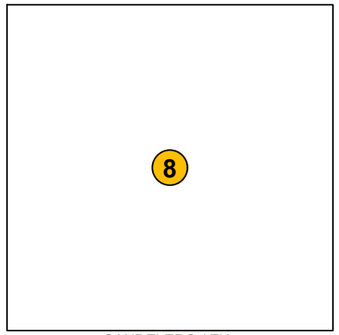
GALISTEO / ZIA



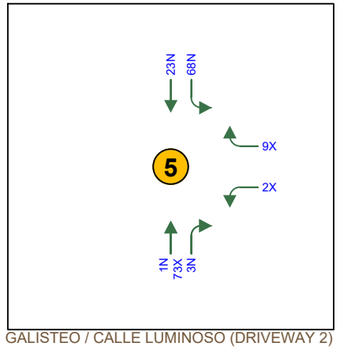
GALISTEO / DRIVEWAY 1



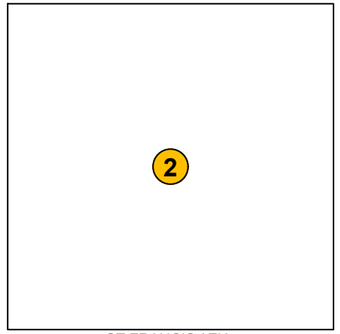
ST FRANCIS / SIRINGO



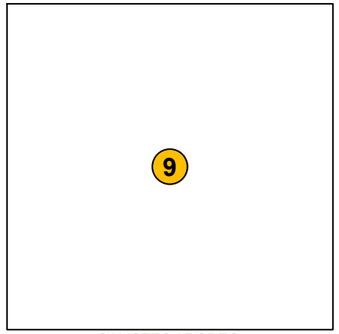
CANDELERO / ZIA



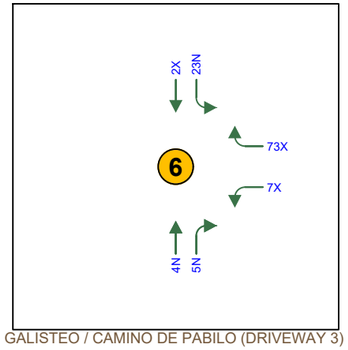
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



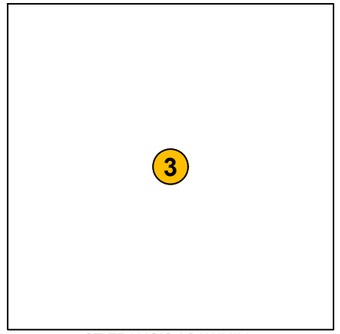
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	Trip Assignment Percentages
N	Entering
X	Exiting

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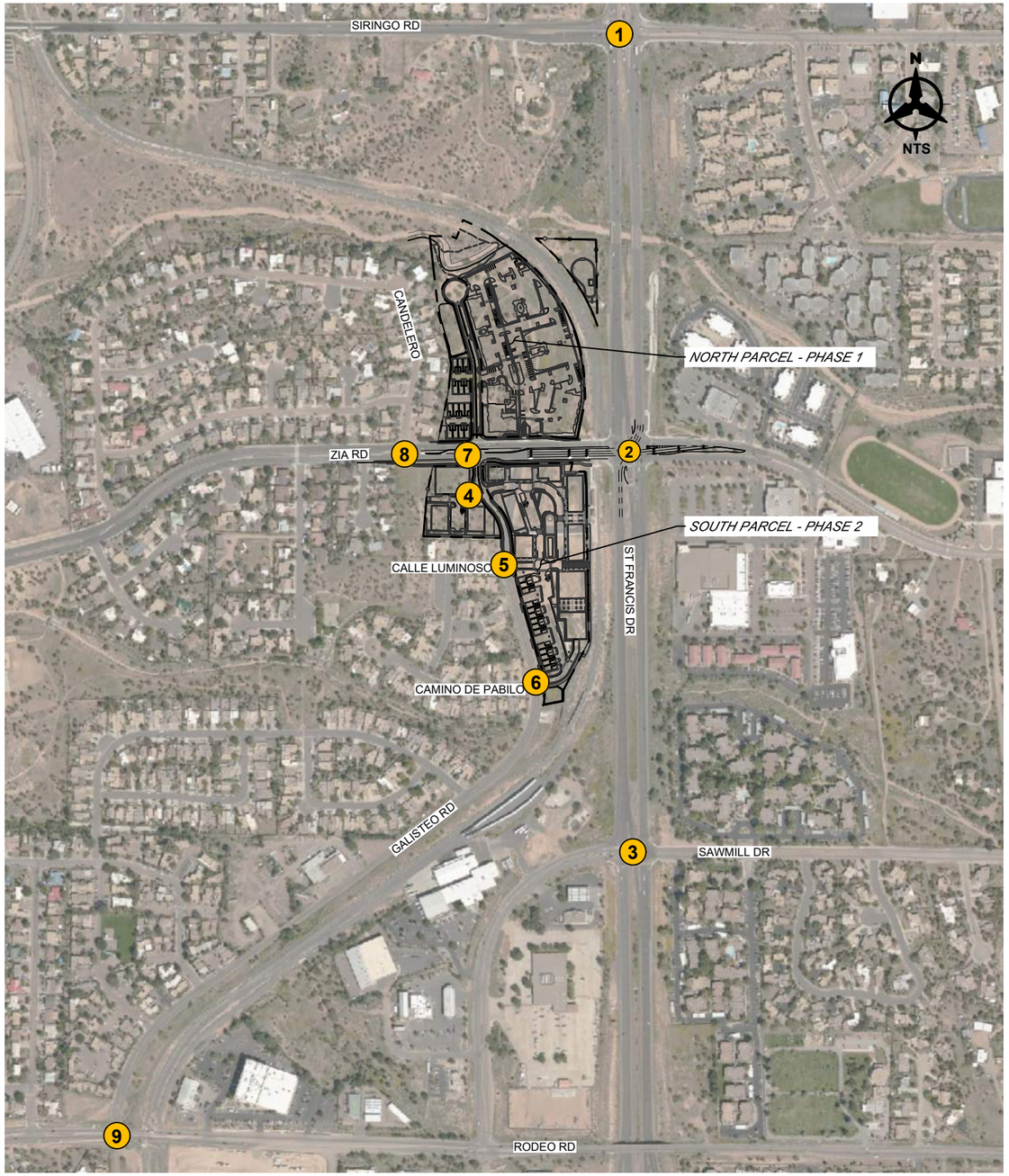
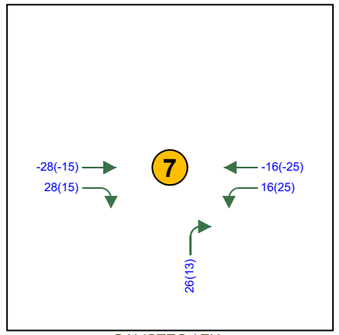
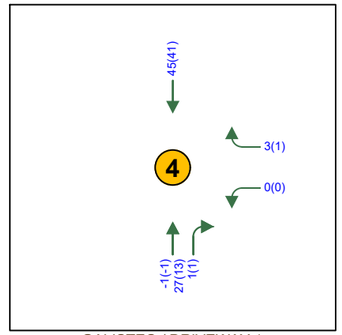
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY





GALISTEO / ZIA



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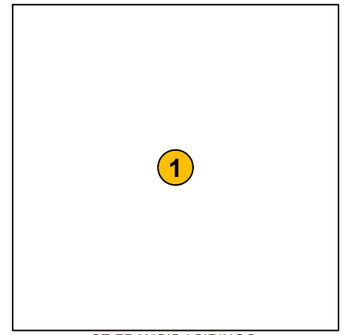
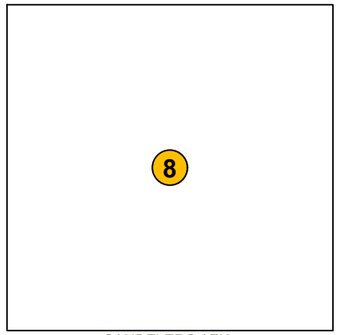
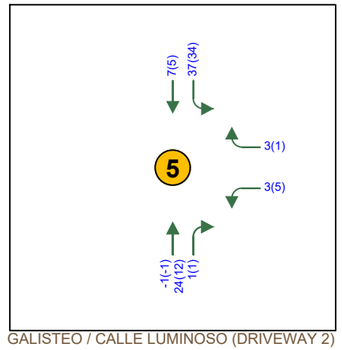


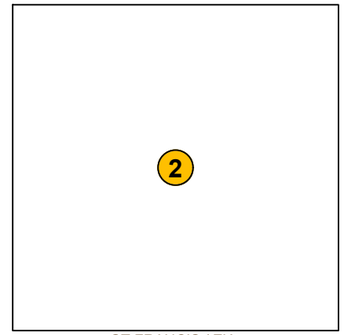
ST FRANCIS / SIRINGO



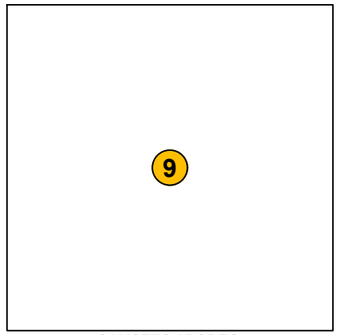
CANDELERO / ZIA



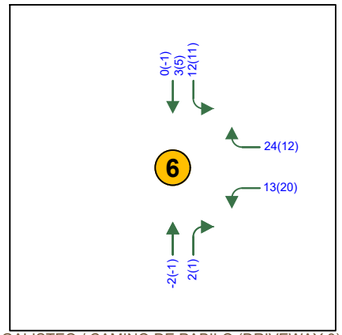
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



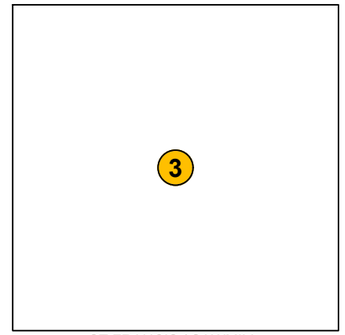
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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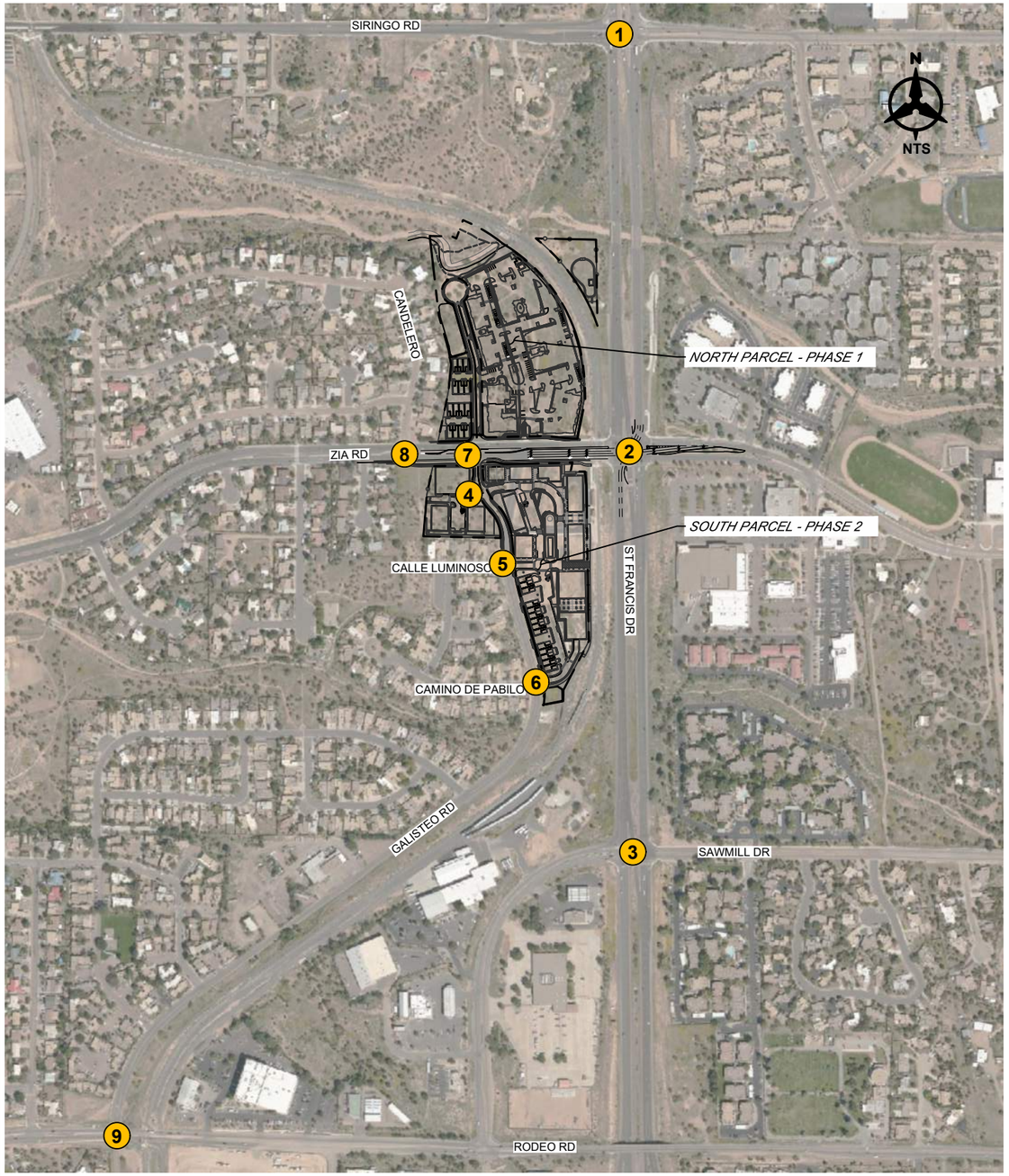
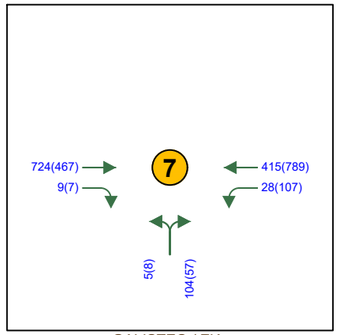
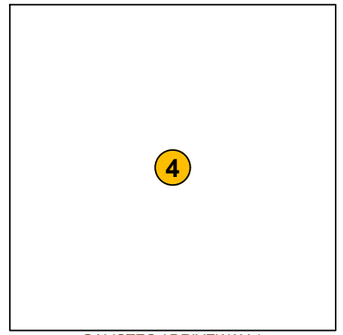
SITE TRAFFIC ANALYSIS

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

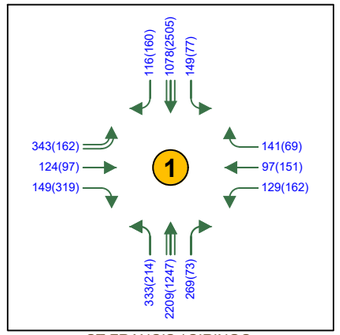




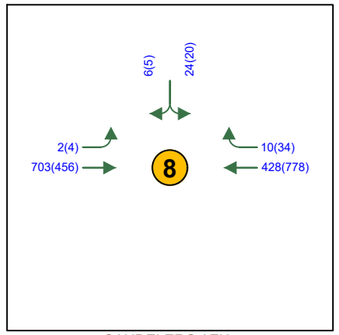
GALISTEO / ZIA



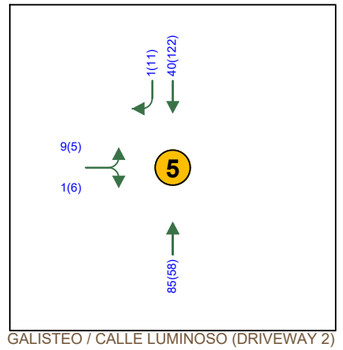
GALISTEO / DRIVEWAY 1



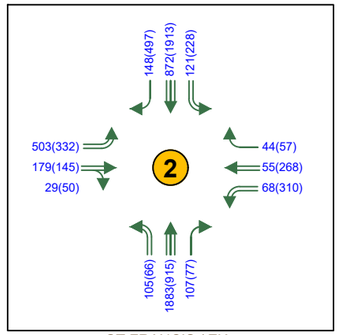
ST FRANCIS / SIRINGO



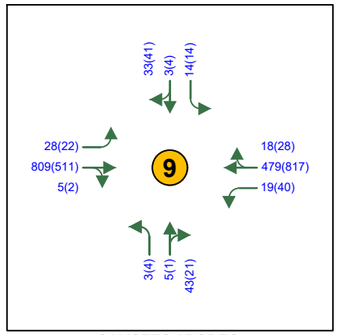
CANDELERO / ZIA



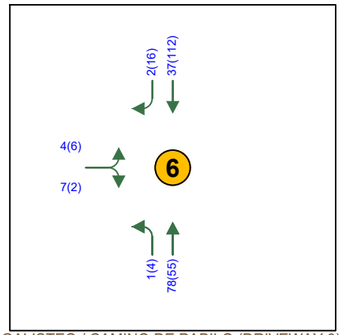
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



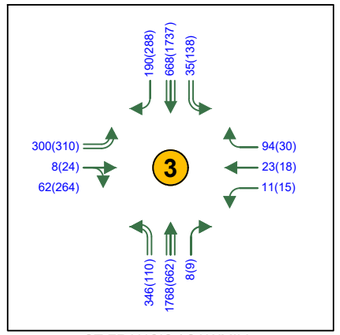
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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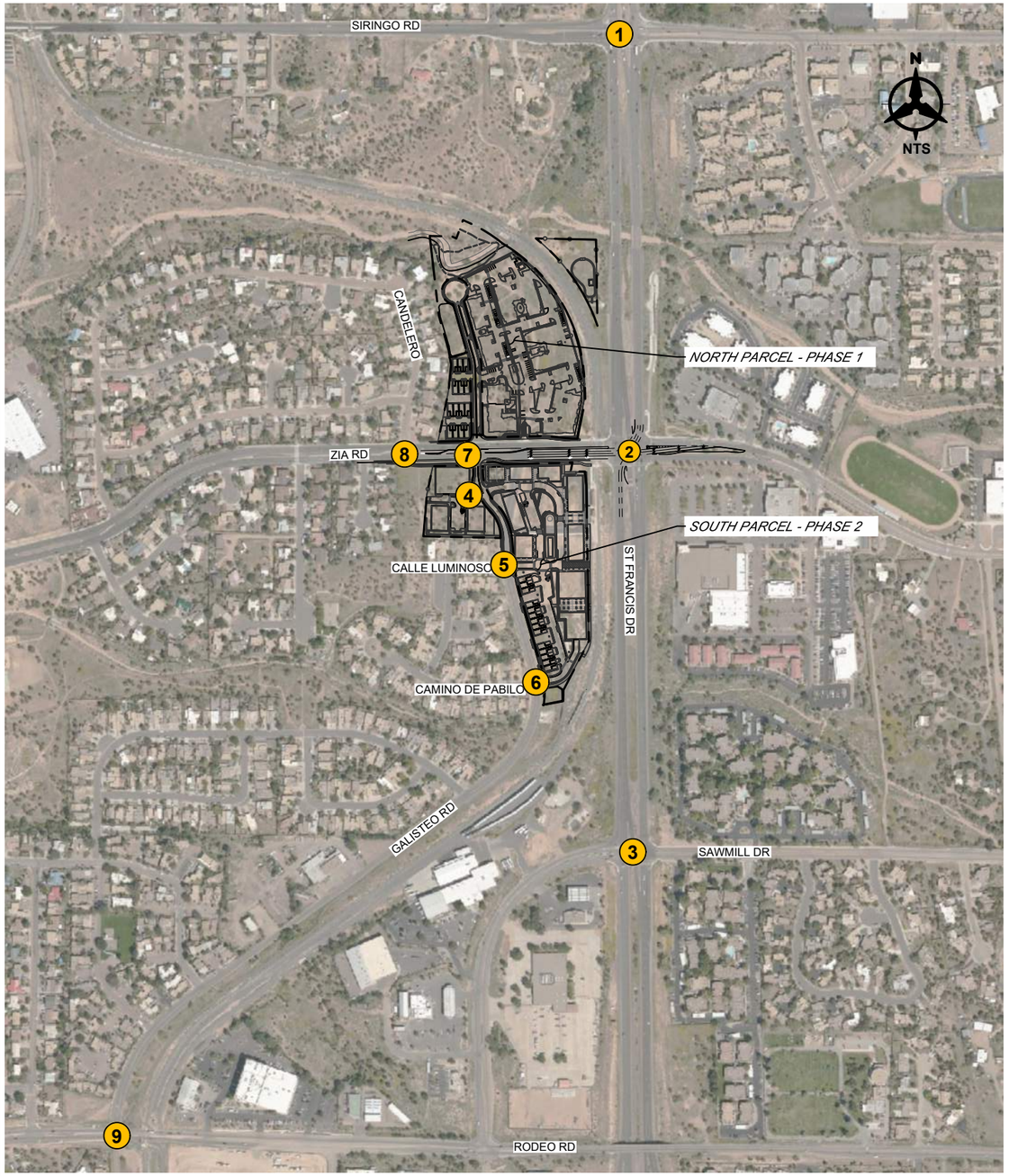
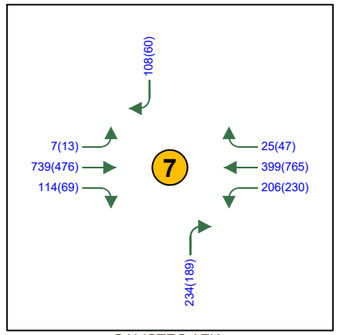
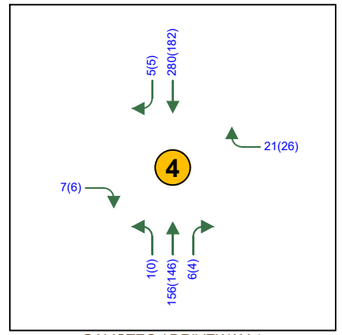
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

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

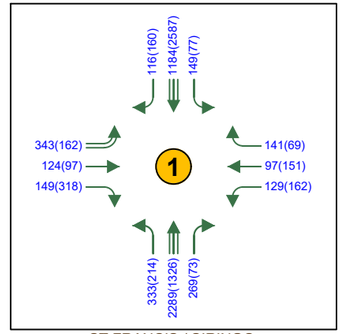




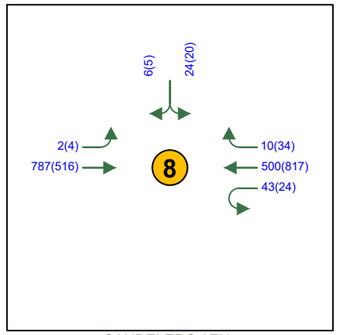
GALISTEO / ZIA



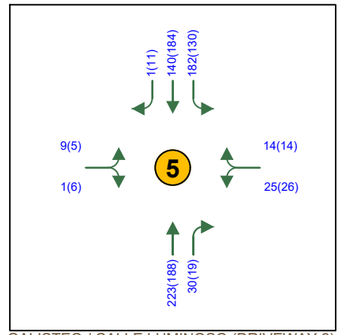
GALISTEO / DRIVEWAY 1



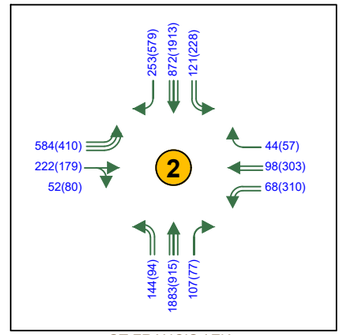
ST FRANCIS / SIRINGO



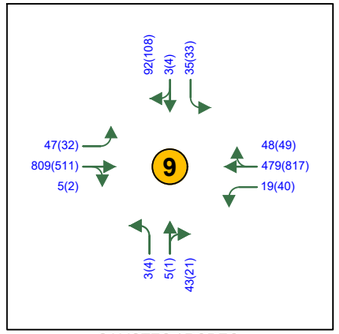
CANDELERO / ZIA



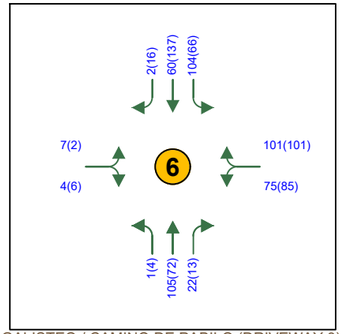
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



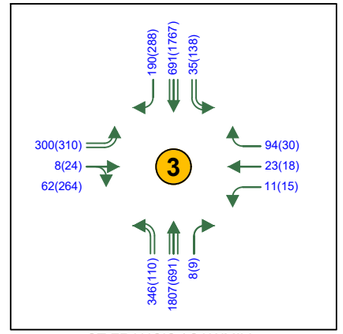
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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

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

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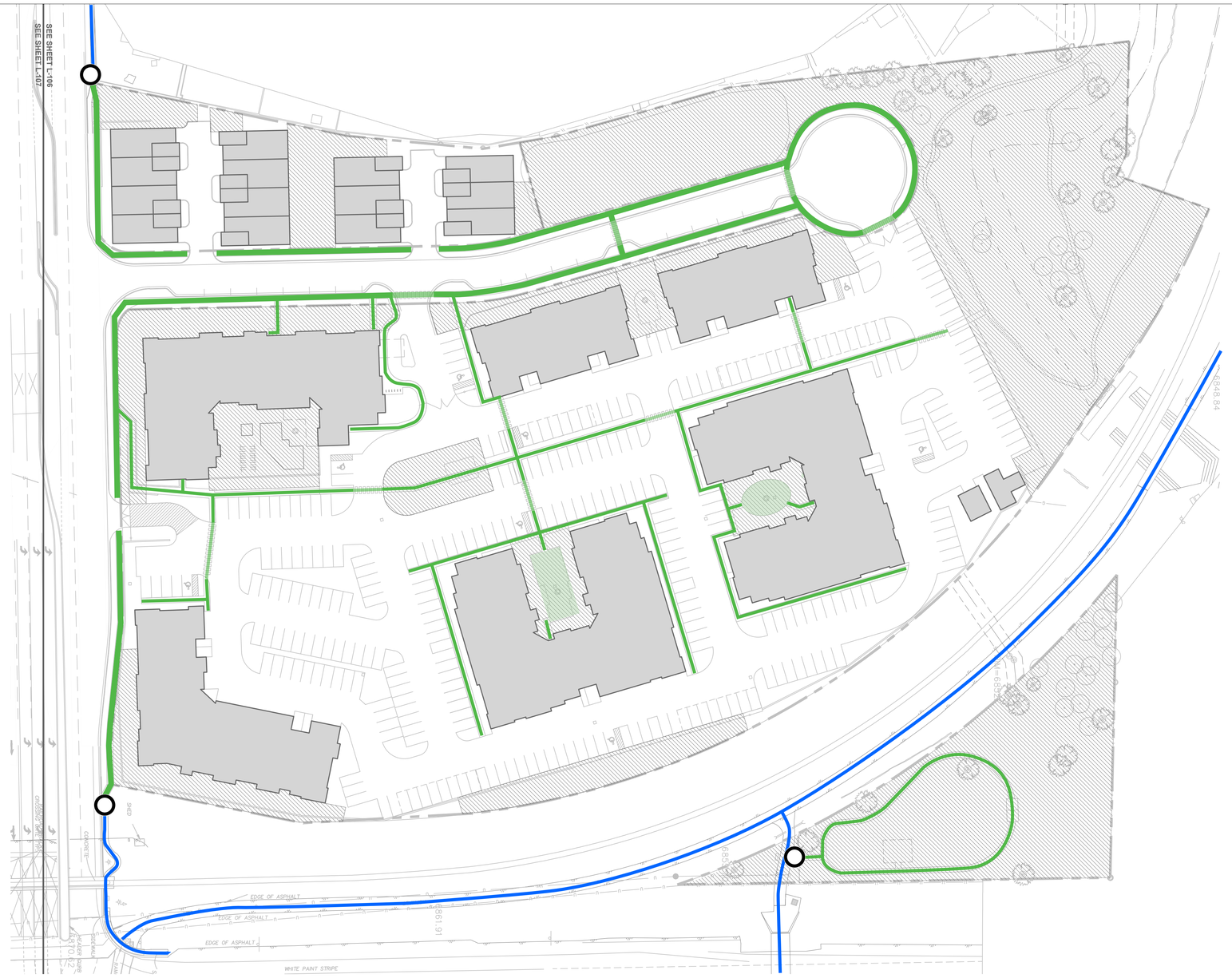

LEGEND

PROPERTY BOUNDARY

COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS

SIDEWALK / URBAN TRAIL (EXISTING)

PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-6' WIDTH)

INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)

PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

APARTMENTS - OPEN SPACE

LOT AREA (TRACT I + J)	442,499 SF	
OPEN SPACE - REQUIRED	23,250 SF	93 UNITS x 250 SF
OPEN SPACE - PROPOSED	168,708 SF	38.1% OF LOT AREA

* OPEN SPACE INCLUDES DETENTION POND, DOG PARK, INTERNAL PRIVATE COURTYARDS, STREETSCAPE AREAS, AND OPEN SPACE AREAS GREATER THAN 15' X 15'

TOWNHOMES - OPEN SPACE

LOT AREA (TRACT H)	32,579 SF	
OPEN SPACE - REQUIRED	3,000 SF	14 UNITS x 250 SF
OPEN SPACE - PROVIDED	9,120 SF	28.0 OF LOT AREA

* OPEN SPACE INCLUDES INTERNAL COURTYARDS AND OPEN OPEN SPACE AREAS GREATER THAN 15' X 15'

OPEN SPACE (OVERALL PHASE 1)

LOT AREA (TRACT I, J, H)	475,078 SF	
OPEN SPACE - PROVIDED	177,972 SF	37.4% OF LOT AREA

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SCALE: 1" = 50-0"
0' 25' 50' 100' 200'

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BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	CONTRACTOR	WORK STAKED BY	INSPECTOR'S ACCEPTANCE BY	FIELD VERIFICATION BY	DRAWINGS CORRECTED BY
DATE					

REVISIONS

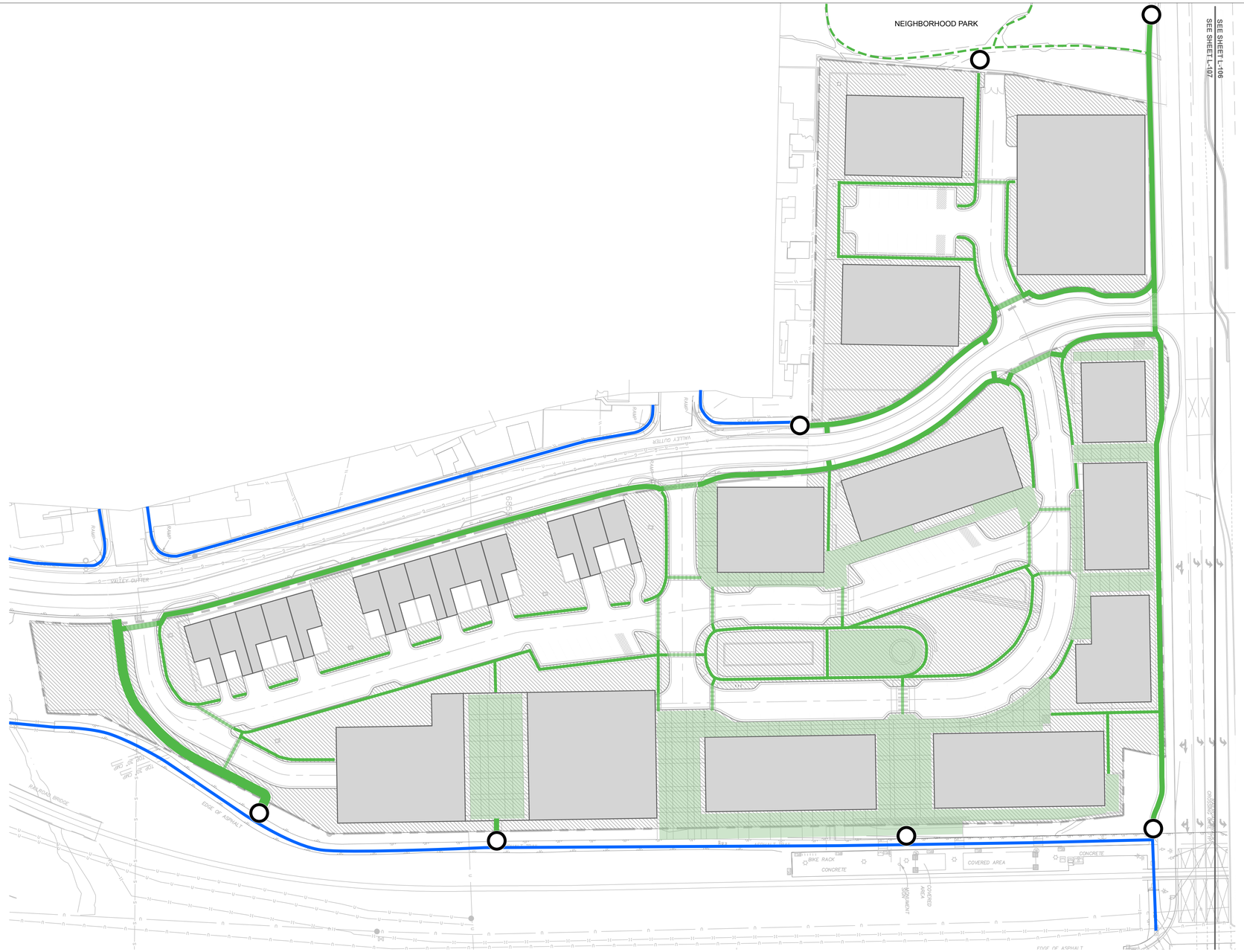
NO.	DATE	BY

DESIGN

DESIGNED BY	CHECKED BY	DRAWN BY
PS	CMH	PS

FIGURE 16
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 1

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-106	X	X



LEGEND

- PROPERTY BOUNDARY
- COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

- JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS
- SIDEWALK / URBAN TRAIL (EXISTING)
- URBAN TRAIL (NEW, 10' WIDTH)
- PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-8' WIDTH)
- INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)
- SOFT SURFACE PATH (NEW)
- PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

LOT AREA (SEE LOT LINE ADJUSTMENT PLAT)

TRACT A	80,435 SF
TRACT B	54,178 SF
TRACT C	83,061 SF
TRACT D	56,298 SF
TRACT E	30,679 SF
TRACT F	46,476 SF
TRACT G	32,579 SF
LOT AREA - TOTAL	383,706 SF

COMMON OPEN SPACE

	REQUIRED	PROVIDED *
COMMON OPEN SPACE	76,740 SF	161,972 SF
	(383,706 SF x 20%)	
	20.0% OF LOT AREA	42.2% OF LOT AREA

* OPEN SPACE INCLUDES WALKWAYS, HARDSCAPE, LANDSCAPE

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SCALE: 1" = 50-0"
0' 25' 50' 100' 200'
COMMON OPEN SPACE - REQUIRED

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BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	DATE
CONTRACTOR	
WORK STAKED BY	
INSPECTOR'S ACCEPTANCE BY	
FIELD VERIFICATION BY	
DRAWINGS CORRECTED BY	

REVISIONS

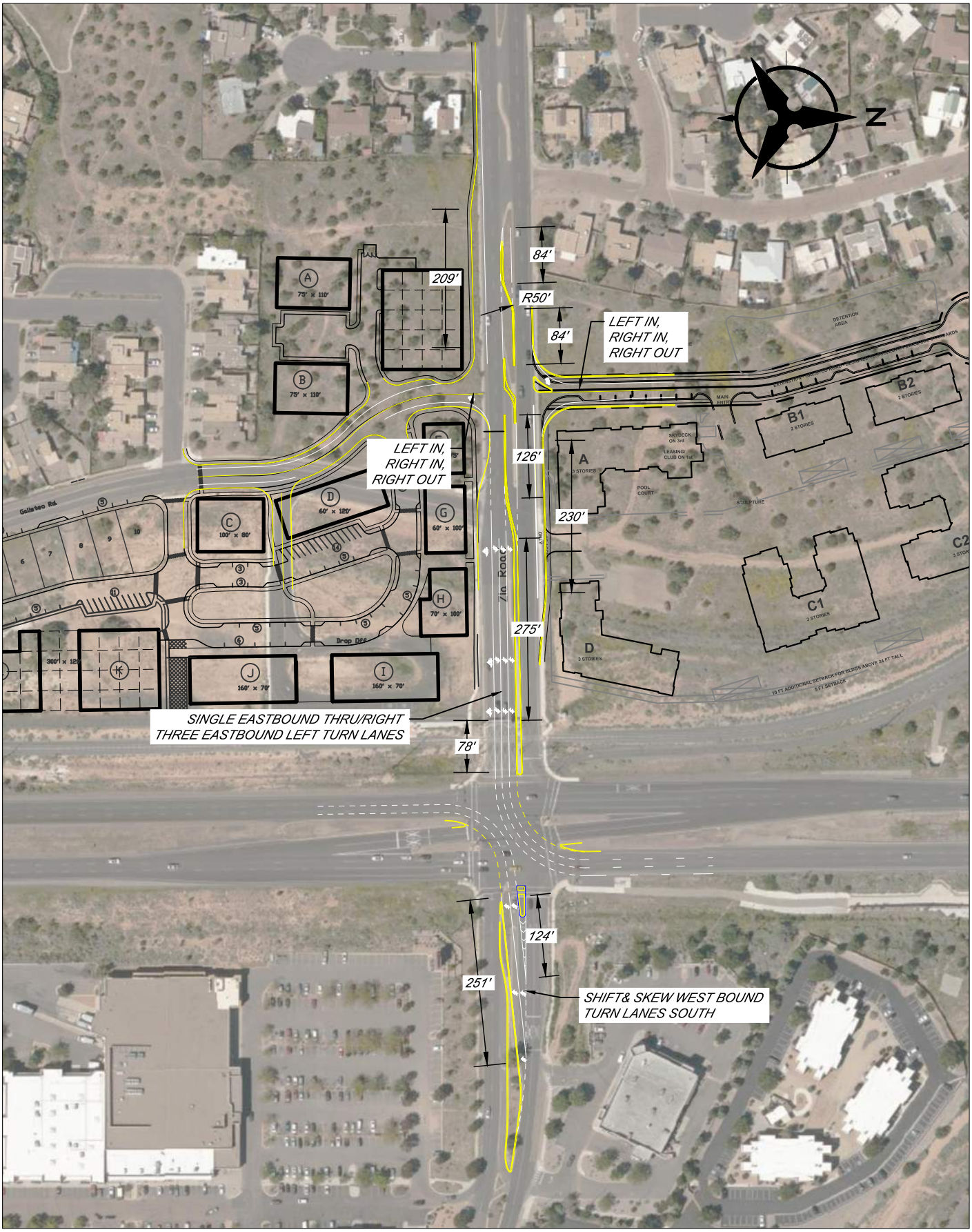
NO.	DATE	BY

DESIGN

DESIGNED BY	PS
CHECKED BY	CMH
DRAWN BY	PS

FIGURE 17
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 2

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-107	X	X



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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 18
RECOMMENDED IMPROVEMENTS

APPENDIX B
TRAFFIC COUNTS

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304
Total	24	717	3	0	0	4	15	476	7	0	0	2	3	4	35	0	0	23	8	0	23	0	0	4	1315
PHF	0.75	0.87	0.75				0.75	0.94	0.58				0.38	0.50	0.63				0.67		0.72				0.91

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	5	70	0	0	0	0	1	25	3	0	0	0	1	0	5	0	0	3	1	0	3	0	0	1	114	
6:45 AM	3	65	0	0	0	0	0	51	1	0	2	0	0	1	7	0	0	3	3	0	3	0	0	1	134	248
7:00 AM	10	218	0	0	0	0	5	120	5	0	2	0	2	2	20	0	0	8	5	0	8	0	0	2	395	643
7:15 AM	5	128	2	0	0	1	1	69	3	0	0	1	0	1	10	0	0	9	2	0	9	0	0	1	230	873
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342	1101
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361	1328
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308	1241
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304	1315
8:30 AM	3	131	1	0	1	0	8	91	2	0	0	0	0	3	5	0	0	5	5	1	5	0	0	0	255	1228
8:45 AM	4	115	2	0	0	0	6	98	3	0	1	0	1	0	7	0	0	4	3	1	4	0	0	1	244	1111
Total	54	1444	8	0	1	5	36	930	24	0	5	3	7	11	89	0	0	55	27	2	55	0	0	10	2687	

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 4:15 to 5:15 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367
Total	20	495	5	0	1	2	29	698	25	0	0	0	8	3	16	0	0	32	15	2	32	0	0	8	1348
PHF	0.63	0.87	0.42				0.73	0.83	0.63				0.50	0.38	0.80				0.63	0.25	0.67				0.92

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
03:00 PM	6	133	3	0	0	1	4	139	6	0	0	0	1	0	6	0	0	7	3	0	7	0	0	0	308	
03:15 PM	4	109	1	0	0	1	4	120	4	0	0	1	0	0	2	0	0	10	2	1	10	0	0	1	257	
03:30 PM	4	110	2	0	0	0	9	147	4	0	0	1	1	0	2	0	0	12	1	2	12	0	0	1	294	
03:45 PM	9	123	3	0	0	0	6	138	3	0	0	1	0	0	7	0	0	10	3	0	10	0	0	1	302	1161
04:00 PM	4	148	0	0	0	0	5	176	4	0	0	0	1	0	6	0	0	9	4	0	9	0	0	0	357	1210
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344	1297
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339	1342
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298	1338
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367	1348
05:15 PM	2	116	1	0	0	0	8	157	7	0	0	0	0	2	3	0	0	8	4	2	8	0	0	1	310	1314
05:30 PM	10	101	2	0	0	0	14	172	10	0	0	0	2	1	6	0	0	0	0	0	0	0	0	0	318	1293
05:45 PM	5	93	1	0	0	0	2	134	6	0	0	0	1	0	4	0	0	7	3	0	7	0	0	1	256	1251
Total	64	1428	18	0	1	4	81	1881	69	0	0	3	14	6	52	0	0	95	35	7	95	0	0	13	3750	

File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 7:45 to 8:45 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	32	0	0	0	0	8	14	0	0	0	2	55
PHF									0.25					0.80					0.50	0.70					0.92

File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	8	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	2	0	0	0	0	13	26
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	1	2	0	0	0	0	0	13	39
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	1	2	0	0	0	0	13	44
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15	54
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10	51
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15	53
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15	55
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	3	0	0	0	0	14	54
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	78	0	0	0	1	15	22	0	0	0	2	121	

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 4:45 to 5:45 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23
Total	0	0	0	0	0	0	0	0	5	0	0	0	0	19	0	0	0	1	4	41	0	0	0	1	69
PHF									0.42					0.59					0.50	0.79					0.75

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	6	0	0	0	0	10	
03:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	1	3	4	0	0	0	0	12	
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	2	10	0	0	0	0	16	
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	5	0	0	0	0	10	48
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	12	50
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	1	5	0	0	0	0	12	50
04:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	10	44
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14	48
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17	53
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15	56
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23	69
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4	59
Total	0	0	0	0	0	0	2	0	16	0	0	0	0	44	1	0	0	5	12	80	0	0	0	1	155	

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11
Total	31	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	42
PHF	0.65													0.25							0.42				0.88

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	6
7:15 AM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	16
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	27
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7	33
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	41
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11	42
8:30 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	9	39
8:45 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	8	40
Total	53	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	17	0	0	0	75	

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 3:15 to 4:15 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12
Total	17	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	20	0	0	0	48
PHF	0.61		0.25											0.38						0.88	0.63				0.75

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND							
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total	PEAK HOUR
03:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	10	
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10	
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16	46
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12	48
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	43
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	12	45
04:45 PM	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	10	39
05:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	11	38
05:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	12	45
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	41
05:45 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	39
Total	40	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	12	68	0	0	1	124	

APPENDIX C

EXISTING CONDITIONS CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

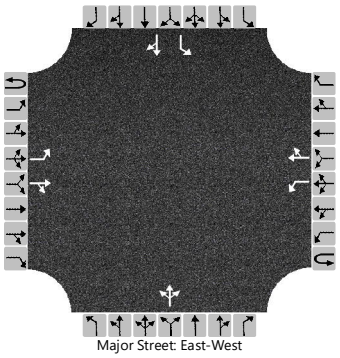
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		24	717	3		15	476	7		3	4	35		8	0	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				16					46			9		25
Capacity, c (veh/h)		1034				823					266			86		534
v/c Ratio		0.03				0.02					0.17			0.10		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.3		0.1
Control Delay (s/veh)		8.6				9.5					21.4			51.4		12.1
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.3				21.4				22.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

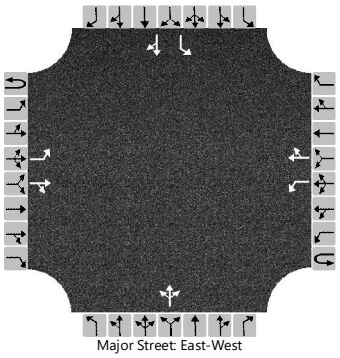
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		20	495	5		29	698	25		8	3	16		15	2	32
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				32					29			16		37
Capacity, c (veh/h)		830				1025					181			91		340
v/c Ratio		0.03				0.03					0.16			0.18		0.11
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.6		0.4
Control Delay (s/veh)		9.5				8.6					28.7			52.7		16.9
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				28.7				27.9			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

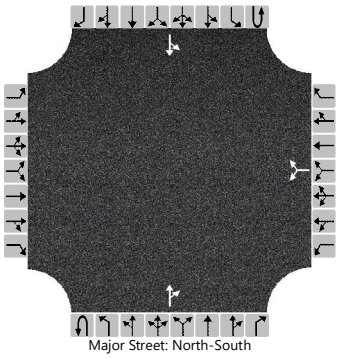
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			32	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1035							1583		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.5								2.7		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

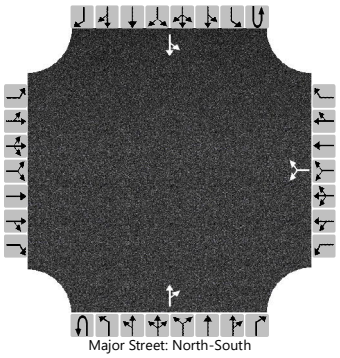
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			19	0		4	41	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1048							1593		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

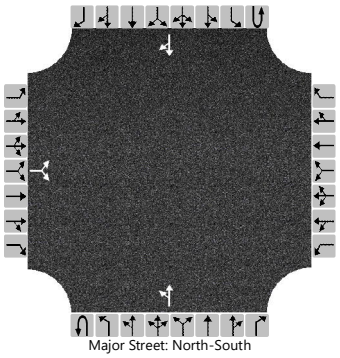
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		31		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

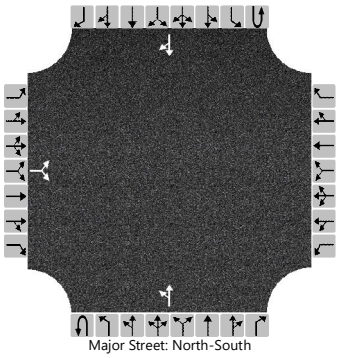
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		17		1						0	3				7	20
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24							0						
Capacity, c (veh/h)			995							1581						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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APPENDIX D

WARRANT STUDY

HCS Warrants Report

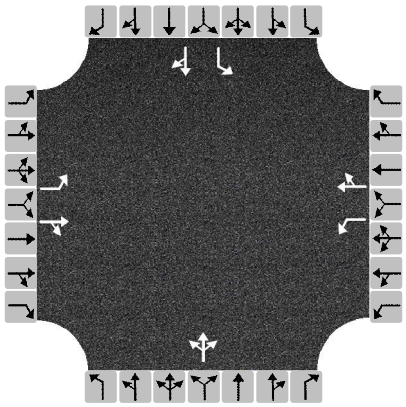
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2023
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	EXISTING CONDITIONS		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	17	447	4	17	459	15	4	3	19	10	2	22
Pedestrian Averages (peds/h)	1			0			22			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	433	19	465	10	0	No	No	No	No	No	No	No	No	No
08 - 09	1006	44	1080	29	0	No	No	No	No	No	No	No	No	No
09 - 10	1042	35	1111	27	0	No	No	No	No	No	No	No	No	No
10 - 11	854	29	907	31	0	No	No	No	No	No	No	No	No	No
11 - 12	835	37	899	32	0	No	No	No	No	No	No	No	No	No
12 - 13	915	33	975	18	0	No	No	No	No	No	No	No	No	No
13 - 14	1021	35	1079	28	0	No	No	No	No	No	No	No	No	No
14 - 15	936	39	1004	23	0	No	No	No	No	No	No	No	No	No
15 - 16	961	38	1025	31	0	No	No	No	No	No	No	No	No	No
16 - 17	1093	51	1163	47	0	No	No	No	No	No	No	No	No	No
17 - 18	1269	44	1338	36	0	No	No	No	No	No	No	No	No	No
18 - 19	1181	42	1251	32	0	No	No	No	No	No	No	No	No	No
Total	11546	446	12297	344	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

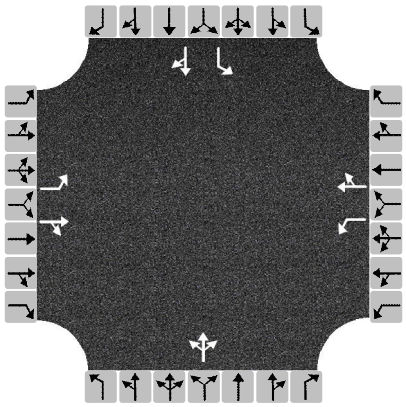
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2026
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	IMPLEMENTATION NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	18	461	4	18	464	15	4	3	20	10	2	22
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	342	19	374	7	0	No	No	No	No	No	No	No	No	No
08 - 09	1036	45	1112	12	0	No	No	No	No	No	No	No	No	No
09 - 10	1074	36	1145	11	0	No	No	No	No	No	No	No	No	No
10 - 11	878	29	932	21	0	No	No	No	No	No	No	No	No	No
11 - 12	860	38	925	14	0	No	No	No	No	No	No	No	No	No
12 - 13	943	34	1004	4	0	No	No	No	No	No	No	No	No	No
13 - 14	1051	36	1110	9	0	No	No	No	No	No	No	No	No	No
14 - 15	965	41	1036	6	0	No	No	No	No	No	No	No	No	No
15 - 16	990	39	1056	13	0	No	No	No	No	No	No	No	No	No
16 - 17	1124	52	1196	14	0	No	No	No	No	No	No	No	No	No
17 - 18	1308	45	1379	12	0	No	No	No	No	No	No	No	No	No
18 - 19	1217	43	1289	10	0	No	No	No	No	No	No	No	No	No
Total	11788	457	12558	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

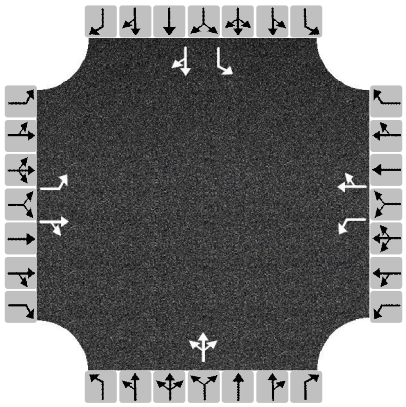
Project Information

Analyst	CPC	Date	3/11/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2036
Jurisdiction	CITY OF SANTA FE	Time Period Analyzed	WARRANT
Project Description	HORIZON NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	4
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1300		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	19	468	4	19	488	16	5	3	21	11	2	24
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
06 - 07	161	20	195	7	0	No	No	No	No	No	No	No	No	No
07 - 08	1090	47	1170	12	0	No	No	No	No	No	No	No	No	No
08 - 09	1128	37	1202	11	0	No	No	No	No	No	No	No	No	No
09 - 10	924	31	981	21	0	No	No	No	No	No	No	No	No	No
10 - 11	905	40	974	14	0	No	No	No	No	No	No	No	No	No
11 - 12	991	36	1056	4	0	No	No	No	No	No	No	No	No	No
12 - 13	1105	38	1168	9	0	No	No	No	No	No	No	No	No	No
13 - 14	1013	42	1086	6	0	No	No	No	No	No	No	No	No	No
14 - 15	1040	41	1109	13	0	No	No	No	No	No	No	No	No	No
15 - 16	1181	55	1256	14	0	No	No	No	No	No	No	No	No	No
16 - 17	1375	47	1448	12	0	No	No	No	No	No	No	No	No	No
17 - 18	1280	45	1355	10	0	No	No	No	No	No	No	No	No	No
Total	12193	479	13000	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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APPENDIX E

TRIP GENERATION CALCULATIONS

Scenario - 1

Scenario Name: AM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	10	4	14
Data Source: Trip Generation Manual, 11th Ed					T = 0.10(X) + 5.42	72%	28%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	72	28

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	10	4	0	0	10	4
	14		0		14	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	10	4	14

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	10	4	14
External Vehicle Trips	10	4	14
New Vehicle Trips	10	4	14

Scenario - 2

Scenario Name: PM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 1
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	9	13
Data Source: Trip Generation Manual, 11th Ed					T = 0.11(X) + 3.98	33%	67%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	33	67

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	4	9	0	0	4	9
	13		0		13	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	4	9	13

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	4	9	13
External Vehicle Trips	4	9	13
New Vehicle Trips	4	9	13

Rodeo Road and Galisteo Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.91	24	717	3	15	476	7	3	4	35	8	0	23
Zia Station (Horizon Year Only)		18					29				21		59
No Build - 2026		25	739	3	15	490	7	3	4	36	8	0	24
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	10	0	0	1	9	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								6%	9%	80%			
Vehicles Exiting	4	0	0	0	0	0	0	0	0	3	0	0	0
Developed		25	739	4	24	490	7	3	4	39	8	0	24
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		44	765	3	16	508	36	3	4	37	30	0	84
Site Generated Traffic		0	0	1	9	0	0	0	0	3	0	0	0
Horizon Build		44	765	4	25	508	36	3	5	41	30	0	84
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	20	495	5	29	698	25	8	3	16	15	2	32
Zia Station (Horizon Year Only)		9					20				19		65
No Build - 2026		21	510	5	30	719	26	8	3	16	15	2	33
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	4	0	0	0	3	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								18%	7%	71%			
Vehicles Exiting	9	0	0	0	0	0	0	2	1	6	0	0	0
Developed		21	510	6	33	719	26	10	4	23	15	2	33
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		30	528	5	31	745	47	9	3	17	35	2	99
Site Generated Traffic		0	0	0	3	0	0	2	1	6	0	0	0
Horizon Build		30	528	6	34	745	47	10	4	23	35	2	99
*Increased at a rate of 0.5% per year.													

Galisteo Road and Pacifico Senior Living Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	0	0	0	0	0	1	0	32	0	8	14	0
No Build - 2026		0	0	0	0	0	1	0	33	0	8	14	0
Percentage Vehicles Entering												95%	
Vehicles Entering	10	0	0	0	0	0	0	0	0	0	0	10	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	4	0	0	0	0	0	0	0	4	0	0	0	0
Developed		0	0	0	0	0	1	0	37	0	8	24	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	1	0	34	0	9	15	0
Site Generated Traffic		0	0	0	0	0	0	0	4	0	0	10	0
Horizon Build		0	0	0	0	0	1	0	38	0	9	24	0
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	0	0	0	0	0	5	0	19	0	4	41	0
No Build - 2026		0	0	0	0	0	5	0	20	0	4	42	0
Percentage Vehicles Entering												95%	
Vehicles Entering	4	0	0	0	0	0	0	0	0	0	0	4	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	9	0	0	0	0	0	0	0	9	0	0	0	0
Developed		0	0	0	0	0	5	0	28	0	4	46	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	5	0	20	0	4	44	0
Site Generated Traffic		0	0	0	0	0	0	0	9	0	0	4	0
Horizon Build		0	0	0	0	0	5	0	29	0	4	48	0
*Increased at a rate of 0.5% per year.													

Galisteo Road and Paseo de Enrique and Avenida la Cerca and Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.88	31	0	0	0	0	0	0	1	0	0	0	10
No Build - 2026		32	0	0	0	0	0	0	1	0	0	0	10
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	10	0	1	0	0	0	0	0	0	0	10	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	4	0	0	0	0	0	4	0	0	0	0	0	0
Developed		32	1	0	0	0	4	0	1	0	10	0	10
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		33	0	0	0	0	0	0	1	0	0	0	11
Site Generated Traffic		0	1	0	0	0	4	0	0	0	10	0	0
Horizon Build		33	1	0	0	0	4	0	1	0	10	0	11
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	17	0	1	0	0	0	0	3	0	0	7	20
No Build - 2026		18	0	1	0	0	0	0	3	0	0	7	21
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	4	0	0	0	0	0	0	0	0	0	4	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	9	0	0	0	0	0	9	0	0	0	0	0	0
Developed		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		18	0	1	0	0	0	0	3	0	0	7	21
Site Generated Traffic		0	0	0	0	0	9	0	0	0	4	0	0
Horizon Build - 2035		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 0.5% per year.													

APPENDIX F

2026 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

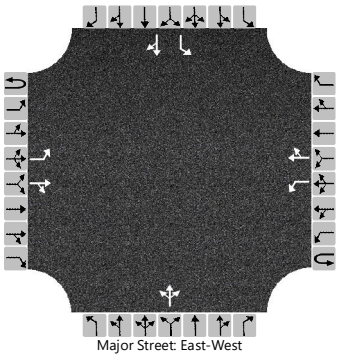
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	3		15	490	7		3	4	36		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				16					47			9		26
Capacity, c (veh/h)		1021				806					255			80		523
v/c Ratio		0.03				0.02					0.19			0.11		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.3			55.8		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.3				22.3				23.1			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

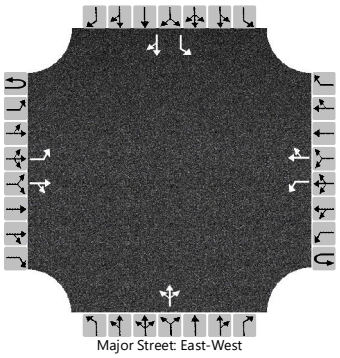
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	5		30	719	26		8	3	16		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				33					29			16		38
Capacity, c (veh/h)		813				1011					169			84		329
v/c Ratio		0.03				0.03					0.17			0.19		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.7		0.4
Control Delay (s/veh)		9.6				8.7					30.8			57.5		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				30.8				29.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

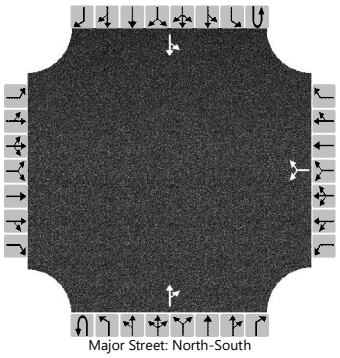
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			33	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1034							1582		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							2.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

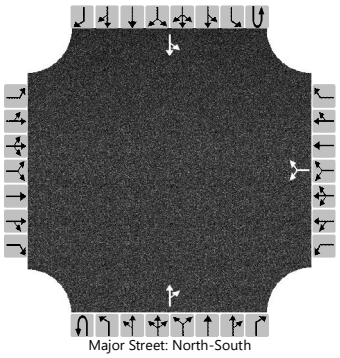
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	42	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

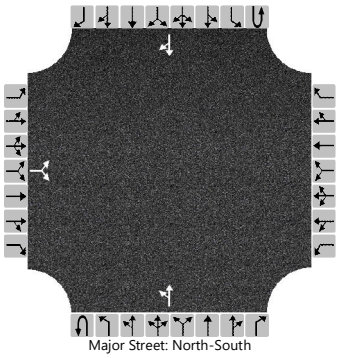
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		32		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

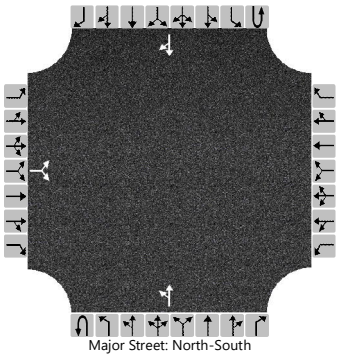
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

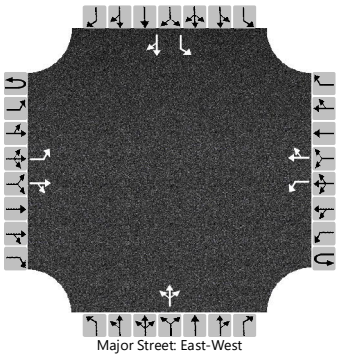
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	4		24	490	7		3	4	39		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				26					51			9		26
Capacity, c (veh/h)		1021				805					256			75		523
v/c Ratio		0.03				0.03					0.20			0.12		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.5			59.4		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)		0.3				0.4				22.5				24.0		
Approach LOS		A				A				C				C		

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HCS Two-Way Stop-Control Report

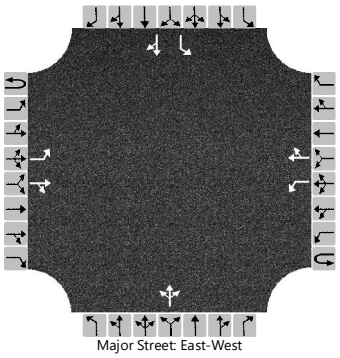
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	6		33	719	26		10	4	23		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				36					40			16		38
Capacity, c (veh/h)		813				1010					176			81		328
v/c Ratio		0.03				0.04					0.23			0.20		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.8			0.7		0.4
Control Delay (s/veh)		9.6				8.7					31.5			60.7		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.4				31.5				30.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

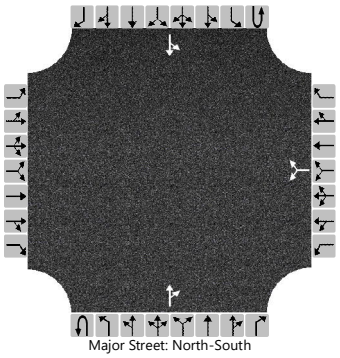
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			37	0		8	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1028							1576		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.5								1.9		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

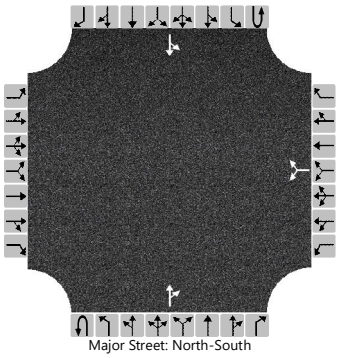
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			28	0		4	46	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1032							1577		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

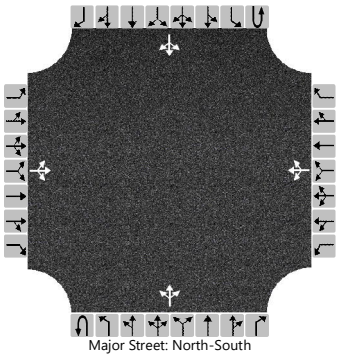
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	1	0		0	0	4		0	1	0		10	0	10
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				5			0				11		
Capacity, c (veh/h)			964				1086			1614				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.6			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

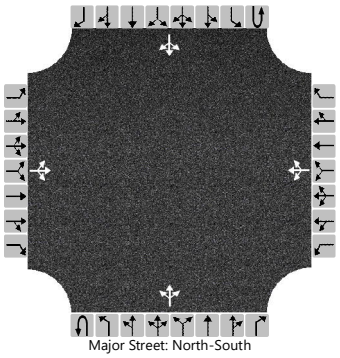
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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APPENDIX G

2036 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

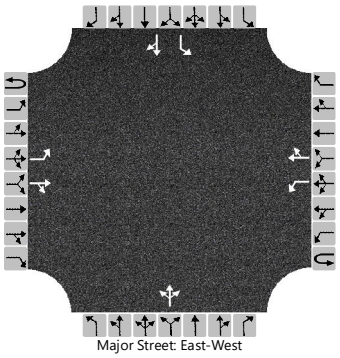
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	3		16	508	36		3	4	37		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				18					48			33		92
Capacity, c (veh/h)		977				787					219			64		499
v/c Ratio		0.05				0.02					0.22			0.52		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					0.8			2.1		0.7
Control Delay (s/veh)		8.9				9.7					26.0			110.9		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)	0.5				0.3				26.0				39.4			
Approach LOS	A				A				D				E			

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HCS Two-Way Stop-Control Report

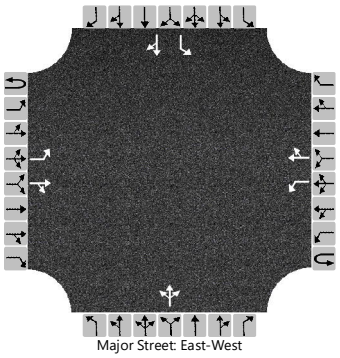
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	5		31	745	47		9	3	17		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				34					32			38		110
Capacity, c (veh/h)		778				994					117			72		337
v/c Ratio		0.04				0.03					0.27			0.53		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.0			2.2		1.4
Control Delay (s/veh)		9.8				8.7					47.0			100.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)		0.5				0.3				47.0				41.4		
Approach LOS		A				A				E				E		

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HCS Two-Way Stop-Control Report

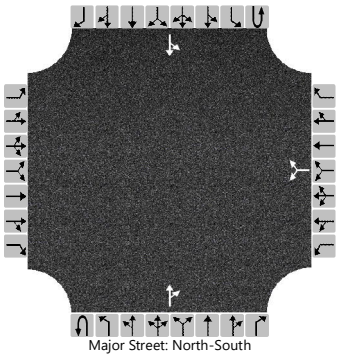
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			34	0		9	15	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							1003							1550		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.6							2.8		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

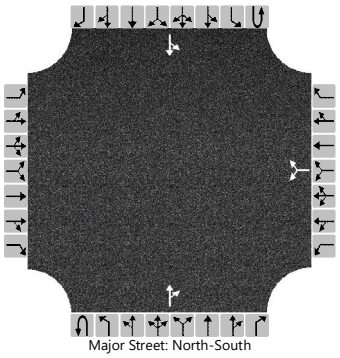
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	44	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

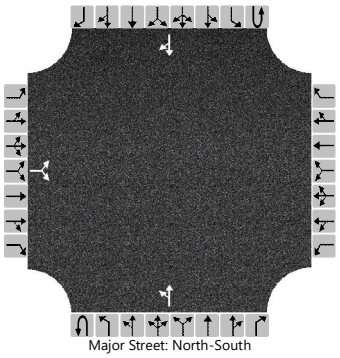
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		33		0						0	1				0	11
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							0						
Capacity, c (veh/h)			1016							1613						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

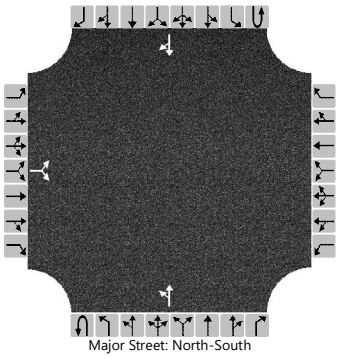
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

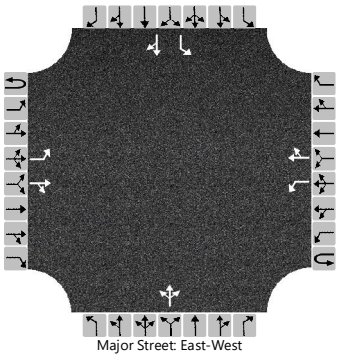
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	4		25	508	36		3	5	41		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				27					54			33		92
Capacity, c (veh/h)		977				786					215			59		499
v/c Ratio		0.05				0.03					0.25			0.56		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0			2.3		0.7
Control Delay (s/veh)		8.9				9.7					27.2			126.0		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)		0.5				0.4				27.2				43.4		
Approach LOS		A				A				D				E		

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HCS Two-Way Stop-Control Report

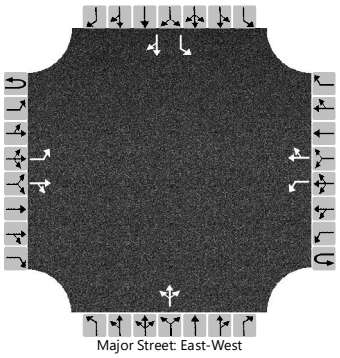
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	6		34	745	47		10	4	23		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				37					40			38		110
Capacity, c (veh/h)		778				993					125			69		336
v/c Ratio		0.04				0.04					0.32			0.55		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.3			2.3		1.4
Control Delay (s/veh)		9.8				8.8					46.8			108.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)		0.5				0.4				46.8				43.5		
Approach LOS		A				A				E				E		

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HCS Two-Way Stop-Control Report

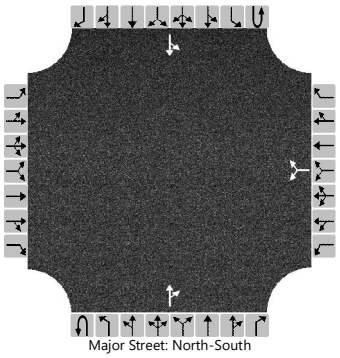
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			38	0		9	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							993							1541		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.6							2.1		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

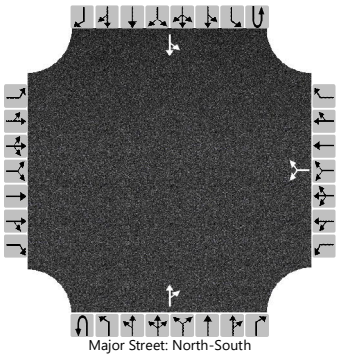
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			29	0		4	48	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1030							1575		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

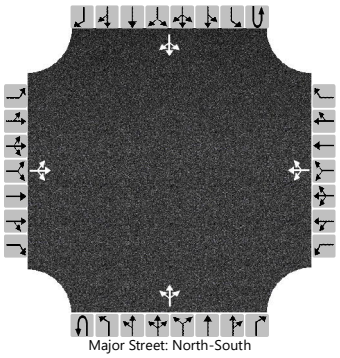
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		33	1	0		0	0	4		0	1	0		10	0	11
Percent Heavy Vehicles (%)		1	3	3		1	3	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.53	6.23		7.31	6.73	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.03	3.33		3.51	4.03	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			39				5			0				11		
Capacity, c (veh/h)			963				1086			1613				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.5			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

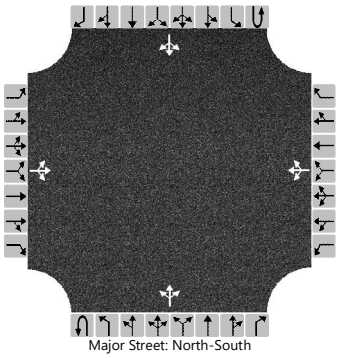
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TERRAIN MANAGEMENT REPORT
SOILS, GRADING, AND DRAINAGE
DEVELOPMENT PLAN SUBMITTAL FOR
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Health Foundation

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024
Revised May 2024

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TERRAIN MANAGEMENT REPORT
SOILS, GRADING, AND DRAINAGE
DEVELOPMENT PLAN SUBMITTAL FOR
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

I. INTRODUCTION

The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe. A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

The proposed development is located south of Rodeo Road; east of Galisteo Road; west of the Rail Runner tracks; and south of Pacifica Senior Living, Santa Fe. According to their website, "Pacifica Senior Living Santa Fe in an assisted living and memory care community with short-term respite care…". The Pacifica Senior Living has 88 beds. The site is within the City of Santa Fe in projected Section 33, Township 17 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35.633502° North and Longitude 105.966634° West.

A new driveway is proposed as access to the site via an access easement through a parcel owned by NMDOT and it is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road. The NMDOT parcel previously served as a railroad right-of-way before it was relocated east of the project site. The Vicinity Map is presented in Figure 1, Appendix A. The legal lot of record is presented in Figure 2, Appendix A.

The purpose of this report is to evaluate soils and drainage conditions and to provide recommendations for site grading and runoff control to meet City of Santa Fe Terrain Management Regulations.

II. EXISTING CONDITIONS

The Anchorum Skilled Nursing development will be located on land that is currently vacant. The property is undeveloped and is mainly in its natural condition. Existing ground cover consists of herbaceous land with a fair native grass cover.

The proposed development will be located on land which is currently undeveloped. The area to the west of the site consists of the Galisteo Plazas' Subdivision and the Las Estancias Phase II - Residential Subdivision. The land use to the north is Pacifica Senior Living, Santa Fe. On the east, the Rail Runner tracks, and the Santa Fe Rail Trail are located adjacent to the site. The existing conditions map is presented in Figure 3, Appendix A.

The site generally drains east to west. There is an existing ridge that bisects the site sending approximately 2/3 of the storm water to the northwest and 1/3 of the storm water to the south west.

Topographic mapping at a scale of 1 inch = 100 feet, with 1-foot contour intervals was prepared for this project by Southwest Mountain Surveys. The certified topographic map is presented in Figure 4, Appendix A.

A slope analysis was prepared using one-foot contours. The Slope Analysis Map is presented on the project plans (full size) and Figure 5, Appendix A. The slope analysis map indicates that the majority of the project is relatively flat with slopes less than 20%. The development is situated outside of any 30% slopes. Any 30% and greater slopes within the project limits are manmade.

III. SOILS

Soil classifications were obtained from the Natural Resource Conservation Service, "Soil Survey of Santa Fe Area, N.M.," by the U.S.D.A., dated July 14, 2022. The survey in this area is the result of a high intensity soil survey. The Soils Map is presented in Figure 6, Appendix A. The following soils are to be found onsite:

TABLE 1
ONSITE SOILS (200 + 202)

No.	Soil	Natural Drainage Class	Capacity of Transmit Water	Hydrologic Soil Group
200	Predawn Loam, 1 to 4 Percent Slopes	Well drained	Moderately low to Moderately high (0.06 to 0.20 in/hr)	C
202	Alire Loam, 2 to 6 Percent Slopes	Well drained	Moderately high (0.20 to 0.57 in/hr)	C

The NCRS has classified the soils into four hydrologic soils groups. The hydrologic soils groups, according to their infiltration and transmission rates, are defined as follows:

A. (Low runoff potential). Soils having high infiltration rates even thoroughly wetted. These consist chiefly of deep, well to excessively drained, sands or gravel. These soils have a high rate of water transmission in that water readily passes through them.

B. Soils having moderate infiltration rates when thoroughly wetted. These consist chiefly of moderately deep to deep, moderately well to well drained soils with moderately fine to moderately coarse textures such as loamy sands and course sandy loams. These soils have a moderate rate of water transmission.

C. Soils having slow infiltration rates when thoroughly wetted. These consist chiefly of soils with a layer that impedes downward movement of water or soils with moderately fine-to-fine textures such as loams and fine sandy loams. These soils have slow rate of water transmission.

D. (High Runoff Potential). Soils having very slow infiltration rates when thoroughly wetted. These consist chiefly of clay soils with a high swelling potential, soils with a permanent high-water table, soils with a claypan or clay layer at or near the surface,

and shallow soils over nearly impervious material. These soils have a very slow rate of water transmission.

For the onsite development, it is assumed that the onsite soils are Type C with herbaceous fair cover.

IV. DRAINAGE

According to maps prepared by the United States Department of Commerce, presented in NOAA Atlas 14 Volume 1, Version 5, dated 2004, revised 2017, the precipitation data in Table 2 should be used for the project:

TABLE 2
PRECIPITATION DATA

Frequency	Duration	Precipitation
100 Year	24 Hour	3.18”
50 Year	24 Hour	2.87”
25 Year	24 Hour	2.57”

A. Existing Conditions

Runoff at this location flows mostly from the south to the north. Drainage areas were delineated using the on-site certified topographic mapping by Southwest Mountain Surveys. Offsite topographic mapping was obtained using USGS LiDAR data.

Drainage areas were measured in AutoCAD Civil 3D. Drainage area and channel lengths were measured several times and average numbers used for this report. The Existing Conditions Basin Map is presented in Figure 7, Appendix A. A minor amount of Offsite drainage enters the site from the east.

The drainage basins which impact the site, are presented in Table 3.

TABLE 3
EXISTING DRAINAGE BASIN CHARACTERISTICS

Basin	Description	Acres
Q1	Onsite basin exiting the site to the north	4.46
Q2	Onsite basin exiting the site to the west	0.07
Q3	Onsite basin exiting the site to the southwest	1.78
Q4	Offsite basin entering the site from the east	0.27

The WinTR-55 software by the NRCS, version 1.00.10 dated April 2011, was used to calculate weighted runoff number, time of concentration, and peak flow for the existing drainage basins. TR-55 takes into account soil type, time of concentration, and

cover conditions to estimate runoff. The graphical discharge method was used. The 25, 50, and 100-year frequency storms were calculated.

Existing drainage calculations are presented in Appendix B. The calculated peak flows by basin are presented in Table 4.

TABLE 4
PEAK FLOW QUANTITIES
EXISTING CONDITIONS

Basin	Description	CN	Q25 (CFS)	Q50 (CFS)	Q100 (CFS)
Q1	Onsite basin exiting the site to the north	81	5.72	7.05	8.46
Q2	Onsite basin exiting the site to the west	81	0.10	0.12	0.15
Q3	Onsite basin exiting the site to the southwest	81	2.31	2.85	3.42
Q4	Offsite basin entering the site from the east	81	0.39	0.48	0.57

B. Developed Conditions

The proposed development will alter existing drainage patterns. Drainage areas and channel flow lines were delineated on the grading plan. The civil site plan is presented in Figure 8, Appendix 1. The Developed Conditions Basin Map is presented in Figure 9, Appendix A. Drainage areas were measured in AutoCAD Civil 3D. The basins, basin descriptions, and areas are presented in Table 5.

TABLE 5
DEVELOPED DRAINAGE BASIN CHARACTERISTICS

Basin	Description	Acres
QD1A	Proposed Basin Exiting to North	0.53
QD1B	Proposed Basin Exiting to West	0.16
QD1C	Proposed Basin Exiting to West DI	1.07
QD1D	Proposed Basin Exiting to East DI	1.78
QD1E	Proposed Basin Flow to South DI	0.64
QD2	Proposed Basin Flow Existing to West	0.02
QD5	Proposed Flow Existing to West South	0.32
QD6	Proposed basin Flow Existing to West North	0.22

The WinTR-55 software by the NRCS, version 1.00.10 dated April 2011, was used to calculate weighted runoff number, time of concentration, and peak flow for the existing standalone drainage basins. The graphical discharge method was used. The 25, 50, and 100-year frequency storms were calculated, without any runoff mitigating features. Developed conditions drainage calculations are presented in Appendix C. The calculated peak flows by basin are presented in Table 6.

TABLE 6
PEAK FLOW QUANTITIES
DEVELOPED CONDITIONS

Basin	Description	CN	Q25 (CFS)	Q50 (CFS)	Q100 (CFS)
QD1A	Proposed Basin Exiting to North	90	1.26	1.47	1.69
QD1B	Proposed Basin Exiting to West	89	0.37	0.44	0.50
QD1C	Proposed Basin Exiting to West DI	96	3.29	3.72	4.16
QD1D	Proposed Basin Exiting to East DI	91	3.53	4.10	4.68
QD1E	Proposed Basin Flow to South Di	86	1.07	1.28	1.50
QD2	Proposed Basin Flow Existing to West	81	0.00	0.00	0.00
QD5	Proposed Basin Flow Exiting to West South	90	0.78	0.91	1.05
QD6	Proposed Basin Flow Exiting to West North	94	0.63	0.72	0.81

All storm water from the development will flow away from the proposed structure and be collected in a storm sewer network in the parking lot.

The developed condition peak flows exceed the pre-developed condition peak flows. A comparison of Table 4 and Table 6 indicates that without runoff mitigating measures, the development of the project will have an impact on stormwater runoff due to the grading of the site and the additional impervious areas. In order to control this excess runoff, the storm water management plan provides for absorption and attenuation of runoff in a pond on the north side of the site as part of drainage basin QD1A. The pond is 3 feet deep with 3H:1V side slopes a 1% grade along the pond bottom to the controlled out on the west. The pond area is 7,988 SF with a volume of 11,196 CF. The controlled outlet structure will be used to attenuate the peak flows to pre-developed conditions. The flow routing calculations are presented in Appendix D. A comparison of pre-developed and routed developed condition peak flow values for each of the analyzed storm frequencies is presented in Table 7.

TABLE 7 PEAK RUNOFF FROM SITE		
Frequency	Pre-developed Condition (CFS)	Routed Developed Condition (CFS)
Q25	8.52	5.59
Q50	10.50	6.45
Q100	12.60	7.37

The total flow exiting the site is reduced in the routed developed condition for all storm frequencies in accordance with the City of Santa Fe Terrain Management Requirements.

C. Floodplains

The flooding situation in the City of Santa Fe has been investigated by the Federal Insurance Administration (FIA). Their studies are contained in a report titled "Flood Insurance Study, Santa Fe County, New Mexico and Incorporated Areas." The FEMA Flood Plain Map Number 35049C0414E, dated December 4, 2012, indicates that all development is outside of the 1% Annual Chance Flood of being equaled or exceeded in any given year (base flood). The Flood Insurance Rate Map (FIRM) is shown in Figure 10, Appendix A.

V. GRADING AND EROSION CONTROL PLAN

Grading plans have been prepared for this development. Included within these plans are existing road profiles, proposed profiles, and typical roadway cross-sections. Roadway construction methods to be utilized for this development will be pursuant to the 2019 New Mexico Department of Transportation Specifications for Road and Bridge Construction.

The grading activity at the site will require cut and fill operations. Utility installation will be scheduled to coincide with roadway grading and will be located with the roadway section and parkway.

The following plans will be utilized for controlling erosion and drainage through construction:

A. The limits of construction will be clearly delineated to avoid unnecessary disturbance of adjacent areas prior to construction.

B. Cut and fill slopes will be as follows:

Fills - 1 vertical on 3 horizontal
Cuts - 1 vertical on 2 horizontal (4 horizontal in large sloped areas to the South)

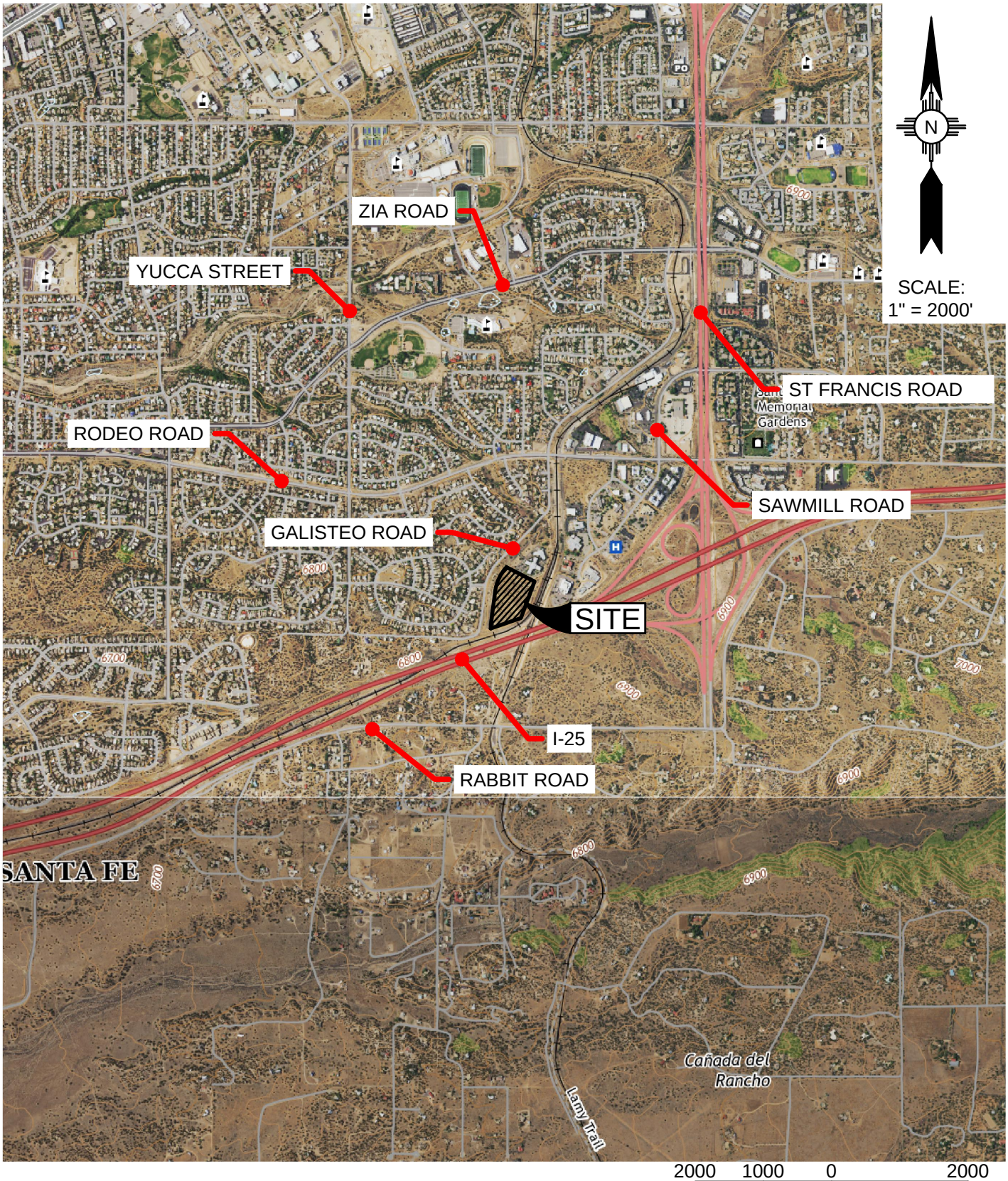
C. Roadway drainage structures (culverts, rain gardens, ponds, check dams, and repairs to existing structures) will be constructed in conjunction with grading. No changes in the drainage ways or floodplain will be permitted except as shown on the drainage plans.

D. Stabilization of cut or fills will begin soon after construction at the optimum time for plant survival, according to an approved landscape plan.

E. The project will be inspected on a regular basis and additional measures such as silt fences, borrow ditches, etc., will be utilized as required to meet field conditions and to control erosion.

APPENDIX A

FIGURES

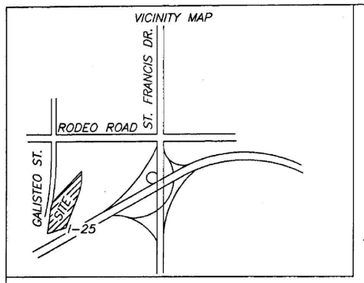


REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "SANTA FE, NM" AND "SETON VILLAGE, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1

0385014

VICINITY MAP



SCALE 1" = 100' FEET
100 0 100

LEGEND

BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET 8C OF 18, DATED 8/15/91.

- DENOTES REBAR, OR AS SHOWN FOUND
- DENOTES BRASS CAP FOUND
- ⌀ DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- ▲ DENOTES RIGHT OF WAY RAIL

FLOOD ZONE

THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-88.

NOTES

1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-90) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-95, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS. ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY HALL.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # L47/21 FROM NEW TRACT C3 / C3-1 IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.

ALTERNATIVELY, NEW TRACT C3 / C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET

REFERENCE DOCUMENTS

A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689. FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.

B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1980.

C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94520.

D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR..

E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. DI-252 RECORDED IN BOOK 126, PAGE 008.

F) NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET 8C OF 18, DATED 8/15/91.

G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.

H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268

I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROUSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

REVIEWED BY CITY OF SANTA FE:

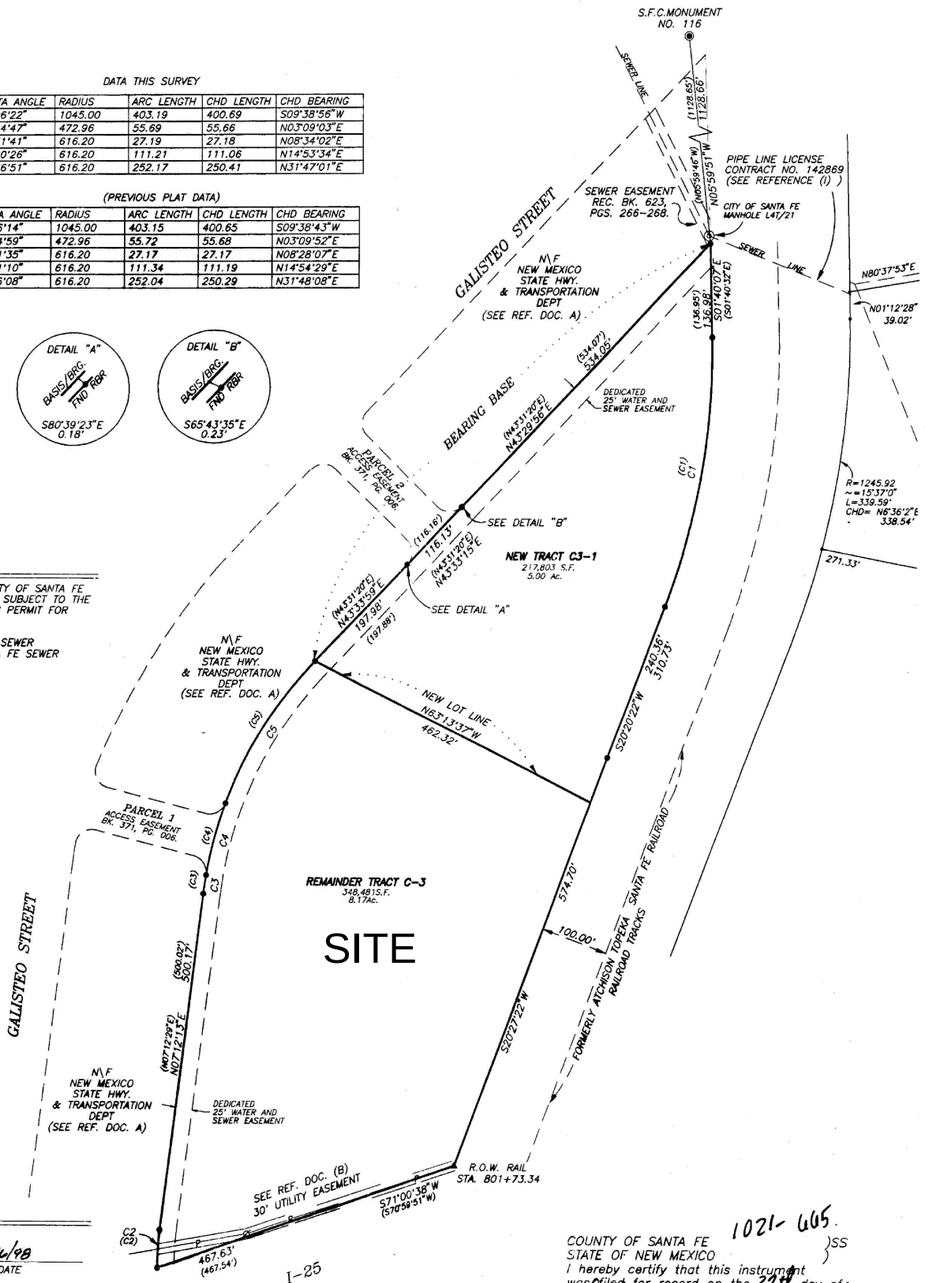
Robert C. Schultz	4-22-98
CITY ENGINEER	DATE
CITY PLANNER	4/21/98 DATE

DATA THIS SURVEY

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'22"	1045.00	403.19	400.69	S09°38'56"W
C2	06°44'47"	472.96	55.69	55.66	N03°09'03"E
C3	02°31'41"	616.20	27.19	27.18	N08°34'02"E
C4	10°20'26"	616.20	111.21	111.06	N14°53'34"E
C5	23°26'51"	616.20	252.17	250.41	N31°47'01"E

(PREVIOUS PLAT DATA)

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'14"	1045.00	403.15	400.65	S09°38'43"W
C2	06°44'59"	472.96	55.72	55.68	N03°09'52"E
C3	02°31'35"	616.20	27.17	27.17	N08°28'07"E
C4	10°21'10"	616.20	111.34	111.19	N14°54'29"E
C5	23°26'08"	616.20	252.04	250.29	N31°48'08"E



DETAIL "A"
BASIS/BRG: FND REBR
S80°39'23"E 0.18'

DETAIL "B"
BASIS/BRG: FND REBR
S65°43'35"E 0.23'

UTILITIES:

Emilio Dohlman	3/16/98
(SANGRE DE CRISTO WATER CO.	DATE
Jeff Schmidt	3/16/98
U.S. WEST COMMUNICATIONS	DATE
J. Barnhart	3-9-98
PUBLIC SERVICE CO. OF N.M.	DATE
Patricia Esquibel	3-9-98
GAS CO. OF N.M.	DATE
William D. Landis	3-26-98
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION	DATE

COUNTY CLERK SANTA FE COUNTY NEW MEXICO
COUNTY CLERK SEAL

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 27th day of April, 1998 A.D. at 10:15 o'clock A., and was duly recorded in book 385, page(s) 016 of the records of Santa Fe County.

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

1021-665.

Deputy

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN. OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.

THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER(S) TRACT "C"

JOHN N. EDDY

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.

THIS 6th DAY OF April ,1998

Stephen N. Hance 6/30/99
NOTARY PUBLIC MY COMMISSION EXPIRES

J.E. BROSSEAU

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.

THIS 6th DAY OF April ,1998

Stephen N. Hance 6/30/99
NOTARY PUBLIC MY COMMISSION EXPIRES

APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997

Thomas Driscoll 4-18-98
CHAIR PERSON

[illegible] 4.18.98
SECRETARY

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON NEW MEXICO 7014 REGISTERED PROFESSIONAL SURVEYOR

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.

FIGURE 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98

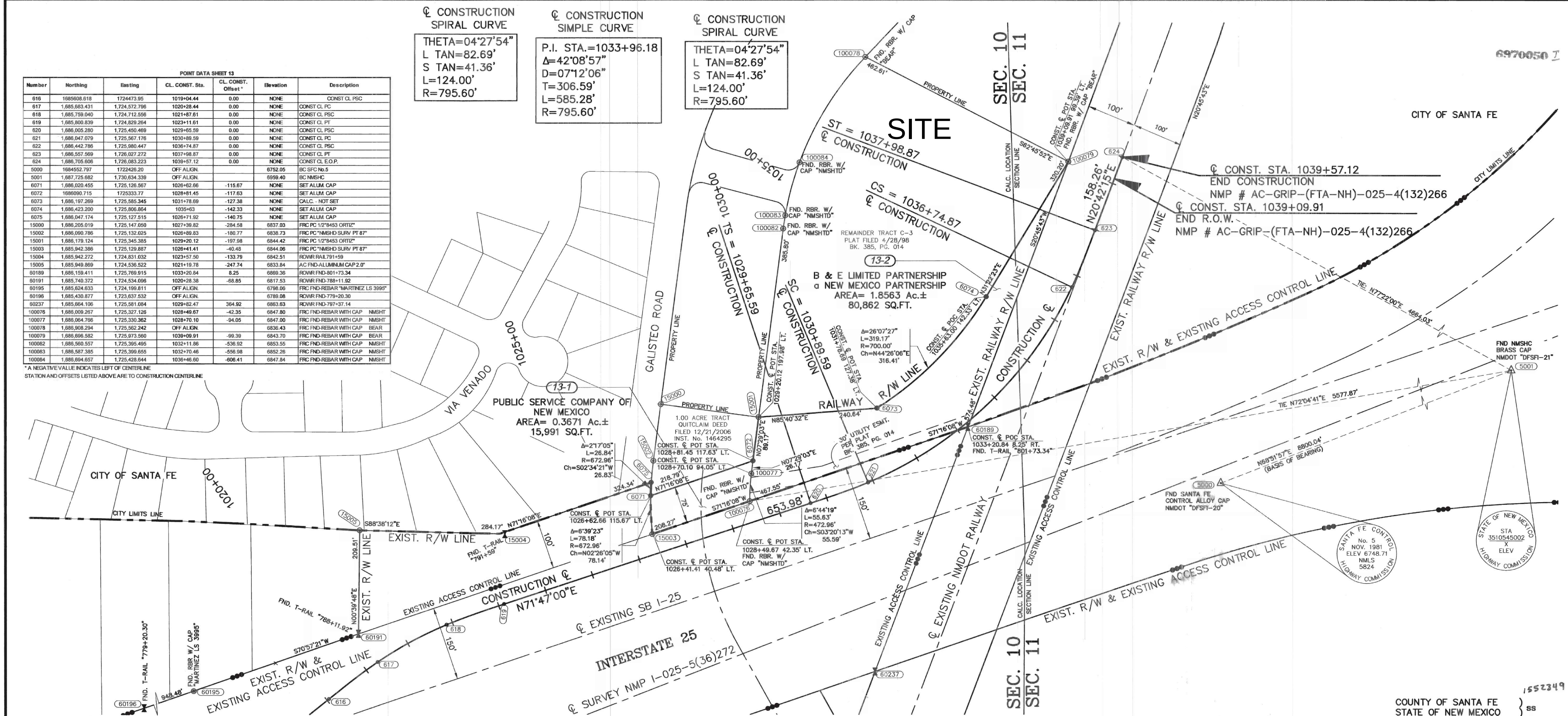
6970050 I

POINT DATA SHEET 13

Number	Northing	Easting	CL. CONST. Sta.	CL. CONST. Offset *	Elevation	Description
616	1685608.618	1724473.95	1019+04.44	0.00	NONE	CONST CL PSC
617	1,685,683.431	1,724,572.796	1020+28.44	0.00	NONE	CONST CL PC
618	1,685,759.040	1,724,712.556	1021+87.61	0.00	NONE	CONST CL PSC
619	1,685,800.839	1,724,829.264	1023+11.61	0.00	NONE	CONST CL PT
620	1,686,005.280	1,725,450.469	1029+65.59	0.00	NONE	CONST CL PSC
621	1,686,047.079	1,725,567.176	1030+89.59	0.00	NONE	CONST CL PC
622	1,686,442.786	1,725,980.447	1036+74.87	0.00	NONE	CONST CL PSC
623	1,686,557.569	1,726,027.272	1037+98.87	0.00	NONE	CONST CL PT
624	1,686,705.606	1,726,083.223	1039+57.12	0.00	NONE	CONST CL E.O.P.
5000	1684552.797	1722426.20	OFF ALIGN.		6752.05	BC SFC No.5
5001	1,687,725.682	1,730,634.339	OFF ALIGN.		6959.40	BC NMSHC
6071	1,686,020.455	1,725,126.567	1026+62.66	-115.67	NONE	SET ALUM. CAP
6072	1686090.715	1725333.77	1028+81.45	-117.63	NONE	SET ALUM. CAP
6073	1,686,197.269	1,725,585.345	1031+78.69	-127.38	NONE	CALC. - NOT SET
6074	1,686,423.200	1,725,806.864	1035+63	-142.33	NONE	SET ALUM. CAP
6075	1,686,047.174	1,725,127.515	1026+71.92	-140.75	NONE	SET ALUM. CAP
15000	1,686,205.019	1,725,147.050	1027+39.82	-284.58	6837.03	FRC PC 1/2"8453 ORTIZ"
15002	1,686,090.786	1,725,132.025	1026+89.83	-180.77	6838.73	FRC PC "NMSHD SURV PT 87"
15001	1,686,179.124	1,725,345.385	1029+20.12	-197.98	6844.42	FRC PC 1/2"8453 ORTIZ"
15003	1,685,942.386	1,725,129.887	1026+41.41	-40.48	6844.06	FRC PC "NMSHD SURV PT 87"
15004	1,685,942.272	1,724,831.032	1023+57.50	-133.79	6842.51	ROWR RAIL791+59
15005	1,685,949.869	1,724,536.522	1021+19.78	-247.74	6833.84	AC FND-ALUMINUM CAP 2.0"
60189	1,686,159.411	1,725,769.915	1033+20.84	8.25	6869.36	ROWR FND-801+73.34
60191	1,685,740.372	1,724,534.096	1020+28.38	-68.85	6817.53	ROWR FND-788+11.92
60195	1,685,624.633	1,724,199.811	OFF ALIGN.		6798.06	FRC FND-REBAR "MARTINEZ LS 3995"
60196	1,685,430.877	1,723,637.532	OFF ALIGN.		6789.08	ROWR FND-779+20.30
60237	1,685,664.106	1,725,581.084	1029+82.47	364.92	6863.63	ROWR FND-797+37.14
100076	1,686,009.267	1,725,327.126	1028+49.67	-42.35	6847.80	FRC FND-REBAR WITH CAP NMSHT
100077	1,686,064.766	1,725,330.362	1028+70.10	-94.05	6847.00	FRC FND-REBAR WITH CAP NMSHT
100078	1,686,908.294	1,725,562.242	OFF ALIGN.		6836.43	FRC FND-REBAR WITH CAP BEAR
100079	1,686,696.582	1,725,973.560	1039+09.91	-99.39	6843.70	FRC FND-REBAR WITH CAP BEAR
100082	1,686,560.557	1,725,395.495	1032+11.86	-536.92	6853.55	FRC FND-REBAR WITH CAP NMSHT
100083	1,686,587.385	1,725,399.655	1032+70.46	-556.98	6852.26	FRC FND-REBAR WITH CAP NMSHT
100084	1,686,694.657	1,725,428.644	1036+46.60	-606.41	6847.84	FRC FND-REBAR WITH CAP NMSHT

* A NEGATIVE VALUE INDICATES LEFT OF CENTERLINE

STATION AND OFFSETS LISTED ABOVE ARE TO CONSTRUCTION CENTERLINE



LEGEND

- DENOTES FOUND CONTROL MONUMENT
- DENOTES FOUND BRASS CAP
- DENOTES FOUND NMSHTD R.O.W. "T" RAIL ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES FOUND PROPERTY CORNER ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES SURVEYED FENCE LOCATION
- DENOTES 2" ALUM. CAP STAMPED "NEW MEXICO DEPT. OF TRANSPORTATION PCN G2BT3 NMPS 11462" SET THIS SURVEY
- DENOTES EXISTING ACCESS CONTROL LINE
- DENOTES CITY OF SANTA FE CITY LIMITS LINE PER SANTA FE COUNTY GEOGRAPHIC INFORMATION SYSTEM WEBSITE "SANTA FE COUNTY BASE MAP", SEPT. 21, 2007. http://www.co.santa-fe.nm.us/gis/mapservices.php

NOTES

1. MONUMENTATION FIELD SURVEY PERFORMED IN DECEMBER 2007 THROUGH FEBRUARY 2008.
2. ADDITIONAL RIGHT-OF-WAY INFORMATION FOR PROJECT NUMBER AC-GRIP-(FTA-NH)-025-4(132)266 IS AVAILABLE FROM THE LANDS ENGINEERING SECTION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION GENERAL OFFICE IN SANTA FE.
3. ALL DISTANCES ARE HORIZONTAL GROUND.
4. BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE (NAD 83).
5. BASIS OF BEARING: N43°23'06"E, 18,746.57' BETWEEN BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENTS "07-152-PC005" AND "07-152-PC073", SHEETS 2 THROUGH 12 AND N68°51'57"E, 8800.04' BETWEEN SANTA FE CONTROL MONUMENT No.5 AND STATE OF NEW MEXICO HIGHWAY COMMISSION MONUMENT "STA.3510545002",SHEET 13.
6. VERTICAL DATUM: POINT #5020, BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENT "07-152-PC005, EL=6044.13, SHEETS 2 THROUGH 12 AND CONTROL POINT #5000, "SF CONTROL NO. 5" EL.=6752.05, SHEET 13.
7. DATE OF FIELD PROPERTY & R/W SURVEY: JANUARY 2007 THROUGH APRIL 2007.
8. STATIONS AND OFFSETS SHOWN ARE AT RIGHT ANGLES OR RADIAL TO CONSTRUCTION CENTERLINE AND SURVEY CENTERLINE AS NOTED.

100' 0 100'

SCALE: 1"=100'

SURVEYOR'S CERTIFICATE

I, RUAN S. BACIGALUPA, HEREBY CERTIFY THAT I AM RESPONSIBLE FOR THIS SURVEY, WHICH WAS COMPLETED BY ME OR UNDER MY DIRECTION. THIS SURVEY IS MONUMENTED ACCORDING TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP PROJECT NO. AC-GRIP-(FTA-NH)-025-4(132)266. THE MONUMENTS SET AS SHOWN ON THIS MAP ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS SURVEY MEETS THE MINIMUM STANDARDS FOR HIGHWAY RIGHT-OF-WAY SURVEYING IN NEW MEXICO, AS ADOPTED BY THE NEW MEXICO BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Ruan S. Bacigalupa 1/26/09

RUAN S. BACIGALUPA, NMPS No. 11462 DATE

Parsons Brinckerhoff Quade & Douglas Inc.
6100 Uptown Blvd. NE
Albuquerque, N.M. 87110

RUAN S. BACIGALUPA NEW MEXICO 11462 LICENSED PROFESSIONAL SURVEYOR

1552349

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

I hereby certify that this instrument was filed for record on the 16 day of Feb. A.D. 20 09. at 11:10 o'clock A m., and was duly recorded in Book 697, Page 046-050 A-I of the records of Santa Fe County.

witness my hand and Seal of Office

County Clerk, Santa Fe County, New Mexico.

Deputy

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

Right-of-Way Maps Prepared By:	PB JOB No. 33582-1 4.2
PB Americas, Inc. 6100 Uptown Blvd. Suite 700 Albuquerque, NM 87110 (505) 881-5357	Designed By: RB
	Drawn By: DE
	Checked By: BR

CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST

FIGURE 2A

ACCESS CONTROLLED
PCN G2BT3

NEW MEXICO DEPARTMENT OF TRANSPORTATION

MONUMENTATION MAP

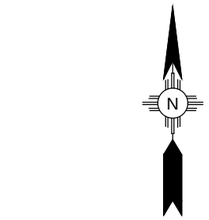
NEW MEXICO PROJECT NO.

AC-GRIP-(FTA-NH)-025-4(132)266

SANTA FE COUNTY

SCALE 1"=100' SHEET 13 OF 13





REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING CONDITIONS MAP
FIGURE 3

TOPOGRAPHIC SURVEY OF REMAINDER TRACT C-3
FOR B&E LIMITED PARTNERSHIP

LYING AND BEING SITUATED PROJECTED SECTION 11, T.16N., R.09E., N.M.P.M.,
IN THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

N

W E

S

Graphic Scale 1" = 60'

0 30 60 120 180

N/F
STATE OF NEW MEXICO
PL. BK. 385, PG. 14
UPC#
1-052-095-491-363

PARCEL 1
ACCESS & UNDERGROUND
UTILITY EASEMENT
PL. BK. 371, PG. 6

AVENIDA LA CERCA 50'R/W
PL.BK. 142, PG. 33

GALISTEO ROAD 50'R/W
PL BK. 142, PG. 33

N.M.D.O.T.
ALUM. CAP

N76°03'53"W
50.00'

REMAINDER TRACT C-3
LOT 1
1570808q. Ft.
3.606Ac.±

50' INGRESS, EGRESS
& UTILITY EASEMENT
TO BENEFIT REMAINDER
TRACT C-3 LOT 2
PL. BK. ____ PG. ____

N13°56'07"E
198.45'

50.00'

443.20'

T.B.M.
TOP OF NAIL
6847.91

385.70'

TIE - CALC'D
S55°49'32"W
3564.78'

SANTA FE CONTROL
No. 5
NOV. 1981
ELEV. 6748.71
NMLS 5824
HIGHWAY COMMISSION

N/F
ROSEMONT ASSISTED LIVING COMMUNITY
BK. 1492, PG. 49
UPC#
1-052-095-010-400

S82°57'04"E
462.32'

L.S.
10277

TIE -
N60°36'59"E
310.32'

L.S.
12344

S31°16'45"W
34.75'

RAILWAY R/W

N75°53'44"W
285.45'

TIE -
S05°41'54"E
749.88'

N/F
SANTA FE MEDICAL PROPERTIES LLC
INST. #1421698
UPC#
1-052-095-043-324

N/F
STATE OF NEW MEXICO
PL. BK. 385, PG. 14
UPC#
1-052-095-471-301

REMAINDER TRACT C-3
LOT 2
118442Sq. Ft.
2.719Ac.±

N07°20'28"E

S85°34'54"W
240.64'

R.O.W. RAIL
STA.804+32.66

I-25 R/W

N/F
PNM
INST. #1464295
UPC#
1-052-095-

INTERSTATE 25

NOTES:

1. THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION ONLY. BOUNDARY DATA SHOWN IS FROM A PREVIOUS SURVEY, REFERENCED HEREON. (SEE NOTE 3)
2. CONTOUR INTERVAL IS 1.00'. BASIS OF ELEVATION DATUM IS GPS OBSERVATION & RELATIVE TO BENCHMARKS SHOWN HEREON.
3. REFER TO PLAT OF SURVEY ENTITLED "LOT SPLIT SURVEY OF REMAINDER TRACT C-3 FOR B&E LIMITED PARTNERSHIP", PREPARED BY MITCHEL K. NOONAN, N.M.P.L.S. No. 6998, HAVING PROJECT No. C-2933 AND DATED JANUARY 19, 2019. UNRECORDED PLAT, PENDING APPROVAL THROUGH CITY OF SANTA FE.
4. THIS MAP HAS BEEN PRODUCED ACCORDING TO PROCEDURES THAT HAVE BEEN DEMONSTRATED TO PRODUCE DATA THAT MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR SURVEYING FOR A TOPOGRAPHIC MAP COMPILED AT A SCALE OF 1"=60' WITH A CONTOUR INTERVAL OF ONE FOOT.

LEGEND

- ● FOUND MONUMENT AS NOTED
- ○ SET 1/2" REBAR STAMPED, M. NOONAN, N.M.P.L.S. No. 6998
- TELEPHONE JUNCTION BOX
- N.M.S.H.T.D. RIGHT-OF-WAY RAIL
- —×— WIRE FENCE
- —E— UTILITY POLE W/OVERHEAD WIRES
- RAILROAD TRACKS
- SANITARY SEWER MANHOLE
- WATER VALVE
- —/— WOOD POST & CABLE FENCE
- DENOTES SLOPE 0-20%
- DENOTES SLOPE 20-30%
- DENOTES SLOPE 30% OR GREATER

BOUNDARY DATA CHART

LINE	CHORD/BEARING	ARC/DIST	RADIUS	DELTA	CHORD
C1	N08°51'08"E	27.18'	616.20'	2°31'39"	27.18'
C2	N15°10'40"E	111.21'	616.20'	10°20'26"	111.06'
C3	N32°05'26"E	252.17'	616.20'	23°26'49"	250.41'
C4	S44°20'28"W	319.17'	700.00'	26°07'27"	316.41'
L1	S31°16'45"W	34.75'			

SURVEYOR'S CERTIFICATE

I, MITCHEL K. NOONAN, N.M.P.L.S. No. 6998 DO HEREBY CERTIFY THAT THE TOPOGRAPHY AND SLOPE ANALYSIS AS SHOWN HEREON IS AN ACCURATE REPRESENTATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON FEBRUARY 21, 2019 AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN THE STATE OF NEW MEXICO AND NATIONAL MAP ACCURACY STANDARDS.

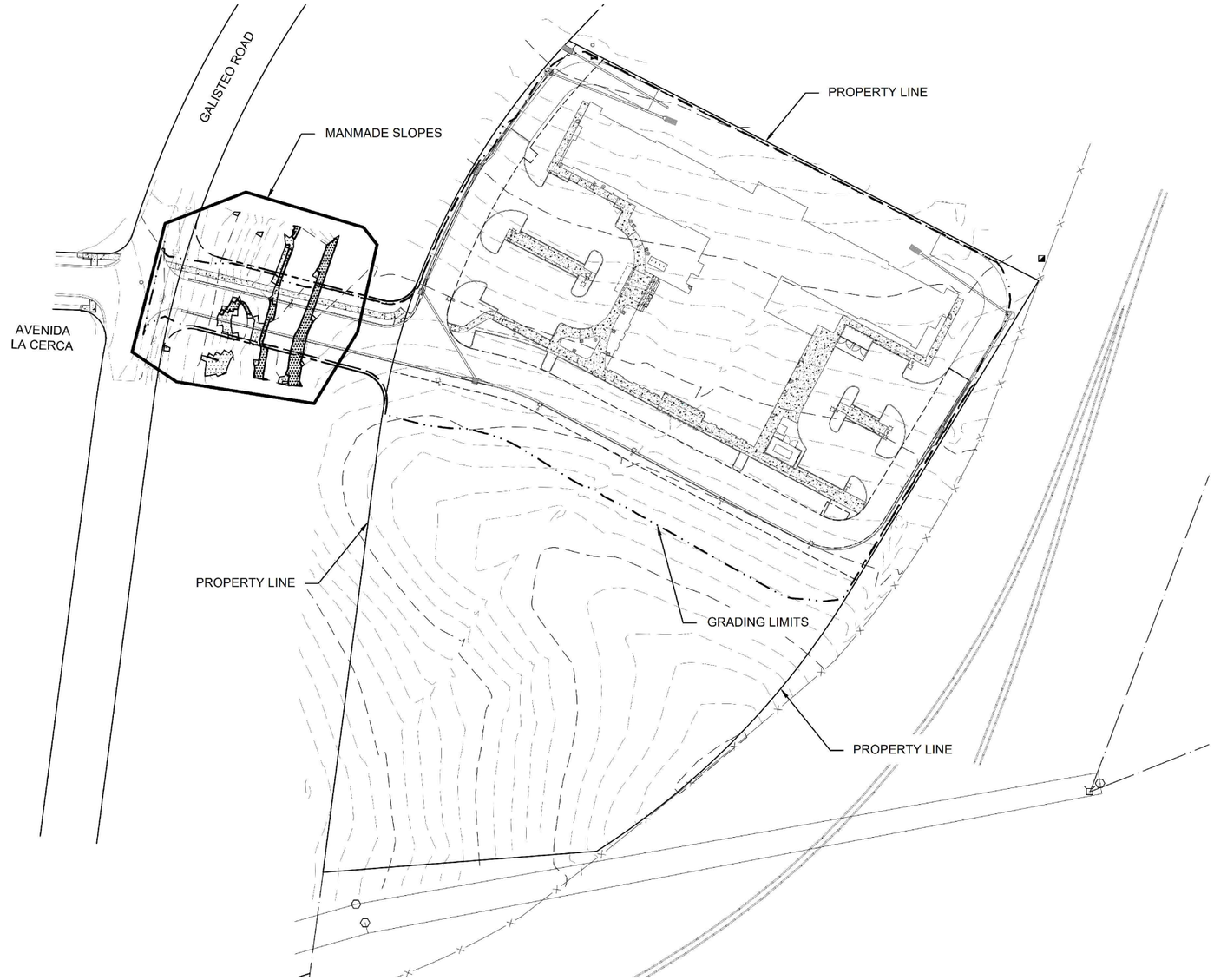
MITCHEL K. NOONAN — 02/26/19
MITCHEL K. NOONAN N.M.P.L.S. No. 6998

MITCHEL K. NOONAN NEW MEXICO 6998 PROFESSIONAL LAND SURVEYOR

FIGURE 4

SOUTHWEST MOUNTAIN SURVEYS
1114 HICKOX ST., SANTA FE, N.M. 87501
(505) 982-9429 FAX (505) 986-3413

DATE(S): 02/20/19 | DRAWN BY: DKR | PROJECT No. C-2933T



LEGEND

AREA OF 20% TO 30% SLOPE

AREA OF 30% AND GREATER SLOPE

NOTE:

1. ALL TOPOGRAPHIC INFORMATION IS PROVIDED BY SOUTHWEST MOUNTAIN SURVEYS.
2. THIS SLOPE ANALYSIS IS BASED UPON 1 FOOT CONTOUR INTERVALS
3. THE TOTAL AMOUNT OF NATURAL 30% OR GREATER SLOPES DISTURBANCE ON THIS PROJECT IS 0 SQUARE FEET

N

0 25 50 100

SCALE: 1" = 50'

SLOPE ANALYSIS MAP

SCALE: 1" = 50'
CONTOUR INTERVAL = 1'

CASE # 2024-7999
MODIFIED MAY 2024
PER STAFF COMMENTS

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

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

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

SLOPE ANALYSIS MAP

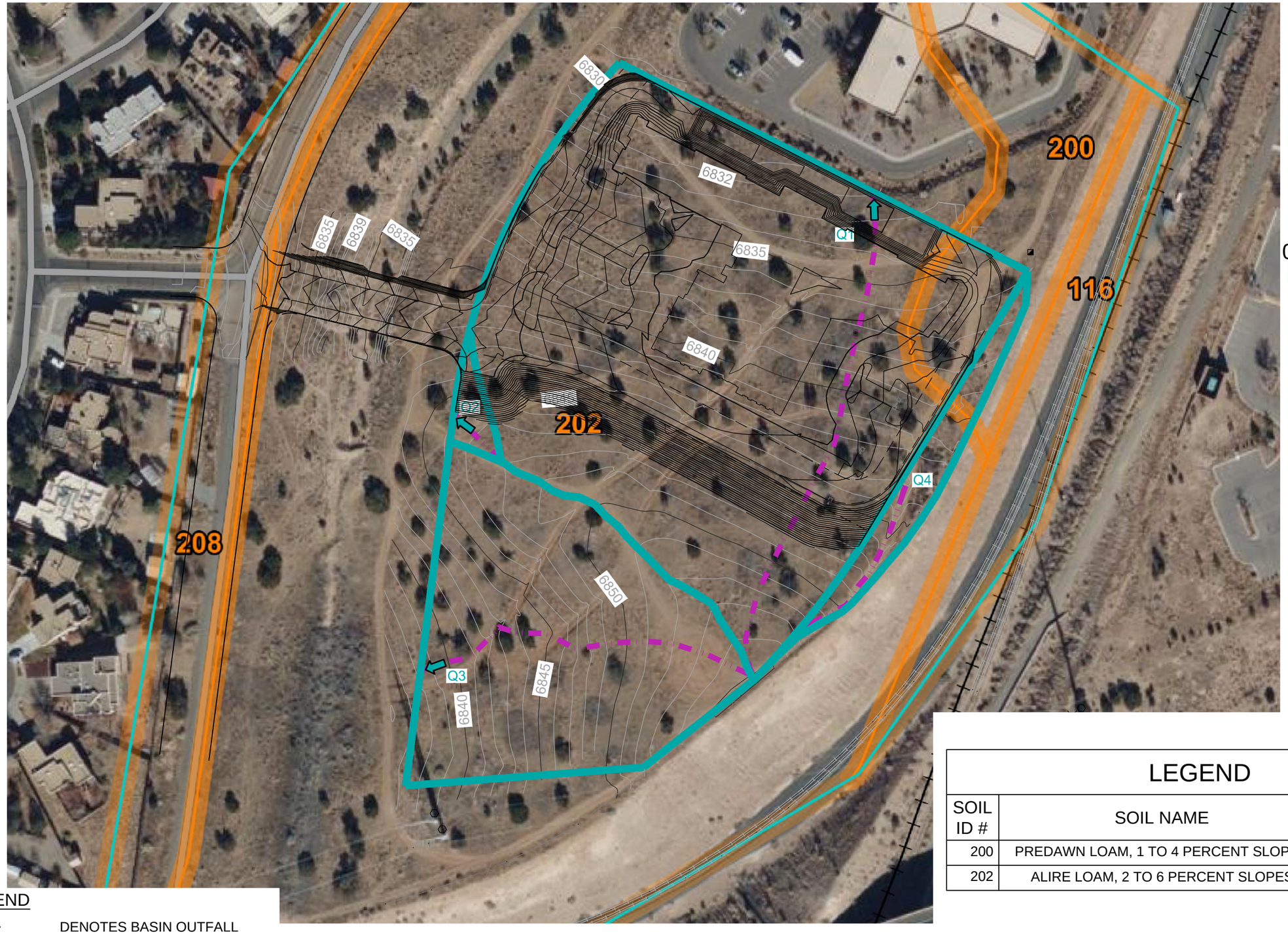
DATE:	SCALE:	SHEET:
MARCH 2024	1" = 50'	C-100

ENGINEERS SEAL

DATE

REVISIONS

FIGURE 5



LEGEND		
SOIL ID #	SOIL NAME	HYDROLOGIC SOIL GROUP
200	PREDAWN LOAM, 1 TO 4 PERCENT SLOPES	C
202	ALIRE LOAM, 2 TO 6 PERCENT SLOPES	C

LEGEND

- DENOTES BASIN OUTFALL
- Q1 DENOTES BASIN DESIGNATION
- DENOTES BASIN DIVIDE
- DENOTES BASIN FLOWLINE

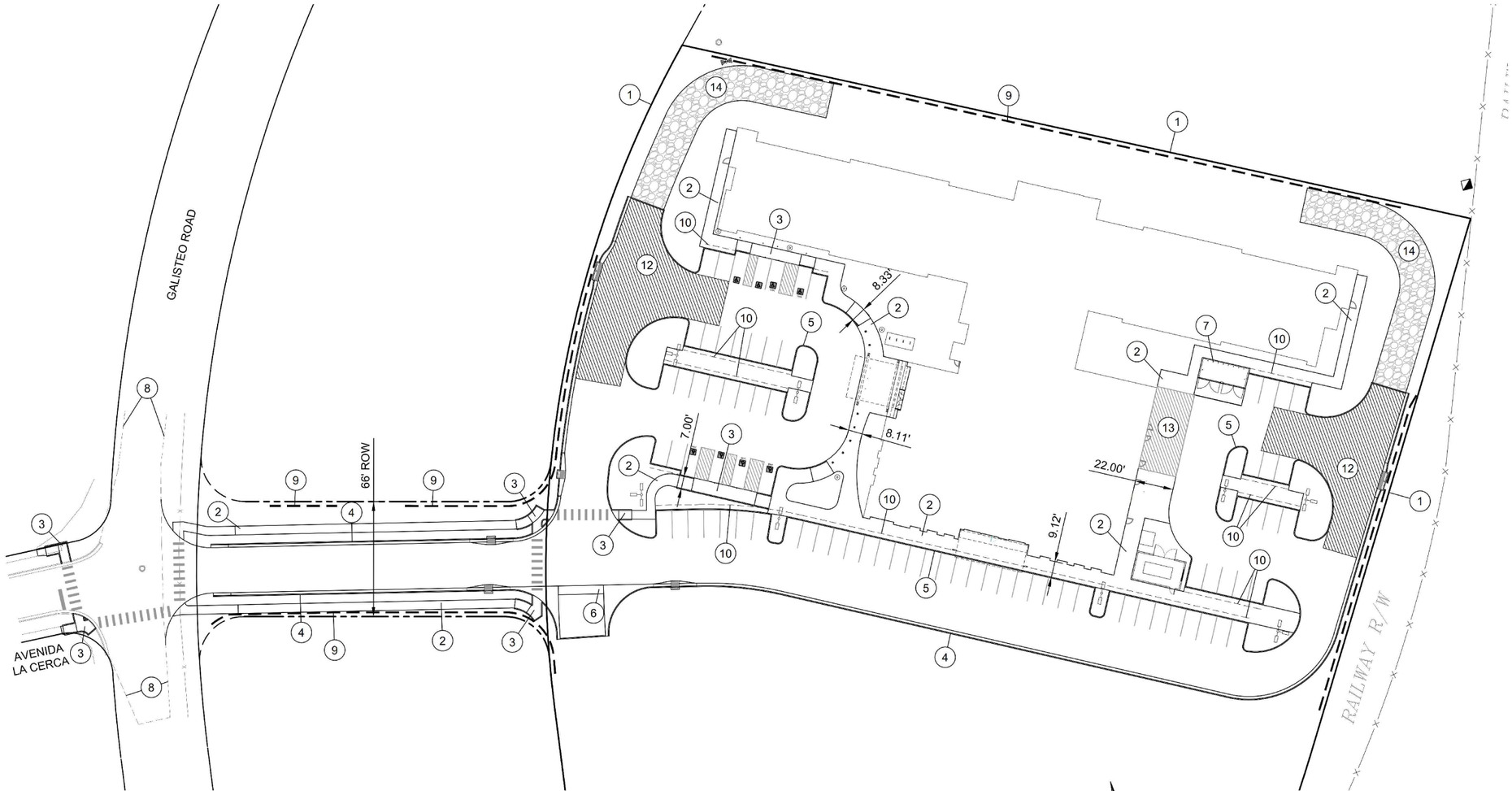
SOILS MAP
FIGURE 6



LEGEND

- DENOTES BASIN OUTFALL
- Q1 DENOTES BASIN DESIGNATION
- DENOTES BASIN DIVIDE
- DENOTES BASIN FLOWLINE

EXISTING CONDITIONS BASIN MAP
FIGURE 7



SHEET KEYNOTES

1. PROPERTY LINE
2. PROPOSED CONCRETE SIDEWALK (5' WIDE, OR AS DIMENSIONED), SEE SHEET C-202
3. PROPOSED ADA ACCESSIBLE CURB RAMP SEE SHEETS C-905 TO C-907
4. PROPOSED 2' STANDARD CURB AND GUTTER, SEE SHEET C-202
5. PROPOSED STAND-UP CURB, SEE SHEET C-202
6. PROPOSED 5' TYPE II VALLEY GUTTER, SEE SHEET C-202
7. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL
8. EDGE OF EXISTING ASPHALT
9. PROPOSED CMU RETAINING WALL (KEYSTONE OR APPROVED EQUAL)
10. PARKING OVERHANG, SEE SHEET C-201
11. PROPOSED STRIPING, SEE C-600 SERIES
12. PROPOSED FIRE TURNAROUND, SEE SEET C-302
13. LOADING ZONE
14. PROPOSED FIRE ACCESS ROAD, SEE SHEET C-302

CIVIL SITE PLAN
SCALE: 1" = 30'

0 15 30 60
SCALE: 1" = 30'

FIGURE 8

ENGINEERS SEAL	DATE	REVISIONS
		◁ ◁ ◁ ◁ ◁ ◁ ◁

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CASE # _____

CITY USE ONLY

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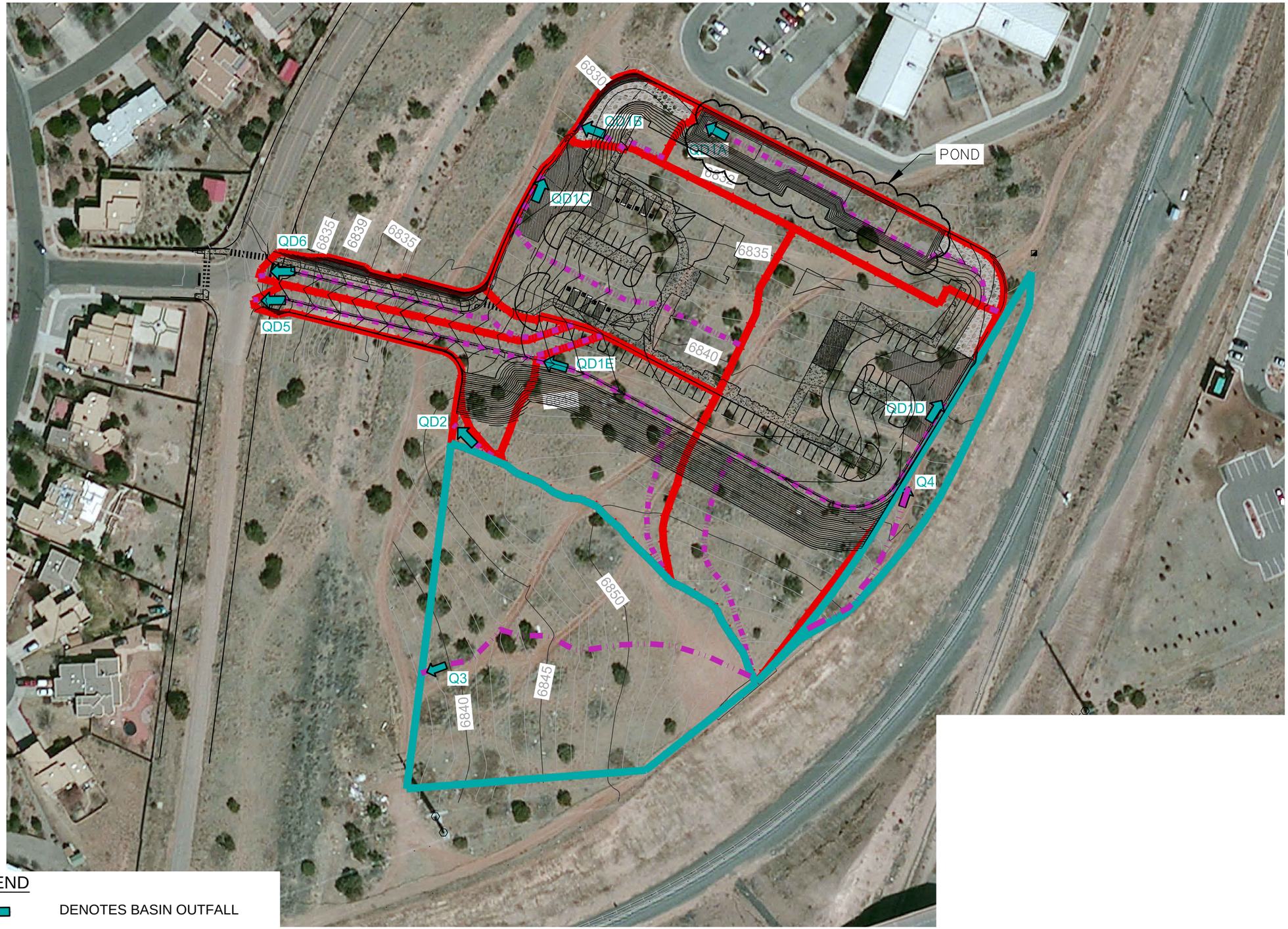
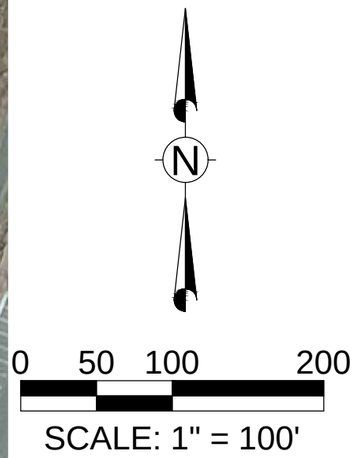
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

CIVIL SITE PLAN

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 30'	C-101





LEGEND

- DENOTES BASIN OUTFALL
- QD1 — DENOTES BASIN DESIGNATION
- DENOTES BASIN DIVIDE
- DENOTES BASIN FLOWLINE

DEVELOPED CONDITIONS BASIN MAP
FIGURE 9

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction, and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was New Mexico State Plane, Central Zone (FIPS 3002). The **horizontal datum** was NAD83, GRS80 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey, SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit their website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by City of Santa Fe, 2009 and 2010; and Santa Fe County, 2006. Additional information was taken directly from the previous Countywide FIRM dated June 17, 2008. Other information was photogrammetrically compiled at a scale of 1:12,000 from U.S. Department of Agriculture aerial photography dated 2009.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIRM visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange (FMIX) at **1-877-FEMA-MAP (1-877-336-2627)** or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% annual chance floodplain boundary
	0.2% annual chance floodplain boundary
	Floodway boundary
	Zone D Boundary
	CBRS and OPA Boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513 (EL 987)	Base Flood Elevation line and value; elevation in feet* Base Flood Elevation value where uniform within zone; elevation in feet*
*Referenced to the North American Vertical Datum of 1988	
A — A	Cross section line
23 — 23	Transect line
97° 07' 30", 32° 22' 30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
4 276 000m E	1000-meter Universal Transverse Mercator grid values, zone 13
600000 FT	5000-foot grid ticks: New Mexico State Plane coordinate system, Central zone (FIPSZONE 3002), Transverse Mercator
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index.

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP PANEL

JUNE 17, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
DECEMBER 4, 2012 - to update corporate limits, to add Special Flood Hazard Areas, to add Base Flood Elevations, to add or update roads and road names, to incorporate previously issued LOMRs.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0414E

FIRM

FLOOD INSURANCE RATE MAP

SANTA FE COUNTY, NEW MEXICO AND INCORPORATED AREAS

PANEL 414 OF 1100

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SANTA FE, CITY OF	350070	0414	E
SANTA FE COUNTY (UNINCORPORATED AREAS)	350069	0414	E

Notice to User. The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 35049C0414E

MAP REVISED DECEMBER 4, 2012

Federal Emergency Management Agency

FLOOD INSURANCE RATE MAP FIGURE 10

APPENDIX B

EXISTING CONDITIONS DRAINAGE CALCULATIONS

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: Q1 EXISTING EXITING TO NORTH
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\Q1.w55

Date: 3/4/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q1		Outlet	4.46	81	.214

Total area: 4.46 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q1	5.72	7.05	8.46
REACHES			
OUTLET	5.72	7.05	8.46

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
Q1	5.72	12.04	7.05	12.03	8.46	12.03
REACHES						
OUTLET	5.72		7.05		8.46	

CPC

SF SKILLED NURSING FACILITY
Q1 EXISTING EXITING TO NORTH
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q1	4.46	0.214	81	Outlet	

Total Area: 4.46 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q1							
SHEET	100	0.0395	0.150				0.181
SHALLOW	410	0.0467	0.050				0.033
						Time of Concentration	.214

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q1	Herbaceous (fair)	C	4.46	81
	Total Area / Weighted Curve Number		4.46	81

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: Q2 EXISTING EXITING TO WEST
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\Q2.w55

Date: 3/4/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q2		Outlet	0.07	81	.131

Total area: .07 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q2	0.10	0.12	0.15
REACHES			
OUTLET	0.10	0.12	0.15

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
Q2	0.10	11.97	0.12	11.96	0.15	11.96
REACHES						
OUTLET	0.10		0.12		0.15	

CPC

SF SKILLED NURSING FACILITY
Q2 EXISTING EXITING TO WEST
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q2	.07	0.131	81	Outlet	

Total Area: .07 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q2							
SHEET	64	0.0361	0.150				0.131
						Time of Concentration	.131

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use		Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q2	Herbaceous	(fair)	C	.07	81
	Total Area / Weighted Curve Number			.07	81

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: Q3 EXISTING EXITING TO SOUTH
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\Q3.w55

Date: 3/4/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q3		Outlet	1.78	81	.204

Total area: 1.78 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q3	2.31	2.85	3.42
REACHES			
OUTLET	2.31	2.85	3.42

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
Q3	2.31	12.02	2.85	12.03	3.42	12.02
REACHES						
OUTLET	2.31		2.85		3.42	

CPC

SF SKILLED NURSING FACILITY
Q3 EXISTING EXITING TO SOUTH
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q3	1.78	0.204	81	Outlet	

Total Area: 1.78 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q3							
SHEET	100	0.0372	0.150				0.185
SHALLOW	255	0.0509	0.050				0.019
						Time of Concentration	.204

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use		Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q3	Herbaceous	(fair)	C	1.78	81
	Total Area / Weighted Curve Number			1.78	81

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: Q4 EXISTING ENTERING FROM EAST
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\Q4.w55

Date: 3/4/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Q4		Outlet	0.27	81	.124

Total area: .27 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Q4	0.39	0.48	0.57
REACHES			
OUTLET	0.39	0.48	0.57

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
Q4	0.39	11.96	0.48	11.96	0.57	11.95
REACHES						
OUTLET	0.39		0.48		0.57	

CPC

SF SKILLED NURSING FACILITY
Q4 EXISTING ENTERING FROM EAST
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Q4	.27	0.124	81	Outlet	

Total Area: .27 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
Q4							
SHEET	77	0.0709	0.150				0.116
SHALLOW	111	0.0541	0.050				0.008
						Time of Concentration	.124

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use		Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
Q4	Herbaceous	(fair)	C	.27	81
	Total Area / Weighted Curve Number			.27	81

APPENDIX C

DEVELOPED CONDITIONS DRAINAGE CALCULATIONS

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD1A PROPOSED EXITING TO NORTH
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD1A.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1A		Outlet	0.53	90	.116

Total area: .53 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1A	1.26	1.47	1.69
REACHES			
OUTLET	1.26	1.47	1.69

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD1A	1.26 11.94	1.47 11.94	1.69 11.94
REACHES			
OUTLET	1.26	1.47	1.69

CPC

SF SKILLED NURSING FACILITY
QD1A PROPOSED EXITING TO NORTH
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1A	.53	0.116	90	Outlet	

Total Area: .53 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1A							
SHEET	22	0.0236	0.150				0.066
SHALLOW	84	0.0336	0.050				0.008
SHALLOW	263	0.0118	0.050				0.042
						Time of Concentration	.116

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1A	Paved parking lots, roofs, driveways	C	.19	98
	Gravel (w/ right-of-way)	C	.04	89
	Natural desert (pervious areas only)	C	.3	85
	Total Area / Weighted Curve Number		.53	90

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD1B PROPOSED EXITING TO WEST
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD1B.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1B		Outlet	0.16	89	0.1

Total area: .16 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1B	0.37	0.44	0.50
REACHES			
OUTLET	0.37	0.44	0.50

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD1B	0.37 11.93	0.44 11.93	0.50 11.93
REACHES			
OUTLET	0.37	0.44	0.50

CPC

SF SKILLED NURSING FACILITY
QD1B PROPOSED EXITING TO WEST
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1B	.16	0.100	89	Outlet	

Total Area: .16 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1B							
SHEET	36	0.0050	0.011				0.023
SHALLOW	63	0.0908	0.050				0.004
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1B	Paved parking lots, roofs, driveways	C	.03	98
	Gravel (w/ right-of-way)	C	.07	89
	Natural desert (pervious areas only)	C	.06	85
	Total Area / Weighted Curve Number		.16	89

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD1C PROPOSED EXITING TO WEST DI
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD1C.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1C		Outlet	1.07	96	0.1

Total area: 1.07 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1C	3.29	3.72	4.16
REACHES			
OUTLET	3.29	3.72	4.16

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD1C	3.29 11.93	3.72 11.93	4.16 11.93
REACHES			
OUTLET	3.29	3.72	4.16

CPC

SF SKILLED NURSING FACILITY
QD1C PROPOSED EXITING TO WEST DI
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1C	1.07	0.100	96	Outlet	

Total Area: 1.07 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1C							
SHEET	73	0.0050	0.011				0.040
SHALLOW	247	0.0181	0.025				0.025
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1C	Paved parking lots, roofs, driveways	C	.87	98
	Natural desert (pervious areas only)	C	.2	85
	Total Area / Weighted Curve Number		1.07	96

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD1D PROPOSED EXITING TO EAST DI
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD1D.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1D		Outlet	1.78	91	.275

Total area: 1.78 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1D	3.53	4.10	4.68
REACHES			
OUTLET	3.53	4.10	4.68

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD1D	3.53 12.05	4.10 12.05	4.68 12.05
REACHES			
OUTLET	3.53	4.10	4.68

CPC

SF SKILLED NURSING FACILITY
QD1D PROPOSED EXITING TO EAST DI
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1D	1.78	0.275	91	Outlet	

Total Area: 1.78 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1D							
SHEET	100	0.0272	0.150				0.210
SHALLOW	148	0.1082	0.050				0.008
SHALLOW	277	0.0044	0.025				0.057
						Time of Concentration	.275

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1D	Paved parking lots, roofs, driveways	C	.94	98
	Gravel (w/ right-of-way)	C	.02	89
	Natural desert (pervious areas only)	C	.27	85
	Herbaceous (fair)	C	.55	81
	Total Area / Weighted Curve Number		1.78	91

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD1E PROPOSED FLOW TO SOUTH DI
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD1E.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD1E		Outlet	0.64	86	.223

Total area: .64 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD1E	1.07	1.28	1.50
REACHES			
OUTLET	1.07	1.28	1.50

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
QD1E	1.07	12.03	1.28	12.02	1.50	12.03
REACHES						
OUTLET	1.07		1.28		1.50	

CPC

SF SKILLED NURSING FACILITY
QD1E PROPOSED FLOW TO SOUTH DI
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD1E	.64	0.223	86	Outlet	

Total Area: .64 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD1E							
SHEET	100	0.0309	0.150				0.200
SHALLOW	73	0.1585	0.050				0.003
SHALLOW	149	0.0109	0.025				0.020
						Time of Concentration	.223

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD1E	Paved parking lots, roofs, driveways	C	.15	98
	Natural desert (pervious areas only)	C	.09	85
	Herbaceous (fair)	C	.4	81
	Total Area / Weighted Curve Number		.64	86

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD2 PROPOSED FLOW EXISTING TO WEST
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD2.w55

Date: 3/7/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD2		Outlet	0.02	81	.135

Total area: .02 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD2	.00	.00	.00
REACHES			
OUTLET	.00	.00	.00

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs)	(hr)	50-Yr (cfs)	(hr)	100-Yr (cfs)	(hr)
SUBAREAS						
QD2	.00	n/a	.00	n/a	.00	n/a
REACHES						
OUTLET	.00		.00		.00	

CPC

SF SKILLED NURSING FACILITY
QD2 PROPOSED FLOW EXISTING TO WEST
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD2	.02	0.135	81	Outlet	

Total Area: .02 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD2							
SHEET	62	0.0315	0.150				0.135
						Time of Concentration	.135

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use		Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD2	Herbaceous	(fair)	C	.02	81
	Total Area / Weighted Curve Number			.02	81

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD5 PROPOSED FLOW EXISTING TO WEST SOUTH
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD5.w55

Date: 5/2/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD5		Outlet	0.32	90	0.1

Total area: .32 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD5	0.78	0.91	1.05
REACHES			
OUTLET	0.78	0.91	1.05

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD5	0.78 11.93	0.91 11.93	1.05 11.93
REACHES			
OUTLET	0.78	0.91	1.05

CPC

SF SKILLED NURSING FACILITY
QD5 PROPOSED FLOW EXISTING TO WEST SOUTH
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD5	.32	0.100	90	Outlet	

Total Area: .32 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD5							
SHEET	75	0.0188	0.011				0.024
SHALLOW	100	0.0212	0.025				0.009
SHALLOW	186	0.0219	0.025				0.017
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD5	Paved parking lots, roofs, driveways	C	.15	98
	Natural desert (pervious areas only)	C	.06	85
	Herbaceous (fair)	C	.11	81
	Total Area / Weighted Curve Number		.32	90

WinTR-55 Current Data Description

--- Identification Data ---

User: CPC
Project: SF SKILLED NURSING FACILITY
SubTitle: QD6 PROPOSED FLOW EXISTING TO WEST NORTH
State: New Mexico
County: Santa Fe
Filename: K:\Anchorum - Galisteo Project\Drainage\TR55\QD6.w55

Date: 5/2/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
QD6		Outlet	0.22	94	0.1

Total area: .22 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	-Yr (in)	-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.51	.0	.0	2.57	2.87	3.18	.0

Storm Data Source: User-provided custom storm data
Rainfall Distribution Type: Type II
Dimensionless Unit Hydrograph: <standard>

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period 25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
QD6	0.63	0.72	0.81
REACHES			
OUTLET	0.63	0.72	0.81

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period 25-Yr (cfs) (hr)	50-Yr (cfs) (hr)	100-Yr (cfs) (hr)
SUBAREAS			
QD6	0.63 11.93	0.72 11.93	0.81 11.93
REACHES			
OUTLET	0.63	0.72	0.81

CPC

SF SKILLED NURSING FACILITY
QD6 PROPOSED FLOW EXISTING TO WEST NORTH
Santa Fe County, New Mexico

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
QD6	.22	0.100	94	Outlet	

Total Area: .22 (ac)

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
QD6							
SHEET	70	0.0217	0.011				0.021
SHALLOW	71	0.0224	0.025				0.006
SHALLOW	193	0.0199	0.025				0.019
						Time of Concentration	0.1

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
QD6	Paved parking lots, roofs, driveways	C	.15	98
	Natural desert (pervious areas only)	C	.07	85
	Total Area / Weighted Curve Number		.22	94

APPENDIX D

FLOW ROUTING CALCULATIONS

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Hydrograph Return Period Recap

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	------	-------	0.387	-------	-------	0.000	1.050	1.254	1.468	QD1E
2	Reach	1	-------	0.334	-------	-------	0.000	1.027	1.230	1.450	FLOW FROM QD1E
3	Combine	2	-------	0.458	-------	-------	0.000	1.383	1.669	1.964	FLOW AT MANHOLE
4	Reach	3	-------	0.403	-------	-------	0.000	1.359	1.635	1.943	FLOW FROM MANHOLE
5	SCS Runoff	------	-------	1.906	-------	-------	0.000	3.527	3.981	4.448	QD1C
6	Combine	4, 5	-------	2.015	-------	-------	0.000	4.211	4.878	5.574	FLOW FROM QD1C
7	Reach	6	-------	1.916	-------	-------	0.000	4.204	4.877	5.576	FLOW FROM QD1C TO POND
9	SCS Runoff	------	-------	1.679	-------	-------	0.000	3.730	4.324	4.940	QD1D
10	SCS Runoff	------	-------	0.126	-------	-------	0.000	0.425	0.520	0.622	Q4
11	Combine	9, 10	-------	1.795	-------	-------	0.000	4.104	4.780	5.482	FLOW AT QD1D
12	Reach	11	-------	1.712	-------	-------	0.000	4.092	4.779	5.486	FLOW FROM QD1D TO POND
14	SCS Runoff	------	-------	0.581	-------	-------	0.000	1.328	1.546	1.773	QD1A
15	Combine	7, 12, 14	-------	3.817	-------	-------	0.000	9.122	10.68	12.30	TOTAL FLOW FROM POND
16	Reservoir	15	-------	2.620	-------	-------	0.000	5.400	6.228	7.120	OUTFLOW FROM POND
18	SCS Runoff	------	-------	0.173	-------	-------	0.000	0.405	0.474	0.545	QD1B
19	SCS Runoff	------	-------	0.009	-------	-------	0.000	0.031	0.039	0.046	QD2
20	SCS Runoff	------	-------	0.374	-------	-------	0.000	0.847	0.985	1.128	QD5
21	SCS Runoff	------	-------	0.345	-------	-------	0.000	0.682	0.776	0.874	QD6
23	Combine	16, 18, 19, 20, 21,	-------	2.721	-------	-------	0.000	5.592	6.448	7.373	TOTAL OUTFLOW FROM SITE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

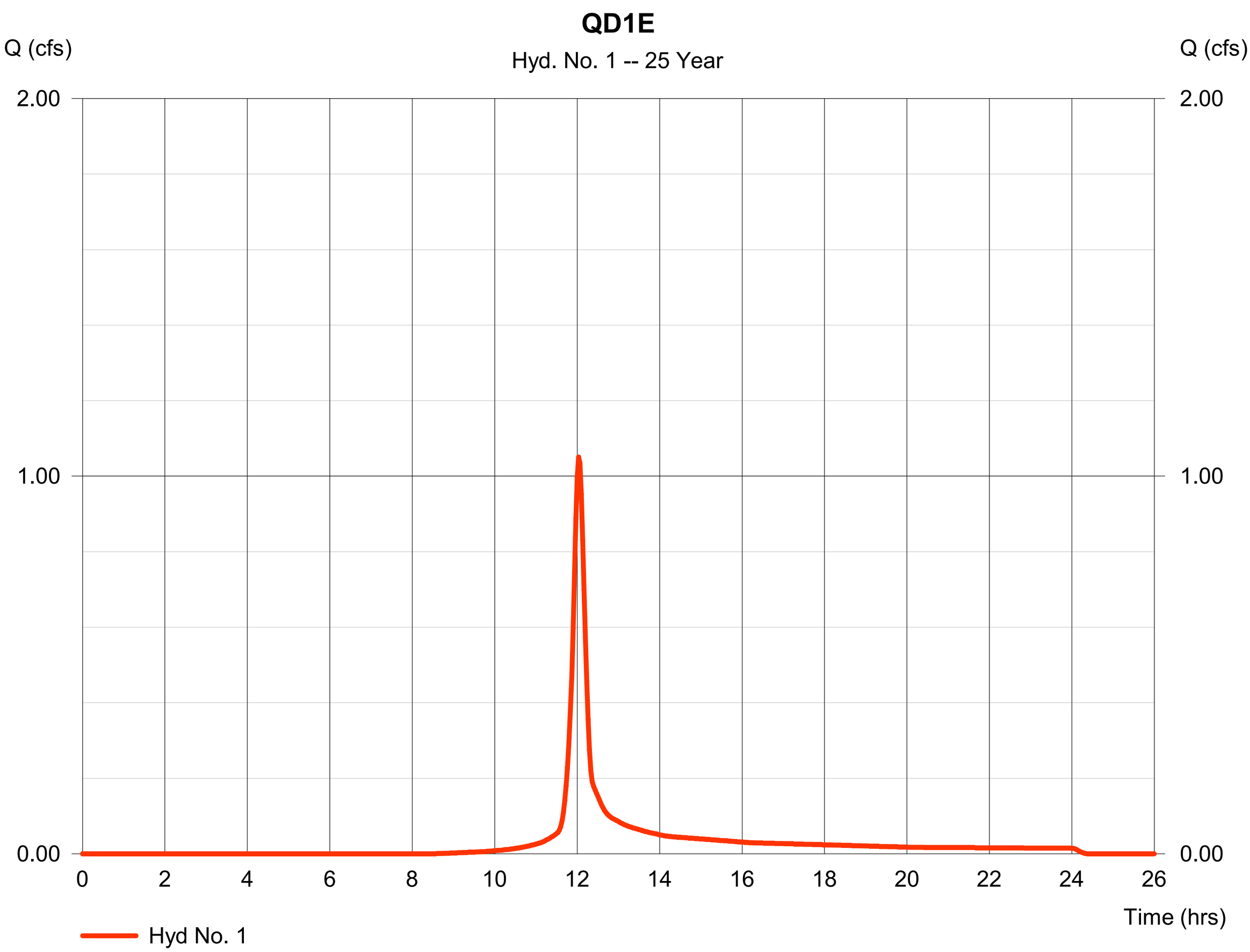
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	1.050	2	722	2,947	------	------	------	QD1E
2	Reach	1.027	2	726	2,943	1	------	------	FLOW FROM QD1E
3	Combine	1.383	2	722	3,839	2	------	------	FLOW AT MANHOLE
4	Reach	1.359	2	726	3,838	3	------	------	FLOW FROM MANHOLE
5	SCS Runoff	3.527	2	716	7,755	------	------	------	QD1C
6	Combine	4.211	2	718	11,593	4, 5	------	------	FLOW FROM QD1C
7	Reach	4.204	2	720	11,593	6	------	------	FLOW FROM QD1C TO POND
9	SCS Runoff	3.730	2	722	10,547	------	------	------	QD1D
10	SCS Runoff	0.425	2	720	973	------	------	------	Q4
11	Combine	4.104	2	722	11,520	9, 10	------	------	FLOW AT QD1D
12	Reach	4.092	2	724	11,518	11	------	------	FLOW FROM QD1D TO POND
14	SCS Runoff	1.328	2	718	3,066	------	------	------	QD1A
15	Combine	9.122	2	720	26,177	7, 12, 14	------	------	TOTAL FLOW FROM POND
16	Reservoir	5.400	2	730	26,119	15	6832.48	4,753	OUTFLOW FROM POND
18	SCS Runoff	0.405	2	716	826	------	------	------	QD1B
19	SCS Runoff	0.031	2	720	72	------	------	------	QD2
20	SCS Runoff	0.847	2	716	1,735	------	------	------	QD5
21	SCS Runoff	0.682	2	716	1,450	------	------	------	QD6
23	Combine	5.592	2	730	29,191	16, 18, 19, 20, 21,	------	------	TOTAL OUTFLOW FROM SITE

Hydrograph Report

Hyd. No. 1

QD1E

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.050 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	2,947 cuft
Drainage area	=	0.640 ac	Curve number	=	86
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	13.38 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



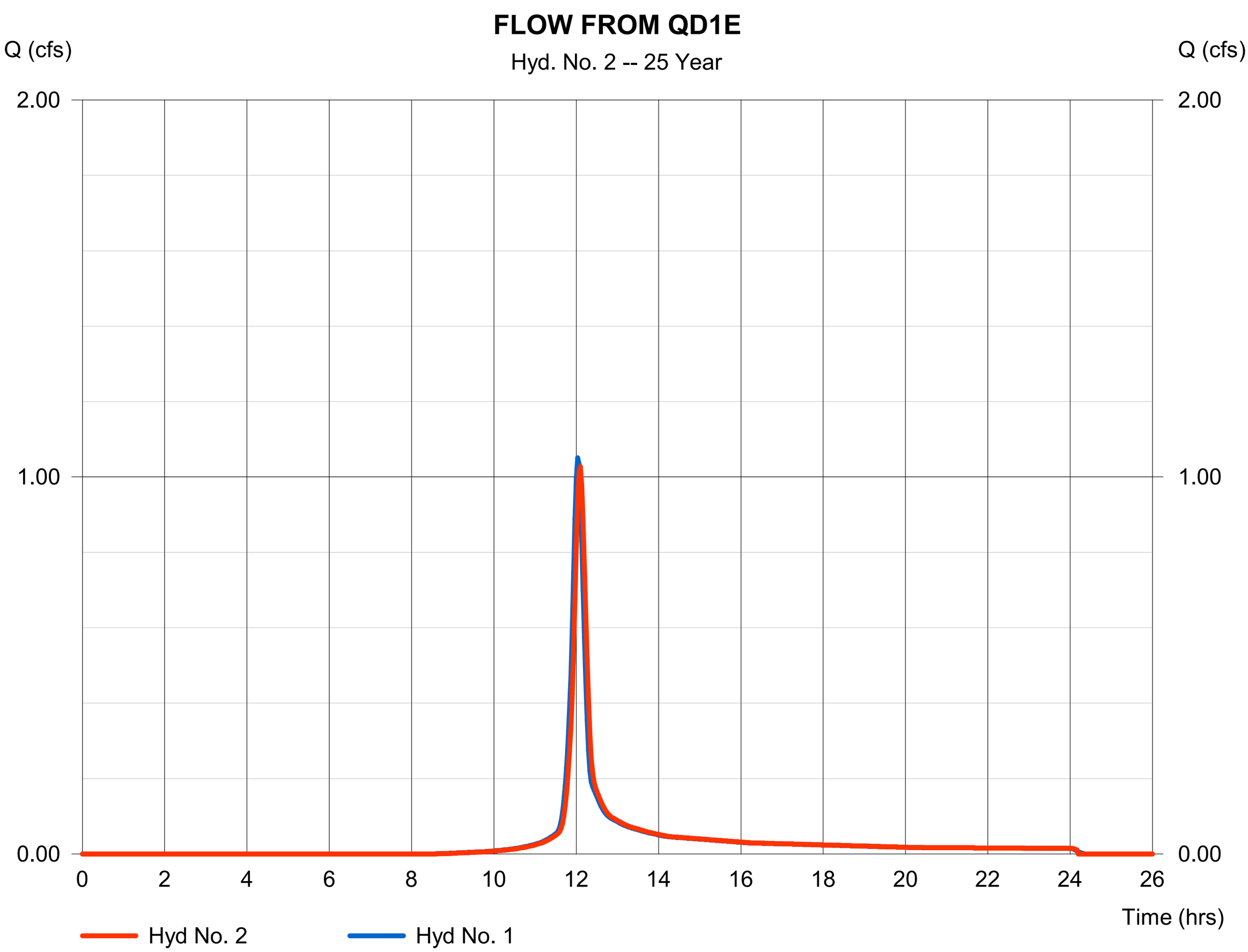
Hydrograph Report

Hyd. No. 2

FLOW FROM QD1E

Hydrograph type	=	Reach	Peak discharge	=	1.027 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.10 hrs
Time interval	=	2 min	Hyd. volume	=	2,943 cuft
Inflow hyd. No.	=	1 - QD1E	Section type	=	Circular
Reach length	=	89.5 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.6650

Modified Att-Kin routing method used.

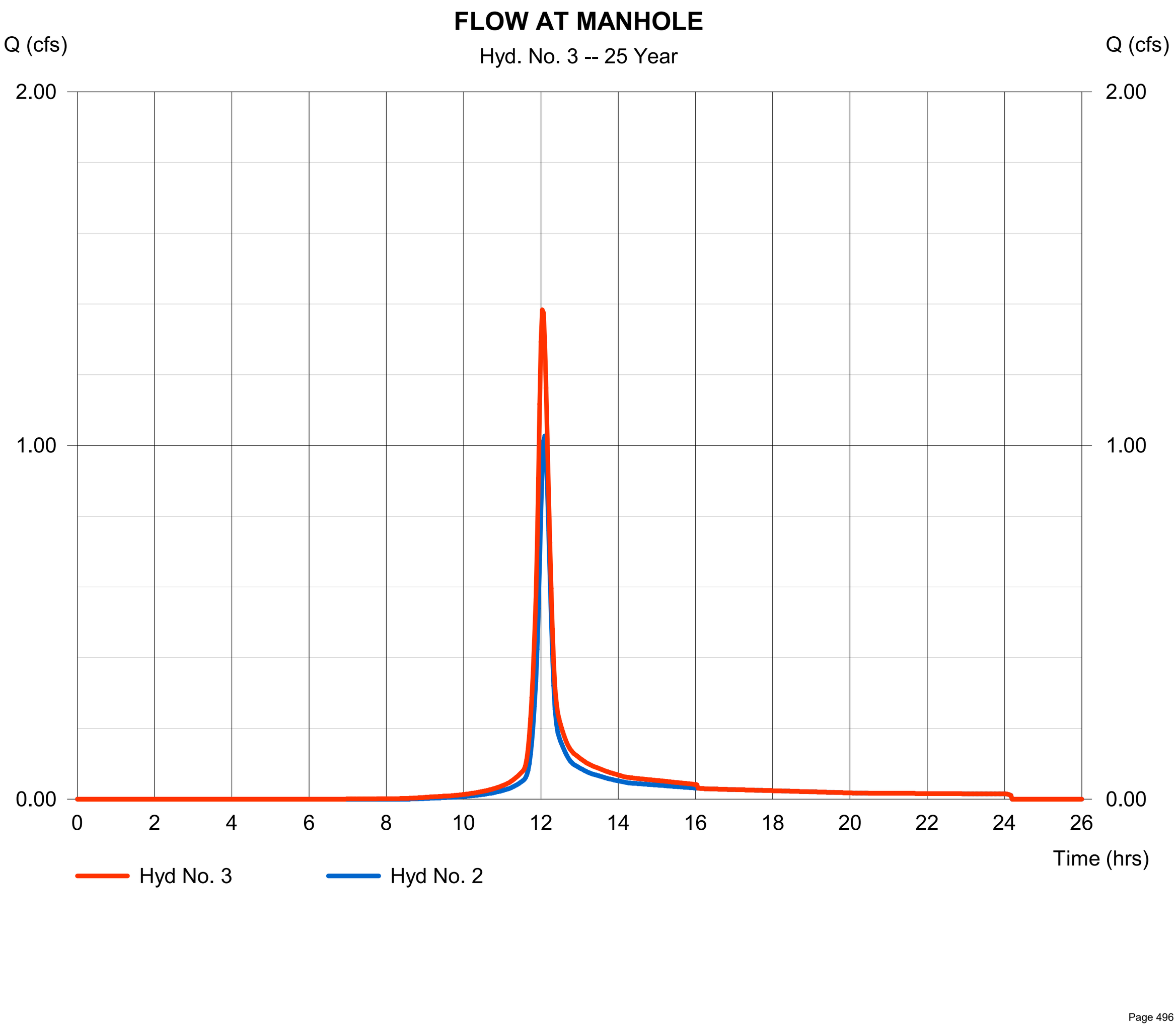


Hydrograph Report

Hyd. No. 3

FLOW AT MANHOLE

Hydrograph type	=	Combine	Peak discharge	=	1.383 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	3,839 cuft
Inflow hyds.	=	2	Contrib. drain. area	=	0.000 ac



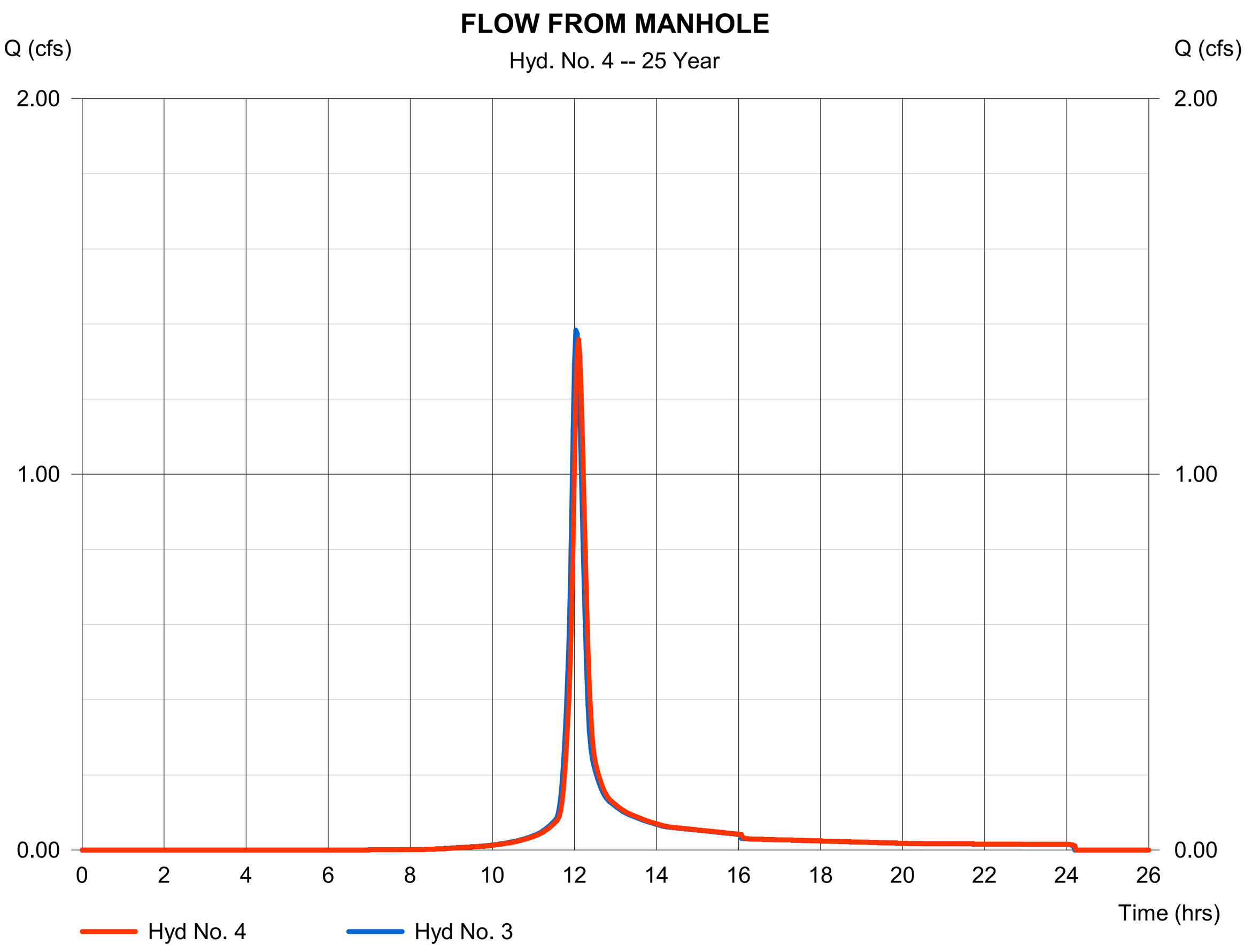
Hydrograph Report

Hyd. No. 4

FLOW FROM MANHOLE

Hydrograph type	=	Reach	Peak discharge	=	1.359 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.10 hrs
Time interval	=	2 min	Hyd. volume	=	3,838 cuft
Inflow hyd. No.	=	3 - FLOW AT MANHOLE	Section type	=	Circular
Reach length	=	115.0 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.6759

Modified Att-Kin routing method used.

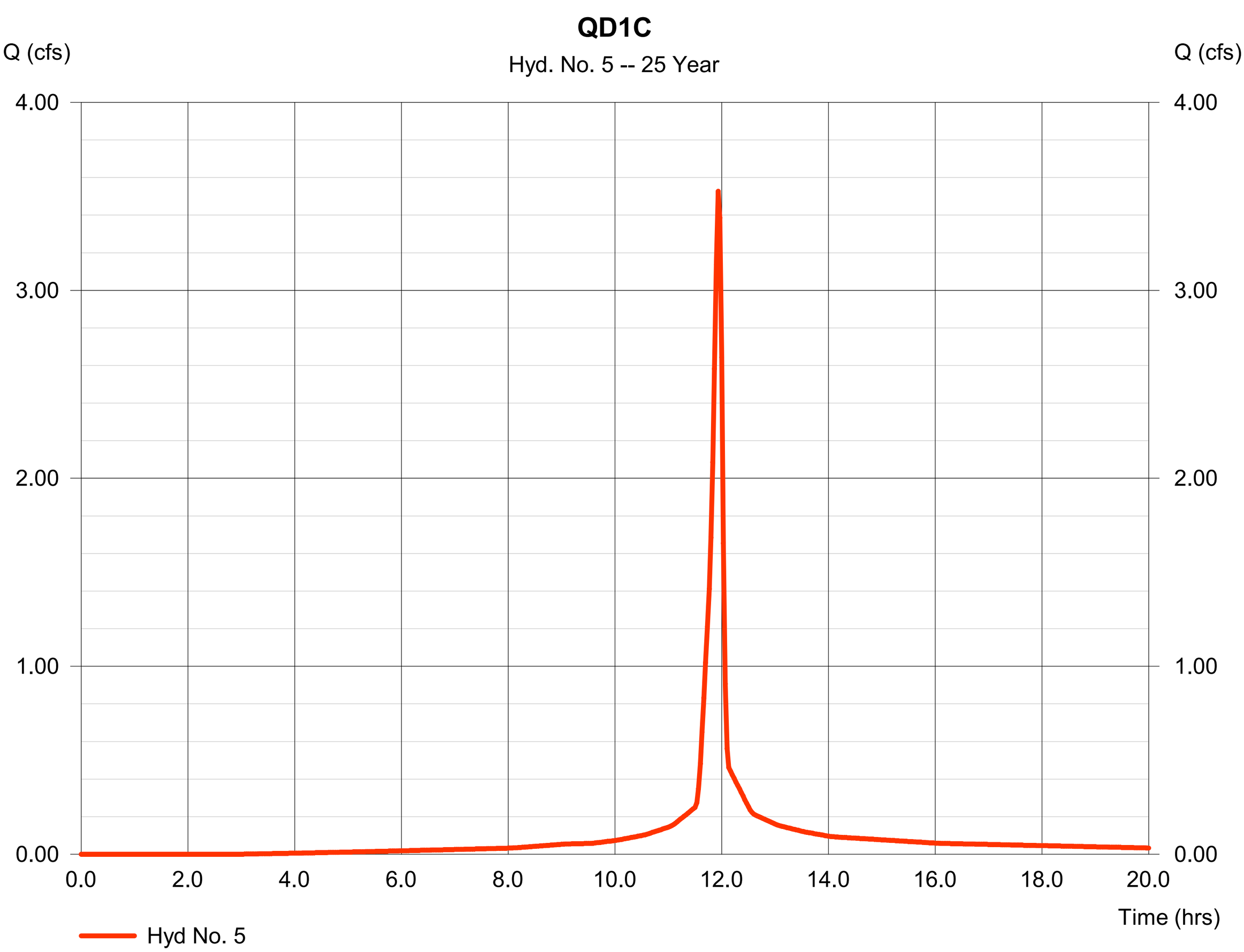


Hydrograph Report

Hyd. No. 5

QD1C

Hydrograph type	=	SCS Runoff	Peak discharge	=	3.527 cfs
Storm frequency	=	25 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	7,755 cuft
Drainage area	=	1.070 ac	Curve number	=	96
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

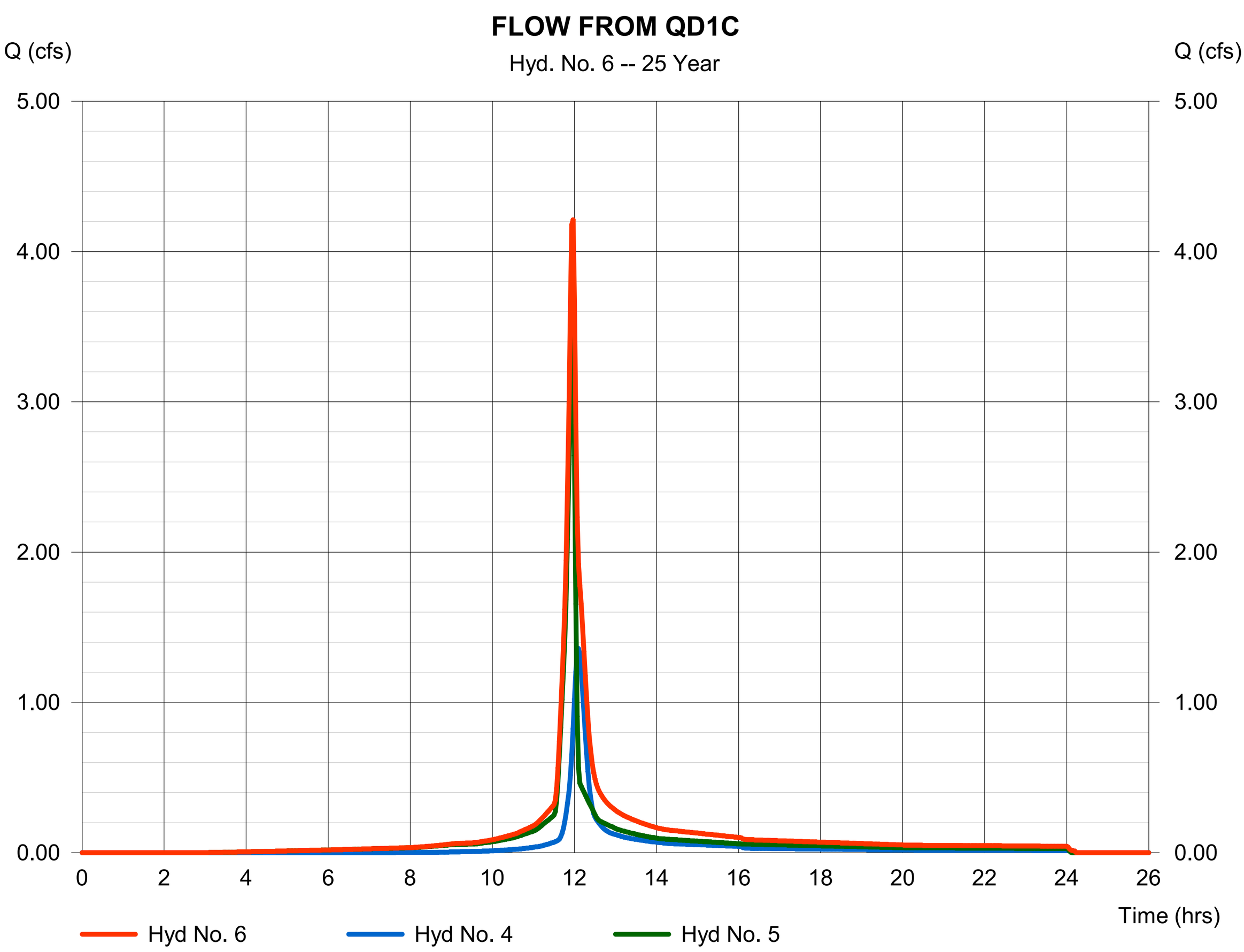


Hydrograph Report

Hyd. No. 6

FLOW FROM QD1C

Hydrograph type	=	Combine	Peak discharge	=	4.211 cfs
Storm frequency	=	25 yrs	Time to peak	=	11.97 hrs
Time interval	=	2 min	Hyd. volume	=	11,593 cuft
Inflow hyds.	=	4, 5	Contrib. drain. area	=	1.070 ac



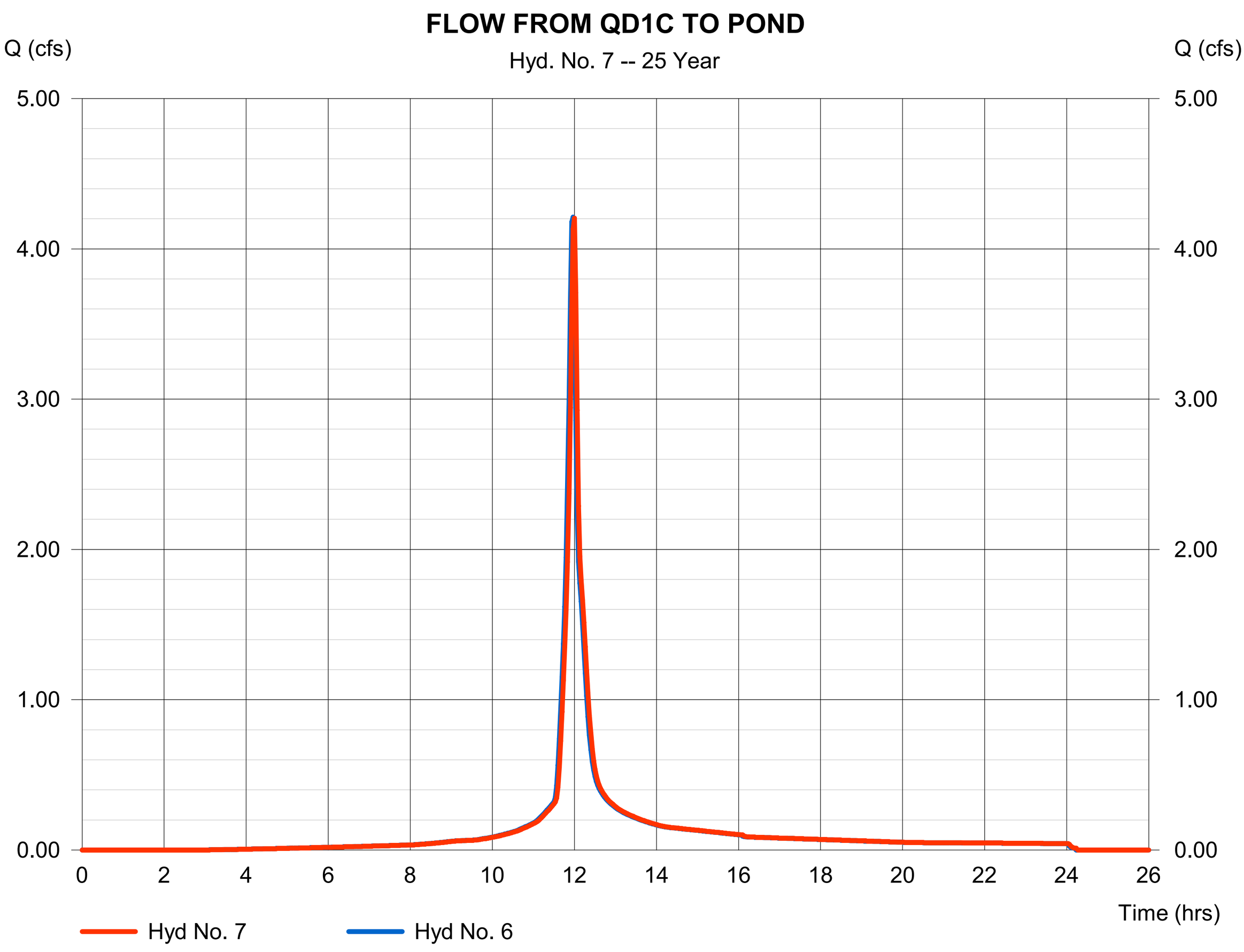
Hydrograph Report

Hyd. No. 7

FLOW FROM QD1C TO POND

Hydrograph type	=	Reach	Peak discharge	=	4.204 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.00 hrs
Time interval	=	2 min	Hyd. volume	=	11,593 cuft
Inflow hyd. No.	=	6 - FLOW FROM QD1C	Section type	=	Circular
Reach length	=	210.0 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.9195

Modified Att-Kin routing method used.

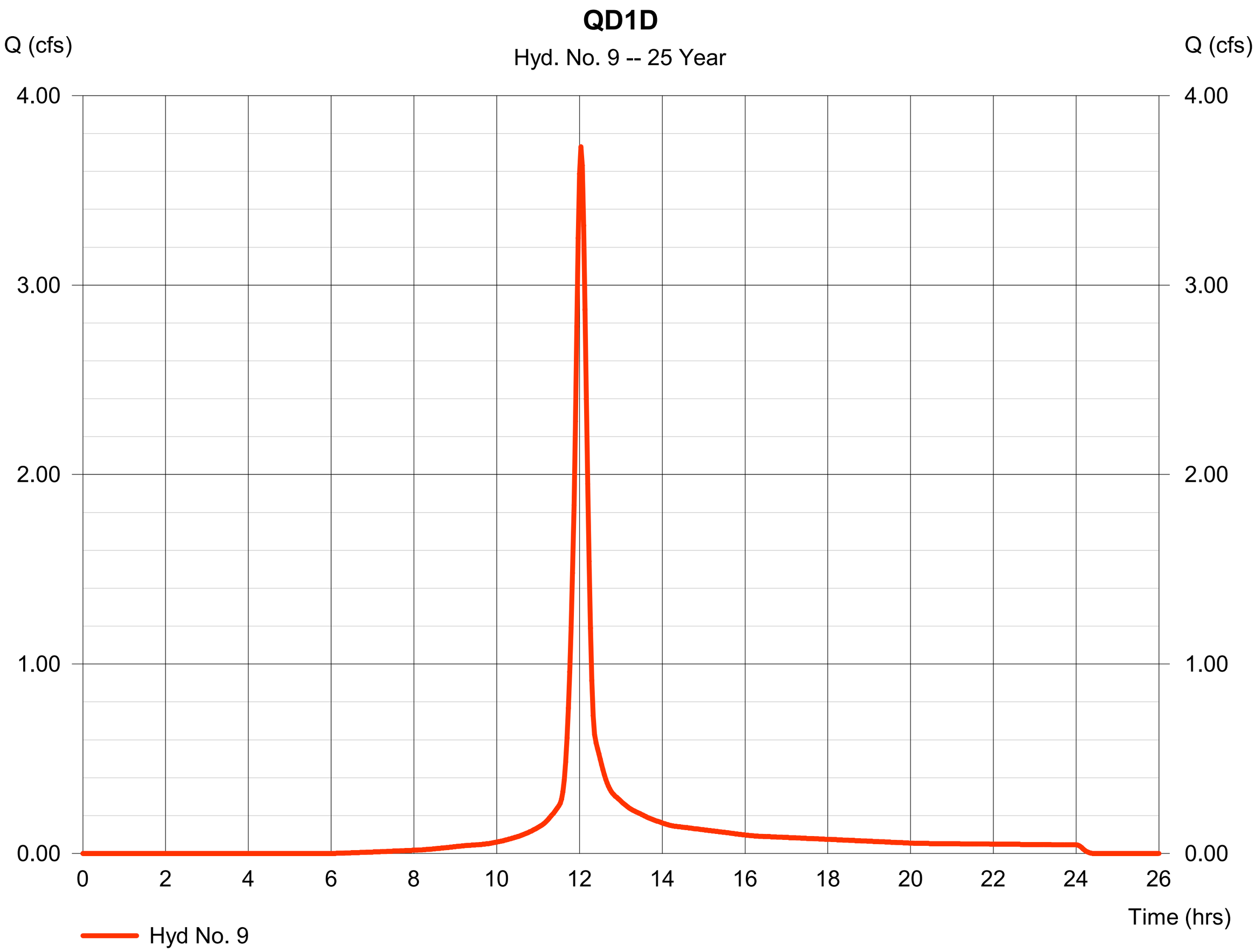


Hydrograph Report

Hyd. No. 9

QD1D

Hydrograph type	=	SCS Runoff	Peak discharge	=	3.730 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	10,547 cuft
Drainage area	=	1.780 ac	Curve number	=	91
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	16.50 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

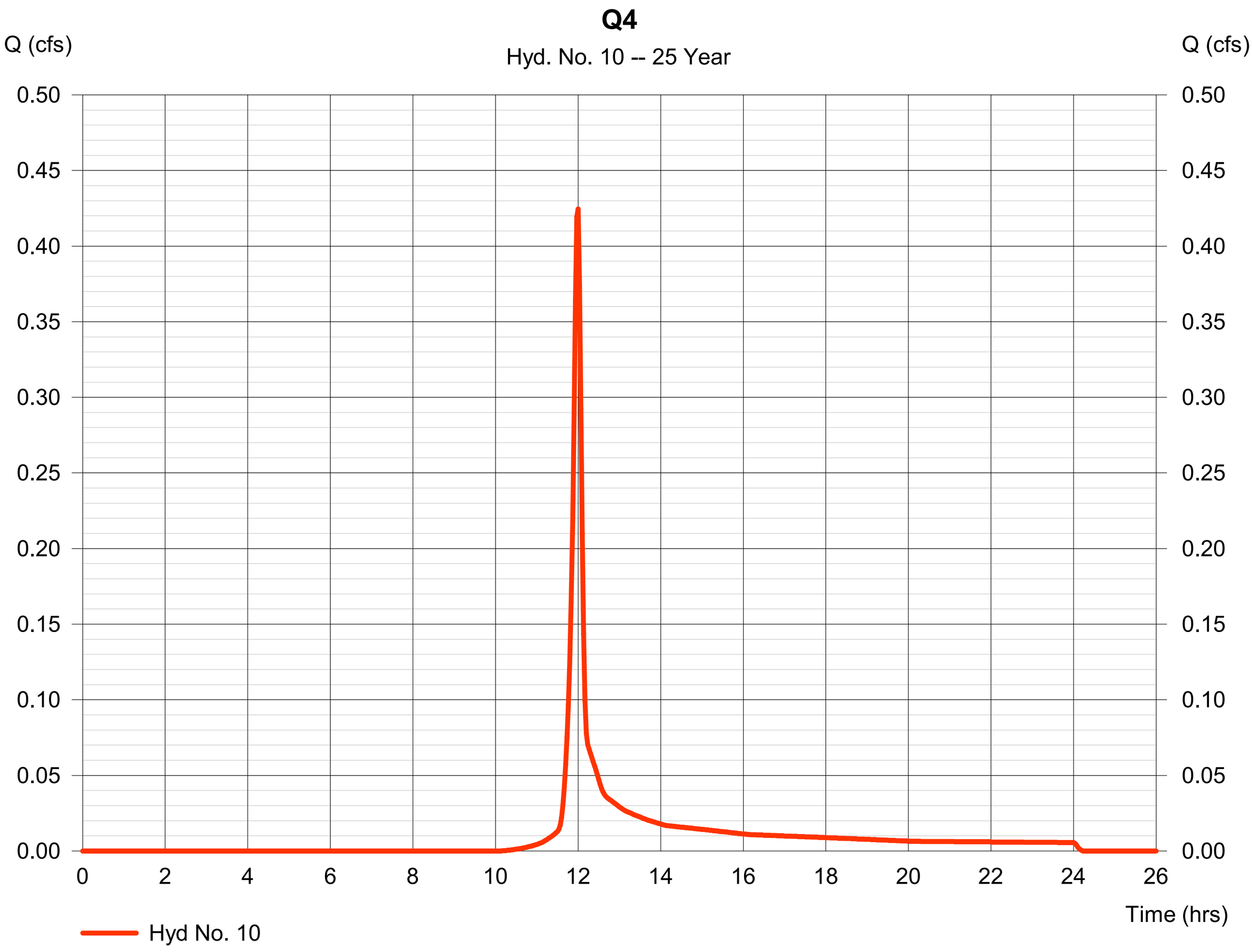


Hydrograph Report

Hyd. No. 10

Q4

Hydrograph type	= SCS Runoff	Peak discharge	= 0.425 cfs
Storm frequency	= 25 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 973 cuft
Drainage area	= 0.270 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.44 min
Total precip.	= 2.57 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

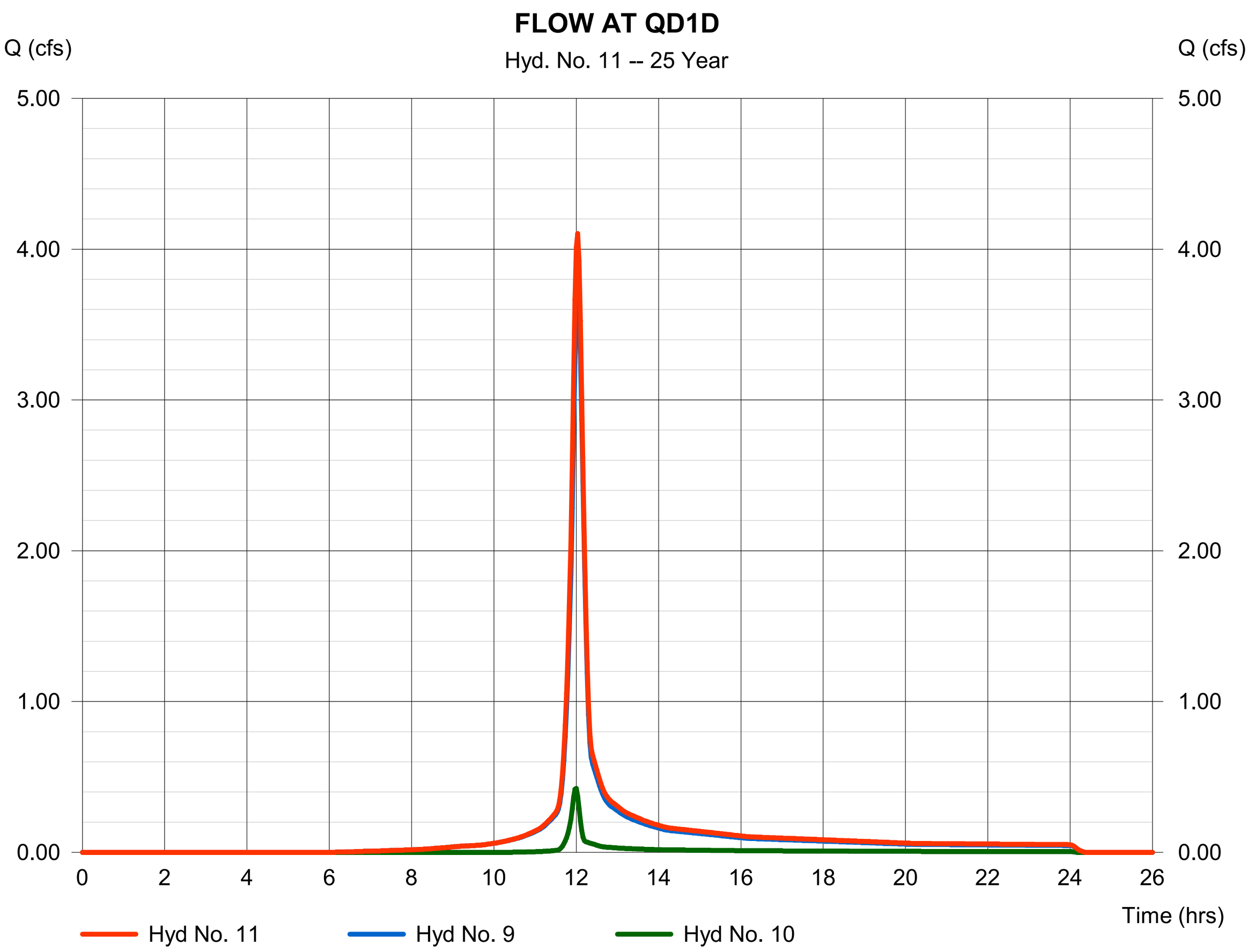


Hydrograph Report

Hyd. No. 11

FLOW AT QD1D

Hydrograph type	=	Combine	Peak discharge	=	4.104 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	11,520 cuft
Inflow hyds.	=	9, 10	Contrib. drain. area	=	2.050 ac



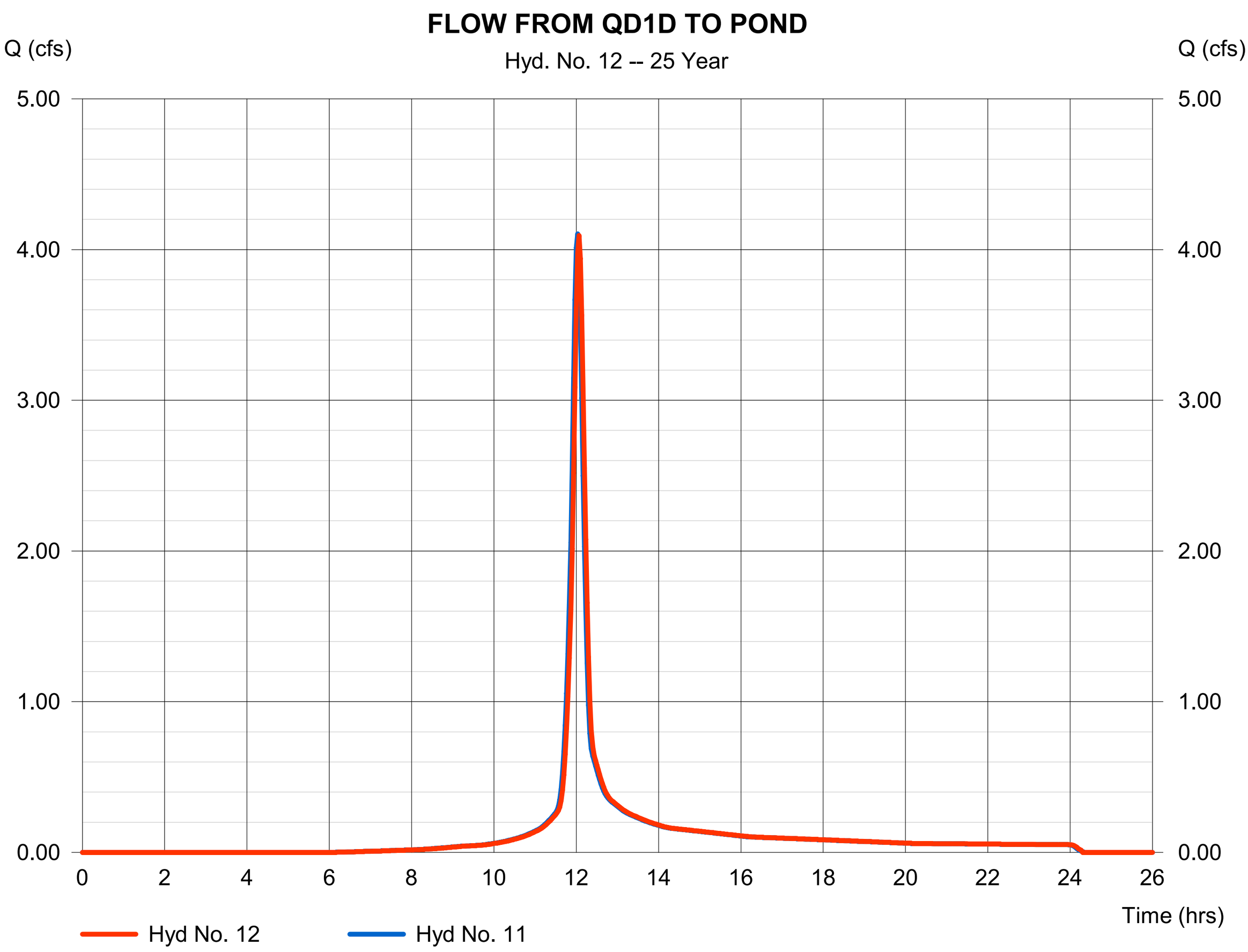
Hydrograph Report

Hyd. No. 12

FLOW FROM QD1D TO POND

Hydrograph type	=	Reach	Peak discharge	=	4.092 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.07 hrs
Time interval	=	2 min	Hyd. volume	=	11,518 cuft
Inflow hyd. No.	=	11 - FLOW AT QD1D	Section type	=	Circular
Reach length	=	210.0 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.9068

Modified Att-Kin routing method used.

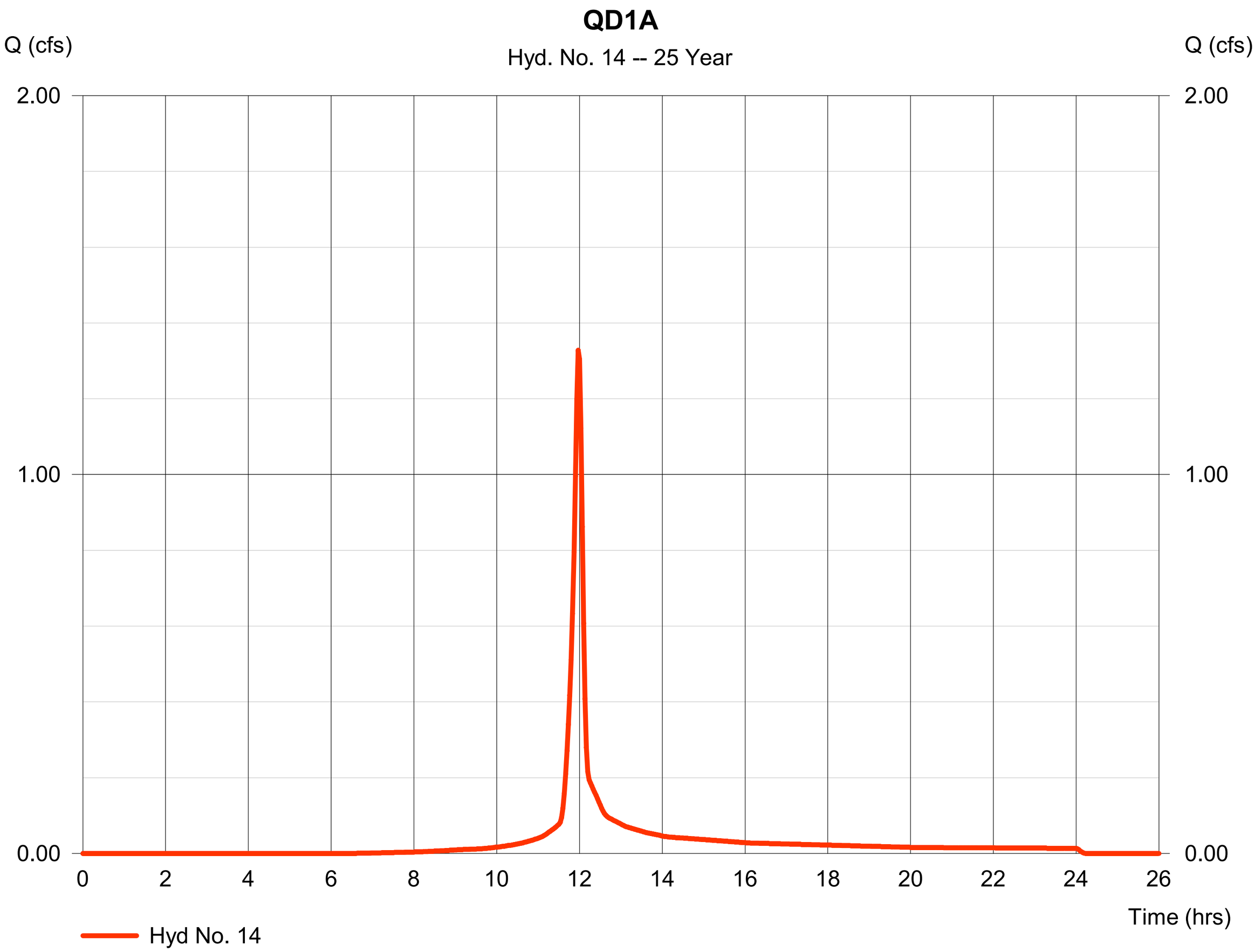


Hydrograph Report

Hyd. No. 14

QD1A

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.328 cfs
Storm frequency	=	25 yrs	Time to peak	=	11.97 hrs
Time interval	=	2 min	Hyd. volume	=	3,066 cuft
Drainage area	=	0.530 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.96 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

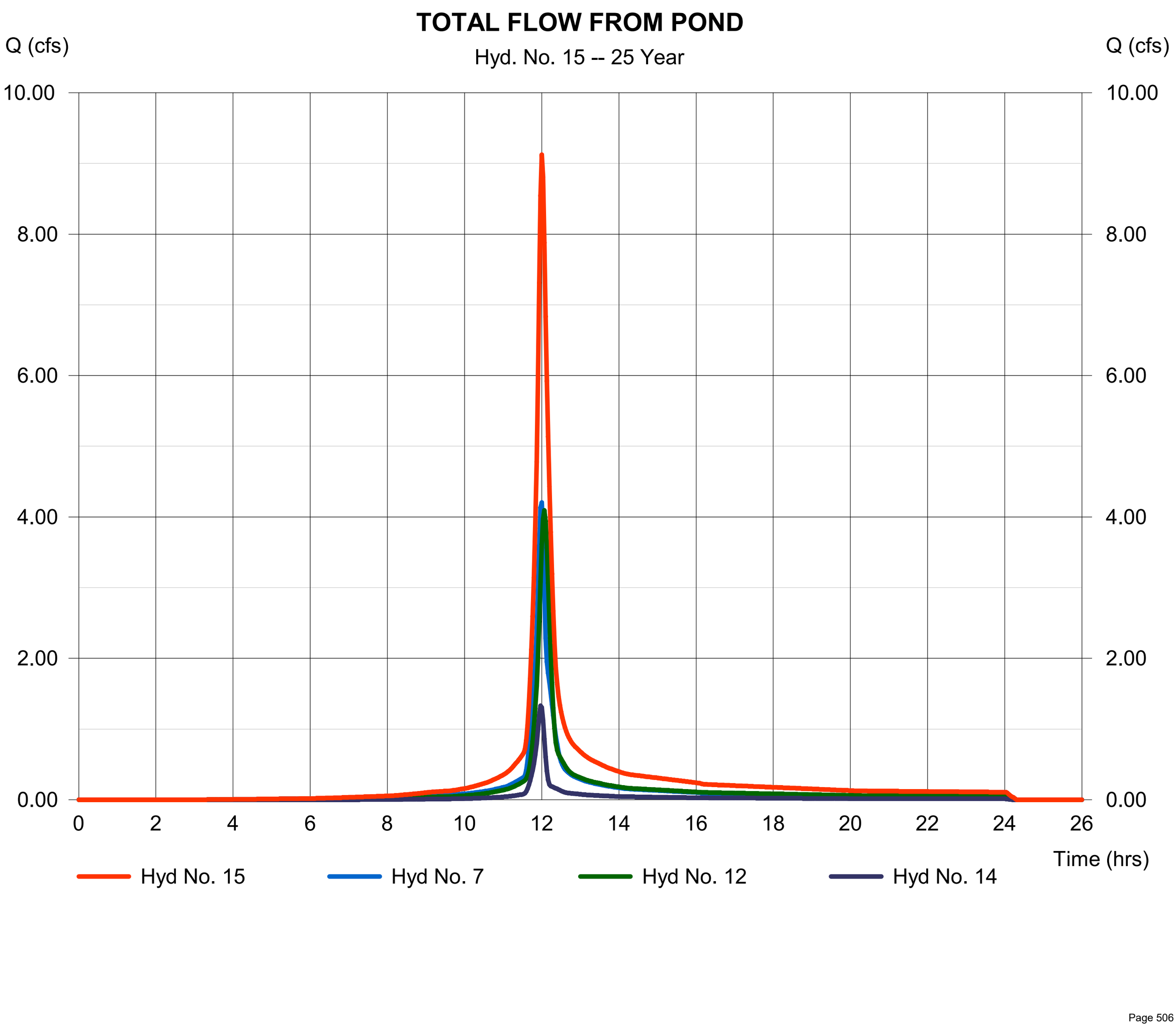


Hydrograph Report

Hyd. No. 15

TOTAL FLOW FROM POND

Hydrograph type	= Combine	Peak discharge	= 9.122 cfs
Storm frequency	= 25 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 26,177 cuft
Inflow hyds.	= 7, 12, 14	Contrib. drain. area	= 0.530 ac



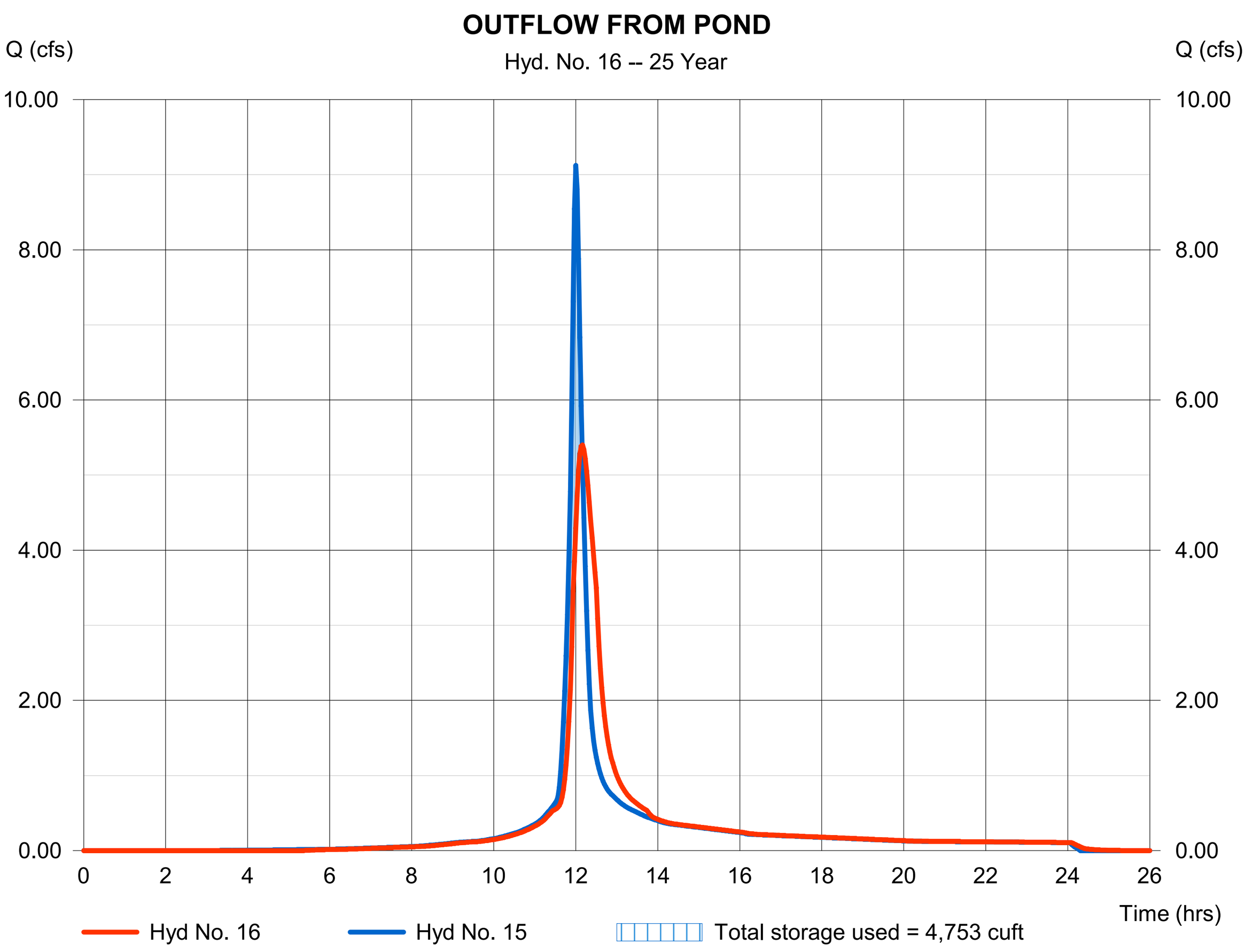
Hydrograph Report

Hyd. No. 16

OUTFLOW FROM POND

Hydrograph type	=	Reservoir	Peak discharge	=	5.400 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.17 hrs
Time interval	=	2 min	Hyd. volume	=	26,119 cuft
Inflow hyd. No.	=	15 - TOTAL FLOW FROM POND	Max. Elevation	=	6832.48 ft
Reservoir name	=	NORTH POND	Max. Storage	=	4,753 cuft

Storage Indication method used.



Pond Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Thursday, 05 / 2 / 2024

Pond No. 1 - NORTH POND

Pond Data

Contours -User-defined contour areas. Average end area method used for volume calculation. Begining Elevation = 6830.50 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	6830.50	132	0	0
0.50	6831.00	1,002	283	283
1.50	6832.00	3,091	2,046	2,330
2.50	6833.00	7,095	5,093	7,423
3.00	6833.50	7,998	3,773	11,196

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 18.00	0.00	0.00	2.00
Span (in)	= 18.00	0.00	0.00	2.00
No. Barrels	= 1	0	0	3
Invert El. (ft)	= 6830.50	0.00	0.00	6830.60
Length (ft)	= 91.00	0.00	0.00	0.10
Slope (%)	= 1.00	0.00	0.00	n/a
N-Value	= .024	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 6.28	20.00	0.00	0.00
Crest El. (ft)	= 6833.00	6833.50	0.00	0.00
Weir Coeff.	= 3.33	2.60	3.33	3.33
Weir Type	= 1	Broad	---	---
Multi-Stage	= Yes	No	No	No

Exfil.(in/hr) = 0.000 (by Contour)

TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	6830.50	0.00	---	---	0.00	0.00	0.00	---	---	---	---	0.000
0.05	28	6830.55	0.00	---	---	0.00	0.00	0.00	---	---	---	---	0.000
0.10	57	6830.60	0.00	---	---	0.00	0.00	0.00	---	---	---	---	0.000
0.15	85	6830.65	0.00	---	---	0.02	0.00	0.00	---	---	---	---	0.023
0.20	113	6830.70	0.00	---	---	0.07	0.00	0.00	---	---	---	---	0.066
0.25	142	6830.75	0.00	---	---	0.12	0.00	0.00	---	---	---	---	0.121
0.30	170	6830.80	0.00	---	---	0.19	0.00	0.00	---	---	---	---	0.186
0.35	198	6830.85	0.00	---	---	0.26	0.00	0.00	---	---	---	---	0.260
0.40	227	6830.90	0.00	---	---	0.34	0.00	0.00	---	---	---	---	0.342
0.45	255	6830.95	0.00	---	---	0.43	0.00	0.00	---	---	---	---	0.432
0.50	283	6831.00	0.00	---	---	0.53	0.00	0.00	---	---	---	---	0.531
0.60	488	6831.10	0.00	---	---	0.74	0.00	0.00	---	---	---	---	0.743
0.70	693	6831.20	0.00	---	---	0.98	0.00	0.00	---	---	---	---	0.977
0.80	897	6831.30	0.00	---	---	1.23	0.00	0.00	---	---	---	---	1.231
0.90	1,102	6831.40	0.00	---	---	1.50	0.00	0.00	---	---	---	---	1.504
1.00	1,307	6831.50	0.00	---	---	1.79	0.00	0.00	---	---	---	---	1.795
1.10	1,511	6831.60	0.00	---	---	2.10	0.00	0.00	---	---	---	---	2.102
1.20	1,716	6831.70	0.00	---	---	2.43	0.00	0.00	---	---	---	---	2.425
1.30	1,920	6831.80	0.00	---	---	2.76	0.00	0.00	---	---	---	---	2.764
1.40	2,125	6831.90	0.00	---	---	3.12	0.00	0.00	---	---	---	---	3.116
1.50	2,330	6832.00	0.00	---	---	3.48	0.00	0.00	---	---	---	---	3.479
1.60	2,839	6832.10	0.00	---	---	3.86	0.00	0.00	---	---	---	---	3.859
1.70	3,348	6832.20	0.00	---	---	4.25	0.00	0.00	---	---	---	---	4.252
1.80	3,858	6832.30	0.00	---	---	4.66	0.00	0.00	---	---	---	---	4.657
1.90	4,367	6832.40	0.00	---	---	5.07	0.00	0.00	---	---	---	---	5.074
2.00	4,876	6832.50	0.00	---	---	5.50	0.00	0.00	---	---	---	---	5.503
2.10	5,385	6832.60	0.00	---	---	5.94	0.00	0.00	---	---	---	---	5.944
2.20	5,895	6832.70	0.00	---	---	6.40	0.00	0.00	---	---	---	---	6.395
2.30	6,404	6832.80	0.00	---	---	6.86	0.00	0.00	---	---	---	---	6.858
2.40	6,913	6832.90	0.00	---	---	7.33	0.00	0.00	---	---	---	---	7.331
2.50	7,423	6833.00	0.00	---	---	7.81	0.00	0.00	---	---	---	---	7.810
2.55	7,800	6833.05	0.23 ic	---	---	8.05	0.23	0.00	---	---	---	---	8.287
2.60	8,177	6833.10	0.66 ic	---	---	8.30	0.66	0.00	---	---	---	---	8.959
2.65	8,555	6833.15	1.21 ic	---	---	8.55	1.21	0.00	---	---	---	---	9.758
2.70	8,932	6833.20	1.90 ic	---	---	8.80	1.86	0.00	---	---	---	---	10.66
2.75	9,309	6833.25	2.60 oc	---	---	9.06	2.60	0.00	---	---	---	---	11.66
2.80	9,686	6833.30	3.43 oc	---	---	9.31	3.42	0.00	---	---	---	---	12.73
2.85	10,064	6833.35	4.34 oc	---	---	9.57	4.30	0.00	---	---	---	---	13.88

Continues on next page...

NORTH POND

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
2.90	10,441	6833.40	5.26 oc	---	---	9.83	5.26	0.00	---	---	---	---	15.09
2.95	10,818	6833.45	6.28 oc	---	---	10.10	6.28	0.00	---	---	---	---	16.37
3.00	11,196	6833.50	7.38 oc	---	---	10.37	7.38 s	0.00	---	---	---	---	17.75

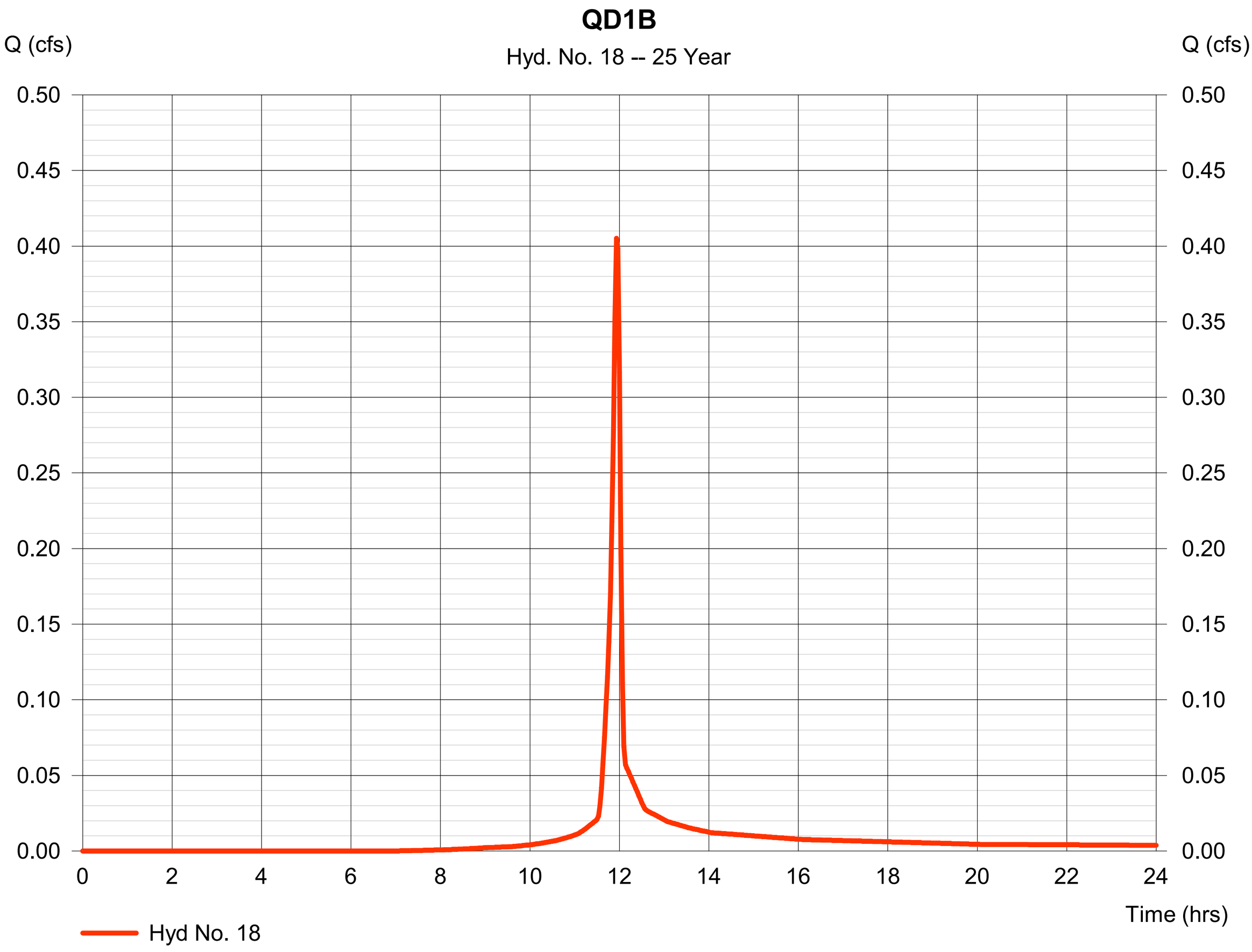
...End

Hydrograph Report

Hyd. No. 18

QD1B

Hydrograph type	= SCS Runoff	Peak discharge	= 0.405 cfs
Storm frequency	= 25 yrs	Time to peak	= 11.93 hrs
Time interval	= 2 min	Hyd. volume	= 826 cuft
Drainage area	= 0.160 ac	Curve number	= 89
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 2.57 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

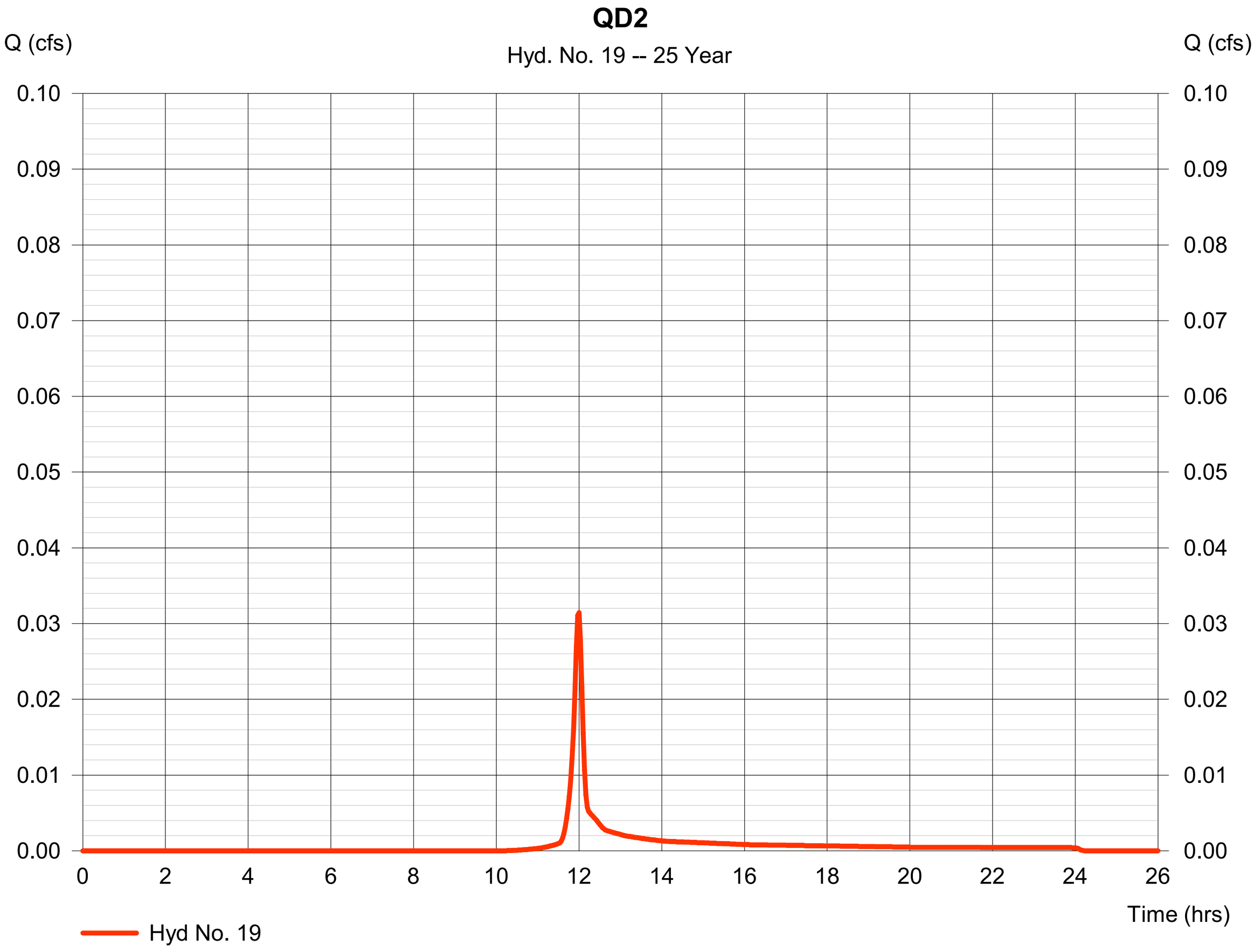


Hydrograph Report

Hyd. No. 19

QD2

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.031 cfs
Storm frequency	=	25 yrs	Time to peak	=	12.00 hrs
Time interval	=	2 min	Hyd. volume	=	72 cuft
Drainage area	=	0.020 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.10 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

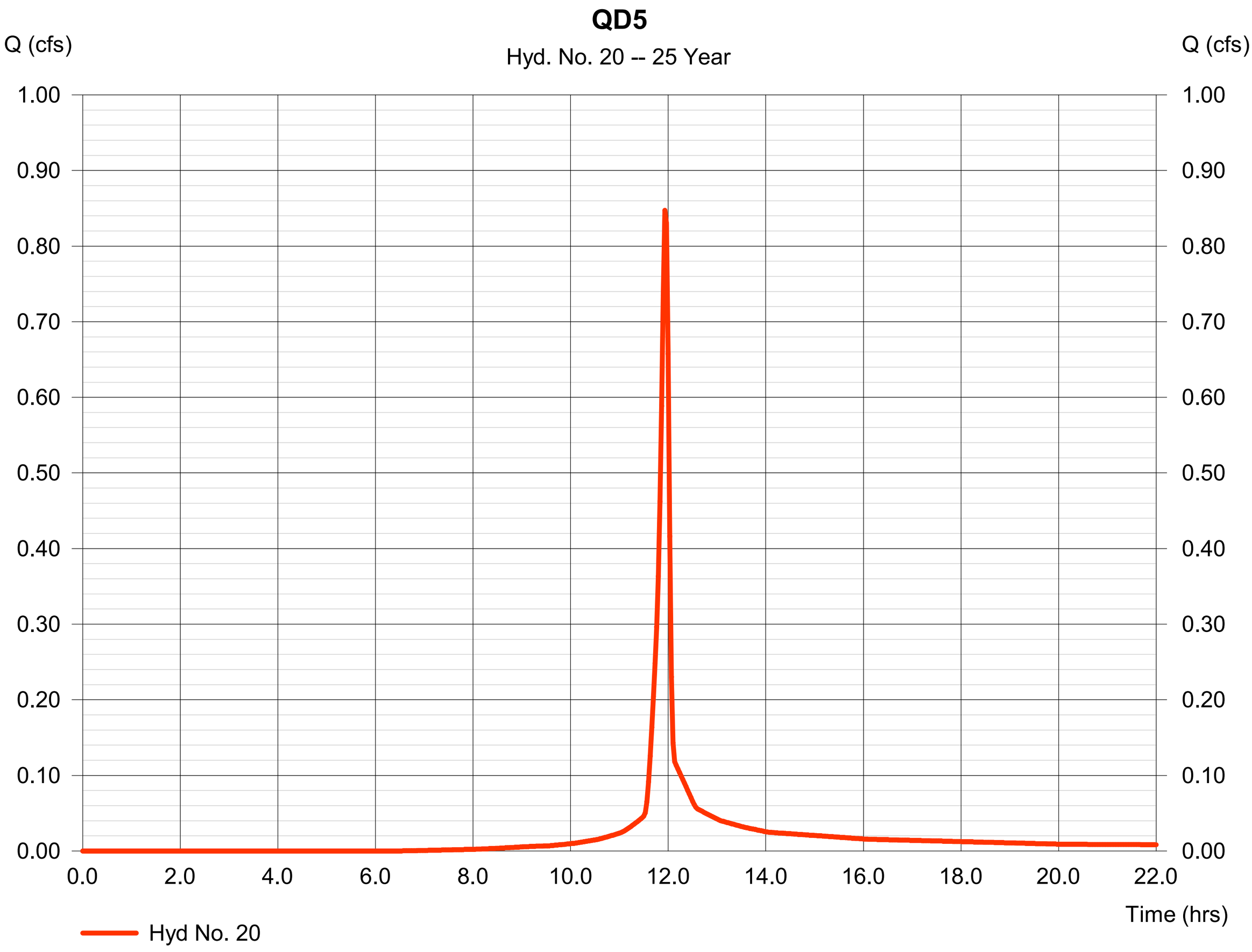


Hydrograph Report

Hyd. No. 20

QD5

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.847 cfs
Storm frequency	=	25 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	1,735 cuft
Drainage area	=	0.320 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

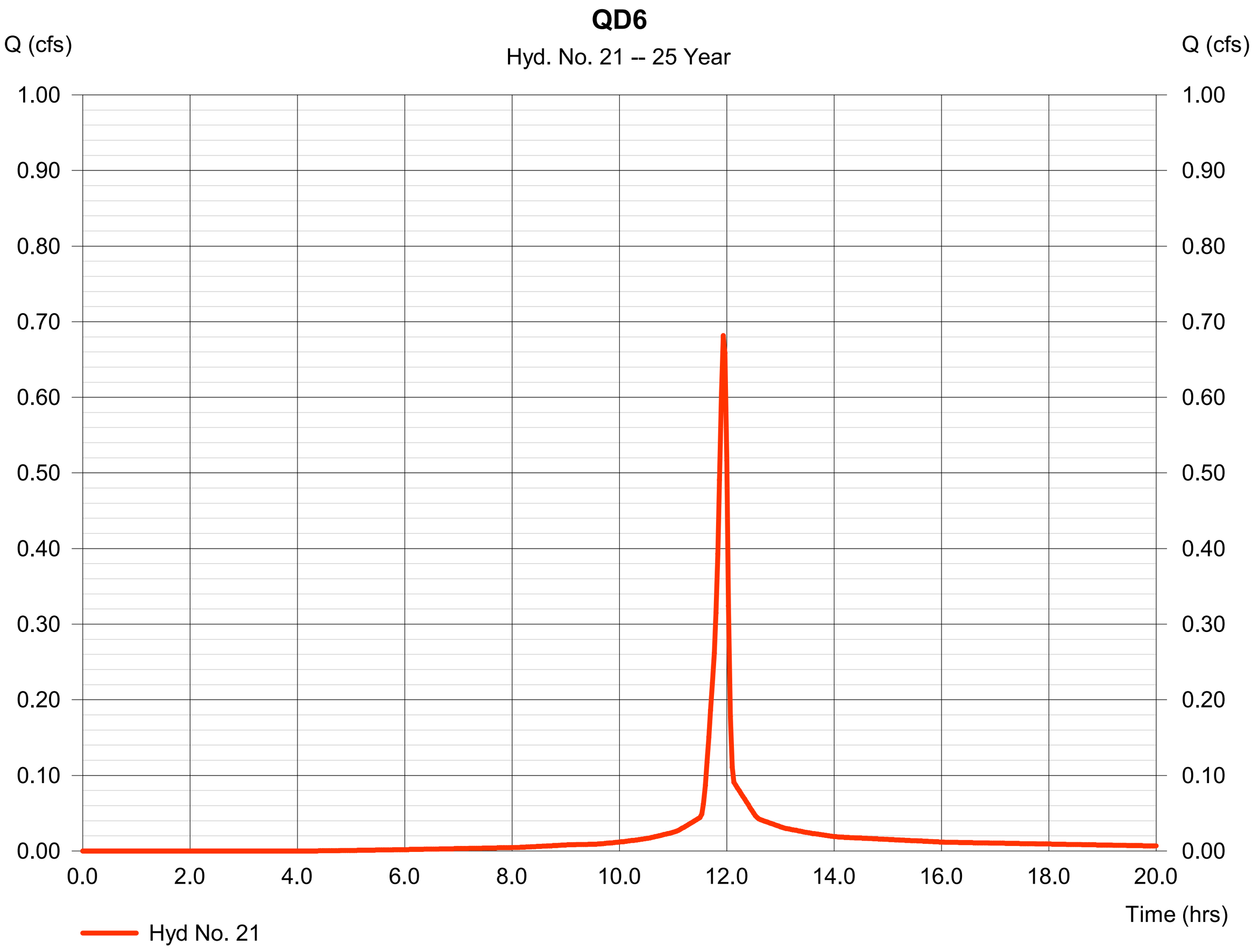


Hydrograph Report

Hyd. No. 21

QD6

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.682 cfs
Storm frequency	=	25 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	1,450 cuft
Drainage area	=	0.220 ac	Curve number	=	94
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.57 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

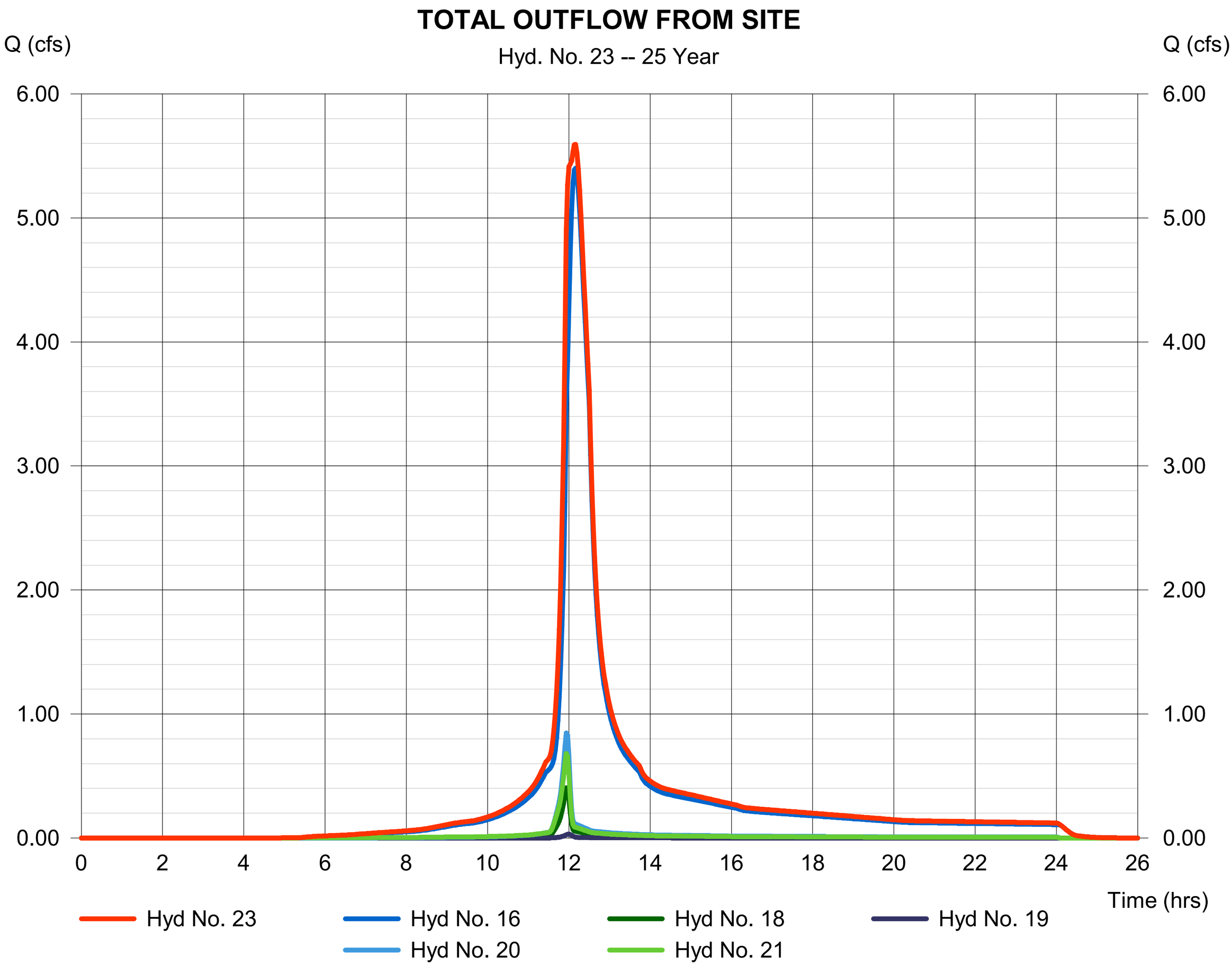


Hydrograph Report

Hyd. No. 23

TOTAL OUTFLOW FROM SITE

Hydrograph type	= Combine	Peak discharge	= 5.592 cfs
Storm frequency	= 25 yrs	Time to peak	= 12.17 hrs
Time interval	= 2 min	Hyd. volume	= 29,191 cuft
Inflow hyds.	= 16, 18, 19, 20, 21	Contrib. drain. area	= 0.720 ac



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

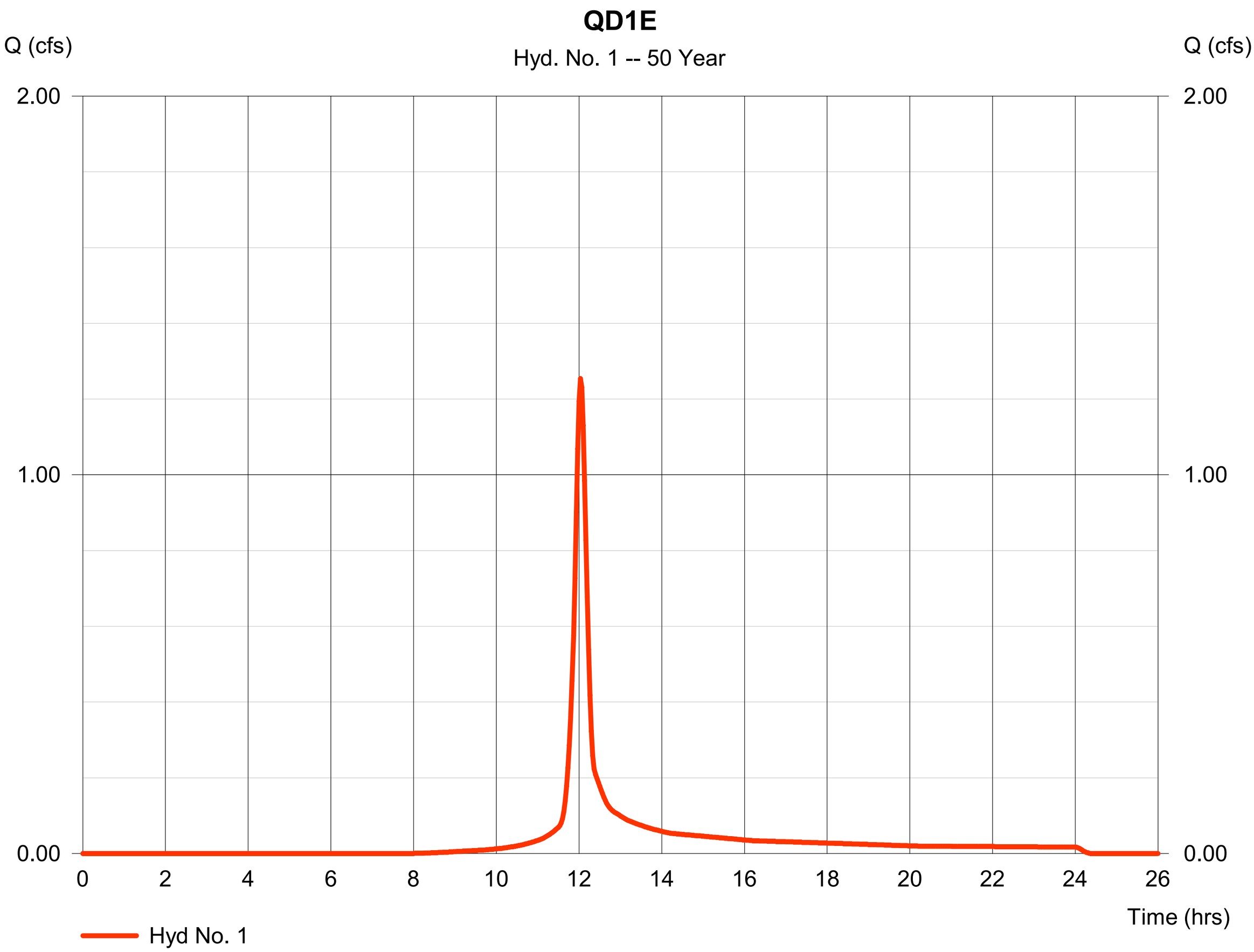
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	1.254	2	722	3,515	------	------	------	QD1E
2	Reach	1.230	2	726	3,511	1	------	------	FLOW FROM QD1E
3	Combine	1.669	2	722	4,606	2	------	------	FLOW AT MANHOLE
4	Reach	1.635	2	726	4,606	3	------	------	FLOW FROM MANHOLE
5	SCS Runoff	3.981	2	716	8,827	------	------	------	QD1C
6	Combine	4.878	2	718	13,433	4, 5	------	------	FLOW FROM QD1C
7	Reach	4.877	2	720	13,433	6	------	------	FLOW FROM QD1C TO POND
9	SCS Runoff	4.324	2	722	12,287	------	------	------	QD1D
10	SCS Runoff	0.520	2	720	1,190	------	------	------	Q4
11	Combine	4.780	2	722	13,477	9, 10	------	------	FLOW AT QD1D
12	Reach	4.779	2	724	13,475	11	------	------	FLOW FROM QD1D TO POND
14	SCS Runoff	1.546	2	718	3,588	------	------	------	QD1A
15	Combine	10.68	2	720	30,496	7, 12, 14	------	------	TOTAL FLOW FROM POND
16	Reservoir	6.228	2	730	30,438	15	6832.67	5,706	OUTFLOW FROM POND
18	SCS Runoff	0.474	2	716	971	------	------	------	QD1B
19	SCS Runoff	0.039	2	720	88	------	------	------	QD2
20	SCS Runoff	0.985	2	716	2,031	------	------	------	QD5
21	SCS Runoff	0.776	2	716	1,666	------	------	------	QD6
23	Combine	6.448	2	730	33,995	16, 18, 19, 20, 21,	------	------	TOTAL OUTFLOW FROM SITE

Hydrograph Report

Hyd. No. 1

QD1E

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.254 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	3,515 cuft
Drainage area	=	0.640 ac	Curve number	=	86
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	13.38 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



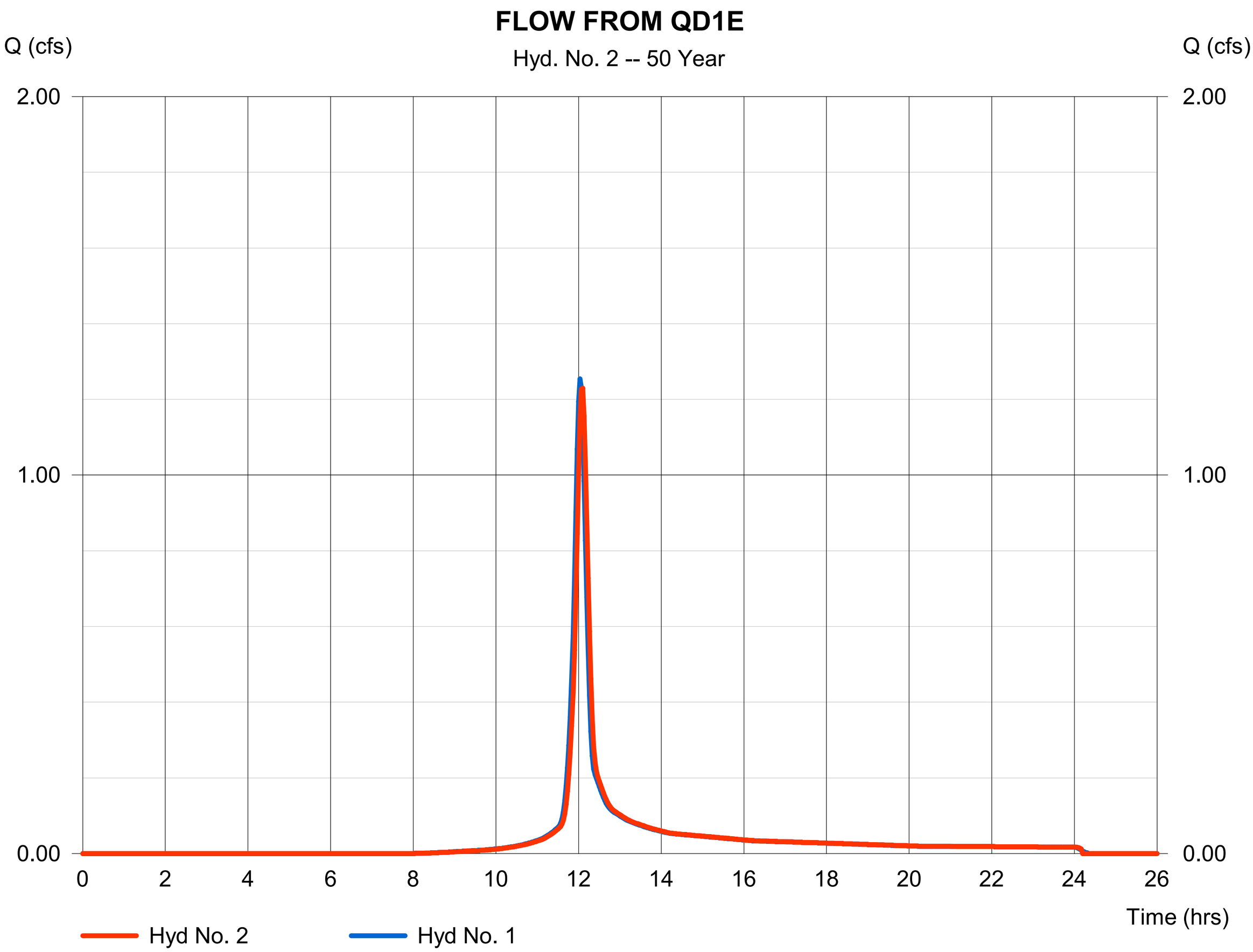
Hydrograph Report

Hyd. No. 2

FLOW FROM QD1E

Hydrograph type	=	Reach	Peak discharge	=	1.230 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.10 hrs
Time interval	=	2 min	Hyd. volume	=	3,511 cuft
Inflow hyd. No.	=	1 - QD1E	Section type	=	Circular
Reach length	=	89.5 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.7458

Modified Att-Kin routing method used.

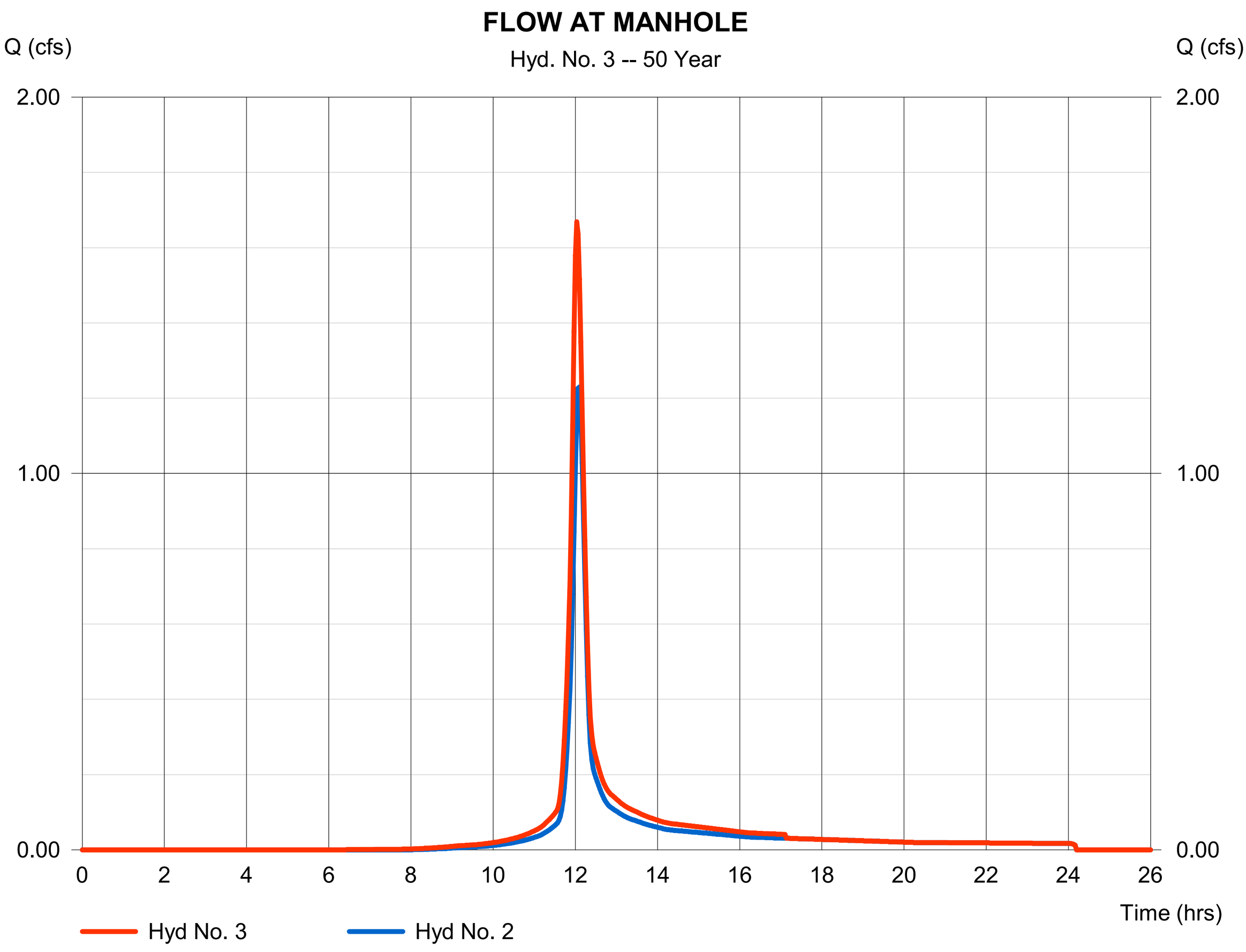


Hydrograph Report

Hyd. No. 3

FLOW AT MANHOLE

Hydrograph type	=	Combine	Peak discharge	=	1.669 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	4,606 cuft
Inflow hyds.	=	2	Contrib. drain. area	=	0.000 ac



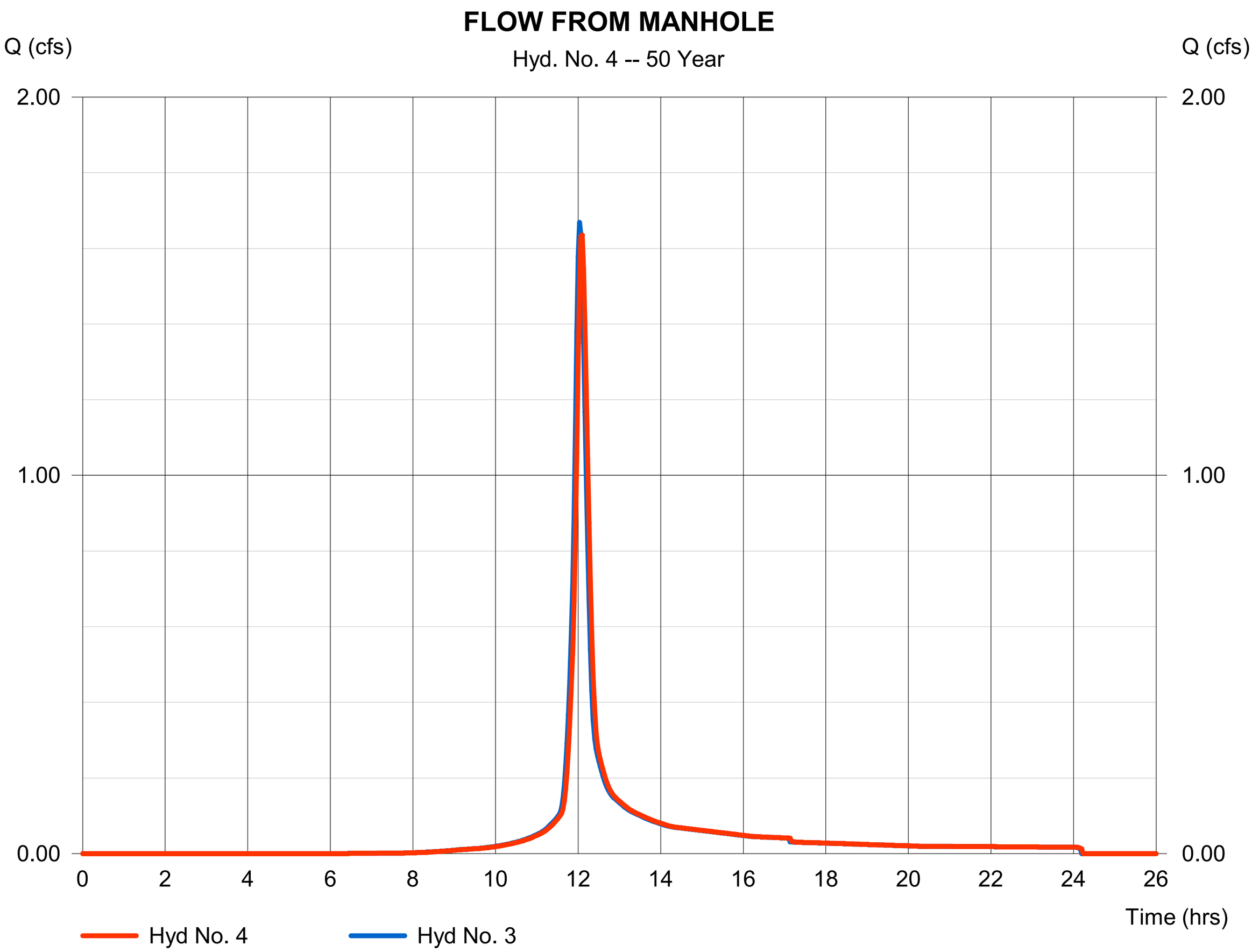
Hydrograph Report

Hyd. No. 4

FLOW FROM MANHOLE

Hydrograph type	=	Reach	Peak discharge	=	1.635 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.10 hrs
Time interval	=	2 min	Hyd. volume	=	4,606 cuft
Inflow hyd. No.	=	3 - FLOW AT MANHOLE	Section type	=	Circular
Reach length	=	115.0 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.7623

Modified Att-Kin routing method used.

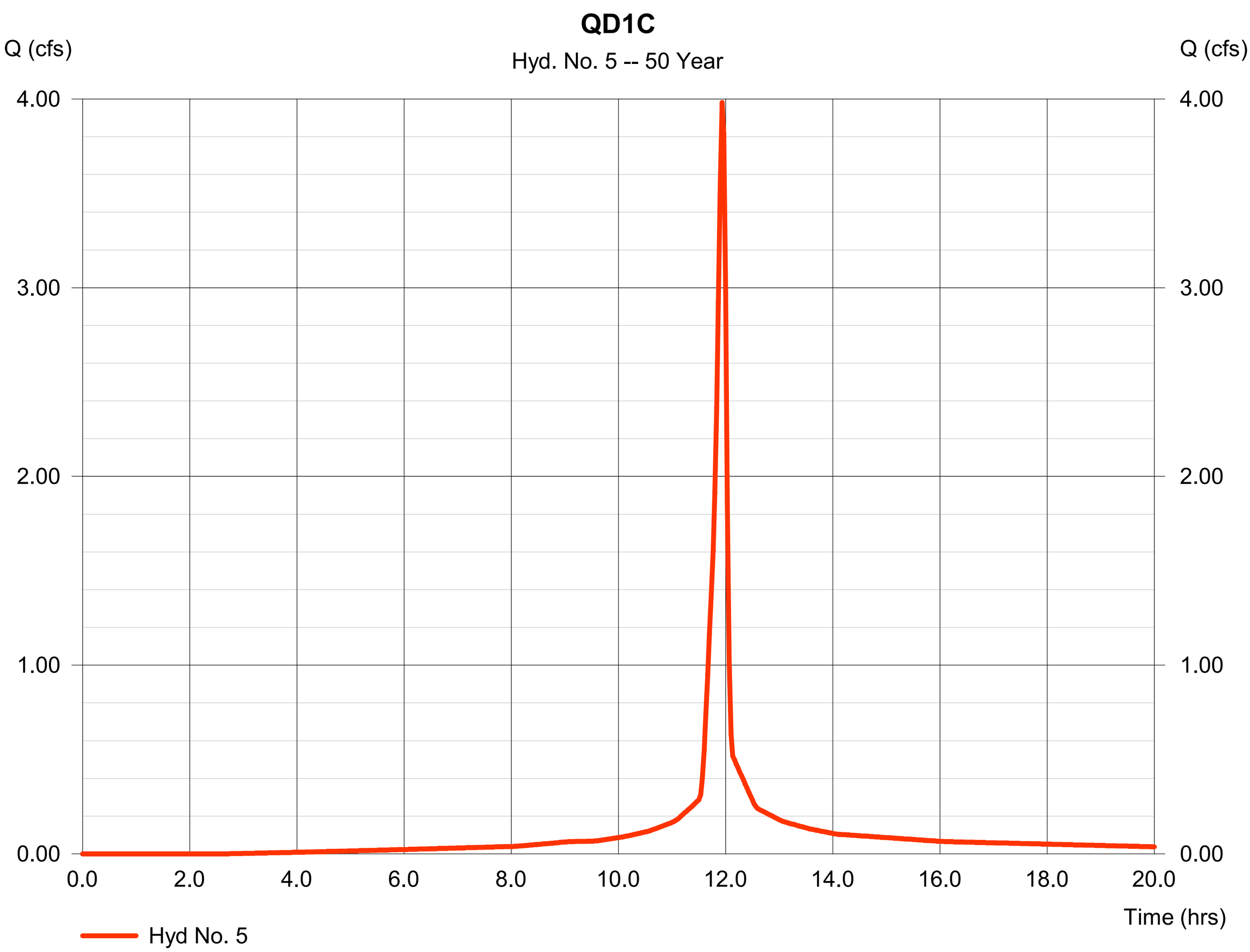


Hydrograph Report

Hyd. No. 5

QD1C

Hydrograph type	=	SCS Runoff	Peak discharge	=	3.981 cfs
Storm frequency	=	50 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	8,827 cuft
Drainage area	=	1.070 ac	Curve number	=	96
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

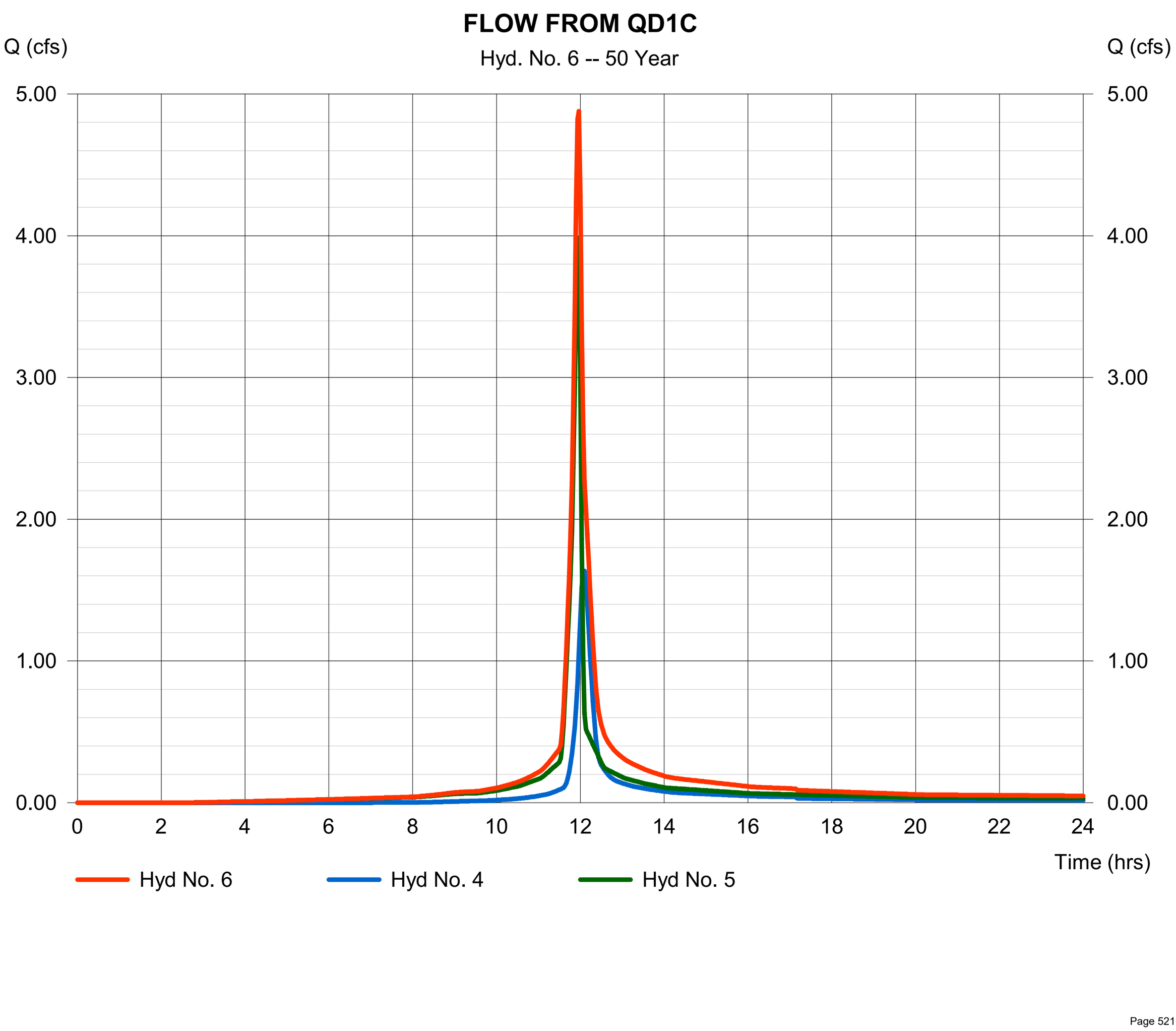


Hydrograph Report

Hyd. No. 6

FLOW FROM QD1C

Hydrograph type	=	Combine	Peak discharge	=	4.878 cfs
Storm frequency	=	50 yrs	Time to peak	=	11.97 hrs
Time interval	=	2 min	Hyd. volume	=	13,433 cuft
Inflow hyds.	=	4, 5	Contrib. drain. area	=	1.070 ac



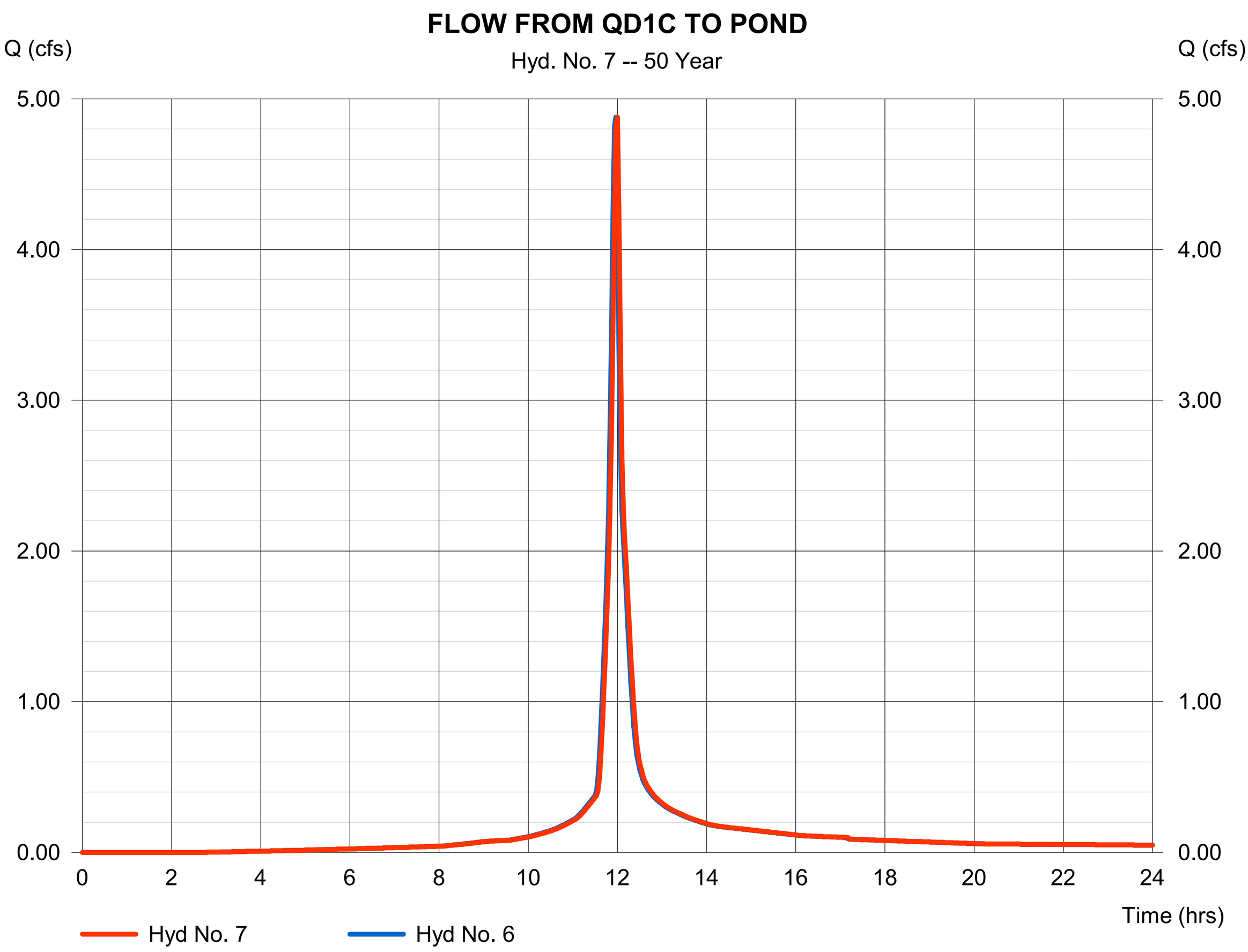
Hydrograph Report

Hyd. No. 7

FLOW FROM QD1C TO POND

Hydrograph type	= Reach	Peak discharge	= 4.877 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 13,433 cuft
Inflow hyd. No.	= 6 - FLOW FROM QD1C	Section type	= Circular
Reach length	= 210.0 ft	Channel slope	= 1.0 %
Manning's n	= 0.024	Bottom width	= 1.5 ft
Side slope	= 0.0:1	Max. depth	= 0.0 ft
Rating curve x	= 3.584	Rating curve m	= 1.250
Ave. velocity	= 0.00 ft/s	Routing coeff.	= 0.9929

Modified Att-Kin routing method used.

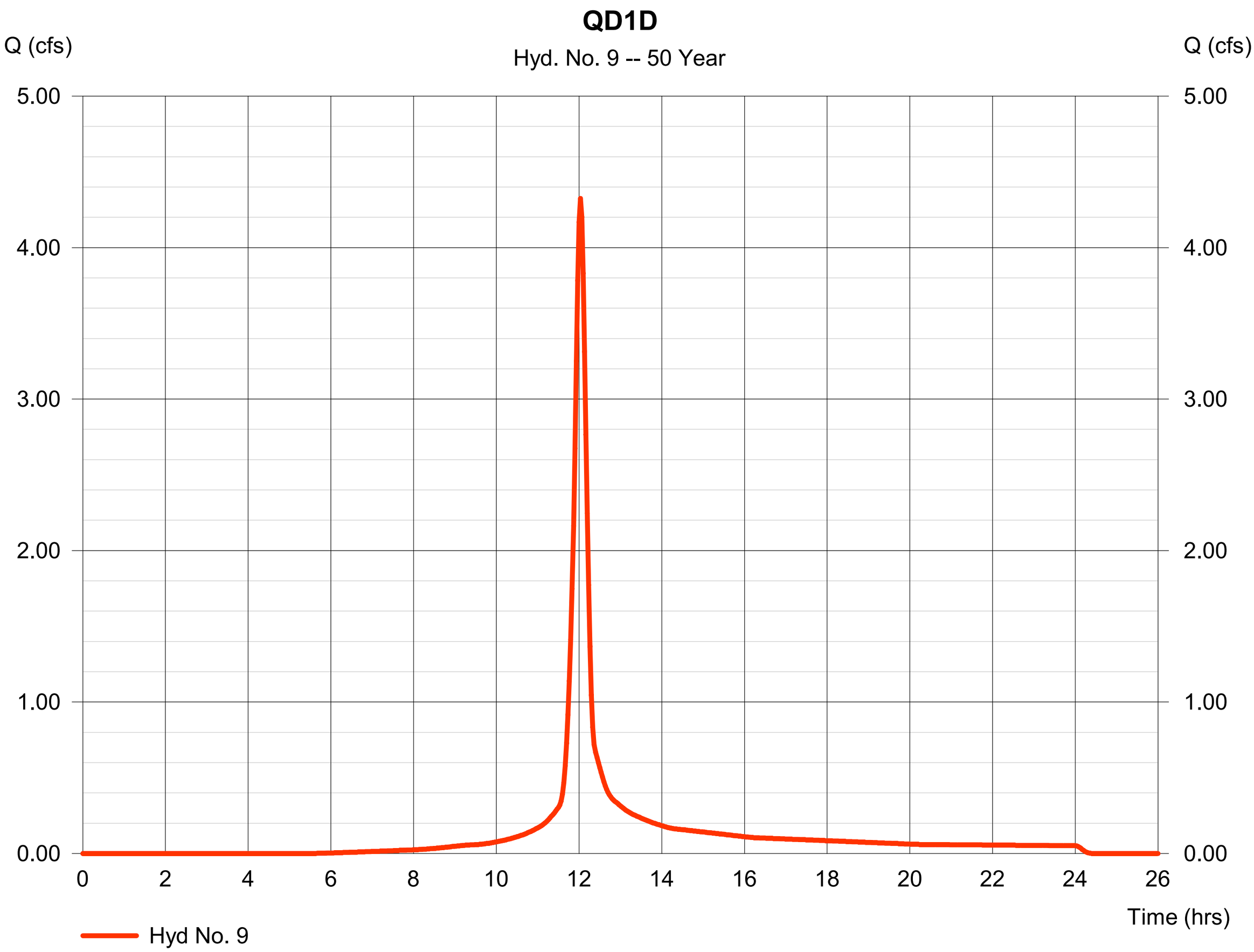


Hydrograph Report

Hyd. No. 9

QD1D

Hydrograph type	=	SCS Runoff	Peak discharge	=	4.324 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	12,287 cuft
Drainage area	=	1.780 ac	Curve number	=	91
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	16.50 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

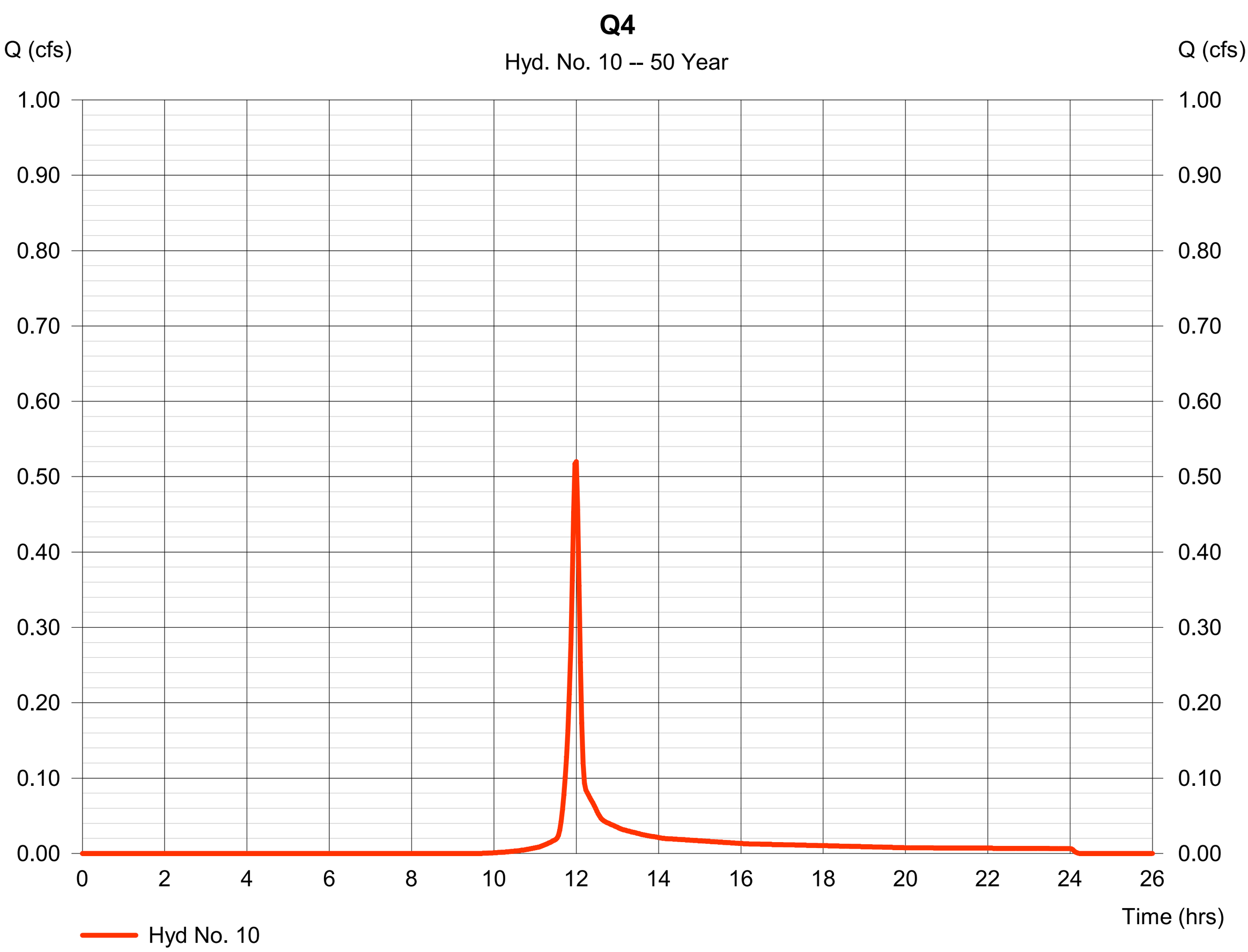


Hydrograph Report

Hyd. No. 10

Q4

Hydrograph type	= SCS Runoff	Peak discharge	= 0.520 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 1,190 cuft
Drainage area	= 0.270 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.44 min
Total precip.	= 2.87 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

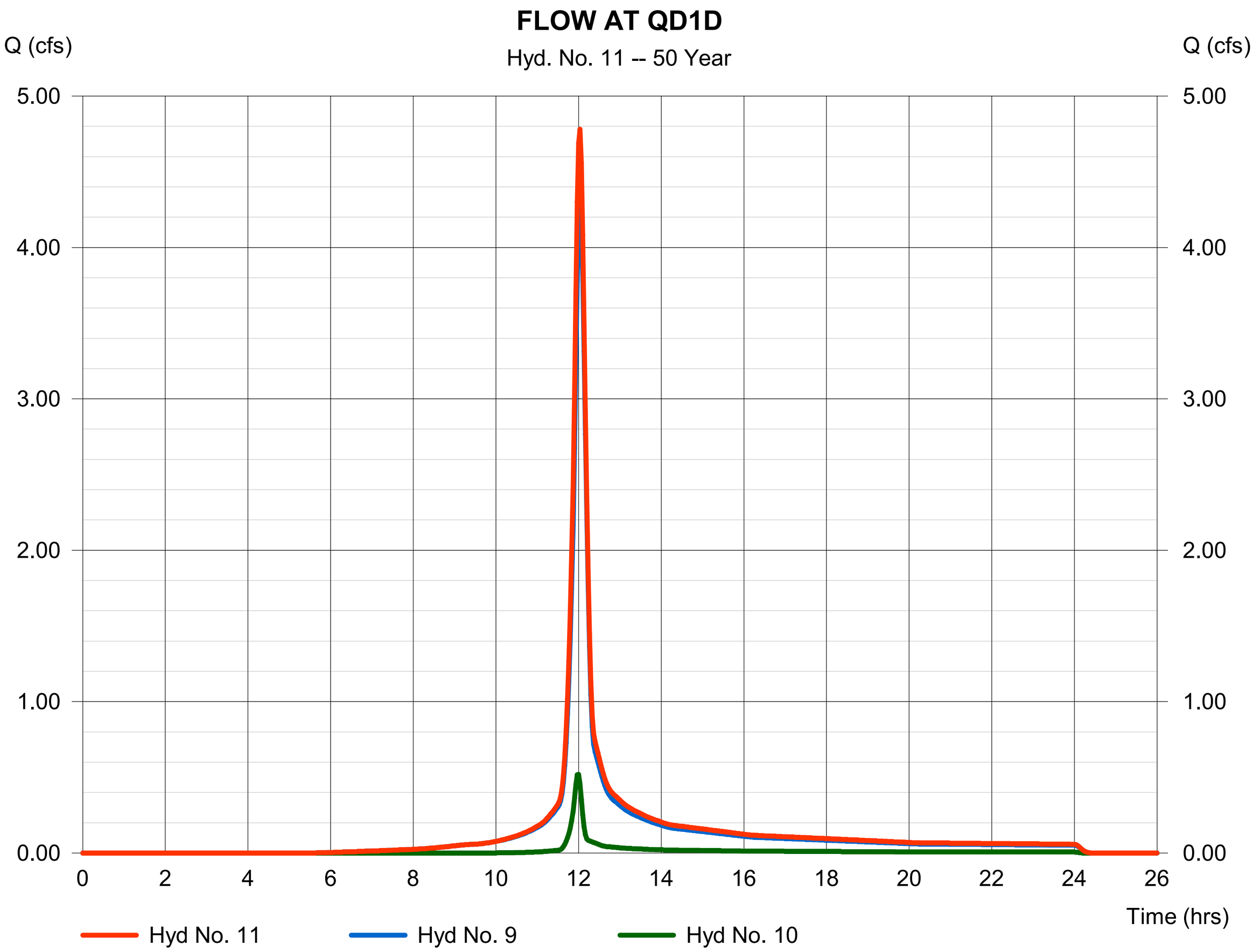


Hydrograph Report

Hyd. No. 11

FLOW AT QD1D

Hydrograph type	= Combine	Peak discharge	= 4.780 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.03 hrs
Time interval	= 2 min	Hyd. volume	= 13,477 cuft
Inflow hyds.	= 9, 10	Contrib. drain. area	= 2.050 ac



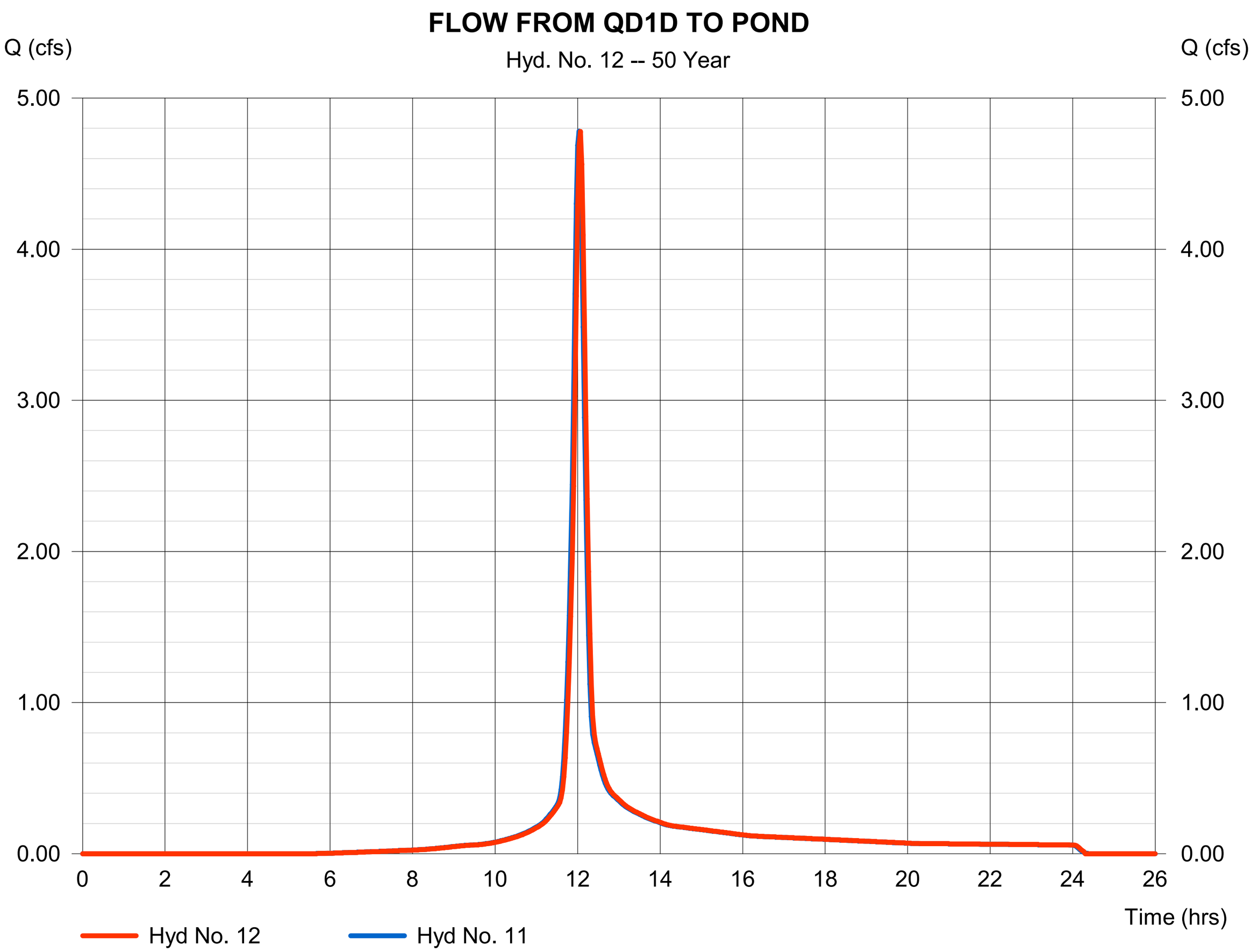
Hydrograph Report

Hyd. No. 12

FLOW FROM QD1D TO POND

Hydrograph type	= Reach	Peak discharge	= 4.779 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.07 hrs
Time interval	= 2 min	Hyd. volume	= 13,475 cuft
Inflow hyd. No.	= 11 - FLOW AT QD1D	Section type	= Circular
Reach length	= 210.0 ft	Channel slope	= 1.0 %
Manning's n	= 0.024	Bottom width	= 1.5 ft
Side slope	= 0.0:1	Max. depth	= 0.0 ft
Rating curve x	= 3.584	Rating curve m	= 1.250
Ave. velocity	= 0.00 ft/s	Routing coeff.	= 0.9828

Modified Att-Kin routing method used.

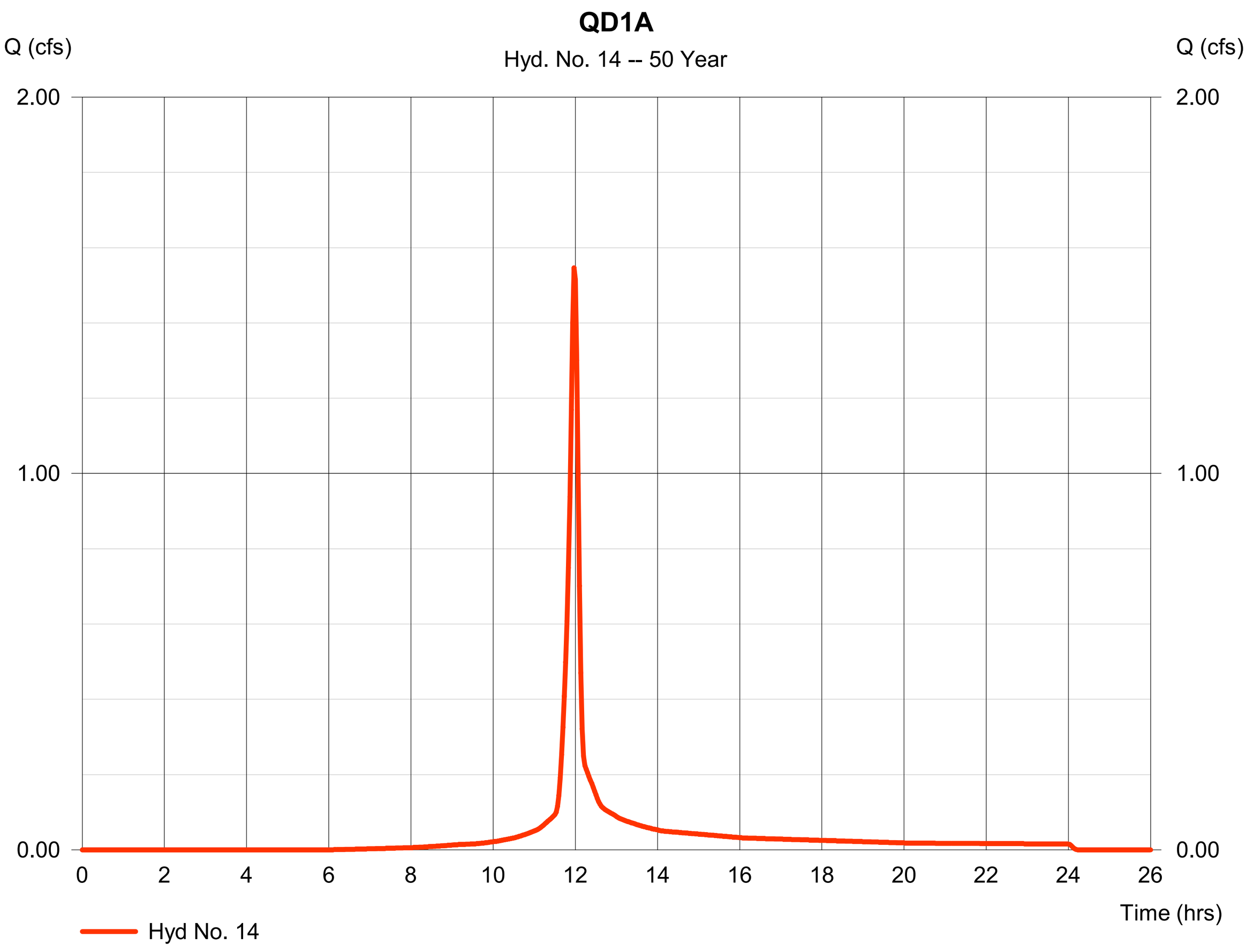


Hydrograph Report

Hyd. No. 14

QD1A

Hydrograph type	= SCS Runoff	Peak discharge	= 1.546 cfs
Storm frequency	= 50 yrs	Time to peak	= 11.97 hrs
Time interval	= 2 min	Hyd. volume	= 3,588 cuft
Drainage area	= 0.530 ac	Curve number	= 90
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.96 min
Total precip.	= 2.87 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

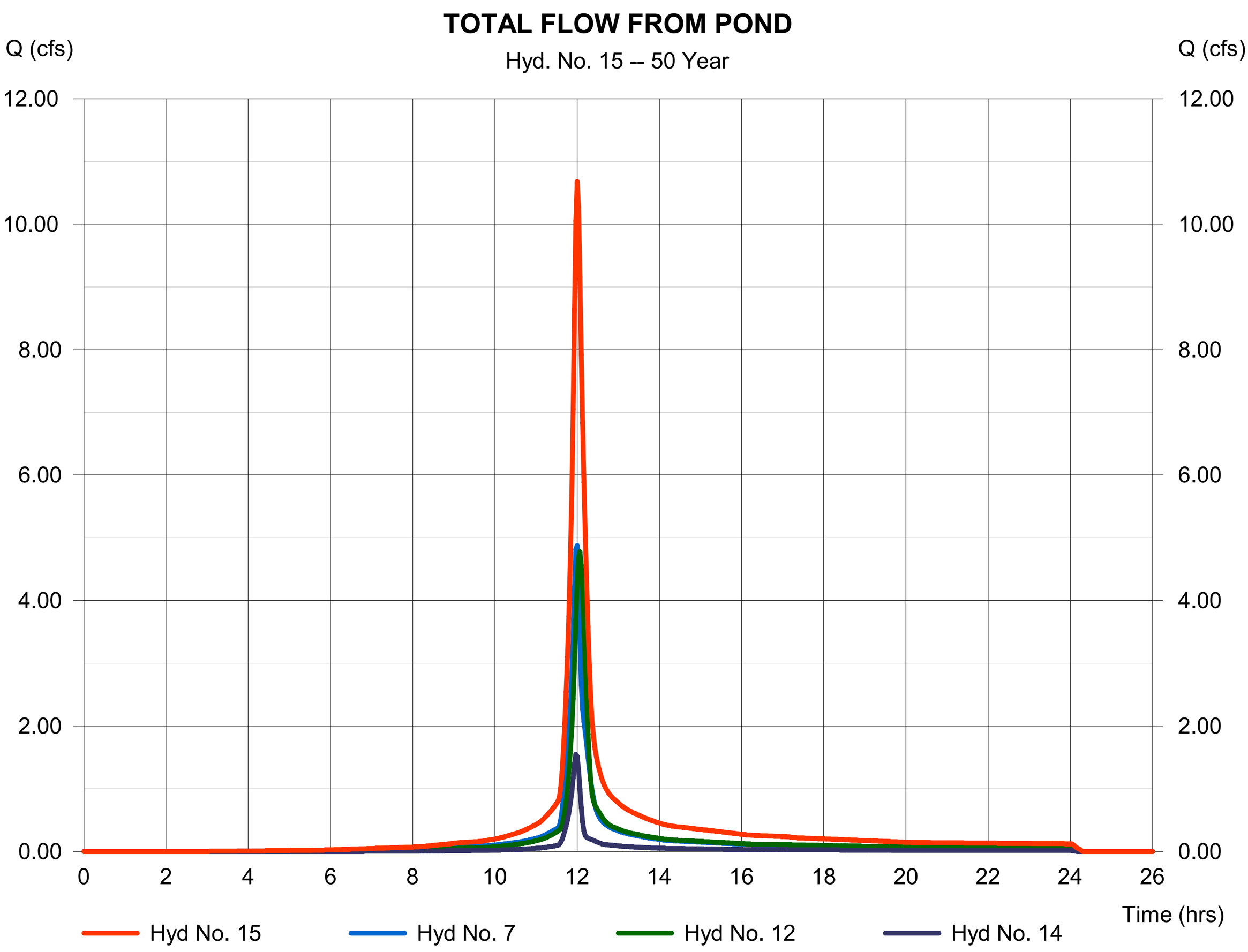


Hydrograph Report

Hyd. No. 15

TOTAL FLOW FROM POND

Hydrograph type	= Combine	Peak discharge	= 10.68 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 30,496 cuft
Inflow hyds.	= 7, 12, 14	Contrib. drain. area	= 0.530 ac



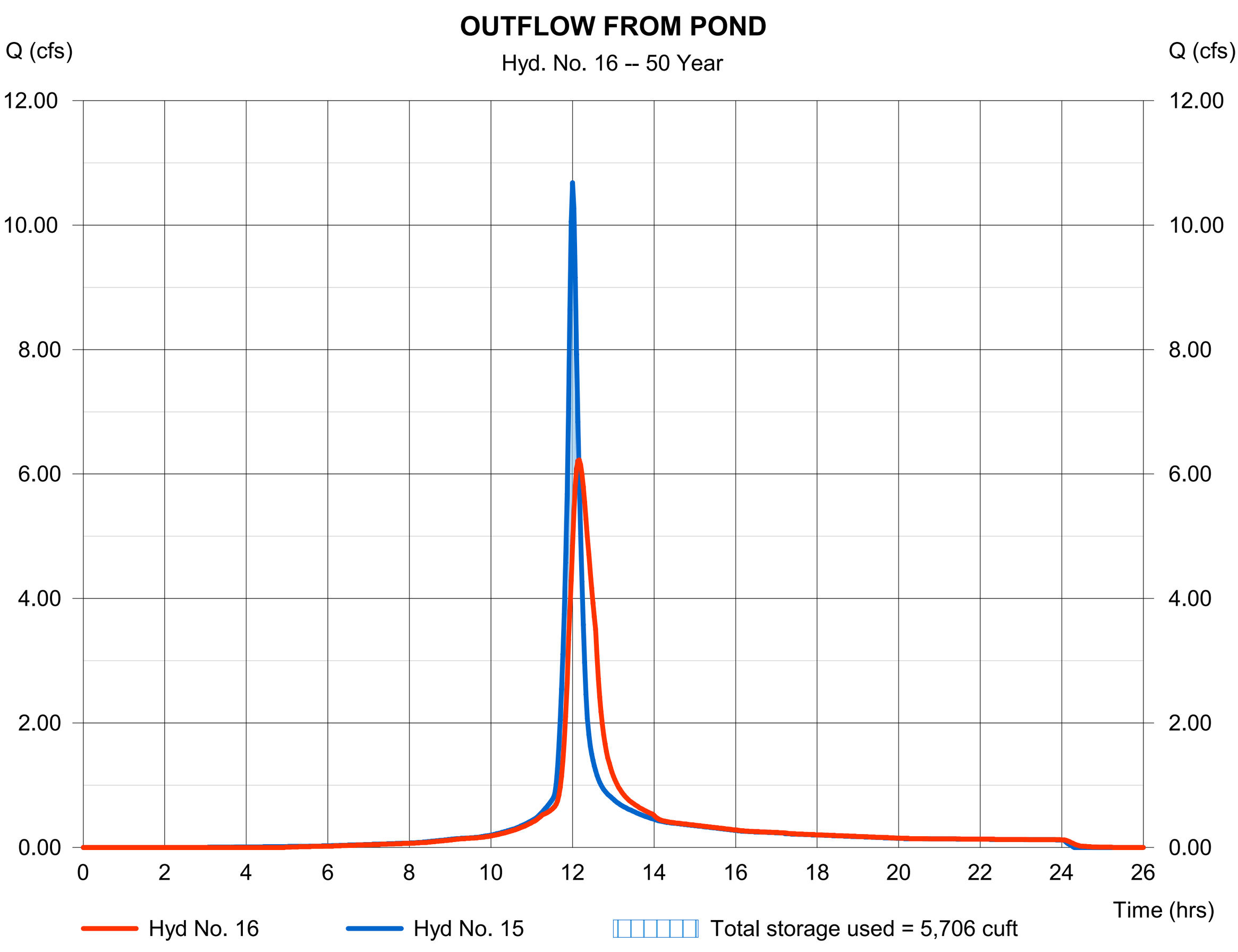
Hydrograph Report

Hyd. No. 16

OUTFLOW FROM POND

Hydrograph type	=	Reservoir	Peak discharge	=	6.228 cfs
Storm frequency	=	50 yrs	Time to peak	=	12.17 hrs
Time interval	=	2 min	Hyd. volume	=	30,438 cuft
Inflow hyd. No.	=	15 - TOTAL FLOW FROM POND	Max. Elevation	=	6832.67 ft
Reservoir name	=	NORTH POND	Max. Storage	=	5,706 cuft

Storage Indication method used.

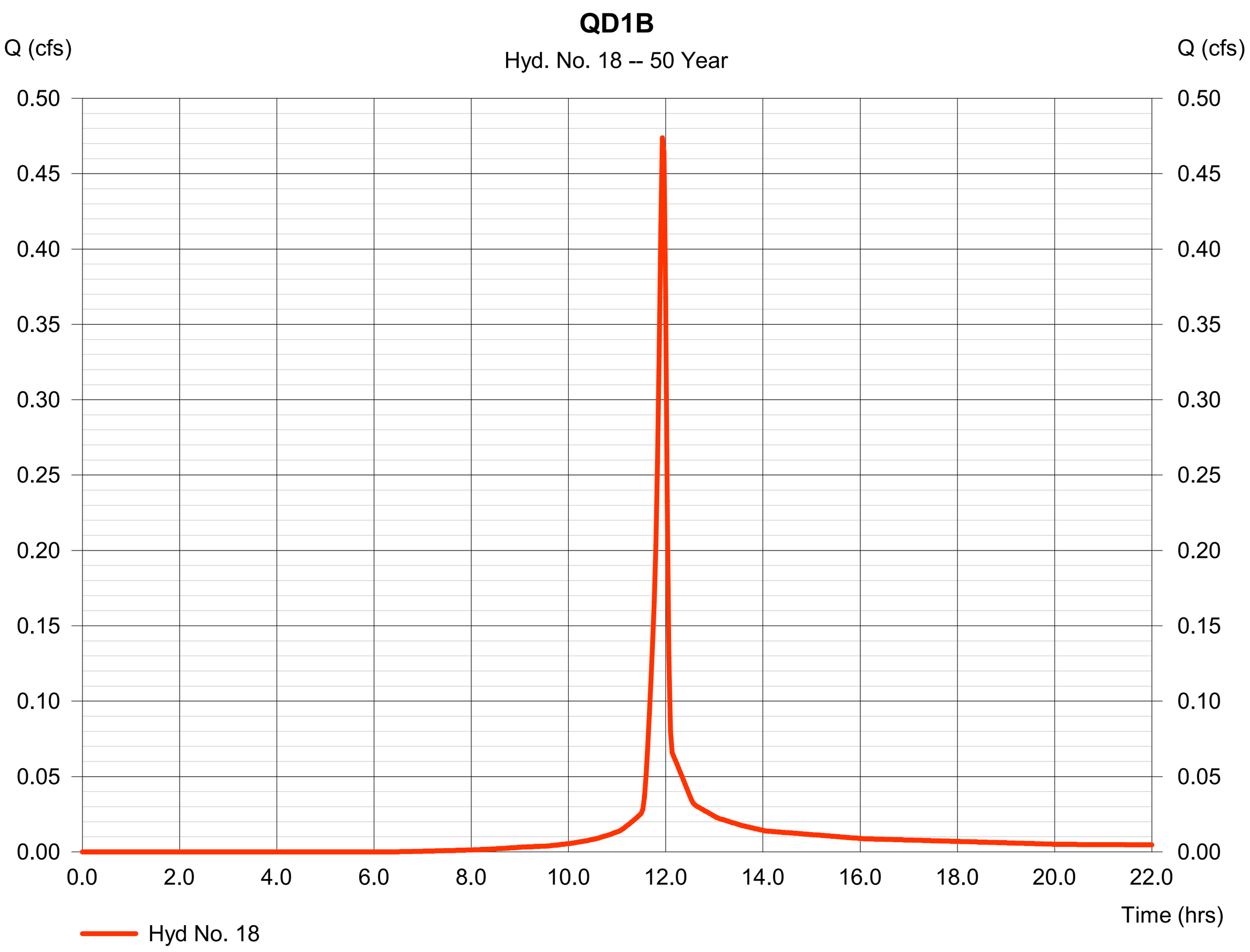


Hydrograph Report

Hyd. No. 18

QD1B

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.474 cfs
Storm frequency	=	50 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	971 cuft
Drainage area	=	0.160 ac	Curve number	=	89
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

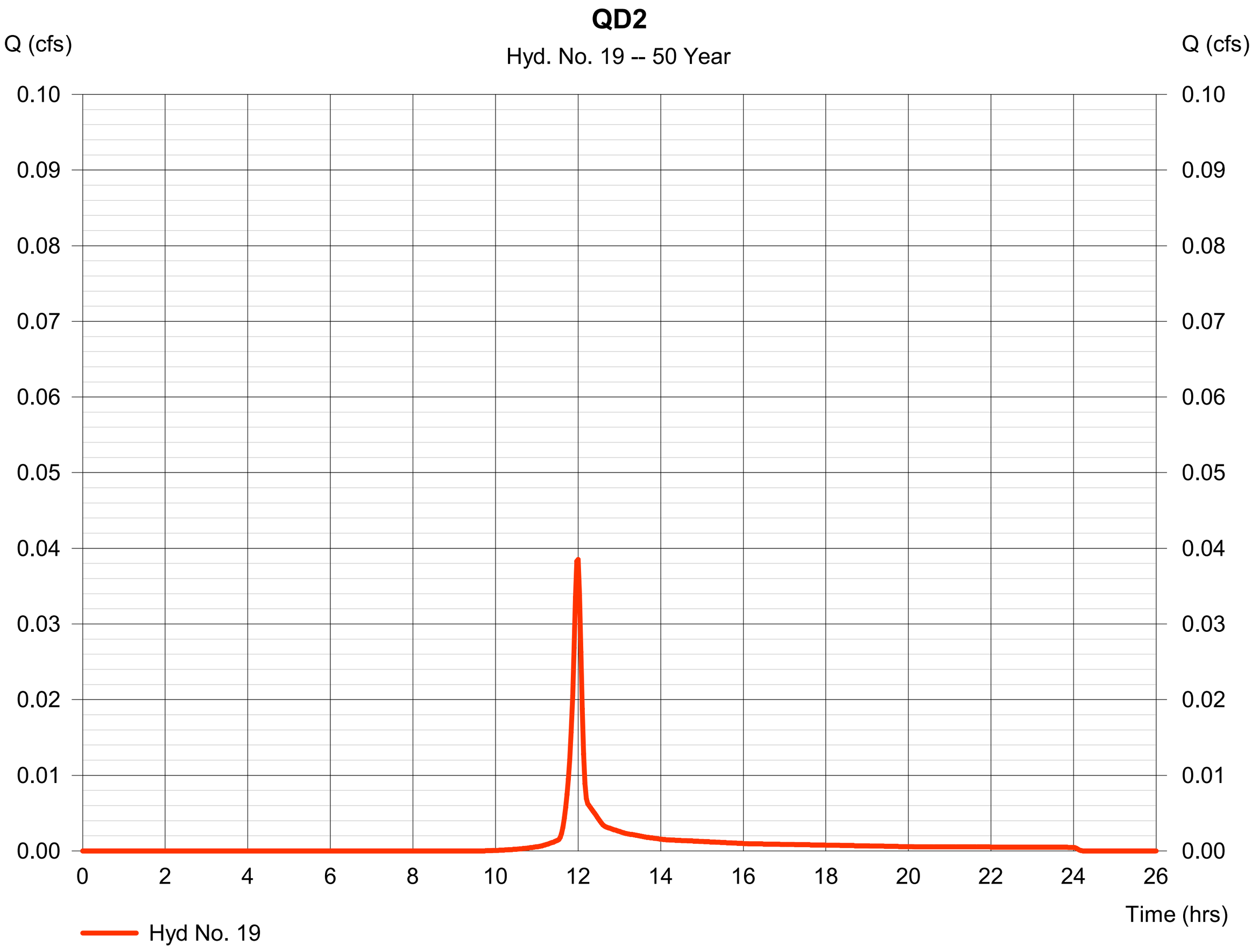


Hydrograph Report

Hyd. No. 19

QD2

Hydrograph type	= SCS Runoff	Peak discharge	= 0.039 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 88 cuft
Drainage area	= 0.020 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.10 min
Total precip.	= 2.87 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

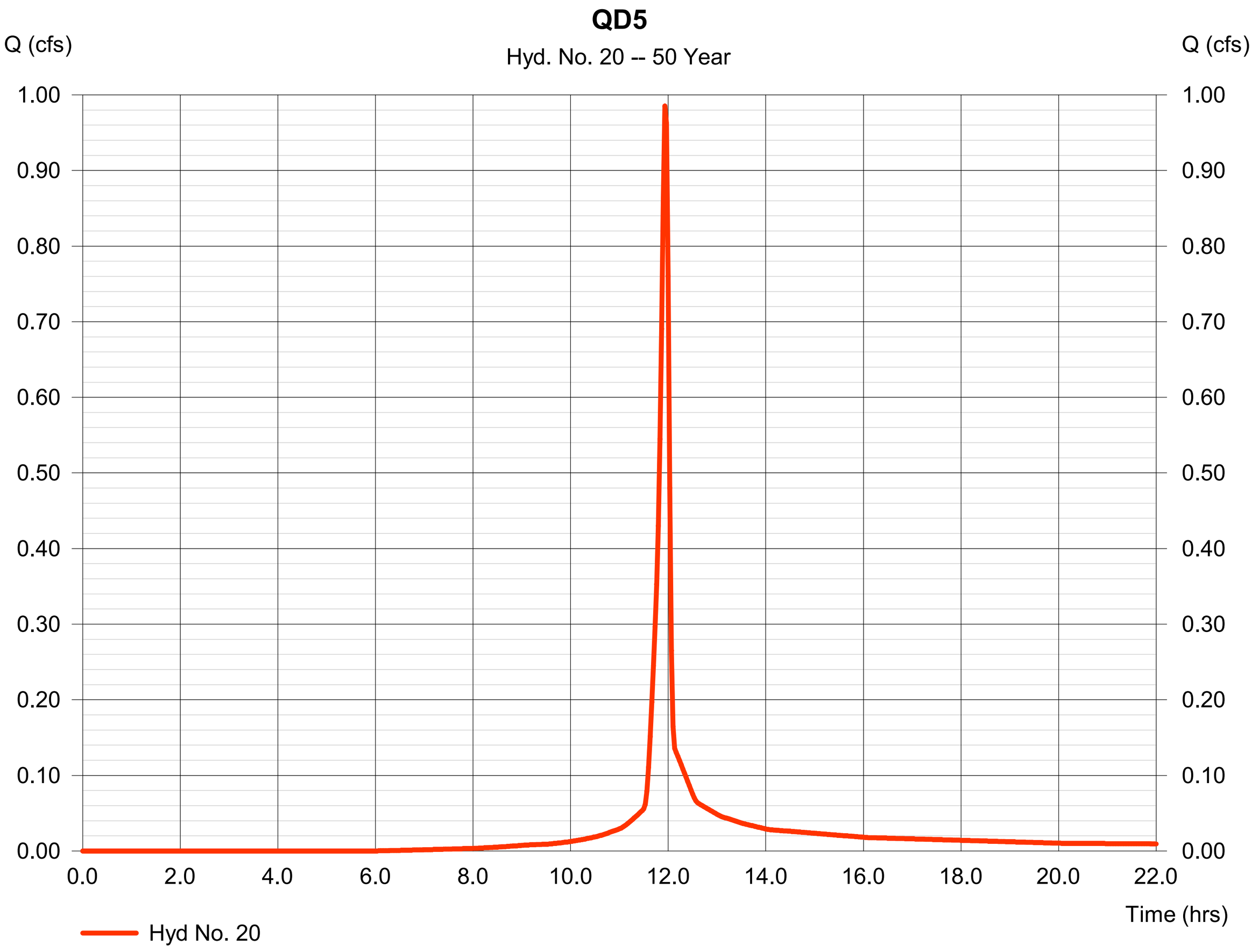


Hydrograph Report

Hyd. No. 20

QD5

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.985 cfs
Storm frequency	=	50 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	2,031 cuft
Drainage area	=	0.320 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

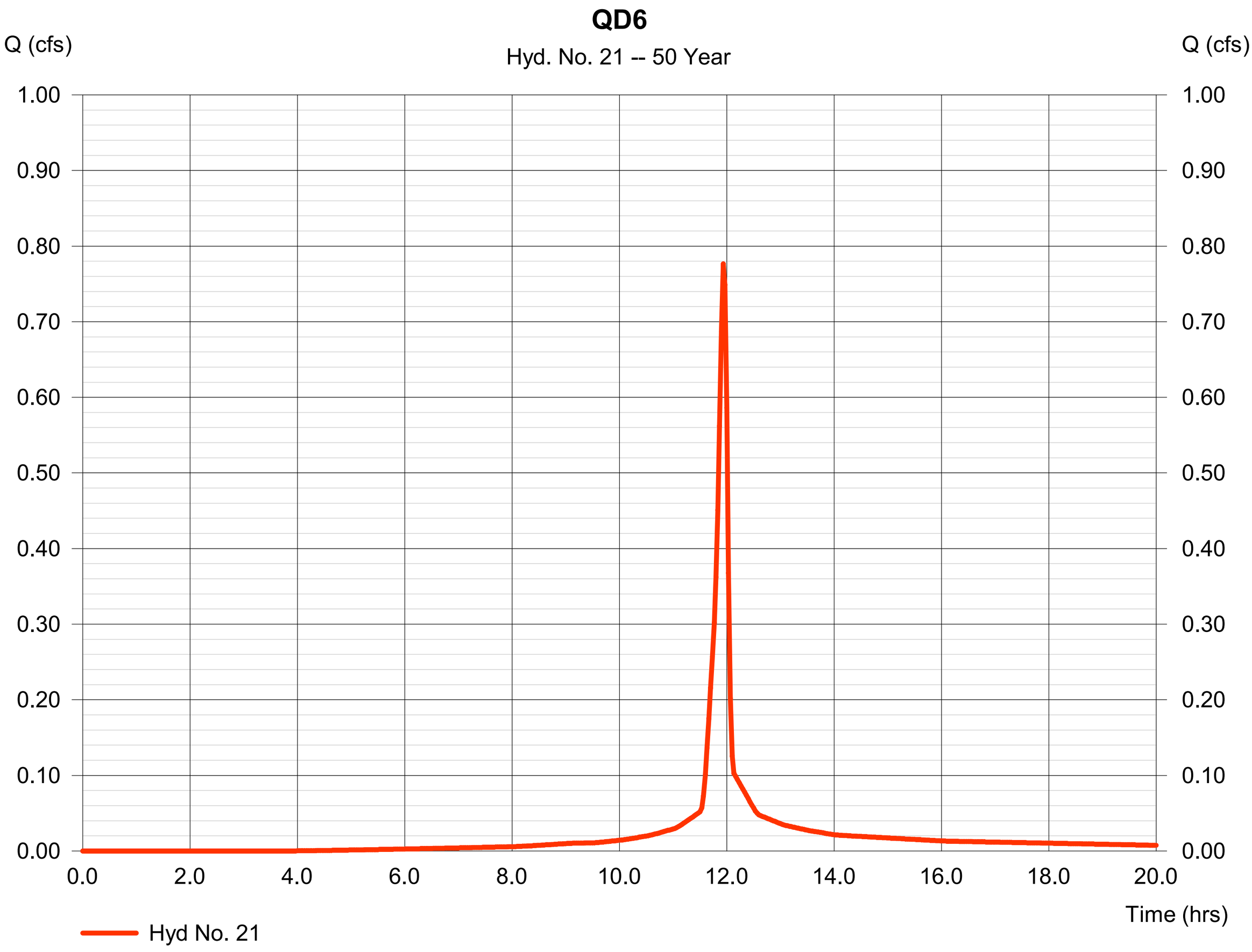


Hydrograph Report

Hyd. No. 21

QD6

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.776 cfs
Storm frequency	=	50 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	1,666 cuft
Drainage area	=	0.220 ac	Curve number	=	94
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	2.87 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



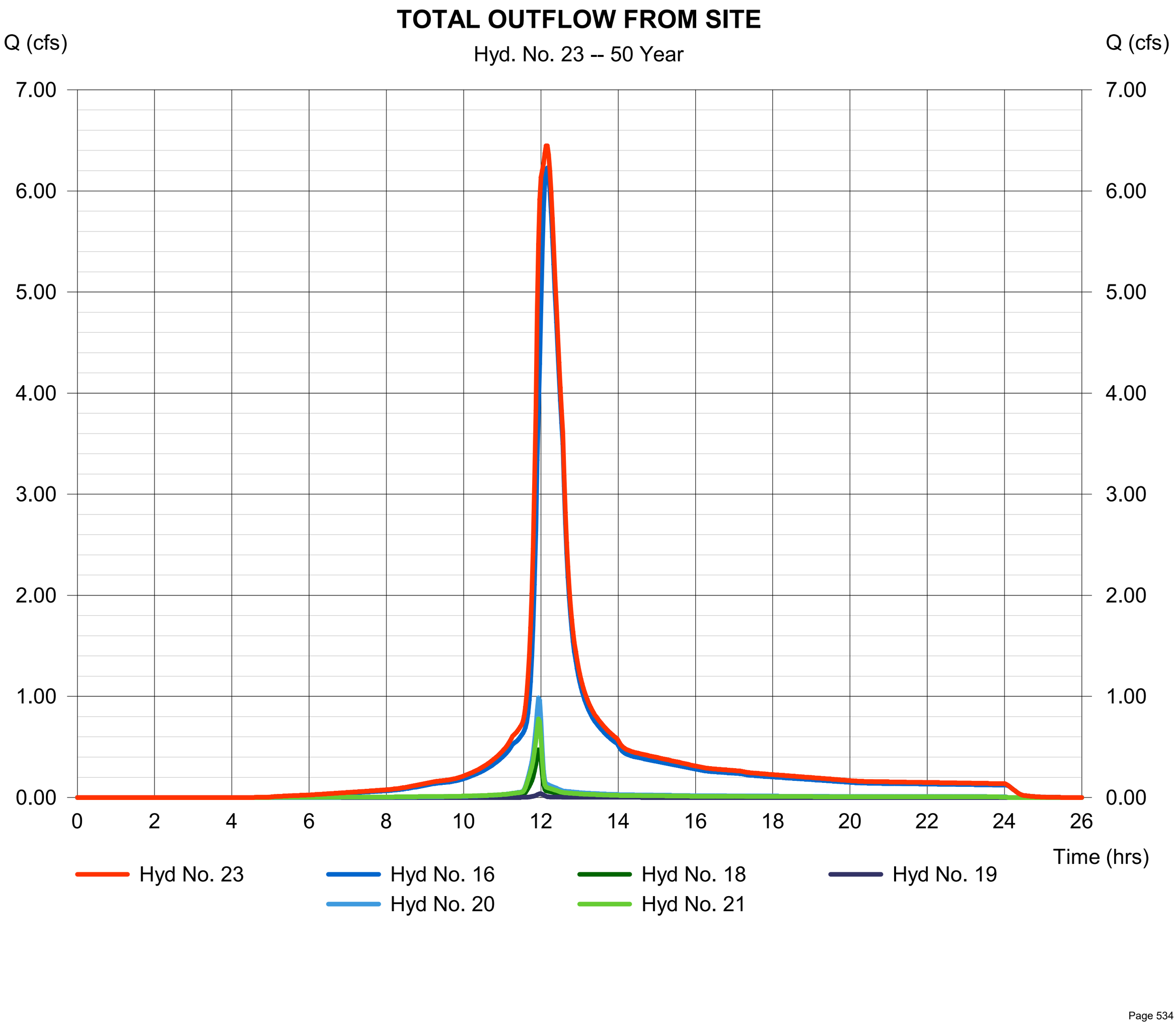
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Thursday, 05 / 2 / 2024

Hyd. No. 23

TOTAL OUTFLOW FROM SITE

Hydrograph type	= Combine	Peak discharge	= 6.448 cfs
Storm frequency	= 50 yrs	Time to peak	= 12.17 hrs
Time interval	= 2 min	Hyd. volume	= 33,995 cuft
Inflow hyds.	= 16, 18, 19, 20, 21	Contrib. drain. area	= 0.720 ac



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

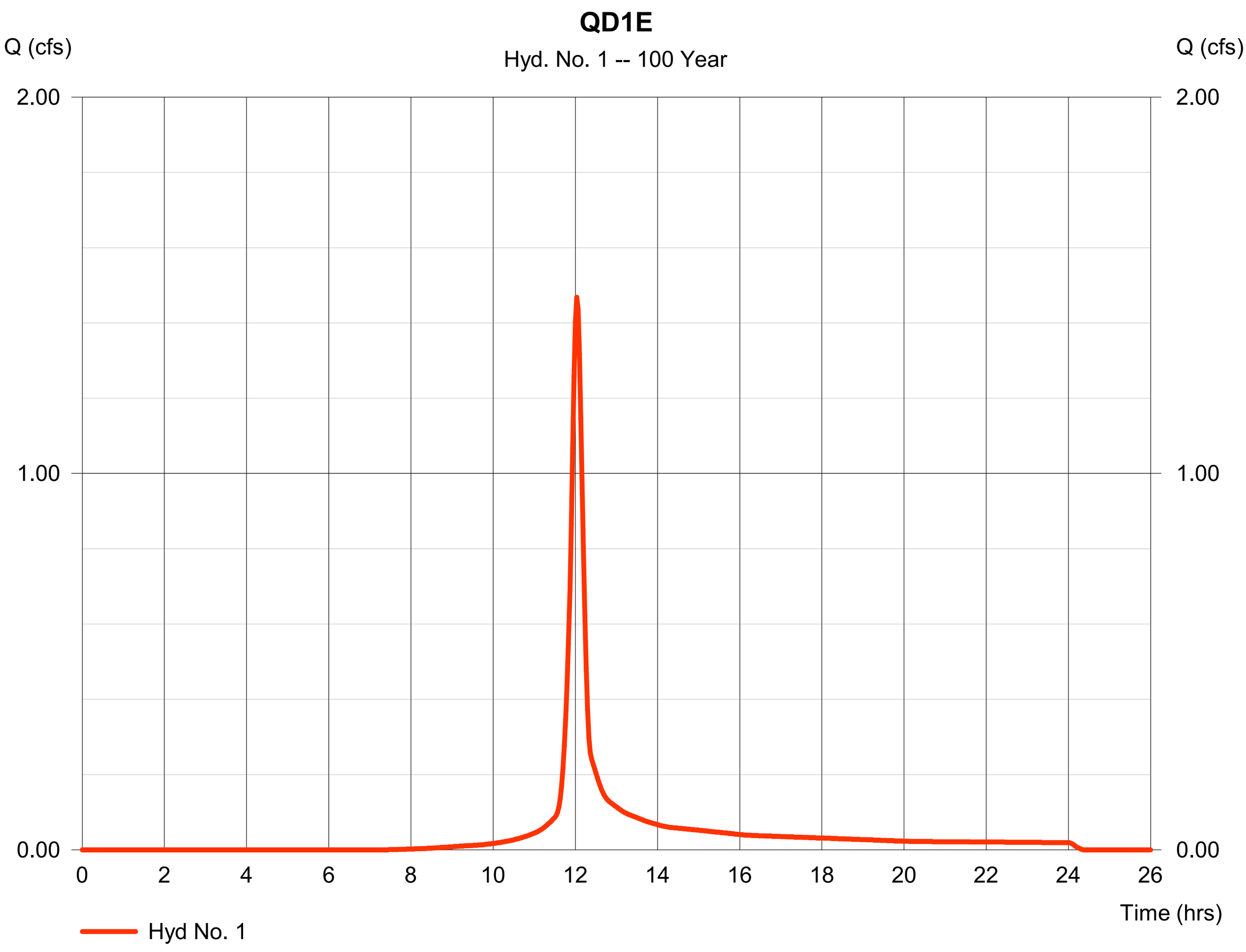
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	1.468	2	722	4,117	------	------	------	QD1E
2	Reach	1.450	2	724	4,115	1	------	------	FLOW FROM QD1E
3	Combine	1.964	2	722	5,418	2	------	------	FLOW AT MANHOLE
4	Reach	1.943	2	724	5,418	3	------	------	FLOW FROM MANHOLE
5	SCS Runoff	4.448	2	716	9,939	------	------	------	QD1C
6	Combine	5.574	2	718	15,357	4, 5	------	------	FLOW FROM QD1C
7	Reach	5.576	2	720	15,357	6	------	------	FLOW FROM QD1C TO POND
9	SCS Runoff	4.940	2	722	14,109	------	------	------	QD1D
10	SCS Runoff	0.622	2	720	1,424	------	------	------	Q4
11	Combine	5.482	2	722	15,533	9, 10	------	------	FLOW AT QD1D
12	Reach	5.486	2	724	15,532	11	------	------	FLOW FROM QD1D TO POND
14	SCS Runoff	1.773	2	718	4,137	------	------	------	QD1A
15	Combine	12.30	2	720	35,025	7, 12, 14	------	------	TOTAL FLOW FROM POND
16	Reservoir	7.120	2	730	34,967	15	6832.86	6,686	OUTFLOW FROM POND
18	SCS Runoff	0.545	2	716	1,123	------	------	------	QD1B
19	SCS Runoff	0.046	2	720	106	------	------	------	QD2
20	SCS Runoff	1.128	2	716	2,341	------	------	------	QD5
21	SCS Runoff	0.874	2	716	1,890	------	------	------	QD6
23	Combine	7.373	2	728	39,030	16, 18, 19, 20, 21,	------	------	TOTAL OUTFLOW FROM SITE

Hydrograph Report

Hyd. No. 1

QD1E

Hydrograph type	= SCS Runoff	Peak discharge	= 1.468 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.03 hrs
Time interval	= 2 min	Hyd. volume	= 4,117 cuft
Drainage area	= 0.640 ac	Curve number	= 86
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 13.38 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



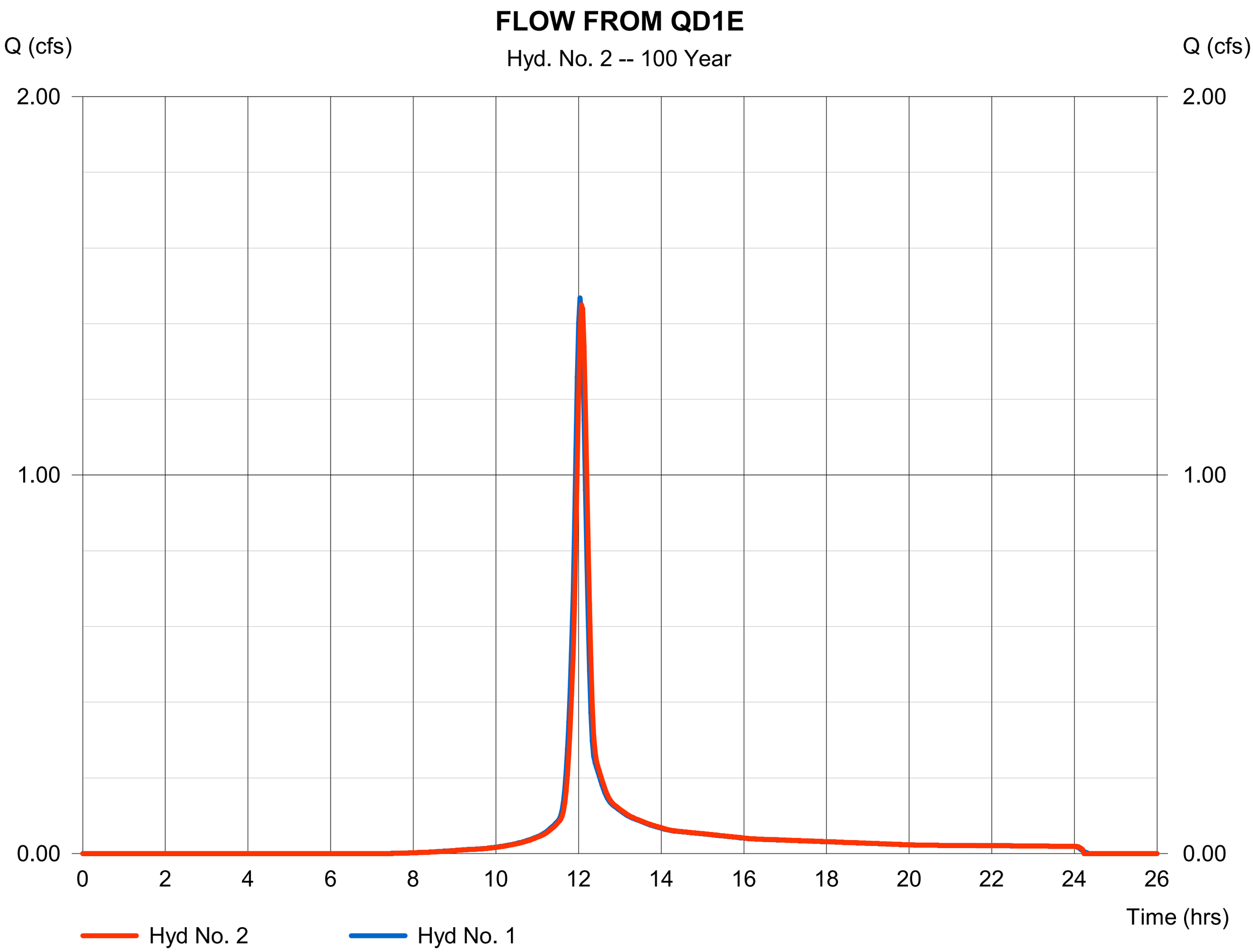
Hydrograph Report

Hyd. No. 2

FLOW FROM QD1E

Hydrograph type	=	Reach	Peak discharge	=	1.450 cfs
Storm frequency	=	100 yrs	Time to peak	=	12.07 hrs
Time interval	=	2 min	Hyd. volume	=	4,115 cuft
Inflow hyd. No.	=	1 - QD1E	Section type	=	Circular
Reach length	=	89.5 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.8208

Modified Att-Kin routing method used.

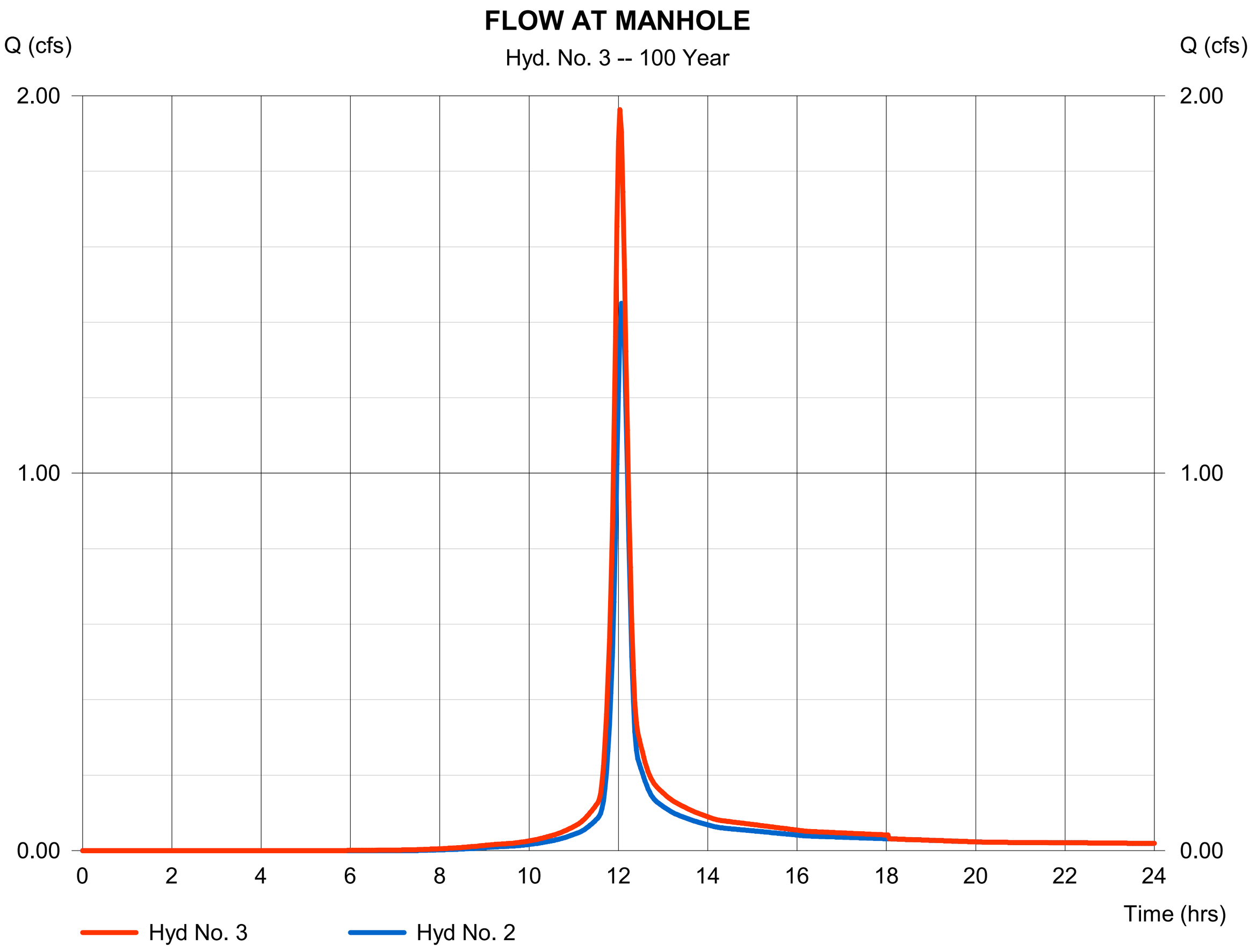


Hydrograph Report

Hyd. No. 3

FLOW AT MANHOLE

Hydrograph type	= Combine	Peak discharge	= 1.964 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.03 hrs
Time interval	= 2 min	Hyd. volume	= 5,418 cuft
Inflow hyds.	= 2	Contrib. drain. area	= 0.000 ac



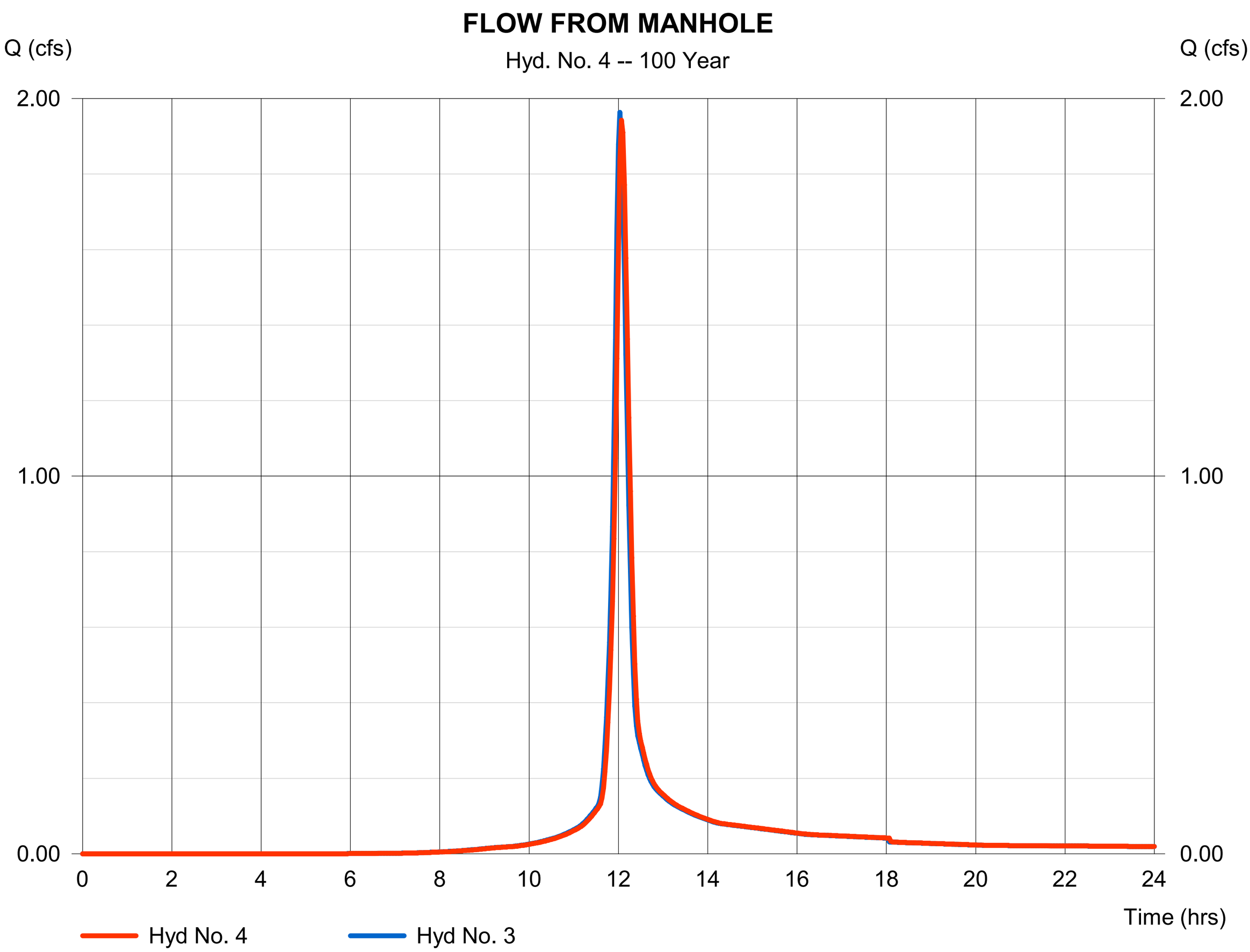
Hydrograph Report

Hyd. No. 4

FLOW FROM MANHOLE

Hydrograph type	=	Reach	Peak discharge	=	1.943 cfs
Storm frequency	=	100 yrs	Time to peak	=	12.07 hrs
Time interval	=	2 min	Hyd. volume	=	5,418 cuft
Inflow hyd. No.	=	3 - FLOW AT MANHOLE	Section type	=	Circular
Reach length	=	115.0 ft	Channel slope	=	1.0 %
Manning's n	=	0.024	Bottom width	=	1.5 ft
Side slope	=	0.0:1	Max. depth	=	0.0 ft
Rating curve x	=	3.584	Rating curve m	=	1.250
Ave. velocity	=	0.00 ft/s	Routing coeff.	=	0.8403

Modified Att-Kin routing method used.

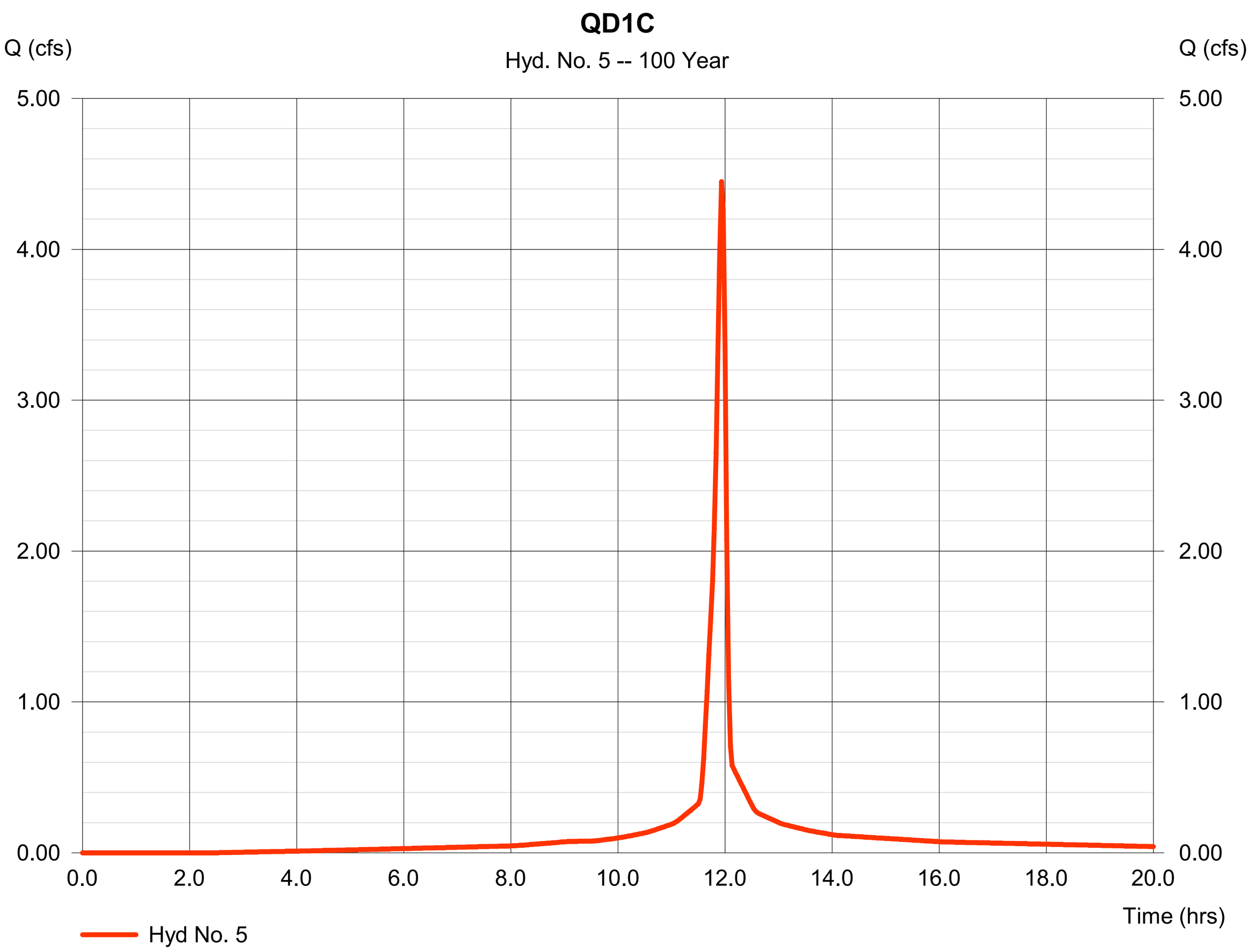


Hydrograph Report

Hyd. No. 5

QD1C

Hydrograph type	= SCS Runoff	Peak discharge	= 4.448 cfs
Storm frequency	= 100 yrs	Time to peak	= 11.93 hrs
Time interval	= 2 min	Hyd. volume	= 9,939 cuft
Drainage area	= 1.070 ac	Curve number	= 96
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

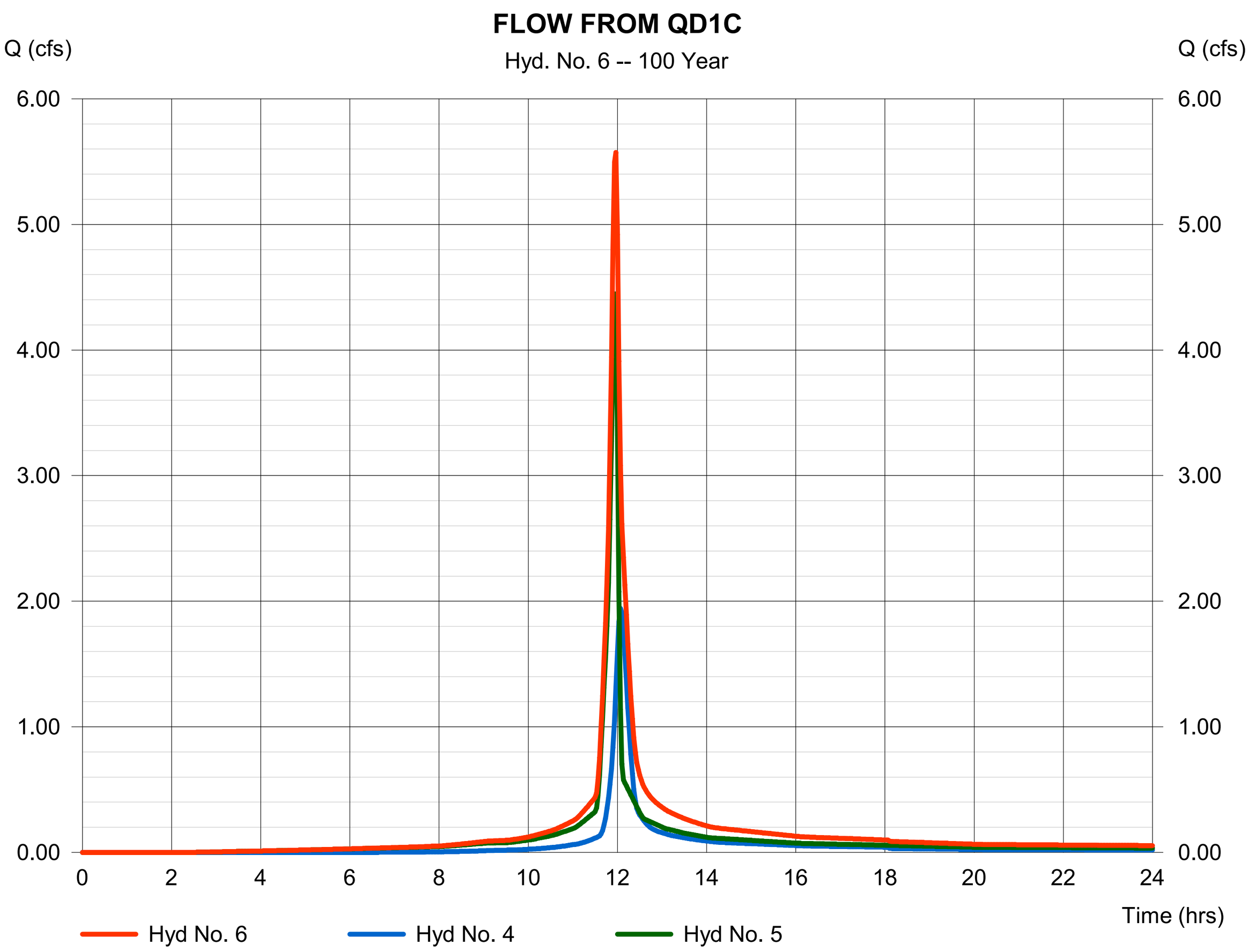


Hydrograph Report

Hyd. No. 6

FLOW FROM QD1C

Hydrograph type	= Combine	Peak discharge	= 5.574 cfs
Storm frequency	= 100 yrs	Time to peak	= 11.97 hrs
Time interval	= 2 min	Hyd. volume	= 15,357 cuft
Inflow hyds.	= 4, 5	Contrib. drain. area	= 1.070 ac



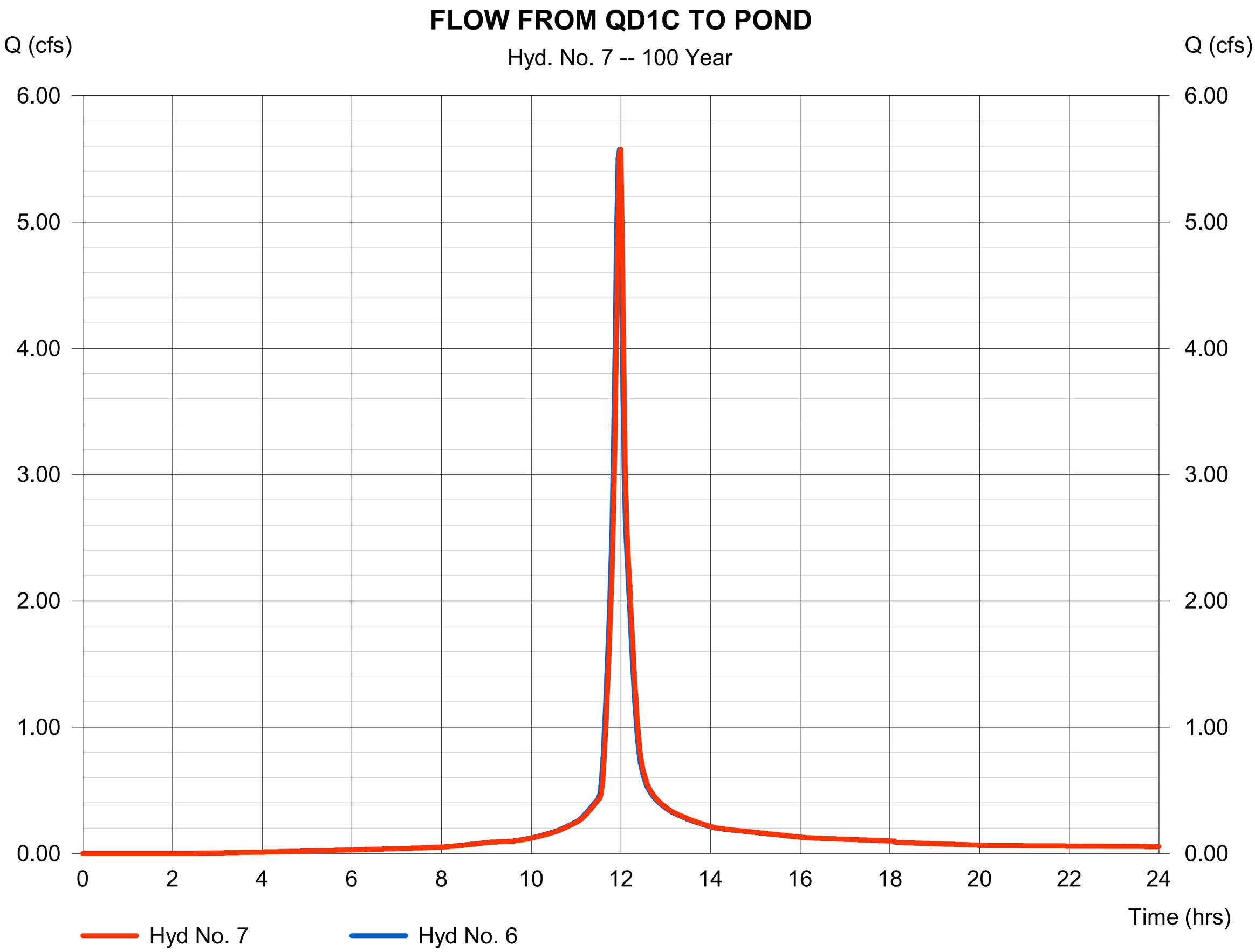
Hydrograph Report

Hyd. No. 7

FLOW FROM QD1C TO POND

Hydrograph type	= Reach	Peak discharge	= 5.576 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 15,357 cuft
Inflow hyd. No.	= 6 - FLOW FROM QD1C	Section type	= Circular
Reach length	= 210.0 ft	Channel slope	= 1.0 %
Manning's n	= 0.024	Bottom width	= 1.5 ft
Side slope	= 0.0:1	Max. depth	= 0.0 ft
Rating curve x	= 3.584	Rating curve m	= 1.250
Ave. velocity	= 0.00 ft/s	Routing coeff.	= 1.0595

Modified Att-Kin routing method used.

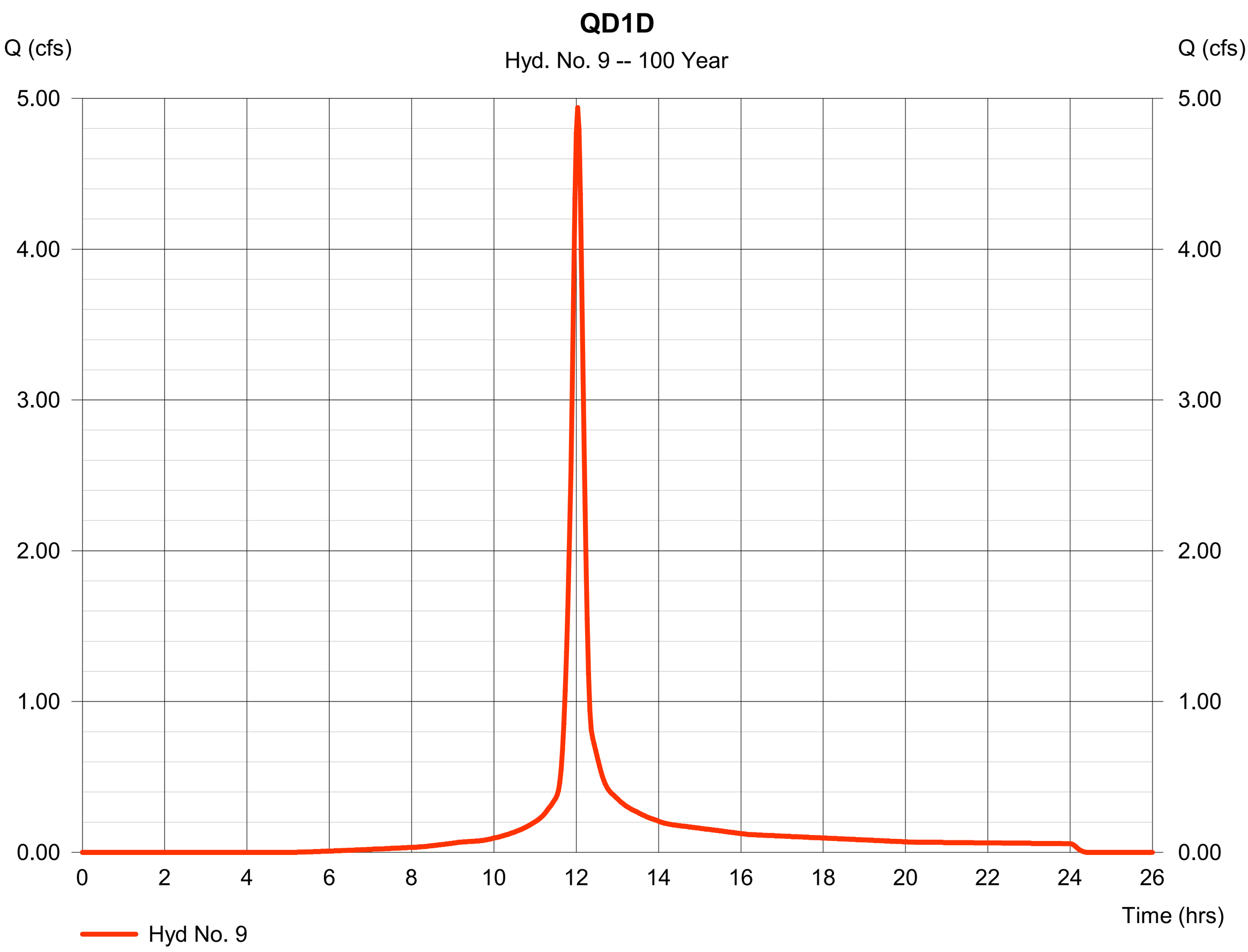


Hydrograph Report

Hyd. No. 9

QD1D

Hydrograph type	=	SCS Runoff	Peak discharge	=	4.940 cfs
Storm frequency	=	100 yrs	Time to peak	=	12.03 hrs
Time interval	=	2 min	Hyd. volume	=	14,109 cuft
Drainage area	=	1.780 ac	Curve number	=	91
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	16.50 min
Total precip.	=	3.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

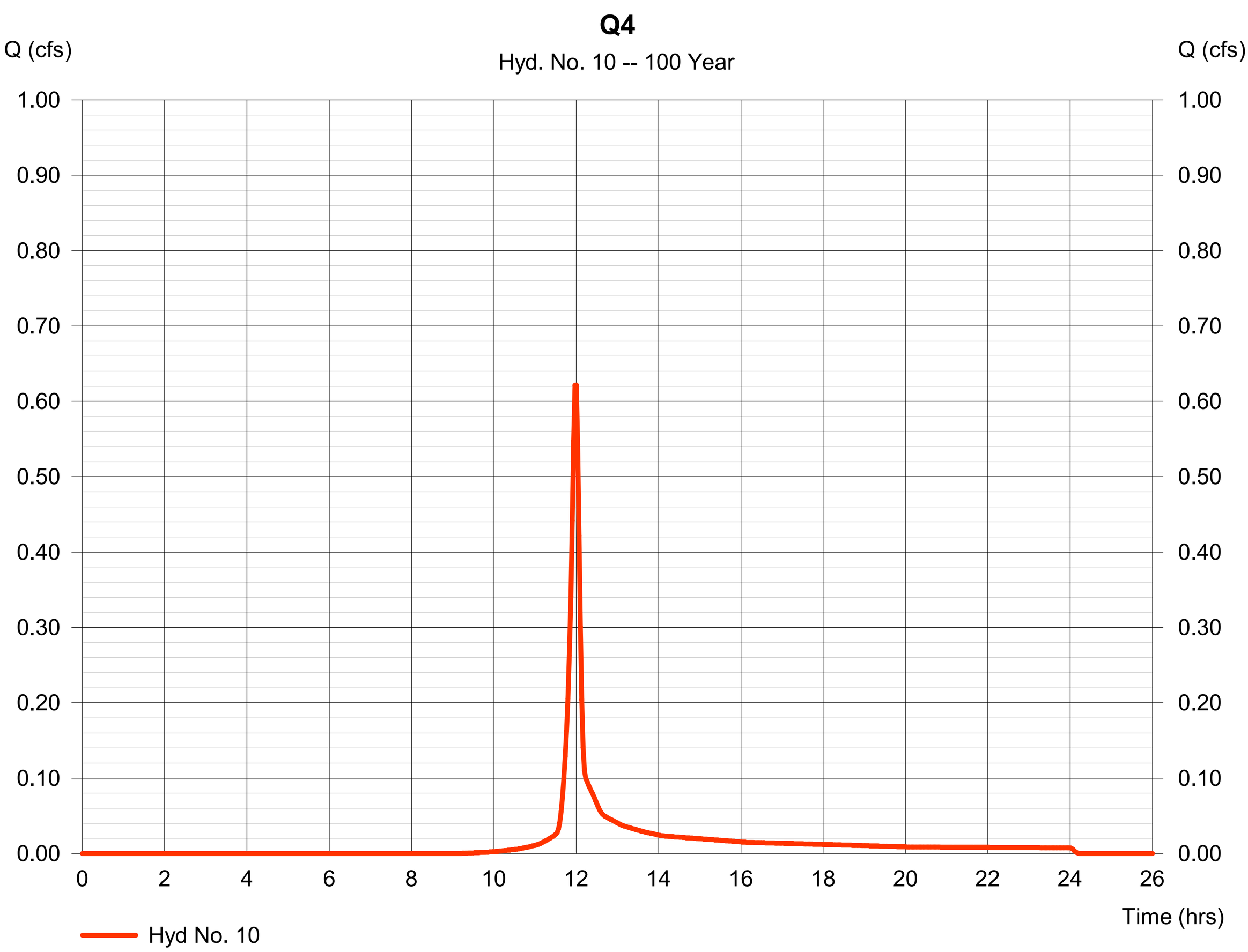


Hydrograph Report

Hyd. No. 10

Q4

Hydrograph type	= SCS Runoff	Peak discharge	= 0.622 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 1,424 cuft
Drainage area	= 0.270 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.44 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

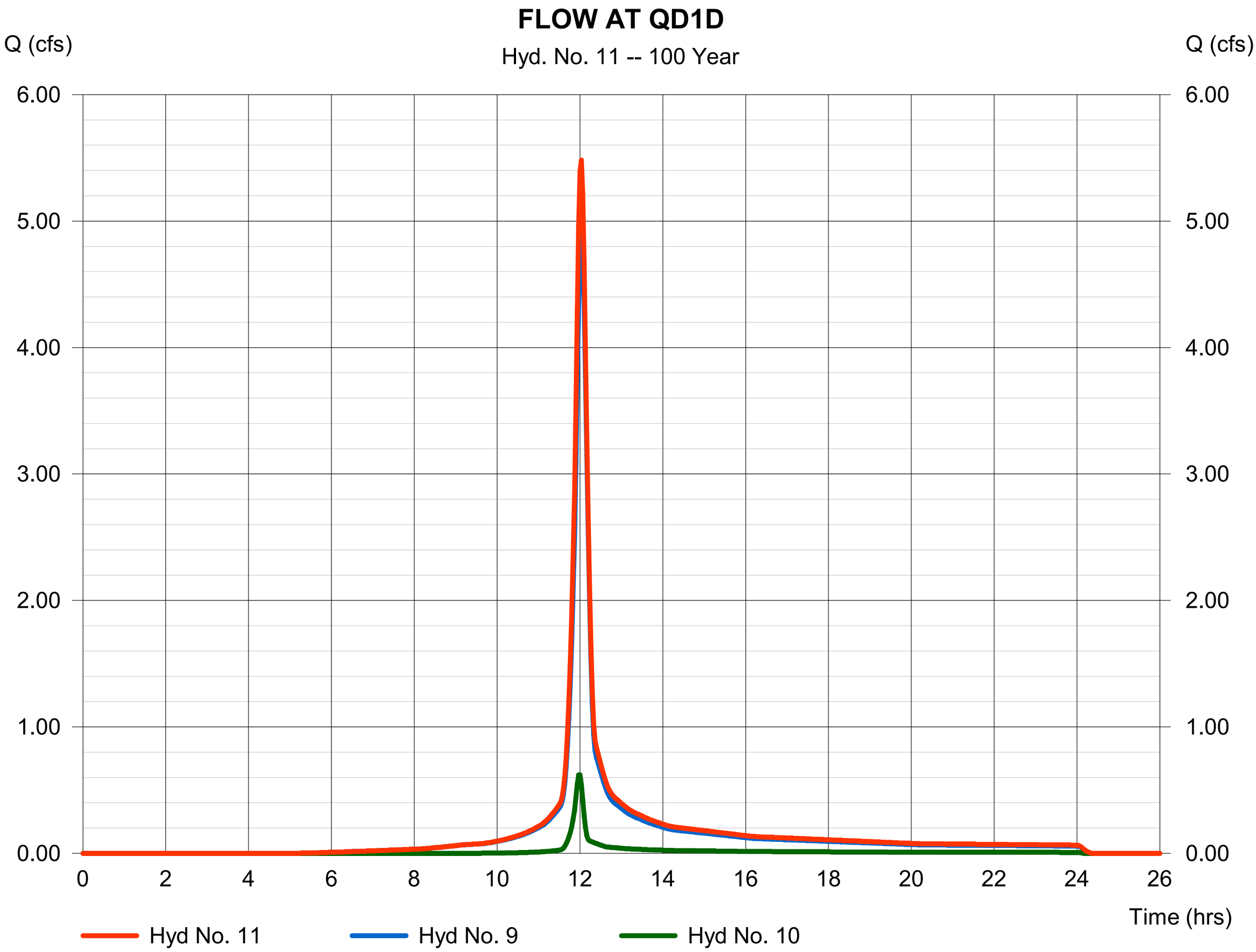


Hydrograph Report

Hyd. No. 11

FLOW AT QD1D

Hydrograph type	= Combine	Peak discharge	= 5.482 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.03 hrs
Time interval	= 2 min	Hyd. volume	= 15,533 cuft
Inflow hyds.	= 9, 10	Contrib. drain. area	= 2.050 ac



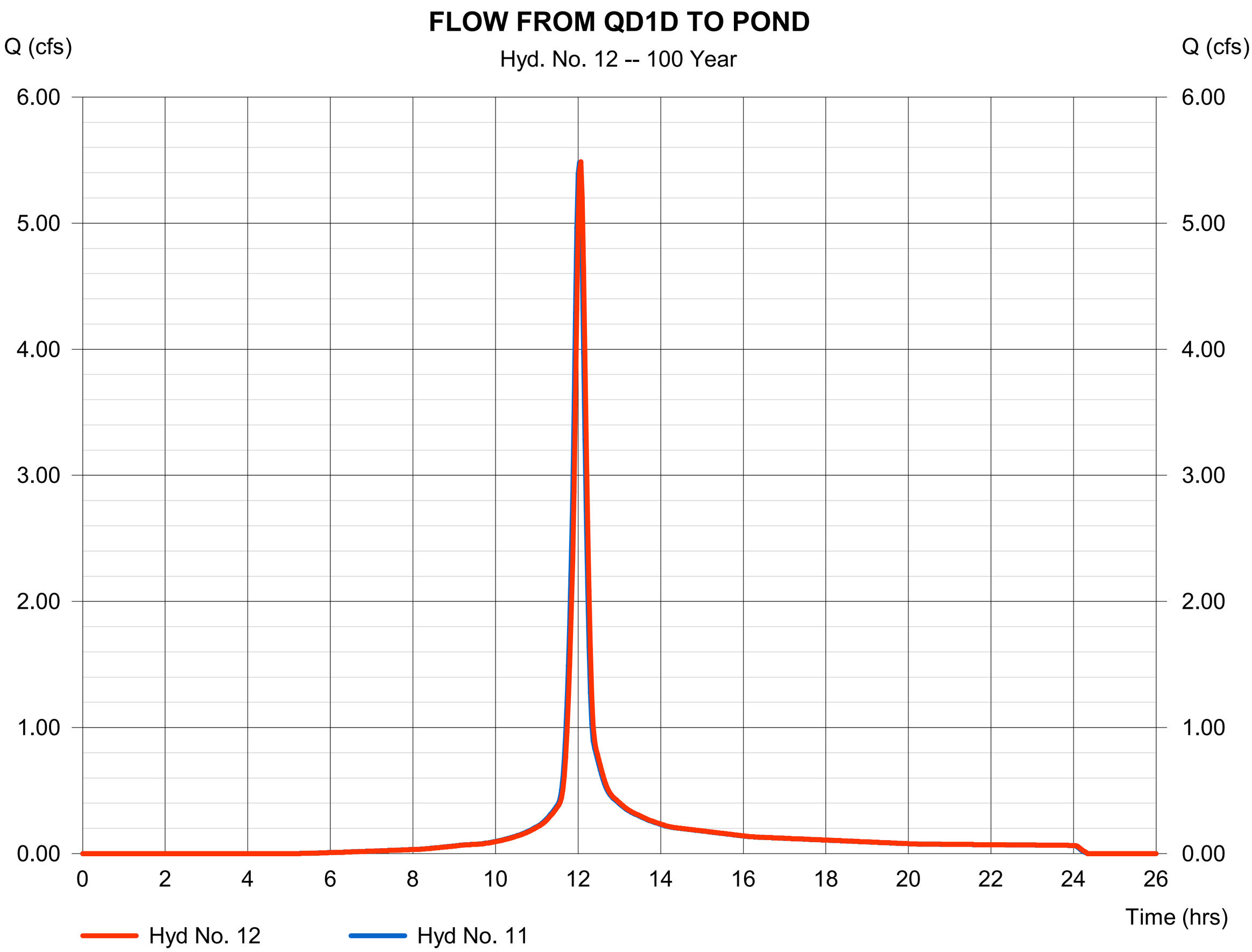
Hydrograph Report

Hyd. No. 12

FLOW FROM QD1D TO POND

Hydrograph type	= Reach	Peak discharge	= 5.486 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.07 hrs
Time interval	= 2 min	Hyd. volume	= 15,532 cuft
Inflow hyd. No.	= 11 - FLOW AT QD1D	Section type	= Circular
Reach length	= 210.0 ft	Channel slope	= 1.0 %
Manning's n	= 0.024	Bottom width	= 1.5 ft
Side slope	= 0.0:1	Max. depth	= 0.0 ft
Rating curve x	= 3.584	Rating curve m	= 1.250
Ave. velocity	= 0.00 ft/s	Routing coeff.	= 1.0512

Modified Att-Kin routing method used.

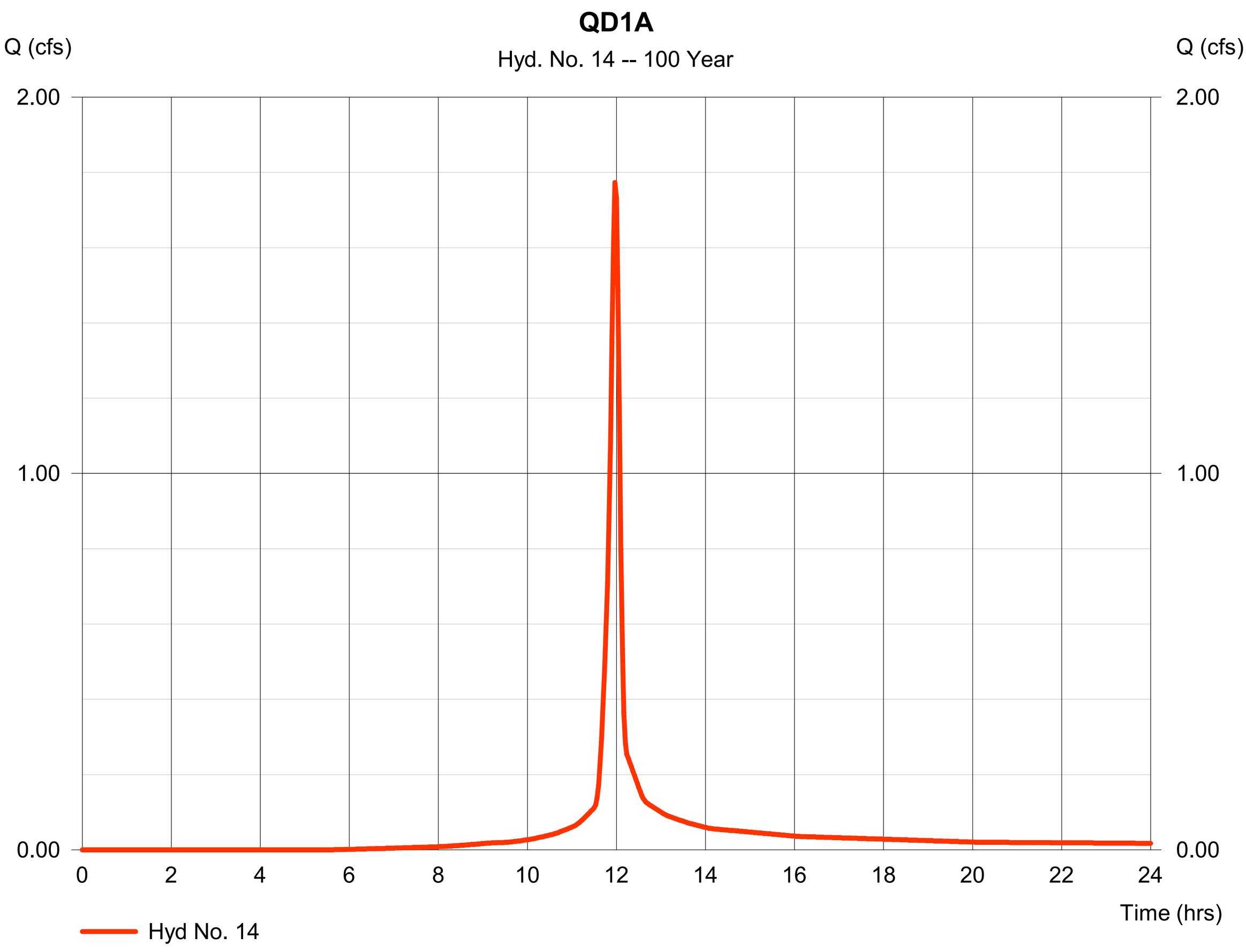


Hydrograph Report

Hyd. No. 14

QD1A

Hydrograph type	= SCS Runoff	Peak discharge	= 1.773 cfs
Storm frequency	= 100 yrs	Time to peak	= 11.97 hrs
Time interval	= 2 min	Hyd. volume	= 4,137 cuft
Drainage area	= 0.530 ac	Curve number	= 90
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.96 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

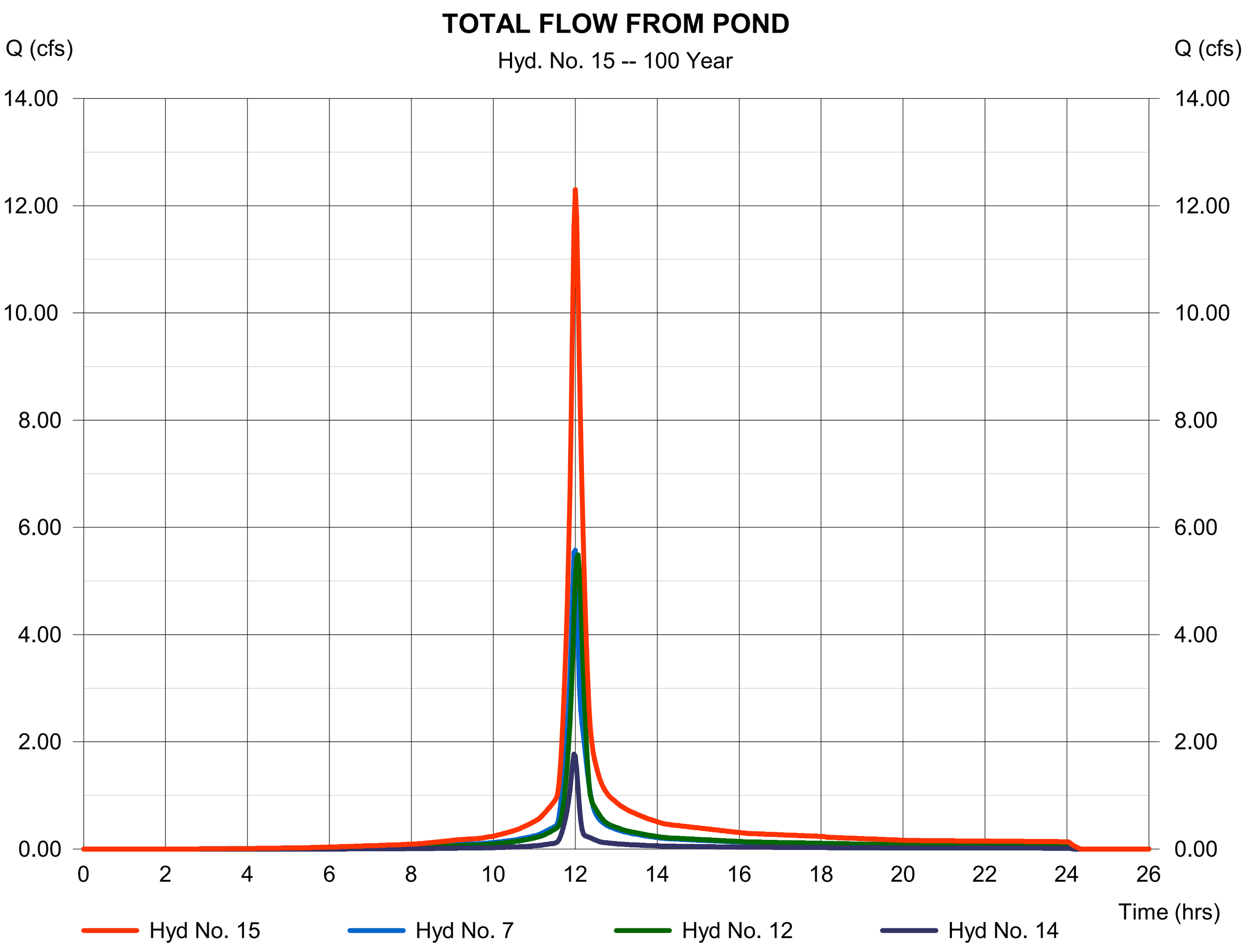


Hydrograph Report

Hyd. No. 15

TOTAL FLOW FROM POND

Hydrograph type	= Combine	Peak discharge	= 12.30 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 35,025 cuft
Inflow hyds.	= 7, 12, 14	Contrib. drain. area	= 0.530 ac



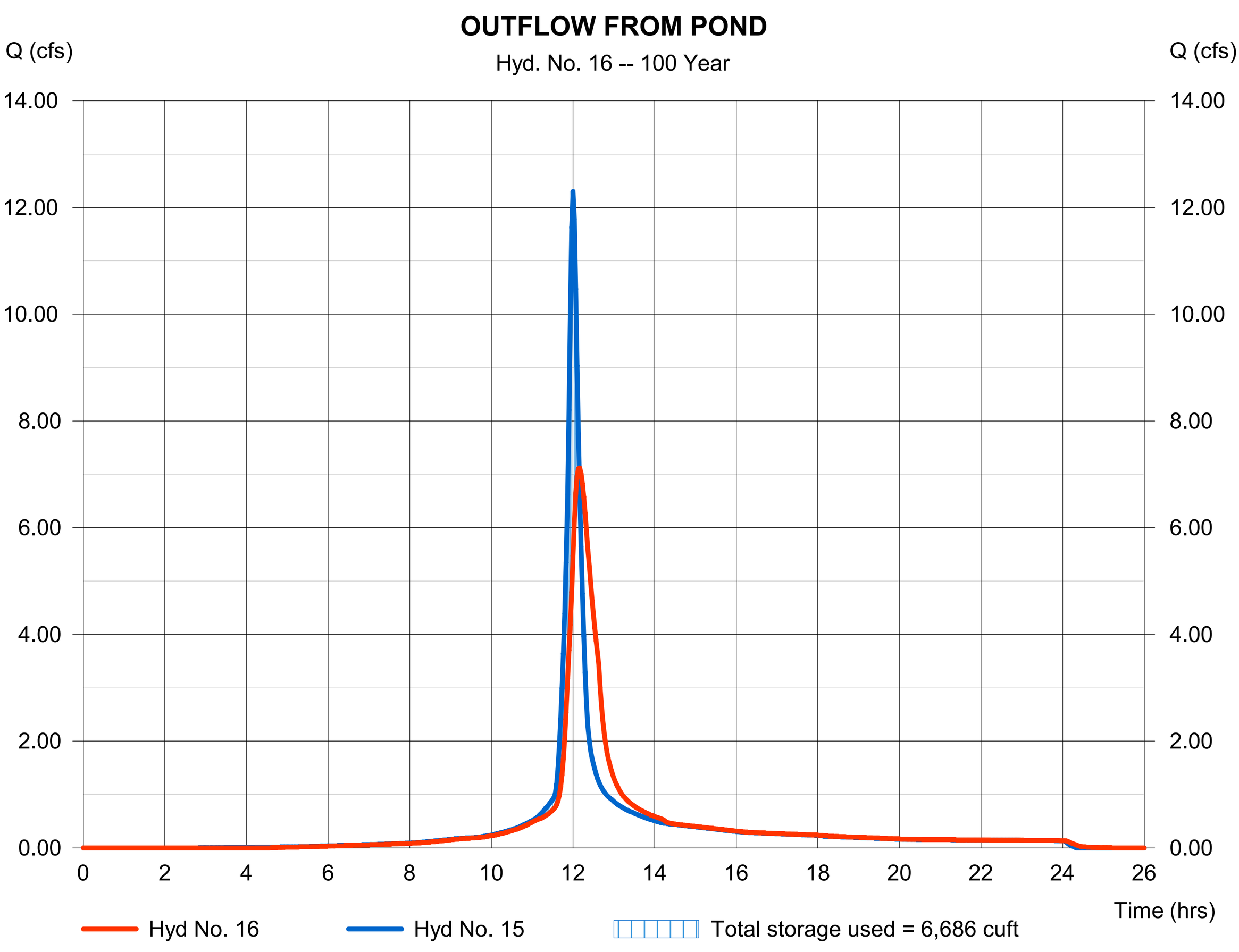
Hydrograph Report

Hyd. No. 16

OUTFLOW FROM POND

Hydrograph type	=	Reservoir	Peak discharge	=	7.120 cfs
Storm frequency	=	100 yrs	Time to peak	=	12.17 hrs
Time interval	=	2 min	Hyd. volume	=	34,967 cuft
Inflow hyd. No.	=	15 - TOTAL FLOW FROM POND	Max. Elevation	=	6832.86 ft
Reservoir name	=	NORTH POND	Max. Storage	=	6,686 cuft

Storage Indication method used.

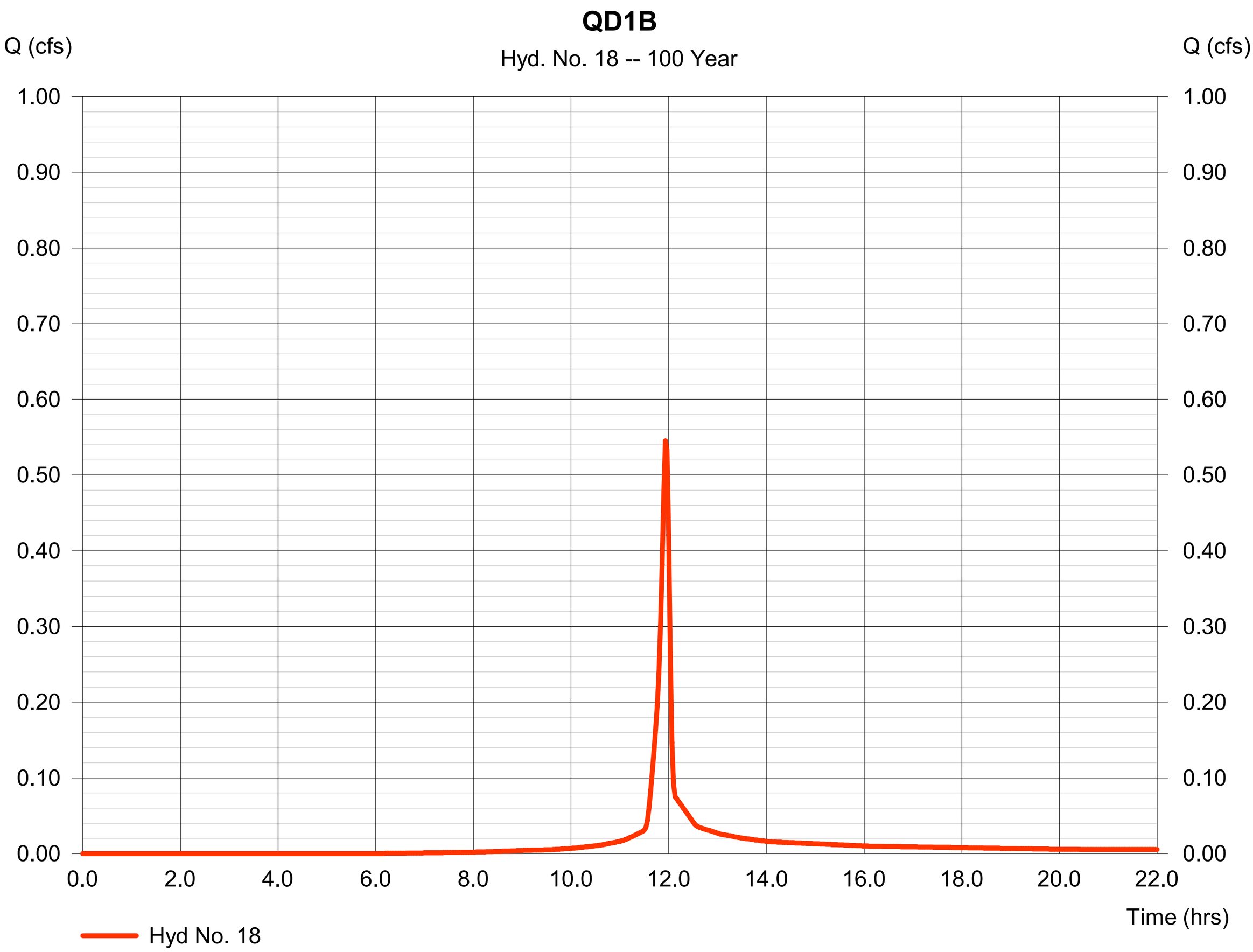


Hydrograph Report

Hyd. No. 18

QD1B

Hydrograph type	= SCS Runoff	Peak discharge	= 0.545 cfs
Storm frequency	= 100 yrs	Time to peak	= 11.93 hrs
Time interval	= 2 min	Hyd. volume	= 1,123 cuft
Drainage area	= 0.160 ac	Curve number	= 89
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

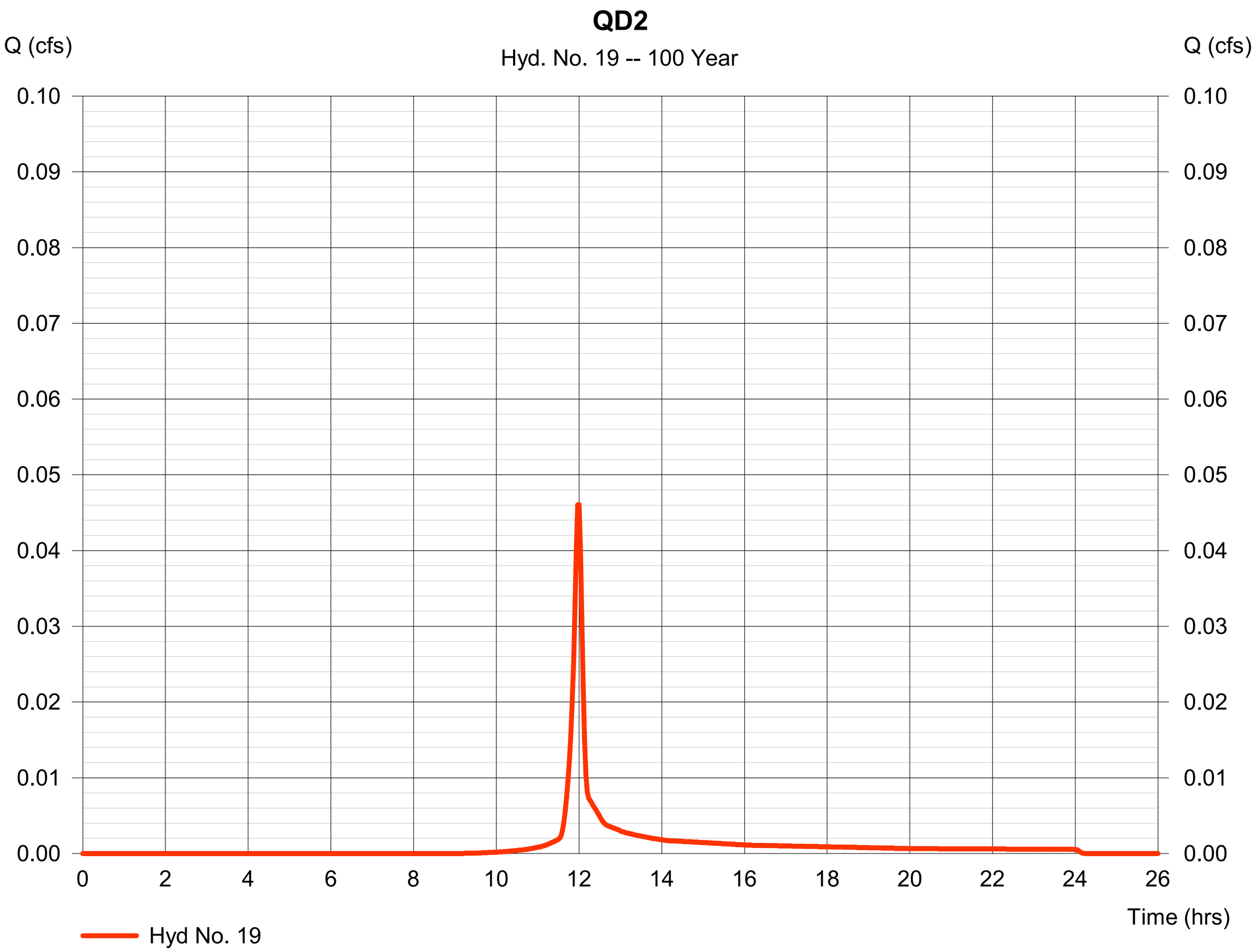


Hydrograph Report

Hyd. No. 19

QD2

Hydrograph type	= SCS Runoff	Peak discharge	= 0.046 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 2 min	Hyd. volume	= 106 cuft
Drainage area	= 0.020 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.10 min
Total precip.	= 3.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

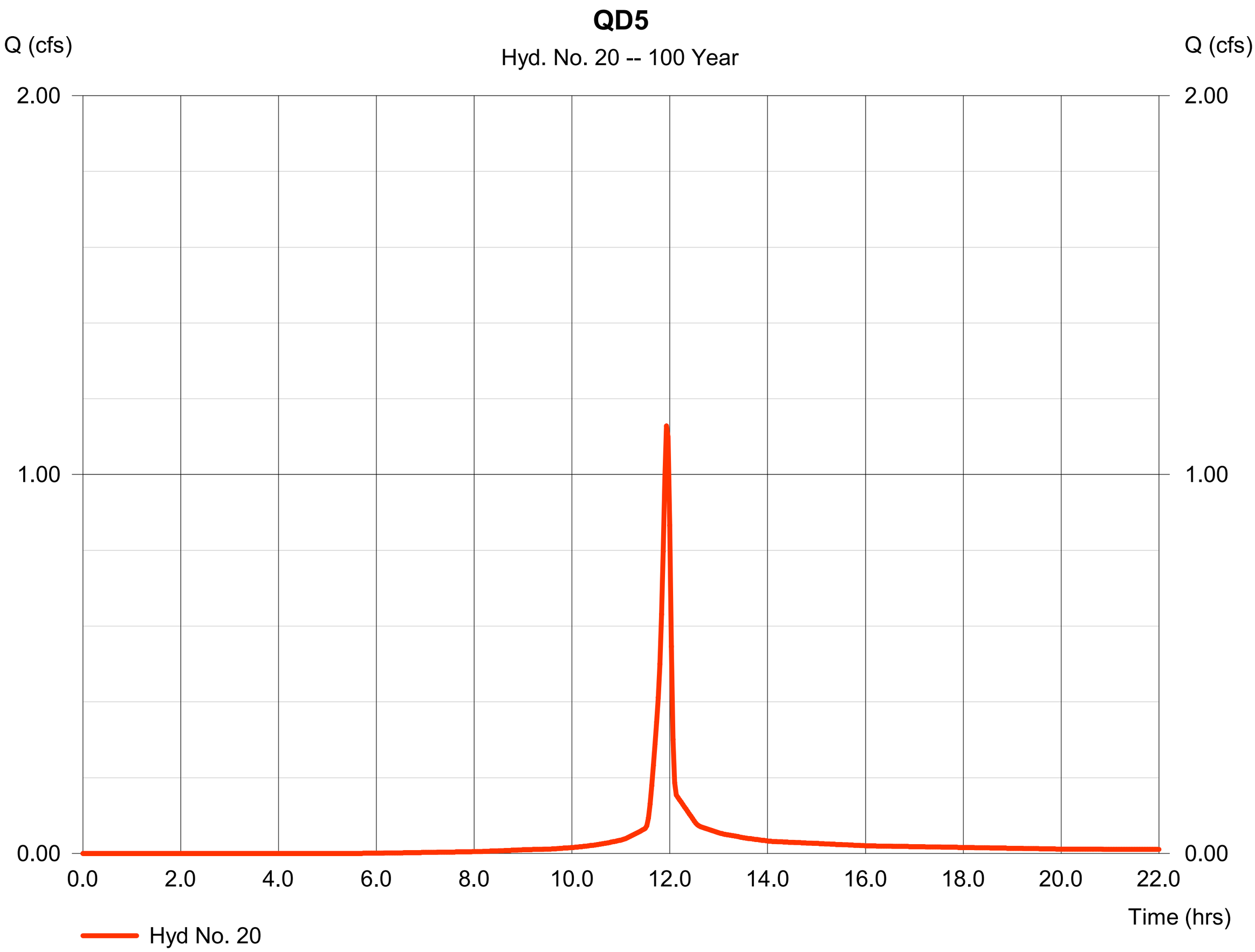


Hydrograph Report

Hyd. No. 20

QD5

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.128 cfs
Storm frequency	=	100 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	2,341 cuft
Drainage area	=	0.320 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	3.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

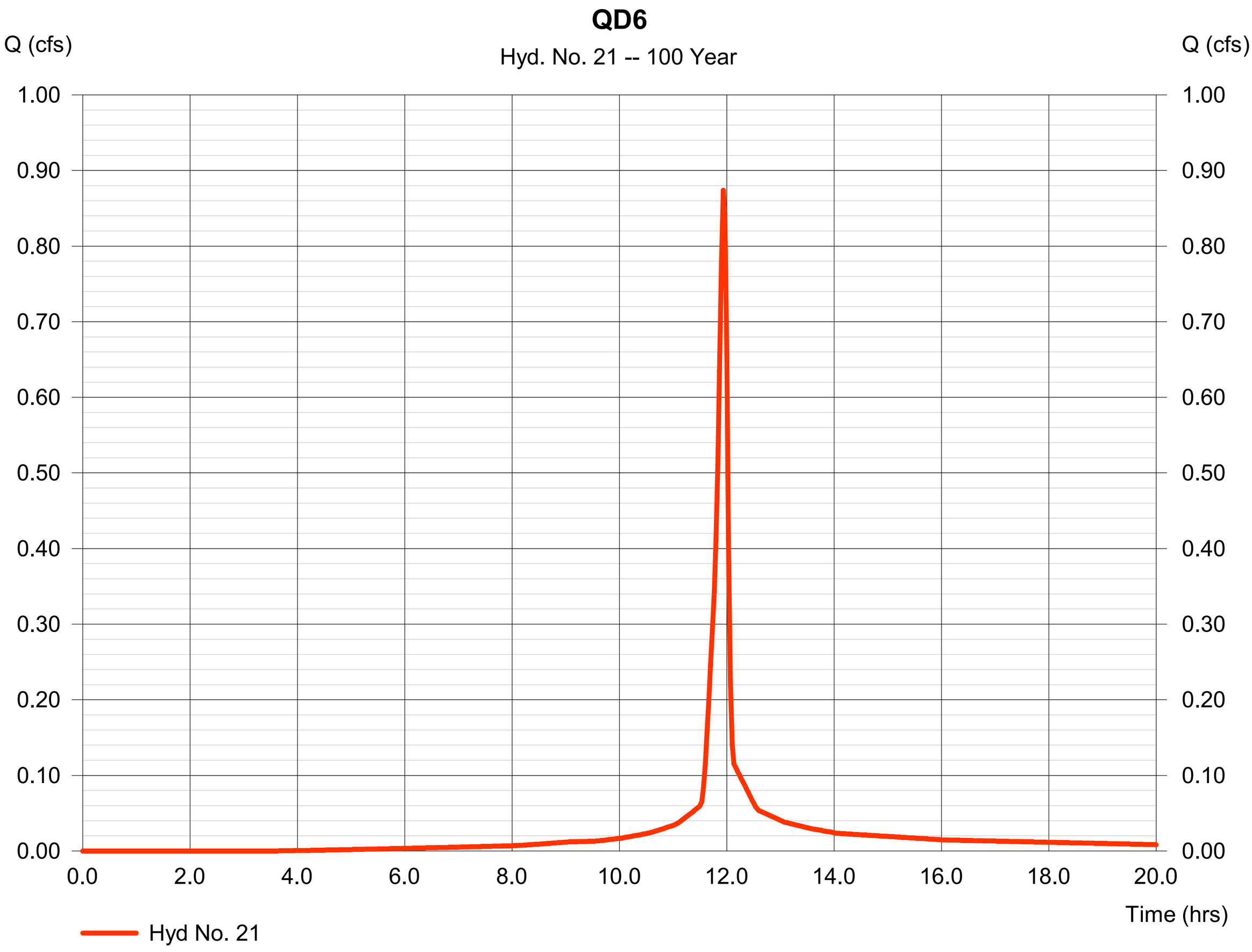


Hydrograph Report

Hyd. No. 21

QD6

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.874 cfs
Storm frequency	=	100 yrs	Time to peak	=	11.93 hrs
Time interval	=	2 min	Hyd. volume	=	1,890 cuft
Drainage area	=	0.220 ac	Curve number	=	94
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	3.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

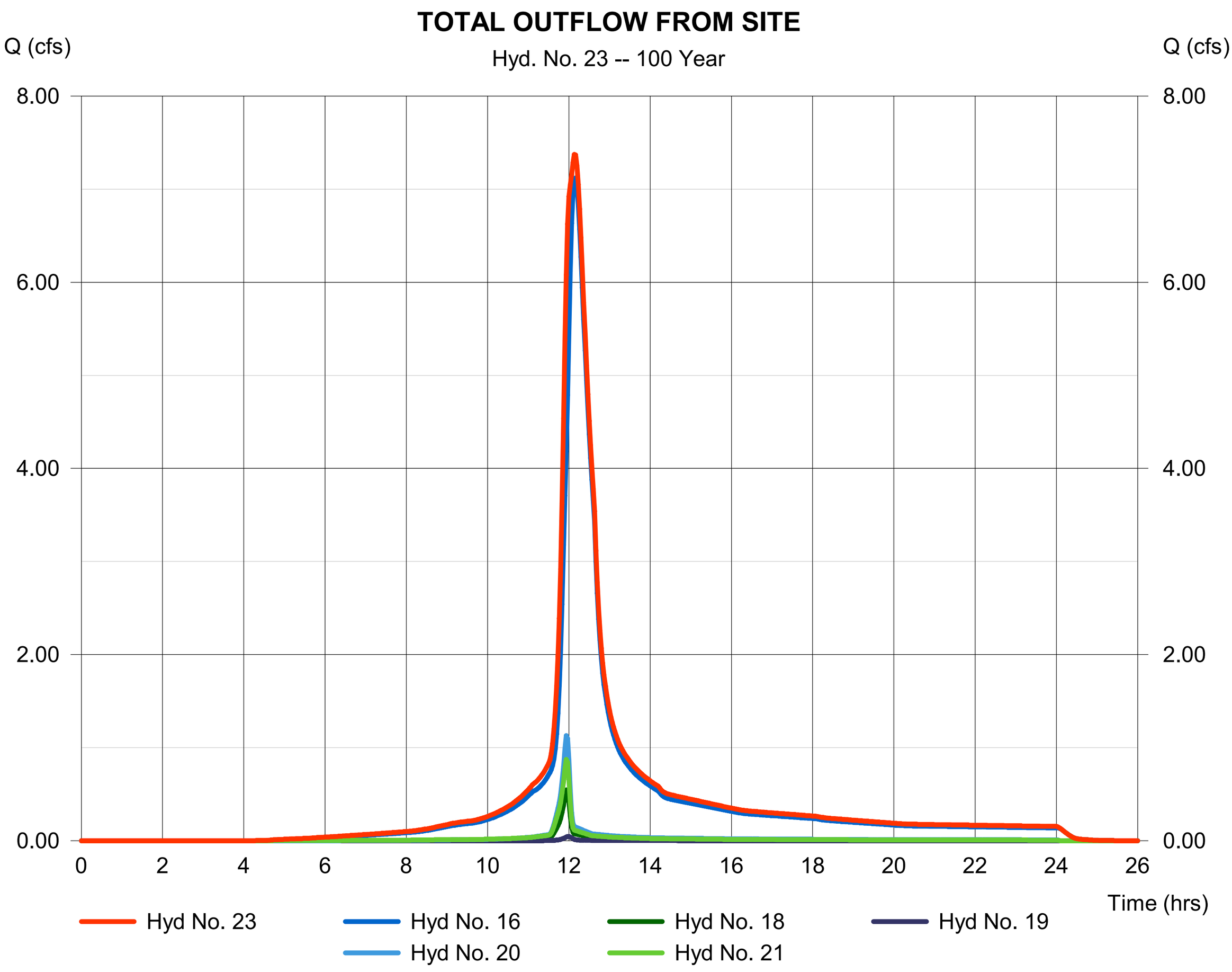


Hydrograph Report

Hyd. No. 23

TOTAL OUTFLOW FROM SITE

Hydrograph type	= Combine	Peak discharge	= 7.373 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.13 hrs
Time interval	= 2 min	Hyd. volume	= 39,030 cuft
Inflow hyds.	= 16, 18, 19, 20, 21	Contrib. drain. area	= 0.720 ac



Hydraflow Rainfall Report

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	--------
2	69.8703	13.1000	0.8658	--------
3	0.0000	0.0000	0.0000	--------
5	79.2597	14.6000	0.8369	--------
10	88.2351	15.5000	0.8279	--------
25	102.6072	16.5000	0.8217	--------
50	114.8193	17.2000	0.8199	--------
100	127.1596	17.8000	0.8186	--------

File name: SampleFHA.idf

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	5.69	4.61	3.89	3.38	2.99	2.69	2.44	2.24	2.07	1.93	1.81	1.70
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	6.57	5.43	4.65	4.08	3.65	3.30	3.02	2.79	2.59	2.42	2.27	2.15
10	7.24	6.04	5.21	4.59	4.12	3.74	3.43	3.17	2.95	2.77	2.60	2.46
25	8.25	6.95	6.03	5.34	4.80	4.38	4.02	3.73	3.48	3.26	3.07	2.91
50	9.04	7.65	6.66	5.92	5.34	4.87	4.49	4.16	3.88	3.65	3.44	3.25
100	9.83	8.36	7.30	6.50	5.87	5.36	4.94	4.59	4.29	4.03	3.80	3.60

Tc = time in minutes. Values may exceed 60.

Precip. file name: K:\Anchorum - Galisteo Project\Drainage\ANCHORUM.pcp

Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0.00	1.51	0.00	0.00	0.00	2.57	2.87	3.18
SCS 6-Hr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TREANORHL

July 24, 2024

Re: Anchorum-Galisteo Skilled Nursing Facility
Parking Count Justification

To whom it may concern:

As the Architect of Record for the referenced project, I am writing to provide additional information/rationale regarding the need for eighty parking spaces for the proposed 80-bed skilled nursing facility, when the minimum Code requirement is forty spaces or 0.5 spaces/bed.

The staffing ratio for the proposed short-term skilled nursing facility is higher than a traditional nursing home that provides both short term and long-term patient care. It is anticipated that the proposed facility will have approximately 130 full-time employees (FTE's) and of those 130 FTE's, as many as 65 FTEs will occupy the building during the weekday work shift. Staff parking demand is less during evenings, nights, and weekends, as administrative staff will not be on-site. Peak visitation also occurs evenings and weekends, so the lower staff demand will ensure adequate visitor parking during these periods. Based on these factors and past experience with similar facilities, we can confirm that the proposed number of parking spaces is appropriate and justified.

Please feel free to contact me with any questions. Thank you.

Sincerely,

Curtis Hendershott
Principal

1755 Blake Street, Suite 400
Denver, Colorado 80202

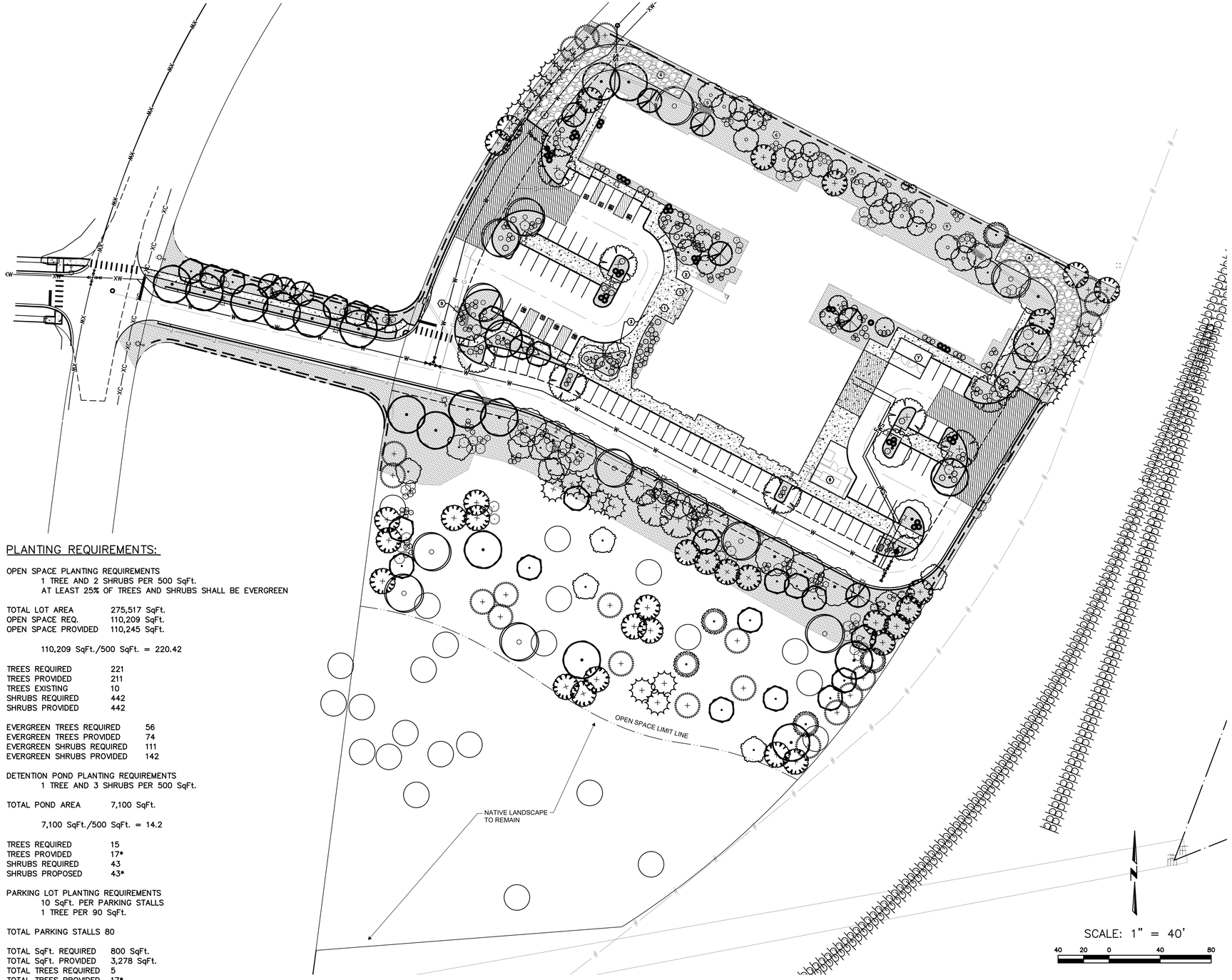
chendershott@treanor.design
c 303.229.3380
o 303.298.4700



10-FOOT TRAIL

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2019

TRAIL EXHIBIT



PLANTING REQUIREMENTS:

OPEN SPACE PLANTING REQUIREMENTS
1 TREE AND 2 SHRUBS PER 500 SqFt.
AT LEAST 25% OF TREES AND SHRUBS SHALL BE EVERGREEN

TOTAL LOT AREA	275,517 SqFt.
OPEN SPACE REQ.	110,209 SqFt.
OPEN SPACE PROVIDED	110,245 SqFt.

110,209 SqFt./500 SqFt. = 220.42

TREES REQUIRED	221
TREES PROVIDED	211
TREES EXISTING	10
SHRUBS REQUIRED	442
SHRUBS PROVIDED	442

EVERGREEN TREES REQUIRED	56
EVERGREEN TREES PROVIDED	74
EVERGREEN SHRUBS REQUIRED	111
EVERGREEN SHRUBS PROVIDED	142

DETENTION POND PLANTING REQUIREMENTS
1 TREE AND 3 SHRUBS PER 500 SqFt.

TOTAL POND AREA	7,100 SqFt.

7,100 SqFt./500 SqFt. = 14.2

TREES REQUIRED	15
TREES PROVIDED	17*
SHRUBS REQUIRED	43
SHRUBS PROPOSED	43*

PARKING LOT PLANTING REQUIREMENTS
10 SqFt. PER PARKING STALLS
1 TREE PER 90 SqFt.

TOTAL PARKING STALLS 80

TOTAL SqFt. REQUIRED	800 SqFt.
TOTAL SqFt. PROVIDED	3,278 SqFt.
TOTAL TREES REQUIRED	5
TOTAL TREES PROVIDED	17*

*VEGETATION TOTALS ARE MET WITH THE OPEN SPACE REQUIREMENTS. TREES AND SHRUBS HAVE BEEN PLACED ACCORDINGLY TO FULFILL PARKING LOT AND POND PLACEMENT REQUIREMENTS.

KEY NOTES:

1. SITE BENCHES. 6' IN LENGTH.
2. PROPOSED ANOVA TANDEM BIKE RACkS.
3. DECORATIVE BOLLARDS.
4. GRAVELPAVE2 SYSTEM FOR FIRE TRUCK ACCESS.
5. MONUMENT SIGN LOCATION.
6. SCREENED UTILITY SERVICE YARD.
7. SCREENED TRASH RECEPTACLES.
8. DETENTION POND, REFER TO CIVIL.

LEGEND:

EXISTING TREES TO REMAIN

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	WATER USE
TREES					
	AX	19	Acer truncatum x platanoides 'Warrenred' / Pacific Sunset®Maple	2" Cal.	Medium
	FN	13	Forestiera neomexicana / New Mexico Privet	2" Cal.	Low – Medium
	GT	15	Gleditsia triacanthos / Honey Locust	2" Cal.	Low – Medium
	GS	13	Gleditsia triacanthos inermis 'Shademaster' / Shademaster Honey Locust	2" Cal.	Low – Medium
	UP	11	Ulmus parvifolia / Lacebark Elm	2" Cal.	Low – Medium
	CT	10	x Chitalpa tashkentensis / Chitalpa	2" Cal.	Low
EVERGREEN TREES					
	AC	20	Abies concolor / White Fir	6' Ht.	Medium
	CK	5	Cedrus deodara 'Kashmir' / Kashmir Deodar Cedar	2" Cal.	Low – Medium
	JO	31	Juniperus osteosperma / Utah Juniper	2" Cal.	Very low – Medium
	PB	18	Pinus aristata / Bristlecone Pine	2" Cal.	Low
ORNAMENTAL TREES					
	CL	9	Chilopsis linearis / Desert Willow	2" Cal.	Low – Medium
	MH	23	Malus x 'Hopa' / Hopa Crabapple	2" Cal.	Medium
	MP	9	Malus x 'Prairifire' / Prairifire Crabapple	2" Cal.	Medium
	MS2	15	Malus x 'Spring Snow' / Spring Snow Crabapple	2" Cal.	Medium
DECIDUOUS SHRUBS					
	AC2	56	Amorpha californica / False Indigo	5 gal.	Low
	AN	10	Artemisia nova / Black Sagebrush	5 gal.	Very low – Low
	AC3	29	Atriplex confertifolia / Shadscale	5 gal.	Very low – Low
	CP	21	Caragana pygmaea / Pygmy Peashrub	5 gal.	Low
	CS	45	Chaenomeles speciosa / Flowering Quince	5 gal.	
	CM	40	Chamaebatiaria millefolium / Fernbush	5 gal.	Very low – Low
	PG	54	Prunus glandulosa 'Rosea Plena' / Pink Flowering Almond	5 gal.	Medium
	SE	21	Salix exigua / Coyote Willow	5 gal.	
	SI	24	Salix irrorata / Dewystem Willow	5 gal.	
EVERGREEN SHRUBS					
	AN2	47	Arctostaphylos nevadensis / Pine Mat Manzanita	5 gal.	Low – Medium
	MD	10	Microbiota decussata / Siberian Carpet Cypress	5 gal.	Medium
	YF	38	Yucca filamentosa / Adam's Needle	5 gal.	Very low – Medium
	YG	47	Yucca glauca / Soapweed	5 gal.	Very low – Low
			¾" DECORATIVE ROCK		
		(10)	EXISTING TREES TO REMAIN		

Seasonal Water Use and Peak Flow Projections Prepared By HydroSystems-KDI, Inc.

Description	Irrigated Quantity Grasses (Acre) Ornamental Plantings (Quantity)	Month	Year 1 Water Application (gallons)	Year 2 Water Application (gallons)	Year 3 Water Application (gallons)	Peak Season Projected Demand (GPM)
		April	15,154	11,366	9,093	
		May	18,791	14,093	11,275	
Trees	221.00	June	**22,731**	**17,049**	**13,639**	**2.8**
Drip Irrigated		July	20,357	15,268	12,214	
		August	17,225	12,919	10,335	
		September	14,397	10,797	8,638	
		October	10,179	7,634	6,107	
Irrigation Season Totals			118,835	89,126	71,301	
		April	5,051	3,789	1,768	
		May	6,264	4,698	2,192	
Shrubs	442.00	June	**7,577**	**5,683**	**2,652**	**0.9**
Drip Irrigated		July	6,786	5,089	2,375	
		August	5,742	4,306	2,010	
		September	4,799	3,599	1,680	
		October	3,393	2,545	1,188	
Irrigation Season Totals			39,612	29,709	13,864	
Site Totals						
Water Use per Year (gallons):			***158,446***	***118,835***	***85,165***	
Peak Season Water Use (gallons/mo):		***16,291***				
Average Peak Season Flow (gpm):						***4***
Required Tap Size (inches):		***3/4***				

Projections are based on a four day per week, eight hour per day, peak season watering schedule.
Peak season application for Trees is 24.0 gallons per week.
Peak season application for Shrubs is 4.0 gallons per week.
Peak season application for Perennials is 2.0 gallons per week.

Anchorum-Galisteo Skilled Nursing Facility

L200 PLANTING PLAN

05/02/24

TREANORHL

City of Santa Fe, New Mexico

Attachment C-5

DRT Comments and Response Matrix

Contents

1. Internal Source Control Note
2. Initial DRT Review Memo and Applicant Responses
3. First-Round Department DRT Comments
4. Traffic Report Redline Review Materials
5. Conditions and Technical Corrections Trackers

Attachment C-5 Internal Source Control Note

Case 2024-7999 - 2981 Galisteo Road Development Plan
August 6, 2026

This attachment provides the Development Review Team (DRT) review record for Case 2024-7999. It is intended to preserve the initial DRT review memo, applicant responses, department comments, traffic redline review materials, and the conditions / technical corrections trackers used to carry DRT issues into the Staff Report and conditions of approval.

The final signed Water Plan and Final Development Water Budget approval materials are reserved for Attachment D. Water and Water Plan DRT comments are included here because they are part of the DRT comment record, but the final Water and DWB source documents should be reviewed in Attachment D.

The June 9, 2026 Conditions and Technical Corrections tracker is treated as the latest tracker in this attachment. The May 12, 2026 tracker is retained as review history. A duplicate May 12 spreadsheet upload was omitted from this attachment.

Two traffic report redline PDFs were provided. The files are not identical by checksum and are retained in the DRT record for internal-review completeness.

Native source documents are preserved where practical for legibility. Page numbering from source documents may vary; this attachment relies on the cover sheet, section dividers, and source-control note to organize the record.

Attachment Order

1. Initial DRT Review Memo and Applicant Responses
2. First-Round Department DRT Comments
3. Traffic Report Redline Review Materials
4. Conditions and Technical Corrections Trackers

Initial DRT Review Memo and Applicant Responses

Initial review memo and applicant response materials

City of Santa Fe, New Mexico

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

Alan Webber, Mayor

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

April 18, 2024

Case# 2024-7999 Anchorum St. Vincent Skilled Nursing Facility Development Plan

Jennifer Jenkins: JenkinsGavin, Inc.
130 Grant Ave., Ste. 101
Santa Fe, NM 87505

Dear Ms. Jenkins,

Your application was received on March 11, 2024 and has been reviewed by the Planning Division (Staff) and the City's Development Review Team (DRT). Attached are the initial Staff and DRT review comments including conditions of approval and technical corrections. I would like to highlight and summarize the following key items:

A. Initial Review Summary

Your Development Plan application has been reviewed by Staff and the following necessary revisions have been identified:

1. Per § 14-7.5(A)(2), fire apparatus roads and turnarounds cannot be counted toward the Open Space requirement (40%, in this case). Both fire lanes are symbolized as Open Space on Pg. "AP0.01." Please revise, recalculate and reflect this correction graphically and numerically throughout the plans.
2. What is the "open space limit line?" Is the southern end of the parcel being excluded from the open space calculation? If so, why? Please remove this line throughout the plans.
    a. The Planting Plan on "Sheet L200" also shows this line. Unless this area is slated for future subdivision, this line must be removed from the plan and the whole parcel depicted consistently. If there will be no additional plantings in this area as part of this plan, please label the area as "native landscape" or similar.
3. Although none of the plans show a detailed buildout of roads serving the lower area of the subject parcel, a stub-out for a four-way intersection appears throughout the plan set. The "Master Utility Plan" also shows future utility lines to this area. See Figure 1, below. What is the purpose of the connection to the south? Additionally, the "Slope Analysis Map" shows unlabeled lines and polygons that may indicate future roadway locations. See Figure 2, below. Is this related to future development on the southern portion of the subject parcel?

    Table 14-7.3-1, Note 3. of the Land Use Code states the following: "*The minimum total area of a BIP district shall be four acres. The minimum total area may be further divided into individual*

lots; however, the site shall be master planned in its entirety and the master plan approved by the planning commission."

In order to avoid piecemeal development and, rather, to plan comprehensively for whole parcels, the Code requires a master plan if a parcel will be further subdivided to parcels less than four acres within the BIP district. This allows for the least-impactful routing and sharing of infrastructure, utilities, roads, and the holistic assessment of any cumulative impacts to the cultural landscape or viewsheds.

If this area will be subdivided, the Applicant must pause the current process and reapply for a Master Plan first before the Development Plan. Please confirm the intent for the southern area.

Fig. 1 – Master Utility Plan (excerpt)

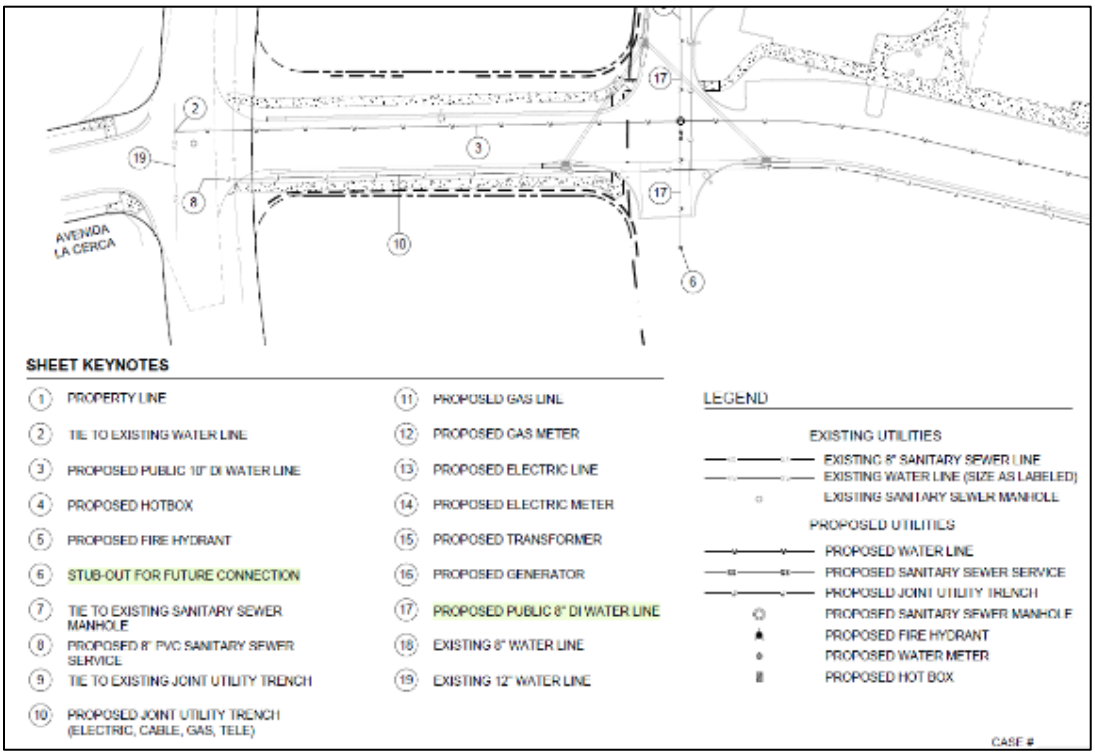
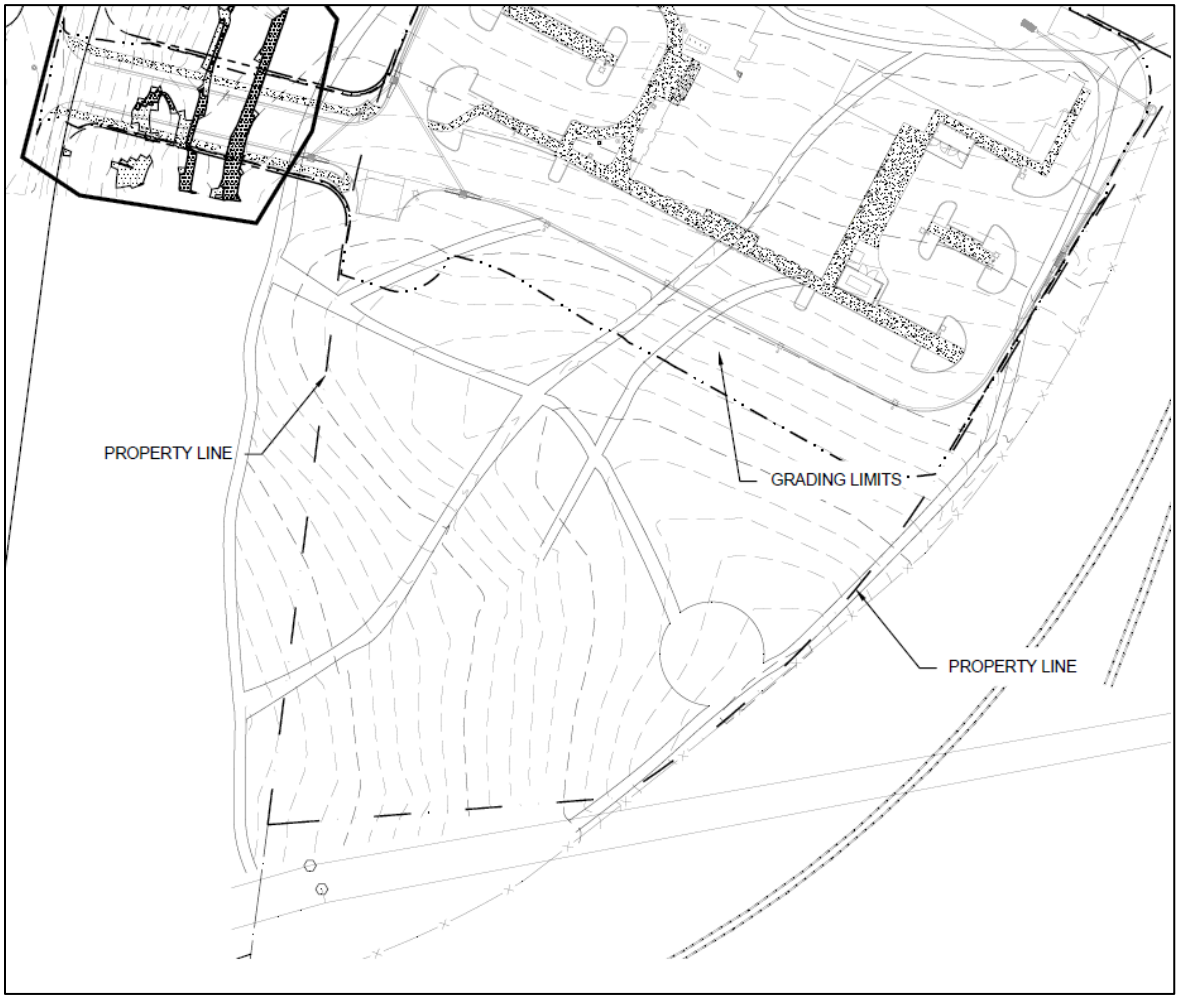


Fig. 2 – Slope Analysis Map (excerpt)



4. There is a conflict in the Open Space calculations throughout the plan set (Development Plan, "Sheet 2 of 3" shows 110,430 SF; and both "Pg. AP0.01" and "Sheet L200" shows 110,245 SF). Please verify and reflect consistently throughout the plans.
5. "Pg. AP0.01," "Pg. AP2.01," "Pg. AP2.02," and "Sheet L200" indicate one monument sign and one building-mounted sign, with no description of materials or illumination. Please confirm that the sign permit for these two signs will be applied for separately from this Development Plan.

B. Initial DRT Review Summary

Your Development Plan application has been reviewed and the following necessary revisions have been identified:

1. Paul Duran [Archaeological] – ARC approval and archeological clearance needed before permits can be issued; see attached DRT response letter.
2. Dee Beingessner [Land Use/Terrain Management/City Engineer] – Additional information on the pond facility has been requested prior to Planning Commission. Technical corrections have also been requested; see attached DRT response letter.

3. Geronimo Griego [Fire Prevention] – Additional information on floor area and sprinkler system has been requested prior to Planning Commission. Technical corrections have also been requested; see attached DRT response letter.
4. Leah Yngve [MPO] – Additional information regarding the 10' trail and crosswalks have been requested prior to Planning Commission; see attached DRT response letter.
5. Melissa McDonald [City Parks and Trails] - Additional information on the trail and construction have been requested before permits can be issued, as well as required Parks review at 30%, 60% and final design; see attached DRT response letter.
6. Lawrence Rivera [Land Use Technical Review/Landscaping/Irrigation] - Additional requirements on the landscaping plan and irrigation have been requested before recordation can take place; see attached DRT response letter.
7. Leroy Pacheco [Traffic] - Additional information on public infrastructure civil plans, as well as compliance with redlines to the traffic plan have been requested prior to Planning Commission; see attached DRT response letter.
8. Stan Holland [Sewer] - Additional requirements for the sewer line and revisions to the plans have been requested before recordation can take place; see attached DRT response letter.
9. Clinton Peterson [Water Engineering] – Various revisions to the Water Plan, and compliance with plan redlines to the proposed public water infrastructure, have been requested at differing timelines (i.e., prior to DP approval, prior to BP issuance, prior to development); see attached DRT response letter.
10. Teddy Padilla [Land Use/ADA] – Various technical corrections have been requested regarding accessibility; see attached DRT response letter.

Once all DRT comments have been addressed and updated materials submitted and accepted, a Planning Commission hearing date can be scheduled. Please let me know if you have any questions or concerns.

Thank you,

Janice Biletnikoff
Janice Biletnikoff, AICP
Senior Planner, Planning and Land Use Department

Development Review Team (DRT)
Comment Form

Date: 4/8/24

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

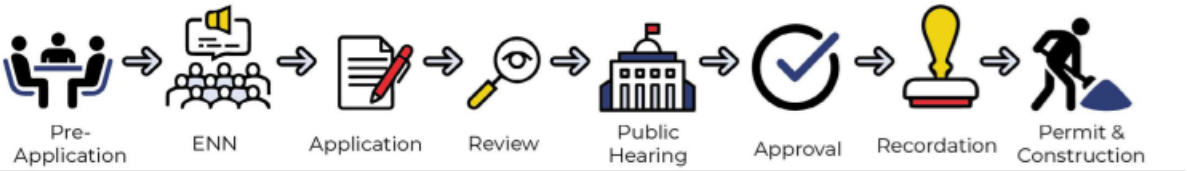


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Accessible Path(s) of travel provided from Public ROW shall comply with Sec. 302 Floor Surfaces, 303.4 Ramps, 401 Accessible Routes.		
2. Provide ADA Parking count that complies with NMBC Table 1106.1, 1106.2, 1106.3,		
3. Add sidewalks adjacent to property, from property line to property line per SFCC sect. 14-9.2 (E) (2-3).		
4. Add EV Charging Stations.		
5. Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.		
6. Show Detail on Passenger Loading Zone		
7. Add surface material description in Legend, on Civil Site Plan Pg. C-101.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date:

DRT Member:

Dept/Div:

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

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Timing of Conditions of Approval + Technical Corrections

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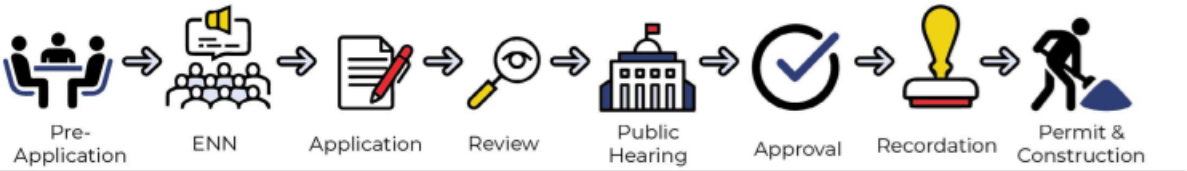
Form Updated: September 2023

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Need ARC approval before any permits can be issued		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date: 4/5/24

DRT Member: Dee Beingessner

Dept/Div: Land Use/Engineering

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. The Terrain Management report must contain a discussion of the pond volume and not just mention that there is one pond. In addition, nothing in the report shows the location of the pond. This must be shown in the report.	Prior to Planning Commission	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Cut slope maximum slope is 2:1. Plan shows 4H to 1V which is 4:1 and not per code.	Prior to recordation	
2. Need stormwater plan and profile sheets		
3.		
4.		

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The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: January 8, 2024

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Prevention Division

Case No.: **2024-7999. 2981 Galisteo Road Skilled Nursing Facility Development Plan.**

Case Planner: Janice Biletnikoff

DRT Review Schedule – 9-12+ weeks*

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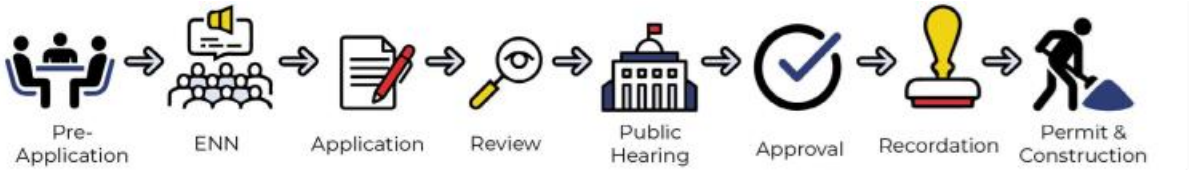
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall verify on plans square footage of proposed structure and whether it is sprinklered or not. (IFC 2015 D104 Commercial and Industrial Developments)	Prior to public hearing	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Shall provide code analysis of project for proper occupancy classification designation as per IFC 2015.		
2. Shall provide engineered (civil engineered) all weather road as per IFC 2015, 104.7.2 Technical Assistance, 503.2.3 Surface.		
3. 503.1.1 Fire Department shall have 150 feet distance to any portion of the building on any new construction.		
4. 503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.		
5. 503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.		
6. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6		
7. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.		
8. 912.2 Location (Fire Department Connections). With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire		

apparatus. The location of fire department connections shall be approved by the fire chief.		
9. Shall have water supply that meets fire flow requirements as per IFC (Appendix B)		
10. D102.1 Access and Loading (75,000 lbs.)		
11. D103.5 Fire apparatus access road gates.		
12. D103.4 Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided.		
13. Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade		
14. Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building).		
15. Shall comply with Section D106 Multiple-Family Residential Developments.		
16. D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.		
17. D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.		
18. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Shall locate the Fire Department Connection on the property for proper access and clearance for the fire department.
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 4/4/24

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #2024-7999. 2981 Galisteo Road Skilled Nursing Facility Development Plan**

Case Planner: Janice Biletnikoff

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. Demonstrate a commitment to a 10' trail through the property north to Rodeo Road	Prior to public hearing	
2. Seek the easement dedication for the trail through the NMDOT property to the south of the site.	Prior to recordation	
3. Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.	Prior to public hearing	
4. Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.	Prior to public hearing	

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1.		
2.		
3.		
4.		

Explanation of Conditions or Corrections (if needed):

1. Demonstrate a commitment to a 10' trail through the property north to Rodeo Road and 2. Seek the easement dedication for the trail through the NMDOT property to the south of the site.

The Bicycle Master Plan includes this trail through the development and tying into the Rail Trail and proposed and existing trails to the west. Though the applicant will only build the trail to the north, they should include the easement to the south in their negotiation process with NMDOT to expedite the development of that section.

3. Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.

Because the trail design was not included in the plans, the interface with the access street was not available. Ideally, the trail will cross at a proposed crosswalk, preferably the eastern crosswalk where vehicle speeds will likely be slower.

4. Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.

In the proposed site plan, the northern sidewalk continues all the way to the facility while the southern sidewalk terminates. Therefore, the northern leg of the intersection should have a crosswalk as well. If there is good reason to only have one crosswalk, the norther leg would be preferable for this reason.

Development Review Team (DRT)
Comment Form

Date: 4/2/24

DRT Member: Melissa McDonald

Dept/Div: Parks and Open Space Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

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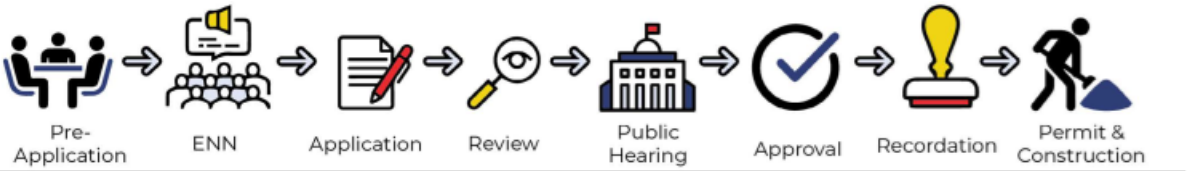
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Trail design and construction	Prior to building permit. Review required at 30%,60% and final.	
2.		
3.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

The Parks and Open Space Division concurs with the proposed conceptual alignment of the trail. The developer will be required to construct the 10-foot-wide trail in accordance with city standards and codes. Addressing surface drainage is required; it must be managed by implementing erosion control measures, subject to approval by the city engineer and consistent with the grading and drainage plan's approval.

Regarding the management of a dog park, the Parks and Open Space Division has not considered assuming responsibility for such an area. Any trail under our jurisdiction would allow for public use, with dogs on leashes, in compliance with city ordinances. The establishment and maintenance of any designated dog area, whether informal or enclosed, would fall under the applicant's purview.

Form Updated: September 2023

Development Review Team

Comment Form

Date: 8/08/2022

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Manager, Janice Biletnikoff, AICP

Review by this division/department of the Preliminary Development plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. On sheet L-100 Demo Plan: Provide significant tree information, list species, tree heights, and quantities. All significant trees to be removed shall include the removal of the root systems.	Prior to recordation
2. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
3. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation	Prior to recordation
4. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
5. Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Locust trees with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
6. 14-8.4 (F)(2)(c) All required evergreen trees shall be a minimum of six (6) feet in height.	Prior to recordation
7. Amorpha californica, California False Indigo is not on the city approved plant list. Please replace the California False Indigo with another approved shrub variety from the City of Santa Fe plant list.	Prior to recordation

8. Salx Species is not on the approved city plant list. please replace all salix shrubs with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
9. 14-8.4(E)(1) The landscaping plan shall include water harvesting for landscape irrigation purposes as a minimum requirement. Water harvesting that is a primary component of stormwater management may qualify for open space reduction as provided in Section 14-7.5(D)(6). Provide strategic curb cuts at islands and planter stripes for water harvesting. 14-8.4(E)(4)(g) planting beds shall be swaled, sloped or recessed below grade prevent fugitive water;	Prior to recordation
10. 14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Prior to recordation
11. 14-8.4(F)(2)(g) required new plant material shall be protected from damage by vehicles.	Prior to recordation
12. 14-8.4(G)(3)(d) *street trees* shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination.	Prior to recordation
13. 14-8.4(G)(3)(e) *street trees* shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;	Prior to recordation
14. Weed fabric under all Gravel Mulches and Cobble is requested. Weed fabric is required at all drainage ways and all planter strips next to City streets. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to recordation
15. Screen parking lot view from Galisteo Street. Provide additional plant material for parking lot screening along the west perimeter of parking lot.	Prior to recordation
15. Provide an irrigation design that meets Chapter 14-8.4(c) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	Prior to recordation
16. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe.	Prior to recordation
17. Provide a dedicated irrigation meter.	Prior to recordation
18. Irrigation water lines shall not cross city water mains.	Prior to recordation
19. 14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	Prior to recordation
20. A water level measuring device with zero set at finish grade located at the center of each pond is required.	Prior to recordation
21. A security fence around ponds deeper than three feet with a maintenance gate is required.	Prior to recordation

23. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Prior to recordation
24. Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant.	Prior to recordation
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Traffic Comments – Anchorum-St. Vincent's

Date: April 3, 2024

DRT Member: Leroy N. Pacheco, PE /Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department/Complete Streets

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. See attached TIA Redline Markups	Prior to Planning Commission	
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. It should be noted that the link provided for the traffic impact analysis did not include any public infrastructure civil plans for review and those should be provided for Wilson&Company to review in future submittals.
2.

Explanation of Conditions or Corrections (if needed):

A follow-up traffic coordination meeting may be helpful to review Wilson's redline markups with the developer's traffic engineer.

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: April 3, 2024

DRT Member: Stan Holland, P.E.

Dept/Div: Utilities/Wastewater Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
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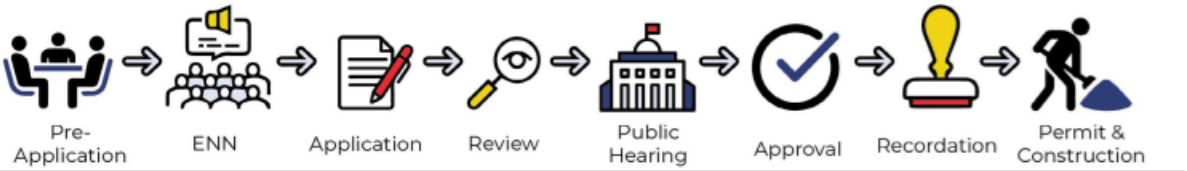
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An Industrial Sampling Port is required on the 8-inch sewer line extension	*Prior to Recordation*	
2. The 8-inch sewer line extension from the existing manhole to the building shall be SCH 40 PVC pipe. Connection of the 8-inch line to the existing sewer manhole shall be core drilled.	*Prior to Recordation*	
3. Identify the new 8-inch sewer line as a private sewer line	*Prior to Recordation*	
4. Provide a detail drawing showing clearances for the water and storm sewer line crossings of the sewer line	*Prior to Recordation*	
5. In sheet C-301, at the entrance to the site a utility trench is identified as an 8 inch sewer line (Keynote 8) and should be shown as Keynote 10 for the dry utilities	*Prior to Recordation*	
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date: 3/26/24

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Plan)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

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Timing of Conditions of Approval + Technical Corrections

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b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
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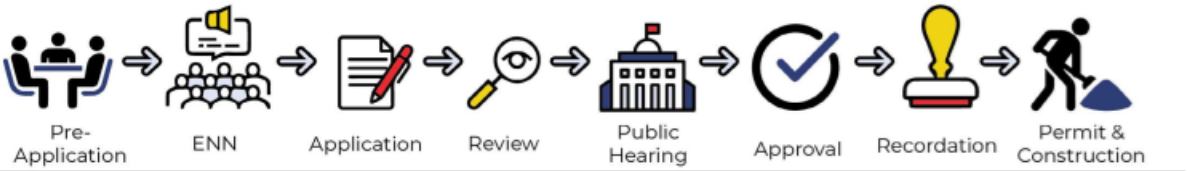
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Development Plan approval	
2. An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services	Prior to building permit approval	
3. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Technical comments on the new public water infrastructure will be provided to the engineer via the water plan review.	Prior to Water Plan approval	
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: March 2024

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED AN NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. ALL TEES ARE MJ x MJ x FLG.
19. ALL VALVES ON TEES ARE FLG x MJ.

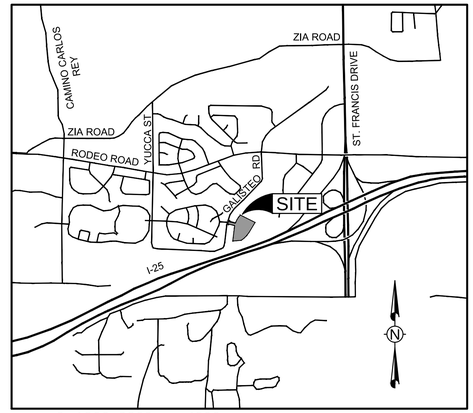
LEGEND

EXISTING UTILITIES

- EXISTING 8" SANITARY SEWER LINE
- EXISTING WATER LINE (SIZE AS LABELED)
- EXISTING SANITARY SEWER MANHOLE

PROPOSED UTILITIES

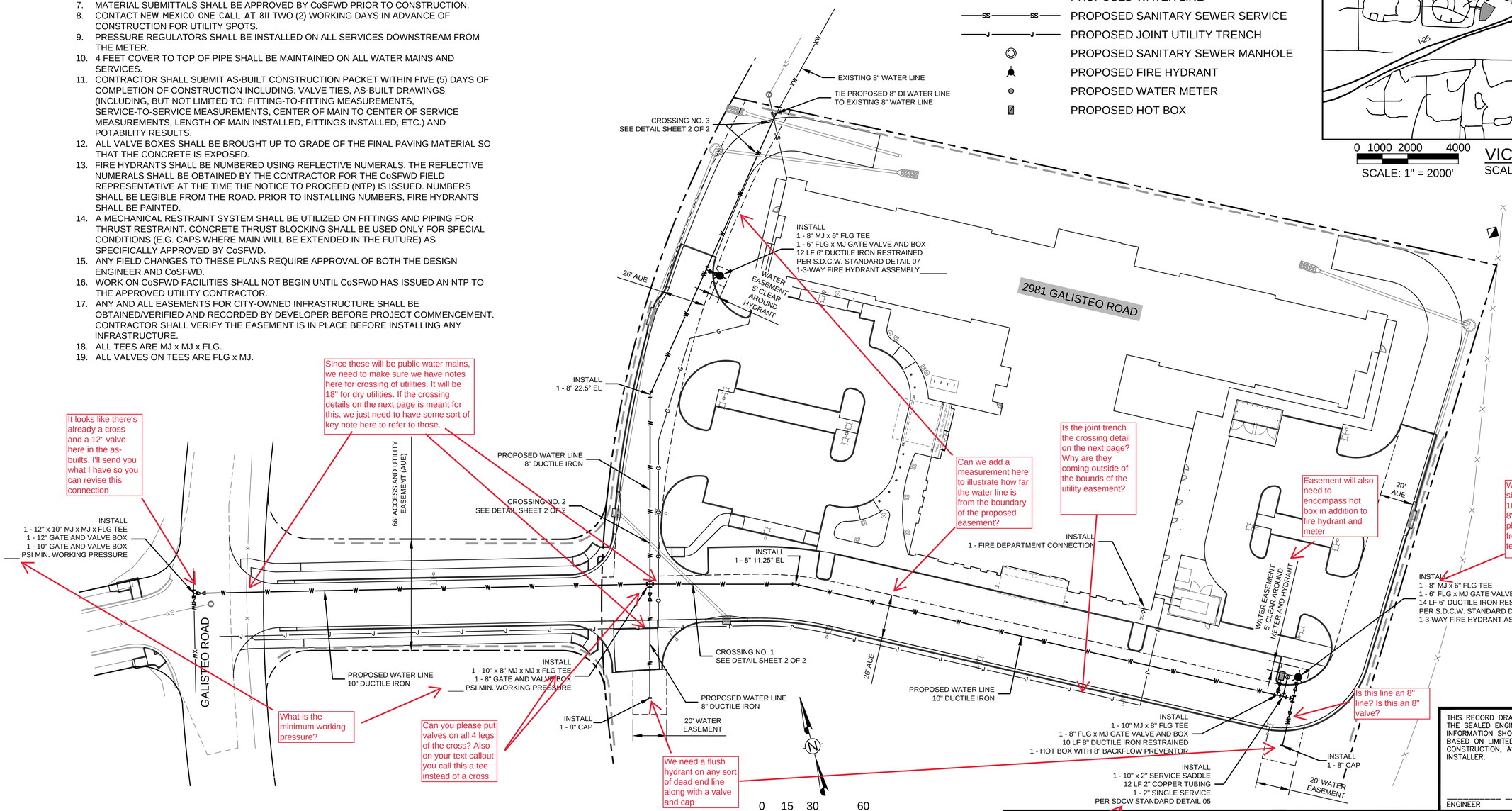
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED JOINT UTILITY TRENCH
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED HOT BOX



SCALE: 1" = 2000'

VICINITY MAP

SCALE: 1" = 2000'



SCALE: 1" = 30'

2981 GALISTEO ROAD OVERALL

SCALE: 1" = 30'

Since these will be public water mains, we need to make sure we have notes here for crossing of utilities. It will be 18" for dry utilities. If the crossing details on the next page is meant for this, we just need to have some sort of key note here to refer to those.

It looks like there's already a cross and a 12" valve here in the as-builts. I'll send you what I have so you can revise this connection

What is the minimum working pressure?

Can you please put valves on all 4 legs of the cross? Also on your text callout you call this a tee instead of a cross

We need a flush hydrant on any sort of dead end line along with a valve and cap

Can we add a measurement here to illustrate how far the water line is from the boundary of the proposed easement?

Is the joint trench the crossing detail on the next page? Why are they coming outside of the bounds of the utility easement?

Easement will also need to encompass hot box in addition to fire hydrant and meter

Wouldn't this be a 10" tee since the proposed line is 10"? You're also showing an 8" cap, so I'm not sure if the plan is to adapt down to 8" from the 10" main with this tee or not.

Is this line an 8" line? Is this an 8" valve?

Have you submitted a meter sizing form? If so please send that to me to confirm. Also, will you have >1000 sq. ft. landscaping? If so you will need a separate irrigation meter with backflow preventer

Have you submitted a fire flow analysis request? We will need these values

There are instances of "SDCW" throughout pdf. Please change these all to "CoSFWD"

Aerial is M17

Drawing number will be 10. Same goes for the following page.

DOMESTIC SERVICE TABLE

BUILDING NUMBER	ADDRESS	SERVICE SIZE
1	2981 GALISTEO ROAD	2" DS

FIRE SERVICE TABLE

BUILDING NUMBER	ADDRESS	SERVICE SIZE	REQUIRED FLOW (GMP)	RESIDUAL PRESSURE (PSI)
1	2981 GALISTEO ROAD	8" FS		

REV DATE: 2024-03-27

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
APS	_____	___/___/___
GIS (MAPPING)	_____	___/___/___
Inspector approved	_____	___/___/___

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE DATE _____

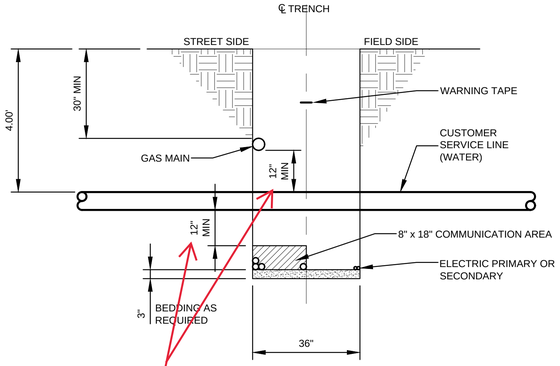
Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, NM 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

2981 GALISTEO ROAD SANTA FE, NM

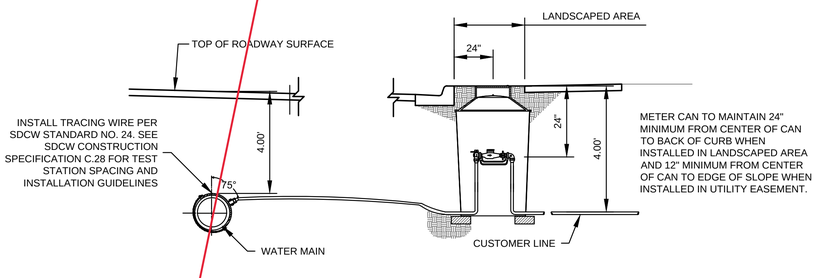
CITY OF SANTA FE WATER DIVISION _____ DATE
SANTA FE FIRE DEPARTMENT _____ DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
	T 16 N . R 09 E . S 10	

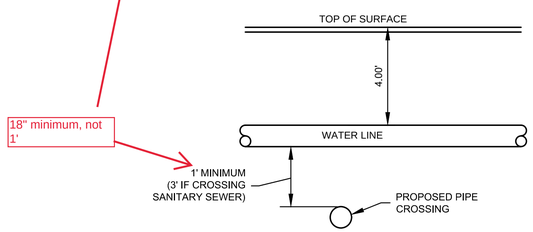
INSPECTOR _____
DATE: _____
2024



UTILITY TRENCH AND CROSSING DETAIL FOR CUSTOMER LINE
SCALE N.T.S.

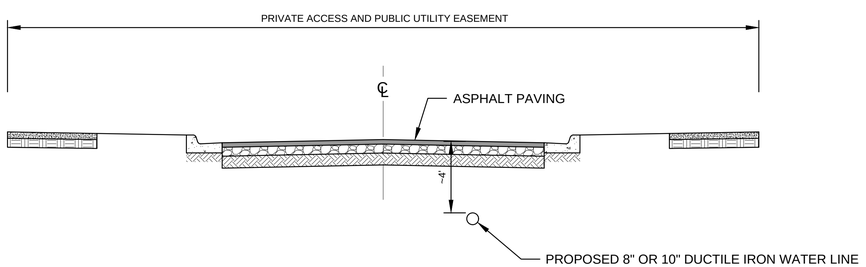


TYPICAL WATER SERVICE AND METER CAN PLACEMENT DETAIL
SCALE N.T.S.

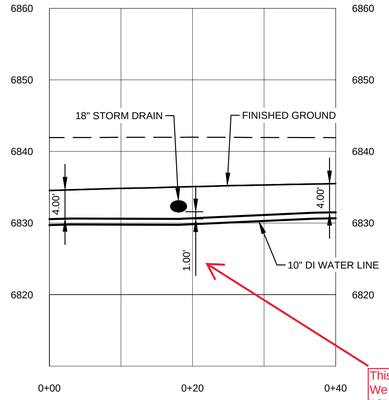


18" minimum, not 1'

CROSSING DETAIL
SCALE N.T.S.

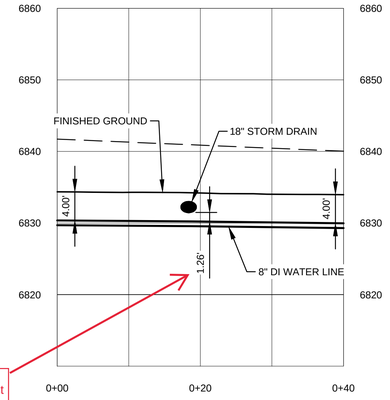


TYPICAL DRIVEWAY SECTION
SCALE N.T.S.

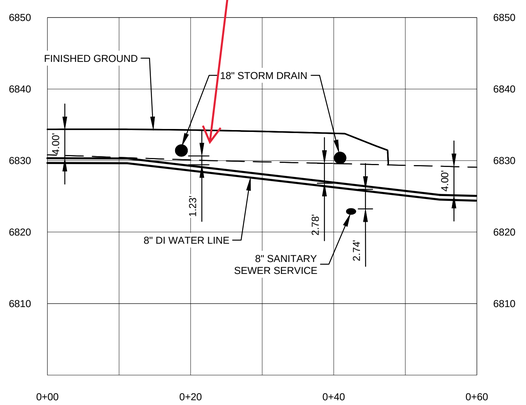


CROSSING NO. 1
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

This is too close. We require at least 18" vertical separation between water mains and other utilities

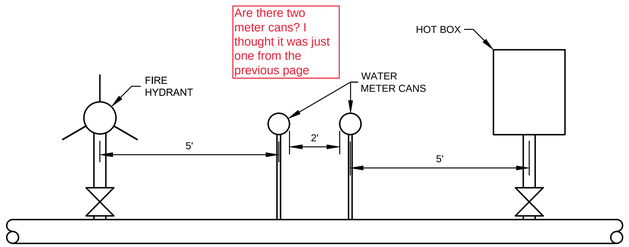


CROSSING NO. 2
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'



CROSSING NO. 3
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

Are there two meter cans? I thought it was just one from the previous page



SEPARATION SPACING DETAIL
SCALE N.T.S.

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_____ _____ _____
ENGINEER PE DATE

Drawing # will be 10. Is there a 3rd page?

REV DATE: 2024-03-27

RECORD MAPPING

	INITIALS	DATE
AS BUILT	_____	___/___/___
VALVE MAPS	_____	___/___/___
GIS (MAPPING)	_____	___/___/___
Inspector approved	_____	___/___/___

SFEC
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2981 GALISTEO ROAD
SANTA FE, NM

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE DATE _____

APPROVED
_____ CITY OF SANTA FE WATER DIVISION DATE
_____ SANTA FE FIRE DEPARTMENT DATE

INSPECTOR
_____ DATE: _____

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
	T 16 N . R 09 E . S 10	

2024
02
(2 OF 3)

First-Round Department DRT Comments

Department and division comment forms

Development Review Team (DRT)
Comment Form

Date:

DRT Member:

Dept/Div:

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

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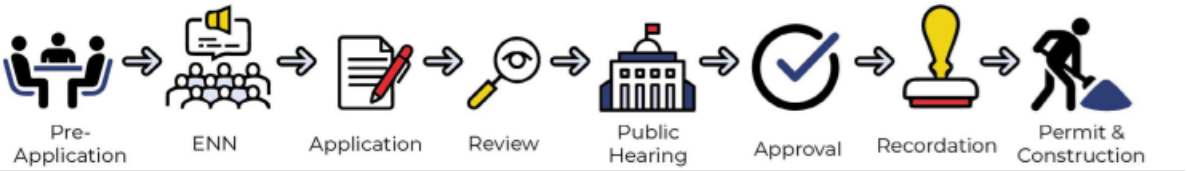
Form Updated: September 2023

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Need ARC approval before any permits can be issued		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date: 4/5/24

DRT Member: Dee Beingessner

Dept/Div: Land Use/Engineering

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. The Terrain Management report must contain a discussion of the pond volume and not just mention that there is one pond. In addition, nothing in the report shows the location of the pond. This must be shown in the report.	Prior to Planning Commission	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Cut slope maximum slope is 2:1. Plan shows 4H to 1V which is 4:1 and not per code.	Prior to recordation	
2. Need stormwater plan and profile sheets		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: January 8, 2024

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Prevention Division

Case No.: **2024-7999. 2981 Galisteo Road Skilled Nursing Facility Development Plan.**

Case Planner: Janice Biletnikoff

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

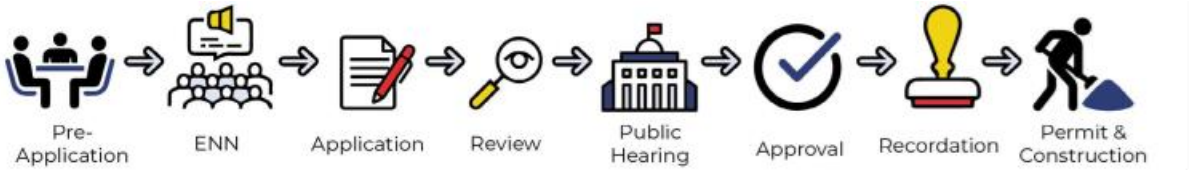


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall verify on plans square footage of proposed structure and whether it is sprinklered or not. (IFC 2015 D104 Commercial and Industrial Developments)	Prior to public hearing	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Shall provide code analysis of project for proper occupancy classification designation as per IFC 2015.		
2. Shall provide engineered (civil engineered) all weather road as per IFC 2015, 104.7.2 Technical Assistance, 503.2.3 Surface.		
3. 503.1.1 Fire Department shall have 150 feet distance to any portion of the building on any new construction.		
4. 503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.		
5. 503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.		
6. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6		
7. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.		
8. 912.2 Location (Fire Department Connections). With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire		

apparatus. The location of fire department connections shall be approved by the fire chief.		
9. Shall have water supply that meets fire flow requirements as per IFC (Appendix B)		
10. D102.1 Access and Loading (75,000 lbs.)		
11. D103.5 Fire apparatus access road gates.		
12. D103.4 Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided.		
13. Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade		
14. Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building).		
15. Shall comply with Section D106 Multiple-Family Residential Developments.		
16. D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.		
17. D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.		
18. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Shall locate the Fire Department Connection on the property for proper access and clearance for the fire department.
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 4/8/24

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

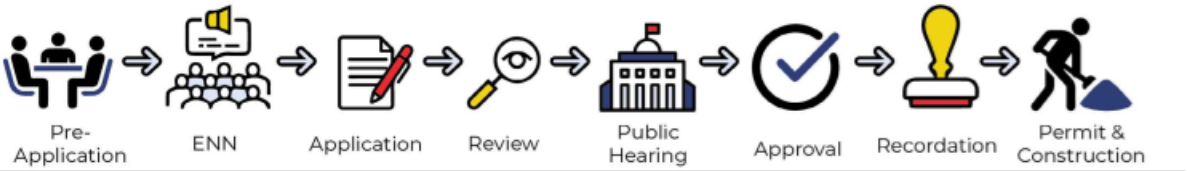


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Accessible Path(s) of travel provided from Public ROW shall comply with Sec. 302 Floor Surfaces, 303.4 Ramps, 401 Accessible Routes.		
2. Provide ADA Parking count that complies with NMBC Table 1106.1, 1106.2, 1106.3,		
3. Add sidewalks adjacent to property, from property line to property line per SFCC sect. 14-9.2 (E) (2-3).		
4. Add EV Charging Stations.		
5. Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.		
6. Show Detail on Passenger Loading Zone		
7. Add surface material description in Legend, on Civil Site Plan Pg. C-101.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team

Comment Form

Date: 5/18/2024

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case #2024-7999: **REVISED** Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Manager, Janice Biletnikoff, AICP

Review by this division/department of the Preliminary Development plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. On sheet L-100 Demo Plan: Provide significant tree information, list species, tree heights, and quantities. All significant trees to be removed shall include the removal of the root systems.	Prior to recordation
2. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
3. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation	Prior to recordation
4. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
5. Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Locust trees with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
6. 14-8.4 (F)(2)(c) All required evergreen trees shall be a minimum of six (6) feet in height. Two in calliper evergreen trees do not equate to 6-foot tall trees.	Prior to recordation
7. Amorpha californica, California False Indigo is not on the city approved plant list. Please replace the California False Indigo with another approved shrub variety from the City of Santa Fe plant list.	Prior to recordation

8. Salx Species is not on the approved city plant list. please replace all salix shrubs with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
9. Street trees are required along Galisteo Road. Irrigation and mulch are required for the street trees.	Prior to recordation
10. The Back of curb at Galisteo Road requies a minimum 3-feet wide mulched bed the leangth of the property with weed fabric and 2-inches of gravel. The gravel shall be two-inches below top of curb.	Prior to recordation
11. 14-8.4(E)(1) The landscaping plan shall include water harvesting for landscape irrigation purposes as a minimum requirement. Water harvesting that is a primary component of stormwater management may qualify for open space reduction as provided in Section 14-7.5(D)(6). Provide strategic curb cuts at islands and planter stripes for water harvesting. 14-8.4(E)(4)(g) planting beds shall be swaled, sloped or recessed below grade prevent fugitive water;	Prior to recordation
12. 14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Prior to recordation
13. 14-8.4(F)(2)(g) required new plant material shall be protected from damage by vehicles.	Prior to recordation
14. 14-8.4(G)(3)(d) *street trees* shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination.	Prior to recordation
15. 14-8.4(G)(3)(e) *street trees* shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;	Prior to recordation
16. Weed fabric under all Gravel Mulches and Cobble is requested. Weed fabric is required at all drainage ways and all planter strips next to City streets. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to recordation
17. Screen parking lot view from Galisteo Street. Provide additional plant material for parking lot screening along the west perimeter of parking lot.	Prior to recordation
18. Provide an irrigation design that meets Chapter 14-8.4(c) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	Prior to recordation
19. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe.	Prior to recordation
20. Provide a dedicated irrigation meter.	Prior to recordation
21. Irrigation water lines shall not cross city water mains.	Prior to recordation
22. 14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones	Prior to recordation

are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	
23. A water level measuring device with zero set at finish grade located at the center of each pond is required.	Prior to recordation
24. A security fence around ponds deeper than three feet with a maintenance gate is required.	Prior to recordation
25. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Prior to recordation
26. Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant.	Prior to recordation
27. Outdoor Lighting requires revision; light is bleeding into neighboring property to the east. Property lights must reflect a 0.0 candle-foot points.	Prior to recordation
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Comment Form

Date: 4/4/24

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #2024-7999. 2981 Galisteo Road Skilled Nursing Facility Development Plan**

Case Planner: Janice Biletnikoff

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. Demonstrate a commitment to a 10' trail through the property north to Rodeo Road	Prior to public hearing	
2. Seek the easement dedication for the trail through the NMDOT property to the south of the site.	Prior to recordation	
3. Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.	Prior to public hearing	
4. Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.	Prior to public hearing	

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1.		
2.		
3.		
4.		

Explanation of Conditions or Corrections (if needed):

1. Demonstrate a commitment to a 10' trail through the property north to Rodeo Road and 2. Seek the easement dedication for the trail through the NMDOT property to the south of the site.

The Bicycle Master Plan includes this trail through the development and tying into the Rail Trail and proposed and existing trails to the west. Though the applicant will only build the trail to the north, they should include the easement to the south in their negotiation process with NMDOT to expedite the development of that section.

3. Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.

Because the trail design was not included in the plans, the interface with the access street was not available. Ideally, the trail will cross at a proposed crosswalk, preferably the eastern crosswalk where vehicle speeds will likely be slower.

4. Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.

In the proposed site plan, the northern sidewalk continues all the way to the facility while the southern sidewalk terminates. Therefore, the northern leg of the intersection should have a crosswalk as well. If there is good reason to only have one crosswalk, the norther leg would be preferable for this reason.

Development Review Team (DRT)
Comment Form

Date: 4/2/24

DRT Member: Melissa McDonald

Dept/Div: Parks and Open Space Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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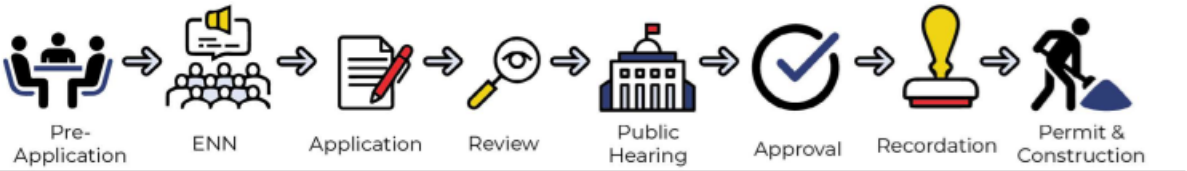
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Trail design and construction	Prior to building permit. Review required at 30%,60% and final.	
2.		
3.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

The Parks and Open Space Division concurs with the proposed conceptual alignment of the trail. The developer will be required to construct the 10-foot-wide trail in accordance with city standards and codes. Addressing surface drainage is required; it must be managed by implementing erosion control measures, subject to approval by the city engineer and consistent with the grading and drainage plan's approval.

Regarding the management of a dog park, the Parks and Open Space Division has not considered assuming responsibility for such an area. Any trail under our jurisdiction would allow for public use, with dogs on leashes, in compliance with city ordinances. The establishment and maintenance of any designated dog area, whether informal or enclosed, would fall under the applicant's purview.

Development Review Team

Comment Form

Date: 8/08/2022

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Manager, Janice Biletnikoff, AICP

Review by this division/department of the Preliminary Development plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. On sheet L-100 Demo Plan: Provide significant tree information, list species, tree heights, and quantities. All significant trees to be removed shall include the removal of the root systems.	Prior to recordation
2. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
3. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation	Prior to recordation
4. 14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
5. Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Locust trees with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
6. 14-8.4 (F)(2)(c) All required evergreen trees shall be a minimum of six (6) feet in height.	Prior to recordation
7. Amorpha californica, California False Indigo is not on the city approved plant list. Please replace the California False Indigo with another approved shrub variety from the City of Santa Fe plant list.	Prior to recordation

8. Salx Species is not on the approved city plant list. please replace all salix shrubs with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation
9. 14-8.4(E)(1) The landscaping plan shall include water harvesting for landscape irrigation purposes as a minimum requirement. Water harvesting that is a primary component of stormwater management may qualify for open space reduction as provided in Section 14-7.5(D)(6). Provide strategic curb cuts at islands and planter stripes for water harvesting. 14-8.4(E)(4)(g) planting beds shall be swaled, sloped or recessed below grade prevent fugitive water;	Prior to recordation
10. 14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Prior to recordation
11. 14-8.4(F)(2)(g) required new plant material shall be protected from damage by vehicles.	Prior to recordation
12. 14-8.4(G)(3)(d) *street trees* shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination.	Prior to recordation
13. 14-8.4(G)(3)(e) *street trees* shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;	Prior to recordation
14. Weed fabric under all Gravel Mulches and Cobble is requested. Weed fabric is required at all drainage ways and all planter strips next to City streets. City staff respectfully request the use of a gravel mulch that is washed and screened.	Prior to recordation
15. Screen parking lot view from Galisteo Street. Provide additional plant material for parking lot screening along the west perimeter of parking lot.	Prior to recordation
15. Provide an irrigation design that meets Chapter 14-8.4(c) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	Prior to recordation
16. Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe.	Prior to recordation
17. Provide a dedicated irrigation meter.	Prior to recordation
18. Irrigation water lines shall not cross city water mains.	Prior to recordation
19. 14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	Prior to recordation
20. A water level measuring device with zero set at finish grade located at the center of each pond is required.	Prior to recordation
21. A security fence around ponds deeper than three feet with a maintenance gate is required.	Prior to recordation

23. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Prior to recordation
24. Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant.	Prior to recordation
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Traffic Comments – Anchorum-St. Vincent's

Date: April 3, 2024

DRT Member: Leroy N. Pacheco, PE /Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department/Complete Streets

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. See attached TIA Redline Markups	Prior to Planning Commission	
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. It should be noted that the link provided for the traffic impact analysis did not include any public infrastructure civil plans for review and those should be provided for Wilson&Company to review in future submittals.
2.

Explanation of Conditions or Corrections (if needed):

A follow-up traffic coordination meeting may be helpful to review Wilson's redline markups with the developer's traffic engineer.

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 3/26/24

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Plan)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

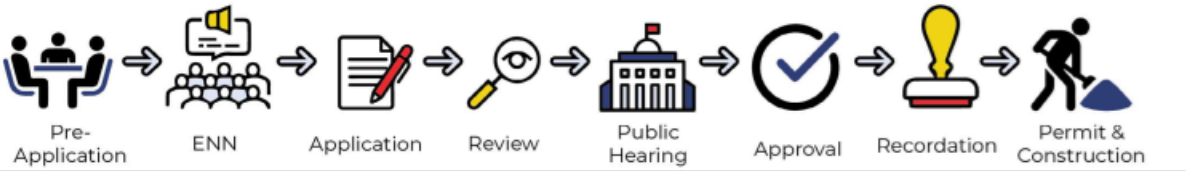


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Development Plan approval	
2. An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services	Prior to building permit approval	
3. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Technical comments on the new public water infrastructure will be provided to the engineer via the water plan review.	Prior to Water Plan approval	
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: March 2024

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED AN NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. ALL TEES ARE MJ x MJ x FLG.
19. ALL VALVES ON TEES ARE FLG x MJ.

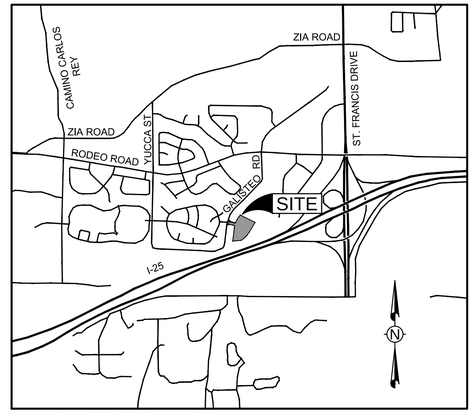
LEGEND

EXISTING UTILITIES

- EXISTING 8" SANITARY SEWER LINE
- EXISTING WATER LINE (SIZE AS LABELED)
- EXISTING SANITARY SEWER MANHOLE

PROPOSED UTILITIES

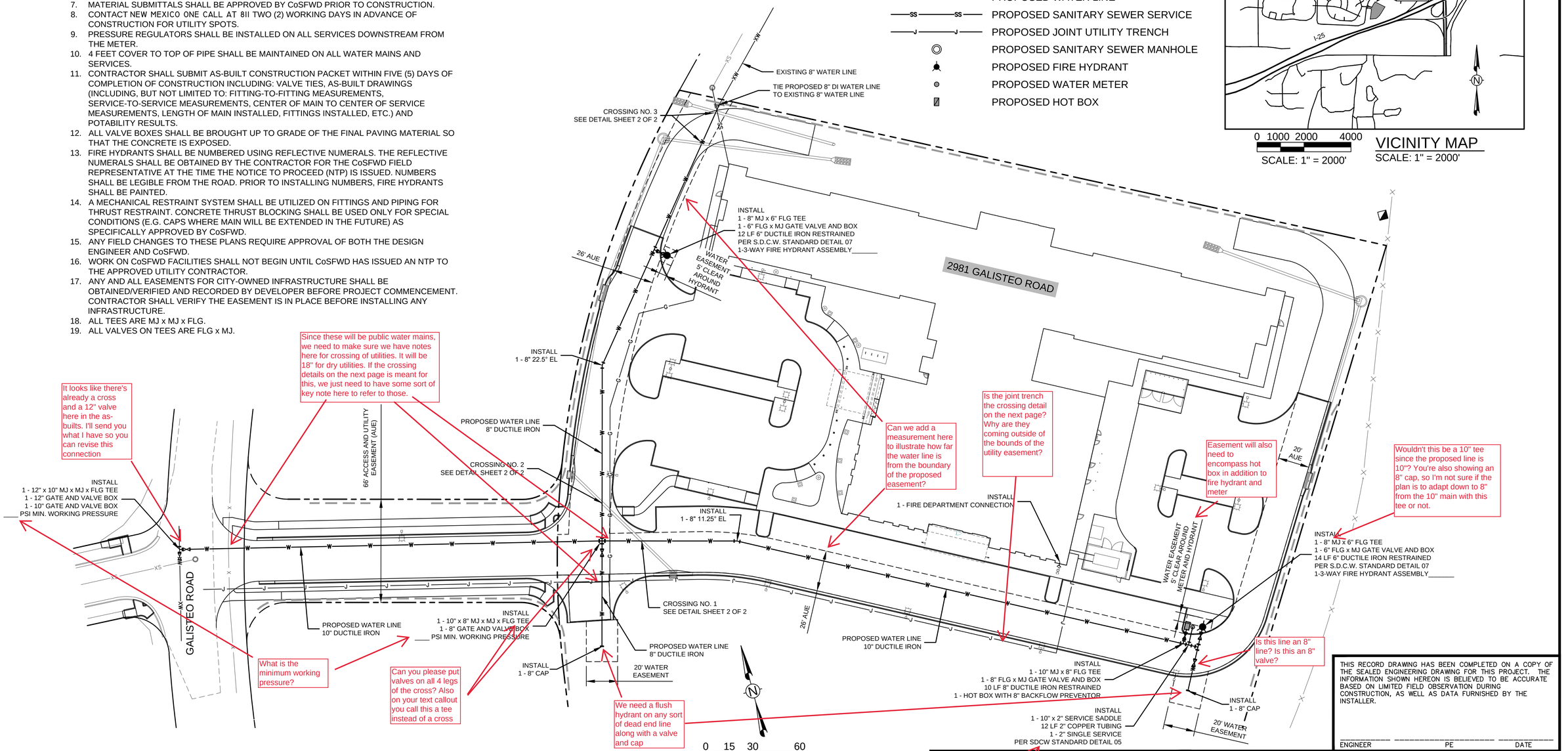
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED JOINT UTILITY TRENCH
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED HOT BOX



SCALE: 1" = 2000'

VICINITY MAP

SCALE: 1" = 2000'



SCALE: 1" = 30'

2981 GALISTEO ROAD

SCALE: 1" = 30'

Since these will be public water mains, we need to make sure we have notes here for crossing of utilities. It will be 18" for dry utilities. If the crossing details on the next page is meant for this, we just need to have some sort of key note here to refer to those.

It looks like there's already a cross and a 12" valve here in the as-builts. I'll send you what I have so you can revise this connection

What is the minimum working pressure?

Can you please put valves on all 4 legs of the cross? Also on your text callout you call this a tee instead of a cross

We need a flush hydrant on any sort of dead end line along with a valve and cap

Can we add a measurement here to illustrate how far the water line is from the boundary of the proposed easement?

Is the joint trench the crossing detail on the next page? Why are they coming outside of the bounds of the utility easement?

Easement will also need to encompass hot box in addition to fire hydrant and meter

Wouldn't this be a 10" tee since the proposed line is 10"? You're also showing an 8" cap, so I'm not sure if the plan is to adapt down to 8" from the 10" main with this tee or not.

Is this line an 8" line? Is this an 8" valve?

Have you submitted a meter sizing form? If so please send that to me to confirm. Also, will you have >1000 sq. ft. landscaping? If so you will need a separate irrigation meter with backflow preventer

Have you submitted a fire flow analysis request? We will need these values

There are instances of "SDCW" throughout pdf. Please change these all to "CoSFWD"

Aerial is M17

Drawing number will be 10. Same goes for the following page.

DOMESTIC SERVICE TABLE

BUILDING NUMBER	ADDRESS	SERVICE SIZE
1	2981 GALISTEO ROAD	2" DS

FIRE SERVICE TABLE

BUILDING NUMBER	ADDRESS	SERVICE SIZE	REQUIRED FLOW (GMP)	RESIDUAL PRESSURE (PSI)
1	2981 GALISTEO ROAD	8" FS		

REV DATE: 2024-03-27

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
APS		
GIS (MAPPING)		
Inspector approved		

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

2981 GALISTEO ROAD
SANTA FE, NM

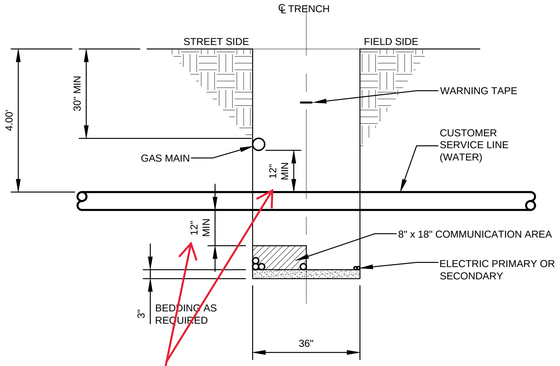
PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE
DATE _____

CITY OF SANTA FE WATER DIVISION DATE

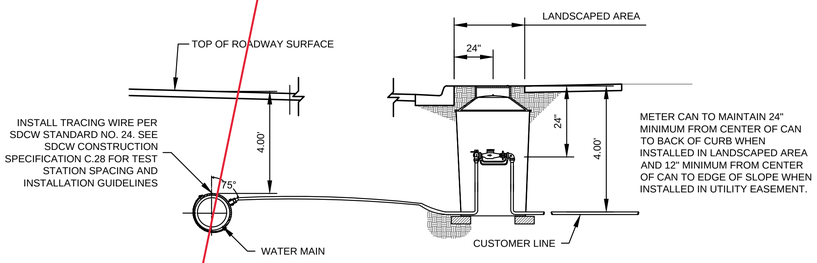
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
	T 16 N . R 09 E . S 10	

INSPECTOR _____
DATE: _____
2024

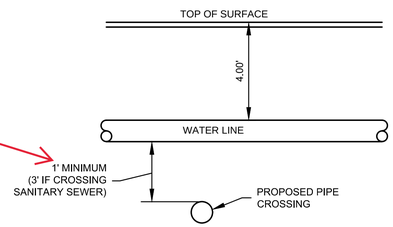


UTILITY TRENCH AND CROSSING DETAIL FOR CUSTOMER LINE
SCALE N.T.S.

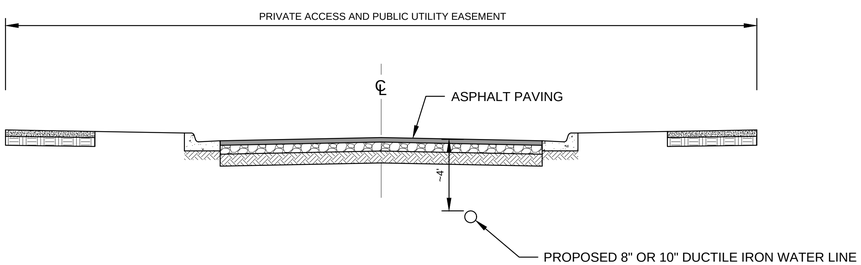


TYPICAL WATER SERVICE AND METER CAN PLACEMENT DETAIL
SCALE N.T.S.

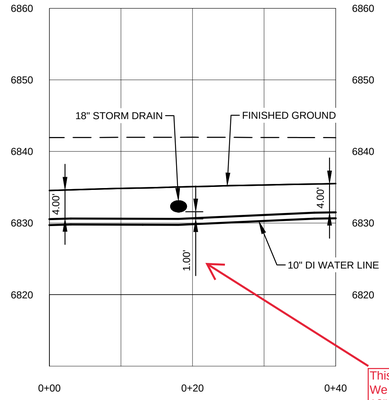
18" minimum, not 1'



CROSSING DETAIL
SCALE N.T.S.

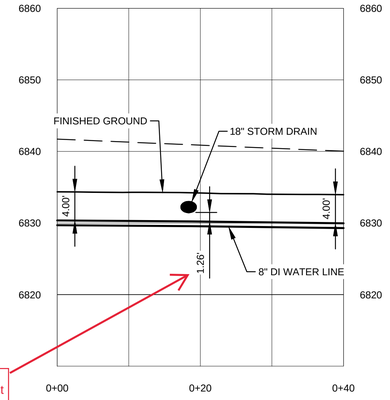


TYPICAL DRIVEWAY SECTION
SCALE N.T.S.

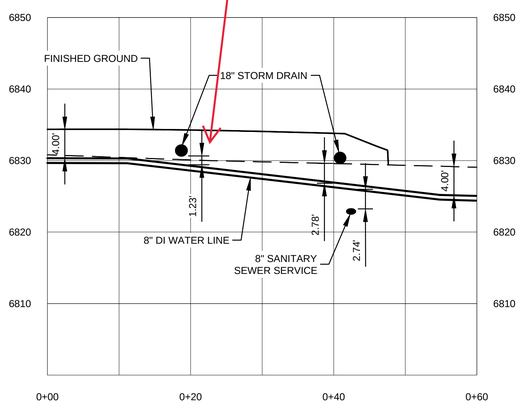


CROSSING NO. 1
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

This is too close. We require at least 18" vertical separation between water mains and other utilities

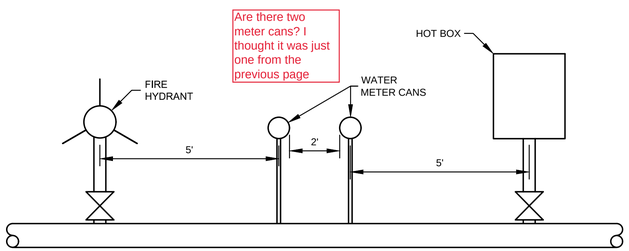


CROSSING NO. 2
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'



CROSSING NO. 3
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

Are there two meter cans? I thought it was just one from the previous page



SEPARATION SPACING DETAIL
SCALE N.T.S.

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

_____ _____ _____
ENGINEER PE DATE

Drawing # will be 10. Is there a 3rd page?

REV DATE: 2024-03-27

RECORD MAPPING

	INITIALS	DATE
AS BUILT	_____	___/___/___
VALVE MAPS	_____	___/___/___
GIS (MAPPING)	_____	___/___/___
Inspector approved	_____	___/___/___

SFEC
Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
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2981 GALISTEO ROAD
SANTA FE, NM

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE DATE _____

APPROVED
_____
CITY OF SANTA FE WATER DIVISION DATE
_____
SANTA FE FIRE DEPARTMENT DATE

INSPECTOR
_____
DATE: _____

2024

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
	T 16 N . R 09 E . S 10	

02
(2 OF 3)

Development Review Team (DRT)
Comment Form

Date: April 3, 2024

DRT Member: Stan Holland, P.E.

Dept/Div: Utilities/Wastewater Division

Case No.: Case #2024-7999: Anchorum St. Vincent Skilled Nursing Facility (Development Permit)

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

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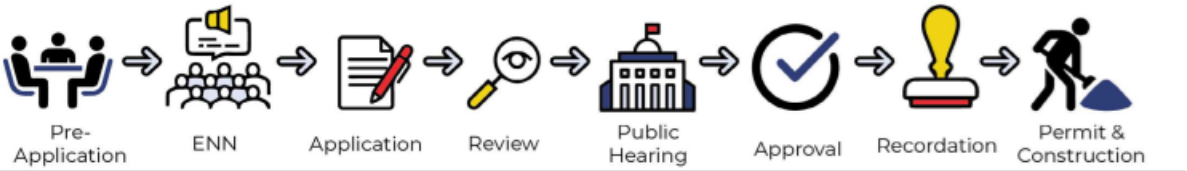
a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An Industrial Sampling Port is required on the 8-inch sewer line extension	*Prior to Recordation*	
2. The 8-inch sewer line extension from the existing manhole to the building shall be SCH 40 PVC pipe. Connection of the 8-inch line to the existing sewer manhole shall be core drilled.	*Prior to Recordation*	
3. Identify the new 8-inch sewer line as a private sewer line	*Prior to Recordation*	
4. Provide a detail drawing showing clearances for the water and storm sewer line crossings of the sewer line	*Prior to Recordation*	
5. In sheet C-301, at the entrance to the site a utility trench is identified as an 8 inch sewer line (Keynote 8) and should be shown as Keynote 10 for the dry utilities	*Prior to Recordation*	
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Traffic Report Redline Review Materials

Traffic report redline review files

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Saint Vincent
1676 Hospital Drive
Santa Fe New Mexico

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024



TRAFFIC IMPACT ANALYSIS
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Saint Vincent
1676 Hospital Drive
Santa Fe New Mexico

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Executive Summary

The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe. A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026. The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial

A scoping meeting was conducted with representatives from Jenkins Gavin (planners for the project), City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024.

One new access point is proposed on Galisteo Road. It is proposed to align with Avenida La Cerca. The intersection will be a two way stop controlled intersection, with stop control on Avenida La Cerca and the new driveway to the skilled nursing facility.

Site-specific peak hour traffic counts were conducted at the following intersections:

* Rodeo Road / Galisteo Road
  (Wednesday, November 8, 2023; 7:30am-8:30am and 3:45pm-4:45pm)
* Galisteo Road / Entrance to Pacifica Senior Living Santa Fe
  (Wednesday, November 8, 2023 : 7:45am-8:45am and 4:45pm-5:45pm)
* Galisteo Road / Avenida La Cerca
  (Wednesday, February 14, 2024 : 7:30am-8:30am and 3:15pm-4:15pm)

Traffic Counts should be for longer periods to determine the actual peak hour. How were the peak hours determined?

The existing condition level of service (LOS) was calculated. At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

Crash data was obtained from the NMDOT for the years 2016 through 2021.

Should include any recommendations in the Executive Summary

Rodeo Road / Galisteo Road. The crash data for the area at Rodeo Road / Galisteo Road intersection is presented in Figure 16, Appendix A. The data shows that in the five-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

The data shows that in the five-year period from 2016 to 2021, there were a total of one crash on Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

The implementation year level of service was checked for both the build and no build conditions. For both the build and no build conditions. At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

The sight distance at the proposed driveway. The sight distance exceeds AASHTO recommendations for a 35 MPH design speed.

This horizon year LOS was calculated It is assumed that the full Zia Station Project will be fully developed by 2036.

The geometry of this segment of Galisteo Road was checked. The majority of the roadway meets a 25 MPH design speed except for the 200 foot radius curve near Rodeo Road. In that area the posted speed limit should be reduced to 20 MPH and advance curve warning signage should be installed

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH the driveway spacing for urban collector streets with a posted speed limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways or proposed driveway meets the spacing requirements see Figure 19, Appendix A. The existing driveway space on Galisteo Road don't meet spacing regulations at Galisteo Plazas Subdivision

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment. The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
  Response: A speed study was not performed, and speedway was not observed in the field. The residents in this area have the option of requesting that the City perform a traffic calming shields for this segment of Galisteo Road to slow the traffic.

* *"There is a horizontal curve on Galisteo Road, which is dangerous."*

Response: The horizontal alignment of the existing Galisteo Road was performed. There is a sharp curve that does not meet the posted speed limit. It is recommended that in the area of the curve the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*

The intersection has failing movements for the south left turn all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*

Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk HAWK may be feasible.

The Hawk allows pedestrians to cross only when a pedestrian presses the button. After the button is pressed the signals goes from yellow to red, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the rail runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*

Response: The AM shift requires 40 parking spaces for employees leaving 40 spaces for visitors and personnel who do business with the skilled nursing facility. After the PM shift change 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*

Response: Pothole repairs are performed by the city.

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted with representatives from Jenkins Gavin (planners for the project), City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024. The following comments were received, at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
* *"There is a horizontal curve on Galisteo Road, which is dangerous."*
* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*
* *"There have been near hits at the pedestrian crossing of Galisteo Road."*
* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*
* *"Galisteo Road is in poor condition and there are many potholes."*

B. Project Location

The proposed development is located south of Rodeo Road; east of Galisteo Road; west of the Rail Runner tracks; and south of Pacifica Senior Living Santa Fe. According to the Pacifica Senior Living Santa Fe website, "…Pacifica Senior Living Santa Fe in an assisted living and memory care community with short-term respite care…". The Pacifica Senior Living Santa Fe has 88 beds.

The proposed site is within the City of Santa Fe in projected Section 33, Township 17 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35◦38'00" North and Longitude 105◦58'00" West.

A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

C. Vicinity Map

The Vicinity Map is presented in Figure 1, Appendix A.

Should show the vicinity map here instead of just referring to Appendix A

II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The proposed skilled nursing facility is to be located on a 2.0-acre portion of the 6.32 ± acre site. The legal lot of record is presented in Figure 2 and 2A, Appendix A. The remaining 4.32 acres will be retained for future development. The land use and scale of the future development is not known. The skilled nursing facility will consist of a 65,937 gross square area building and an 80-space parking lot. It is anticipated that 80 patient beds will be provided. According to the developer, there will be two shifts as follows:

Lot Summary should be shown here instead of referring to Appendix A

- 6:00am-6:00pm / 40 Employees
- 6:00am-600pm / 25 Employees

There will be approximately 120 employees in total, which includes weekend staff.

B. Phasing and Timing

The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026.

C. Zoning

The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial.

D. Access Points

One new access point is proposed on Galisteo Road. It is proposed to align with Avenida La Cerca. The intersection will be a two way stop controlled intersection, with stop control on Avenida La Cerca and the new driveway to the skilled nursing facility.

E. Site Plan

The Development Plan is presented in Figure 3, Appendix A.

Site Plan should be shown here instead of referring to Appendix A. Makes it hard to have to keep going to the Appendices.

III. STUDY AREA CONDITIONS

A. Study Area

The study area consists of south Galisteo Road and Rodeo Road. The predominant land use west of Galisteo Road is low to medium density residential. The predominant land use east of Galisteo Road is commercial. The existing roadway network is presented in Figure 4, Appendix A. The project will directly impact Galisteo Road, Rodeo Road, and Avenida La Cerca Road.

B. Existing Land Use

The proposed development will be located on land which is currently vacant. The area to the west of the site consists of the Galisteo Plazas' Subdivision and the Las Estancias Phase II - Residential Subdivision. Subdivision plats of these developments are presented in Figures 5 and 6 Appendix A. The land use to the north is Pacifica Senior Living Santa Fe.

The Rail Runner tracks, and the Santa Fe Rail Trail are located adjacent to and east of the site. There is no vehicular or pedestrian access across the Rail Runner tracks from the site. There are numerous commercial developments east of the Rail runner tracks including Christus Saint Vincent Pain and Spine Specialists, the Christus Saint Vincent Sports Medicine and Therapy Services Facility, the Pajarito Scientific Corporation, Extra Space Storage, Eye Associates of Northern New Mexico, and other businesses. The I-25 right of way borders the site on the south. The Existing Conditions Map is presented in Figure 7, Appendix A.

C. Other Known Development Activity

The City of Santa Fe has approved the Zia station Project. The Zia Station Project is located at the Saint Francis Drive / Zia Road intersection. The Zia Station development is a mixed use developments consisting of retail, office, and residential land uses. The Zia Station development is shown on Figure 8, Appendix A. Information pertaining to the Zia Station Project was obtained from the report titled "Zia Station,

Traffic Impact Analysis," dated May 2021, by Bohannon Houston. According to the Zia TIA, the Development Phasing and Timing is as follows:

> *".. 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..."*

The plan includes a re-alignment of Galisteo Road at Zia Road. The Zia Station Project has been approved but has not been constructed. According to the project planner the Zia Station Project will complete their first phase by the year 2026, with the development of the north parcel. The remaining development will follow. Information pertaining to the Zia Station Project is presented in Appendix B.

D. Existing Roadway System Characteristics

1. Rodeo Road

Rodeo Road is classified as a principal Arterial Road according to the MPO Functional Classification Map. Rodeo Road is owned by The City of Santa Fe. The speed limit on Rodeo Road is 40MPH. The Rodeo Road right of way (ROW) is 80 feet.

Rodeo Road is a two-way, two-lane urban road with a 14 feet wide median, left turn lanes, sidewalks, curb and gutters on each side. Rodeo Road is an east-west road that ties Old Pecos Trail on the east to Cerrillos Road. Sidewalks on Rodeo Road are provided on the north and southside of the street with exception of the segment in front of Posas' Tamale Factory.

The intersection of Rodeo Road / Galisteo Road is a 2-way stop controlled intersection with stop control on both legs of Galisteo Road. The intersection geometrics and lane widths, are presented in Figure 9, Appendix A.

2. Galisteo Road

Galisteo Road is classified as a minor collector according to the MPO Classification Map. Galisteo Road is owned by The City of Santa Fe. At one time Galisteo Road connected downtown Santa Fe to the Village of Galisteo. However, when Saint Francis Drive was constructed in the early 1970's, the ROW for Saint Francis Drive cut the Galisteo roadway into segments. Galisteo Road consists of several distinct segments. Segment one is from Cerrillos Road in the downtown area, near the State Capitol Building to Cordova Road. Segment one is a one-way street allowing only northbound movement. It is paired with Don Gaspar Street, which is one-way, southbound.

Segment two of Galisteo Road is from Cordova Road to Saint Michaels Drive. Segment two is a two-way, two-lane urban roadway with curb and gutters and sidewalks.

Segment three is from Saint Michaels Drive to a dead-end cul-de-sac near the east ROW of Saint Francis Drive. Segment three is a two-way two-lane urban roadway with curb and gutter and sidewalks. Galisteo Road is disconnected from the segments of Galisteo Road to the south.

Segment four is from the "T" intersection at West Zia Road to Rodeo Road. Segment four is a two-lane, two-way road with curb and gutters and sidewalks on the west side of the street. The Santa Fe Rail Trail is on the east side of the street.

Segment five is from Rodeo Road to the I-25 ROW. The Anchorum Skilled Nursing Facility is located on this segment. Segment five is a rural roadway with no curb and gutters and no sidewalks. Galisteo Road follows the I-25 ROW for a short distance and transitions to Calle de Enrique. Calle de Enrique is a gravel surfaced road which eventually ties to Yucca Street. There are approximately six residencies on Calle de Enrique.

The proposed development will access segment five. The speed limit is 25 MPH, the ROW width is 50 feet on Galisteo Road, segment five. The width of the roadway is about 20 feet wide. The asphalt on Galisteo Road segment five is in poor condition.

The intersection of Galisteo Road / Pacifica Senior Living Santa Fe intersection is a 2-way, stop controlled intersection with stop control on The Pacifica Senior Living Santa Fe leg of the intersection. The intersection geometrics and lane widths, are presented in Figure 10, Appendix A.

3. Avenida la Cerca

Avenida la Cerca is a local street. Avenida la Cerca is owned by The City of Santa Fe. There is no posted speed limit on Avenida la Cerca. Avenida la Cerca provides access to the Las Estancias Phase II - Residential Subdivision. See Figure 4 Appendix A. Avenida la Cerca is an urban street with sidewalk and curb and gutter on each side of the street. The intersection of Galisteo Road / Avenida la Cerca is a "T" intersection with stop control on Avenida la Cerca. The intersection lane geometrics and lane width are presented in Figure 11, Appendix A.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 12, Appendix A. There are no planned projects which impact this site.

F. Alternative Travel Modes

In 2007 the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board adopted resolution 2007-1, a "Resolution Advancing Complete Streets for the Santa Fe Metropolitan Area." Complete streets are roadways designed to accommodate safe access for all users. According to the MPO, complete streets

accommodate “Pedestrians, bicyclists, motorists and transit riders of all ages and abilities to be able to move along and cross Complete Streets.”

In 2022 the City of Santa Fe adopted resolution 2022-46, “A Resolution Supporting ‘Complete Streets’ Design Standards, which are Intended to Provide Safer and More Equitable Transportation Improvements and Reducing the Impacts of Climate Change in the Santa Fe Metropolitan Planning Area.”

The City of Santa Fe recently provided more bicycling and walking facilities throughout Santa Fe. This includes the Santa Fe Rail Trail, a 5.1-mile paved, multi-use commuter trail that starts at the Santa Fe Depot Rail Runner Station off of South Guadalupe to South Meadows Road and ends at U.S. Route 285, near Lamy.

There is currently a bus service provided along each side of Rodeo Road with the nearest bus stop in between Calle Calmo Road and Galisteo Road heading west along Rodeo Road. For conservative analysis there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections:

* Rodeo Road / Galisteo Road
(Wednesday, November 8, 2023; 7:30am-8:30am and 4:15pm-5:15pm)

* Galisteo Road / Entrance to Pacifica Senior Living Santa Fe
(Wednesday, November 8, 2023 : 7:45am-8:45am and 4:45pm-5:45pm)

* Galisteo Road / Avenida La Cerca
(Wednesday, February 14, 2024 : 7:30am-8:30am and 3:15pm-4:15pm)

Traffic Counts should be for longer periods to determine the actual peak hour. How were the peak hours determined? This is not explained here

The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix C. The Existing Peak Hour Traffic Volumes are presented in Figures 13, 14, and 15, Appendix A.

B. Level of Service Criteria

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for urban arterial and minor collectors at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

Should reference the State Access Manual (SAMM) stating the actual LOS Standards and performance measures

C. Existing Level of Service

Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1.

TABLE 1 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2023						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.5	A
Eastbound Thru / Right						
Westbound Left	0.1	9.5	A	0.1	8.6	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.6	21.4	C	0.6	28.7	D
Southbound Left	0.3	51.4	F	0.6	52.7	F
Southbound Thru / Right	0.1	12.1	B	0.4	16.9	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2016 through 2021.

1. Rodeo Road / Galisteo Road

The crash data for the area at Rodeo Road / Galisteo Road intersection is presented in Figure 16, Appendix A. The data shows that in the five-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

2. Galisteo Road Segment Five

Crash data was obtained from the NMDOT for the years 2016 through 2021. The data shows that in the five-year period from 2016 to 2021, there were a total of one crash on Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

E. Warrant Analysis

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix E. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

F. Speed Change Lanes

The site is undeveloped. There are no existing driveways which access the property.

G. The Geometry of the Galisteo Road Alignment

1. This segment of Galisteo Road begins at the intersection of Rodeo Road and ends at the transition to Paseo de Enrique. There is an approximately 930 foot tangent connecting to an approximately 200 foot radius curve to the right, followed by an approximately 786 foot tangent, to a 780 foot radius to the left, followed by a 500 foot tangent. The proposed driveway is located on the 780 foot radius curve. The 780 foot radius curve in the vicinity of the site meets AASHTO horizontal geometric requirements for a 40 MPH design speed with no superelevation. The 200 foot radius curve north of the site meets a 25 MPH design speed. The posted speed limit should be 20 MPH.

This should be included in findings and recommendations

H. Operational Safety Deficiencies

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The Rodeo Road / Galisteo Road intersection does not meet the warrants for a traffic signal. All other intersections and movements meet NMDOT operational requirements.

There are no bicycle lanes or sidewalks on this segment of Galisteo Road.

The geometry of this segment of Galisteo Road was checked. The majority of the roadway meets a 25 MPH design speed except for the 200 foot radius curve near Rodeo Road. In that area the posted speed limit should be reduced to 20 MPH and advance curve warning signage should be installed.

A Sight Distance analysis should be included here and refer to the pertinent appendix for the data

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - 2026

The following conditions were to be analyzed for this project:

- Implementation Year without the Proposed Development – 2026 (No Build)
- Implementation Year with the Proposed Development – 2026 (Build)

A. Traffic Projections

1. Background Traffic

The background traffic is assumed to increase at 1% per year compounded yearly to the year 2026.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be fully developed and occupied in the year 2026. According to the Zia Station Project Planner, the north portion of the Zia Station Project will be constructed and in operation by the year 2026. However it does not contribute traffic to the intersection of Rodeo Road / Galisteo Road.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the Institute of Transportation Engineers (ITE) TripGen Web-Based App, Version 6.0.2. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 11th Edition dated 2021. This project will utilize the following land uses:

a. Land Use: 620

The ITE description for "Nursing Home" is as follows:

"A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic car, and convalescent homes. Skilled nurses and nursing

aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses" (resource: ITE: Trip Generation Manual 11th Edition-Vol 4).

The traffic generated during the peak hour was calculated. The projected traffic generated by this land use is presented in Table 2. The Trip Generation Calculations are presented in Appendix F.

TABLE 2
SUMMARY OF TRIP GENERATION CALCULATIONS
NEW VEHICLE TRIPS

	AM Peak		**PM Peak**	
	Entry	Exit	Entry	Exit
Land Use 620 – Nursing Home				
80 Beds	10	4	4	9
Total	14		13	

Source: Institute of Transportation Engineers
Trip Generation, 11th Edition, 2021

The total site generated traffic is 244 cars spread out over the day.

4. Trip Distribution and Assignment

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were developed based upon analogy with the existing traffic from Pacifica Senior Living Santa Fe. The direction of approach is presented in Figure 17, Appendix A. The site generated traffic is presented in Figure 18 Appendix A.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly to the year 2026 for all legs of the intersections analyzed in this report.

Confirm growth rate

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

Would be helpful if Existing and Horizon Year LOS Conditions were included here.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts. Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1.

a. No Build Condition

Capacity reports are presented in Appendix G and the results are summarized in Table 3.

TABLE 3 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.3	C	0.6	30.8	D
Southbound Left	0.4	55.8	F	0.7	57.5	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2026 background traffic. Capacity reports are presented in Appendix G and summarized in Table 4.

TABLE 4 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.5	C	0.8	31.5	D
Southbound Left	0.4	59.4	F	0.7	60.7	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. The proposed development increases the queue on the eastbound left from 1.8 cars to 1.9 cars (0.1 cars difference) and in the AM. In the PM it increases the queue from 1.9 cars to 2.0 cars (0.1 cars difference). The southbound left turn movement is not impacted by the development of the skilled nursing facility. All other intersections meet NMDOT operation requirements.

2. Intersection Spacing and Proposed Access Points

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH. According to Table 18.C-1, “Access Spacing Standards for Intersections and

Driveways," the driveway spacing for urban collector streets with a posted speed limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways. The proposed driveway meets the spacing requirements see Figure 19, Appendix A. The existing driveway space on Galisteo Road don't meet spacing regulations at Galisteo Plazas Subdivision.

3. Speed Change Lanes

The criteria for deceleration lanes were reviewed in accordance with the State Access Management Manual Table 17.B-1. Table 17.B-1 was annotated for each driveway. See Appendix G. According to State Access Management Manual Table 17.B-1 "Criteria for Deceleration Lanes on Urban Two-Lane Highways," none of the proposed driveways or intersections meet the criteria for speed change lanes.

4. Traffic Signal Warrant Review

Does this intersection meet warrants under the Build Conditions?

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix E. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

5. Sight Distance

The intersection sight distance was checked at the Galisteo Road / driveway entrance / Avenida la Cerca. LIDAR data obtained from USGS, it was flown in 2014 and published 2017. It was used to prepare three-dimensional sight lines to determine both the horizontal and vertical alignment of the intersecting roadway. As per AASHTO's "A Policy on Geometric Design of Highways and Streets, 7th Edition," (Green Book) Section 9.5, "Intersection Sight Distance," the driver's eye was set at 3.5 feet above the roadway and the object is 3.5 feet above the surface of the intersecting roadway. The vertex of the departure sight triangle

was set 14.0 feet from the travelled roadway. The sight lines are presented in Figure 20 and 21, Appendix A.

According to the AASHTO Green Book, this is Case B – Intersection with stop control on the minor road. The following situations were analyzed:

- Case B1 – Left turn from the minor road
- Case B2 – Right turn from the minor road.
- Case B3 – Crossing maneuver from the minor road

For Case B1 the departure sight triangles for traffic approaching from both the right and the left should be provided for left turns from the minor road onto the major road. The length of the leg of the departure sight triangle along the major road in both directions is the recommended intersection sight distance for Case B1. The data presented in Table 6 is recommended by AASHTO.

TABLE 6
AASHTO RECOMMENDED SIGHT DISTANCE
CASE B-1

Design Speed (MPH)	Stopping Sight Distance (ft)	Intersection Sight Distance (ft)
25	155	280
30	200	335
35	25	390

The actual distance to the left is approximately 637 feet. The sight distance to the right is approximately 346 feet. Both exceed AASHTO recommendations for a 30 MPH design speed.

6. Queuing Measurements on Galisteo Road at the Rodeo Road Intersection

Queuing observations were made on the Galisteo Road approaches to the Rodeo Road intersection. No significant ques were noted.

7. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2026 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

b. Implementation Year 2026 - Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. At the intersection of Rodeo Road / Galisteo Road there are existing failures on southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

D. Access Design Specifications

1. Speed Change Lane Requirements

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17, B-1. The criteria for right turn and left turn lanes were checked. The criteria for speed change lanes are not met.

2. Vehicle Storage needs

The site driveway will be designed to provide the calculated storage.

3. Sight Distance

The sight distance at the Galisteo Road / Avenida la Cerca / and the proposed site entrance intersection in the vicinity of the project was checked and it meets AASHTO requirements for a 30 MPH design speed.

4. Site Access Improvements Modifications

A standard City of Santa Fe turnout is proposed.

5. Pedestrian / Bicycle Considerations

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment.

Propose development impact recommendations should be summarized at the end of this section

VI. ANALYSIS OF HORIZON YEAR – 2036

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development – 2036
- Horizon Year with the Proposed Development – 2036

A. Traffic Projections

1. Background Traffic

For this analysis the background traffic from the year 2026 to the year 2036 is assumed to increase at a rate of 0.5% percent per year compounded yearly. This is due to the fact that there is diminishing vacant available land for future development. It is assumed that the full Zia Station Project will be developed by 2036

Is this an accurate assumption?

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2026. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2036 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was increased at a rate of 0.5% per year for each leg of the intersections from 2026-2036 analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

6. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1. Intersection improvements are the same as the Implementation Year 2026.

a. No Build Condition

Capacity reports are presented in Appendix H and the results summarized in Table 5.

TABLE 5 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound / Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.8	26.0	D	1.0	47.0	E
Southbound Left	2.1	110.9	F	2.2	100.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2036 background traffic. Capacity reports are presented in Appendix E and summarized in Table 6.

TABLE 6
SUMMARY OF LEVELS OF SERVICE
BUILD CONDITIONS 2036

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh / sec)	LOS	95% Queue (Veh)	Delay (Veh / sec)	LOS
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.8	A
Westbound Thru / Right						
Northbound Left / Thru / Right	1.0	27.2	D	1.3	46.8	E
Southbound Left	2.3	126.0	F	2.3	108.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.4	A	0.0	7.3	A
Galisteo / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. This increases the queue on the southbound left from 2.1 cars to 2.3 cars (0.2 cars difference) and in the PM from 2.2 cars to 2.3 cars (0.1 cars difference). All other intersections meet NMDOT operation requirements.

A. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

B. Speed Change Lanes

The discussion on speed change lanes is the same as outlined the implementation year and is still applicable in the horizon year.

C. Traffic Signal Warrant Review

1. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2036 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the eastbound left and movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Horizon Year 2036 - Build

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

c. Impact Assessment

The impacts are the same as discussed in the implementation year. The proposed improvements are the same as in the implementation year.

More narrative should be added to this section instead of same as implementation year.

e.g. horizon year projections do not impact or change implementation year recommendations.

2. Access Design Specifications

Same as implementation year conditions

3. Speed Lane Change Requirements

The speed lane change requirements are the same as in the implementation year.

a. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

b. Sight Distance

Same as implementation year conditions

c. Site Access Improvements Modifications

Site access improvement modifications are the same as in the implementation year.

d. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

This section should also be included in the Executive Summary

VII. ALTERNATIVES TO CORRECT FAILURES AT THE RODEO ROAD / GALISTEO ROAD INTERSECTION

There are existing failures at the intersection of Rodeo Road / Galisteo Road. The existing failures are on the southbound left turn movement. The Anchorum Skilled Nursing Facility does not impact the southbound left turn. However, the Skilled Nursing Facility will add traffic to the overall intersection. Various alternatives were considered to correct the failing eastbound left turn movements.

1. Do nothing.

Although the south bound left fails, there is adequate left turn storage on Galisteo Road so that the queue does not block other movements. The amount of traffic is small. According to the Zia Station Project TIA a "reassessment" of traffic may occur before Phase two. At that time, the southbound left turn failures can be reevaluated and checked.

2. Construct a traffic signal

The location of the intersection of Rodeo Road / Galisteo Road is, approximately, 1,622 feet from the intersection of Sawmill Road / Rodeo Road. This does not meet spacing requirements. In addition, the Rail Runner crossing of Rodeo Road is approximately 126 feet from the intersection of Rodeo Road / Galisteo Road. A traffic signal at this location would require a progression study to ensure that there is sufficient bandwidth. If progression can be made to work, a design exception would be required if this was a NMDOT facility.

The solutions are beyond the ability of this single development to correct on its own, especially since this development does not impact the facility movements. It is recommended that the City Public Works Department review the situation and develop a City Project to address the situation.

3. Prohibit northbound and southbound left turn by using indirect left turns.

The southbound left turn lane could be closed by installation of a curb and gutter. This alternative will force traffic to make right turns. Then develop "U" turn lanes to create an indirect left turn. There are numerous studies that show that an indirect left turn is safer that a direct left turn

This is a good recommendation for the City to consider for the overall operation of the intersection

VIII. ENN MEETING COMMENTS

The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
  Response: A speed study was not performed, and speedway was not observed in the field. The residents in this area have the option of requesting that the City perform a traffic calming shields for this segment of Galisteo Road to slow the traffic.

* *"There is a horizontal curve on Galisteo Road, which is dangerous."*
  Response: The horizontal alignment of the existing Galisteo Road was performed. There is a sharp curve that does not meet the posted speed limit. It is recommended that in the area of the curve the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*
  The intersection has failing movements for the south left turn all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*
  Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk HAWK may be feasible.
  The Hawk allows pedestrians to cross only when a pedestrian presses the button. After the button is pressed the signals goes from yellow to red, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the rail runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*
  Response: The AM shift requires 40 parking spaces for employees leaving 40 spaces for visitors and personnel who do business with the skilled nursing facility. After the PM shift change 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*
  Response: Pothole repairs are performed by the city.

IX. SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS

A. Existing Conditions

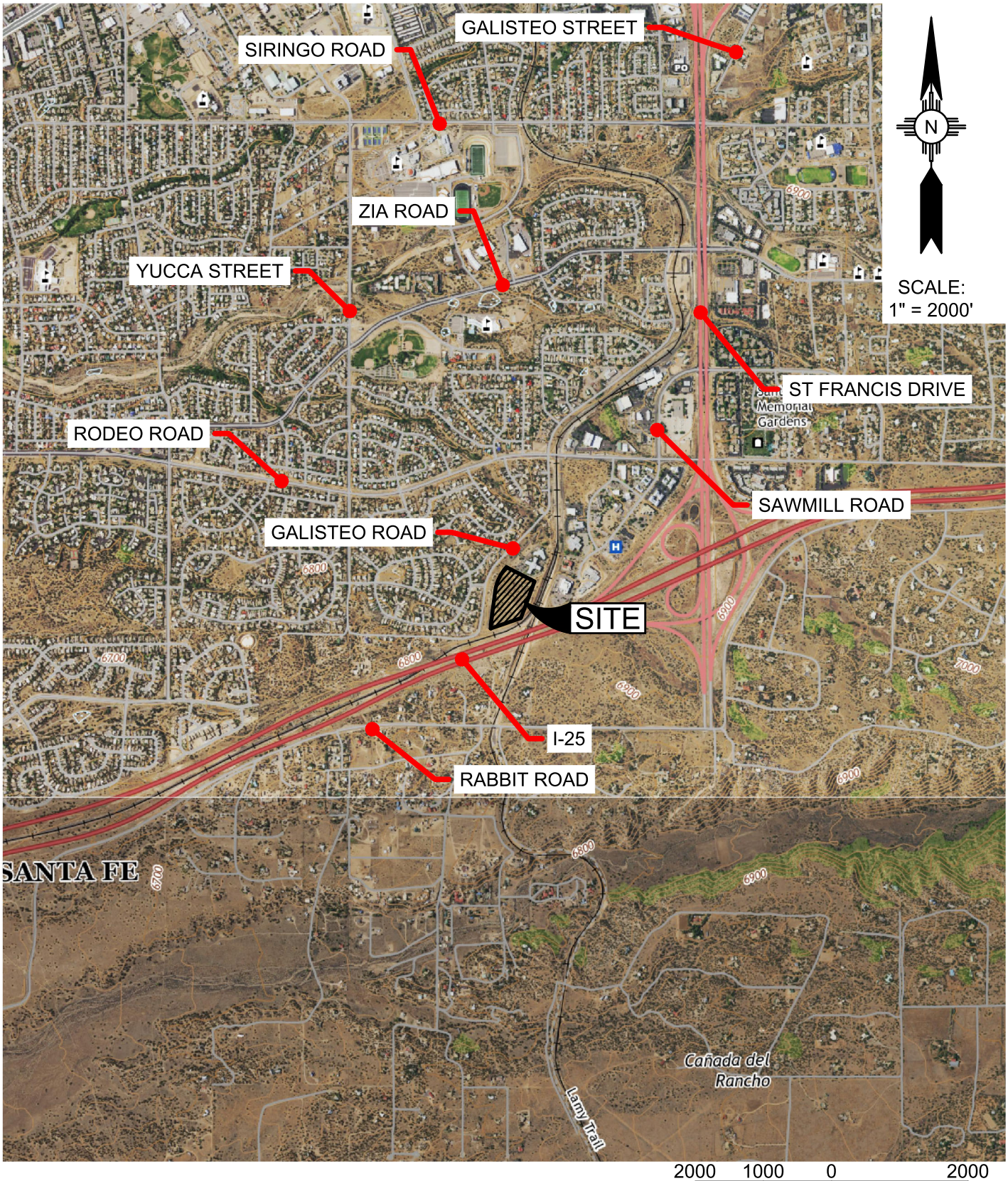
At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. All other intersections and movements meet NMDOT operational requirements.

B. Implementation Year – 2026

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. This is due to the high volume of traffic on Rodeo Road. All other intersections and movements meet NMDOT operational requirements.

C. Horizon Year Conditions – 2036

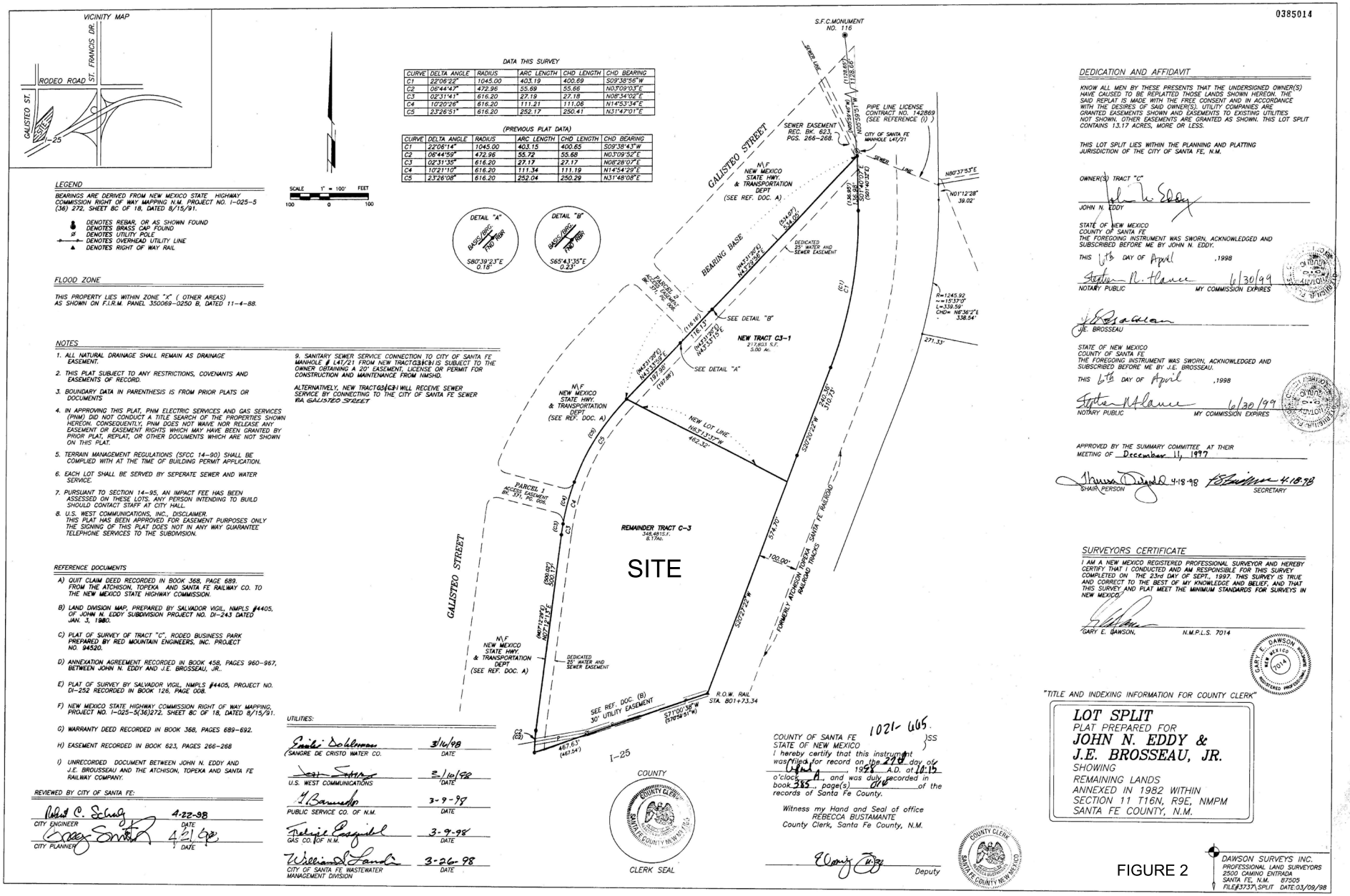
At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. This is due to the high volume of traffic on Rodeo Road. All other intersections and movements meet NMDOT operational requirements.



REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "SANTA FE, NM" AND "SETON VILLAGE, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1

0385014



DATA THIS SURVEY

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'22"	1045.00	403.19	400.69	S09°38'56"W
C2	08°44'47"	472.96	55.69	55.66	N03°09'03"E
C3	02°31'41"	616.20	27.19	27.18	N08°34'02"E
C4	10°20'26"	616.20	111.21	111.06	N14°53'34"E
C5	23°26'51"	616.20	252.17	250.41	N31°47'01"E

(PREVIOUS PLAT DATA)

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'14"	1045.00	403.15	400.65	S09°38'43"W
C2	06°44'59"	472.96	55.72	55.68	N03°09'52"E
C3	02°31'35"	616.20	27.17	27.17	N08°28'07"E
C4	10°21'10"	616.20	111.34	111.19	N14°54'29"E
C5	23°26'08"	616.20	252.04	250.29	N31°48'08"E

DETAIL "A" BASIS/REC. FND REBR S80°39'23"E 0.18'

DETAIL "B" BASIS/REC. FND REBR S65°43'35"E 0.23'

LEGEND

BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET BC OF 18, DATED 8/15/91.

- DENOTES REBAR, OR AS SHOWN FOUND
- DENOTES BRASS CAP FOUND
- DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- DENOTES RIGHT OF WAY RAIL

FLOOD ZONE

THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-88.

NOTES

1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-90) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-95, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS, ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY HALL.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # L41/21 FROM NEW TRACT C3-1 IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.

ALTERNATIVELY, NEW TRACT C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET

REFERENCE DOCUMENTS

A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689. FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.

B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1980.

C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94520.

D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR.

E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. DI-252 RECORDED IN BOOK 126, PAGE 008.

F) NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET BC OF 18, DATED 8/15/91.

G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.

H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268

I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROUSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER — DATE 4-22-98

CITY PLANNER — DATE 4-21-98

UTILITIES:

SANGRE DE CRISTO WATER CO. — DATE 3/16/98

U.S. WEST COMMUNICATIONS — DATE 3/10/98

PUBLIC SERVICE CO. OF N.M. — DATE 3-9-98

GAS CO. OF N.M. — DATE 3-9-98

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION — DATE 3-26-98

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN. OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.

THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER(S) TRACT "C"

JOHN N. EDDY

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.

THIS 6th DAY OF April ,1998

NOTARY PUBLIC — MY COMMISSION EXPIRES 6/30/99

J.E. BROSSEAU

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.

THIS 6th DAY OF April ,1998

NOTARY PUBLIC — MY COMMISSION EXPIRES 6/30/99

APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997

CHAIR PERSON — 4-18-98

SECRETARY — 4.18.98

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

GARY E. DAWSON, N.M.P.L.S. 7014

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 27th day of April, 1998 A.D. at 10:15 o'clock A.M. and was duly recorded in book 385 page(s) 046 of the records of Santa Fe County.

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

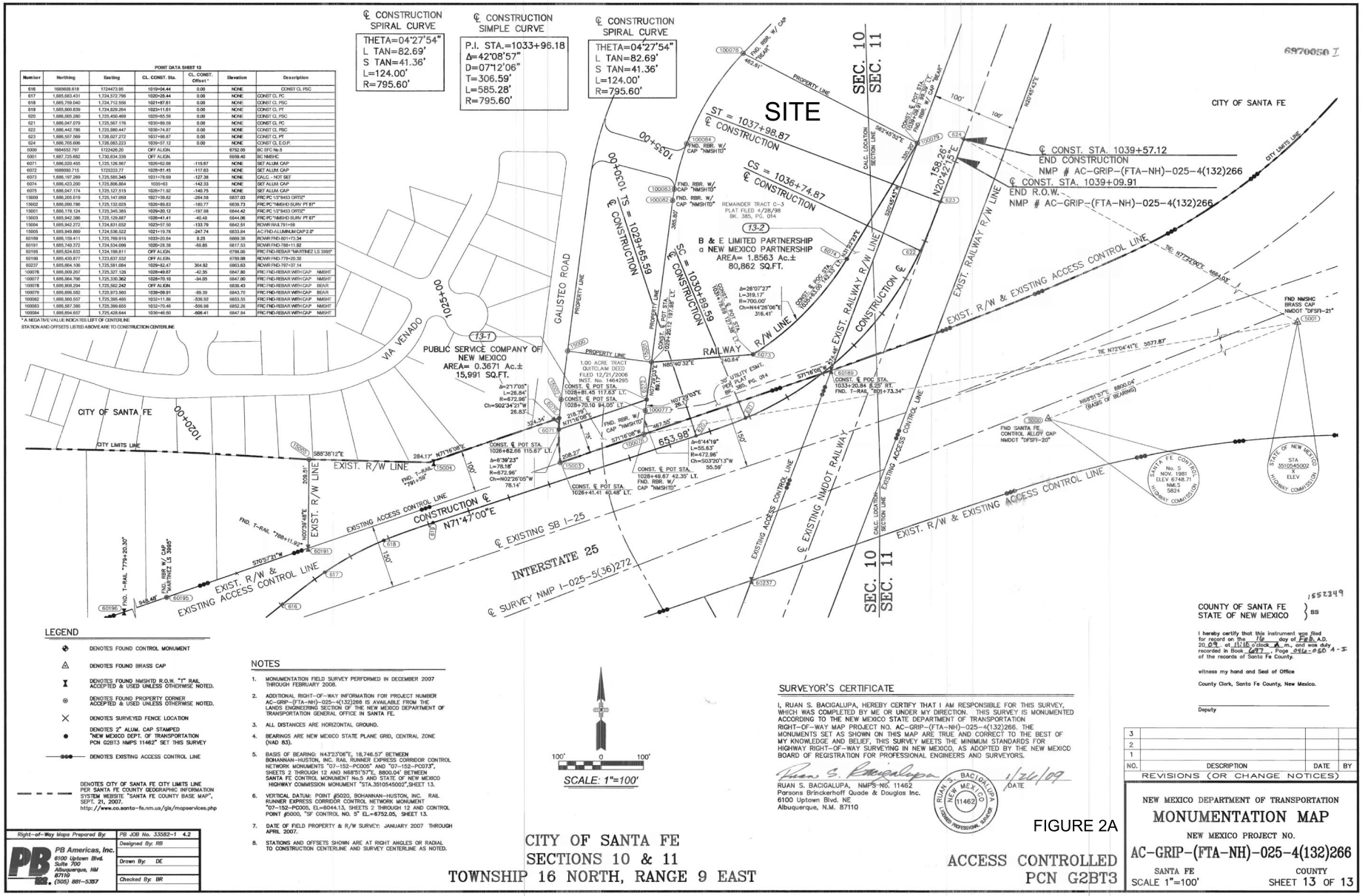
1021-665

Deputy

COUNTY CLERK SEAL

FIGURE 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98



POINT DATA SHEET 13

Number	Northing	Easting	CL. CONST. Sta.	CL. CONST. Offset'	Elevation	Description
616	1685608.618	1724473.95	1019+04.44	0.00	NONE	CONST.CL PSC
617	1,685,663.431	1,724,572.796	1020+28.44	0.00	NONE	CONST.CL PC
618	1,685,759.040	1,724,712.556	1021+87.81	0.00	NONE	CONST.CL PSC
619	1,685,860.839	1,724,829.264	1023+11.61	0.00	NONE	CONST.CL PT
620	1,686,005.280	1,725,450.469	1029+55.59	0.00	NONE	CONST.CL PSC
621	1,686,047.079	1,725,567.176	1030+89.59	0.00	NONE	CONST.CL PC
622	1,686,442.786	1,725,980.447	1036+74.87	0.00	NONE	CONST.CL PT
623	1,686,557.569	1,726,027.272	1037+98.87	0.00	NONE	CONST.CL PT
624	1,686,705.606	1,726,083.223	1039+57.12	0.00	NONE	CONST.CL E.O.P.
5000	1684552.797	1722426.20	OFF ALIGN.		6752.05	BC SFC No.5
5001	1,687,725.682	1,730,634.339	OFF ALIGN.		6959.40	BC NMSHC
6071	1,686,020.455	1,725,126.567	1026+62.66	-115.67	NONE	SET ALUM. CAP
6072	1686090.715	1725333.77	1028+81.45	-117.63	NONE	SET ALUM. CAP
6073	1,686,197.269	1,725,585.345	1031+78.69	-127.38	NONE	CALC. - NOT SET
6074	1,686,423.200	1,725,806.854	1033+63	-142.33	NONE	SET ALUM. CAP
6075	1,686,047.174	1,725,127.515	1026+71.92	-140.75	NONE	SET ALUM. CAP
15009	1,686,355.619	1,725,147.050	1027+39.82	-294.58	6837.03	FRC PC 12"S403 ORTIZ*
15002	1,686,050.786	1,725,132.025	1026+89.83	-180.77	6838.73	FRC PC "NMSHD SURV PT 87"
15001	1,686,179.124	1,725,345.385	1029+20.12	-197.98	6844.42	FRC PC 12"S403 ORTIZ*
15003	1,685,942.386	1,725,129.887	1026+41.41	-40.48	6844.06	FRC PC "NMSHD SURV PT 87"
15004	1,685,942.272	1,724,831.032	1023+57.50	-133.79	6842.51	ROWR RAIL781+59
15005	1,685,949.869	1,724,536.522	1021+19.78	-247.74	6833.84	AC FND-ALUMINUM CAP 2.0"
60189	1,686,159.411	1,725,788.915	1033+10.84	8.25	6869.36	ROWR FND-801+73.34
60191	1,685,740.372	1,724,534.096	1020+28.38	-68.85	6817.53	ROWR FND-788+11.92
60195	1,685,624.633	1,724,199.811	OFF ALIGN.		6788.66	FRC FND-REBAR "MARTINEZ LS 3995"
60196	1,685,439.877	1,723,837.532	OFF ALIGN.		6789.98	ROWR FND-779+20.30
60237	1,685,864.106	1,725,581.084	1029+82.47	364.92	6863.83	ROWR FND-797+37.14
100078	1,686,009.267	1,725,327.128	1028+49.67	-42.35	6847.86	FRC FND-REBAR WITH CAP NMSHT
100077	1,685,984.796	1,725,330.362	1028+70.10	-94.05	6847.66	FRC FND-REBAR WITH CAP NMSHT
100078	1,685,908.294	1,725,562.242	OFF ALIGN.		6838.43	FRC FND-REBAR WITH CAP BEAR
100079	1,685,896.582	1,725,973.560	1039+09.91	-99.39	6843.70	FRC FND-REBAR WITH CAP BEAR
100082	1,685,560.557	1,725,395.491	1032+11.86	-539.92	6853.55	FRC FND-REBAR WITH CAP NMSHT
100083	1,686,587.385	1,725,399.655	1032+70.46	-556.98	6852.26	FRC FND-REBAR WITH CAP NMSHT
100084	1,686,894.657	1,725,428.644	1036+46.80	-606.41	6847.84	FRC FND-REBAR WITH CAP NMSHT

* A NEGATIVE VALUE INDICATES LEFT OF CENTERLINE
STATION AND OFFSETS LISTED ABOVE ARE TO CONSTRUCTION CENTERLINE

LEGEND

- DENOTES FOUND CONTROL MONUMENT
- DENOTES FOUND BRASS CAP
- DENOTES FOUND NMSHTD R.O.W. "T" RAIL ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES FOUND PROPERTY CORNER ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES SURVEYED FENCE LOCATION
- DENOTES 2" ALUM. CAP STAMPED "NEW MEXICO DEPT. OF TRANSPORTATION PCN G2BT3 NMPS 11462" SET THIS SURVEY
- DENOTES EXISTING ACCESS CONTROL LINE
- DENOTES CITY OF SANTA FE CITY LIMITS LINE PER SANTA FE COUNTY GEOGRAPHIC INFORMATION SYSTEM WEBSITE "SANTA FE COUNTY BASE MAP", SEPT. 21, 2007. http://www.co.santa-fe.nm.us/gis/mapservices.php

NOTES

1. MONUMENTATION FIELD SURVEY PERFORMED IN DECEMBER 2007 THROUGH FEBRUARY 2008.
2. ADDITIONAL RIGHT-OF-WAY INFORMATION FOR PROJECT NUMBER AC-GRIP-(FTA-NH)-025-4(132)266 IS AVAILABLE FROM THE LANDS ENGINEERING SECTION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION GENERAL OFFICE IN SANTA FE.
3. ALL DISTANCES ARE HORIZONTAL GROUND.
4. BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE (NAD 83).
5. BASIS OF BEARING: N43°23'06"E, 18,746.57' BETWEEN BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENTS "07-152-PC005" AND "07-152-PC073", SHEETS 2 THROUGH 12 AND N68°51'57"E, 8800.04' BETWEEN SANTA FE CONTROL MONUMENT No.5 AND STATE OF NEW MEXICO HIGHWAY COMMISSION MONUMENT "STA.3510545002",SHEET 13.
6. VERTICAL DATUM: POINT #5020, BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENT "07-152-PC005, EL=6044.13, SHEETS 2 THROUGH 12 AND CONTROL POINT #5000, "SF CONTROL NO. 5" EL.=6752.05, SHEET 13.
7. DATE OF FIELD PROPERTY & R/W SURVEY: JANUARY 2007 THROUGH APRIL 2007.
8. STATIONS AND OFFSETS SHOWN ARE AT RIGHT ANGLES OR RADIAL TO CONSTRUCTION CENTERLINE AND SURVEY CENTERLINE AS NOTED.

SURVEYOR'S CERTIFICATE

I, RUAN S. BACIGALUPA, HEREBY CERTIFY THAT I AM RESPONSIBLE FOR THIS SURVEY, WHICH WAS COMPLETED BY ME OR UNDER MY DIRECTION. THIS SURVEY IS MONUMENTED ACCORDING TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP PROJECT NO. AC-GRIP-(FTA-NH)-025-4(132)266. THE MONUMENTS SET AS SHOWN ON THIS MAP ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS SURVEY MEETS THE MINIMUM STANDARDS FOR HIGHWAY RIGHT-OF-WAY SURVEYING IN NEW MEXICO, AS ADOPTED BY THE NEW MEXICO BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Ruan S. Bacigalupa 11/26/09

RUAN S. BACIGALUPA, NMPS No. 11462 — DATE
Parsons Brinckerhoff Quade & Douglas Inc.
6100 Uptown Blvd. NE
Albuquerque, N.M. 87110

BACIGALUPA NEW MEXICO 11462 RUAN S. REGISTERED PROFESSIONAL SURVEYOR

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO

I hereby certify that this instrument was filed for record on the 16 day of Feb. A.D. 20 09, at 11:16 o'clock A m., and was duly recorded in Book 647, Page 050-060 A - I of the records of Santa Fe County.

witness my hand and Seal of Office

County Clerk, Santa Fe County, New Mexico.

Deputy

1552349

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

Right-of-Way Maps Prepared By:
PB Americas, Inc.
6100 Uptown Blvd. Suite 700 Albuquerque, NM 87110
(505) 881-5357

PB JOB No. 33582-1 4.2
Designed By: RB
Drawn By: DE
Checked By: BR

CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST

FIGURE 2A

ACCESS CONTROLLED
PCN G2BT3

NEW MEXICO DEPARTMENT OF TRANSPORTATION
MONUMENTATION MAP
NEW MEXICO PROJECT NO.
AC-GRIP-(FTA-NH)-025-4(132)266
SANTA FE COUNTY
SCALE 1"=100' SHEET 13 OF 13

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT 2981 GALISTEO ROAD

SITE DATA

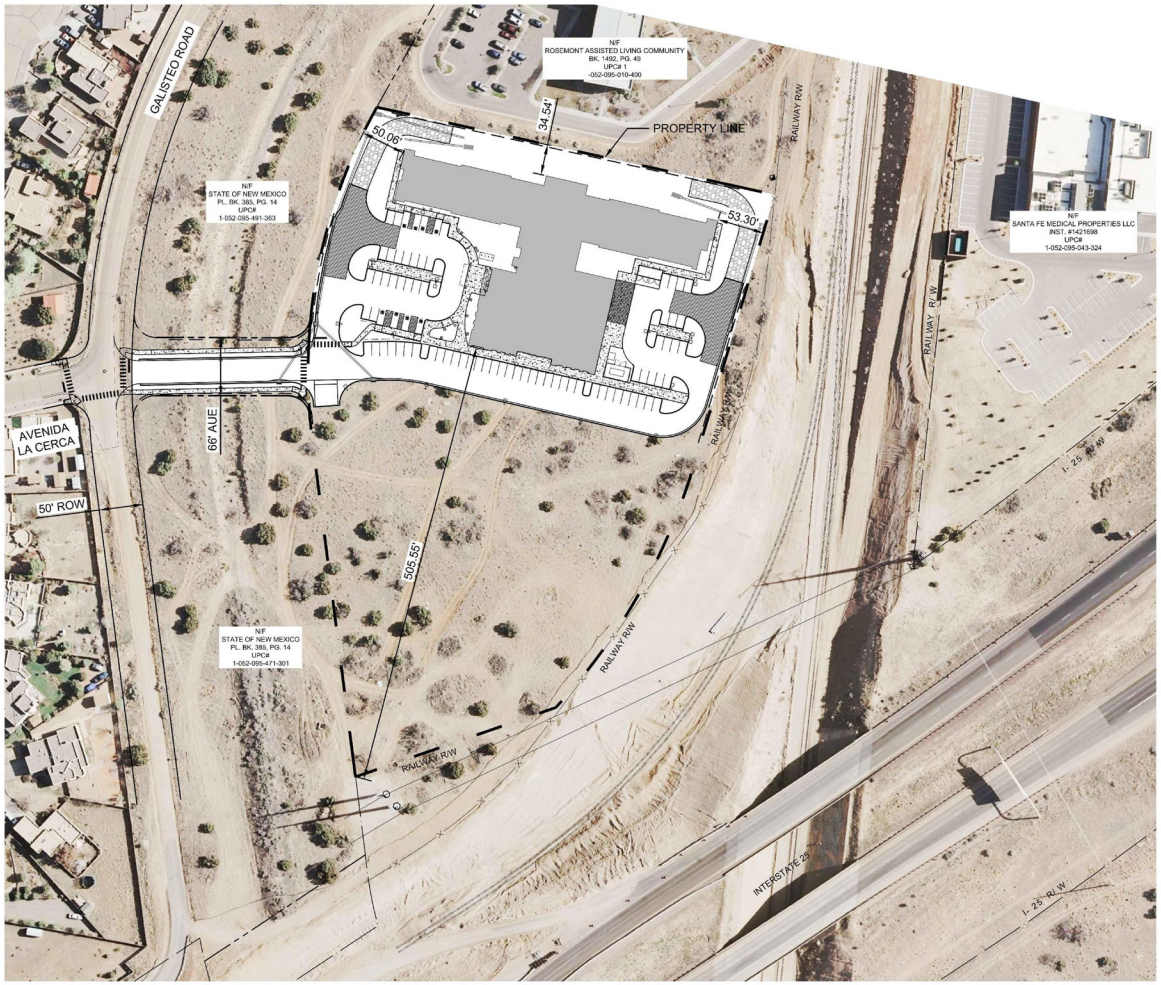
Lot Area: 6.325 ac / 275,517 sf

Open Space:
Required: 40% / 110,206 sf
Provided: 110,430 sf

GFA: 65,937 sf

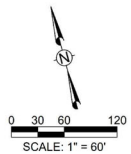
Lot Coverage:
Required: No max
Provided: 14.5%
(Roofed Area 39,918)

Parking:
Required: 40 (1 for every 2 beds)
Provided: 80 parking spaces



DEVELOPMENT PLAN - OVERALL
SCALE: 1" = 60'

FIGURE 3



CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY USE ONLY		

CASE # _____

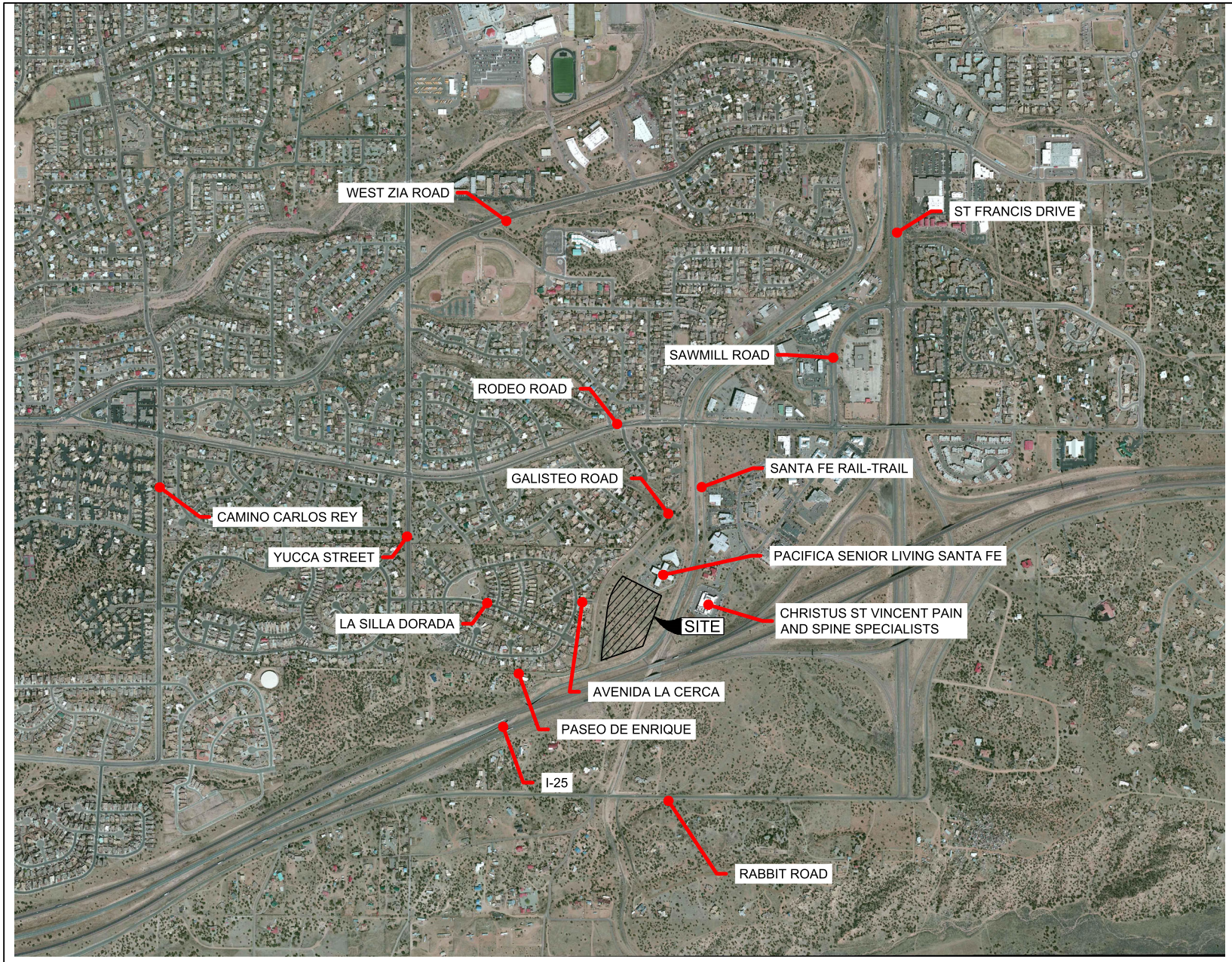
Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 2 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 60'	G-201

REVISIONS	DATE	ENGINEERS SEAL



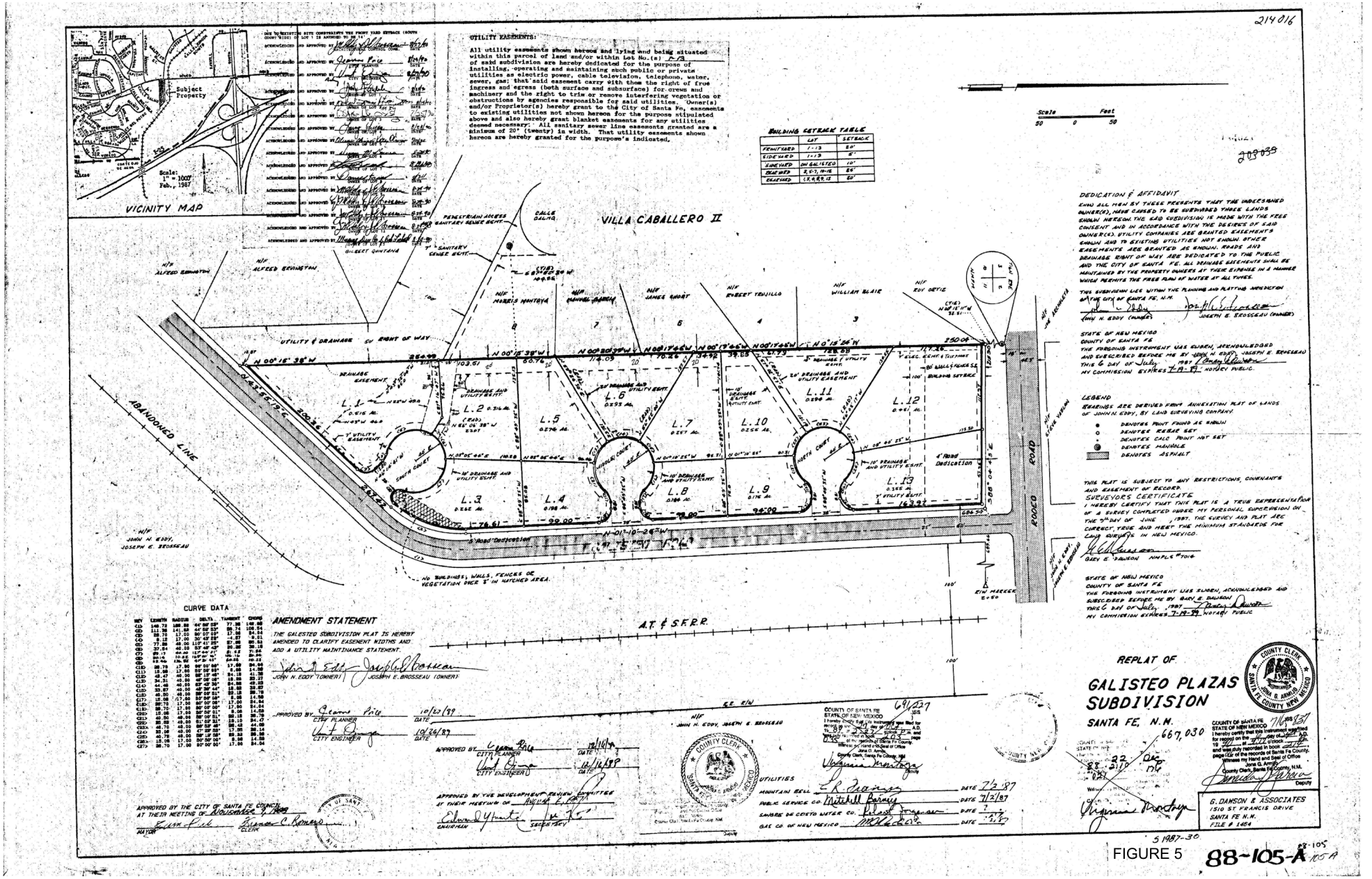
N

1000 500 0 1000

SCALE: 1" = 1000'

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING ROAD NETWORK MAP
FIGURE 4


214016
VICINITY MAP
Subject Property
Scale: 1" = 1000'
Feb., 1987
UTILITY EASEMENTS:
All utility easements shown hereon and lying and being situated within this parcel of land and/or within Lot No.(s) L-13 of said subdivision are hereby dedicated for the purpose of installing, operating and maintaining such public or private utilities as electric power, cable television, telephone, water, sewer, gas; that said easement carry with them the right of free ingress and egress (both surface and subsurface) for crews and machinery and the right to trim or remove interfering vegetation or obstructions by agencies responsible for said utilities. Owner(s) and/or Proprietor(s) hereby grant to the City of Santa Fe, easements to existing utilities not shown hereon for the purpose stipulated above and also hereby grant blanket easements for any utilities deemed necessary: All sanitary sewer line easements granted are a minimum of 20' (twenty) in width. That utility easements shown hereon are hereby granted for the purpose's indicated.
BUILDING SETBACK TABLE
LOT
SETBACK
FRONTYARD
SIDEYARD
SIDEYARD
REARYARD
VILLA CABALLERO II
ABANDONED LINE
A.T. & S.F.R.R.
ROCCO ROAD
CURVE DATA
AMENDMENT STATEMENT
THE GALISTEO SUBDIVISION PLAT IS HEREBY AMENDED TO CLARIFY EASEMENT WIDTHS AND ADD A UTILITY MAINTINANCE STATEMENT.
JOHN N. EDDY (OWNER)
JOSEPH E. BROSSEAU (OWNER)
APPROVED BY THE CITY OF SANTA FE COUNCIL AT THEIR MEETING OF
MAYOR
CLERK
APPROVED BY THE DEVELOPMENT REVIEW COMMITTEE AT THEIR MEETING OF
CHAIRMAN
SECRETARY
DEDICATION & AFFIDAVIT
KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S), HAVE CAUSED TO BE SUBDIVIDED THESE LANDS SHOWN HEREON. THE SAID SUBDIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND TO EXISTING UTILITIES NOT KNOWN BUT ARE EASEMENTS ARE GRANTED AS SHOWN. ROADS AND DRAINAGE RIGHT OF WAY ARE DEDICATED TO THE PUBLIC AND THE CITY OF SANTA FE. ALL DRAINAGE EASEMENTS SHALL BE MAINTAINED BY THE PROPERTY OWNERS AT THEIR EXPENSE IN A MANNER WHICH PERMITS THE FREE FLOW OF WATER AT ALL TIMES.
THIS SUBDIVISION LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.
JOHN N. EDDY (OWNER)
JOSEPH E. BROSSEAU (OWNER)
STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SIGNED, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY, JOSEPH E. BROSSEAU
THIS 6 DAY OF July 1987
MY COMMISION EXPIRES 7-14-89 NOTARY PUBLIC.
LEGEND
BEARINGS ARE DERIVED FROM ANNEXATION PLAT OF LANDS OF JOHN N. EDDY, BY LAND SURVEYING COMPANY.
DENOTES POINT FOUND AS SHOWN
DENOTES REBAR SET
DENOTES CALC POINT NOT SET
DENOTES MANHOLE
DENOTES ASPHALT
THIS PLAT IS SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENT OF RECORD.
SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 5th DAY OF JUNE, 1987. THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.
GREY E. DAWSON NM PLS #7016
STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SIGNED, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GARY E. DAWSON
THIS 6 DAY OF July 1987
MY COMMISION EXPIRES 7-14-89 NOTARY PUBLIC
REPLAT OF
GALISTEO PLAZAS SUBDIVISION
SANTA FE, N.H.
667,030
UTILITIES
MOUNTAIN BELL
PUBLIC SERVICE CO.
EMPIRE DE CORTO WATER CO.
GAS CO. OF NEW MEXICO
COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 7th day of July A.D. 19 87 at 10:37 o'clock A.M. and was duly recorded in book 247 page 136 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Jane G. Arrott
County Clerk, Santa Fe County, N.M.
Deputy
G. DAWSON & ASSOCIATES
1510 ST. FRANCIS DRIVE
SANTA FE N.M.
FILE # 1484
5-1987-30
FIGURE 5
88-105-A

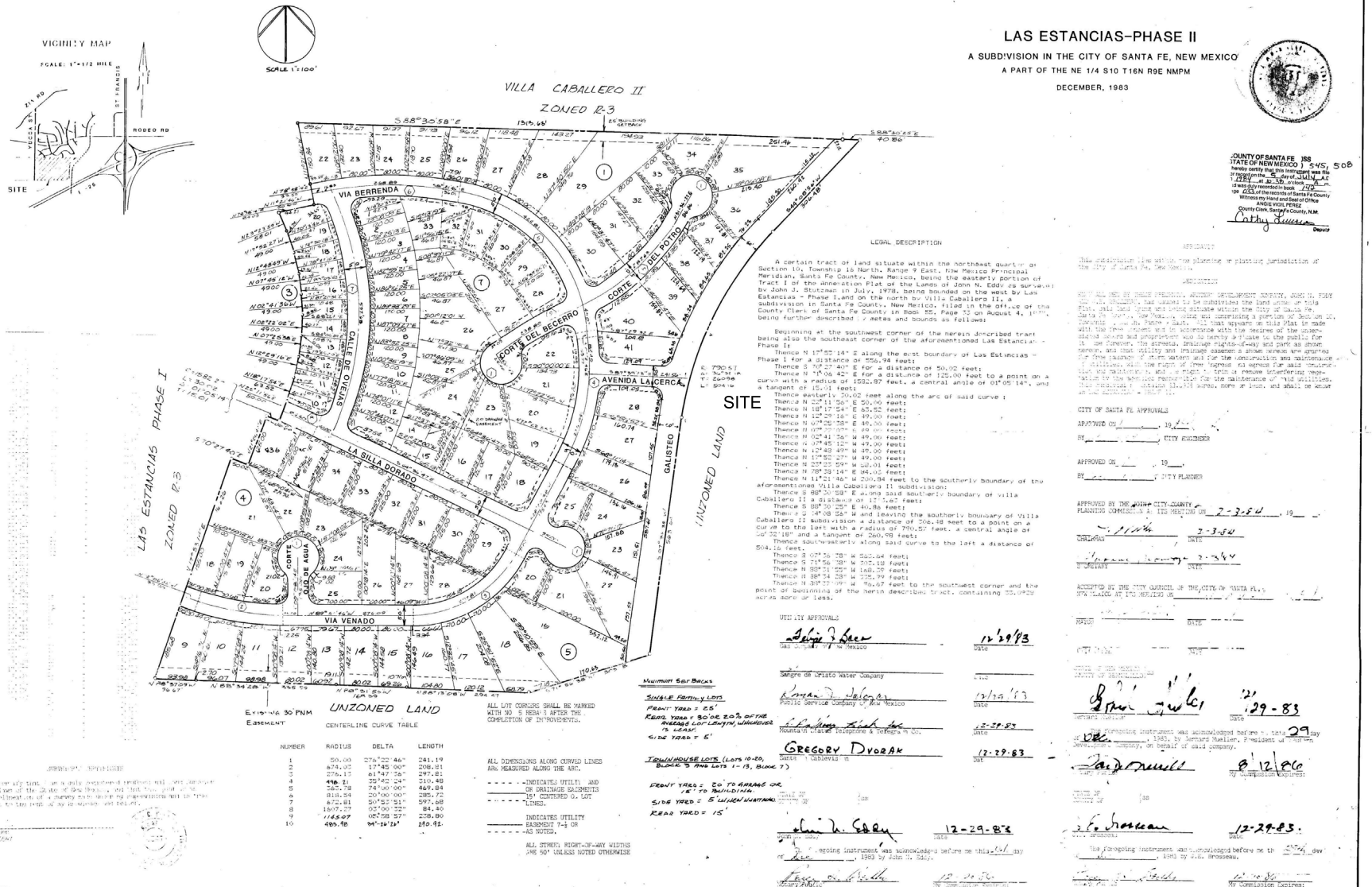
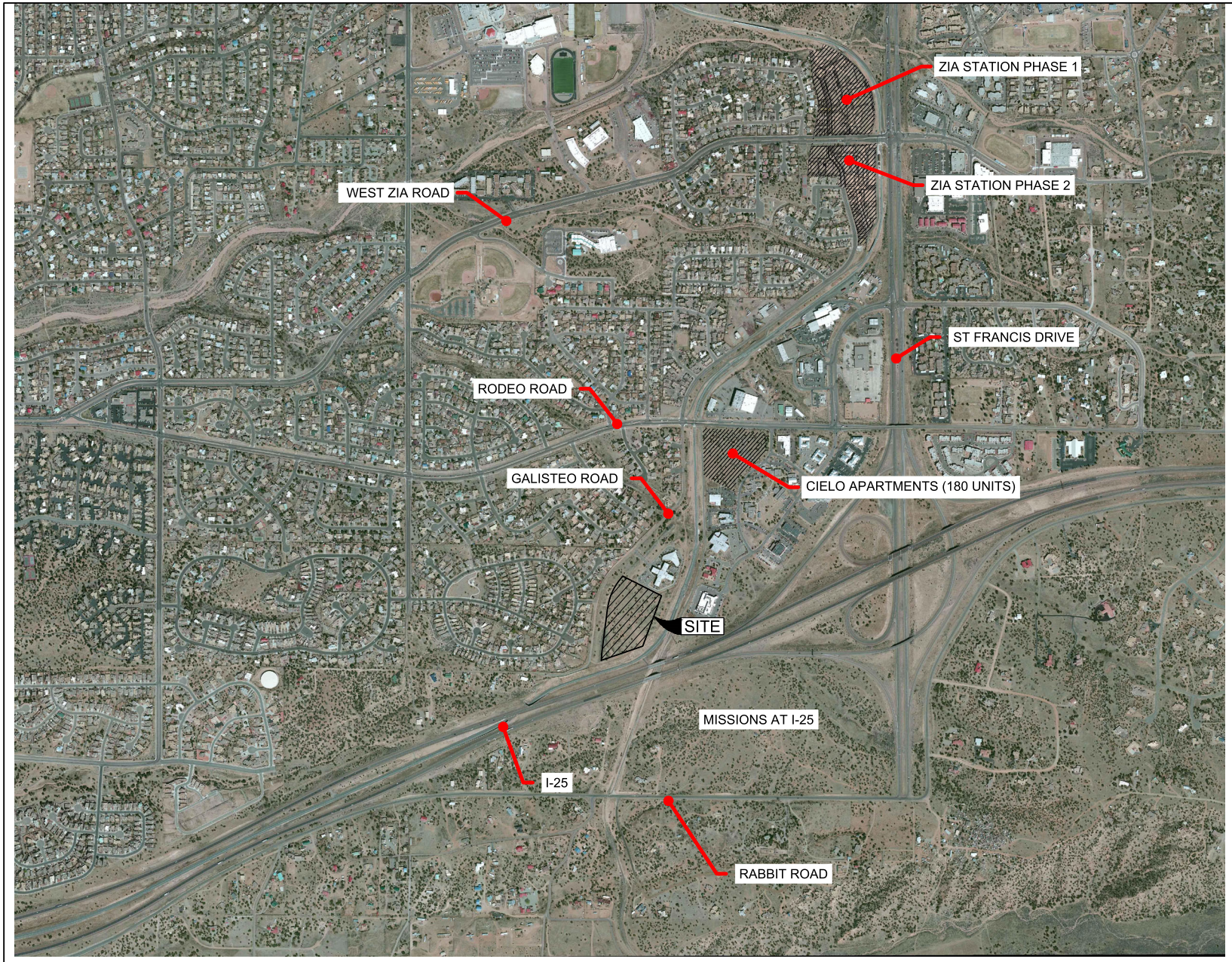

LAS ESTANCIAS–PHASE II
A SUBDIVISION IN THE CITY OF SANTA FE, NEW MEXICO
A PART OF THE NE 1/4 S10 T16N R9E NMPM
DECEMBER, 1983
VICINITY MAP
SCALE: 1"=1/2 MILE
SCALE 1"=100'
VILLA CABALLERO II
ZONED R-3
VIA BERRENDA
CORTE DEL POTRO
CORTE DEL BECERRO
CALLE DE OVEJAS
AVENIDA LACERCA
LA SILLA DORADO
CORTE
OJO DE AGUA
VIA VENADO
GALISTEO
LAS ESTANCIAS PHASE I
ZONED R-3
UNZONED LAND
SITE
Existing 30' PNM Easement
CENTERLINE CURVE TABLE
NUMBER RADIUS DELTA LENGTH
1 50.00 276°22'46" 241.19
2 674.00 17°45'00" 208.81
3 776.13 61°47'36" 297.21
4 498.21 35°42'24" 310.48
5 362.78 74°00'00" 469.84
6 818.54 20°00'00" 285.72
7 872.81 30°53'51" 597.68
8 1603.27 03°00'32" 84.40
9 1145.07 06°58'57" 278.80
10 489.98 34°26'15" 140.92
LEGAL DESCRIPTION
A certain tract of land situate within the northeast quarter of Section 10, Township 16 North, Range 9 East, New Mexico Principal Meridian, Santa Fe County, New Mexico, being the easterly portion of Tract I of the Annexation Plat of the Lands of John N. Eddy as surveyed by John J. Stutzman in July, 1978, being bounded on the west by Las Estancias - Phase I, and on the north by Villa Caballero II, a subdivision in Santa Fe County, New Mexico, filed in the office of the County Clerk of Santa Fe County in Book 85, Page 32 on August 4, 1978, being further described by metes and bounds as follows:
Beginning at the southwest corner of the herein described tract being also the southeast corner of the aforementioned Las Estancias - Phase I;
Thence N 17°55'14" E along the east boundary of Las Estancias - Phase I for a distance of 556.94 feet;
Thence S 76°27'40" E for a distance of 50.02 feet;
Thence N 71°06'42" E for a distance of 125.00 feet to a point on a curve with a radius of 1582.87 feet, a central angle of 01°05'14", and a tangent of 15.01 feet;
Thence easterly 30.02 feet along the arc of said curve;
Thence N 22°11'56" E 50.00 feet;
Thence N 18°17'54" E 63.52 feet;
Thence N 12°29'16" E 49.00 feet;
Thence N 07°26'38" E 40.00 feet;
Thence N 02°41'36" W 49.00 feet;
Thence N 07°45'12" W 49.00 feet;
Thence N 12°40'49" W 49.00 feet;
Thence N 17°52'27" W 49.00 feet;
Thence N 22°33'59" W 50.01 feet;
Thence N 78°28'14" E 96.02 feet;
Thence N 11°21'46" W 200.84 feet to the southerly boundary of the aforementioned Villa Caballero II subdivision;
Thence S 88°30'58" E along said southerly boundary of Villa Caballero II a distance of 1315.67 feet;
Thence S 88°30'25" E 40.86 feet;
Thence S 14°08'28" W and leaving the southerly boundary of Villa Caballero II subdivision a distance of 208.48 feet to a point on a curve to the left with a radius of 790.57 feet, a central angle of 18°32'18" and a tangent of 260.98 feet;
Thence southwesterly along said curve to the left a distance of 504.16 feet;
Thence S 07°26'28" W 582.64 feet;
Thence S 71°56'28" W 202.18 feet;
Thence N 89°31'32" W 168.25 feet;
Thence N 88°24'28" W 225.99 feet;
Thence N 89°57'09" W 96.67 feet to the southwest corner and the point of beginning of the herein described tract, containing 33.0920 acres more or less.
UTILITY APPROVALS
Date
Sangre de Cristo Water Company
Public Service Company of New Mexico
Mountain States Telephone & Telegraph Co.
GREGORY DVORAK
Santa Fe Cablevision
Minimum Set Backs
SINGLE FAMILY LOTS
FRONT YARD = 25'
REAR YARD = 30'OR 20% OF THE AVERAGE LOT LENGTH, WHICHEVER IS LESS.
SIDE YARD = 5'
TOWNHOUSE LOTS (LOTS 10-20, BLOCK 3 AND LOTS 1-13, BLOCK 7)
FRONT YARD = 20' TO GARAGE OR 15' TO BUILDING
SIDE YARD = 5' WHEN ATTACHED
REAR YARD = 15'
ALL LOT CORNERS SHALL BE MARKED WITH NO 5 REBAR AFTER THE COMPLETION OF IMPROVEMENTS.
ALL DIMENSIONS ALONG CURVED LINES ARE MEASURED ALONG THE ARC.
INDICATES UTILITY AND OR DRAINAGE EASEMENTS 15' CENTERED O. LOT LINES.
INDICATES UTILITY EASEMENT 7½ OR AS NOTED.
ALL STREET RIGHT-OF-WAY WIDTHS ARE 50' UNLESS NOTED OTHERWISE
COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO) 545, 508
hereby certify that this instrument was filed for record on the 5 day of JULY A.D. 1984 at 12:35 o'clock M. and was duly recorded in book 190 page 233 of the records of Santa Fe County
Witness my Hand and Seal of Office
ANGELVIDEL PEREZ
County Clerk, Santa Fe County, N.M.
Deputy
CITY OF SANTA FE APPROVALS
APPROVED ON 19
CITY ENGINEER
APPROVED ON 19
CITY PLANNER
APPROVED BY THE SANTA FE CITY-COUNTY PLANNING COMMISSION AT ITS MEETING ON 2-3-84, 19
CHAIRMAN DATE
SECRETARY DATE
ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SANTA FE, AT A MEETING ON
MAYOR DATE
CITY CLERK DATE
STATE OF NEW MEXICO)SS
COUNTY OF SANTA FE)
The foregoing instrument was acknowledged before me this 29 day of DEC, 1983, by Bernard Mueller, President of Mueller Development Company, on behalf of said company.
My Commission Expires: 8/12/86
STATE OF)SS
COUNTY OF)
The foregoing instrument was acknowledged before me this day of , 1983, by J.E. Brosseau.
My Commission Expires:

FIGURE 6



EXISTING CONDITIONS MAP
FIGURE 7



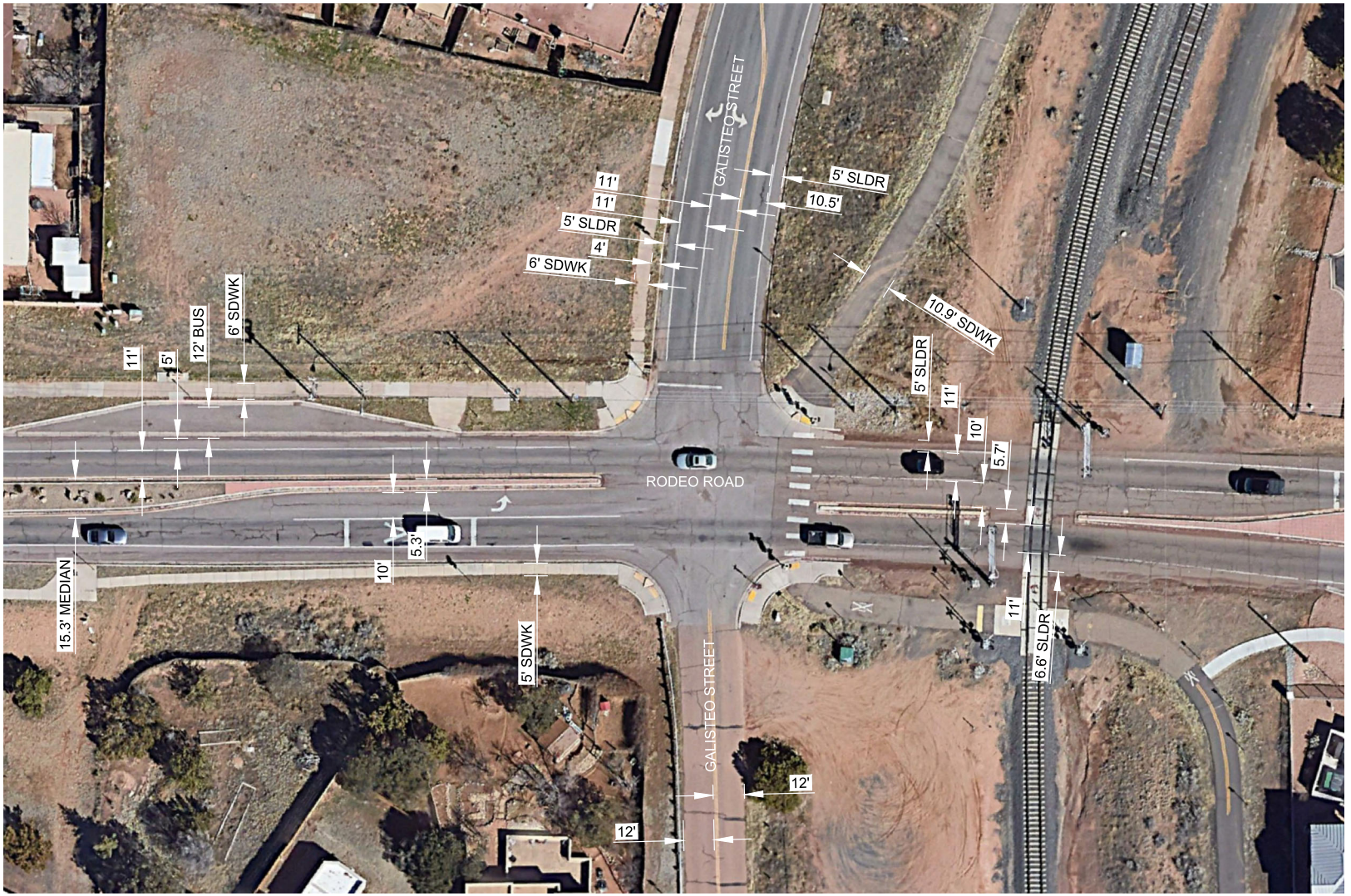
N

1000 500 0 1000

SCALE: 1" = 1000'

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

OTHER KNOWN DEVELOPMENTS
FIGURE 8

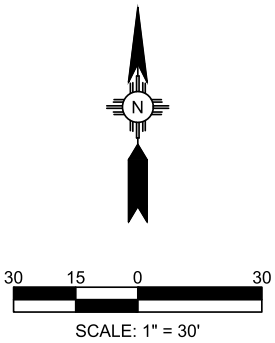


NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
RODEO ROAD
/ GALISTEO ROAD
FIGURE 9



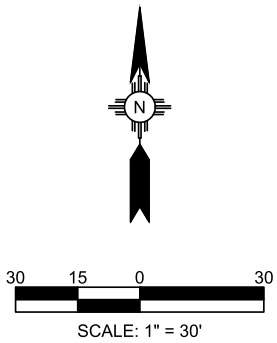


NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/DRIVEWAY
FIGURE 10

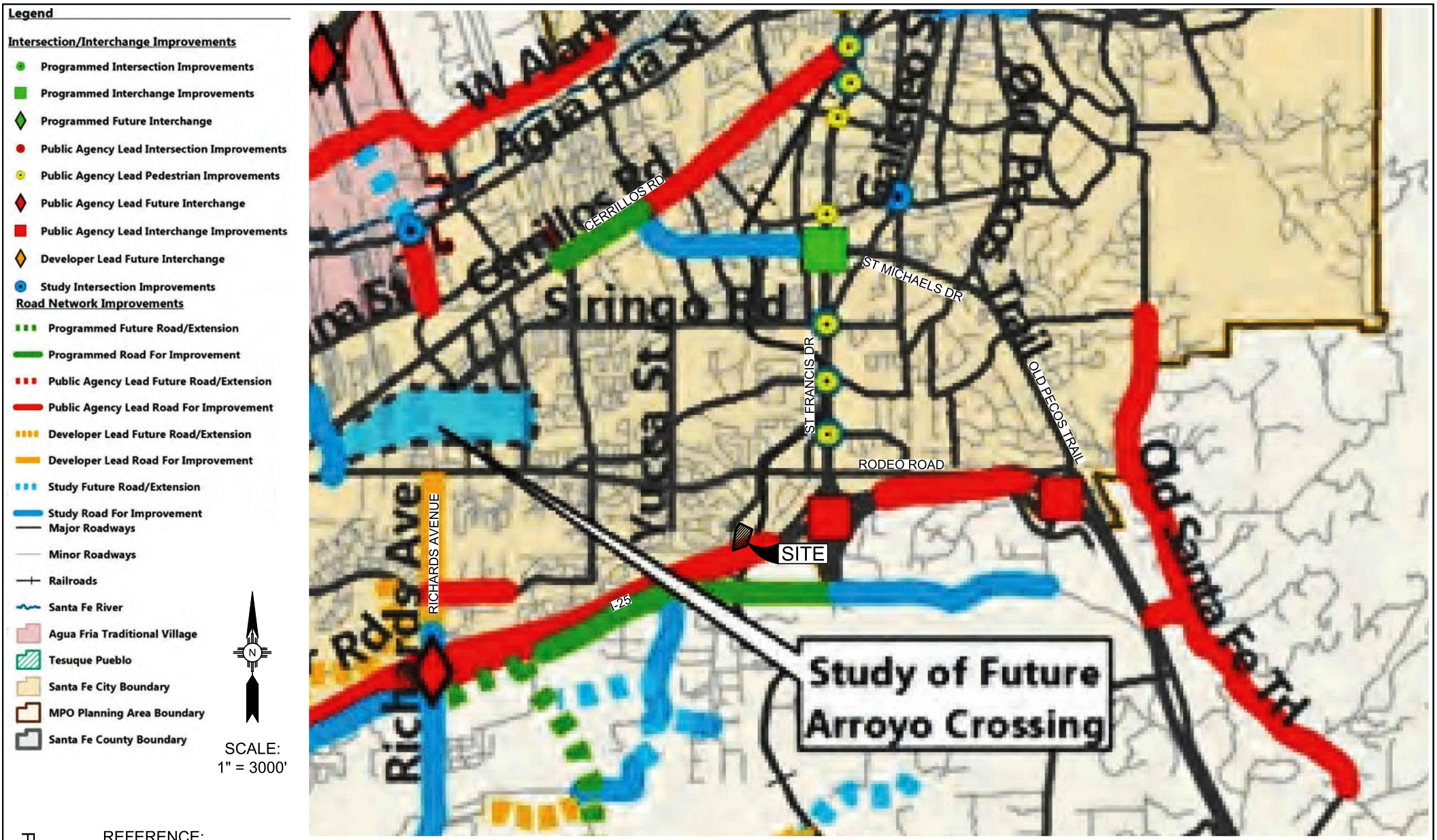




NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/ PASEO DE ENRIQUE
/ AVENIDA LA CERCA
FIGURE 11

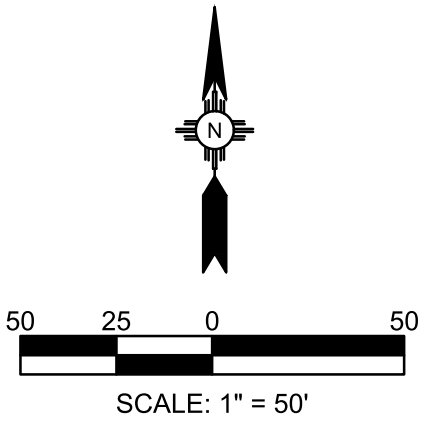


REFERENCE:
Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

FUTURE ROAD NETWORK MAP
FIGURE 12



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	4:15 PM to 5:15 PM



LEGEND

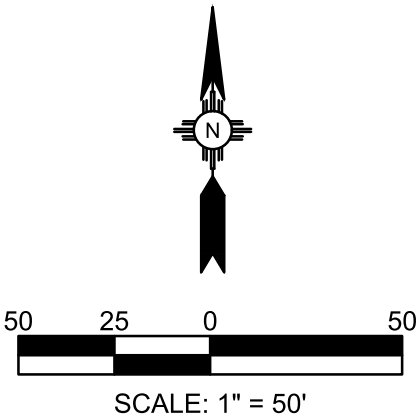
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES RODEO ROAD / GALISTEO ROAD FIGURE 13



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:45 AM to 8:45 AM	4:45 PM to 5:45 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

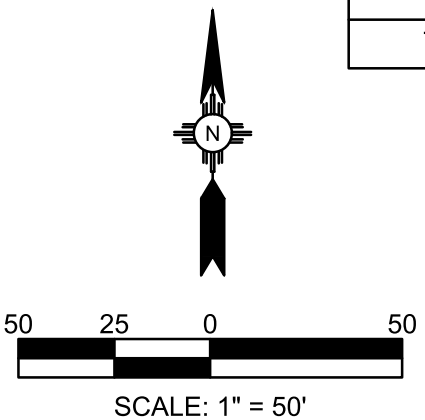
DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES GALISTEO ROAD / DRIVEWAY

FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT DATED February 14, 2024 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	3:15 PM to 4:15 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
GALISTEO ROAD / PASEO DE ENRIQUE / AVENIDA LA CERCA
FIGURE 15

CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

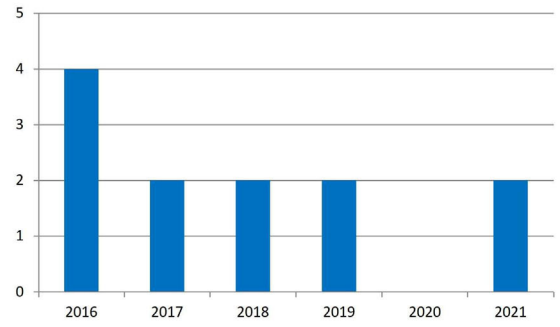


FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	2	33.3%	2	33.3%	4	33.3%
2017	0	0.0%	0	0.0%	2	33.3%	2	16.7%
2018	0	0.0%	1	16.7%	1	16.7%	2	16.7%
2019	0	0.0%	2	33.3%	0	0.0%	2	16.7%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	16.7%	1	16.7%	2	16.7%
GRAND TOTAL	0	0.0%	6	100.0%	6	100.0%	12	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY SEVERITY OF INJURY, 2016 - 2021

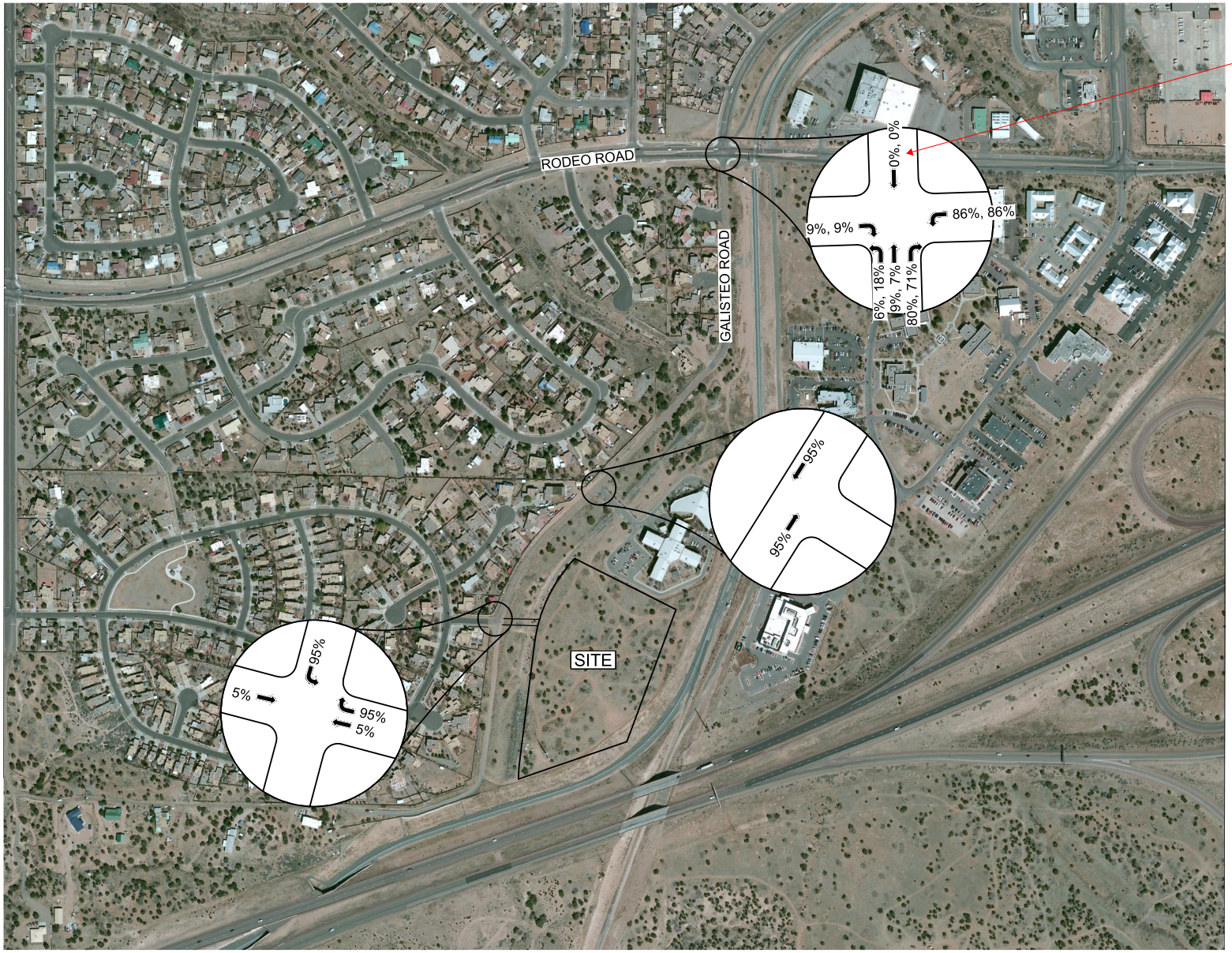
	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	2	6.5%	7	22.6%	9	29.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	12.9%	4	12.9%
2018	0	0.0%	0	0.0%	0	0.0%	1	3.2%	4	12.9%	5	16.1%
2019	0	0.0%	0	0.0%	0	0.0%	2	6.5%	5	16.1%	7	53.8%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	3.2%	5	16.1%	6	19.4%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY CRASH CLASSIFICATION, 2016 - 2021

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	2021	6-YEAR TOTAL
OTHER VEHICLE	4	2	2	2	0	0	10
LEFT BLANK	0	0	0	0	0	2	2
GRAND TOTAL	4	2	2	2	0	2	12

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

NMDOT CRASH
FIGURE 16



Why is this 0%

LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

DENOTES MOVEMENT ←

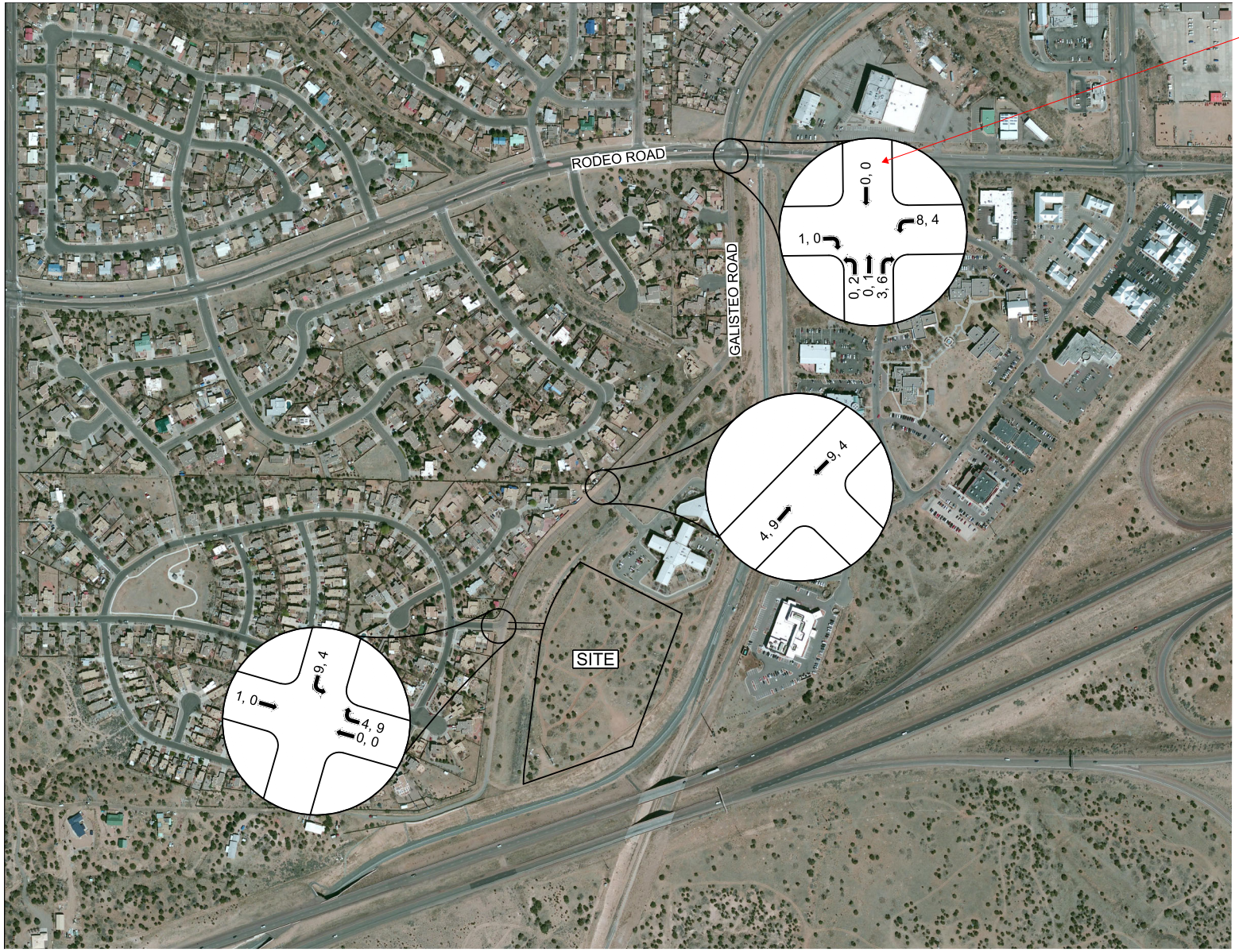
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2011 AERIAL PHOTOGRAPHY

N

400 200 0 400

SCALE: 1" = 400'

DIRECTIONS OF APPROACH AND RETURN
FIGURE 17



Why is this zero

LEGEND

DENOTES SITE GENERATED TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2014 AERIAL PHOTOGRAPHY

N

400 200 0 400

SCALE: 1" = 400'

SITE GENERATED TRAFFIC
FIGURE 18



LEGEND:

Ⓤ DENOTES EXISTING UNSIGNALIZED INTERSECTION

Ⓓ DENOTES DRIVEWAY

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

300 150 0 300

SCALE: 1" = 300'

INTERSECTION SPACING
FIGURE 19

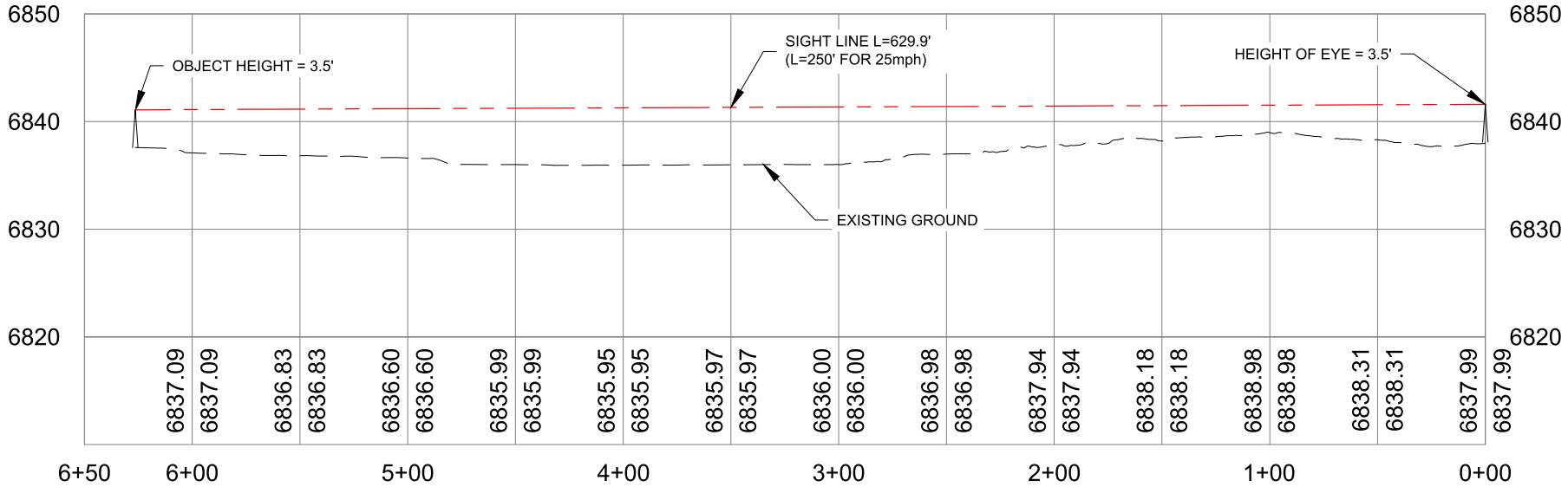


0 25 50 100

SCALE: 1" = 50'

LEFT TURN SIGHT LINE

SCALE: 1" = 50'



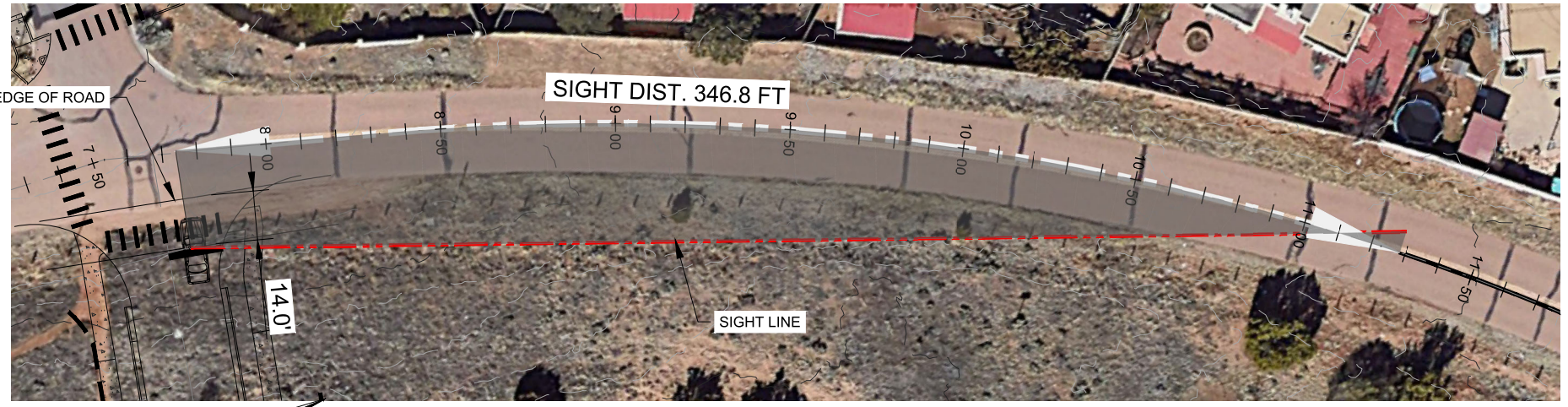
0 5 10 20

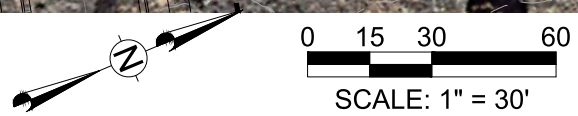
SCALE: 1" = 10'

LEFT TURN SIGHT LINE

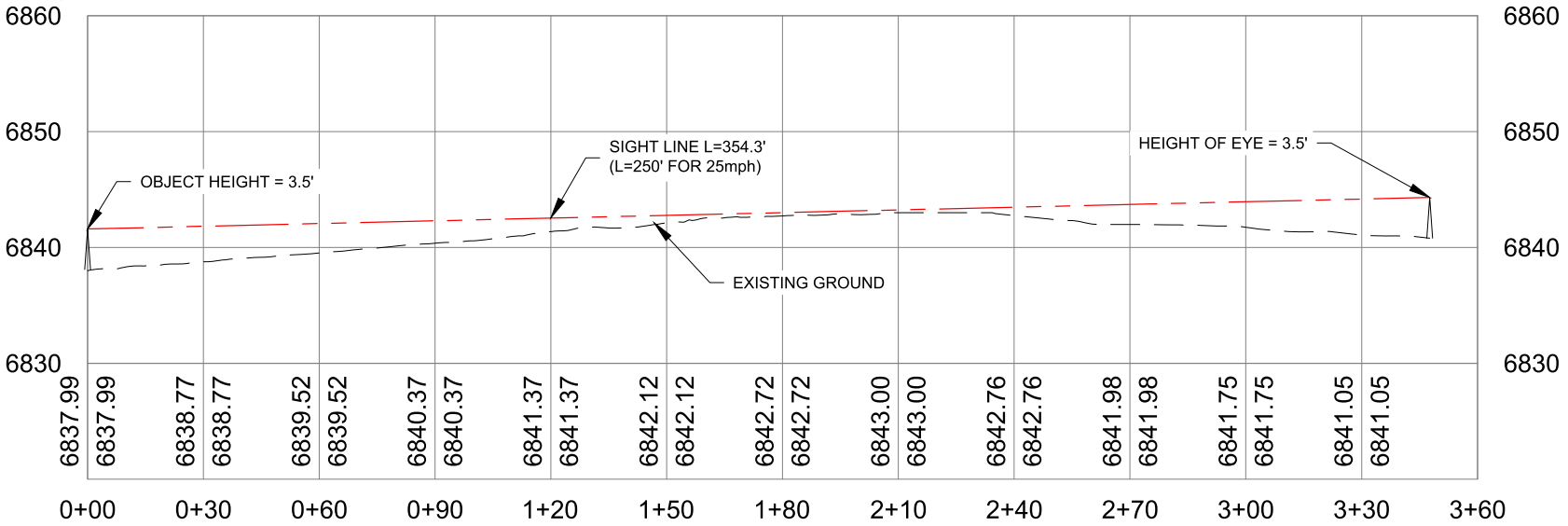
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

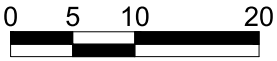
LEFT SIGHTLINE
FIGURE 20





RIGHT TURN SIGHT LINE
SCALE: 1" = 30'





RIGHT TURN SIGHT LINE
SCALE HORIZ: 1" = 30'
VERT: 1" = 10'

RIGHT SIGHTLINE
FIGURE 21

APPENDIX B
PERTINENT DATA

Bohannan Huston

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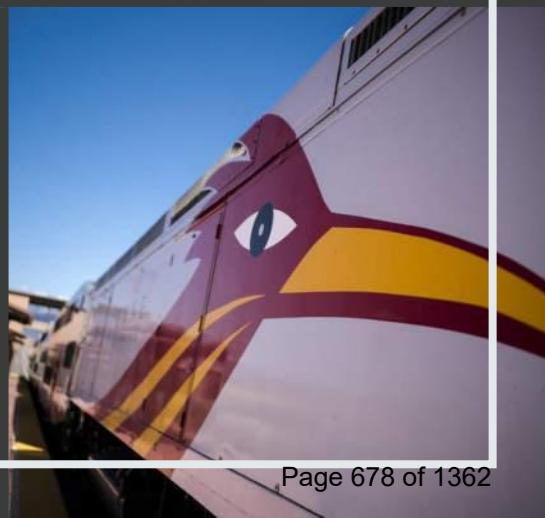
LAND USE | PROJECT MANAGEMENT

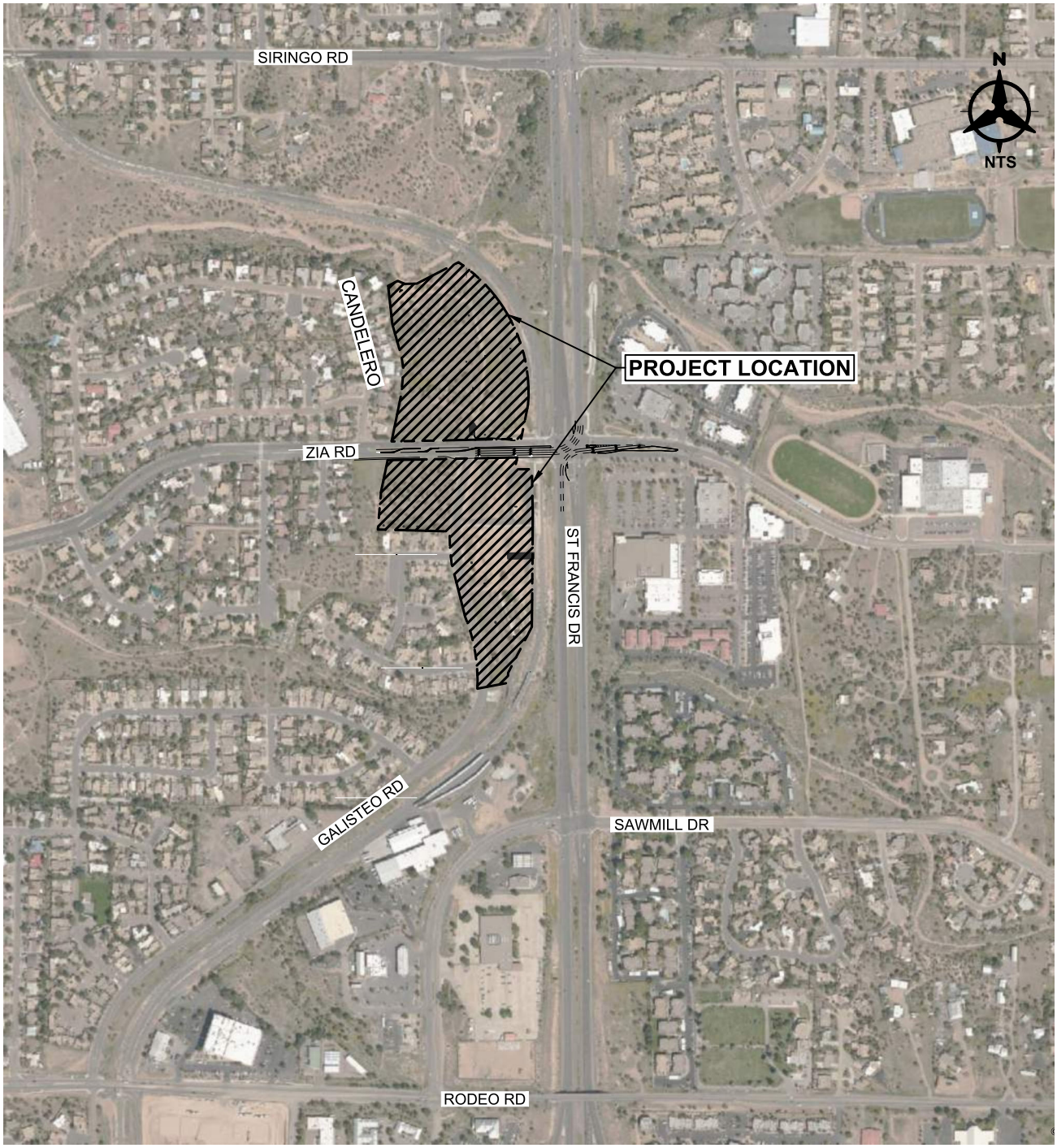
ZIA STATION
TRAFFIC IMPACT ANALYSIS
MAY 2021











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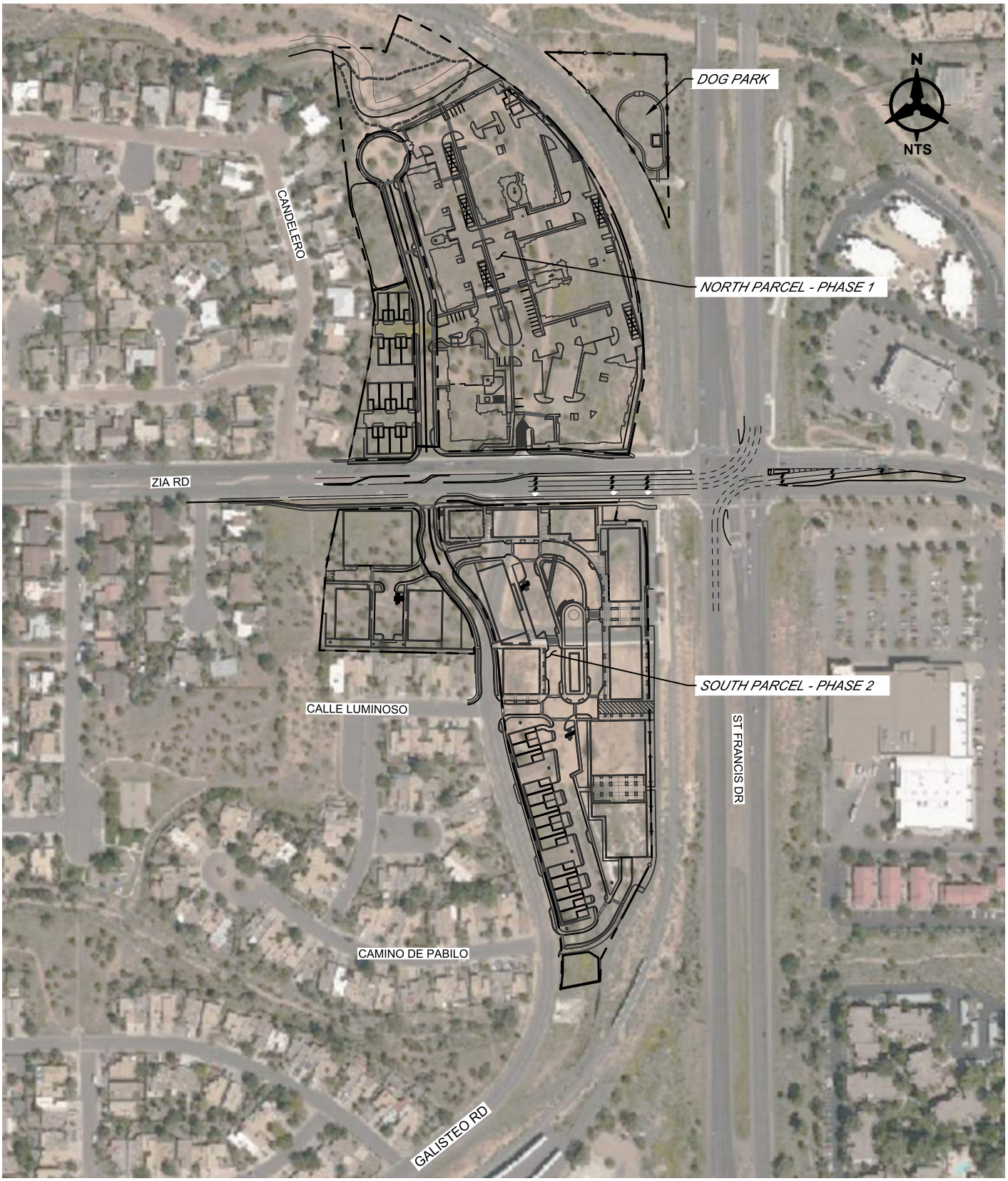
Bohannan Huston
www.bhinc.com 800.877.5332

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

FIGURE 1
VICINITY MAP



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

FIGURE 2
SITE PLAN

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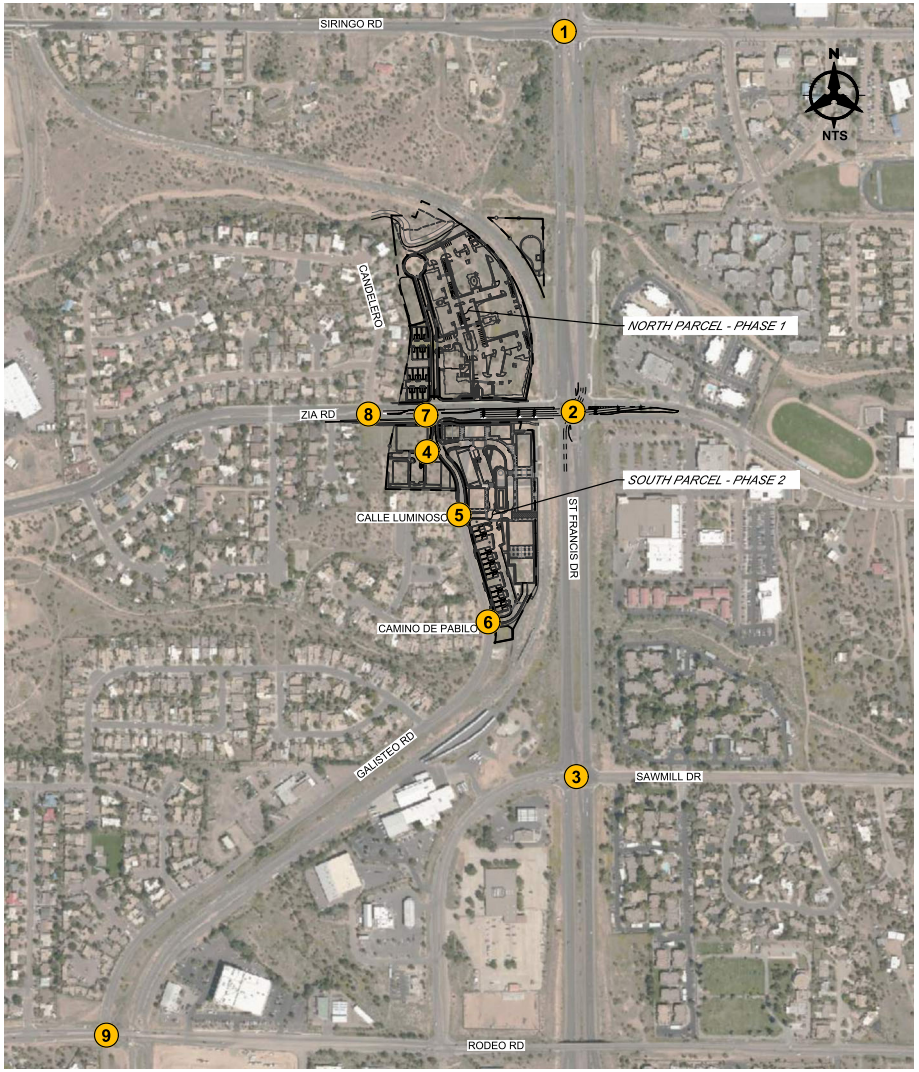
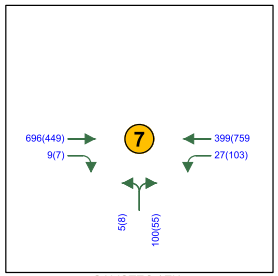
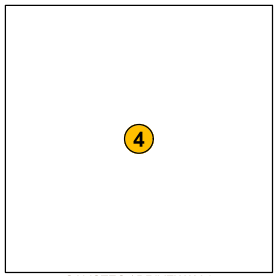
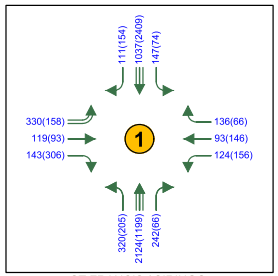




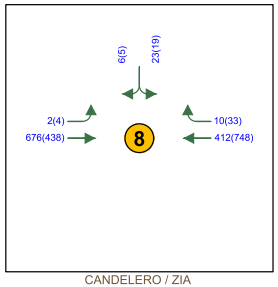
GALISTEO / ZIA



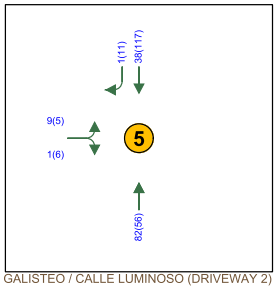
GALISTEO / DRIVEWAY 1



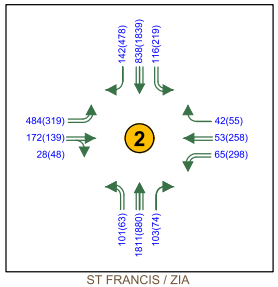
ST FRANCIS / SIRINGO



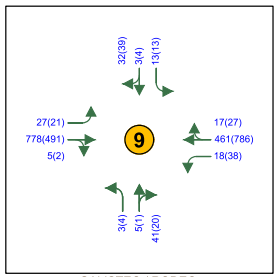
CANDELERO / ZIA



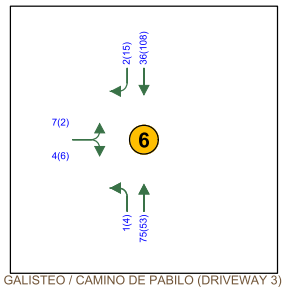
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



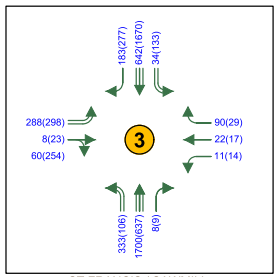
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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

FIGURE 3
2019 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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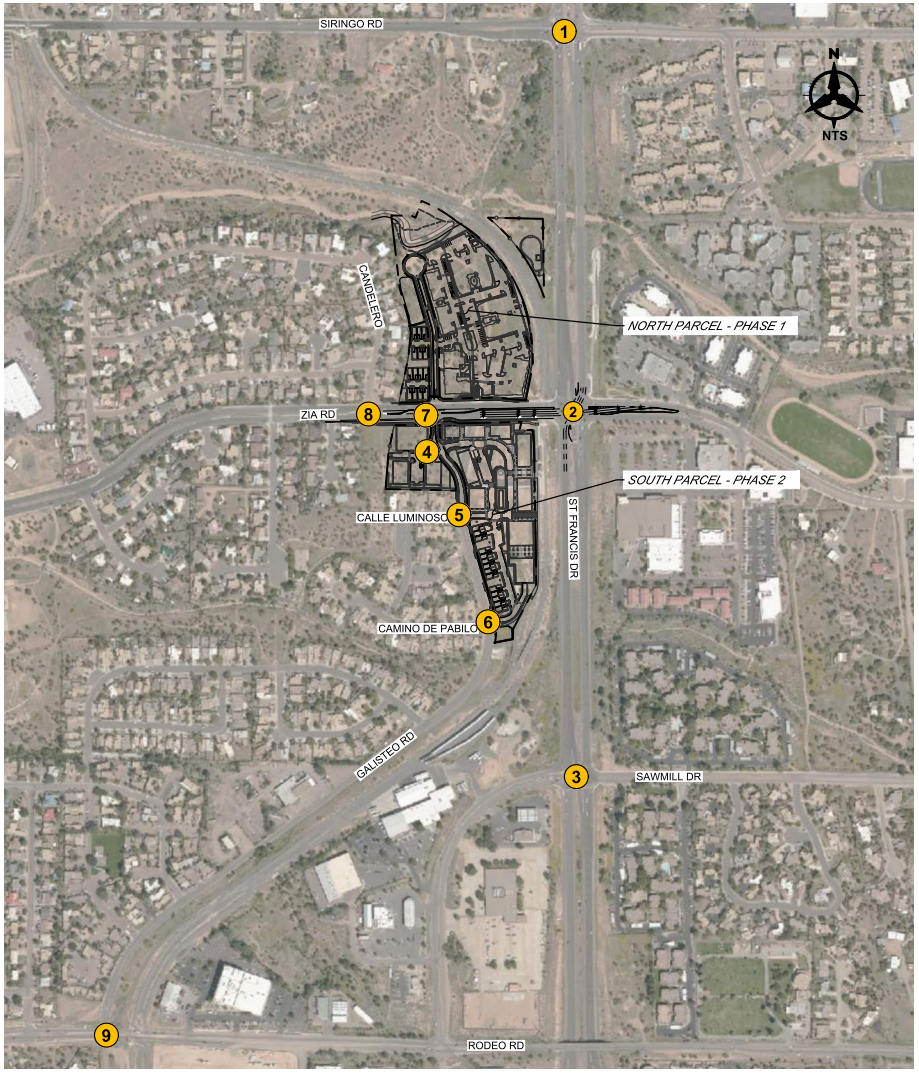
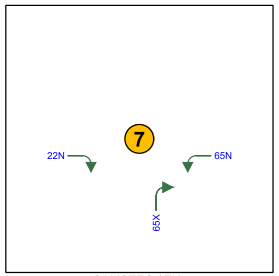
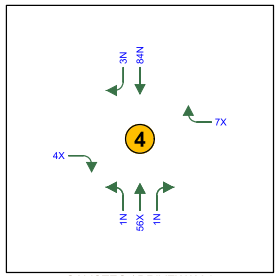
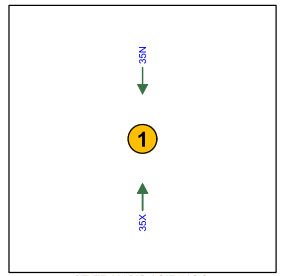




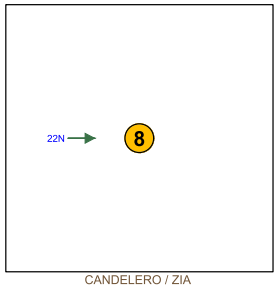
GALISTEO / ZIA



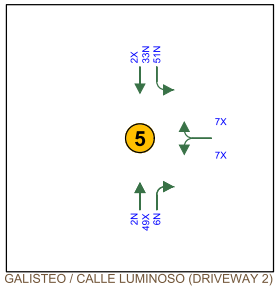
GALISTEO / DRIVEWAY 1



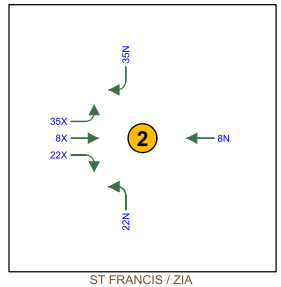
ST FRANCIS / SIRINGO



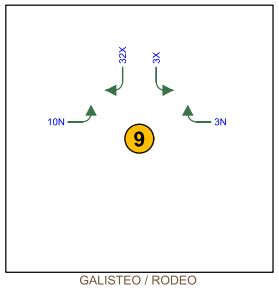
CANDELERO / ZIA



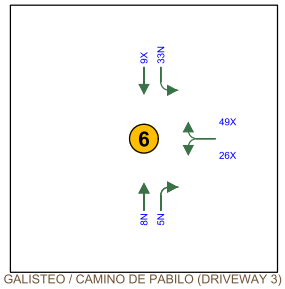
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



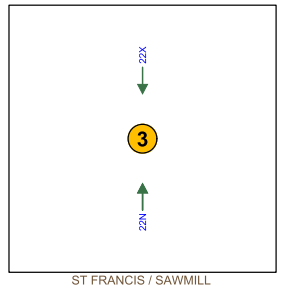
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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

FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE

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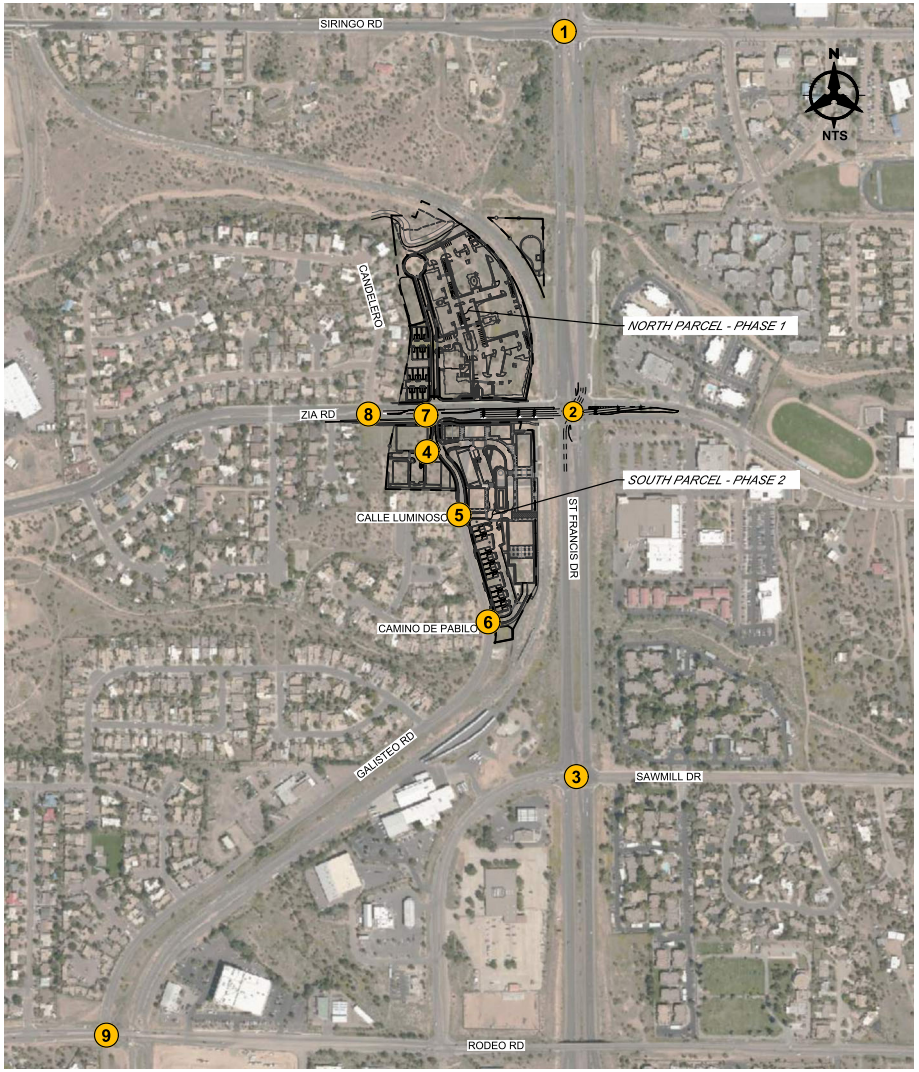
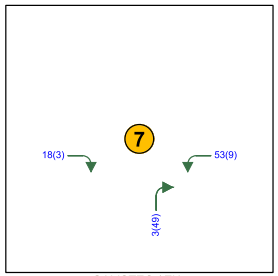
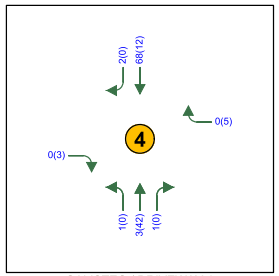
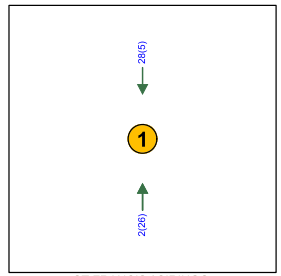




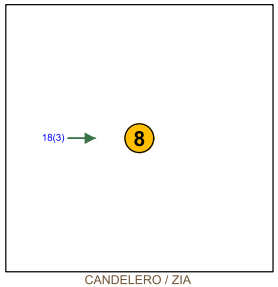
GALISTEO / ZIA



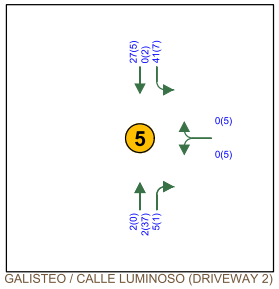
GALISTEO / DRIVEWAY 1



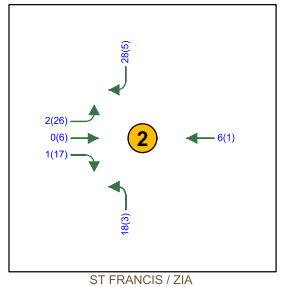
ST FRANCIS / SIRINGO



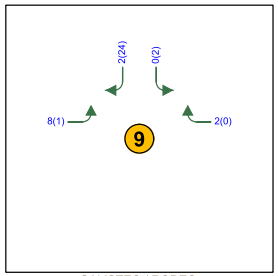
CANDELERO / ZIA



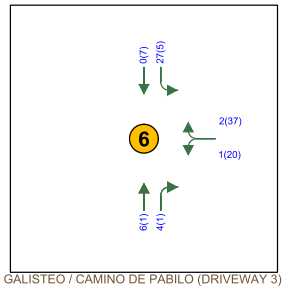
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



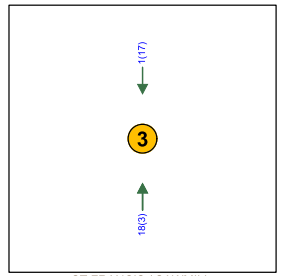
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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

FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE

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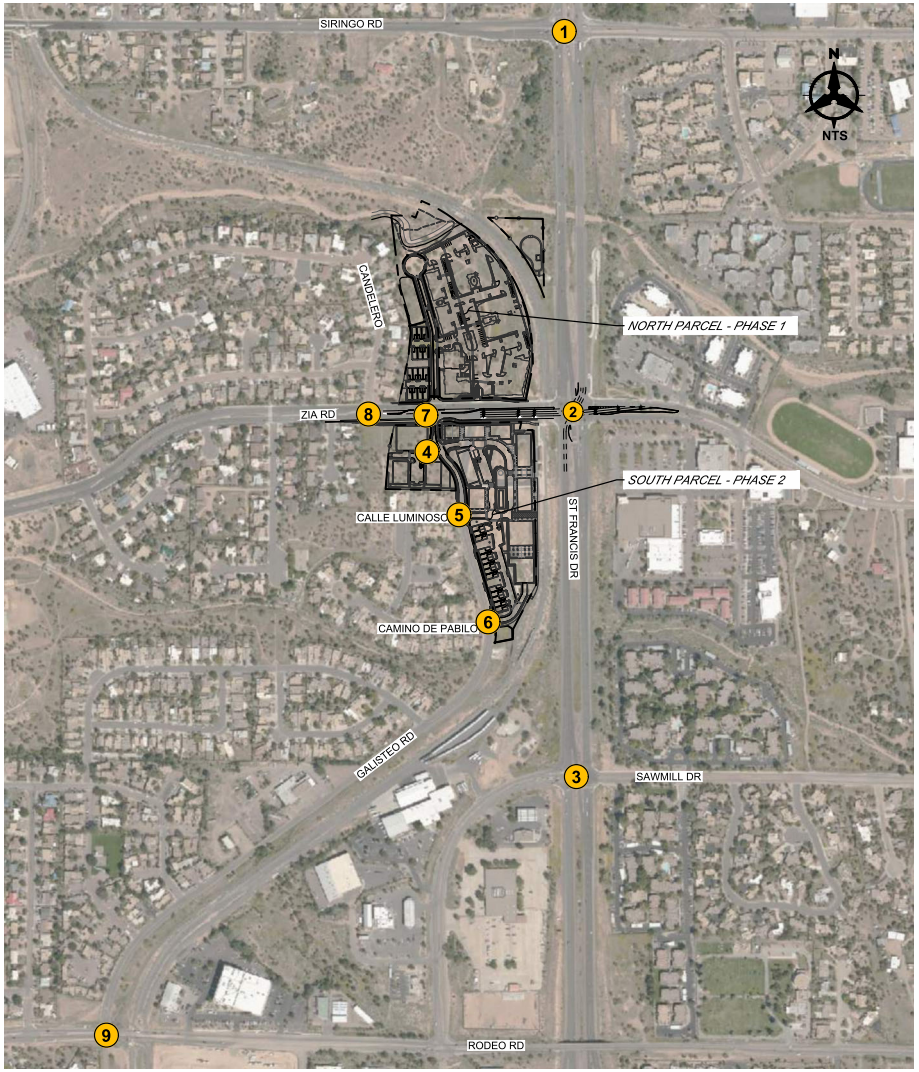
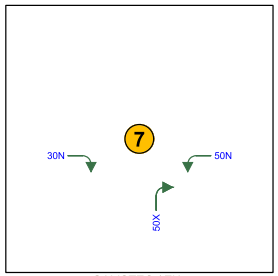
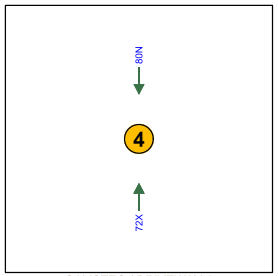




GALISTEO / ZIA



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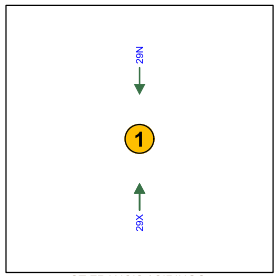
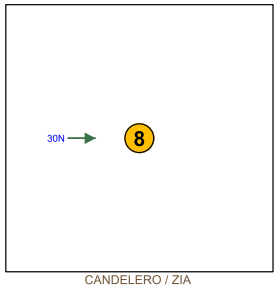
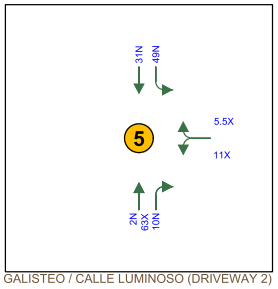


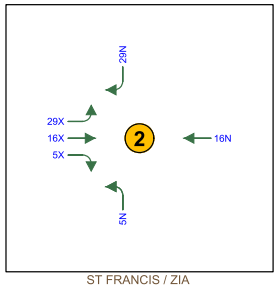
ST FRANCIS / SIRINGO



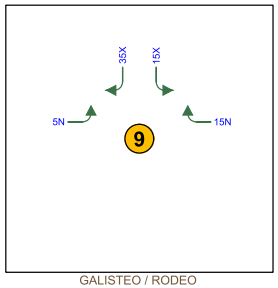
CANDELERO / ZIA



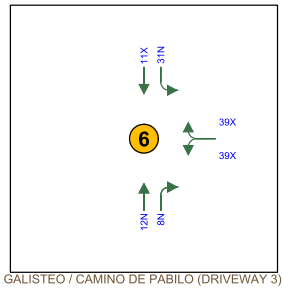
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



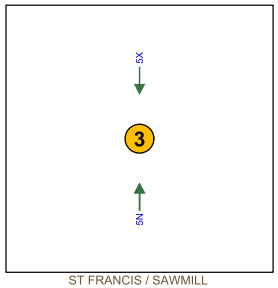
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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

FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL

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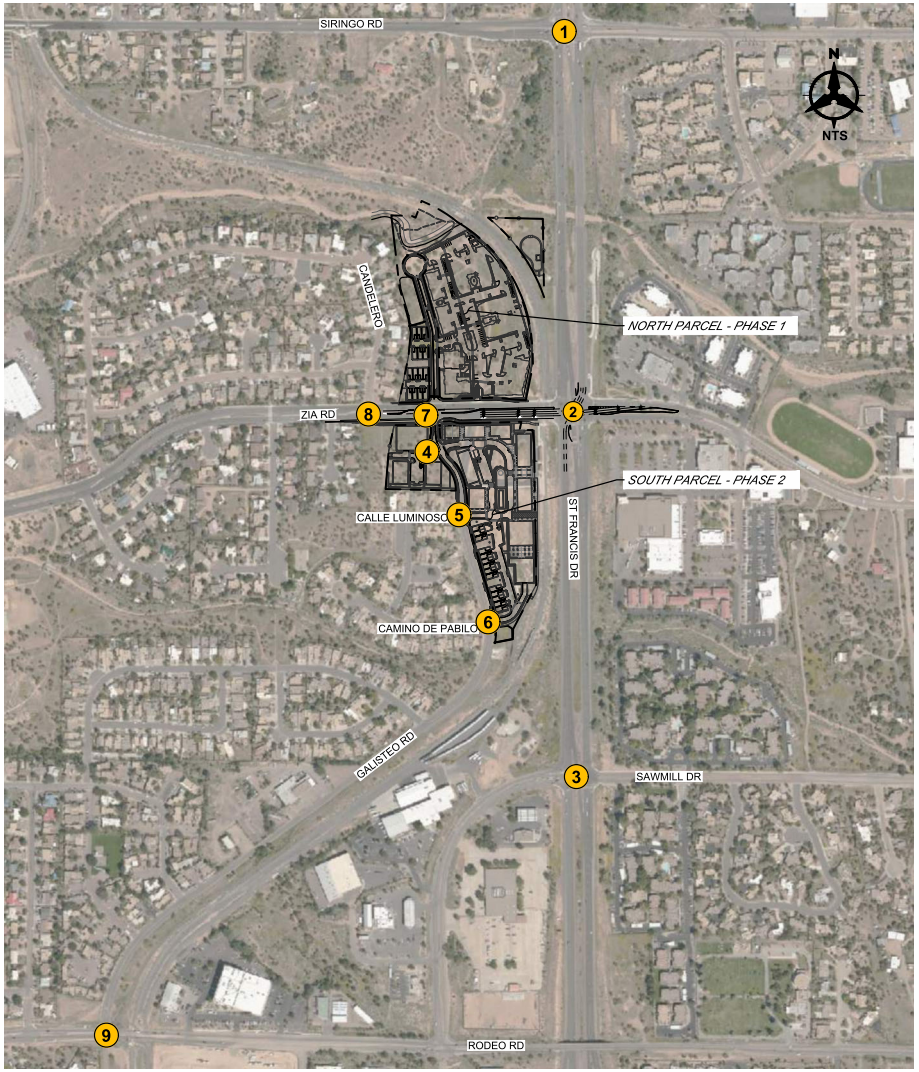
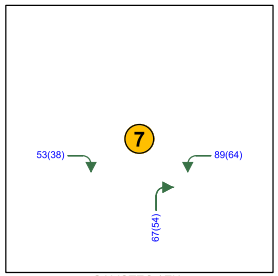
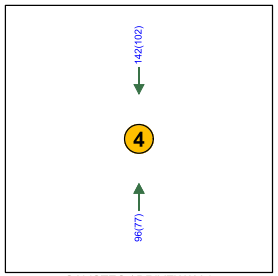




GALISTEO / ZIA



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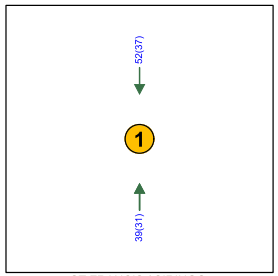
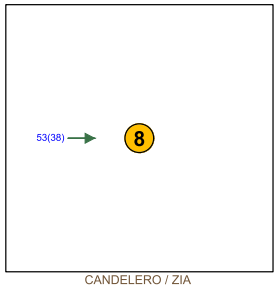
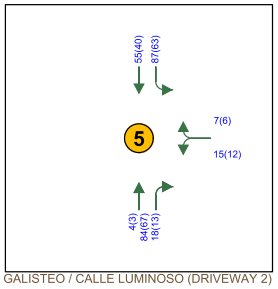


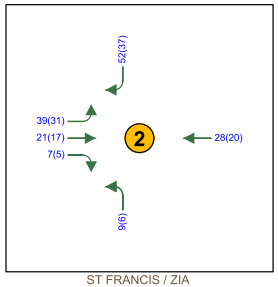
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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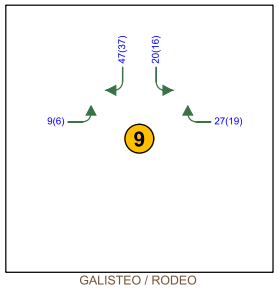

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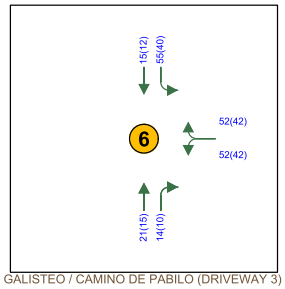
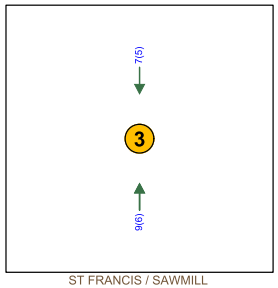


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston www.bhinc.com 800.877.5332	ZIA STATION TRAFFIC UPDATE ASR SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 7 TRIP DISTRIBUTION & ASSIGNMENT VOLUMES AM (PM) - RETAIL

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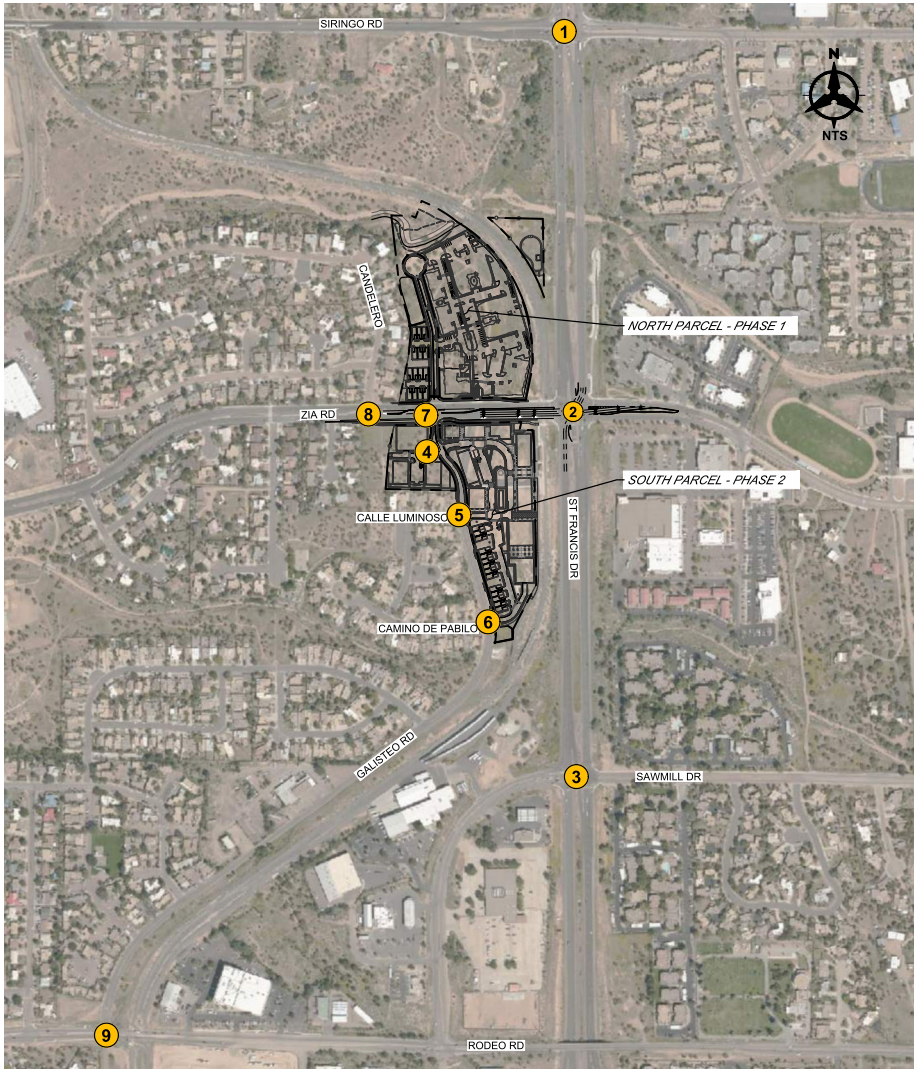
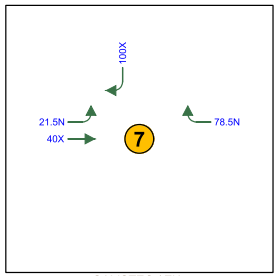
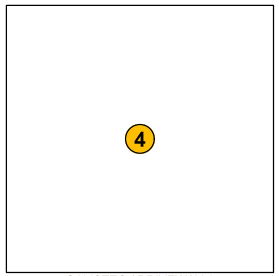




GALISTEO / ZIA



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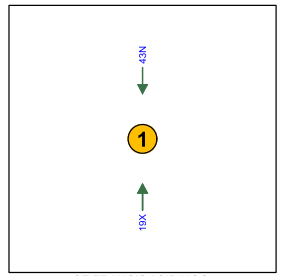
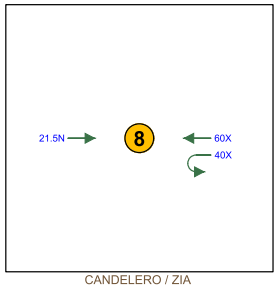
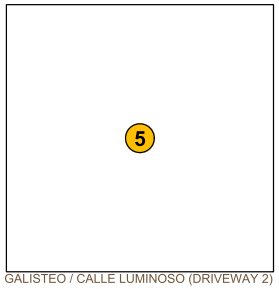


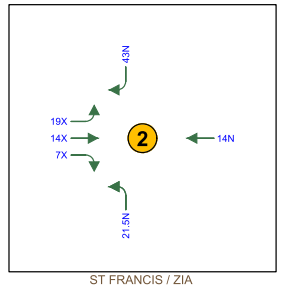
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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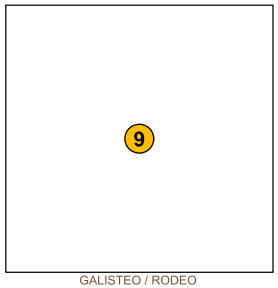

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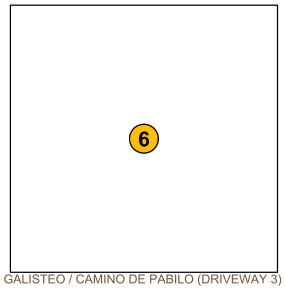
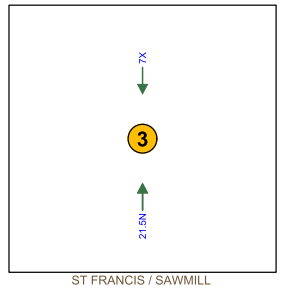


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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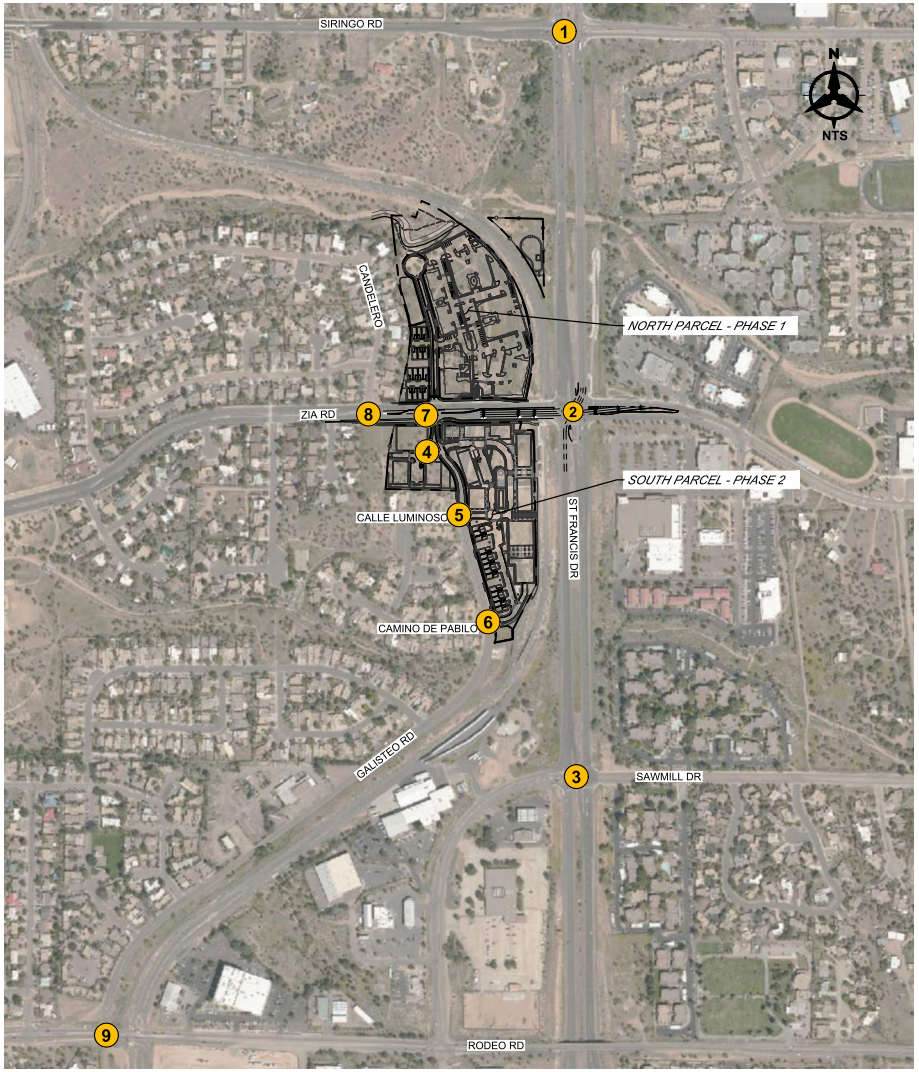

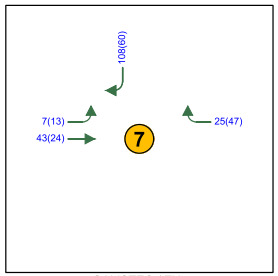

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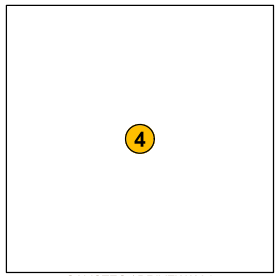

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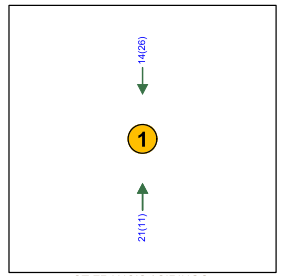
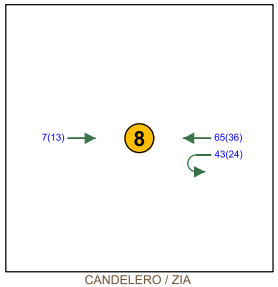
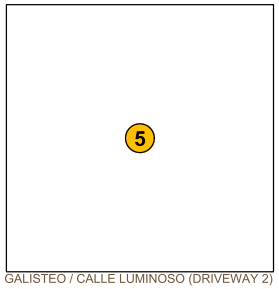


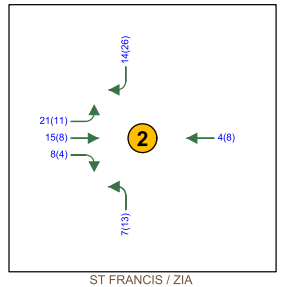
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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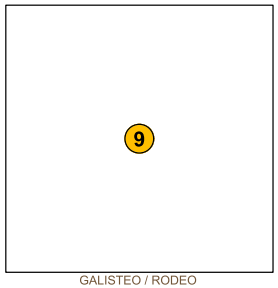

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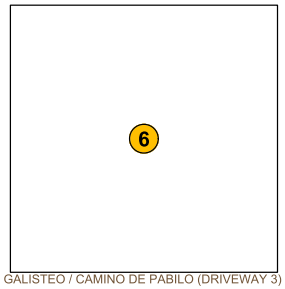
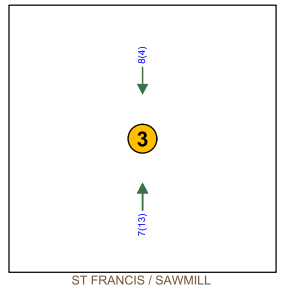


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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

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

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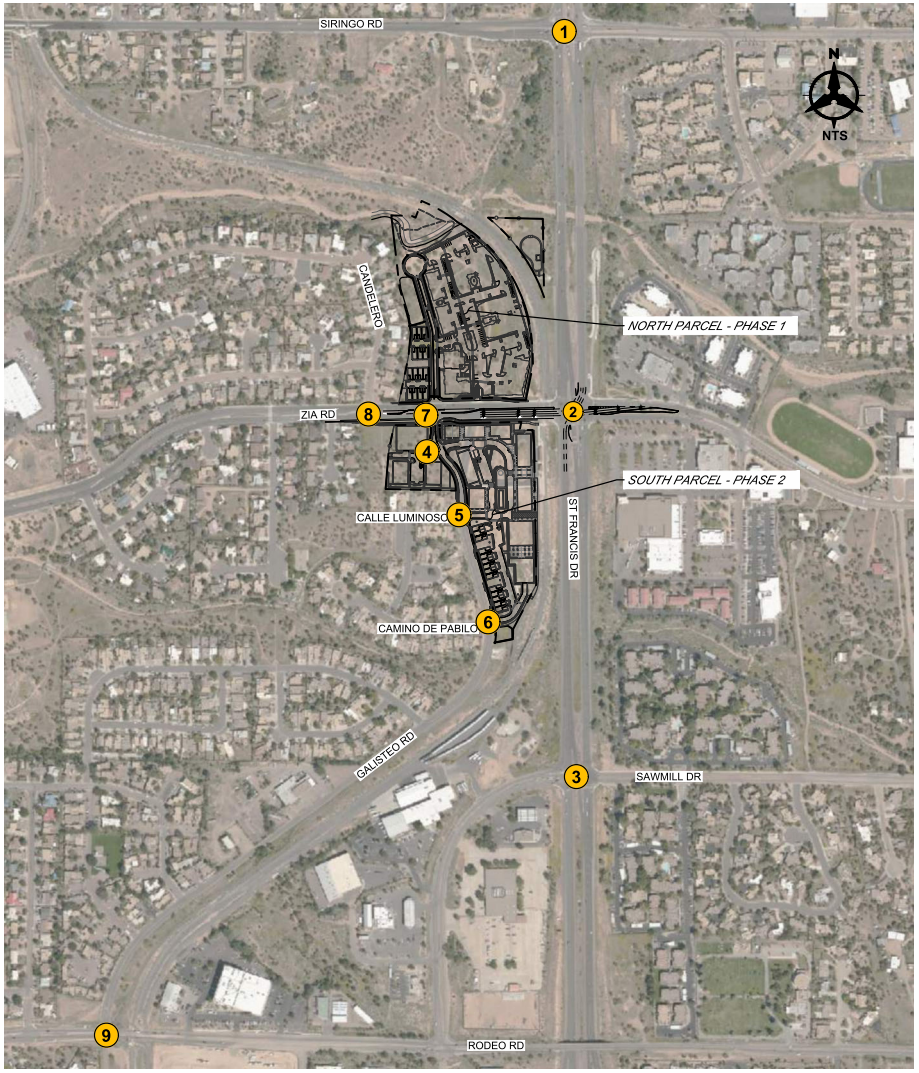

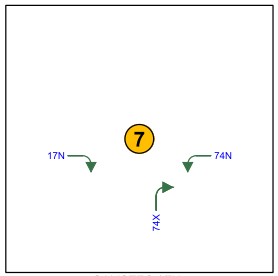

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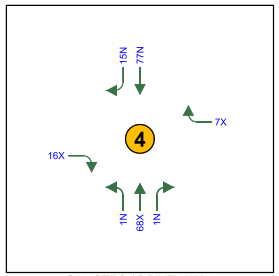
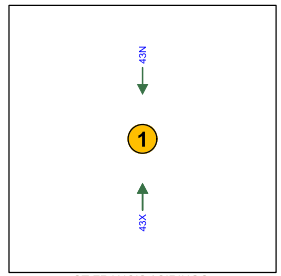
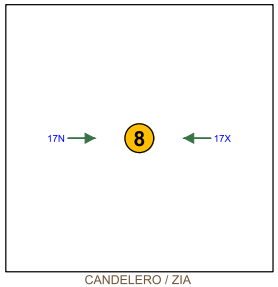


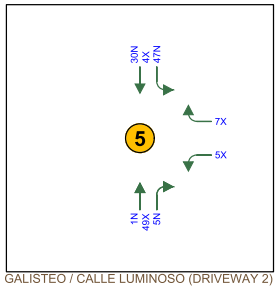
GALISTEO / DRIVEWAY 1



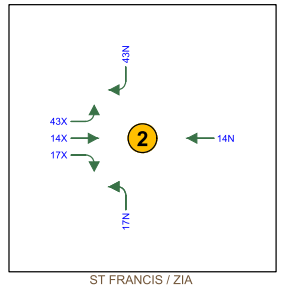
ST FRANCIS / SIRINGO



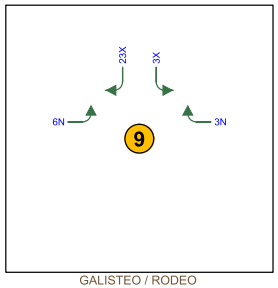
CANDELERO / ZIA



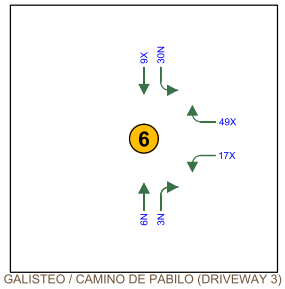
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



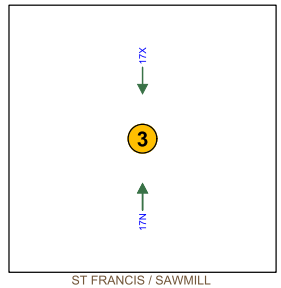
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

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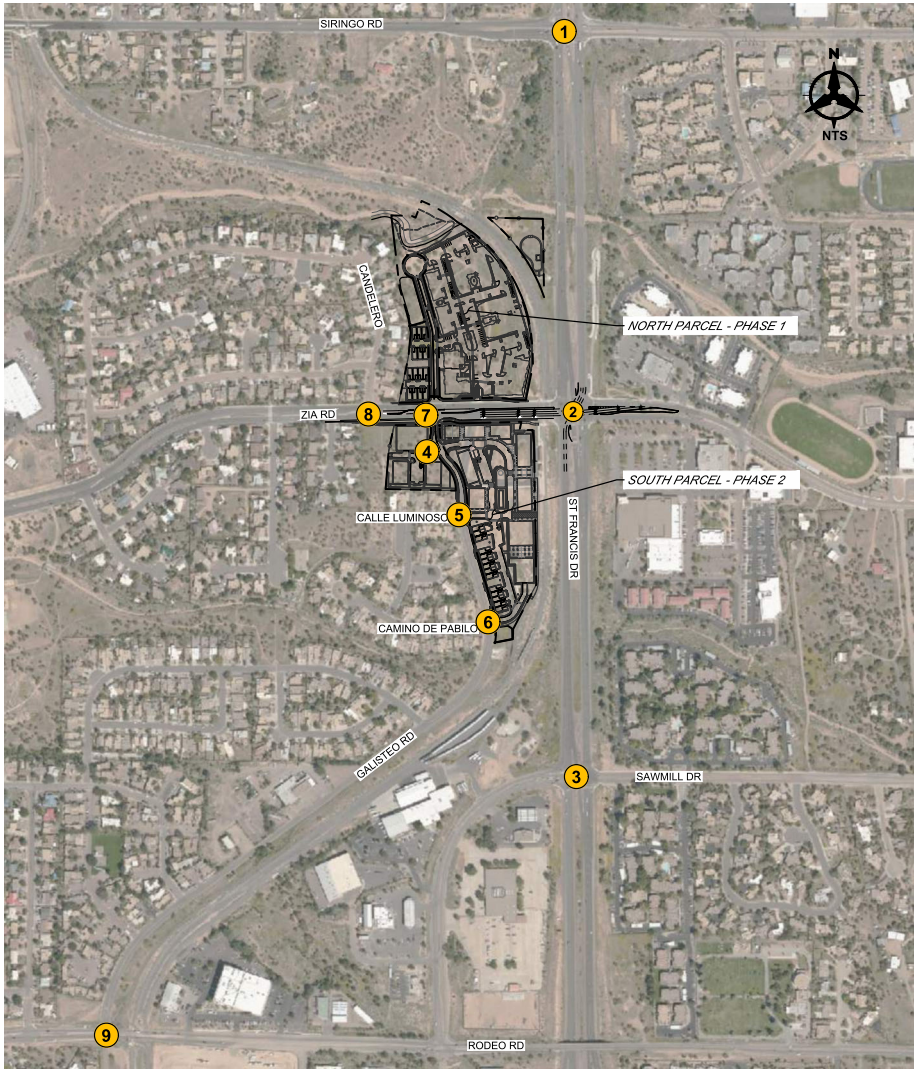
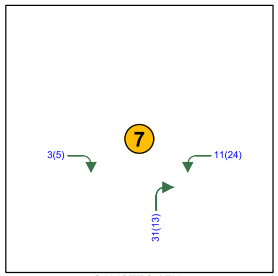
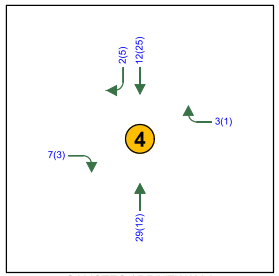




GALISTEO / ZIA



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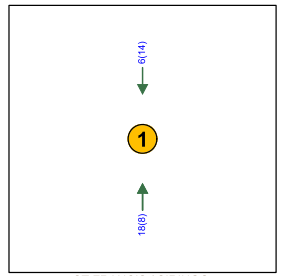
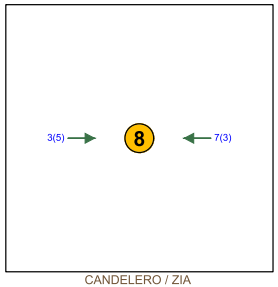
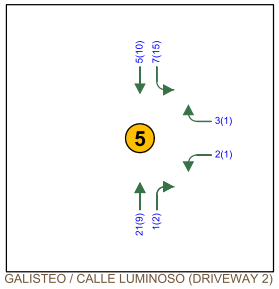


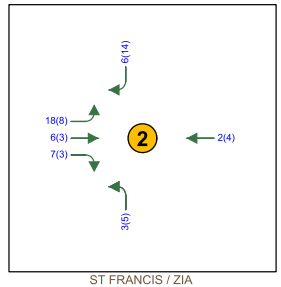
ST FRANCIS / SIRINGO



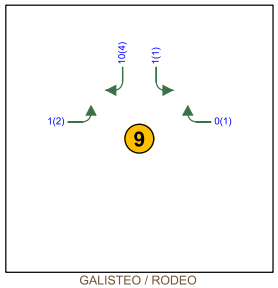
CANDELERO / ZIA



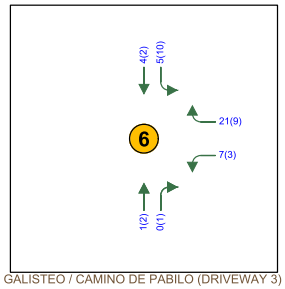
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



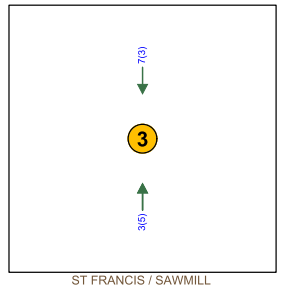
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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

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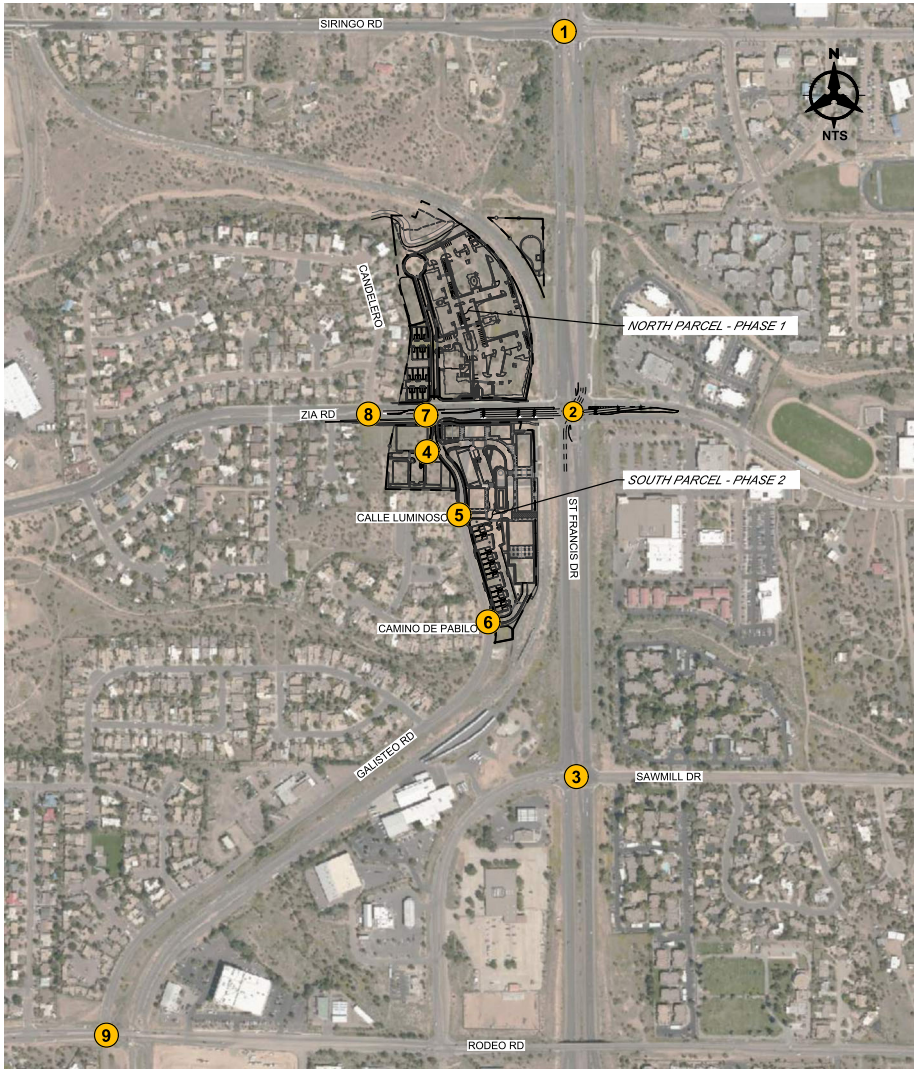
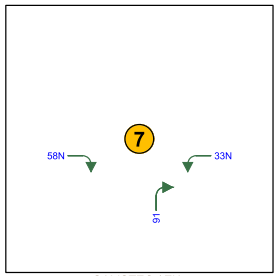
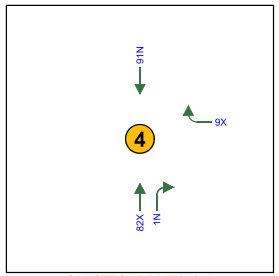
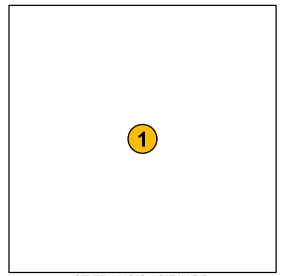




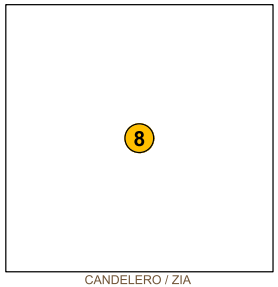
GALISTEO / ZIA



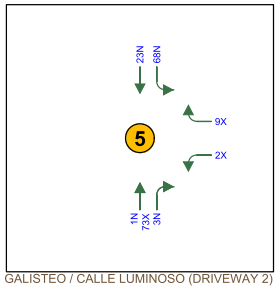
GALISTEO / DRIVEWAY 1



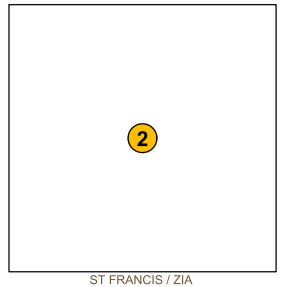
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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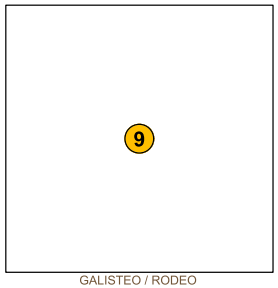
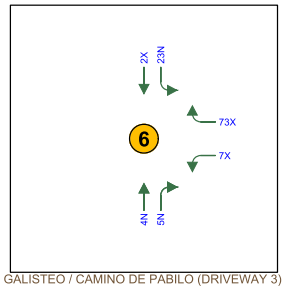
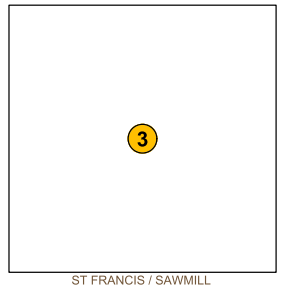


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY

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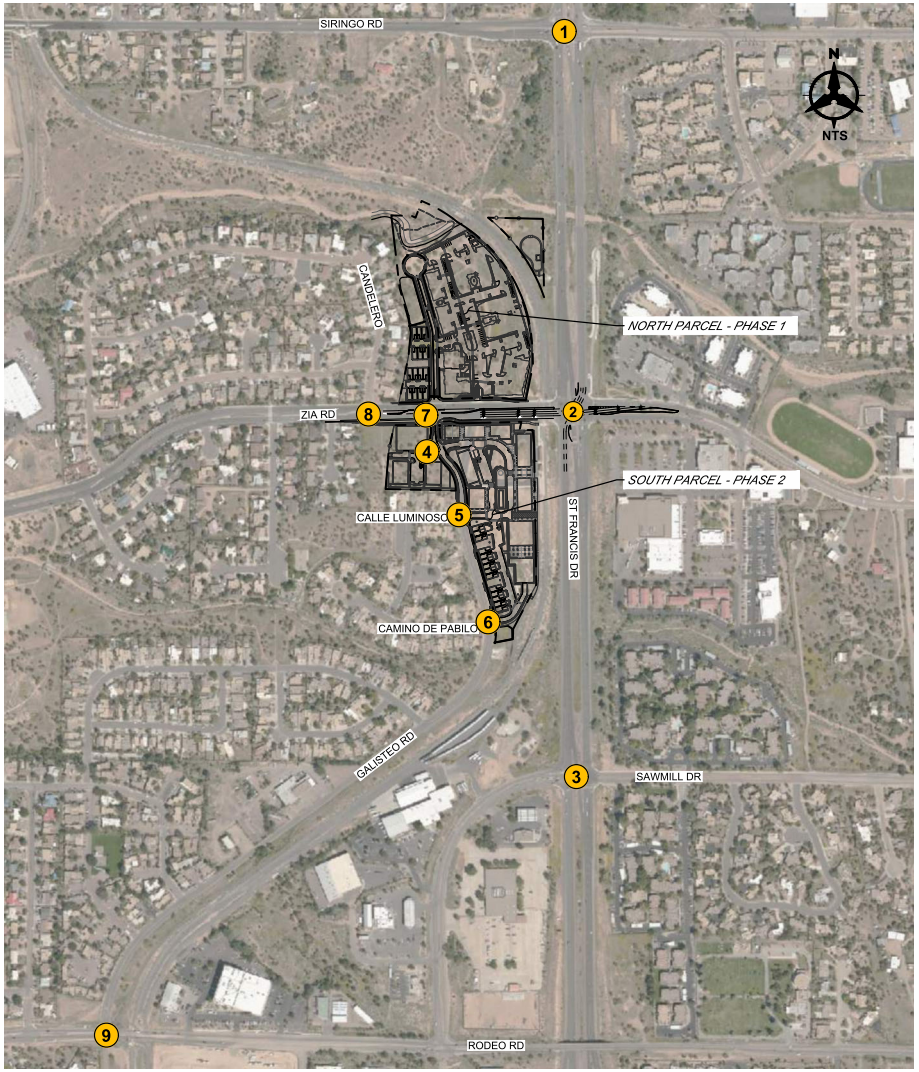

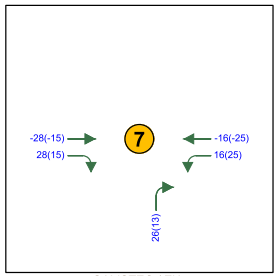

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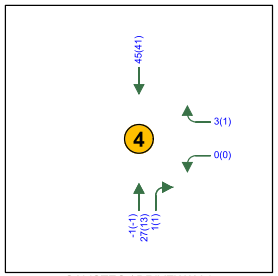
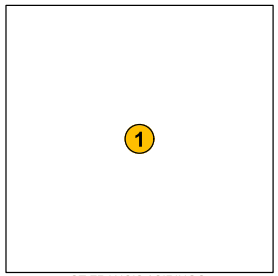
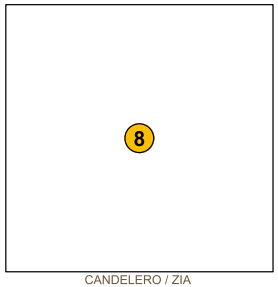


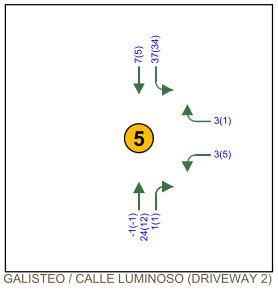
GALISTEO / DRIVEWAY 1



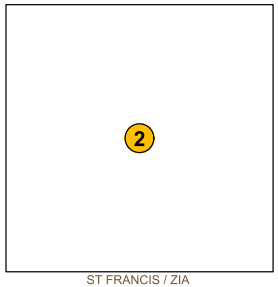
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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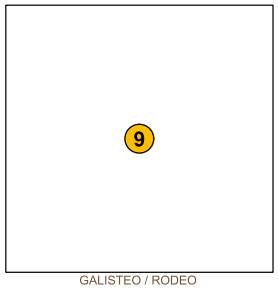

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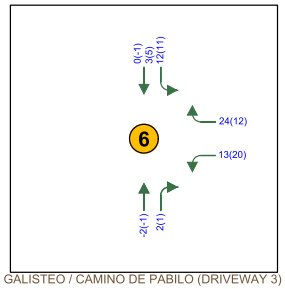
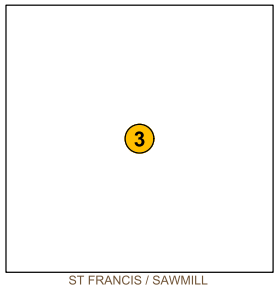


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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

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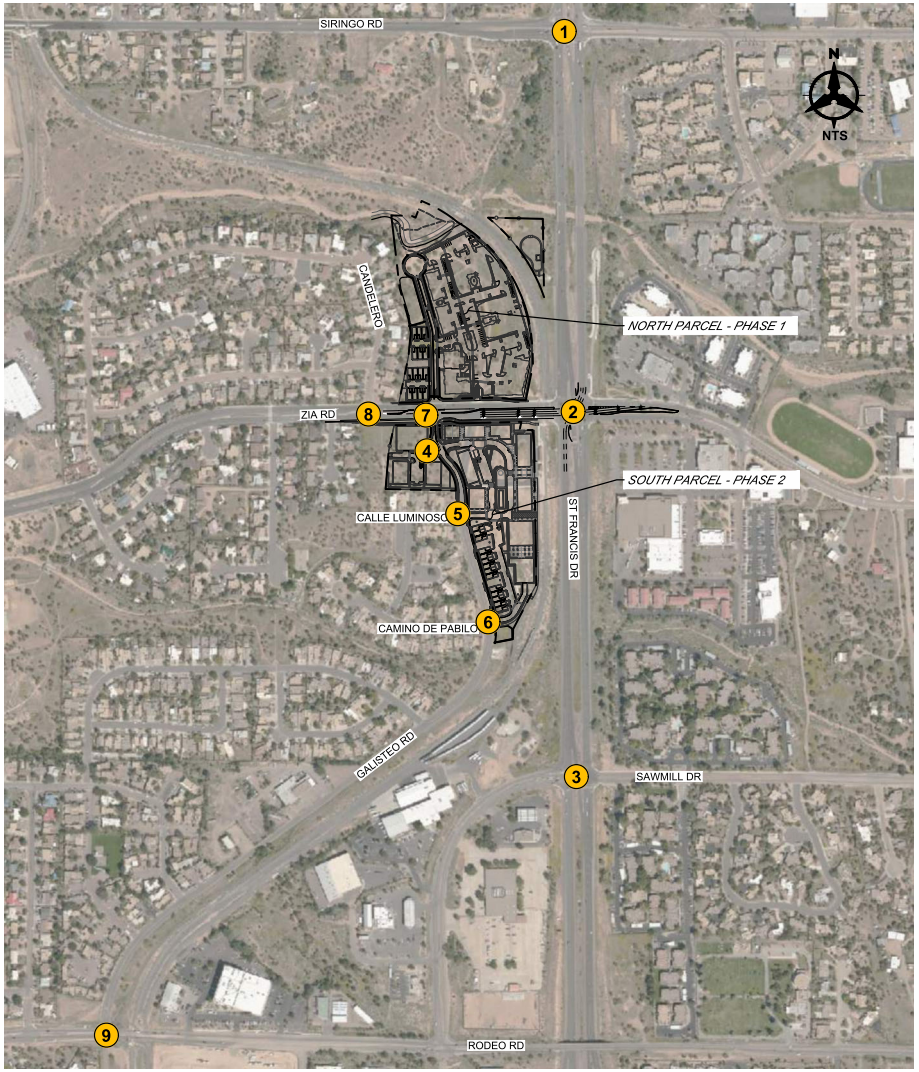
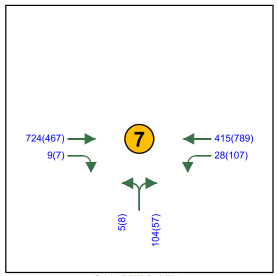
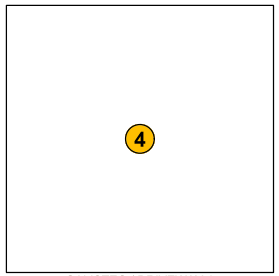
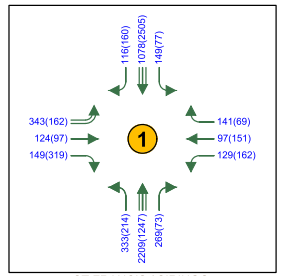




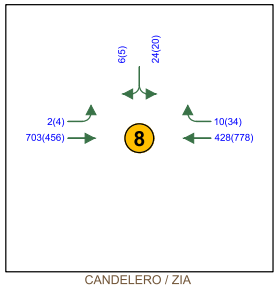
GALISTEO / ZIA



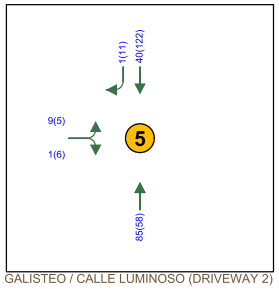
GALISTEO / DRIVEWAY 1



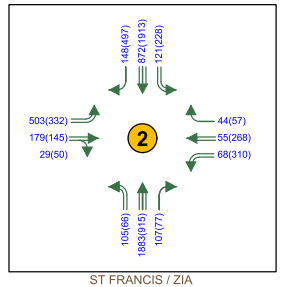
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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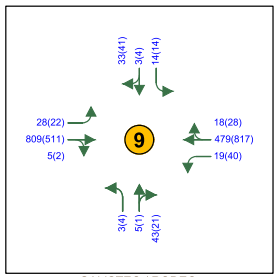

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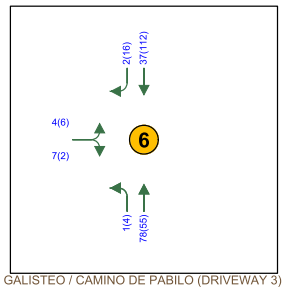
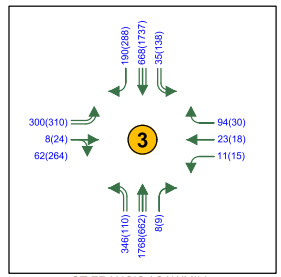


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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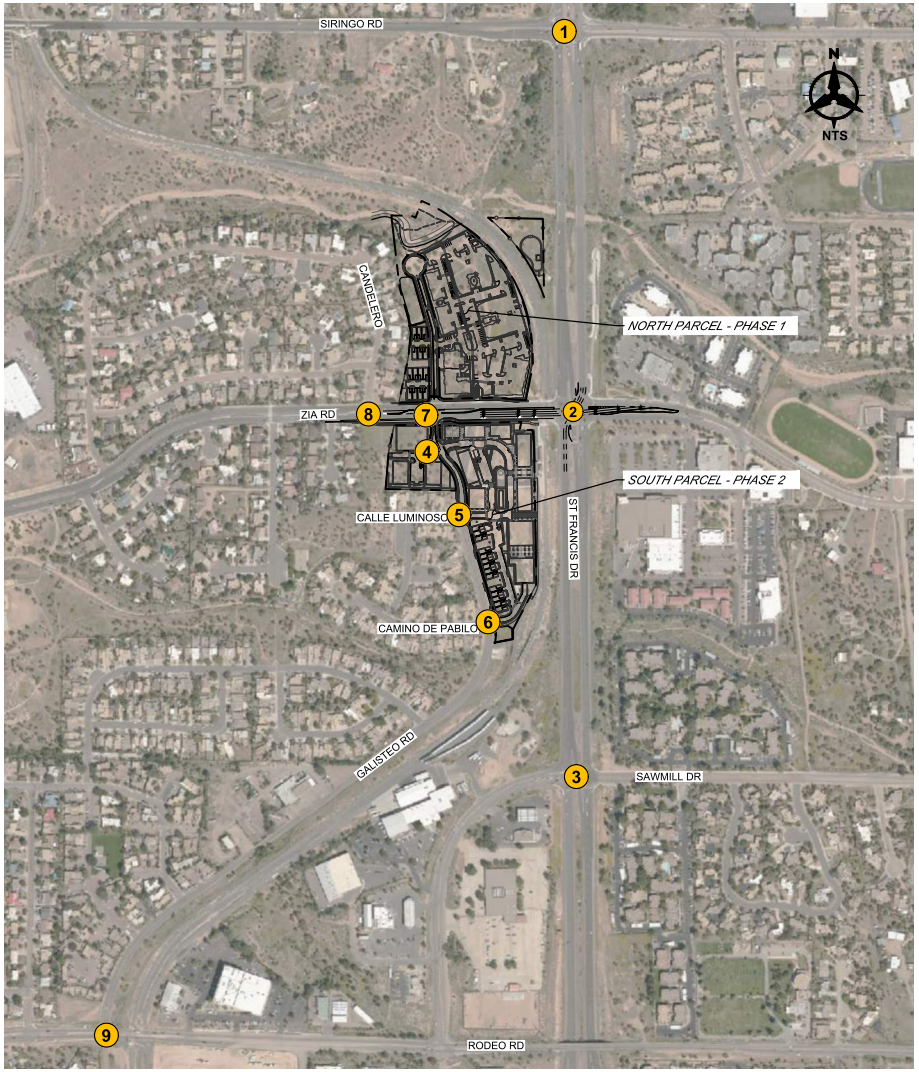
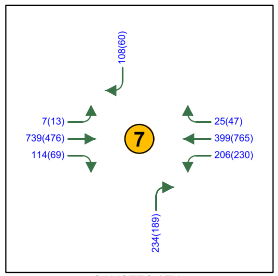
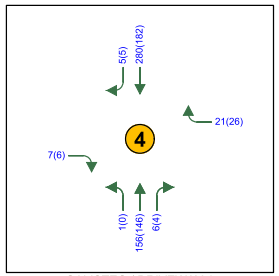
SITE TRAFFIC ANALYSIS

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

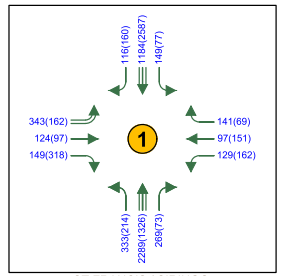




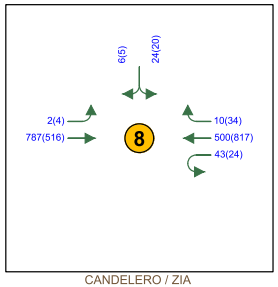
GALISTEO / ZIA



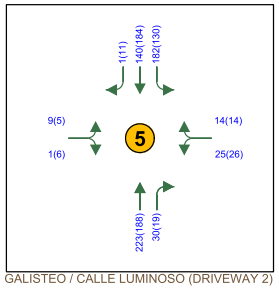
GALISTEO / DRIVEWAY 1



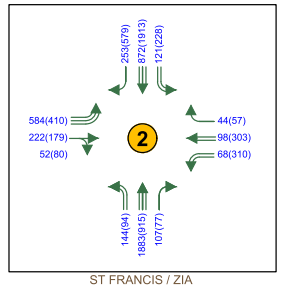
ST FRANCIS / SIRINGO



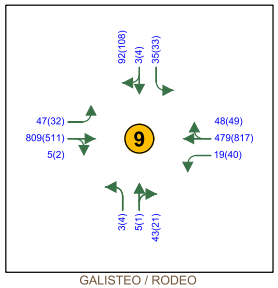
CANDELERO / ZIA



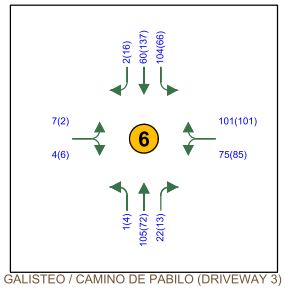
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



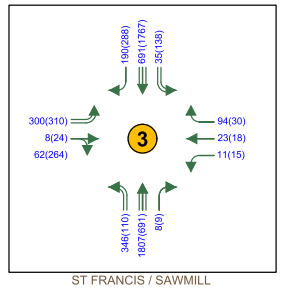
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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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 TRAILS, SIDEWALKS, AND PATHS
- SIDEWALK / URBAN TRAIL (EXISTING)
- PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-6' WIDTH)
- INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)
- PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

APARTMENTS - OPEN SPACE

LOT AREA (TRACT I + J)	442,499 SF	
OPEN SPACE - REQUIRED	23,250 SF	93 UNITS x 250 SF
OPEN SPACE - PROPOSED	168,706 SF	38.1% OF LOT AREA

* OPEN SPACE INCLUDES DETENTION POND, DOG PARK, INTERNAL PRIVATE COURTYARDS, STREETSCAPE AREAS, AND OPEN SPACE AREAS GREATER THAN 15' X 15'

TOWNHOMES - OPEN SPACE

LOT AREA (TRACT H)	32,579 SF	
OPEN SPACE - REQUIRED	3,000 SF	14 UNITS x 250 SF
OPEN SPACE - PROVIDED	9,120 SF	28.0 OF LOT AREA

* OPEN SPACE INCLUDES INTERNAL, COURTYARDS AND OPEN OPEN SPACE AREAS GREATER THAN 15' X 15'

OPEN SPACE (OVERALL PHASE 1)

LOT AREA (TRACT I, J, H)	475,078 SF	
OPEN SPACE - PROVIDED	177,972 SF	37.4% OF LOT AREA

design office
landscape planning urbanism
1300 Luisa street, Suite 24 Santa Fe, NM 87505
t 505.983.1415 www.do-designoffice.com

SCALE: 1" = 50-0"
0' 25' 50' 100' 200'

Bohannan Huston
www.bhinc.com 800.877.5332

BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	CONTRACTOR	WORK STAKED BY	INSPECTORS ACCEPTANCE BY	FIELD VERIFICATION BY	DRAWINGS CORRECTED BY
DATE					

REVISIONS

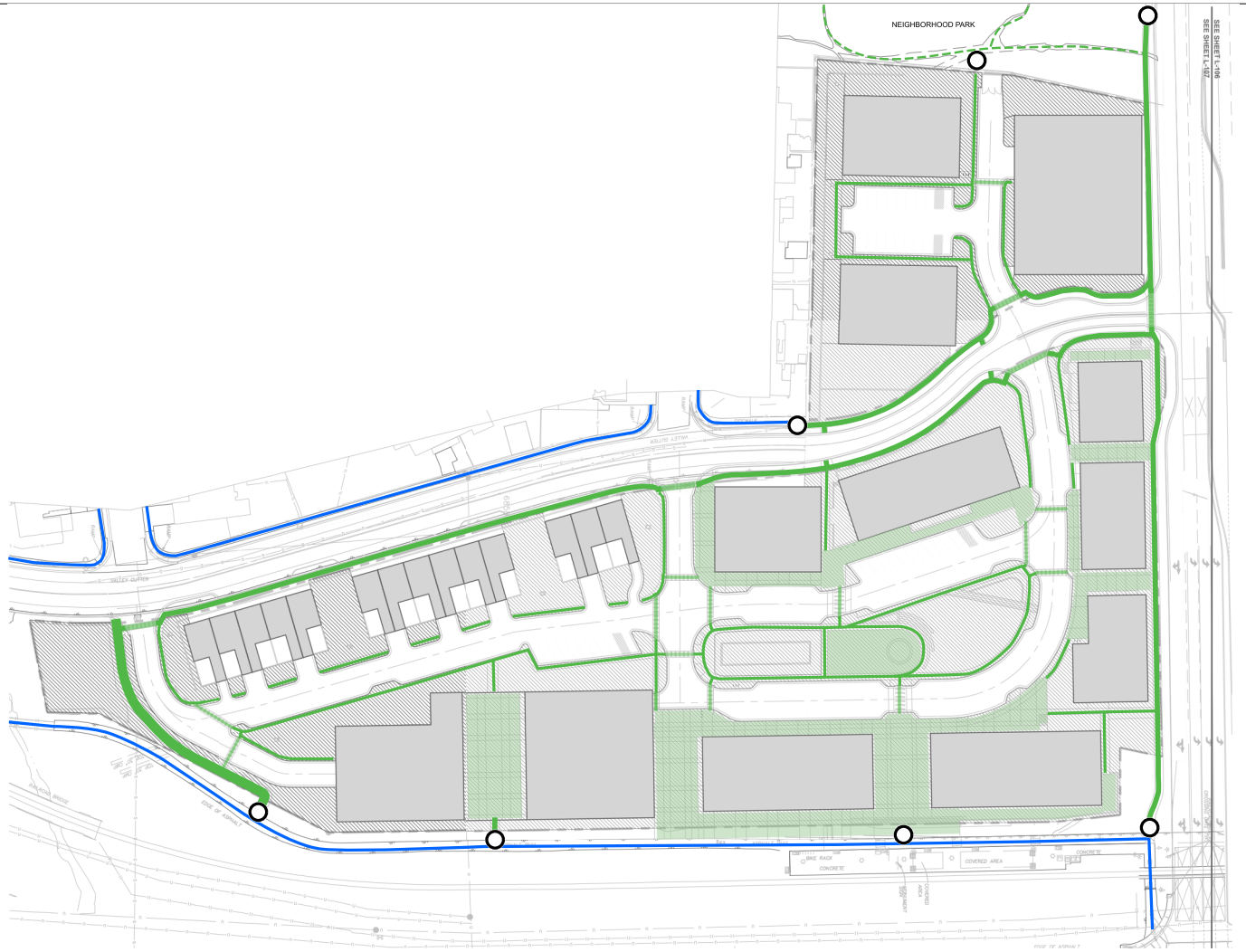
NO.	DATE	BY

DESIGN

DESIGNED BY	CHECKED BY	DRAWN BY
PS	CMH	PS

FIGURE 16
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 1

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-106	X	X



LEGEND

- PROPERTY BOUNDARY
- COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

- JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS
- SIDEWALK / URBAN TRAIL (EXISTING)
- URBAN TRAIL (NEW, 10' WIDTH)
- PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-8' WIDTH)
- INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)
- SOFT SURFACE PATH (NEW)
- PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

LOT AREA (SEE LOT LINE ADJUSTMENT PLAT)

TRACT A	80,435 SF
TRACT B	54,178 SF
TRACT C	83,061 SF
TRACT D	56,296 SF
TRACT E	30,679 SF
TRACT F	46,476 SF
TRACT G	32,579 SF
LOT AREA - TOTAL	383,706 SF

COMMON OPEN SPACE

COMMON OPEN SPACE	REQUIRED	PROVIDED *
	76,740 SF	161,972 SF
	(383,706 SF x 20%) 20.0% OF LOT AREA	42.2% OF LOT AREA

* OPEN SPACE INCLUDES WALKWAYS, HARDSCAPE, LANDSCAPE

design office
landscape planning urbanism
1300 Luisa street, Suite 24 Santa Fe, NM 87505
t 505.983.1415 www.do-designoffice.com

SCALE: 1" = 50-0"
0' 25' 50' 100' 200'
COMMON OPEN SPACE - REQUIRED

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www.bhinc.com 800.877.5332

BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

BY	CONTRACTOR	DATE
	WORK STAKED BY	DATE
	INSPECTORS ACCEPTANCE BY	DATE
	FIELD VERIFICATION BY	DATE
	DRAWINGS CORRECTED BY	DATE

REVISIONS

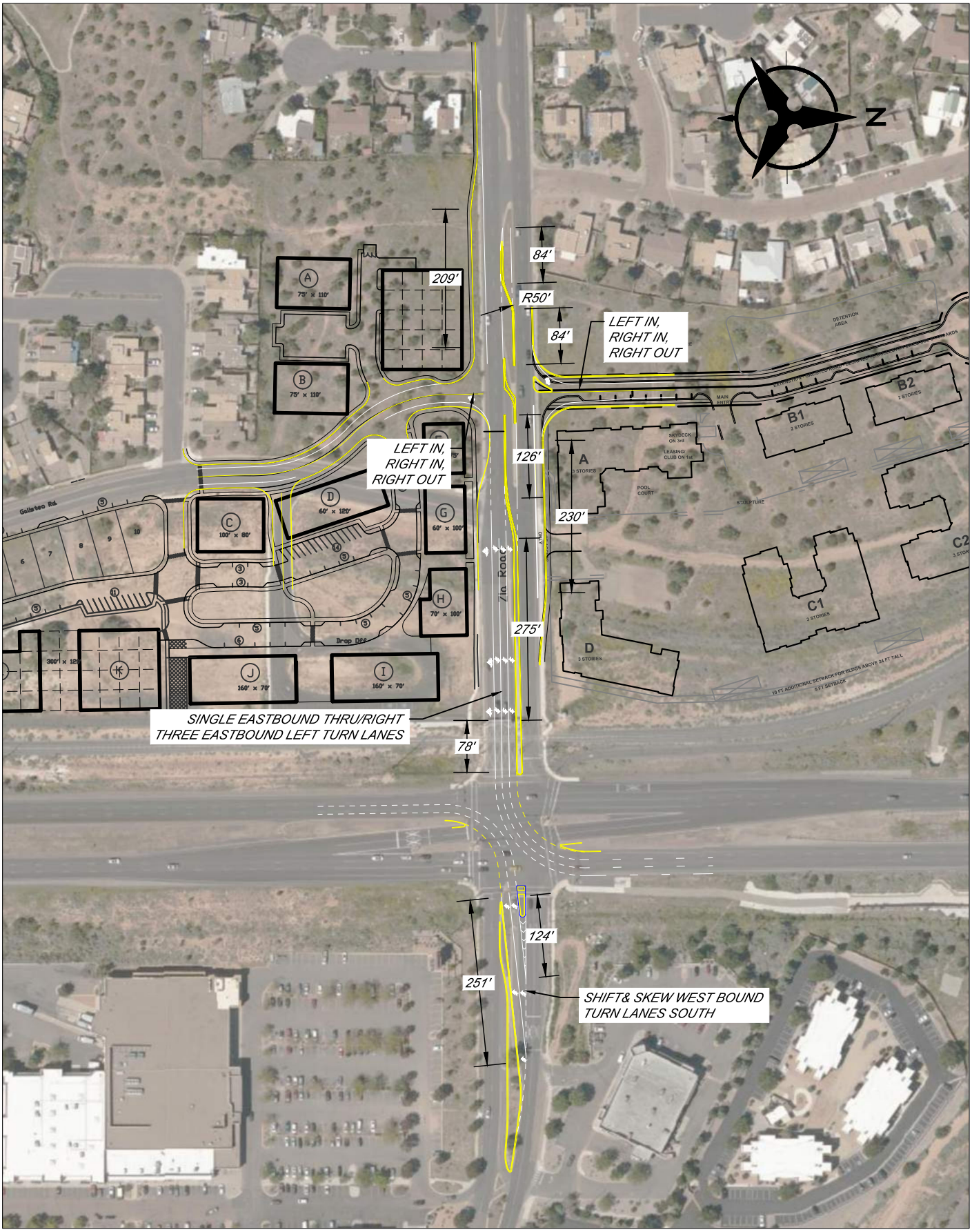
NO.	DATE	BY

DESIGN

DESIGNED BY	CHECKED BY	DRAWN BY
PS	CMH	PS

FIGURE 17
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 2

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-107	X	X



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Bohannan Huston www.bhinc.com 800.877.5332	**ZIA STATION** **SANTA FE, NEW MEXICO** **SITE TRAFFIC ANALYSIS**	**FIGURE 18** **RECOMMENDED IMPROVEMENTS**

APPENDIX C
TRAFFIC COUNTS

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304
Total	24	717	3	0	0	4	15	476	7	0	0	2	3	4	35	0	0	23	8	0	23	0	0	4	1315
PHF	0.75	0.87	0.75				0.75	0.94	0.58				0.38	0.50	0.63				0.67		0.72				0.91

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	5	70	0	0	0	0	1	25	3	0	0	0	1	0	5	0	0	3	1	0	3	0	0	1	114
6:45 AM	3	65	0	0	0	0	0	51	1	0	2	0	0	1	7	0	0	3	3	0	3	0	0	1	134
7:00 AM	10	218	0	0	0	0	5	120	5	0	2	0	2	2	20	0	0	8	5	0	8	0	0	2	395
7:15 AM	5	128	2	0	0	1	1	69	3	0	0	1	0	1	10	0	0	9	2	0	9	0	0	1	230
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304
8:30 AM	3	131	1	0	1	0	8	91	2	0	0	0	0	3	5	0	0	5	5	1	5	0	0	0	255
8:45 AM	4	115	2	0	0	0	6	98	3	0	1	0	1	0	7	0	0	4	3	1	4	0	0	1	244
Total	54	1444	8	0	1	5	36	930	24	0	5	3	7	11	89	0	0	55	27	2	55	0	0	10	2687

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 4:15 to 5:15 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367
Total	20	495	5	0	1	2	29	698	25	0	0	0	8	3	16	0	0	32	15	2	32	0	0	8	1348
PHF	0.63	0.87	0.42				0.73	0.83	0.63				0.50	0.38	0.80				0.63	0.25	0.67				0.92

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	6	133	3	0	0	1	4	139	6	0	0	0	1	0	6	0	0	7	3	0	7	0	0	0	308
03:15 PM	4	109	1	0	0	1	4	120	4	0	0	1	0	0	2	0	0	10	2	1	10	0	0	1	257
03:30 PM	4	110	2	0	0	0	9	147	4	0	0	1	1	0	2	0	0	12	1	2	12	0	0	1	294
03:45 PM	9	123	3	0	0	0	6	138	3	0	0	1	0	0	7	0	0	10	3	0	10	0	0	1	302
04:00 PM	4	148	0	0	0	0	5	176	4	0	0	0	1	0	6	0	0	9	4	0	9	0	0	0	357
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367
05:15 PM	2	116	1	0	0	0	8	157	7	0	0	0	0	2	3	0	0	8	4	2	8	0	0	1	310
05:30 PM	10	101	2	0	0	0	14	172	10	0	0	0	2	1	6	0	0	0	0	0	0	0	0	0	318
05:45 PM	5	93	1	0	0	0	2	134	6	0	0	0	1	0	4	0	0	7	3	0	7	0	0	1	256
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File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 7:45 to 8:45 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	32	0	0	0	0	8	14	0	0	0	2	55
PHF									0.25					0.80					0.50	0.70					0.92

File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	8
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	2	0	0	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	1	2	0	0	0	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	1	2	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	3	0	0	0	0	14
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	78	0	0	0	1	15	22	0	0	0	2	121

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 4:45 to 5:45 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23
Total	0	0	0	0	0	0	0	0	5	0	0	0	0	19	0	0	0	1	4	41	0	0	0	1	69
PHF									0.42					0.59					0.50	0.79					0.75

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	6	0	0	0	0	10
03:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	1	3	4	0	0	0	0	12
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	2	10	0	0	0	0	16
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	5	0	0	0	0	10
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	12
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	1	5	0	0	0	0	12
04:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	16	0	0	0	0	44	1	0	0	5	12	80	0	0	0	1	155

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11
Total	31	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	42
PHF	0.65													0.25							0.42				0.88

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4
7:15 AM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11
8:30 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	9
8:45 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	8
Total	53	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	17	0	0	0	75

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 3:15 to 4:15 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12
Total	17	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	20	0	0	0	48
PHF	0.61		0.25											0.38						0.88	0.63				0.75

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	10
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	12
04:45 PM	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	10
05:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	11
05:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	12
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8
05:45 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8
Total	40	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	12	68	0	0	1	124

APPENDIX D

EXISTING CONDITIONS CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

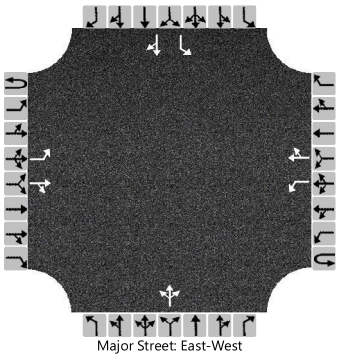
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		24	717	3		15	476	7		3	4	35		8	0	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				16					46			9		25
Capacity, c (veh/h)		1034				823					266			86		534
v/c Ratio		0.03				0.02					0.17			0.10		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.3		0.1
Control Delay (s/veh)		8.6				9.5					21.4			51.4		12.1
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.3				21.4				22.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

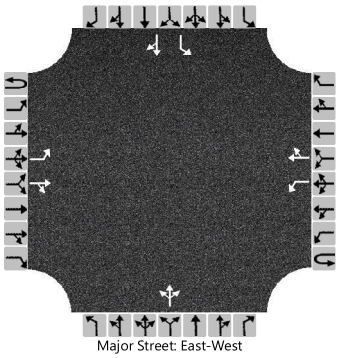
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		20	495	5		29	698	25		8	3	16		15	2	32
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				32					29			16		37
Capacity, c (veh/h)		830				1025					181			91		340
v/c Ratio		0.03				0.03					0.16			0.18		0.11
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.6		0.4
Control Delay (s/veh)		9.5				8.6					28.7			52.7		16.9
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				28.7				27.9			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

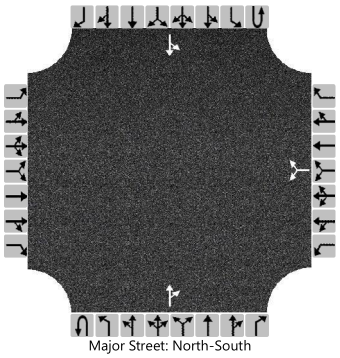
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			32	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1035							1583		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.5								2.7			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

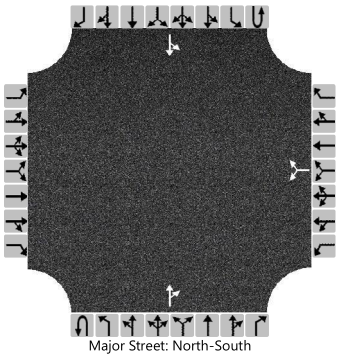
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			19	0		4	41	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1048							1593		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.5								0.7			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

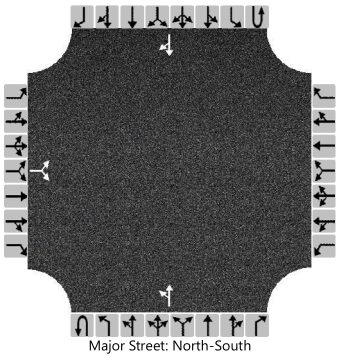
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		31		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

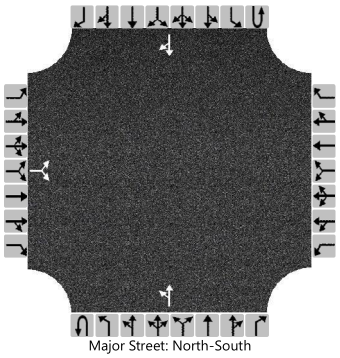
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		17		1						0	3				7	20
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24							0						
Capacity, c (veh/h)			995							1581						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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APPENDIX E
WARRANT ANALYSES

HCS Warrants Report

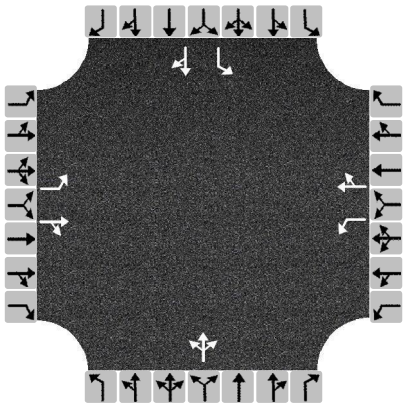
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2023
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	EXISTING CONDITIONS		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	17	447	4	17	459	15	4	3	19	10	2	22
Pedestrian Averages (peds/h)	1			0			22			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	433	19	465	10	0	No	No	No	No	No	No	No	No	No
08 - 09	1006	44	1080	29	0	No	No	No	No	No	No	No	No	No
09 - 10	1042	35	1111	27	0	No	No	No	No	No	No	No	No	No
10 - 11	854	29	907	31	0	No	No	No	No	No	No	No	No	No
11 - 12	835	37	899	32	0	No	No	No	No	No	No	No	No	No
12 - 13	915	33	975	18	0	No	No	No	No	No	No	No	No	No
13 - 14	1021	35	1079	28	0	No	No	No	No	No	No	No	No	No
14 - 15	936	39	1004	23	0	No	No	No	No	No	No	No	No	No
15 - 16	961	38	1025	31	0	No	No	No	No	No	No	No	No	No
16 - 17	1093	51	1163	47	0	No	No	No	No	No	No	No	No	No
17 - 18	1269	44	1338	36	0	No	No	No	No	No	No	No	No	No
18 - 19	1181	42	1251	32	0	No	No	No	No	No	No	No	No	No
Total	11546	446	12297	344	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

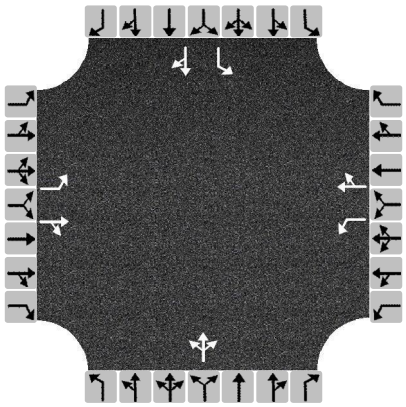
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2026
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	IMPLEMENTATION NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	18	461	4	18	464	15	4	3	20	10	2	22
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	342	19	374	7	0	No	No	No	No	No	No	No	No	No
08 - 09	1036	45	1112	12	0	No	No	No	No	No	No	No	No	No
09 - 10	1074	36	1145	11	0	No	No	No	No	No	No	No	No	No
10 - 11	878	29	932	21	0	No	No	No	No	No	No	No	No	No
11 - 12	860	38	925	14	0	No	No	No	No	No	No	No	No	No
12 - 13	943	34	1004	4	0	No	No	No	No	No	No	No	No	No
13 - 14	1051	36	1110	9	0	No	No	No	No	No	No	No	No	No
14 - 15	965	41	1036	6	0	No	No	No	No	No	No	No	No	No
15 - 16	990	39	1056	13	0	No	No	No	No	No	No	No	No	No
16 - 17	1124	52	1196	14	0	No	No	No	No	No	No	No	No	No
17 - 18	1308	45	1379	12	0	No	No	No	No	No	No	No	No	No
18 - 19	1217	43	1289	10	0	No	No	No	No	No	No	No	No	No
Total	11788	457	12558	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

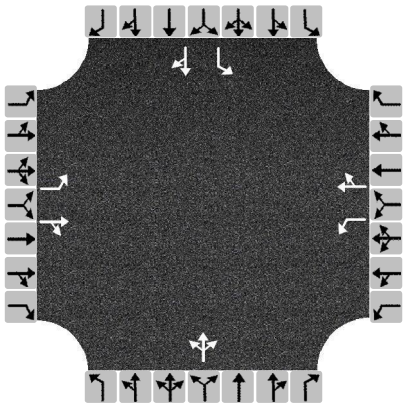
Project Information

Analyst	CPC	Date	3/11/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2036
Jurisdiction	CITY OF SANTA FE	Time Period Analyzed	WARRANT
Project Description	HORIZON NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	4
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1300		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	19	468	4	19	488	16	5	3	21	11	2	24
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
06 - 07	161	20	195	7	0	No	No	No	No	No	No	No	No	No
07 - 08	1090	47	1170	12	0	No	No	No	No	No	No	No	No	No
08 - 09	1128	37	1202	11	0	No	No	No	No	No	No	No	No	No
09 - 10	924	31	981	21	0	No	No	No	No	No	No	No	No	No
10 - 11	905	40	974	14	0	No	No	No	No	No	No	No	No	No
11 - 12	991	36	1056	4	0	No	No	No	No	No	No	No	No	No
12 - 13	1105	38	1168	9	0	No	No	No	No	No	No	No	No	No
13 - 14	1013	42	1086	6	0	No	No	No	No	No	No	No	No	No
14 - 15	1040	41	1109	13	0	No	No	No	No	No	No	No	No	No
15 - 16	1181	55	1256	14	0	No	No	No	No	No	No	No	No	No
16 - 17	1375	47	1448	12	0	No	No	No	No	No	No	No	No	No
17 - 18	1280	45	1355	10	0	No	No	No	No	No	No	No	No	No
Total	12193	479	13000	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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APPENDIX F
TRIP GENERATION CALCULATIONS

Scenario - 1

Scenario Name: AM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	10	4	14
Data Source: Trip Generation Manual, 11th Ed					T = 0.10(X) + 5.42	72%	28%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	72	28

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	10	4	0	0	10	4
	14		0		14	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	10	4	14

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	10	4	14
External Vehicle Trips	10	4	14
New Vehicle Trips	10	4	14

Scenario - 2

Scenario Name: PM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 1
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	9	13
Data Source: Trip Generation Manual, 11th Ed					T = 0.11(X) + 3.98	33%	67%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	33	67

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	4	9	0	0	4	9
	13		0		13	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	4	9	13

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	4	9	13
External Vehicle Trips	4	9	13
New Vehicle Trips	4	9	13

Rodeo Road and Galisteo Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.91	24	717	3	15	476	7	3	4	35	8	0	23
Zia Station (Horizon Year Only)		18					29				21		59
No Build - 2026		25	739	3	15	490	7	3	4	36	8	0	24
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	**10**	0	0	1	9	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								6%	9%	80%			
Vehicles Exiting	**4**	0	0	0	0	0	0	0	0	3	0	0	0
Developed		25	739	4	24	490	7	3	4	39	8	0	24
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		44	765	3	16	508	36	3	4	37	30	0	84
Site Generated Traffic		0	0	1	9	0	0	0	0	3	0	0	0
Horizon Build		44	765	4	25	508	36	3	5	41	30	0	84
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	20	495	5	29	698	25	8	3	16	15	2	32
Zia Station (Horizon Year Only)		9					20				19		65
No Build - 2026		21	510	5	30	719	26	8	3	16	15	2	33
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	**4**	0	0	0	3	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								18%	7%	71%			
Vehicles Exiting	**9**	0	0	0	0	0	0	2	1	6	0	0	0
Developed		21	510	6	33	719	26	10	4	23	15	2	33
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		30	528	5	31	745	47	9	3	17	35	2	99
Site Generated Traffic		0	0	0	3	0	0	2	1	6	0	0	0
Horizon Build		30	528	6	34	745	47	10	4	23	35	2	99
*Increased at a rate of 0.5% per year.													

Galisteo Road and Pacifico Senior Living Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	0	0	0	0	0	1	0	32	0	8	14	0
No Build - 2026		0	0	0	0	0	1	0	33	0	8	14	0
Percentage Vehicles Entering												95%	
Vehicles Entering	**10**	0	0	0	0	0	0	0	0	0	0	10	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	**4**	0	0	0	0	0	0	0	4	0	0	0	0
Developed		0	0	0	0	0	1	0	37	0	8	24	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	1	0	34	0	9	15	0
Site Generated Traffic		0	0	0	0	0	0	0	4	0	0	10	0
Horizon Build		0	0	0	0	0	1	0	38	0	9	24	0
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	0	0	0	0	0	5	0	19	0	4	41	0
No Build - 2026		0	0	0	0	0	5	0	20	0	4	42	0
Percentage Vehicles Entering												95%	
Vehicles Entering	**4**	0	0	0	0	0	0	0	0	0	0	4	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	**9**	0	0	0	0	0	0	0	9	0	0	0	0
Developed		0	0	0	0	0	5	0	28	0	4	46	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	5	0	20	0	4	44	0
Site Generated Traffic		0	0	0	0	0	0	0	9	0	0	4	0
Horizon Build		0	0	0	0	0	5	0	29	0	4	48	0
*Increased at a rate of 0.5% per year.													

Galisteo Road and Paseo de Enrique and Avenida la Cerca and Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.88	31	0	0	0	0	0	0	1	0	0	0	10
No Build - 2026		32	0	0	0	0	0	0	1	0	0	0	10
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	**10**	0	1	0	0	0	0	0	0	0	10	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	**4**	0	0	0	0	0	4	0	0	0	0	0	0
Developed		32	1	0	0	0	4	0	1	0	10	0	10
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		33	0	0	0	0	0	0	1	0	0	0	11
Site Generated Traffic		0	1	0	0	0	4	0	0	0	10	0	0
Horizon Build		33	1	0	0	0	4	0	1	0	10	0	11
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	17	0	1	0	0	0	0	3	0	0	7	20
No Build - 2026		18	0	1	0	0	0	0	3	0	0	7	21
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	**4**	0	0	0	0	0	0	0	0	0	4	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	**9**	0	0	0	0	0	9	0	0	0	0	0	0
Developed		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		18	0	1	0	0	0	0	3	0	0	7	21
Site Generated Traffic		0	0	0	0	0	9	0	0	0	4	0	0
Horizon Build - 2035		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 0.5% per year.													

APPENDIX G

IMPLEMENTATION YEAR – 2026 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

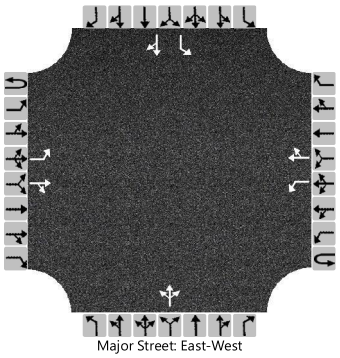
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	3		15	490	7		3	4	36		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				16					47			9		26
Capacity, c (veh/h)		1021				806					255			80		523
v/c Ratio		0.03				0.02					0.19			0.11		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.3			55.8		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.3				22.3				23.1			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

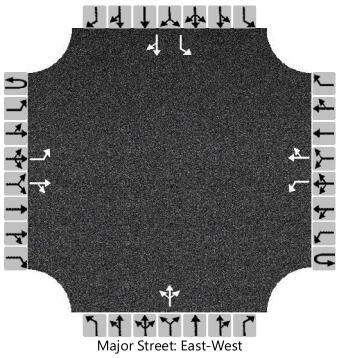
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	5		30	719	26		8	3	16		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				33					29			16		38
Capacity, c (veh/h)		813				1011					169			84		329
v/c Ratio		0.03				0.03					0.17			0.19		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.7		0.4
Control Delay (s/veh)		9.6				8.7					30.8			57.5		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				30.8				29.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

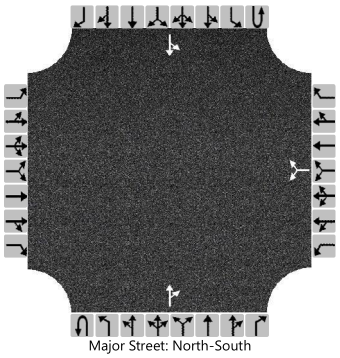
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			33	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1034							1582		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							2.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

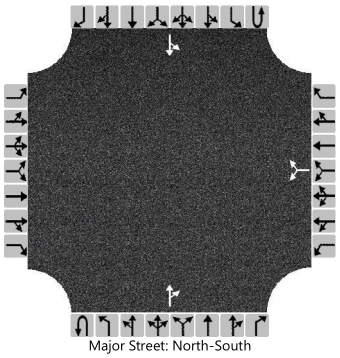
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	42	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.5								0.7			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

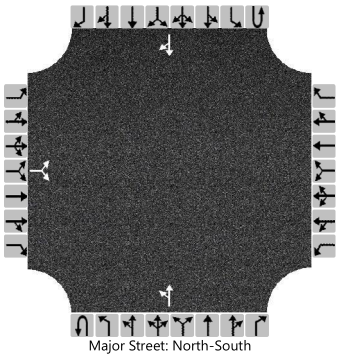
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		32		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

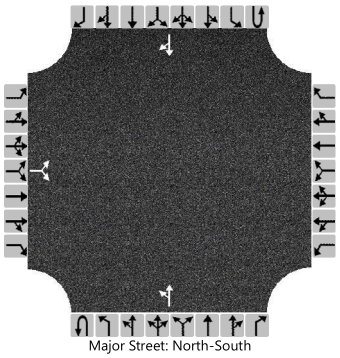
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

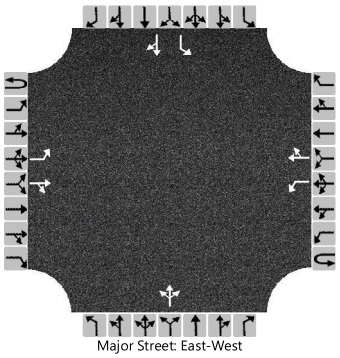
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	4		24	490	7		3	4	39		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				26					51			9		26
Capacity, c (veh/h)		1021				805					256			75		523
v/c Ratio		0.03				0.03					0.20			0.12		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.5			59.4		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.4				22.5				24.0			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

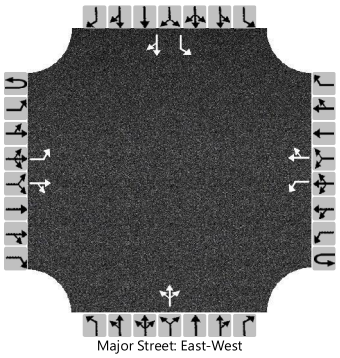
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	6		33	719	26		10	4	23		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				36					40			16		38
Capacity, c (veh/h)		813				1010					176			81		328
v/c Ratio		0.03				0.04					0.23			0.20		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.8			0.7		0.4
Control Delay (s/veh)		9.6				8.7					31.5			60.7		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.4				31.5				30.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

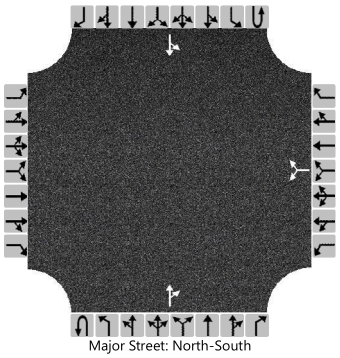
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			37	0		8	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1028							1576		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.5								1.9		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

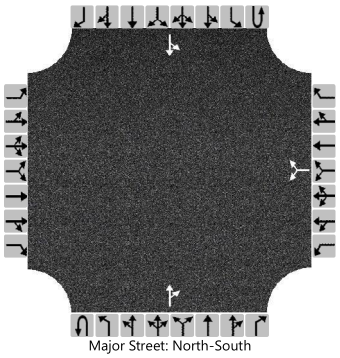
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			28	0		4	46	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1032							1577		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.5								0.6			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

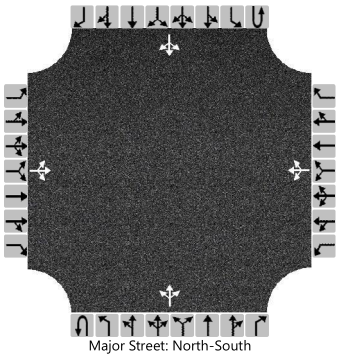
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	1	0		0	0	4		0	1	0		10	0	10
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				5			0				11		
Capacity, c (veh/h)			964				1086			1614				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.6			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

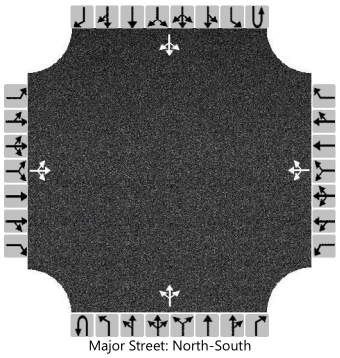
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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APPENDIX H

HORIZON YEAR – 2036 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

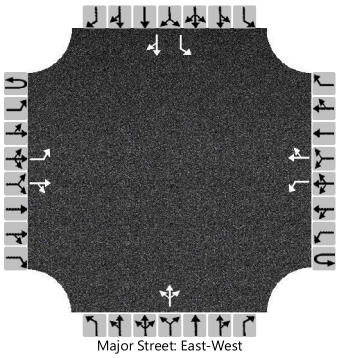
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	3		16	508	36		3	4	37		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				18					48			33		92
Capacity, c (veh/h)		977				787					219			64		499
v/c Ratio		0.05				0.02					0.22			0.52		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					0.8			2.1		0.7
Control Delay (s/veh)		8.9				9.7					26.0			110.9		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)	0.5				0.3				26.0				39.4			
Approach LOS	A				A				D				E			

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HCS Two-Way Stop-Control Report

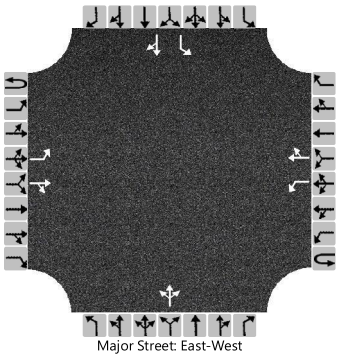
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	5		31	745	47		9	3	17		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				34					32			38		110
Capacity, c (veh/h)		778				994					117			72		337
v/c Ratio		0.04				0.03					0.27			0.53		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.0			2.2		1.4
Control Delay (s/veh)		9.8				8.7					47.0			100.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)	0.5				0.3				47.0				41.4			
Approach LOS	A				A				E				E			

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HCS Two-Way Stop-Control Report

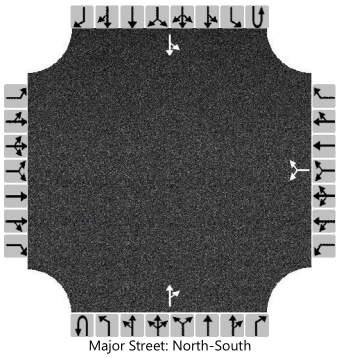
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			34	0		9	15	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							1003							1550		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.6								2.8			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

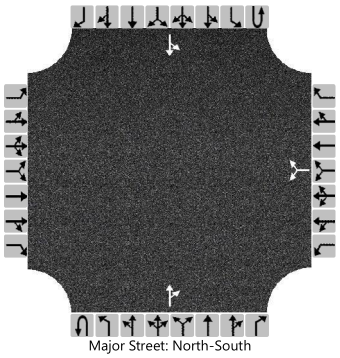
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	44	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.5								0.6			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

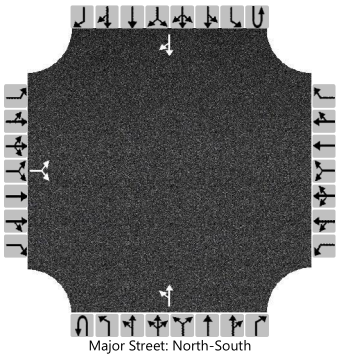
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		33		0						0	1				0	11
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							0						
Capacity, c (veh/h)			1016							1613						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

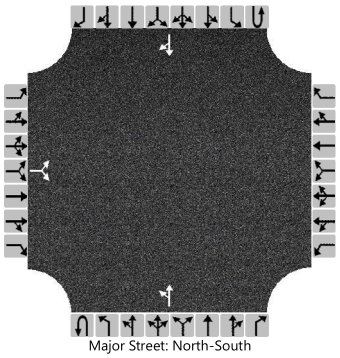
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

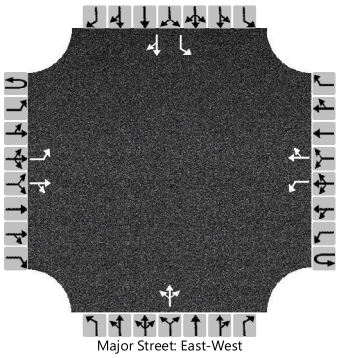
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	4		25	508	36		3	5	41		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				27					54			33		92
Capacity, c (veh/h)		977				786					215			59		499
v/c Ratio		0.05				0.03					0.25			0.56		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0			2.3		0.7
Control Delay (s/veh)		8.9				9.7					27.2			126.0		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)	0.5				0.4				27.2				43.4			
Approach LOS	A				A				D				E			

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HCS Two-Way Stop-Control Report

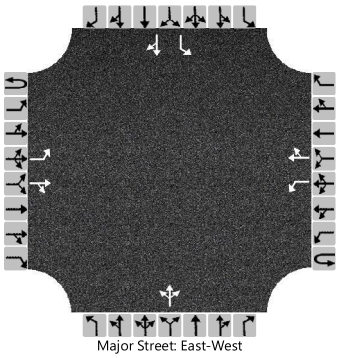
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	6		34	745	47		10	4	23		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				37					40			38		110
Capacity, c (veh/h)		778				993					125			69		336
v/c Ratio		0.04				0.04					0.32			0.55		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.3			2.3		1.4
Control Delay (s/veh)		9.8				8.8					46.8			108.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)	0.5				0.4				46.8				43.5			
Approach LOS	A				A				E				E			

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HCS Two-Way Stop-Control Report

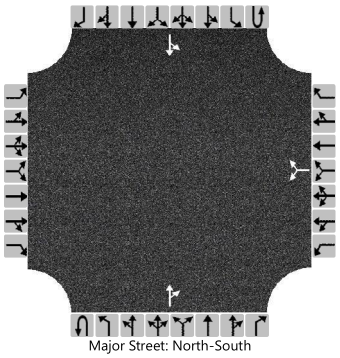
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			38	0		9	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							993							1541		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)					8.6								2.1			
Approach LOS					A								A			

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HCS Two-Way Stop-Control Report

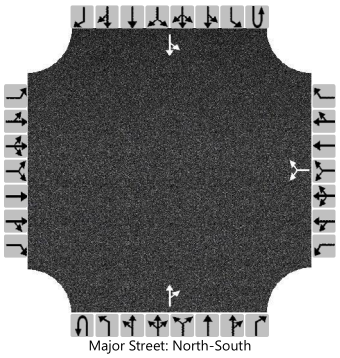
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			29	0		4	48	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1030							1575		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

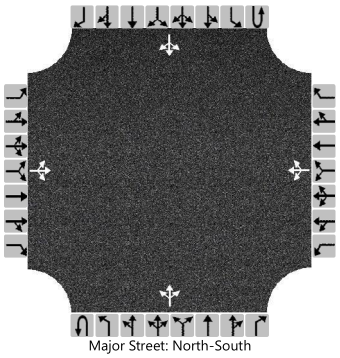
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		33	1	0		0	0	4		0	1	0		10	0	11
Percent Heavy Vehicles (%)		1	3	3		1	3	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.53	6.23		7.31	6.73	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.03	3.33		3.51	4.03	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			39				5			0				11		
Capacity, c (veh/h)			963				1086			1613				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.5			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

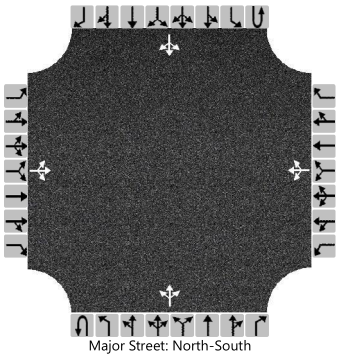
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Saint Vincent
1676 Hospital Drive
Santa Fe New Mexico

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024



TRAFFIC IMPACT ANALYSIS
ANCHORUM SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Prepared For:

Anchorum Saint Vincent
1676 Hospital Drive
Santa Fe New Mexico

Prepared By:

Santa Fe Engineering Consultants, LLC.
1599 S. Saint Francis Drive, Suite B
Santa Fe, New Mexico 87505

March 2024

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

Executive Summary

The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe. A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026. The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial

A scoping meeting was conducted with representatives from Jenkins Gavin (planners for the project), City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024.

One new access point is proposed on Galisteo Road. It is proposed to align with Avenida La Cerca. The intersection will be a two way stop controlled intersection, with stop control on Avenida La Cerca and the new driveway to the skilled nursing facility.

Site-specific peak hour traffic counts were conducted at the following intersections:

* Rodeo Road / Galisteo Road
  (Wednesday, November 8, 2023; 7:30am-8:30am and 3:45pm-4:45pm)
* Galisteo Road / Entrance to Pacifica Senior Living Santa Fe
  (Wednesday, November 8, 2023 : 7:45am-8:45am and 4:45pm-5:45pm)
* Galisteo Road / Avenida La Cerca
  (Wednesday, February 14, 2024 : 7:30am-8:30am and 3:15pm-4:15pm)

Traffic Counts should be for longer periods to determine the actual peak hour. How were the peak hours determined?

The existing condition level of service (LOS) was calculated. At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

Crash data was obtained from the NMDOT for the years 2016 through 2021.

Should include any recommendations in the Executive Summary

Rodeo Road / Galisteo Road. The crash data for the area at Rodeo Road / Galisteo Road intersection is presented in Figure 16, Appendix A. The data shows that in the five-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

The data shows that in the five-year period from 2016 to 2021, there were a total of one crash on Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

The implementation year level of service was checked for both the build and no build conditions. For both the build and no build conditions. At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

The sight distance at the proposed driveway. The sight distance exceeds AASHTO recommendations for a 35 MPH design speed.

This horizon year LOS was calculated It is assumed that the full Zia Station Project will be fully developed by 2036.

The geometry of this segment of Galisteo Road was checked. The majority of the roadway meets a 25 MPH design speed except for the 200 foot radius curve near Rodeo Road. In that area the posted speed limit should be reduced to 20 MPH and advance curve warning signage should be installed

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH the driveway spacing for urban collector streets with a posted speed limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways or proposed driveway meets the spacing requirements see Figure 19, Appendix A. The existing driveway space on Galisteo Road don't meet spacing regulations at Galisteo Plazas Subdivision

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment. The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
  Response: A speed study was not performed, and speedway was not observed in the field. The residents in this area have the option of requesting that the City perform a traffic calming shields for this segment of Galisteo Road to slow the traffic.

* *"There is a horizontal curve on Galisteo Road, which is dangerous."*

Response: The horizontal alignment of the existing Galisteo Road was performed. There is a sharp curve that does not meet the posted speed limit. It is recommended that in the area of the curve the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*

The intersection has failing movements for the south left turn all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*

Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk HAWK may be feasible.

The Hawk allows pedestrians to cross only when a pedestrian presses the button. After the button is pressed the signals goes from yellow to red, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the rail runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*

Response: The AM shift requires 40 parking spaces for employees leaving 40 spaces for visitors and personnel who do business with the skilled nursing facility. After the PM shift change 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*

Response: Pothole repairs are performed by the city.

TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
ANCHORUM SAINT VINCENT
SKILLED NURSING FACILITY
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. The Anchorum Saint Vincent is proposing to build a skilled nursing facility, to be located on a 6.32 ± acre vacant parcel on south Galisteo Road, in Santa Fe, New Mexico. The facility is to be located immediately south of and adjacent to Pacifica Senior Living Santa Fe.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted with representatives from Jenkins Gavin (planners for the project), City of Santa Fe Public Works staff, and Wilson and Company (traffic engineering consultant for the City of Santa Fe) on February 5, 2024. An Early Neighborhood Meeting was held on February 27, 2024. The following comments were received, at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*
* *"There is a horizontal curve on Galisteo Road, which is dangerous."*
* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*
* *"There have been near hits at the pedestrian crossing of Galisteo Road."*
* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*
* *"Galisteo Road is in poor condition and there are many potholes."*

B. Project Location

The proposed development is located south of Rodeo Road; east of Galisteo Road; west of the Rail Runner tracks; and south of Pacifica Senior Living Santa Fe. According to the Pacifica Senior Living Santa Fe website, "…Pacifica Senior Living Santa Fe in an assisted living and memory care community with short-term respite care…". The Pacifica Senior Living Santa Fe has 88 beds.

The proposed site is within the City of Santa Fe in projected Section 33, Township 17 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35◦38'00" North and Longitude 105◦58'00" West.

A new driveway is proposed for access to the site. It is to be aligned with the intersection at Galisteo Road / Avenida La Cerca Road.

C. Vicinity Map

The Vicinity Map is presented in Figure 1, Appendix A.

Should show the vicinity map here instead of just referring to Appendix A

II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The proposed skilled nursing facility is to be located on a 2.0-acre portion of the 6.32 ± acre site. The legal lot of record is presented in Figure 2 and 2A, Appendix A. The remaining 4.32 acres will be retained for future development. The land use and scale of the future development is not known. The skilled nursing facility will consist of a 65,937 gross square area building and an 80-space parking lot. It is anticipated that 80 patient beds will be provided. According to the developer, there will be two shifts as follows:

Lot Summary should be shown here instead of referring to Appendix A

- 6:00am-6:00pm / 40 Employees
- 6:00am-600pm / 25 Employees

There will be approximately 120 employees in total, which includes weekend staff.

B. Phasing and Timing

The skilled nursing facility will be completed in one phase. It is anticipated that the development will begin construction in 2024 and be fully occupied by the year 2026.

C. Zoning

The property has a General Plan Land Use Designation of Industrial and is zoned I-1, (PUD) Light Industrial.

D. Access Points

One new access point is proposed on Galisteo Road. It is proposed to align with Avenida La Cerca. The intersection will be a two way stop controlled intersection, with stop control on Avenida La Cerca and the new driveway to the skilled nursing facility.

E. Site Plan

The Development Plan is presented in Figure 3, Appendix A.

Site Plan should be shown here instead of referring to Appendix A. Makes it hard to have to keep going to the Appendices.

III. STUDY AREA CONDITIONS

A. Study Area

The study area consists of south Galisteo Road and Rodeo Road. The predominant land use west of Galisteo Road is low to medium density residential. The predominant land use east of Galisteo Road is commercial. The existing roadway network is presented in Figure 4, Appendix A. The project will directly impact Galisteo Road, Rodeo Road, and Avenida La Cerca Road.

B. Existing Land Use

The proposed development will be located on land which is currently vacant. The area to the west of the site consists of the Galisteo Plazas' Subdivision and the Las Estancias Phase II - Residential Subdivision. Subdivision plats of these developments are presented in Figures 5 and 6 Appendix A. The land use to the north is Pacifica Senior Living Santa Fe.

The Rail Runner tracks, and the Santa Fe Rail Trail are located adjacent to and east of the site. There is no vehicular or pedestrian access across the Rail Runner tracks from the site. There are numerous commercial developments east of the Rail runner tracks including Christus Saint Vincent Pain and Spine Specialists, the Christus Saint Vincent Sports Medicine and Therapy Services Facility, the Pajarito Scientific Corporation, Extra Space Storage, Eye Associates of Northern New Mexico, and other businesses. The I-25 right of way borders the site on the south. The Existing Conditions Map is presented in Figure 7, Appendix A.

C. Other Known Development Activity

The City of Santa Fe has approved the Zia station Project. The Zia Station Project is located at the Saint Francis Drive / Zia Road intersection. The Zia Station development is a mixed use developments consisting of retail, office, and residential land uses. The Zia Station development is shown on Figure 8, Appendix A. Information pertaining to the Zia Station Project was obtained from the report titled "Zia Station,

Traffic Impact Analysis," dated May 2021, by Bohannon Houston. According to the Zia TIA, the Development Phasing and Timing is as follows:

> *".. 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..."*

The plan includes a re-alignment of Galisteo Road at Zia Road. The Zia Station Project has been approved but has not been constructed. According to the project planner the Zia Station Project will complete their first phase by the year 2026, with the development of the north parcel. The remaining development will follow. Information pertaining to the Zia Station Project is presented in Appendix B.

D. Existing Roadway System Characteristics

1. Rodeo Road

Rodeo Road is classified as a principal Arterial Road according to the MPO Functional Classification Map. Rodeo Road is owned by The City of Santa Fe. The speed limit on Rodeo Road is 40MPH. The Rodeo Road right of way (ROW) is 80 feet.

Rodeo Road is a two-way, two-lane urban road with a 14 feet wide median, left turn lanes, sidewalks, curb and gutters on each side. Rodeo Road is an east-west road that ties Old Pecos Trail on the east to Cerrillos Road. Sidewalks on Rodeo Road are provided on the north and southside of the street with exception of the segment in front of Posas' Tamale Factory.

The intersection of Rodeo Road / Galisteo Road is a 2-way stop controlled intersection with stop control on both legs of Galisteo Road. The intersection geometrics and lane widths, are presented in Figure 9, Appendix A.

2. Galisteo Road

Galisteo Road is classified as a minor collector according to the MPO Classification Map. Galisteo Road is owned by The City of Santa Fe. At one time Galisteo Road connected downtown Santa Fe to the Village of Galisteo. However, when Saint Francis Drive was constructed in the early 1970's, the ROW for Saint Francis Drive cut the Galisteo roadway into segments. Galisteo Road consists of several distinct segments. Segment one is from Cerrillos Road in the downtown area, near the State Capitol Building to Cordova Road. Segment one is a one-way street allowing only northbound movement. It is paired with Don Gaspar Street, which is one-way, southbound.

Segment two of Galisteo Road is from Cordova Road to Saint Michaels Drive. Segment two is a two-way, two-lane urban roadway with curb and gutters and sidewalks.

Segment three is from Saint Michaels Drive to a dead-end cul-de-sac near the east ROW of Saint Francis Drive. Segment three is a two-way two-lane urban roadway with curb and gutter and sidewalks. Galisteo Road is disconnected from the segments of Galisteo Road to the south.

Segment four is from the "T" intersection at West Zia Road to Rodeo Road. Segment four is a two-lane, two-way road with curb and gutters and sidewalks on the west side of the street. The Santa Fe Rail Trail is on the east side of the street.

Segment five is from Rodeo Road to the I-25 ROW. The Anchorum Skilled Nursing Facility is located on this segment. Segment five is a rural roadway with no curb and gutters and no sidewalks. Galisteo Road follows the I-25 ROW for a short distance and transitions to Calle de Enrique. Calle de Enrique is a gravel surfaced road which eventually ties to Yucca Street. There are approximately six residencies on Calle de Enrique.

The proposed development will access segment five. The speed limit is 25 MPH, the ROW width is 50 feet on Galisteo Road, segment five. The width of the roadway is about 20 feet wide. The asphalt on Galisteo Road segment five is in poor condition.

The intersection of Galisteo Road / Pacifica Senior Living Santa Fe intersection is a 2-way, stop controlled intersection with stop control on The Pacifica Senior Living Santa Fe leg of the intersection. The intersection geometrics and lane widths, are presented in Figure 10, Appendix A.

3. Avenida la Cerca

Avenida la Cerca is a local street. Avenida la Cerca is owned by The City of Santa Fe. There is no posted speed limit on Avenida la Cerca. Avenida la Cerca provides access to the Las Estancias Phase II - Residential Subdivision. See Figure 4 Appendix A. Avenida la Cerca is an urban street with sidewalk and curb and gutter on each side of the street. The intersection of Galisteo Road / Avenida la Cerca is a "T" intersection with stop control on Avenida la Cerca. The intersection lane geometrics and lane width are presented in Figure 11, Appendix A.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 12, Appendix A. There are no planned projects which impact this site.

F. Alternative Travel Modes

In 2007 the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board adopted resolution 2007-1, a "Resolution Advancing Complete Streets for the Santa Fe Metropolitan Area." Complete streets are roadways designed to accommodate safe access for all users. According to the MPO, complete streets

accommodate “Pedestrians, bicyclists, motorists and transit riders of all ages and abilities to be able to move along and cross Complete Streets.”

In 2022 the City of Santa Fe adopted resolution 2022-46, “A Resolution Supporting ‘Complete Streets’ Design Standards, which are Intended to Provide Safer and More Equitable Transportation Improvements and Reducing the Impacts of Climate Change in the Santa Fe Metropolitan Planning Area.”

The City of Santa Fe recently provided more bicycling and walking facilities throughout Santa Fe. This includes the Santa Fe Rail Trail, a 5.1-mile paved, multi-use commuter trail that starts at the Santa Fe Depot Rail Runner Station off of South Guadalupe to South Meadows Road and ends at U.S. Route 285, near Lamy.

There is currently a bus service provided along each side of Rodeo Road with the nearest bus stop in between Calle Calmo Road and Galisteo Road heading west along Rodeo Road. For conservative analysis there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections:

* Rodeo Road / Galisteo Road
(Wednesday, November 8, 2023; 7:30am-8:30am and 4:15pm-5:15pm)

* Galisteo Road / Entrance to Pacifica Senior Living Santa Fe
(Wednesday, November 8, 2023 : 7:45am-8:45am and 4:45pm-5:45pm)

* Galisteo Road / Avenida La Cerca
(Wednesday, February 14, 2024 : 7:30am-8:30am and 3:15pm-4:15pm)

Traffic Counts should be for longer periods to determine the actual peak hour. How were the peak hours determined? This is not explained here

The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix C. The Existing Peak Hour Traffic Volumes are presented in Figures 13, 14, and 15, Appendix A.

B. Level of Service Criteria

Should reference the State Access Manual (SAMM) stating the actual LOS Standards and performance measures

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for urban arterial and minor collectors at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

C. Existing Level of Service

Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1.

TABLE 1 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2023						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.5	A
Eastbound Thru / Right						
Westbound Left	0.1	9.5	A	0.1	8.6	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.6	21.4	C	0.6	28.7	D
Southbound Left	0.3	51.4	F	0.6	52.7	F
Southbound Thru / Right	0.1	12.1	B	0.4	16.9	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2016 through 2021.

1. Rodeo Road / Galisteo Road

The crash data for the area at Rodeo Road / Galisteo Road intersection is presented in Figure 16, Appendix A. The data shows that in the five-year period from 2016 to 2021, there were a total of 12 crashes near the intersection of Rodeo Road / Galisteo Road. There were no crashes that involved fatalities. Of the 12 crashes, all crashes involved another vehicle.

2. Galisteo Road Segment Five

Crash data was obtained from the NMDOT for the years 2016 through 2021. The data shows that in the five-year period from 2016 to 2021, there were a total of one crash on Galisteo Road. There were no crashes that involved fatalities. The crash involved another vehicle.

E. Warrant Analysis

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix E. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

F. Speed Change Lanes

The site is undeveloped. There are no existing driveways which access the property.

G. The Geometry of the Galisteo Road Alignment

1. This segment of Galisteo Road begins at the intersection of Rodeo Road and ends at the transition to Paseo de Enrique. There is an approximately 930 foot tangent connecting to an approximately 200 foot radius curve to the right, followed by an approximately 786 foot tangent, to a 780 foot radius to the left, followed by a 500 foot tangent. The proposed driveway is located on the 780 foot radius curve. The 780 foot radius curve in the vicinity of the site meets AASHTO horizontal geometric requirements for a 40 MPH design speed with no superelevation. The 200 foot radius curve north of the site meets a 25 MPH design speed. The posted speed limit should be 20 MPH.

This should be included in findings and recommendations

H. Operational Safety Deficiencies

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The Rodeo Road / Galisteo Road intersection does not meet the warrants for a traffic signal. All other intersections and movements meet NMDOT operational requirements.

There are no bicycle lanes or sidewalks on this segment of Galisteo Road.

The geometry of this segment of Galisteo Road was checked. The majority of the roadway meets a 25 MPH design speed except for the 200 foot radius curve near Rodeo Road. In that area the posted speed limit should be reduced to 20 MPH and advance curve warning signage should be installed.

A Sight Distance analysis should be included here and refer to the pertinent appendix for the data

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - 2026

The following conditions were to be analyzed for this project:

- Implementation Year without the Proposed Development – 2026 (No Build)
- Implementation Year with the Proposed Development – 2026 (Build)

A. Traffic Projections

1. Background Traffic

The background traffic is assumed to increase at 1% per year compounded yearly to the year 2026.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be fully developed and occupied in the year 2026. According to the Zia Station Project Planner, the north portion of the Zia Station Project will be constructed and in operation by the year 2026. However it does not contribute traffic to the intersection of Rodeo Road / Galisteo Road.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the Institute of Transportation Engineers (ITE) TripGen Web-Based App, Version 6.0.2. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 11th Edition dated 2021. This project will utilize the following land uses:

a. Land Use: 620

The ITE description for "Nursing Home" is as follows:

"A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic car, and convalescent homes. Skilled nurses and nursing

aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses" (resource: ITE: Trip Generation Manual 11th Edition-Vol 4).

The traffic generated during the peak hour was calculated. The projected traffic generated by this land use is presented in Table 2. The Trip Generation Calculations are presented in Appendix F.

TABLE 2
SUMMARY OF TRIP GENERATION CALCULATIONS
NEW VEHICLE TRIPS

	AM Peak		**PM Peak**	
	Entry	Exit	Entry	Exit
Land Use 620 – Nursing Home				
80 Beds	10	4	4	9
Total	14		13	

Source: Institute of Transportation Engineers
Trip Generation, 11th Edition, 2021

The total site generated traffic is 244 cars spread out over the day.

4. Trip Distribution and Assignment

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were developed based upon analogy with the existing traffic from Pacifica Senior Living Santa Fe. The direction of approach is presented in Figure 17, Appendix A. The site generated traffic is presented in Figure 18 Appendix A.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly to the year 2026 for all legs of the intersections analyzed in this report.

Confirm growth rate

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

Would be helpful if Existing and Horizon Year LOS Conditions were included here.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts. Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1.

a. No Build Condition

Capacity reports are presented in Appendix G and the results are summarized in Table 3.

TABLE 3 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.3	C	0.6	30.8	D
Southbound Left	0.4	55.8	F	0.7	57.5	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Northbound Thru / Right						
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2026 background traffic. Capacity reports are presented in Appendix G and summarized in Table 4.

TABLE 4 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.1	8.6	A	0.1	9.6	A
Eastbound Thru / Right						
Westbound Left	0.1	9.6	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.7	22.5	C	0.8	31.5	D
Southbound Left	0.4	59.4	F	0.7	60.7	F
Southbound Thru / Right	0.2	12.2	B	0.4	17.4	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.5	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. The proposed development increases the queue on the eastbound left from 1.8 cars to 1.9 cars (0.1 cars difference) and in the AM. In the PM it increases the queue from 1.9 cars to 2.0 cars (0.1 cars difference). The southbound left turn movement is not impacted by the development of the skilled nursing facility. All other intersections meet NMDOT operation requirements.

2. Intersection Spacing and Proposed Access Points

The speed limit on Galisteo Road south of Rodeo Road is 25 MPH. According to Table 18.C-1, “Access Spacing Standards for Intersections and

Driveways," the driveway spacing for urban collector streets with a posted speed limit less than or equal to 30 MPH, for full access driveways is 330 feet and 150 feet for partial access driveways. The proposed driveway meets the spacing requirements see Figure 19, Appendix A. The existing driveway space on Galisteo Road don't meet spacing regulations at Galisteo Plazas Subdivision.

3. Speed Change Lanes

The criteria for deceleration lanes were reviewed in accordance with the State Access Management Manual Table 17.B-1. Table 17.B-1 was annotated for each driveway. See Appendix G. According to State Access Management Manual Table 17.B-1 "Criteria for Deceleration Lanes on Urban Two-Lane Highways," none of the proposed driveways or intersections meet the criteria for speed change lanes.

4. Traffic Signal Warrant Review

Does this intersection meet warrants under the Build Conditions?

The intersection of Rodeo Road / Galisteo Road is a two way stop controlled intersection. A warrant analyses was prepared to determine if the intersection met warrants for traffic signal, the warrant analysis is presented in Appendix E. For the existing conditions the intersection of Rodeo Road / Galisteo Road does not meet the warrants for a traffic signal.

5. Sight Distance

The intersection sight distance was checked at the Galisteo Road / driveway entrance / Avenida la Cerca. LIDAR data obtained from USGS, it was flown in 2014 and published 2017. It was used to prepare three-dimensional sight lines to determine both the horizontal and vertical alignment of the intersecting roadway. As per AASHTO's "A Policy on Geometric Design of Highways and Streets, 7th Edition," (Green Book) Section 9.5, "Intersection Sight Distance," the driver's eye was set at 3.5 feet above the roadway and the object is 3.5 feet above the surface of the intersecting roadway. The vertex of the departure sight triangle

was set 14.0 feet from the travelled roadway. The sight lines are presented in Figure 20 and 21, Appendix A.

According to the AASHTO Green Book, this is Case B – Intersection with stop control on the minor road. The following situations were analyzed:

- Case B1 – Left turn from the minor road
- Case B2 – Right turn from the minor road.
- Case B3 – Crossing maneuver from the minor road

For Case B1 the departure sight triangles for traffic approaching from both the right and the left should be provided for left turns from the minor road onto the major road. The length of the leg of the departure sight triangle along the major road in both directions is the recommended intersection sight distance for Case B1. The data presented in Table 6 is recommended by AASHTO.

TABLE 6
AASHTO RECOMMENDED SIGHT DISTANCE
CASE B-1

Design Speed (MPH)	Stopping Sight Distance (ft)	Intersection Sight Distance (ft)
25	155	280
30	200	335
35	25	390

The actual distance to the left is approximately 637 feet. The sight distance to the right is approximately 346 feet. Both exceed AASHTO recommendations for a 30 MPH design speed.

6. Queuing Measurements on Galisteo Road at the Rodeo Road Intersection

Queuing observations were made on the Galisteo Road approaches to the Rodeo Road intersection. No significant ques were noted.

7. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2026 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

b. Implementation Year 2026 - Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the southbound left turn movements. The failures are not impacted by the skilled nursing facility. All other intersections and movements meet NMDOT operational requirements.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. At the intersection of Rodeo Road / Galisteo Road there are existing failures on southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

D. Access Design Specifications

1. Speed Change Lane Requirements

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17, B-1. The criteria for right turn and left turn lanes were checked. The criteria for speed change lanes are not met.

2. Vehicle Storage needs

The site driveway will be designed to provide the calculated storage.

3. Sight Distance

The sight distance at the Galisteo Road / Avenida la Cerca / and the proposed site entrance intersection in the vicinity of the project was checked and it meets AASHTO requirements for a 30 MPH design speed.

4. Site Access Improvements Modifications

A standard City of Santa Fe turnout is proposed.

5. Pedestrian / Bicycle Considerations

A multi-use trail is proposed on the east side of Galisteo Road from the development to Rodeo Road, on the alignment of the old train track alignment.

Propose development impact recommendations should be summarized at the end of this section

VI. ANALYSIS OF HORIZON YEAR – 2036

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development – 2036
- Horizon Year with the Proposed Development – 2036

A. Traffic Projections

1. Background Traffic

For this analysis the background traffic from the year 2026 to the year 2036 is assumed to increase at a rate of 0.5% percent per year compounded yearly. This is due to the fact that there is diminishing vacant available land for future development. It is assumed that the full Zia Station Project will be developed by 2036

Is this an accurate assumption?

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2026. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2036 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was increased at a rate of 0.5% per year for each leg of the intersections from 2026-2036 analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

6. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Capacity Calculations were performed using Mc TRANS HCS Version 8.3, 2024. Capacity reports are presented in Appendix D and are summarized in Table 1. Intersection improvements are the same as the Implementation Year 2026.

a. No Build Condition

Capacity reports are presented in Appendix H and the results summarized in Table 5.

TABLE 5 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Veh)	**Delay (Veh / sec)**	**LOS**	**95% Queue (Veh)**	**Delay (Veh / sec)**	**LOS**
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound / Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.7	A
Westbound Thru / Right						
Northbound Left / Thru / Right	0.8	26.0	D	1.0	47.0	E
Southbound Left	2.1	110.9	F	2.2	100.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.3	A	0.0	7.3	A
Galisteo Road / Avenida La Cerca						
Eastbound Left / Right	0.1	8.7	A	0.1	8.7	A
Northbound Thru / Left	0.0	7.2	A	0.0	7.3	A
Southbound Thru / Right						

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2036 background traffic. Capacity reports are presented in Appendix E and summarized in Table 6.

TABLE 6
SUMMARY OF LEVELS OF SERVICE
BUILD CONDITIONS 2036

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Veh)	Delay (Veh / sec)	LOS	95% Queue (Veh)	Delay (Veh / sec)	LOS
Rodeo Road / Galisteo Road						
Eastbound Left	0.2	8.9	A	0.1	9.8	A
Eastbound Thru / Right						
Westbound Left	0.1	9.7	A	0.1	8.8	A
Westbound Thru / Right						
Northbound Left / Thru / Right	1.0	27.2	D	1.3	46.8	E
Southbound Left	2.3	126.0	F	2.3	108.9	F
Southbound Thru / Right	0.7	13.8	B	1.4	20.8	C
Galisteo Road / Entrance to Pacifica Senior Living Santa Fe						
Westbound Left / Right	0.0	8.6	A	0.0	8.5	A
Northbound Thru / Right						
Southbound Thru / Left	0.0	7.4	A	0.0	7.3	A
Galisteo / Avenida La Cerca						
Eastbound Left / Thru / Right	0.1	8.9	A	0.1	8.9	A
Westbound Left / Thru / Right	0.0	8.3	A	0.0	8.4	A
Northbound Left / Thru / Right	0.0	7.2	A	0.0	7.3	A
Southbound Left / Thru / Right	0.0	7.2	A	0.0	7.2	A

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements. This increases the queue on the southbound left from 2.1 cars to 2.3 cars (0.2 cars difference) and in the PM from 2.2 cars to 2.3 cars (0.1 cars difference). All other intersections meet NMDOT operation requirements.

A. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

B. Speed Change Lanes

The discussion on speed change lanes is the same as outlined the implementation year and is still applicable in the horizon year.

C. Traffic Signal Warrant Review

1. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2036 – No Build

At the intersection of Rodeo Road / Galisteo Road there is a failure on the eastbound left and movement in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

b. Horizon Year 2036 - Build

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. All other intersections and movements meet NMDOT operational requirements.

c. Impact Assessment

The impacts are the same as discussed in the implementation year. The proposed improvements are the same as in the implementation year.

More narrative should be added to this section instead of same as implementation year.

e.g. horizon year projections do not impact or change implementation year recommendations.

2. Access Design Specifications

Same as implementation year conditions

3. Speed Lane Change Requirements

The speed lane change requirements are the same as in the implementation year.

a. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

b. Sight Distance

Same as implementation year conditions

c. Site Access Improvements Modifications

Site access improvement modifications are the same as in the implementation year.

d. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

This section should also be included in the Executive Summary

VII. ALTERNATIVES TO CORRECT FAILURES AT THE RODEO ROAD / GALISTEO ROAD INTERSECTION

There are existing failures at the intersection of Rodeo Road / Galisteo Road. The existing failures are on the southbound left turn movement. The Anchorum Skilled Nursing Facility does not impact the southbound left turn. However, the Skilled Nursing Facility will add traffic to the overall intersection. Various alternatives were considered to correct the failing eastbound left turn movements.

1. Do nothing.

Although the south bound left fails, there is adequate left turn storage on Galisteo Road so that the queue does not block other movements. The amount of traffic is small. According to the Zia Station Project TIA a "reassessment" of traffic may occur before Phase two. At that time, the southbound left turn failures can be reevaluated and checked.

2. Construct a traffic signal

The location of the intersection of Rodeo Road / Galisteo Road is, approximately, 1,622 feet from the intersection of Sawmill Road / Rodeo Road. This does not meet spacing requirements. In addition, the Rail Runner crossing of Rodeo Road is approximately 126 feet from the intersection of Rodeo Road / Galisteo Road. A traffic signal at this location would require a progression study to ensure that there is sufficient bandwidth. If progression can be made to work, a design exception would be required if this was a NMDOT facility.

The solutions are beyond the ability of this single development to correct on its own, especially since this development does not impact the facility movements. It is recommended that the City Public Works Department review the situation and develop a City Project to address the situation.

3. Prohibit northbound and southbound left turn by using indirect left turns.

The southbound left turn lane could be closed by installation of a curb and gutter. This alternative will force traffic to make right turns. Then develop "U" turn lanes to create an indirect left turn. There are numerous studies that show that an indirect left turn is safer that a direct left turn

This is a good recommendation for the City to consider for the overall operation of the intersection

VIII. ENN MEETING COMMENTS

The following comments were received at the ENN meeting:

* *"Traffic on Galisteo Road is speeding."*

  Response: A speed study was not performed, and speedway was not observed in the field. The residents in this area have the option of requesting that the City perform a traffic calming shields for this segment of Galisteo Road to slow the traffic.

* *"There is a horizontal curve on Galisteo Road, which is dangerous."*

  Response: The horizontal alignment of the existing Galisteo Road was performed. There is a sharp curve that does not meet the posted speed limit. It is recommended that in the area of the curve the speed limit be reduced to 20 MPH and that advanced curve warning be installed.

* *"Traffic congestion at the intersection of Rodeo Road / Galisteo Road, is difficult."*

  The intersection has failing movements for the south left turn all other movements have adequate LOS.

* *"There have been near hits at the pedestrian crossing of Galisteo Road."*

  Response: A traffic signal at the intersection of Rodeo Road / Galisteo Road is not warranted at this time. However, a High Intensity Crosswalk HAWK may be feasible.

  The Hawk allows pedestrians to cross only when a pedestrian presses the button. After the button is pressed the signals goes from yellow to red, allowing pedestrians to cross safely. The HAWK beacon does not illuminate until the push button is activated. The location of the HAWK may need to be adjusted to avoid conflicts with the rail runner crossing.

* *"The predicted traffic is low during the peak hours and is not in sync with the large parking facility. There must be a mistake in the calculations."*

  Response: The AM shift requires 40 parking spaces for employees leaving 40 spaces for visitors and personnel who do business with the skilled nursing facility. After the PM shift change 25 spaces are needed for shift employees. Leaving 55 spaces for visitors. The total number of employees is 120. The 80 parking spaces appears reasonable.

* *"Galisteo Road is in poor condition and there are many potholes."*

  Response: Pothole repairs are performed by the city.

IX. SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS

A. Existing Conditions

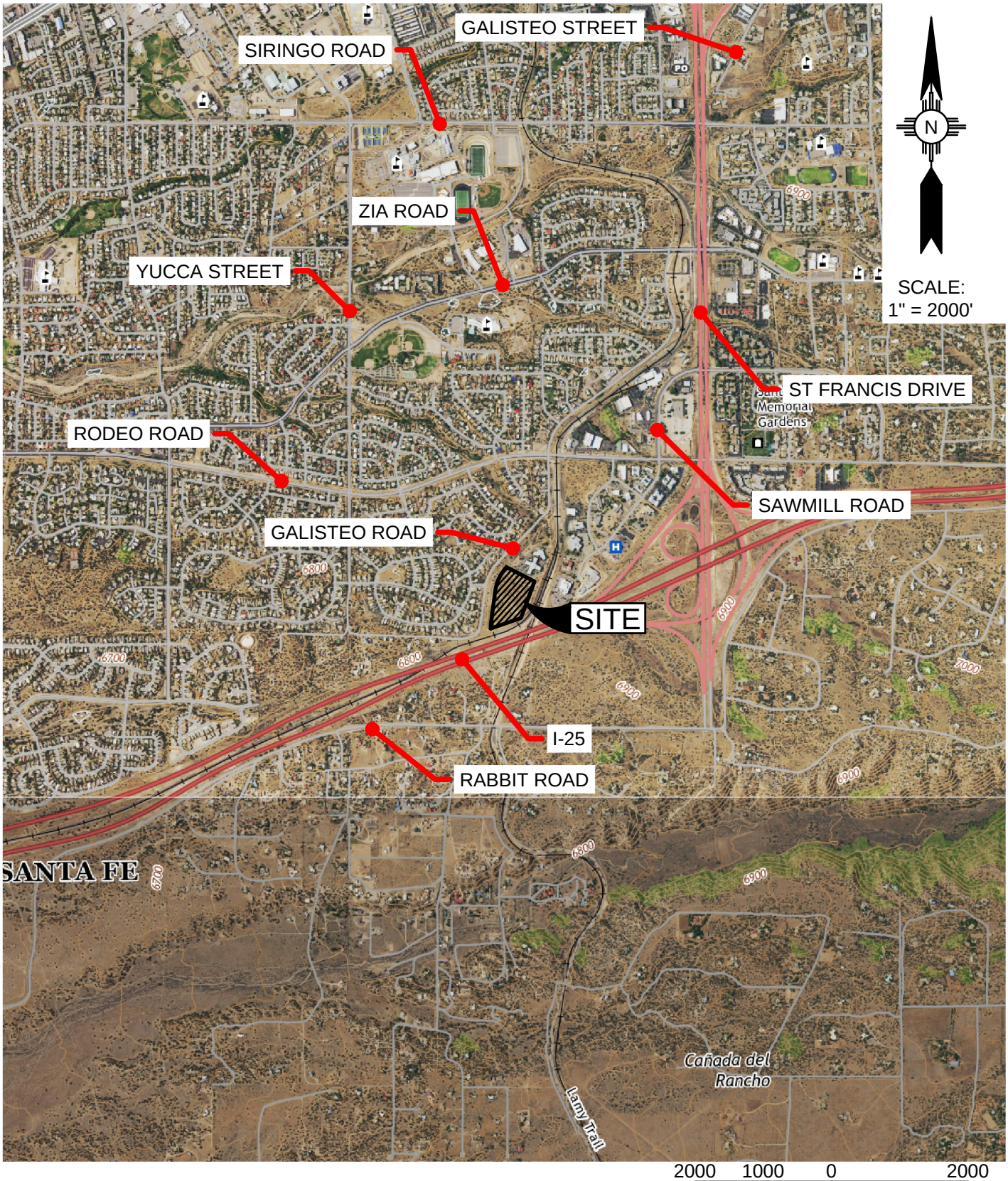
At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. All other intersections and movements meet NMDOT operational requirements.

B. Implementation Year – 2026

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. This is due to the high volume of traffic on Rodeo Road. All other intersections and movements meet NMDOT operational requirements.

C. Horizon Year Conditions – 2036

At the intersection of Rodeo Road / Galisteo Road there is an existing failure on the southbound left turn movements in the AM and PM. The intersection does not meet signal spacing or warrants. This is due to the high volume of traffic on Rodeo Road. All other intersections and movements meet NMDOT operational requirements.

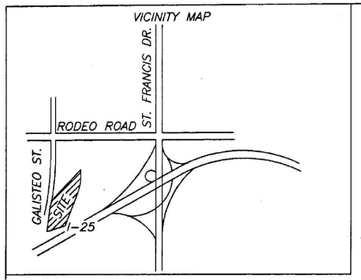


REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "SANTA FE, NM" AND "SETON VILLAGE, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1

0385014

VICINITY MAP



SCALE 1" = 100' FEET
100 0 100

DATA THIS SURVEY

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'22"	1045.00	403.19	400.69	S09°38'56"W
C2	06°44'47"	472.96	55.69	55.66	N03°09'03"E
C3	02°31'41"	616.20	27.19	27.18	N08°34'02"E
C4	10°20'26"	616.20	111.21	111.06	N14°53'34"E
C5	23°26'51"	616.20	252.17	250.41	N31°47'01"E

(PREVIOUS PLAT DATA)

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHD LENGTH	CHD BEARING
C1	22°06'14"	1045.00	403.15	400.65	S09°38'43"W
C2	06°44'59"	472.96	55.72	55.68	N03°09'52"E
C3	02°31'35"	616.20	27.17	27.17	N08°28'07"E
C4	10°21'10"	616.20	111.34	111.19	N14°54'29"E
C5	23°26'08"	616.20	252.04	250.29	N31°48'08"E

LEGEND

BEARINGS ARE DERIVED FROM NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING N.M. PROJECT NO. I-025-5 (36) 272, SHEET 8C OF 18, DATED 8/15/91.

- DENOTES REBAR, OR AS SHOWN FOUND
- DENOTES BRASS CAP FOUND
- DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- DENOTES RIGHT OF WAY RAIL

FLOOD ZONE

THIS PROPERTY LIES WITHIN ZONE "X" (OTHER AREAS) AS SHOWN ON F.I.R.M. PANEL 350069-0250 B, DATED 11-4-88.

NOTES

1. ALL NATURAL DRAINAGE SHALL REMAIN AS DRAINAGE EASEMENT.
2. THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.
3. BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS
4. IN APPROVING THIS PLAT, PNM ELECTRIC SERVICES AND GAS SERVICES (PNM) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM DOES NOT WAIVE NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENTS WHICH ARE NOT SHOWN ON THIS PLAT.
5. TERRAIN MANAGEMENT REGULATIONS (SFCC 14-90) SHALL BE COMPLIED WITH AT THE TIME OF BUILDING PERMIT APPLICATION.
6. EACH LOT SHALL BE SERVED BY SEPERATE SEWER AND WATER SERVICE.
7. PURSUANT TO SECTION 14-95, AN IMPACT FEE HAS BEEN ASSESSED ON THESE LOTS. ANY PERSON INTENDING TO BUILD SHOULD CONTACT STAFF AT CITY HALL.
8. U.S. WEST COMMUNICATIONS, INC., DISCLAIMER. THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICES TO THE SUBDIVISION.
9. SANITARY SEWER SERVICE CONNECTION TO CITY OF SANTA FE MANHOLE # L41/21 FROM NEW TRACTS C3 & C3-1 IS SUBJECT TO THE OWNER OBTAINING A 20' EASEMENT, LICENSE OR PERMIT FOR CONSTRUCTION AND MAINTENANCE FROM NMSHD.

ALTERNATIVELY, NEW TRACT C3 & C3-1 WILL RECEIVE SEWER SERVICE BY CONNECTING TO THE CITY OF SANTA FE SEWER VIA GALISTEO STREET

REFERENCE DOCUMENTS

A) QUIT CLAIM DEED RECORDED IN BOOK 368, PAGE 689. FROM THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. TO THE NEW MEXICO STATE HIGHWAY COMMISSION.

B) LAND DIVISION MAP, PREPARED BY SALVADOR VIGIL, NMPLS #4405, OF JOHN N. EDDY SUBDIVISION PROJECT NO. DI-243 DATED JAN. 3, 1980.

C) PLAT OF SURVEY OF TRACT "C", RODEO BUSINESS PARK PREPARED BY RED MOUNTAIN ENGINEERS, INC. PROJECT NO. 94520.

D) ANNEXATION AGREEMENT RECORDED IN BOOK 458, PAGES 960-967, BETWEEN JOHN N. EDDY AND J.E. BROSSEAU, JR..

E) PLAT OF SURVEY BY SALVADOR VIGIL, NMPLS #4405, PROJECT NO. DI-252 RECORDED IN BOOK 126, PAGE 008.

F) NEW MEXICO STATE HIGHWAY COMMISSION RIGHT OF WAY MAPPING, PROJECT NO. I-025-5(36)272, SHEET 8C OF 18, DATED 8/15/91.

G) WARRANTY DEED RECORDED IN BOOK 368, PAGES 689-692.

H) EASEMENT RECORDED IN BOOK 623, PAGES 266-268

I) UNRECORDED DOCUMENT BETWEEN JOHN N. EDDY AND J.E. BROUSSEAU AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

REVIEWED BY CITY OF SANTA FE:

Robert C. Schultz — CITY ENGINEER — 4-22-98 DATE

[signature] — CITY PLANNER — 4/21/98 DATE

DETAIL "A"



DETAIL "B"



UTILITIES:

Emilio Dobberman — (SANGRE DE CRISTO WATER CO.) — 3/16/98 DATE

[signature] — U.S. WEST COMMUNICATIONS — 3/16/98 DATE

[signature] — PUBLIC SERVICE CO. OF N.M. — 3-9-98 DATE

Felipe Esquibel — GAS CO. OF N.M. — 3-9-98 DATE

William S. Lundi — CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION — 3-26-98 DATE

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

CLERK SEAL

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 28th day of April, 1998 A.D. at 10:15 o'clock A., and was duly recorded in book 385, page(s) 016 of the records of Santa Fe County.

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

[signature] Deputy

1021-665

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS SHOWN AND EASEMENTS TO EXISTING UTILITIES NOT SHOWN. OTHER EASEMENTS ARE GRANTED AS SHOWN. THIS LOT SPLIT CONTAINS 13.17 ACRES, MORE OR LESS.

THIS LOT SPLIT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER(S) TRACT "C"

[signature]
JOHN N. EDDY

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN N. EDDY.

THIS 6th DAY OF April ,1998

Stephen N. Hance — 6/30/99
NOTARY PUBLIC — MY COMMISSION EXPIRES

[signature]
J.E. BROSSEAU

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J.E. BROSSEAU.

THIS 6th DAY OF April ,1998

Stephen N. Hance — 6/30/99
NOTARY PUBLIC — MY COMMISSION EXPIRES

APPROVED BY THE SUMMARY COMMITTEE AT THEIR MEETING OF December 11, 1997

[signature] 4-18-98 — CHAIR PERSON
[signature] 4.18.98 — SECRETARY

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 23rd DAY OF SEPT., 1997. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

[signature]
GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON NEW MEXICO 7014 REGISTERED PROFESSIONAL SURVEYOR

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT SPLIT
PLAT PREPARED FOR
JOHN N. EDDY & J.E. BROSSEAU, JR.
SHOWING
REMAINING LANDS
ANNEXED IN 1982 WITHIN
SECTION 11 T16N, R9E, NMPM
SANTA FE COUNTY, N.M.

FIGURE 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2500 CAMINO ENTRADA
SANTA FE, N.M. 87505
FILE#3737\SPLIT DATE:03/09/98

6970050 I

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'

℄ CONSTRUCTION SIMPLE CURVE
P.I. STA.=1033+96.18
Δ=42°08'57"
D=07°12'06"
T=306.59'
L=585.28'
R=795.60'

℄ CONSTRUCTION SPIRAL CURVE
THETA=04°27'54"
L TAN=82.69'
S TAN=41.36'
L=124.00'
R=795.60'

POINT DATA SHEET 13

Number	Northing	Easting	CL. CONST. Sta.	CL. CONST. Offset *	Elevation	Description
616	1685608.618	1724473.95	1019+04.44	0.00	NONE	CONST CL PSC
617	1,685,683.431	1,724,572.796	1020+28.44	0.00	NONE	CONST CL PC
618	1,685,759.040	1,724,712.556	1021+87.61	0.00	NONE	CONST CL PSC
619	1,685,800.839	1,724,829.264	1023+11.61	0.00	NONE	CONST CL PT
620	1,686,005.280	1,725,450.469	1029+65.59	0.00	NONE	CONST CL PSC
621	1,686,047.079	1,725,567.176	1030+89.59	0.00	NONE	CONST CL PC
622	1,686,442.786	1,725,980.447	1036+74.87	0.00	NONE	CONST CL PSC
623	1,686,557.569	1,726,027.272	1037+98.87	0.00	NONE	CONST CL PT
624	1,686,705.606	1,726,083.223	1039+57.12	0.00	NONE	CONST CL E.O.P.
5000	1684552.797	1722426.20	OFF ALIGN.		6752.05	BC SFC No.5
5001	1,687,725.682	1,730,634.339	OFF ALIGN.		6959.40	BC NMSHC
6071	1,686,020.455	1,725,126.567	1026+62.66	-115.67	NONE	SET ALUM. CAP
6072	1686060.715	1725333.77	1028+81.45	-117.63	NONE	SET ALUM. CAP
6073	1,686,197.289	1,725,585.345	1031+78.69	-127.38	NONE	CALC. - NOT SET
6074	1,686,423.200	1,725,806.864	1035+63	-142.33	NONE	SET ALUM. CAP
6075	1,686,047.174	1,725,127.515	1026+71.92	-140.75	NONE	SET ALUM. CAP
15000	1,686,205.019	1,725,147.050	1027+39.82	-284.58	6837.03	FRC PC 1/2"9453 ORTIZ"
15002	1,686,090.786	1,725,132.025	1026+89.83	-180.77	6838.73	FRC PC "NMSHD SURV PT 87"
15001	1,686,179.124	1,725,345.385	1029+20.12	-197.98	6844.42	FRC PC 1/2"9453 ORTIZ"
15003	1,685,942.386	1,725,129.887	1026+41.41	-40.48	6844.06	FRC PC "NMSHD SURV PT 87"
15004	1,685,942.272	1,724,831.032	1023+57.50	-133.79	6842.51	ROWR RAIL791+59
15005	1,685,949.869	1,724,536.522	1021+19.78	-247.74	6833.84	AC FND-ALUMINUM CAP 2.0"
60189	1,686,159.411	1,725,769.915	1033+20.84	8.25	6869.36	ROWR FND-801+73.34
60191	1,685,740.372	1,724,534.096	1020+28.38	-68.85	6817.53	ROWR FND-788+11.92
60195	1,685,624.633	1,724,199.811	OFF ALIGN.		6798.06	FRC FND-REBAR "MARTINEZ LS 3995"
60196	1,685,430.877	1,723,637.532	OFF ALIGN.		6789.08	ROWR FND-779+20.30
60237	1,685,864.106	1,725,581.084	1029+82.47	364.92	6863.63	ROWR FND-797+37.14
100076	1,686,009.267	1,725,327.128	1028+49.67	-42.35	6847.80	FRC FND-REBAR WITH CAP NMSHT
100077	1,686,084.786	1,725,330.362	1028+70.10	-94.05	6847.06	FRC FND-REBAR WITH CAP NMSHT
100078	1,686,908.294	1,725,562.242	OFF ALIGN.		6836.43	FRC FND-REBAR WITH CAP BEAR
100079	1,686,896.582	1,725,973.560	1039+09.91	-99.39	6843.70	FRC FND-REBAR WITH CAP BEAR
100082	1,686,560.557	1,725,395.495	1032+11.86	-536.92	6853.55	FRC FND-REBAR WITH CAP NMSHT
100083	1,686,587.385	1,725,399.655	1032+70.46	-556.98	6852.26	FRC FND-REBAR WITH CAP NMSHT
100084	1,686,694.657	1,725,428.644	1036+46.60	-606.41	6847.84	FRC FND-REBAR WITH CAP NMSHT

* A NEGATIVE VALUE INDICATES LEFT OF CENTERLINE
STATION AND OFFSETS LISTED ABOVE ARE TO CONSTRUCTION CENTERLINE

SITE

SEC. 10 / SEC. 11

CITY OF SANTA FE

℄ CONST. STA. 1039+57.12
END CONSTRUCTION
NMP # AC-GRIP-(FTA-NH)-025-4(132)266
℄ CONST. STA. 1039+09.91
END R.O.W.
NMP # AC-GRIP-(FTA-NH)-025-4(132)266

℄ ST = 1037+98.87 ℄ CONSTRUCTION
CS = 1036+74.87 ℄ CONSTRUCTION
SC = 1030+89.59 ℄ CONSTRUCTION
TS = 1029+65.59 ℄ CONSTRUCTION

B & E LIMITED PARTNERSHIP
a NEW MEXICO PARTNERSHIP
AREA= 1.8563 Ac.±
80,862 SQ.FT.

REMAINDER TRACT C-3
PLAT FILED 4/28/98
BK. 385, PG. 014

PUBLIC SERVICE COMPANY OF NEW MEXICO
AREA= 0.3671 Ac.±
15,991 SQ.FT.

1.00 ACRE TRACT
QUITCLAIM DEED
FILED 12/21/2006
INST. No. 1464295

RAILWAY

30' UTILITY ESMT. PER PLAT BK. 385, PG. 014

EXIST. RAILWAY R/W LINE
EXIST. R/W & EXISTING ACCESS CONTROL LINE
EXISTING ACCESS CONTROL LINE
EXISTING NMDOT RAILWAY
CONSTRUCTION ℄
CALC. LOCATION SECTION LINE
PROPERTY LINE
GALISTEO ROAD
VIA VENADO
CITY LIMITS LINE
EXIST. R/W LINE
℄ EXISTING SB I-25
INTERSTATE 25
℄ SURVEY NMP I-025-5(36)272

FND. RBR. W/ CAP "BEAR" 482.61'
FND. RBR. W/ CAP "NMSHTD"
FND. T-RAIL "791+59"
FND. T-RAIL "788+11.92"
FND. T-RAIL "779+20.30"
FND. RBR. W/ CAP "MARTINEZ LS 3995" 948.48'
FND. T-RAIL 801+73.34
FND. RBR. W/ CAP "BEAR"
FND NMSHC BRASS CAP NMDOT "DFSFI-21"
FND SANTA FE CONTROL ALLOY CAP NMDOT "DFSFI-20"
STATE OF NEW MEXICO 3510545002 X ELEV HIGHWAY COMMISSION
SANTA FE CONTROL No. 5 NOV. 1981 ELEV 6748.71 NMLS 5824 HIGHWAY COMMISSION

TIE N77°22'00"E 4884.03'
TIE N72°04'41"E 5577.87'
N68°51'57"E 8800.04' (BASIS OF BEARING)

LEGEND

- DENOTES FOUND CONTROL MONUMENT
- DENOTES FOUND BRASS CAP
- DENOTES FOUND NMSHTD R.O.W. "T" RAIL ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES FOUND PROPERTY CORNER ACCEPTED & USED UNLESS OTHERWISE NOTED.
- DENOTES SURVEYED FENCE LOCATION
- DENOTES 2" ALUM. CAP STAMPED "NEW MEXICO DEPT. OF TRANSPORTATION PCN G2BT3 NMPS 11462" SET THIS SURVEY
- DENOTES EXISTING ACCESS CONTROL LINE
- DENOTES CITY OF SANTA FE CITY LIMITS LINE PER SANTA FE COUNTY GEOGRAPHIC INFORMATION SYSTEM WEBSITE "SANTA FE COUNTY BASE MAP", SEPT. 21, 2007. http://www.co.santa-fe.nm.us/gis/mapservices.php

NOTES

1. MONUMENTATION FIELD SURVEY PERFORMED IN DECEMBER 2007 THROUGH FEBRUARY 2008.
2. ADDITIONAL RIGHT-OF-WAY INFORMATION FOR PROJECT NUMBER AC-GRIP-(FTA-NH)-025-4(132)266 IS AVAILABLE FROM THE LANDS ENGINEERING SECTION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION GENERAL OFFICE IN SANTA FE.
3. ALL DISTANCES ARE HORIZONTAL GROUND.
4. BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE (NAD 83).
5. BASIS OF BEARING: N43°23'06"E, 18,746.57' BETWEEN BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENTS "07-152-PC005" AND "07-152-PC073", SHEETS 2 THROUGH 12 AND N68°51'57"E, 8800.04' BETWEEN SANTA FE CONTROL MONUMENT No.5 AND STATE OF NEW MEXICO HIGHWAY COMMISSION MONUMENT "STA.3510545002",SHEET 13.
6. VERTICAL DATUM: POINT #5020, BOHANNAN-HUSTON, INC. RAIL RUNNER EXPRESS CORRIDOR CONTROL NETWORK MONUMENT "07-152-PC005, EL=6044.13, SHEETS 2 THROUGH 12 AND CONTROL POINT #5000, "SF CONTROL NO. 5" EL=6752.05, SHEET 13.
7. DATE OF FIELD PROPERTY & R/W SURVEY: JANUARY 2007 THROUGH APRIL 2007.
8. STATIONS AND OFFSETS SHOWN ARE AT RIGHT ANGLES OR RADIAL TO CONSTRUCTION CENTERLINE AND SURVEY CENTERLINE AS NOTED.

100' 0 100'
SCALE: 1"=100'

SURVEYOR'S CERTIFICATE

I, RUAN S. BACIGALUPA, HEREBY CERTIFY THAT I AM RESPONSIBLE FOR THIS SURVEY, WHICH WAS COMPLETED BY ME OR UNDER MY DIRECTION. THIS SURVEY IS MONUMENTED ACCORDING TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP PROJECT NO. AC-GRIP-(FTA-NH)-025-4(132)266. THE MONUMENTS SET AS SHOWN ON THIS MAP ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. THIS SURVEY MEETS THE MINIMUM STANDARDS FOR HIGHWAY RIGHT-OF-WAY SURVEYING IN NEW MEXICO, AS ADOPTED BY THE NEW MEXICO BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Ruan S. Bacigalupa 1/26/09
RUAN S. BACIGALUPA, NMPS No. 11462 DATE
Parsons Brinckerhoff Quade & Douglas Inc.
6100 Uptown Blvd. NE
Albuquerque, N.M. 87110

RUAN S. BACIGALUPA NEW MEXICO 11462 LICENSED PROFESSIONAL SURVEYOR

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

1552349

I hereby certify that this instrument was filed for record on the 16 day of Feb. A.D. 20 09, at 11:18 o'clock A. m., and was duly recorded in Book 697, Page 0416-0501 A-I of the records of Santa Fe County.

witness my hand and Seal of Office

County Clerk, Santa Fe County, New Mexico.

Deputy

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

Right-of-Way Maps Prepared By:
PB Americas, Inc.
6100 Uptown Blvd. Suite 700 Albuquerque, NM 87110
PHONE: (505) 881-5357

PB JOB No. 33582-1 4.2
Designed By: RB
Drawn By: DE
Checked By: BR

CITY OF SANTA FE
SECTIONS 10 & 11
TOWNSHIP 16 NORTH, RANGE 9 EAST

FIGURE 2A

ACCESS CONTROLLED
PCN G2BT3

NEW MEXICO DEPARTMENT OF TRANSPORTATION
MONUMENTATION MAP
NEW MEXICO PROJECT NO.
AC-GRIP-(FTA-NH)-025-4(132)266
SANTA FE COUNTY
SCALE 1"=100' SHEET 13 OF 13

DEVELOPMENT PLAN
SKILLED NURSING FACILITY AT
2981 GALISTEO ROAD

SITE DATA

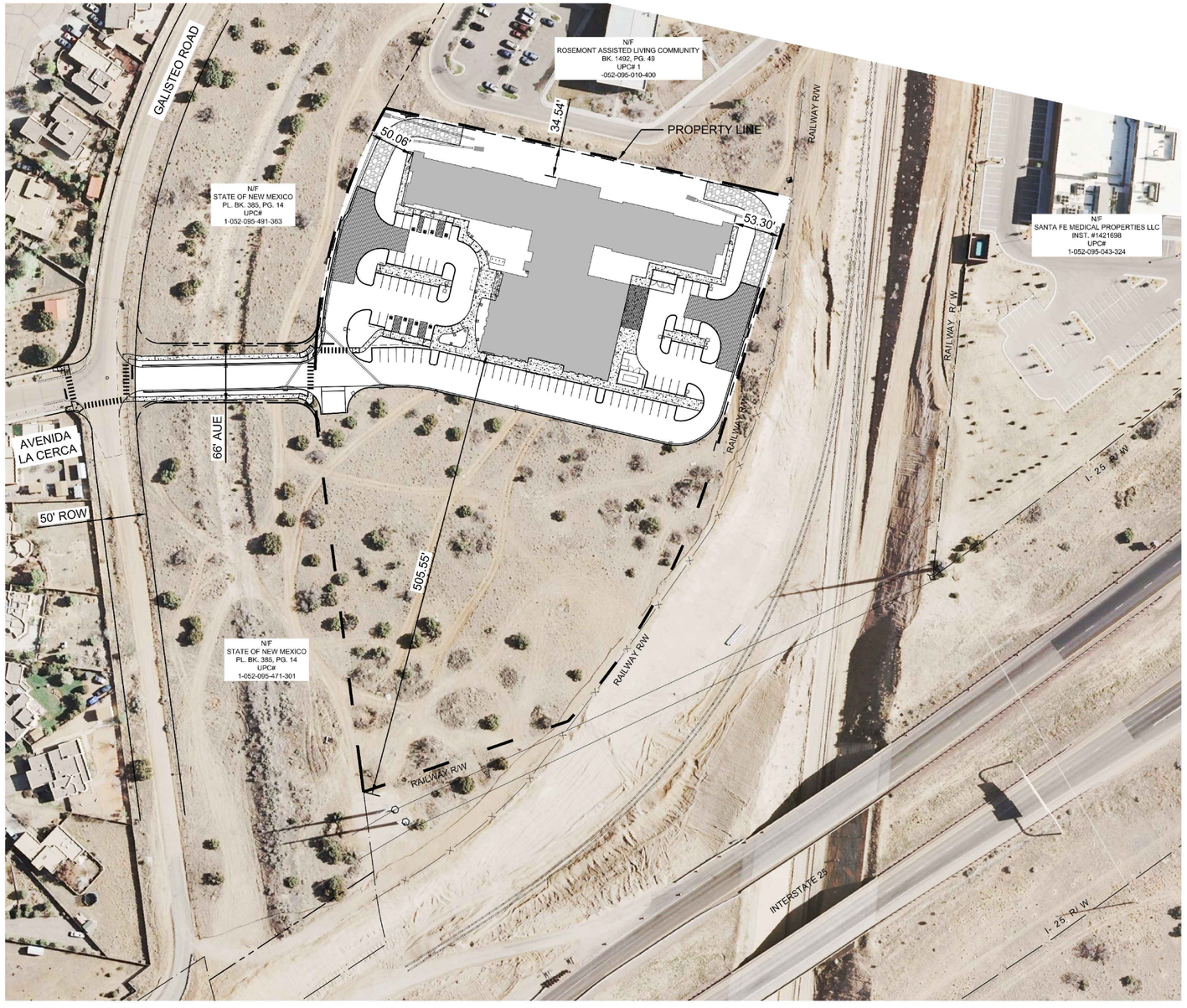
Lot Area: 6.325 ac / 275,517 sf

Open Space:
Required: 40% / 110,206 sf
Provided: 110,430 sf

GFA: 65,937 sf

Lot Coverage:
Required: No max
Provided: 14.5%
(Roofed Area 39,918)

Parking:
Required: 40 (1 for every 2 beds)
Provided: 80 parking spaces



DEVELOPMENT PLAN - OVERALL
SCALE: 1" = 60'

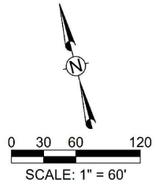


FIGURE 3

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		

CASE # _____

CITY USE ONLY

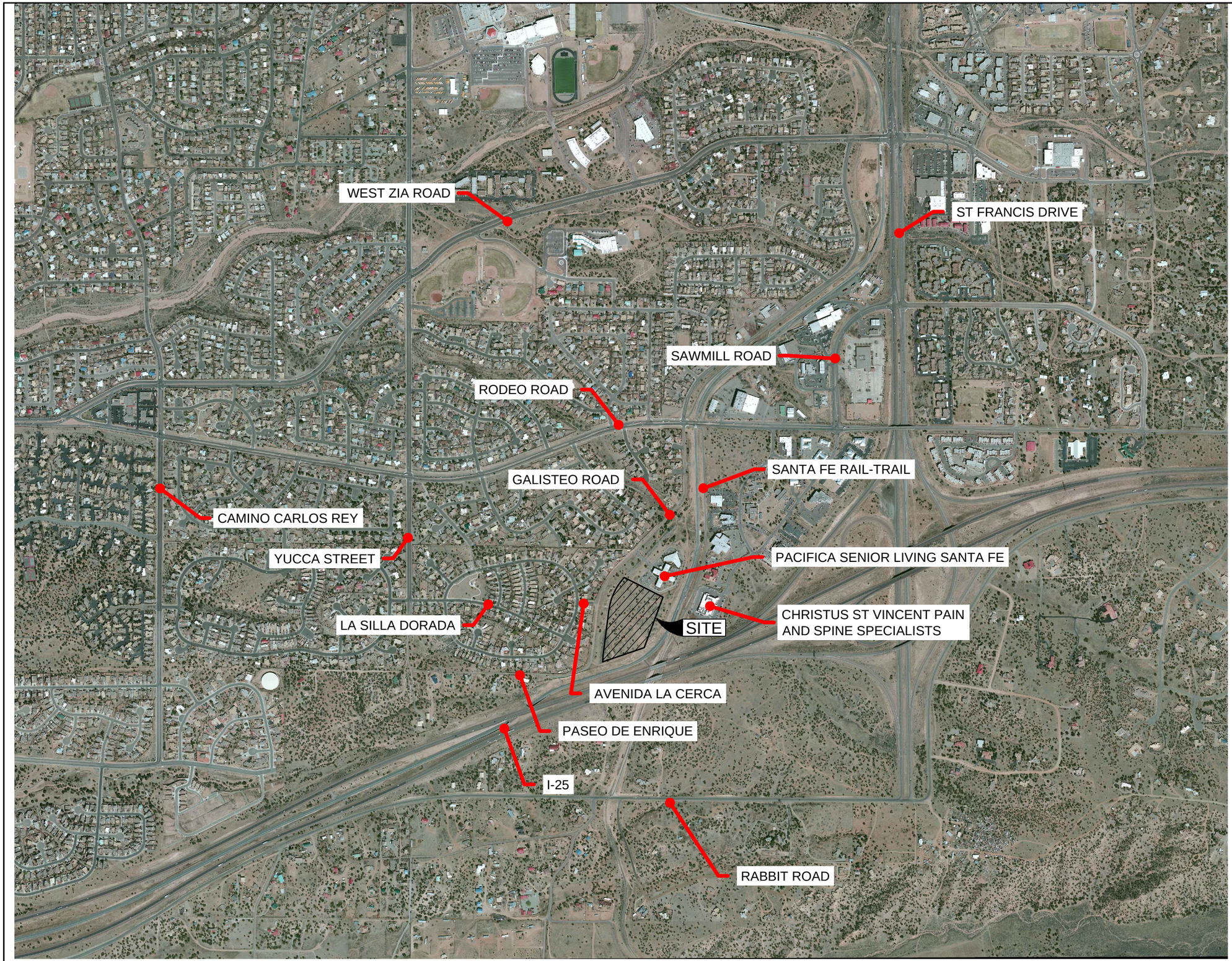
REVISIONS	DATE	ENGINEERS SEAL
◁		

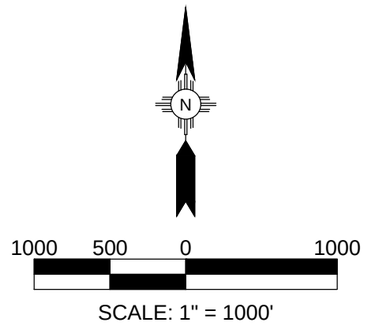
Santa Fe Engineering Consultants, LLC
1599 St. Francis Drive, Suite B
Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
http://www.SFENGR.com

DEVELOPMENT PLAN SUBMITTAL
FOR THE SKILLED NURSING FACILITY
AT 2981 GALISTEO ROAD

DEVELOPMENT PLAN
SHEET 2 OF 3

DATE:	SCALE:	SHEET:
MARCH 2024	1" = 60'	G-201





REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING ROAD NETWORK MAP
FIGURE 4

214016

DUE TO EXISTING SITE CONSTRAINTS THE FRONT YARD SETBACK (SOUTH COURT SIDE) OF LOT 1 IS AMENDED TO BE 14'

ACKNOWLEDGED AND APPROVED BY	John N. Eddy, Joseph E. Brosseau (OWNERS)	8/27/90 DATE
ACKNOWLEDGED AND APPROVED BY	CITY PLANNER	8/24/90 DATE
ACKNOWLEDGED AND APPROVED BY	CITY ENGINEER	8/29/90 DATE
ACKNOWLEDGED AND APPROVED BY	OWNER OF LOT 1	8/24/90 DATE
ACKNOWLEDGED AND APPROVED BY	OWNER OF LOT 2	8/24/90 DATE
ACKNOWLEDGED AND APPROVED BY	OWNER OF LOT 3	8/24/90 DATE
ACKNOWLEDGED AND APPROVED BY	OWNER OF LOT

142933

LAS ESTANCIAS-PHASE II

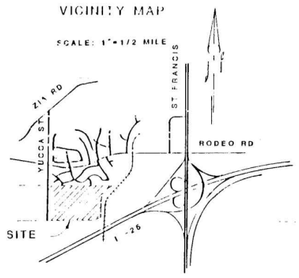
A SUBDIVISION IN THE CITY OF SANTA FE, NEW MEXICO

A PART OF THE NE 1/4 S10 T16N R9E NMPM

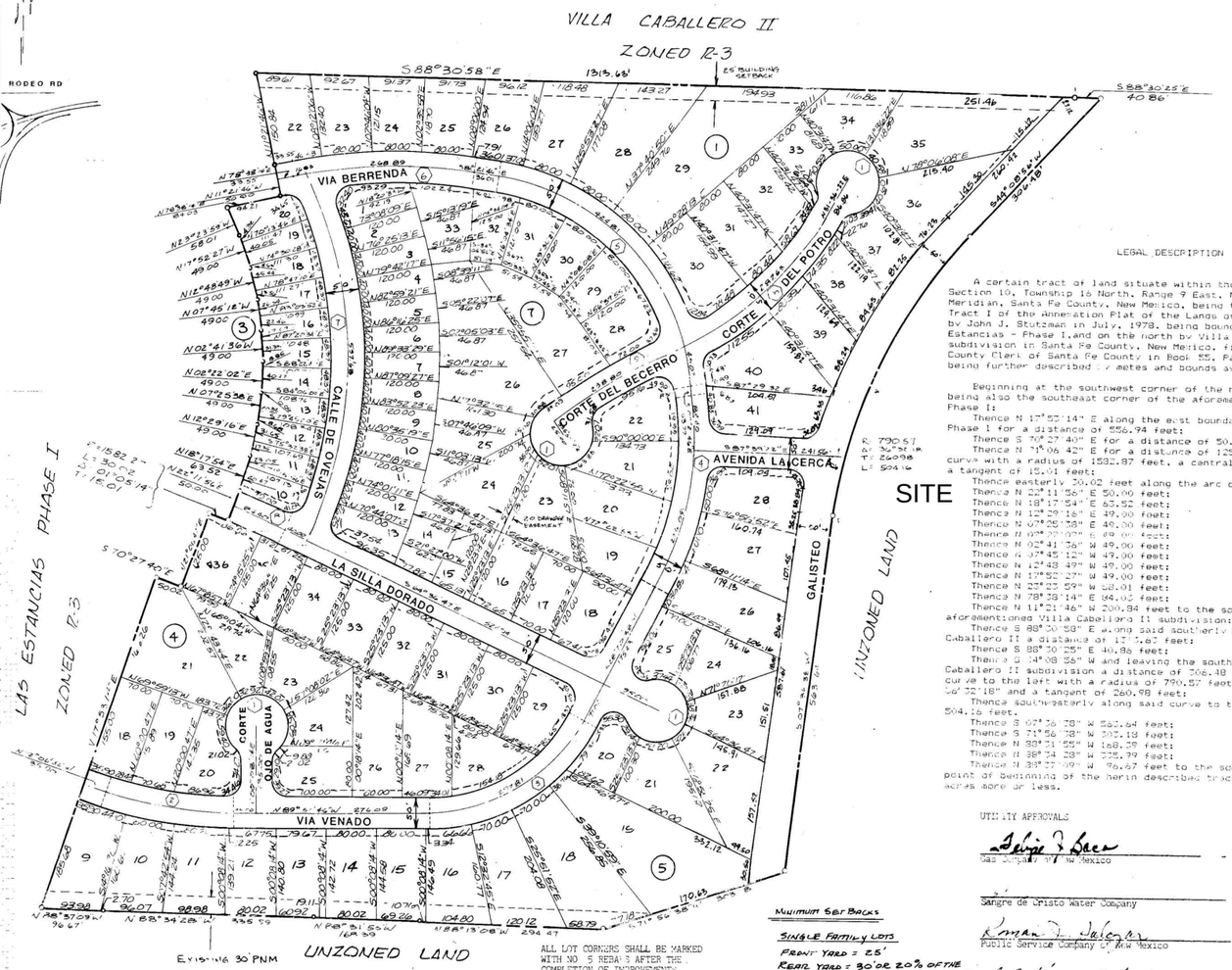
DECEMBER, 1983

VICINITY MAP

SCALE: 1"=1/2 MILE



SCALE 1"=100'



CENTERLINE CURVE TABLE

NUMBER	RADIUS	DELTA	LENGTH
1	50.00	276°22'46"	241.19
2	674.00	17°45'00"	208.81
3	274.17	61°47'26"	297.81
4	490.21	35°42'24"	310.48
5	363.78	74°00'00"	469.84
6	818.54	20°00'00"	285.72
7	672.81	50°52'51"	597.68
8	1907.27	02°00'32"	84.40
9	1145.07	05°58'37"	238.80
10	483.98	34°26'26"	290.92

ALL LOT CORNERS SHALL BE MARKED WITH NO. 5 REBARS AFTER THE COMPLETION OF IMPROVEMENTS.

ALL DIMENSIONS ALONG CURVED LINES ARE MEASURED ALONG THE ARC.

- - - - - - INDICATES UTILITY AND OR DRAINAGE EASEMENTS
15' CENTERED O. LOT LINES.

——— INDICATES UTILITY EASEMENT 7-½ OR - - - - - - AS NOTED.

ALL STREET RIGHT-OF-WAY WIDTHS ARE 50' UNLESS NOTED OTHERWISE

Minimum Set Backs

SINGLE FAMILY LOTS

FRONT YARD = 25'

REAR YARD = 30' OR 20% OF THE AVERAGE LOT LENGTH, WHICHEVER IS LEAST.

SIDE YARD = 5'

TOWNHOUSE LOTS (LOTS 10-20, BLOCK 3 AND LOTS 1-13, BLOCK 7)

FRONT YARD = 20' TO GARAGE OR 15' TO BUILDING.

SIDE YARD = 5' (WHEN UNATTACHED)

REAR YARD = 15'

LEGAL DESCRIPTION

A certain tract of land situate within the northeast quarter of Section 10, Township 16 North, Range 9 East, New Mexico Principal Meridian, Santa Fe County, New Mexico, being the easterly portion of Tract I of the Annexation Plat of the Lands of John N. Eddy as surveyed by John J. Stutzman in July, 1978, being bounded on the west by Las Estancias - Phase I, and on the north by Villa Caballero II, a subdivision in Santa Fe County, New Mexico, filed in the office of the County Clerk of Santa Fe County in Book 55, Page 32 on August 4, 1978, being further described by metes and bounds as follows:

Beginning at the southwest corner of the herein described tract being also the southeast corner of the aforementioned Las Estancias - Phase I;

Thence N 17°55'14" E along the east boundary of Las Estancias - Phase I for a distance of 556.94 feet;
Thence S 70°27'40" E for a distance of 50.02 feet;
Thence N 19°06'42" E for a distance of 125.00 feet to a point on a curve with a radius of 1532.87 feet, a central angle of 01°05'14", and a tangent of 15.01 feet;
Thence easterly 30.02 feet along the arc of said curve;
Thence N 22°11'56" E 50.00 feet;
Thence N 18°17'54" E 63.52 feet;
Thence N 12°29'16" E 49.00 feet;
Thence N 07°25'58" E 49.00 feet;
Thence N 02°22'02" E 49.00 feet;
Thence N 02°41'36" W 49.00 feet;
Thence N 07°45'12" W 49.00 feet;
Thence N 12°48'49" W 49.00 feet;
Thence N 17°52'27" W 49.00 feet;
Thence N 22°57'59" W 50.01 feet;
Thence N 78°38'14" E 84.02 feet;
Thence N 11°21'46" W 200.84 feet to the southerly boundary of the aforementioned Villa Caballero II subdivision;
Thence S 88°30'58" E along said southerly boundary of Villa Caballero II a distance of 1315.68 feet;
Thence S 88°30'25" E 40.86 feet;
Thence S 14°08'55" W and leaving the southerly boundary of Villa Caballero II subdivision a distance of 306.48 feet to a point on a curve to the left with a radius of 790.57 feet, a central angle of 36°32'18" and a tangent of 260.98 feet;
Thence southwesterly along said curve to the left a distance of 504.16 feet;
Thence S 07°56'38" W 532.64 feet;
Thence S 71°56'38" W 202.19 feet;
Thence N 89°31'55" W 168.39 feet;
Thence N 88°34'38" W 335.99 feet;
Thence N 89°27'09" W 96.67 feet to the southwest corner and the point of beginning of the herein described tract, containing 33.0929 acres more or less.

UTILITY APPROVALS

Gas Company of New Mexico — 12'29/83 Date

Sangre de Cristo Water Company — Date

Public Service Company of New Mexico — 12/29/83 Date

Mountain States Telephone & Telegraph Co. — 12-29-83 Date

GREGORY DVORAK — 12-29-83 Date
Santa Fe Cablevision

STATE OF NEW MEXICO) ss
COUNTY OF)
On this day of , 19 , before me appeared , to me personally known to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed.

Notary Public — My Commission Expires:

John N. Eddy — 12-29-83 Date

The foregoing instrument was acknowledged before me this 29th day of Dec., 1983 by John N. Eddy.

Notary Public — 12-30-86 My Commission Expires:

COUNTY OF SANTA FE) ss
STATE OF NEW MEXICO) 545, 508
I hereby certify that this instrument was filed for record on the 5 day of JULY, A.D. 1984 at 10:30 o'clock A.m. and was duly recorded in book 170 page 023 of the records of Santa Fe County
Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
By Cathy Lucero Deputy

SURVEYOR'S CERTIFICATE

I hereby certify that I am a duly registered professional land surveyor in the State of New Mexico, and that this plat is an accurate delineation of a survey made by me or under my supervision and is true and correct to the best of my knowledge and belief.

David Stutzman
NMPLS No. 6847

APPROVALS

This subdivision lies within the planning or platting jurisdiction of the City of Santa Fe, New Mexico.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, ARCHER DEVELOPMENT COMPANY, JOHN N. EDDY AND J.E. BROSSEAU, has caused to be subdivided the land shown on this Plat, said land being and being situate within the City of Santa Fe, Santa Fe County, New Mexico, being and comprising a portion of Section 10, Township 16 North, Range 9 East. All that appears on this Plat is made with the free consent and in accordance with the desires of the undersigned owners and proprietors who do hereby dedicate to the public for its use thereof, the streets, drainage rights-of-way and park as shown thereon, and that utility and drainage easements as shown hereon are granted for free passage of storm waters and for the construction and maintenance of facilities, with the right of free ingress and egress for said construction and maintenance, and the right to remove interfering vegetation by the above-mentioned for the maintenance of said utilities. Said parcels contain 33.0929 acres, more or less, and shall be known as Las Estancias - PHASE II.

CITY OF SANTA FE APPROVALS

APPROVED ON 12/29, 19 83

BY CITY ENGINEER

APPROVED ON , 19 ,

BY CITY PLANNER

APPROVED BY THE JOINT CITY-COUNTY PLANNING COMMISSION AT ITS MEETING ON 2-3-84, 19 .

CHAIRMAN — 2-3-84 DATE

SECRETARY — 2-3-84 DATE

ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SANTA FE, NEW MEXICO AT ITS MEETING ON , 19 .

MAYOR — DATE

CITY CLERK — DATE

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO)

Bernard Mueller — 12/29-83 Date

The foregoing instrument was acknowledged before me this 29 day of Dec., 1983, by Bernard Mueller, President of Archer Development Company, on behalf of said company.

Notary Public — 8/12/86 My Commission Expires:

STATE OF)
COUNTY OF) ss

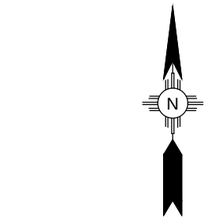
J.E. Brosseau — 12-29-83 Date

The foregoing instrument was acknowledged before me this 29th day of Dec., 1983 by J.E. Brosseau.

Notary Public — 12-30-86 My Commission Expires:

FIGURE 6





500 250 0 500

SCALE: 1" = 500'

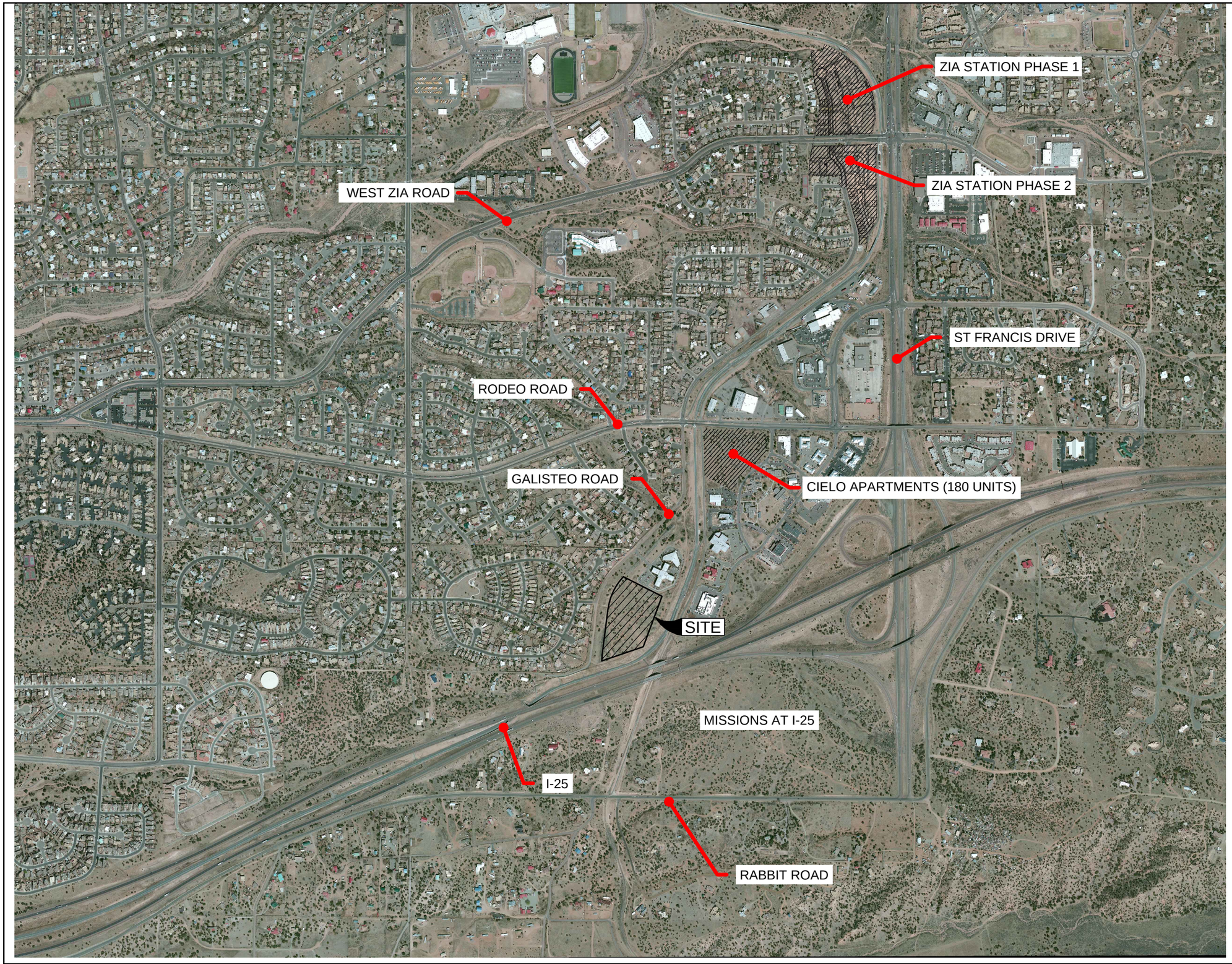
LEGEND

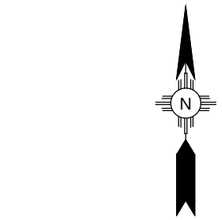
S DENOTES SIGNALIZED INTERSECTION

U DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

EXISTING CONDITIONS MAP
FIGURE 7



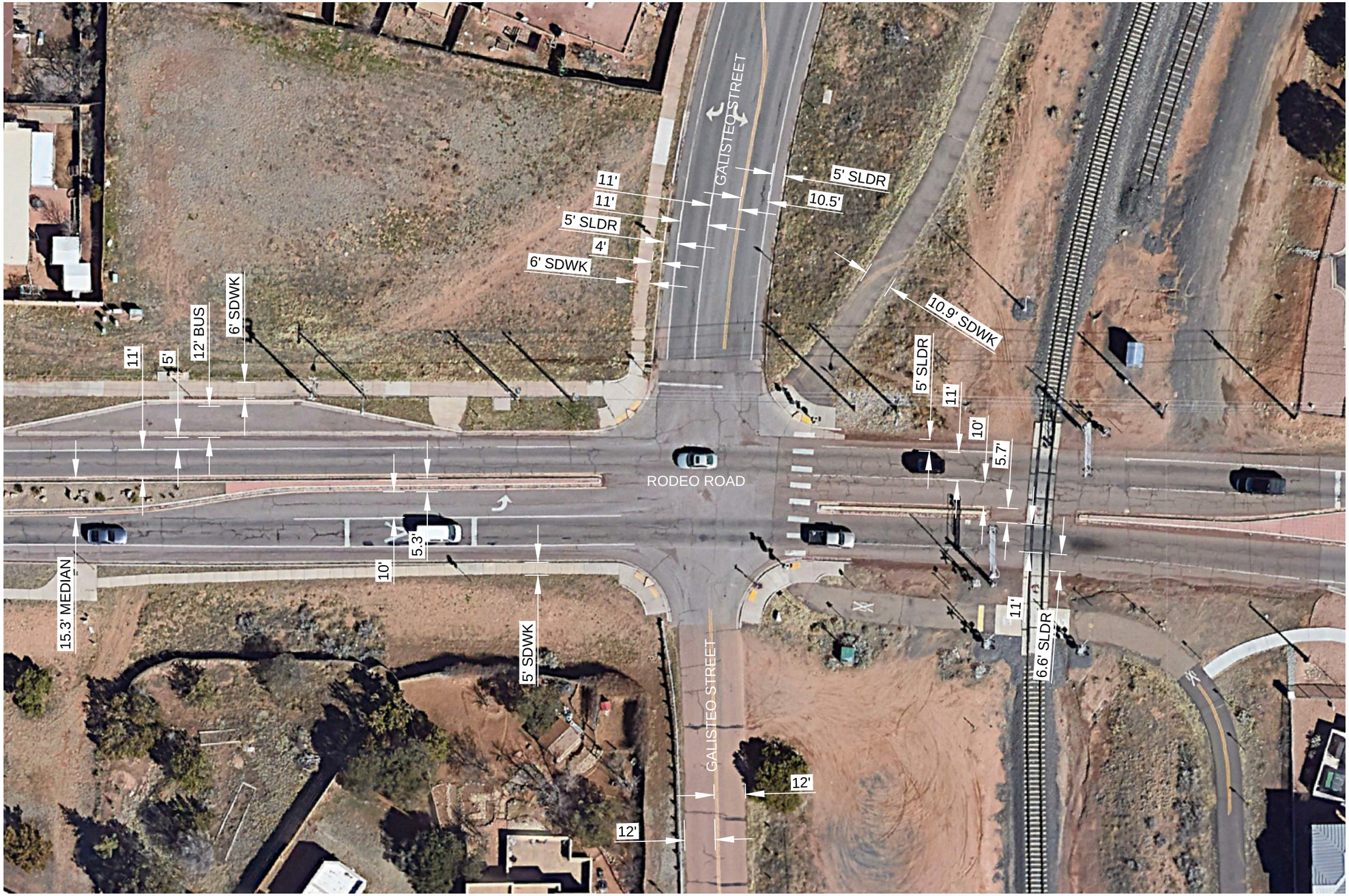


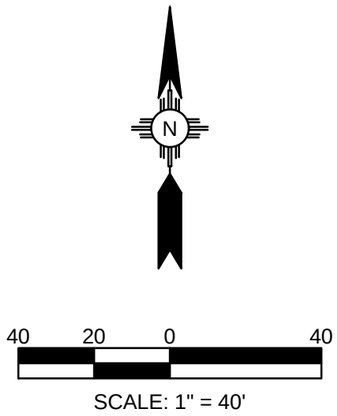
1000 500 0 1000

SCALE: 1" = 1000'

REFERENCE:
CITY OF SANTA FE GIS
IMAGE DATE 2011

OTHER KNOWN DEVELOPMENTS
FIGURE 8





NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
RODEO ROAD / GALISTEO ROAD
FIGURE 9





30 15 0 30

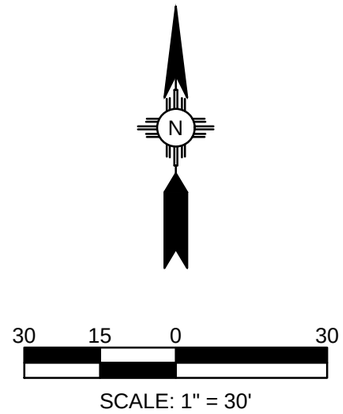
SCALE: 1" = 30'

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/DRIVEWAY
FIGURE 10





NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED.
THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

INTERSECTION DETAIL
GALISTEO ROAD
/ PASEO DE ENRIQUE
/ AVENIDA LA CERCA
FIGURE 11

Legend

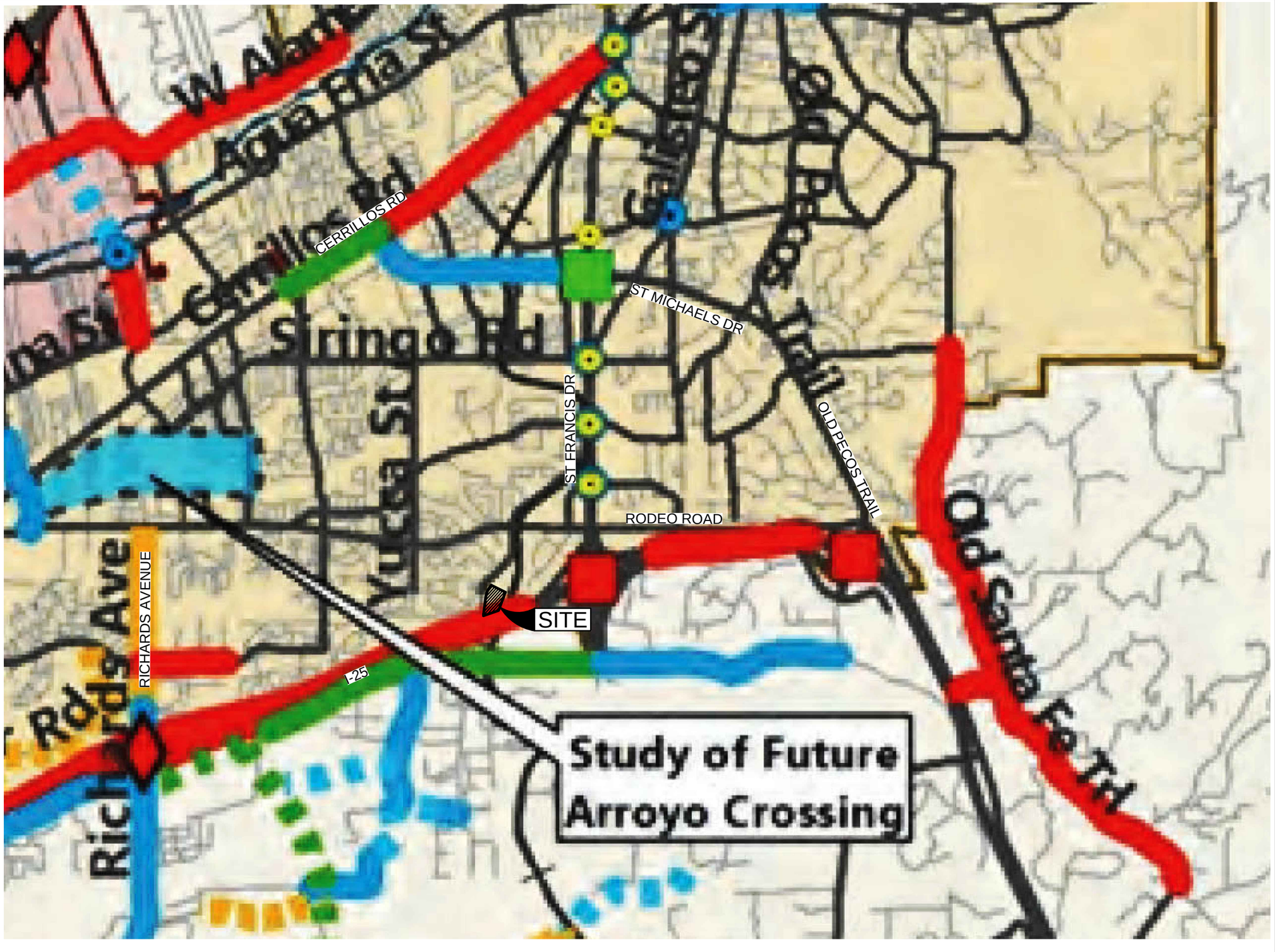
Intersection/Interchange Improvements

- Programmed Intersection Improvements
- Programmed Interchange Improvements
- Programmed Future Interchange
- Public Agency Lead Intersection Improvements
- Public Agency Lead Pedestrian Improvements
- Public Agency Lead Future Interchange
- Public Agency Lead Interchange Improvements
- Developer Lead Future Interchange
- Study Intersection Improvements

Road Network Improvements

- Programmed Future Road/Extension
- Programmed Road For Improvement
- Public Agency Lead Future Road/Extension
- Public Agency Lead Road For Improvement
- Developer Lead Future Road/Extension
- Developer Lead Road For Improvement
- Study Future Road/Extension
- Study Road For Improvement
- Major Roadways
- Minor Roadways
- Railroads
- Santa Fe River
- Agua Fria Traditional Village
- Tesuque Pueblo
- Santa Fe City Boundary
- MPO Planning Area Boundary
- Santa Fe County Boundary

SCALE:
1" = 3000'

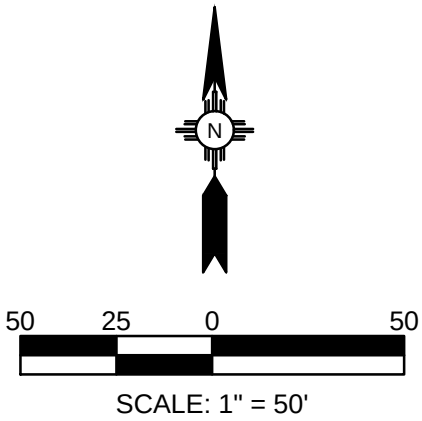


REFERENCE:
Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

FUTURE ROAD NETWORK MAP
FIGURE 12



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	4:15 PM to 5:15 PM



LEGEND

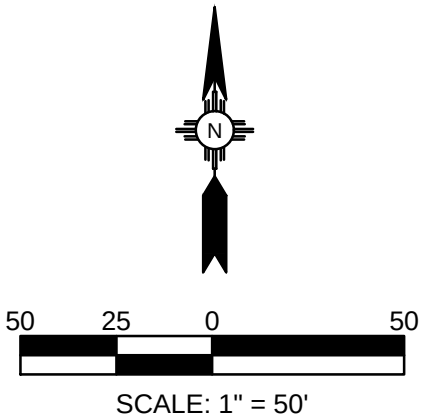
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
RODEO ROAD / GALISTEO ROAD
FIGURE 13



PEAK HOURS FOR TRAFFIC COUNT DATED November 8, 2023 (Wednesday)	
AM	PM
7:45 AM to 8:45 AM	4:45 PM to 5:45 PM



LEGEND

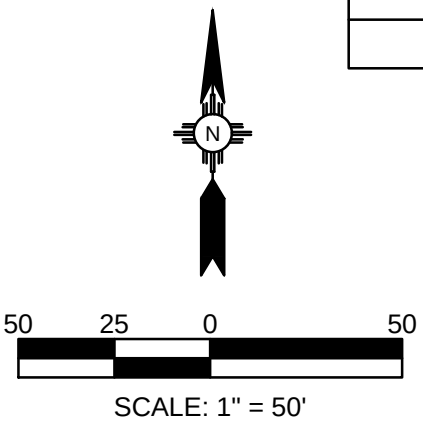
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
GALISTEO ROAD / DRIVEWAY
FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT DATED February 14, 2024 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	3:15 PM to 4:15 PM



LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES GALISTEO ROAD / PASEO DE ENRIQUE / AVENIDA LA CERCA

FIGURE 15

CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

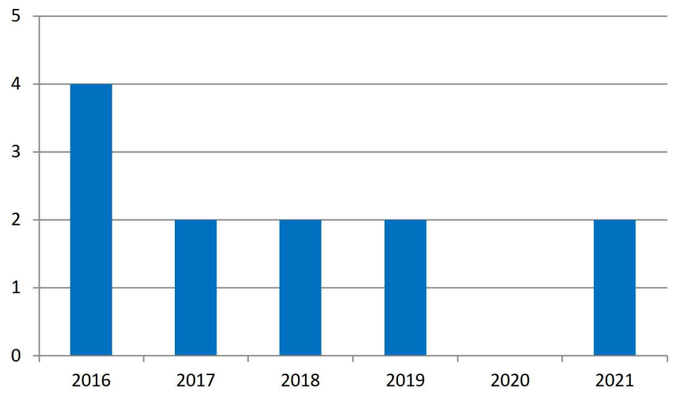


TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY SEVERITY OF INJURY, 2016 - 2021

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	2	6.5%	7	22.6%	9	29.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	12.9%	4	12.9%
2018	0	0.0%	0	0.0%	0	0.0%	1	3.2%	4	12.9%	5	16.1%
2019	0	0.0%	0	0.0%	0	0.0%	2	6.5%	5	16.1%	7	53.8%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	3.2%	5	16.1%	6	19.4%

TABLE 3: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD BY CRASH CLASSIFICATION, 2016 - 2021

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	2021	6-YEAR TOTAL
OTHER VEHICLE	4	2	2	2	0	0	10
LEFT BLANK	0	0	0	0	0	2	2
GRAND TOTAL	4	2	2	2	0	2	12

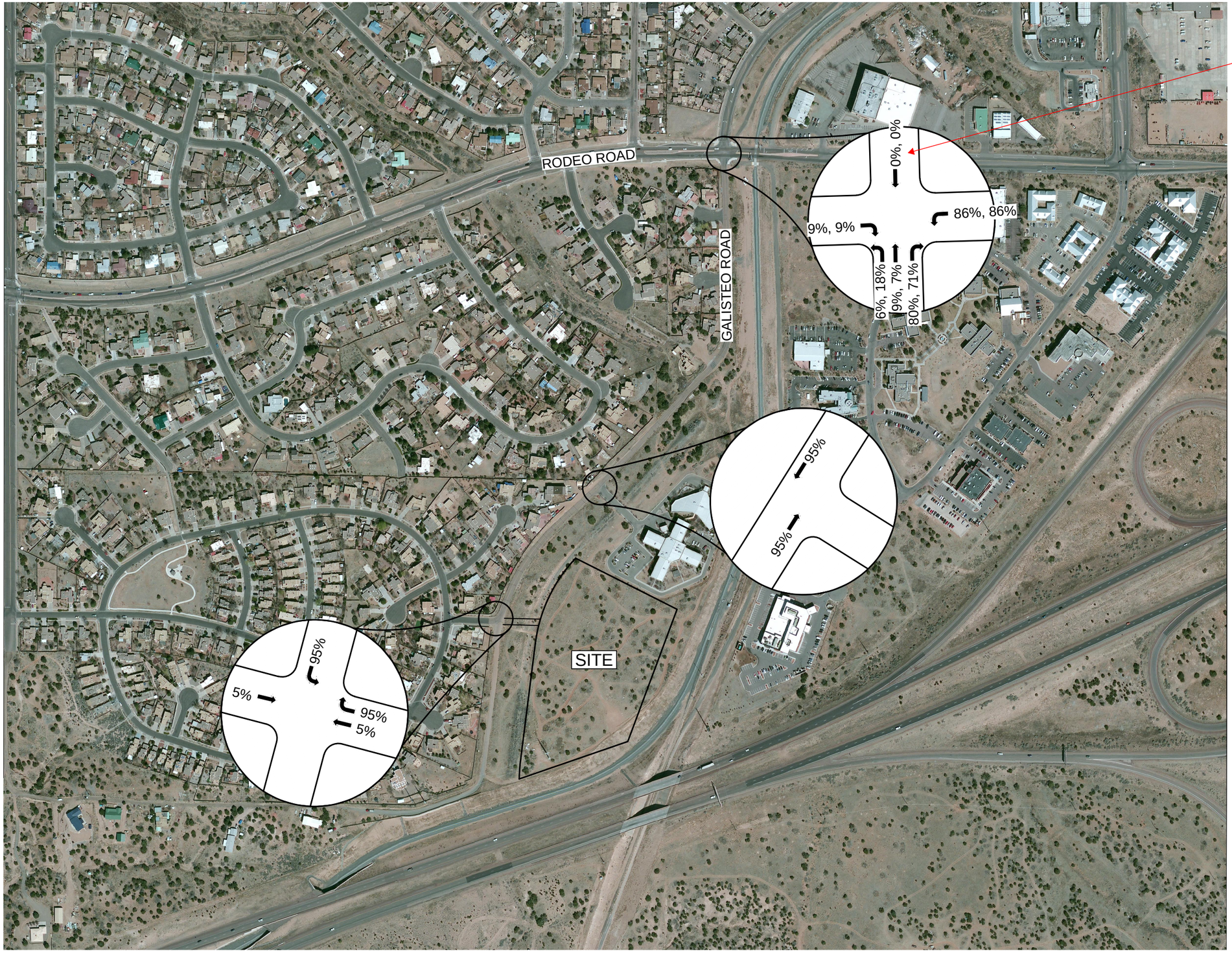
FIGURE 1: CRASHES NEAR THE INTERSECTION OF RODEO ROAD AND GALISTEO ROAD, 2016 - 2021

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	2	33.3%	2	33.3%	4	33.3%
2017	0	0.0%	0	0.0%	2	33.3%	2	16.7%
2018	0	0.0%	1	16.7%	1	16.7%	2	16.7%
2019	0	0.0%	2	33.3%	0	0.0%	2	16.7%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	16.7%	1	16.7%	2	16.7%
GRAND TOTAL	0	0.0%	6	100.0%	6	100.0%	12	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

NMDOT CRASH
FIGURE 16



Why is this 0%

LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

DENOTES MOVEMENT ⬅

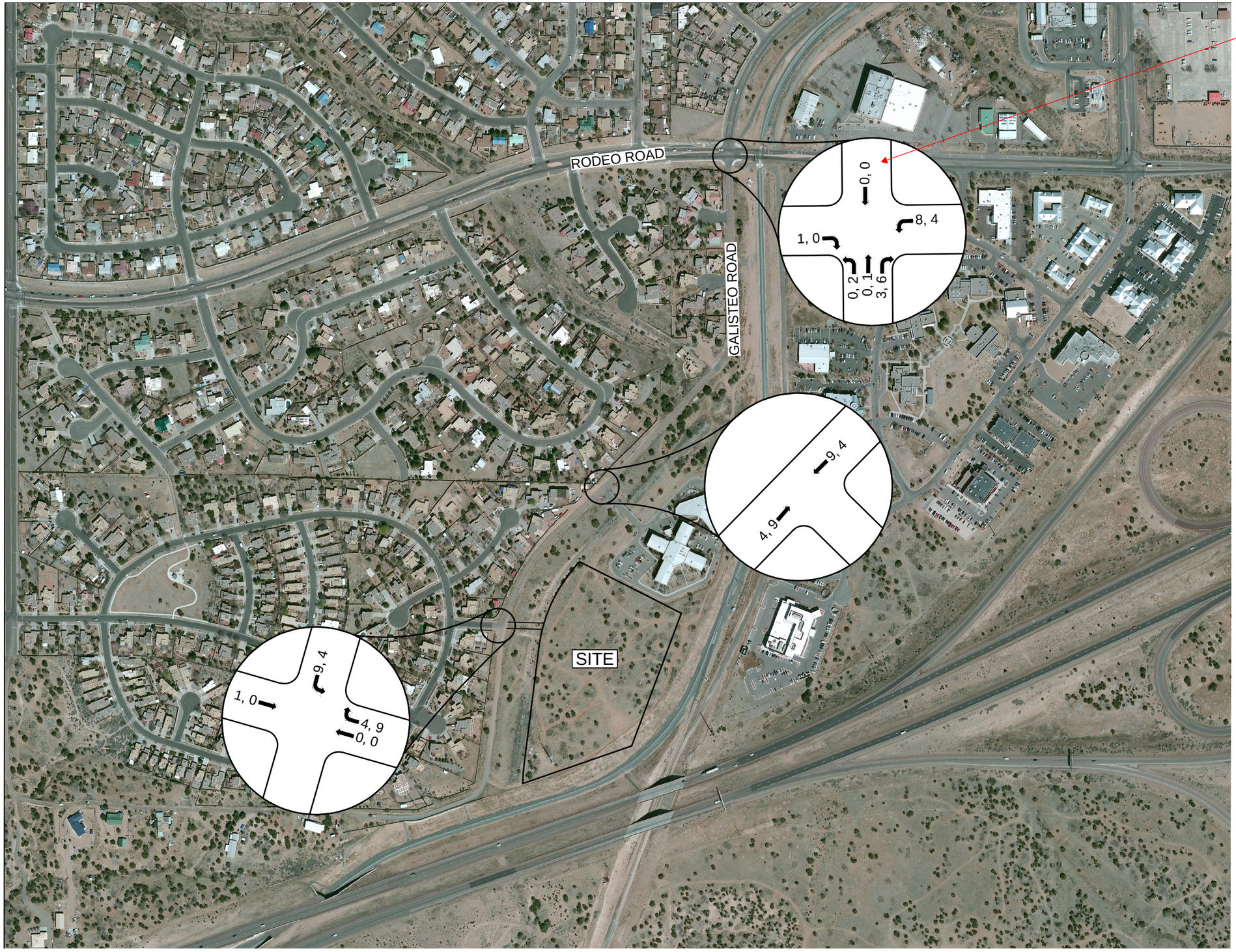
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2011 AERIAL PHOTOGRAPHY

N

400 200 0 400

SCALE: 1" = 400'

DIRECTIONS OF APPROACH AND RETURN FIGURE 17



Why is this zero

LEGEND

DENOTES SITE GENERATED TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT ⬅

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2014 AERIAL PHOTOGRAPHY

N

400 200 0 400

SCALE: 1" = 400'

SITE GENERATED TRAFFIC
FIGURE 18



LEGEND:

Ⓤ DENOTES EXISTING UNSIGNALIZED INTERSECTION

Ⓓ DENOTES DRIVEWAY

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

N

300 150 0 300

SCALE: 1" = 300'

INTERSECTION SPACING
FIGURE 19



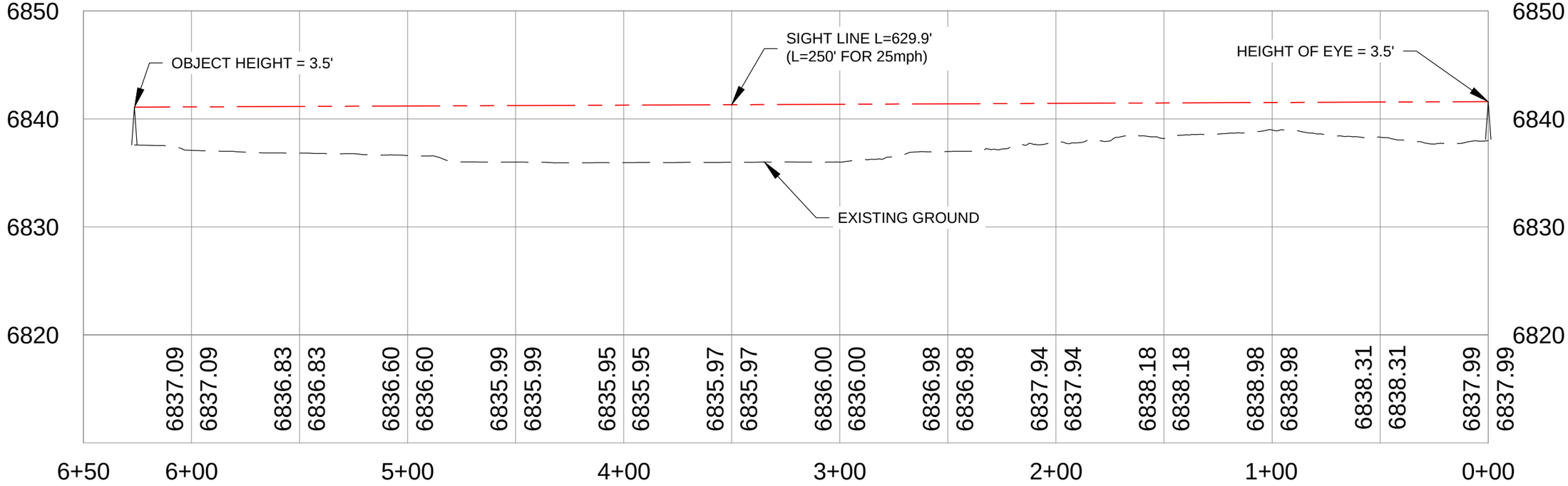
N

0 25 50 100

SCALE: 1" = 50'

LEFT TURN SIGHT LINE

SCALE: 1" = 50'



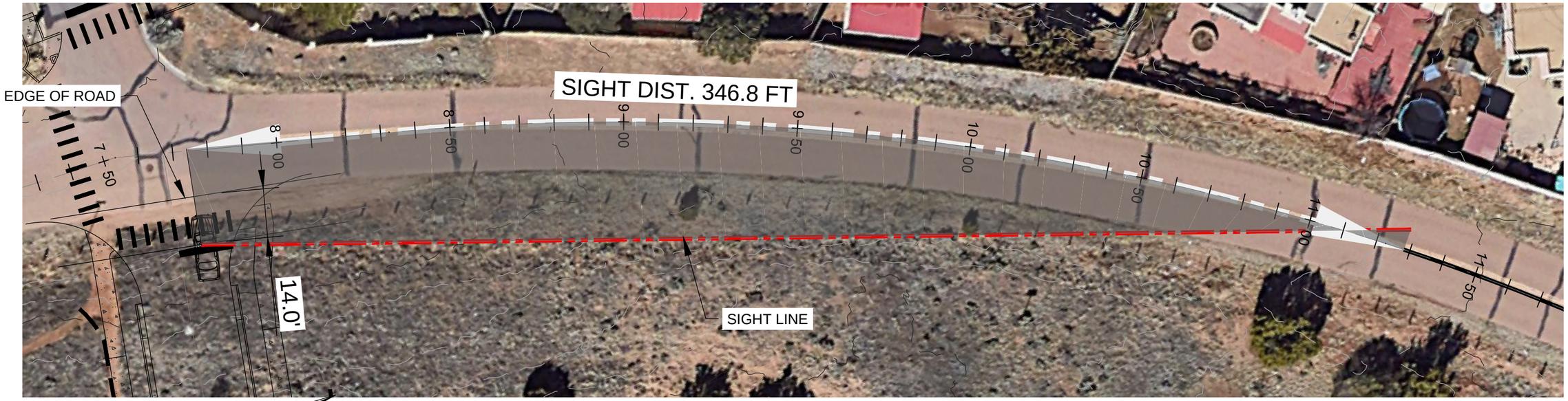
0 5 10 20

SCALE: 1" = 10'

LEFT TURN SIGHT LINE

SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

LEFT SIGHTLINE
FIGURE 20

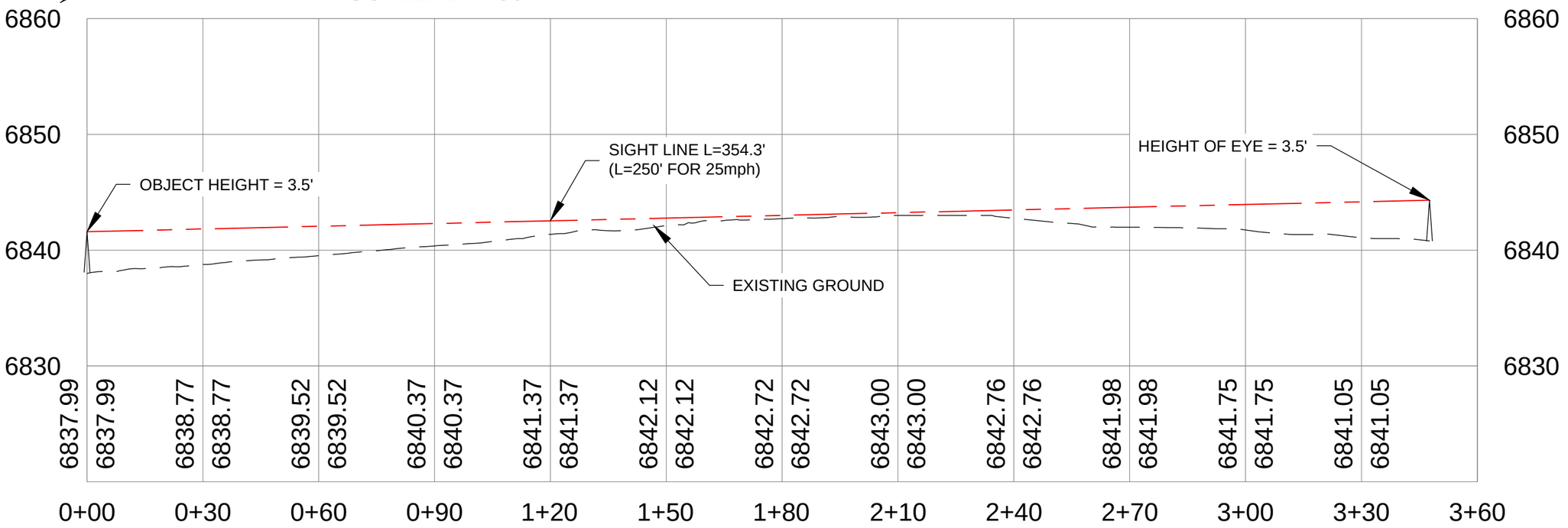


0 15 30 60

SCALE: 1" = 30'

RIGHT TURN SIGHT LINE

SCALE: 1" = 30'



0 5 10 20

SCALE: 1" = 10'

RIGHT TURN SIGHT LINE

SCALE HORIZ: 1" = 30'
VERT: 1" = 10'

RIGHT SIGHTLINE
FIGURE 21

APPENDIX B
PERTINENT DATA

Bohannan Huston

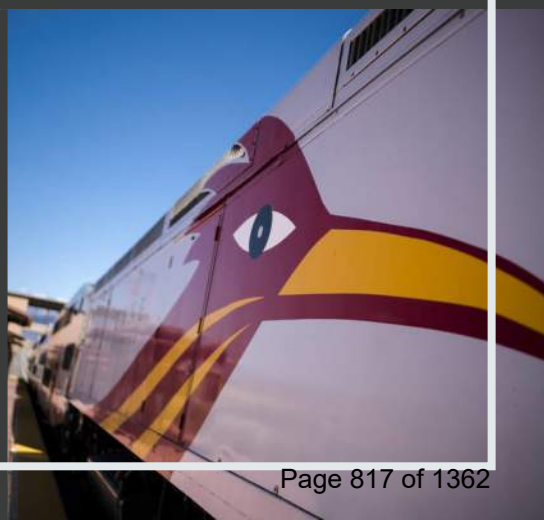
JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

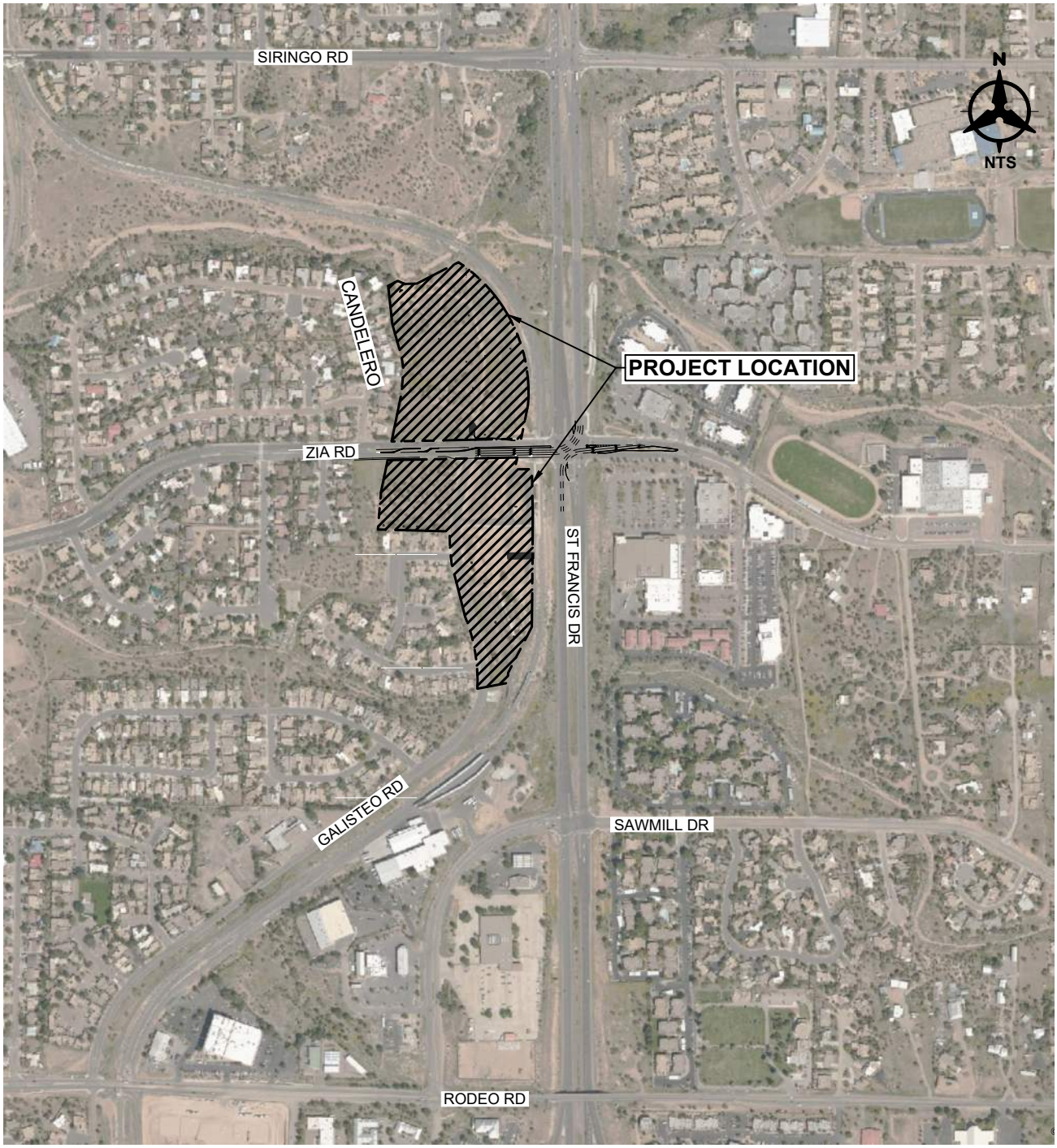
ZIA STATION
TRAFFIC IMPACT ANALYSIS
MAY 2021











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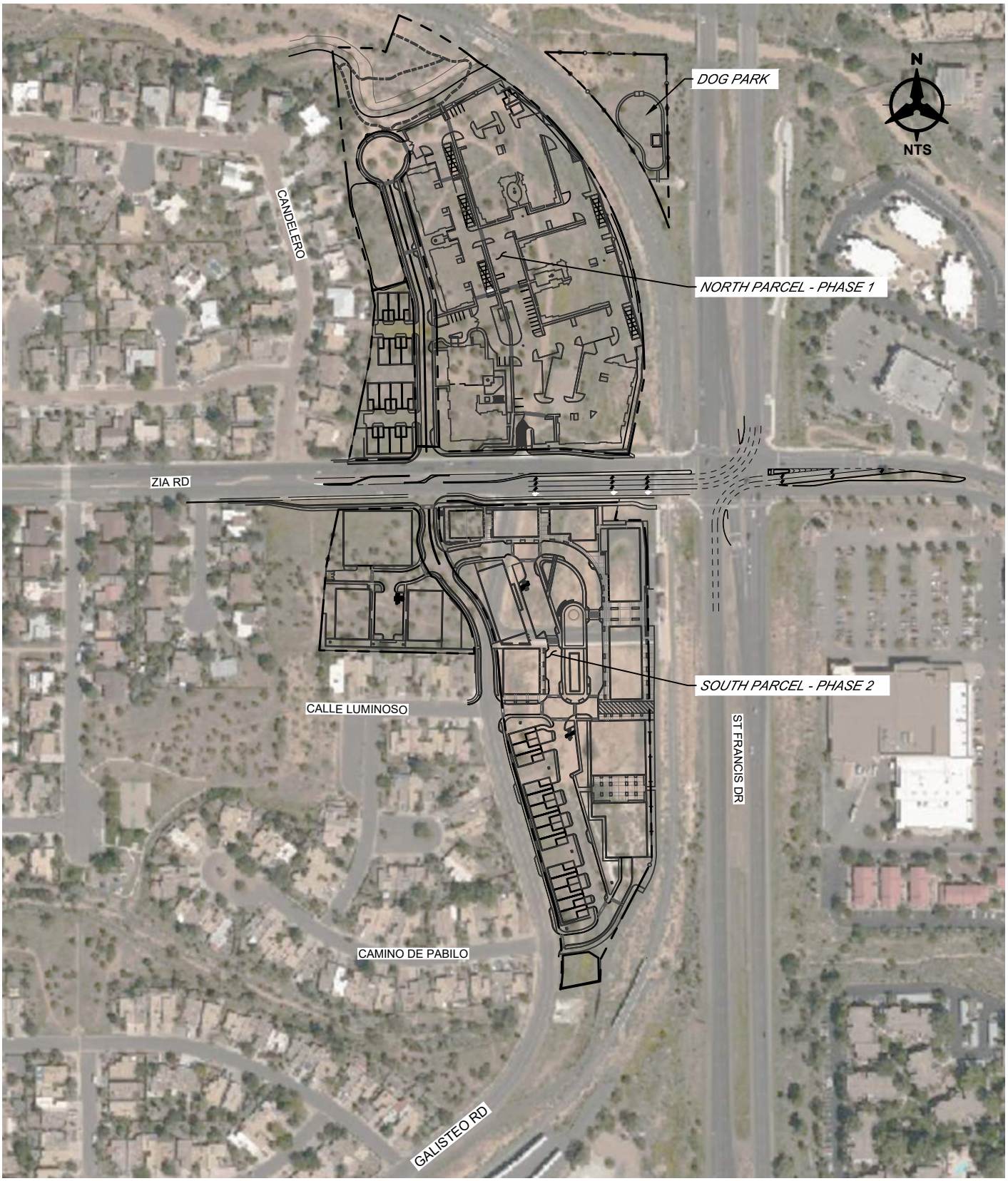
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP



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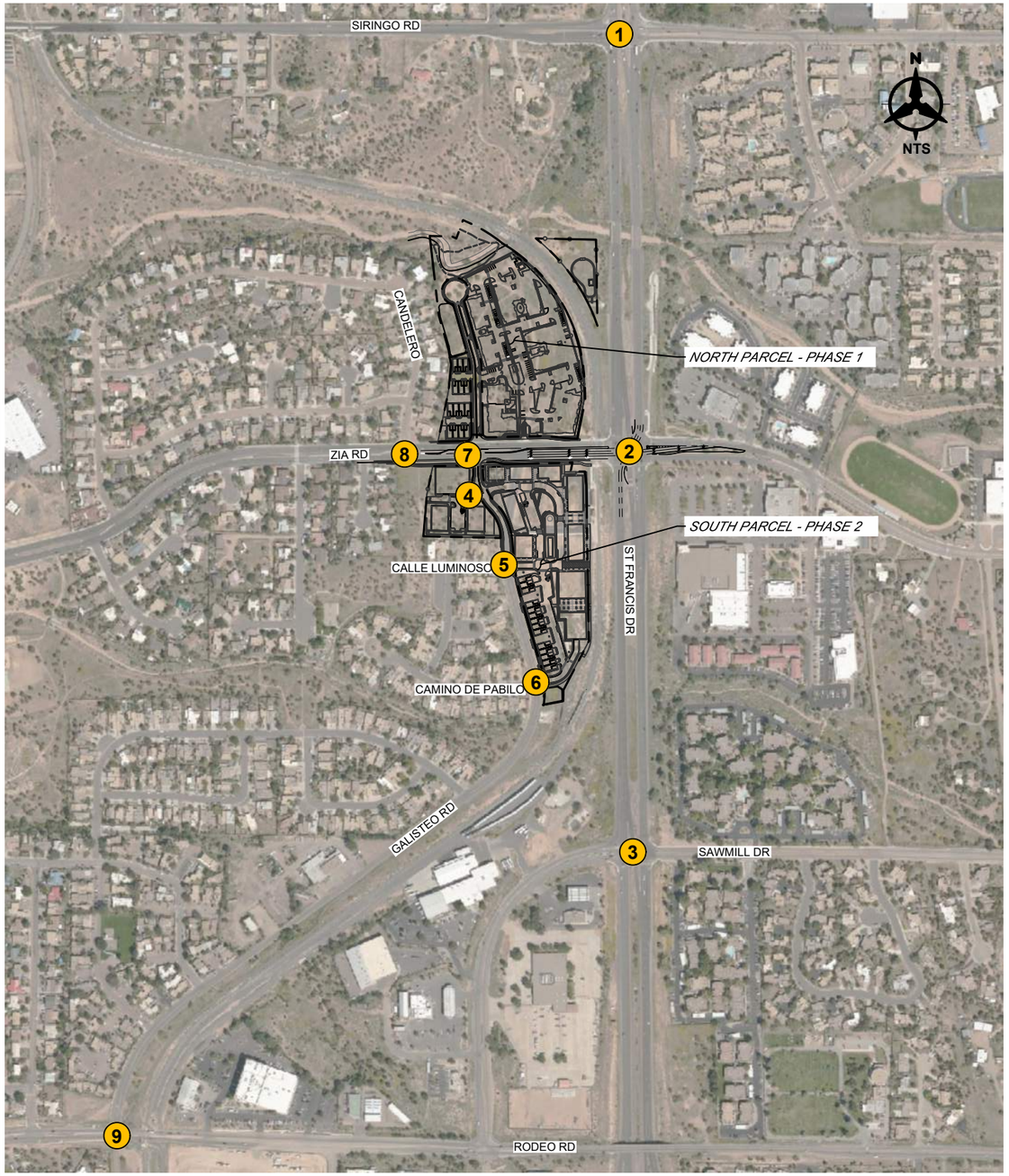
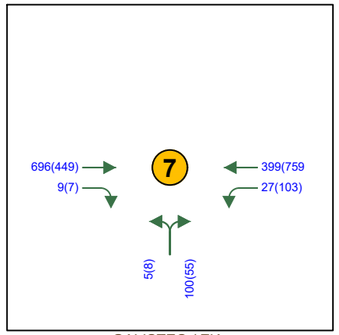
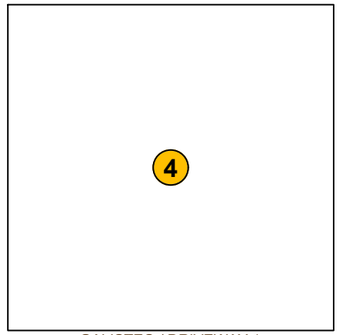
ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

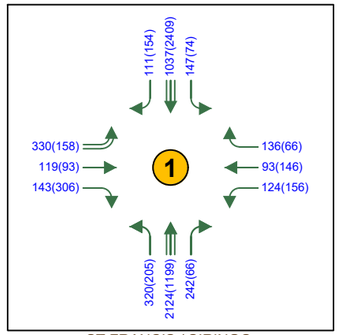




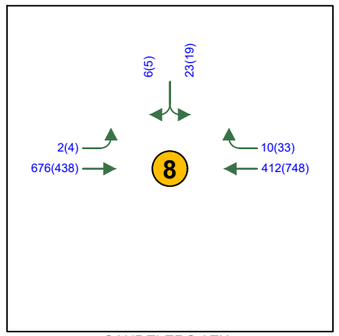
GALISTEO / ZIA



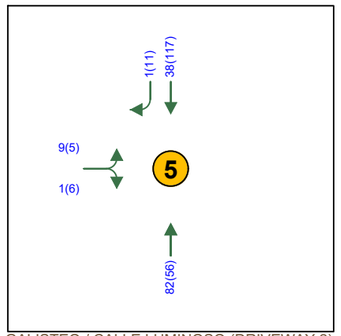
GALISTEO / DRIVEWAY 1



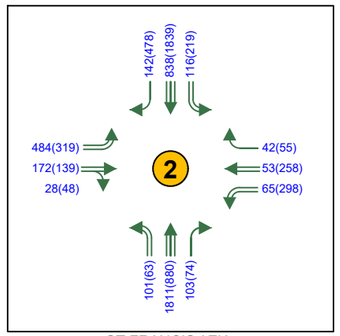
ST FRANCIS / SIRINGO



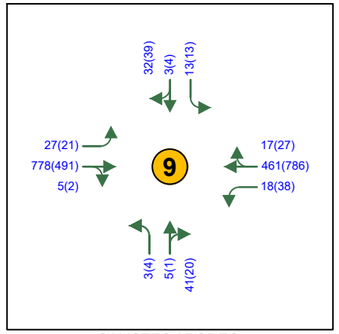
CANDELERO / ZIA



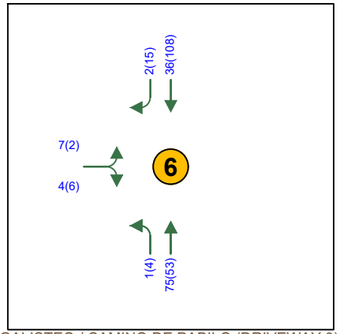
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



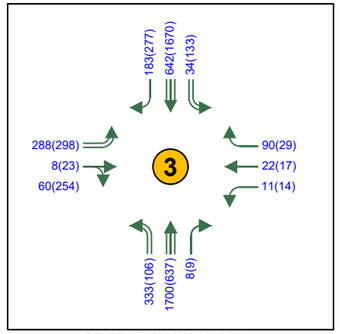
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
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FIGURE 3
2019 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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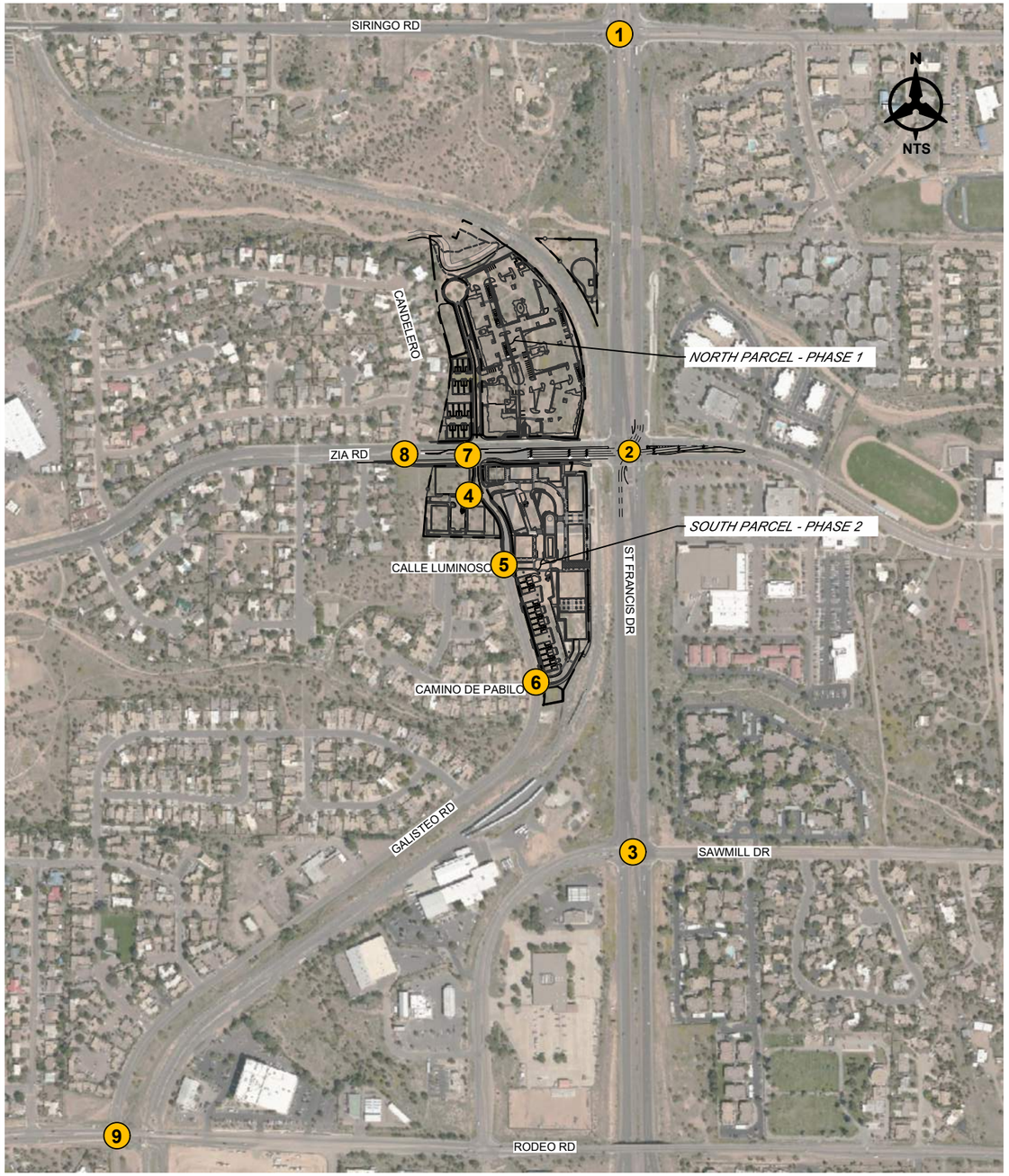
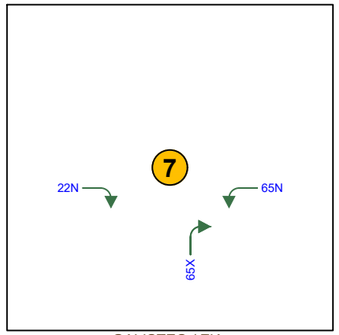
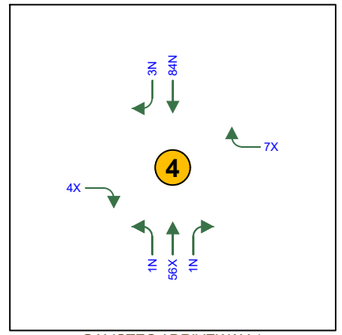
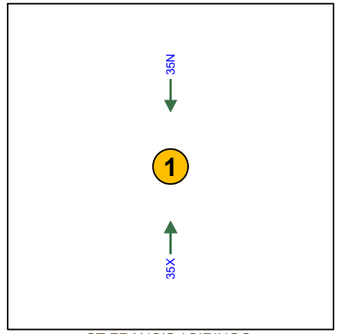




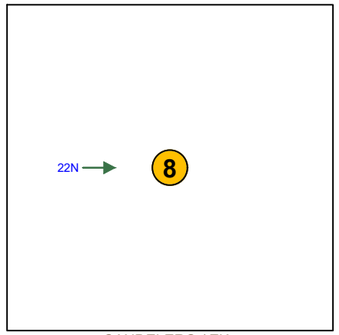
GALISTEO / ZIA



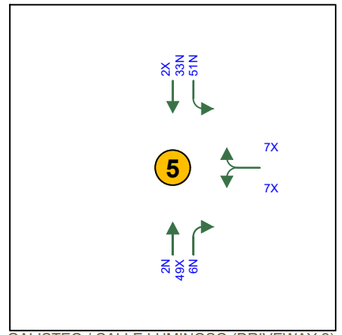
GALISTEO / DRIVEWAY 1



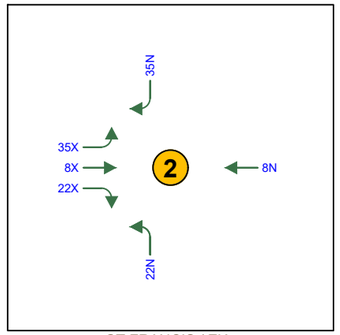
ST FRANCIS / SIRINGO



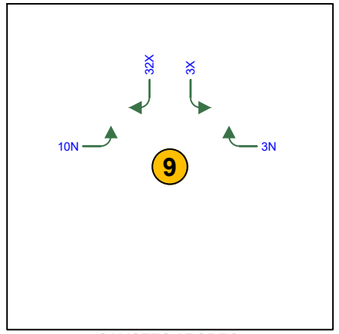
CANDELERO / ZIA



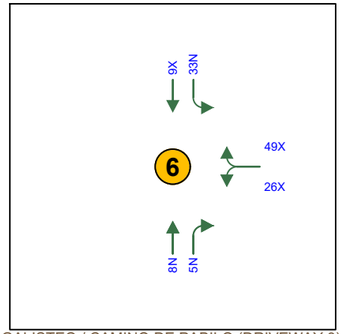
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



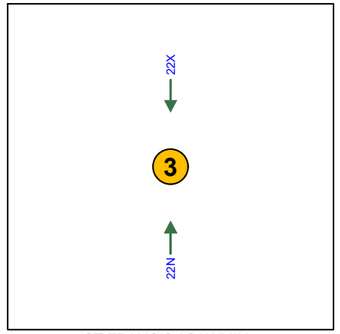
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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

FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE

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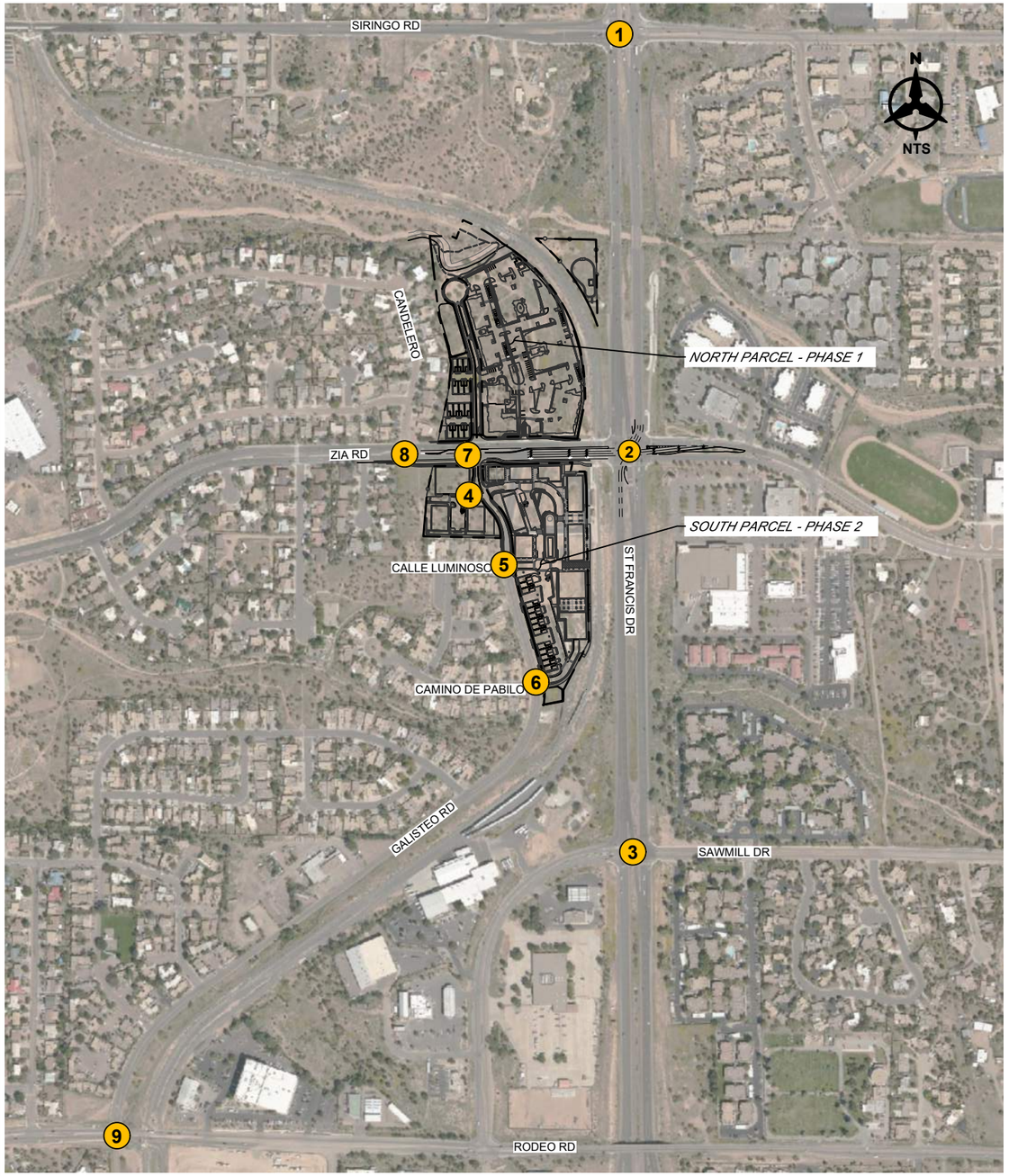
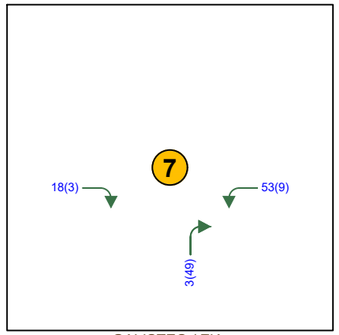
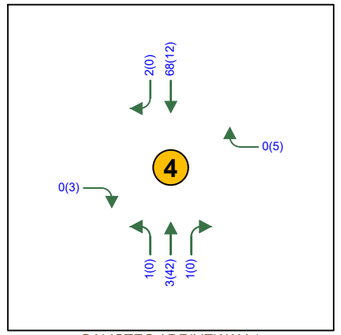
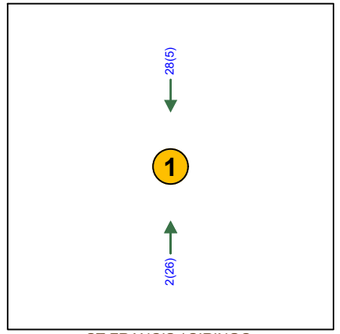




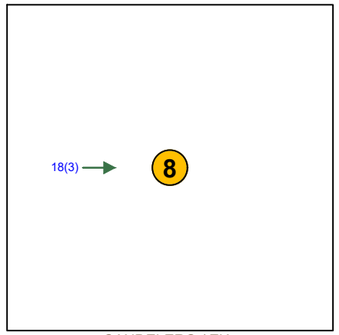
GALISTEO / ZIA



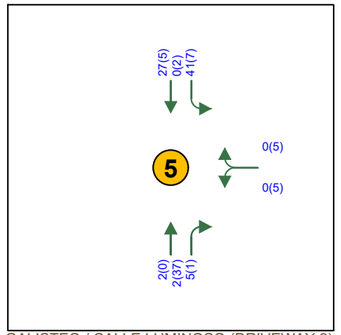
GALISTEO / DRIVEWAY 1



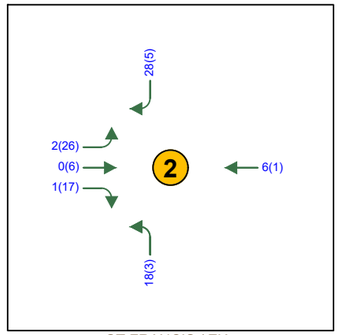
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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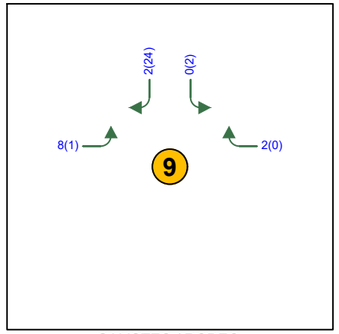

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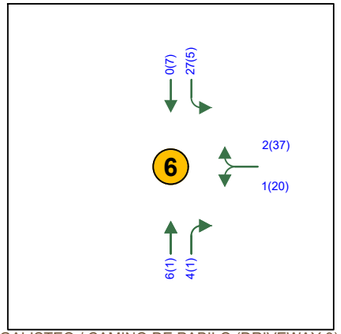

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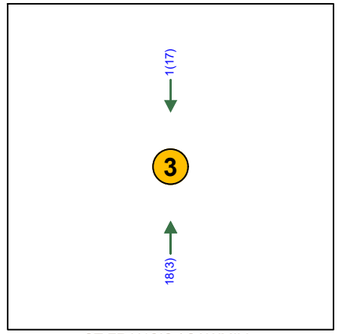

ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
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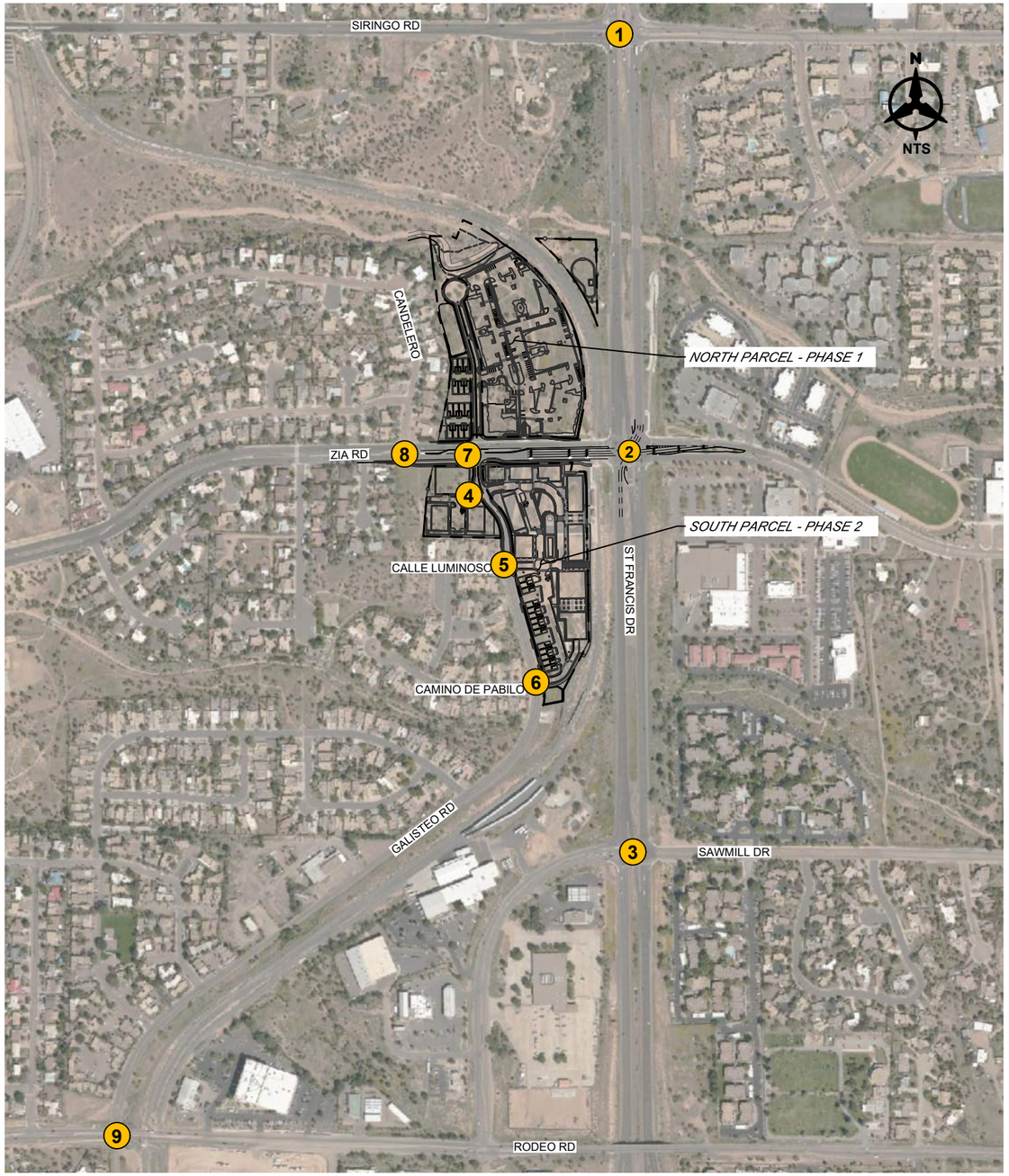
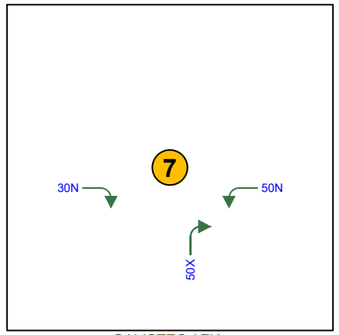
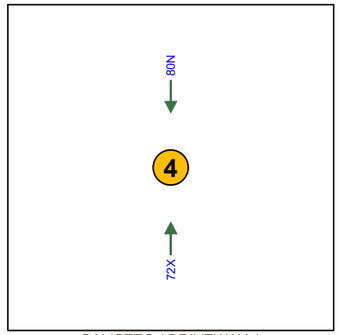
FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE





GALISTEO / ZIA



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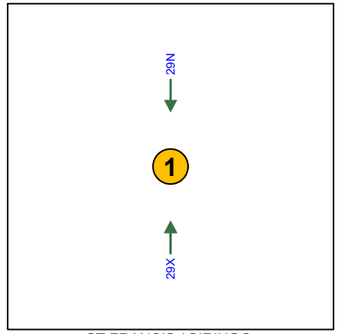
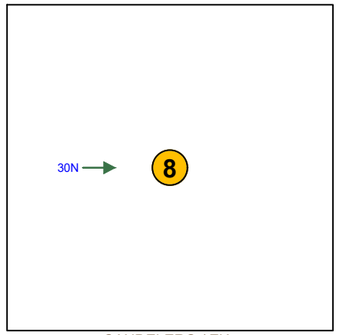
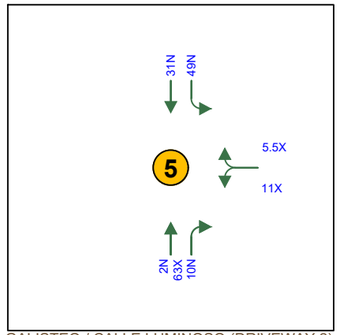


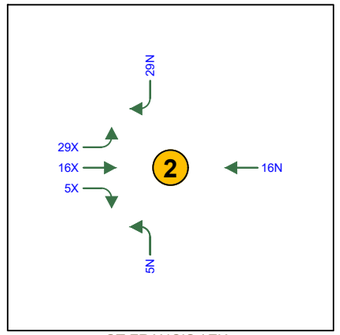
ST FRANCIS / SIRINGO



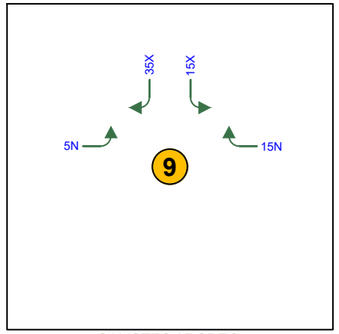
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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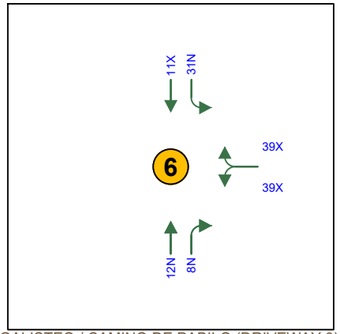
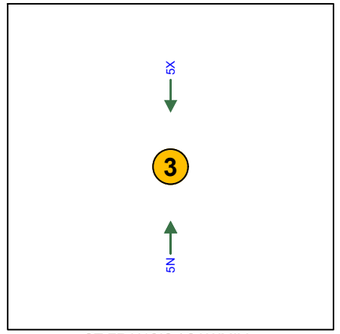


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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SITE TRAFFIC ANALYSIS

FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL

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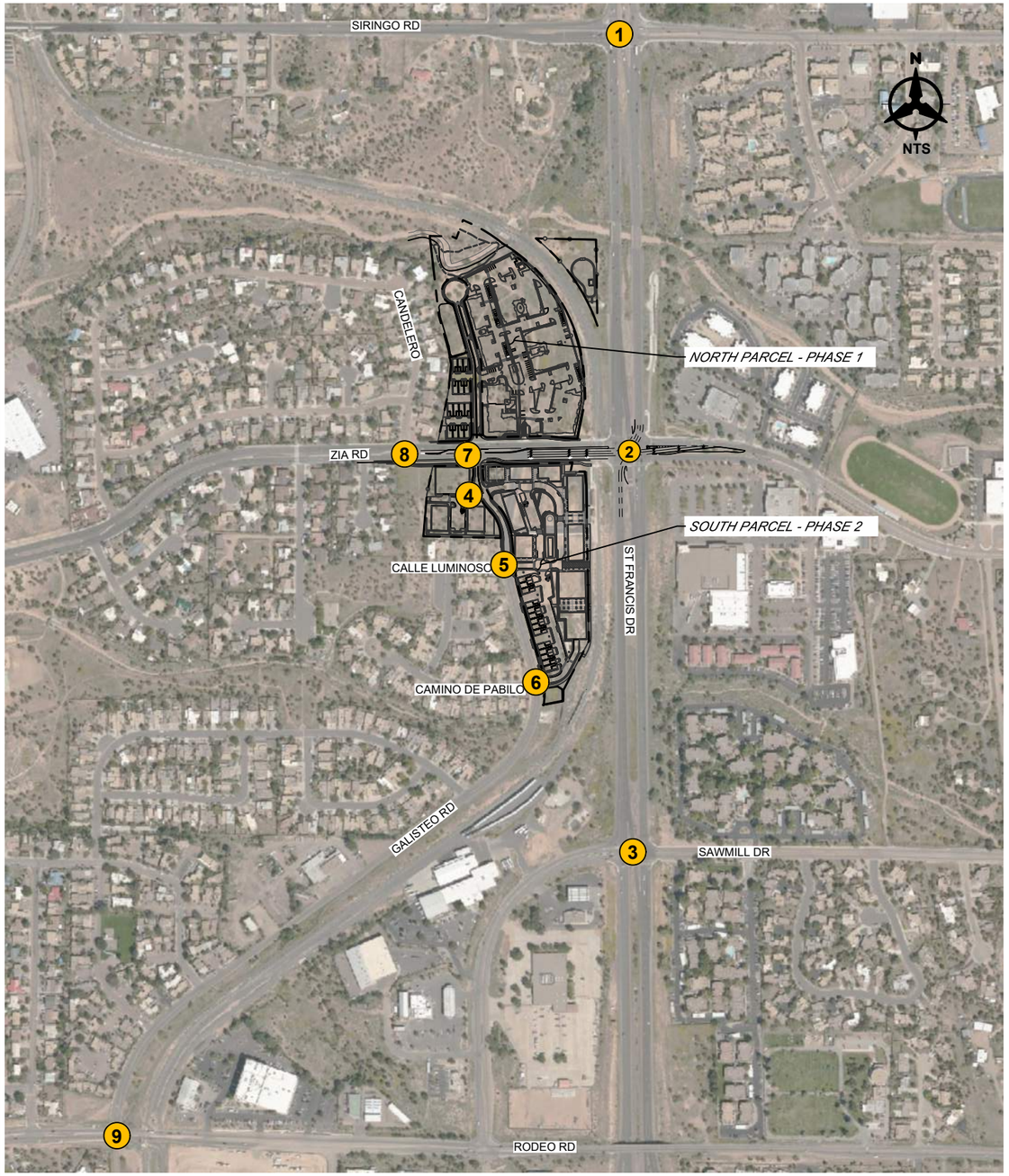
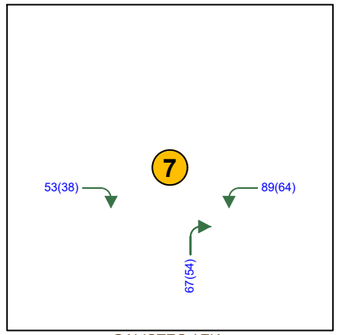
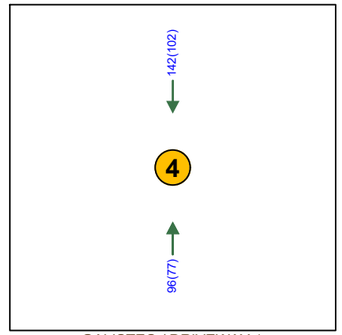
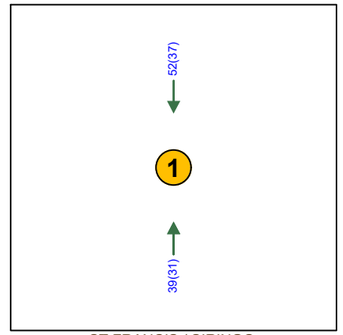




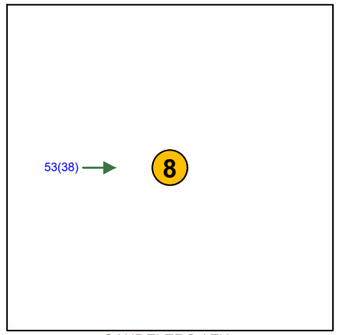
GALISTEO / ZIA



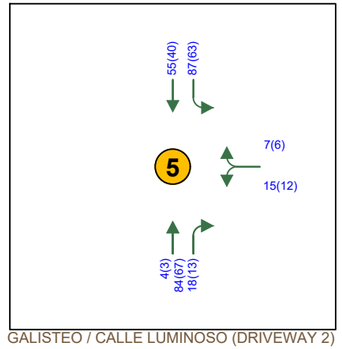
GALISTEO / DRIVEWAY 1



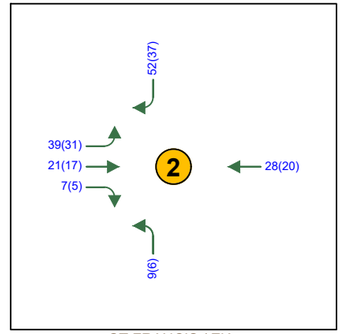
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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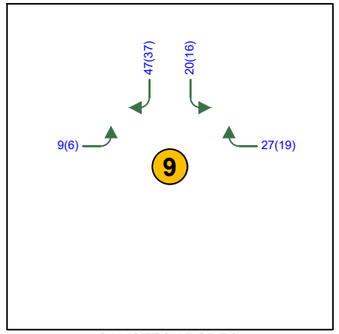

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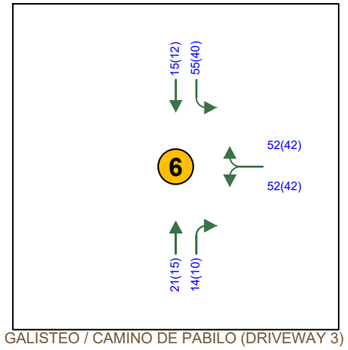
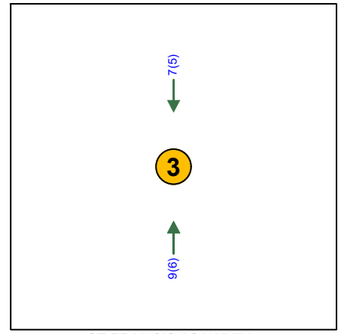


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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

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

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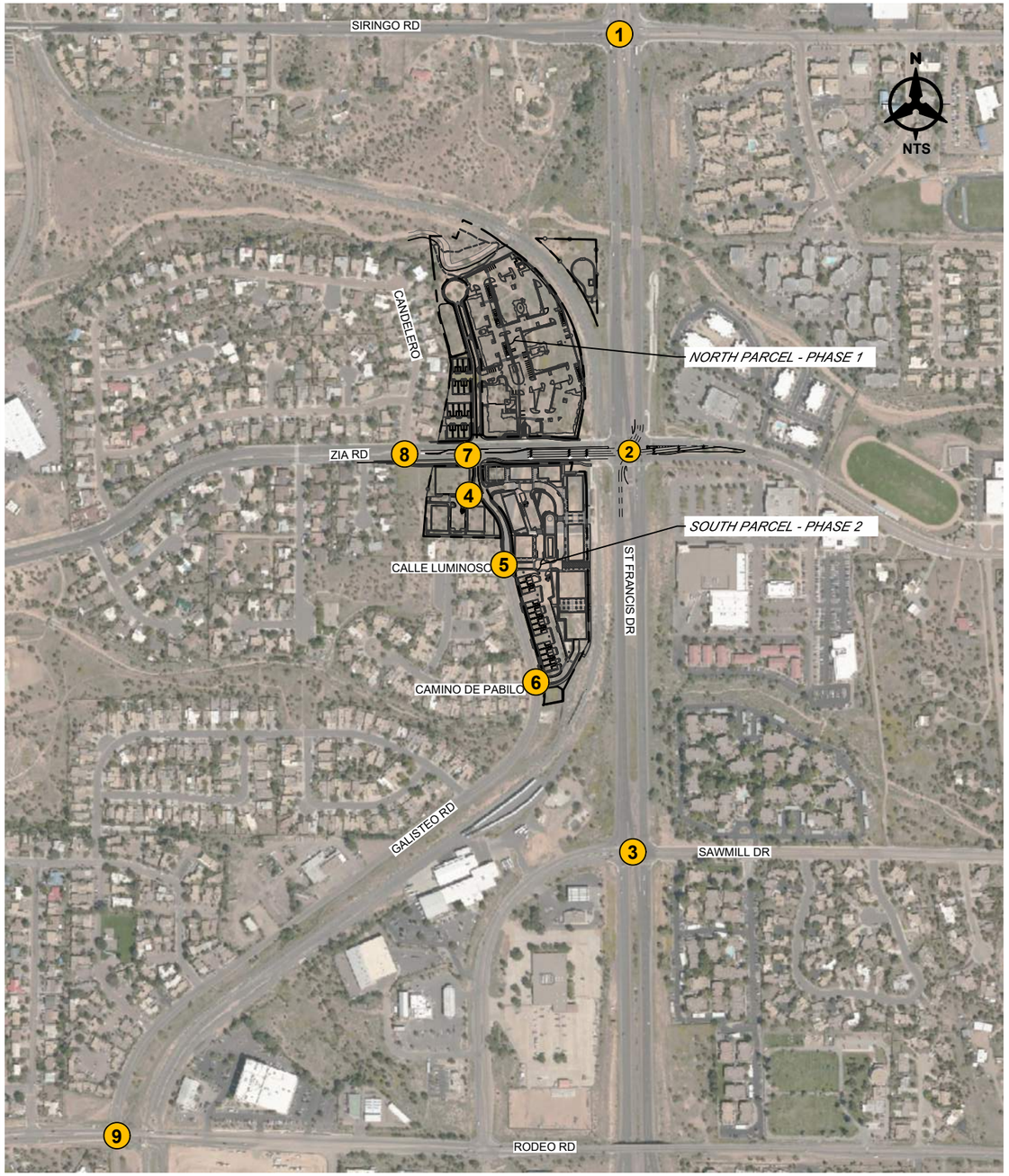
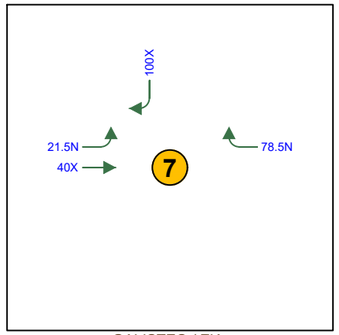
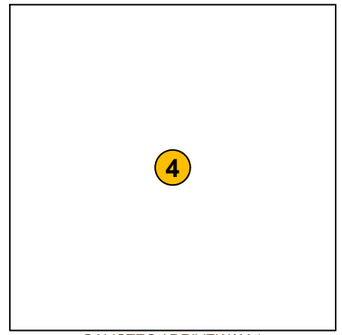
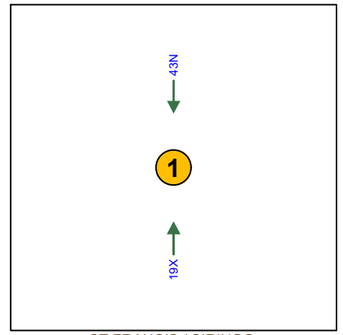




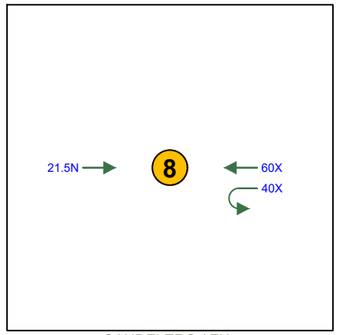
GALISTEO / ZIA



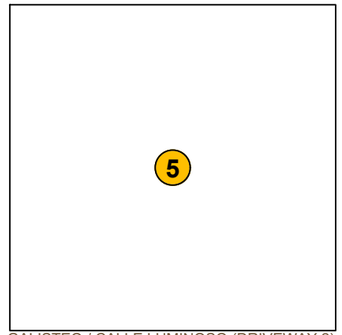
GALISTEO / DRIVEWAY 1



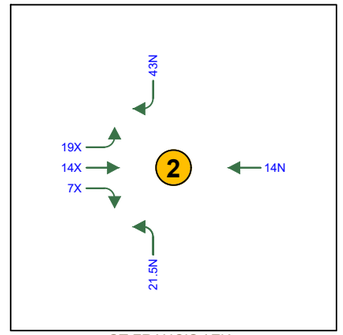
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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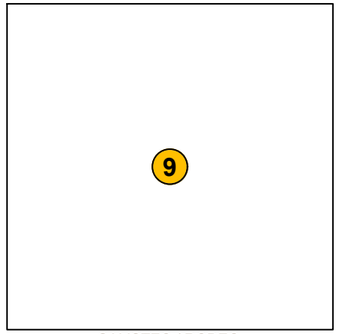

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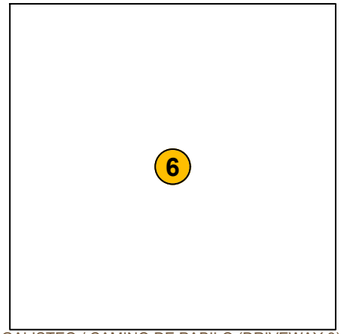
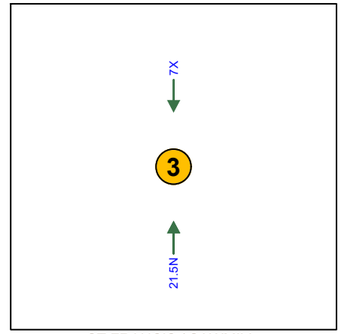


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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

FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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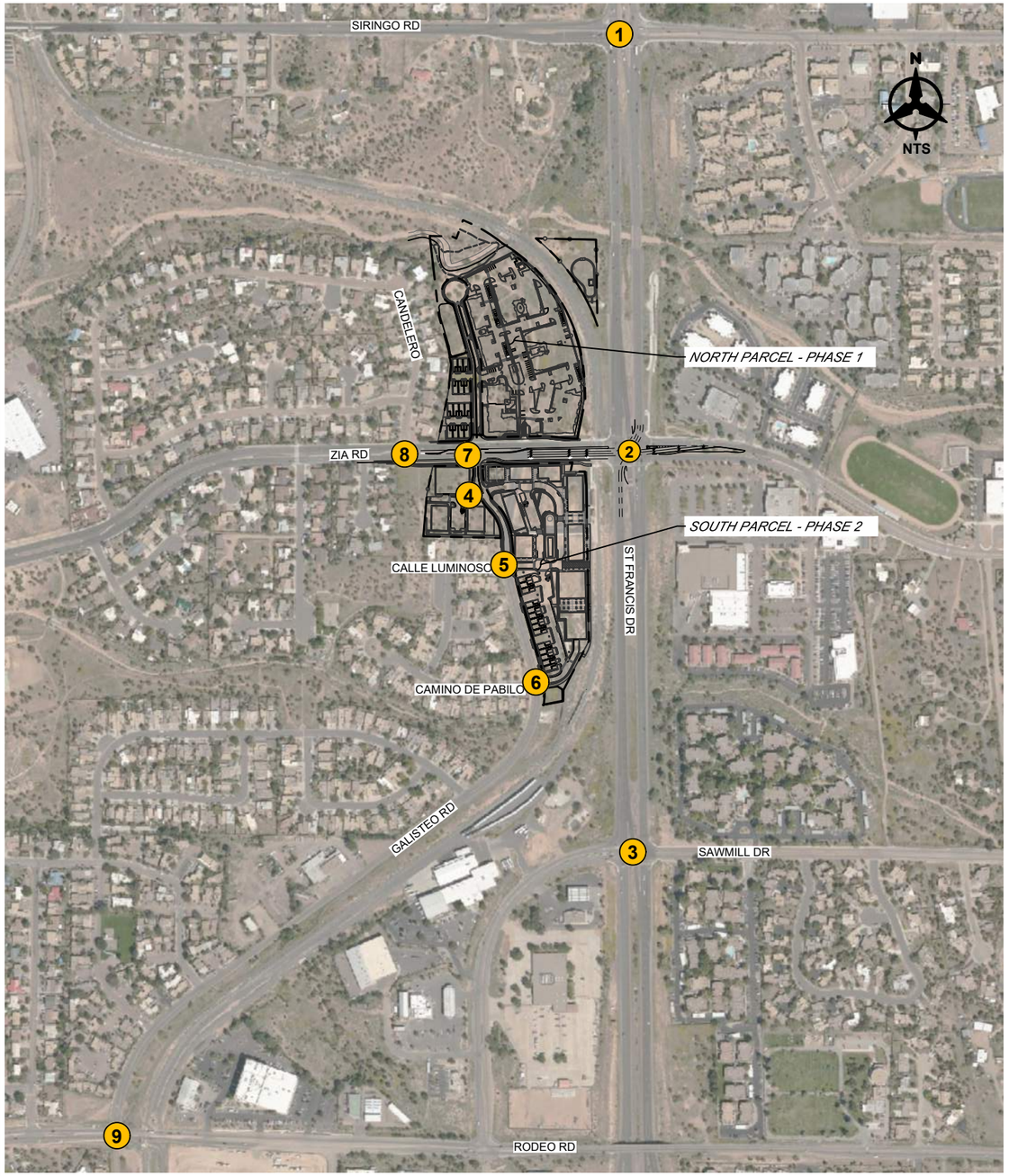

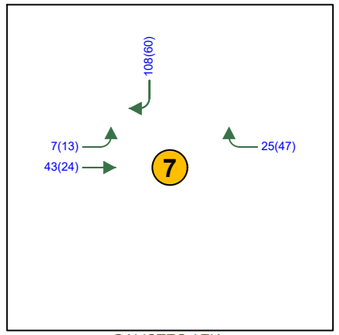

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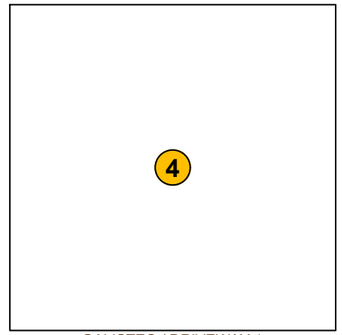

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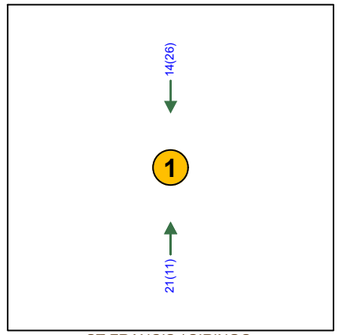
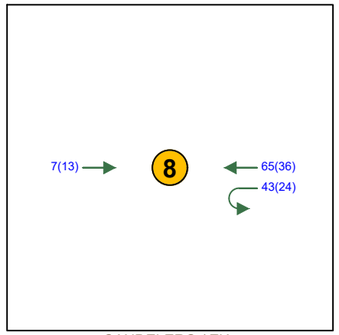
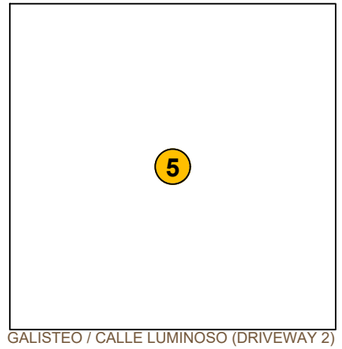


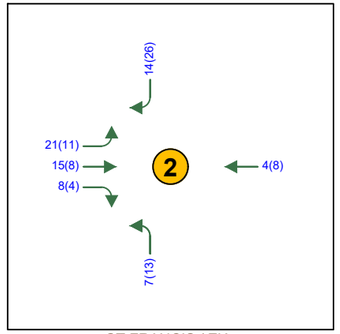
ST FRANCIS / SIRINGO



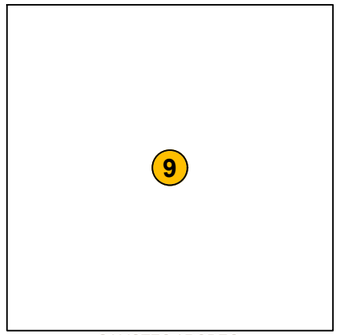
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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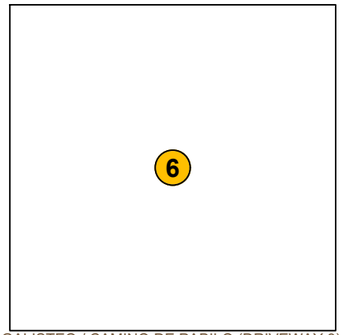
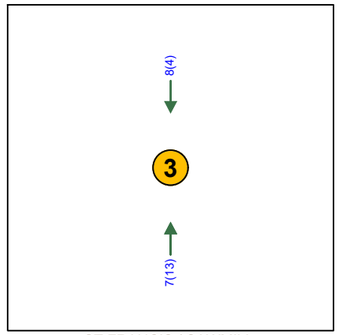


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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ZIA STATION TRAFFIC UPDATE ASR
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SITE TRAFFIC ANALYSIS

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

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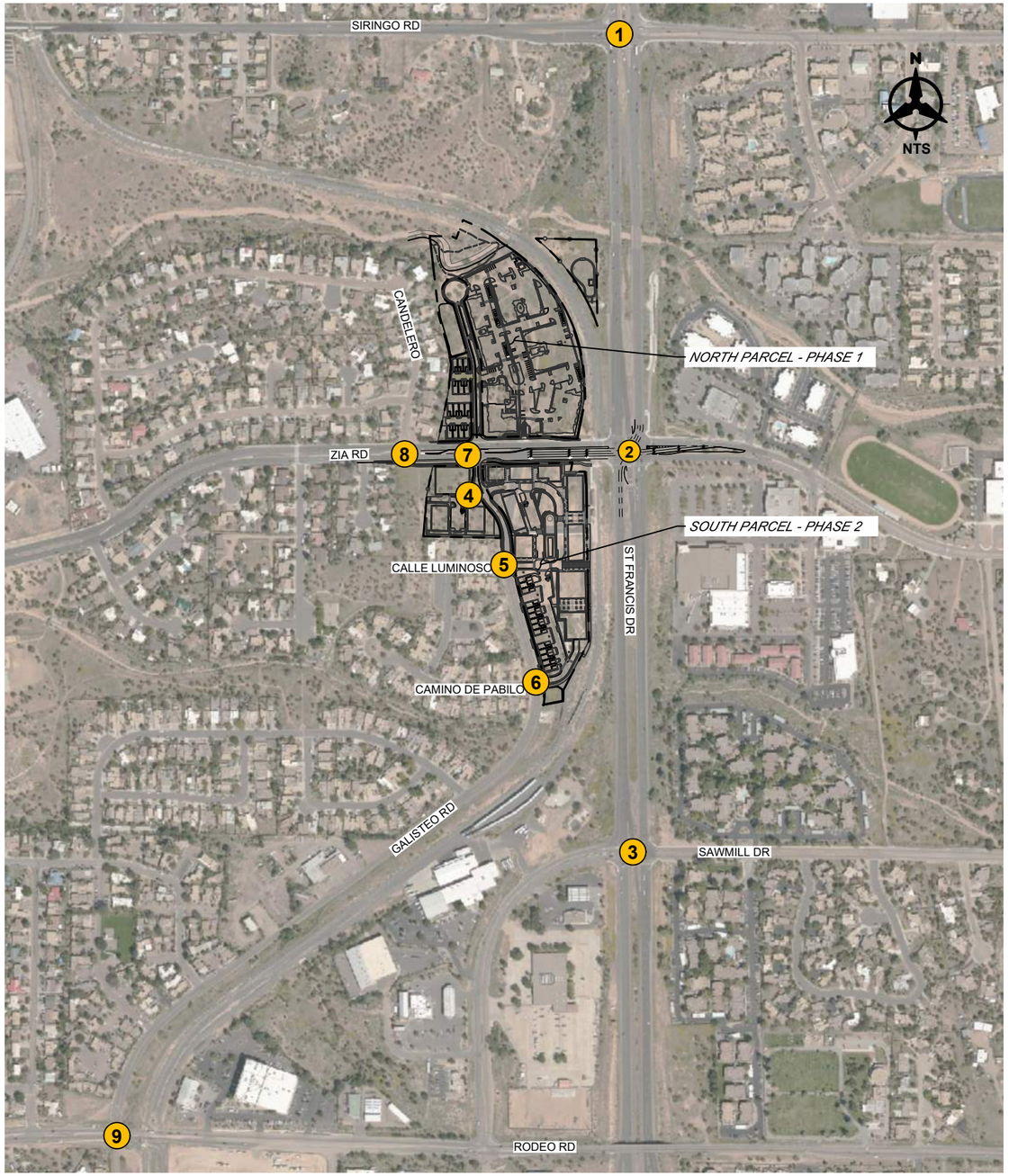

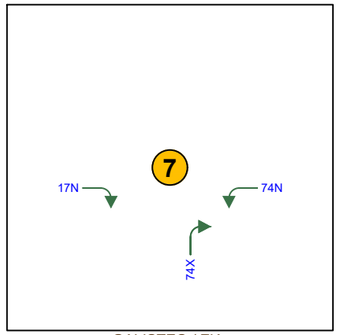

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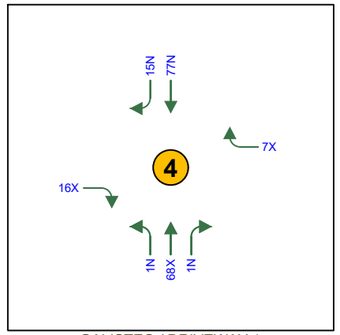
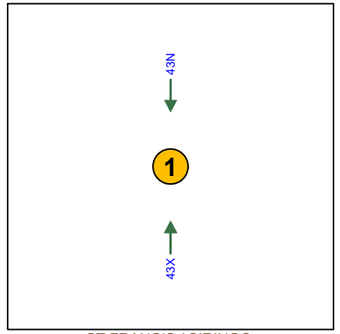
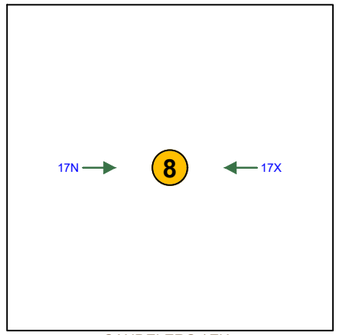


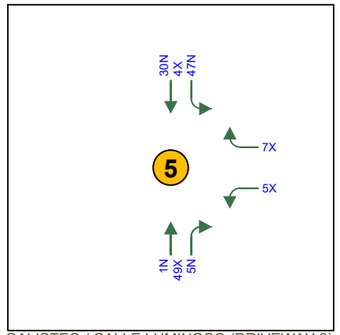
GALISTEO / DRIVEWAY 1



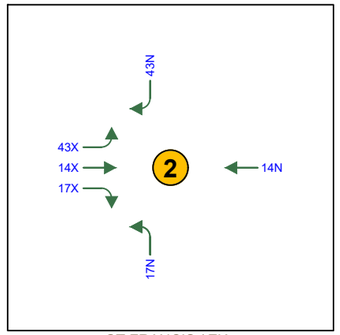
ST FRANCIS / SIRINGO



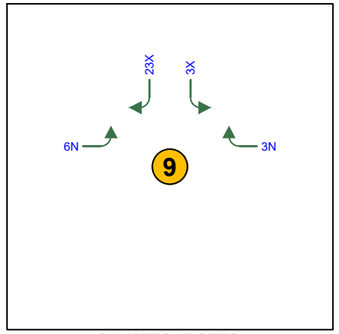
CANDELERO / ZIA



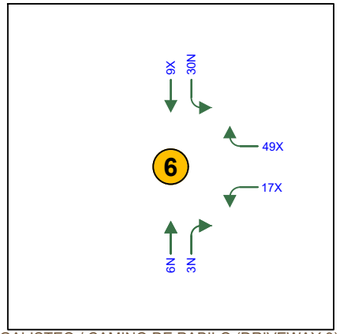
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



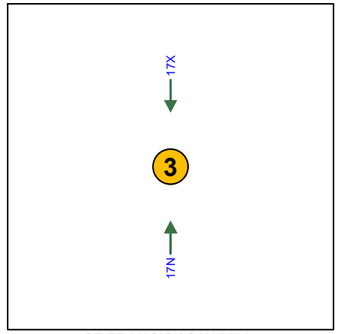
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

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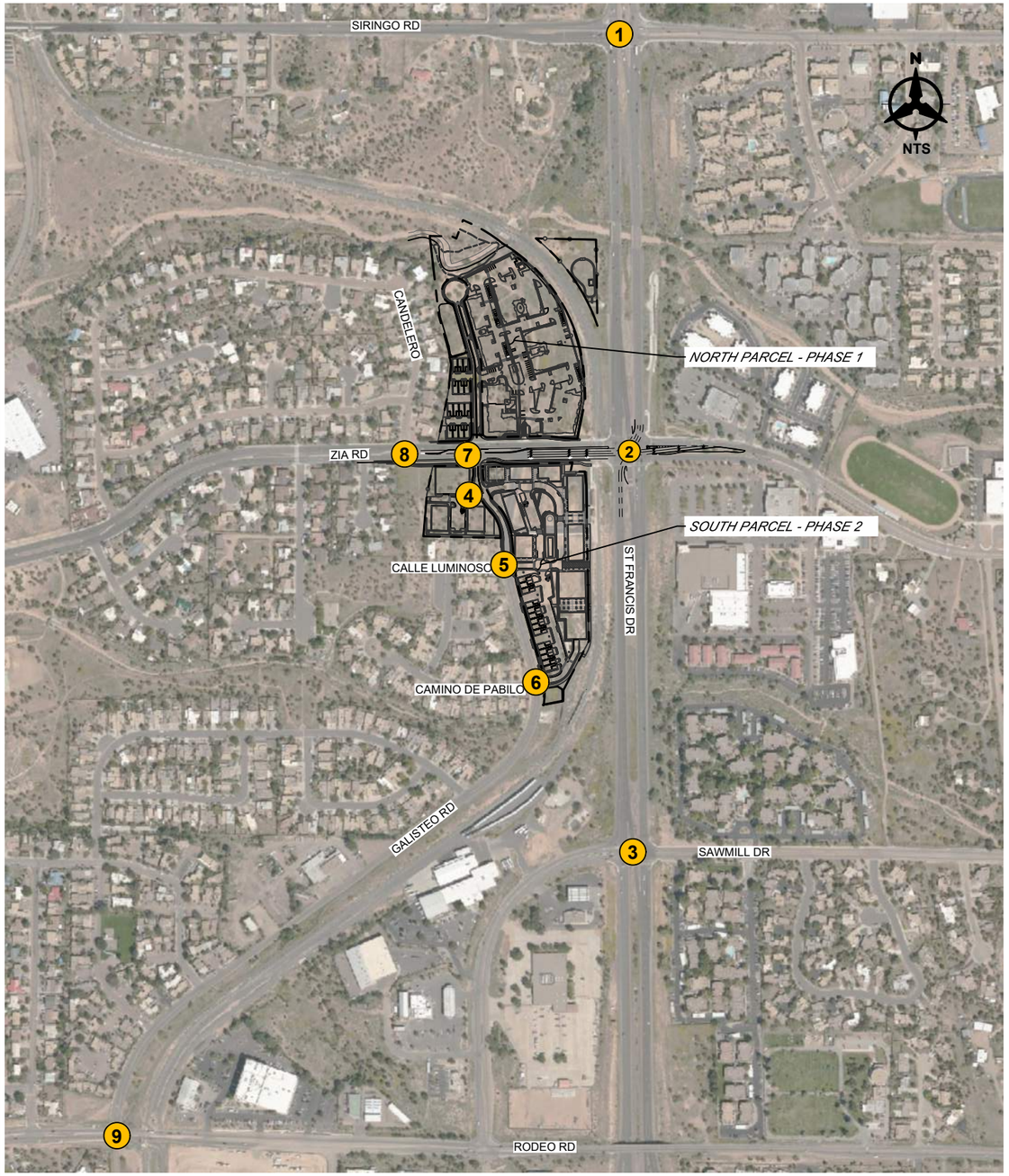
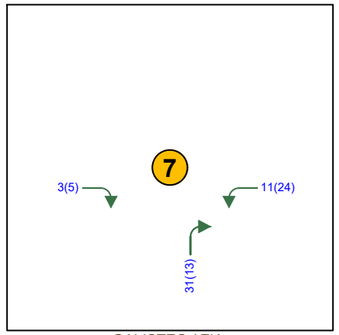
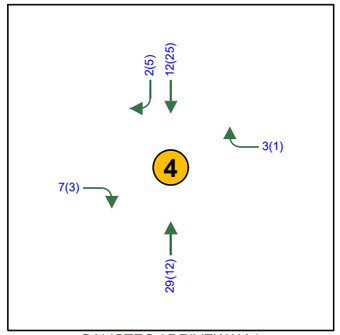
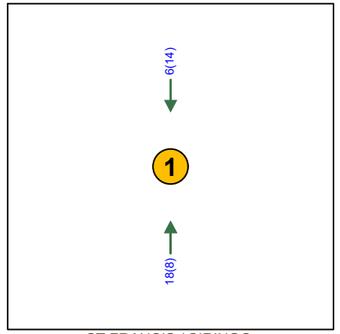




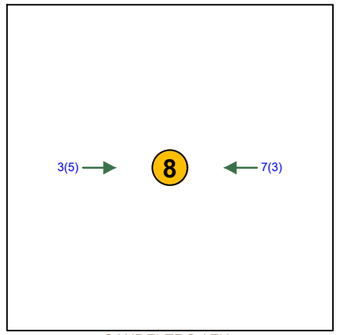
GALISTEO / ZIA



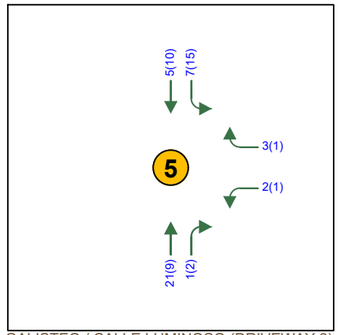
GALISTEO / DRIVEWAY 1



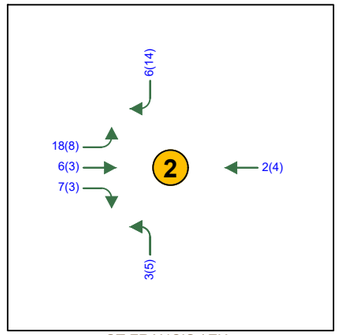
ST FRANCIS / SIRINGO



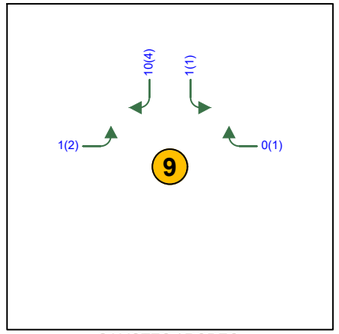
CANDELERO / ZIA



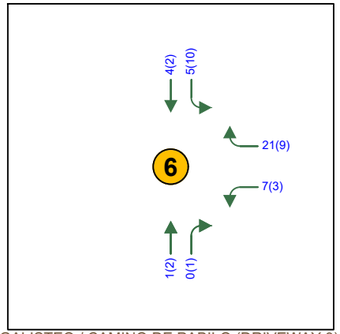
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



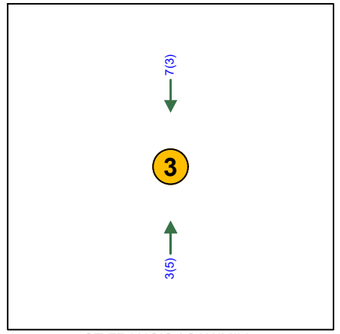
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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ZIA STATION TRAFFIC UPDATE ASR
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FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT VOLUMES AM (PM) - RESIDENTIAL SOUTH

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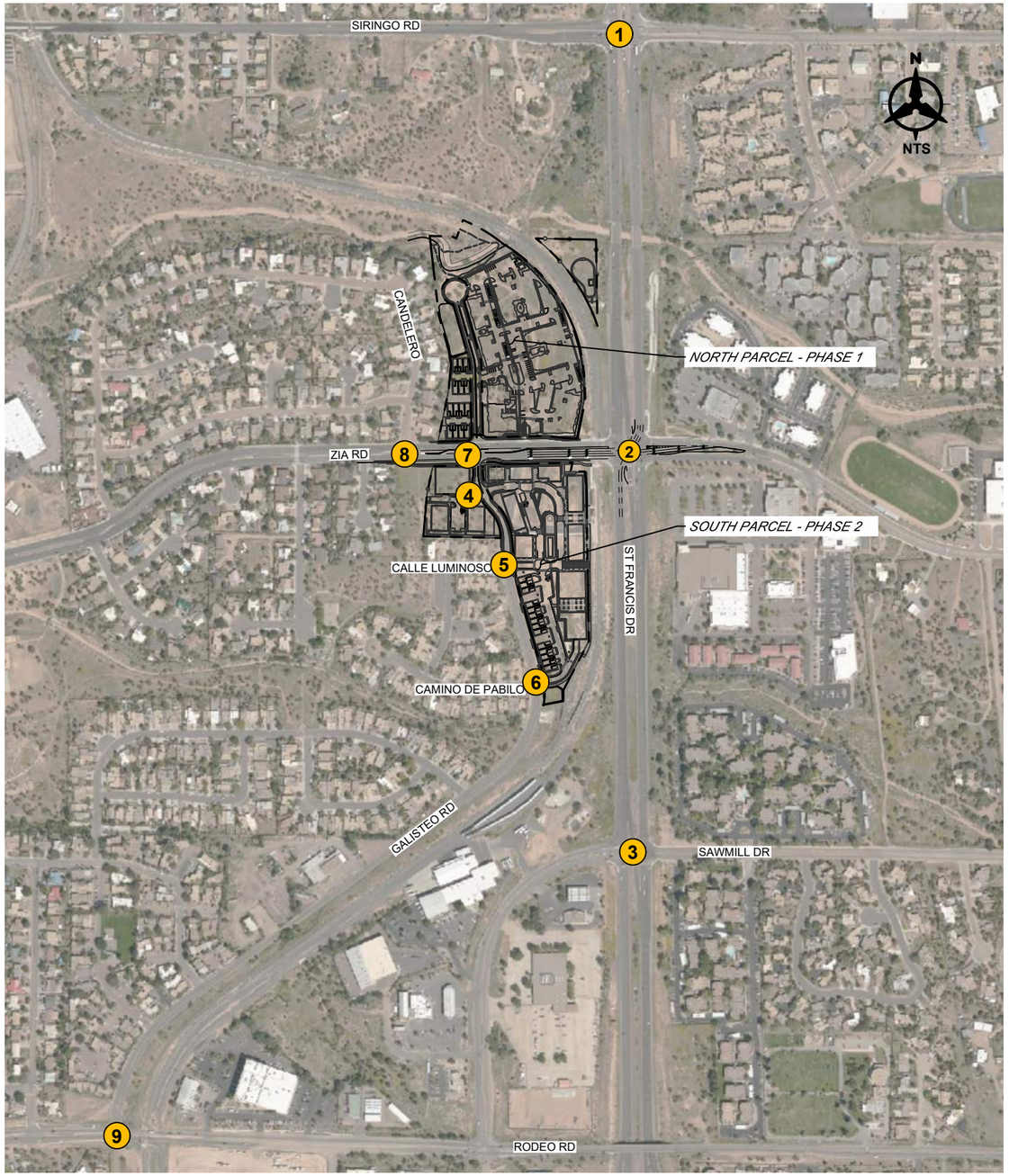
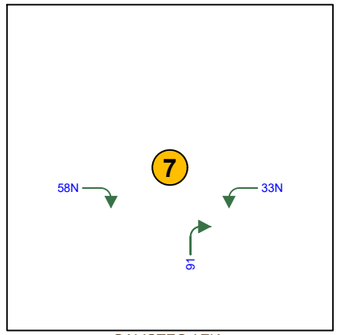
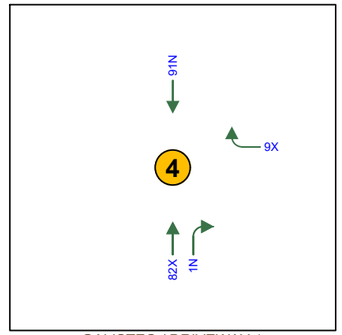
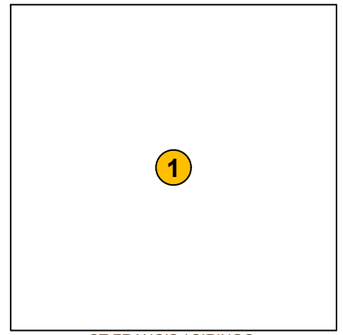




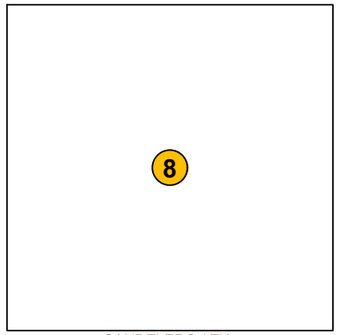
GALISTEO / ZIA



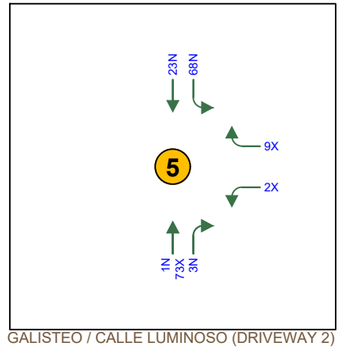
GALISTEO / DRIVEWAY 1



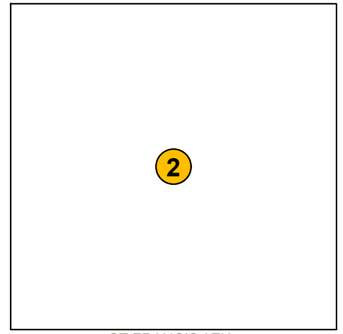
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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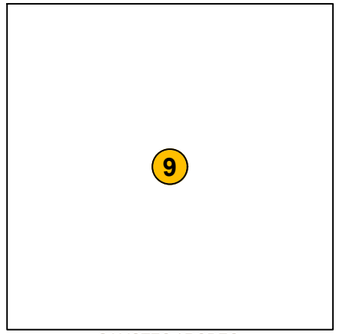
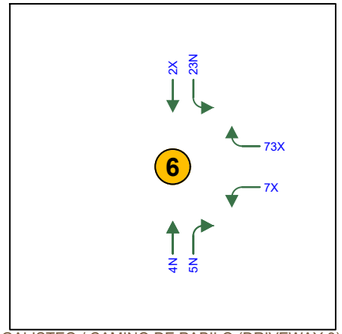
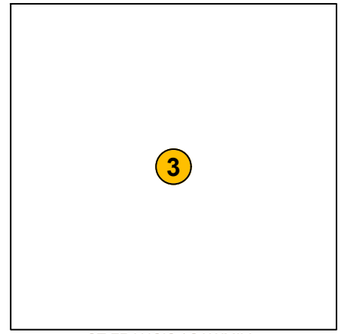


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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SANTA FE, NEW MEXICO
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FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY

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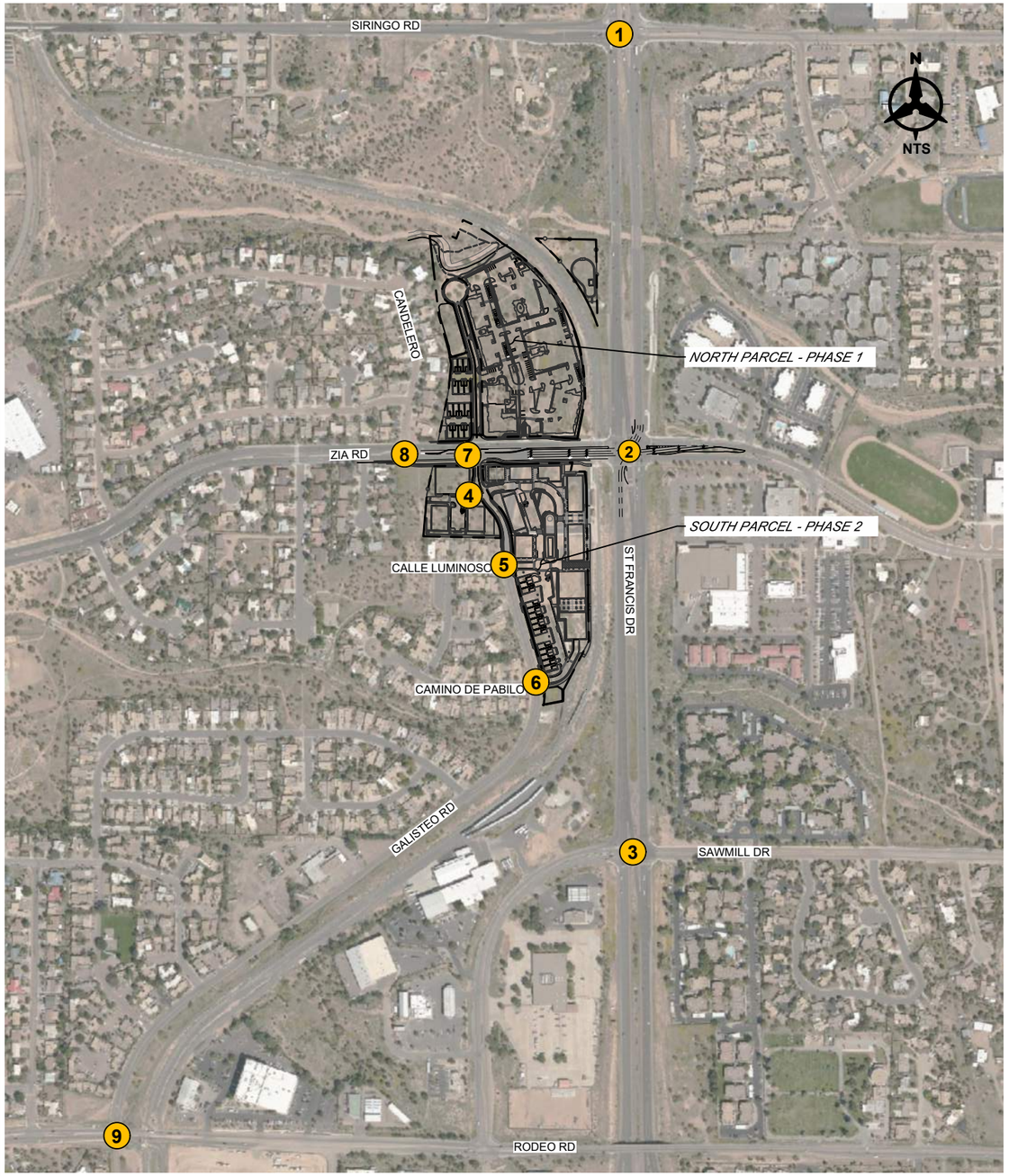
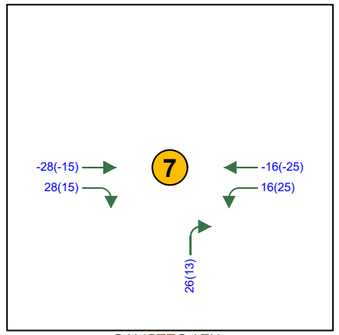
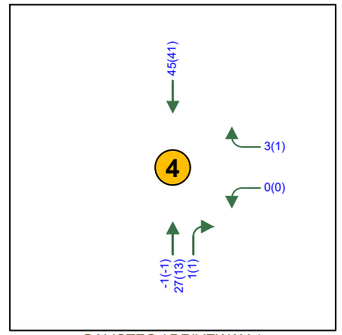
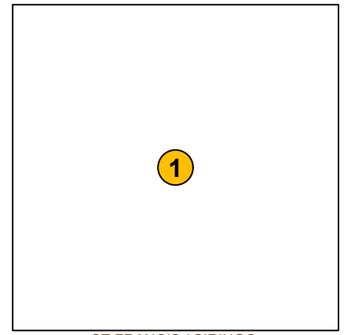




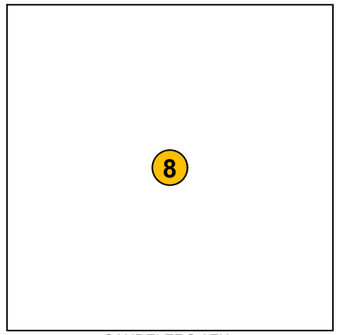
GALISTEO / ZIA



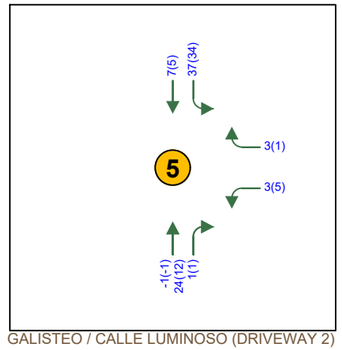
GALISTEO / DRIVEWAY 1



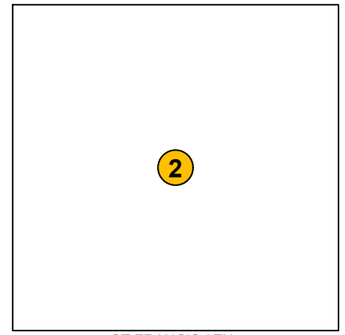
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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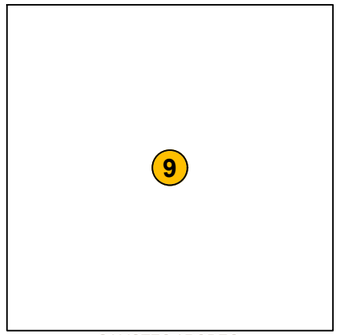
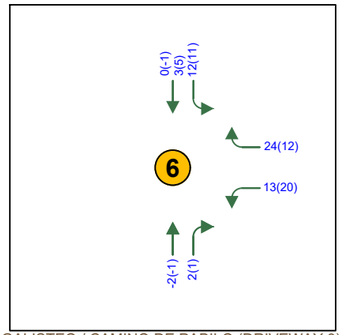
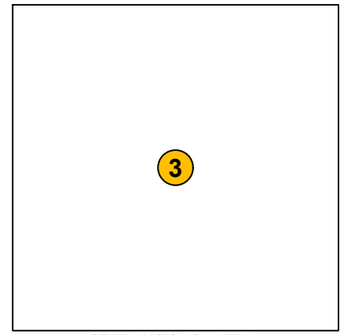


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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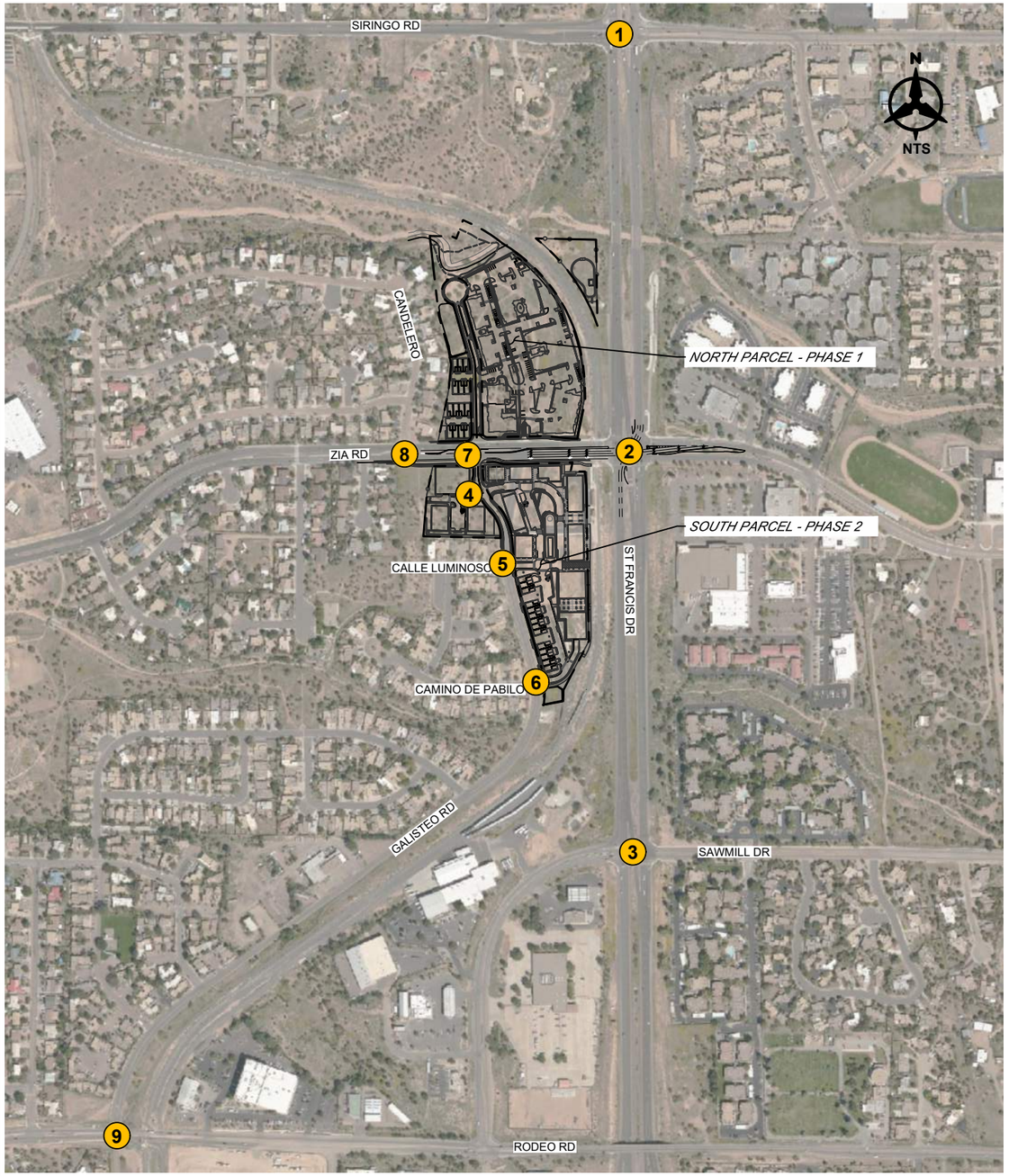
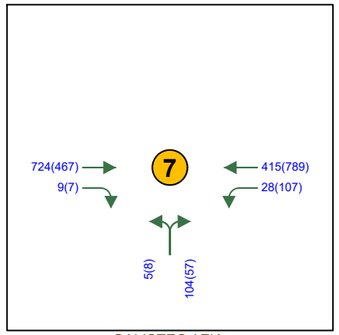
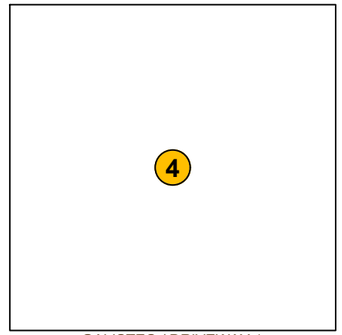
SITE TRAFFIC ANALYSIS

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

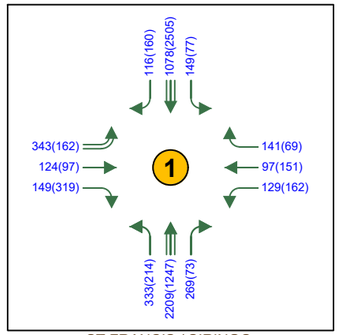




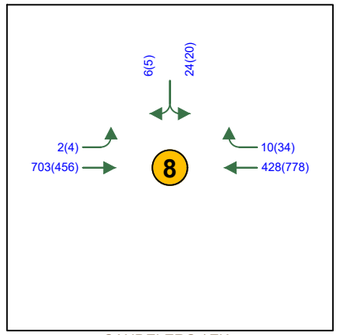
GALISTEO / ZIA



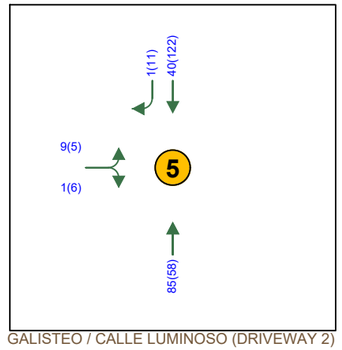
GALISTEO / DRIVEWAY 1



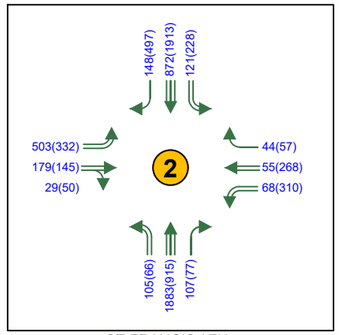
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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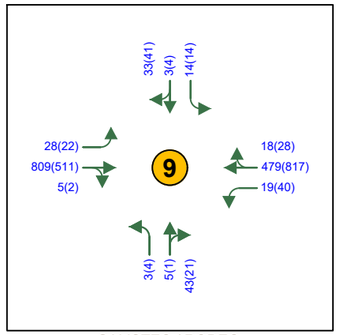
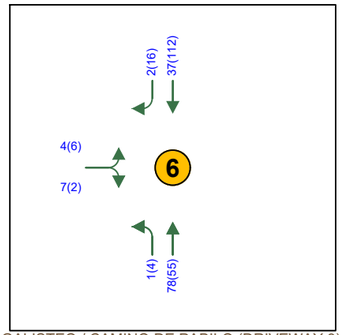
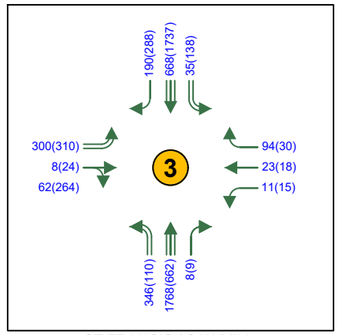


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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ZIA STATION TRAFFIC UPDATE ASR
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SITE TRAFFIC ANALYSIS

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

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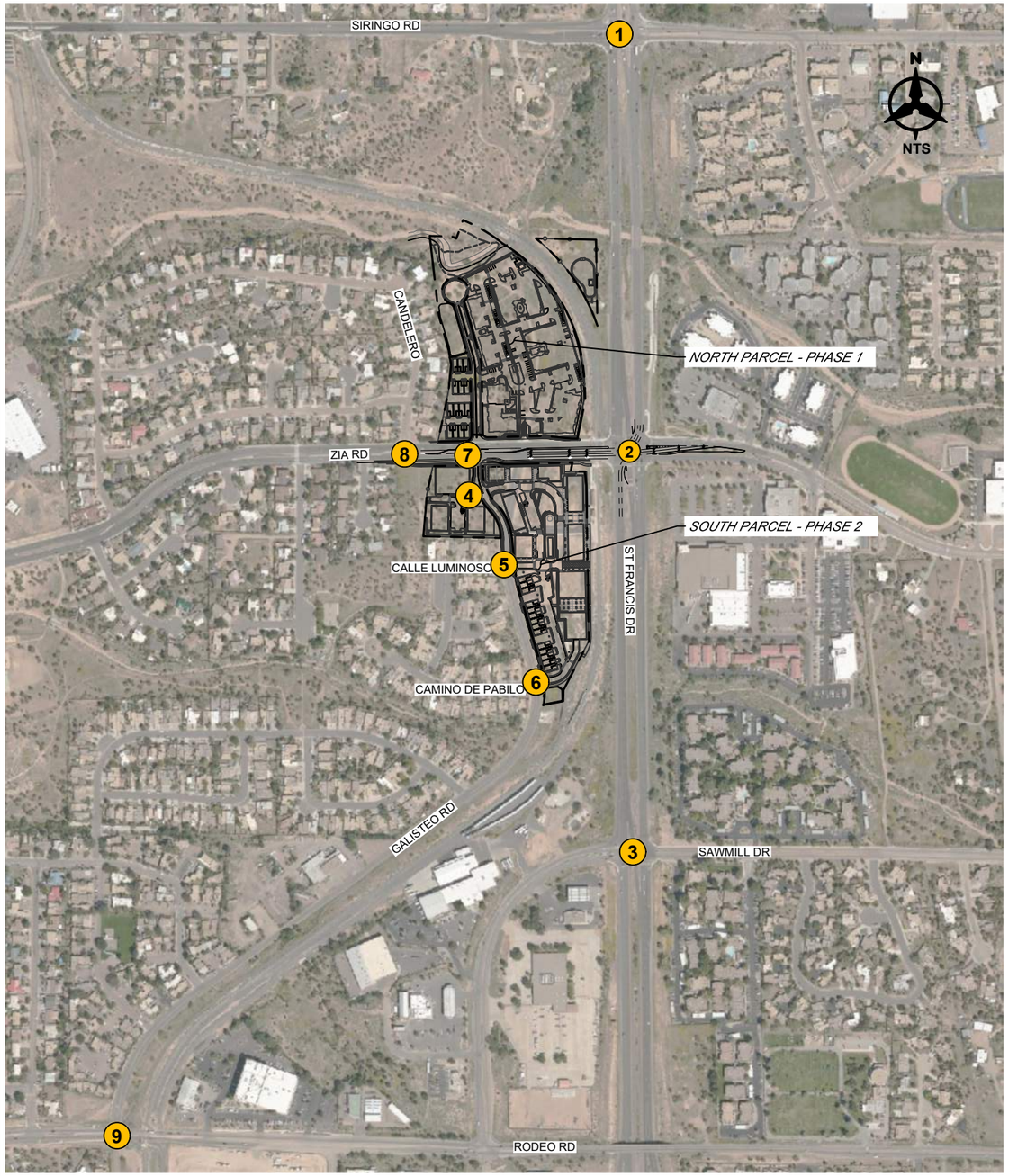
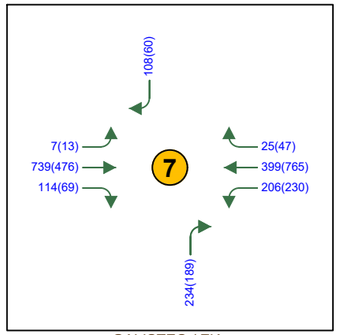
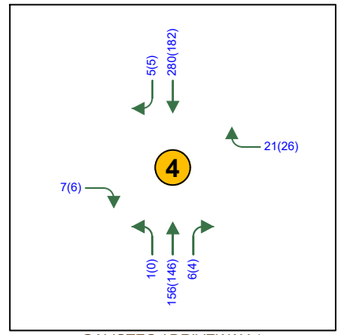
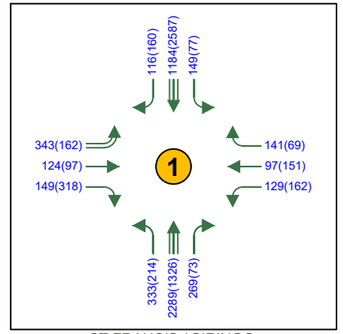




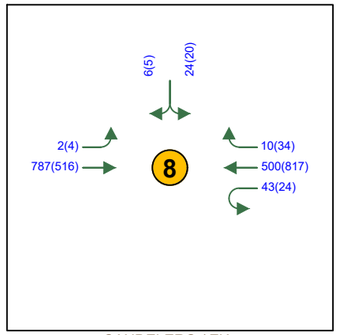
GALISTEO / ZIA



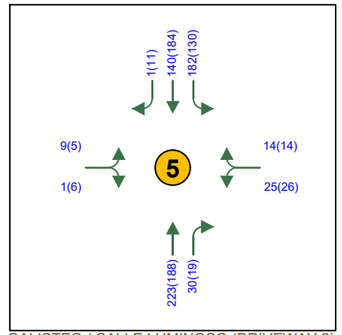
GALISTEO / DRIVEWAY 1



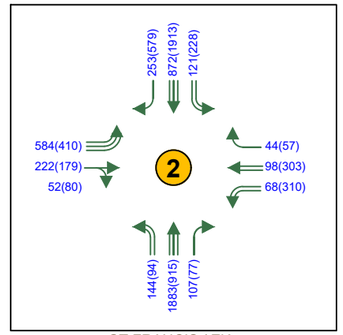
ST FRANCIS / SIRINGO



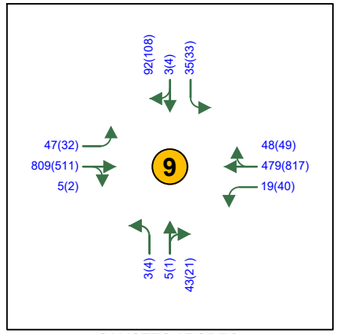
CANDELERO / ZIA



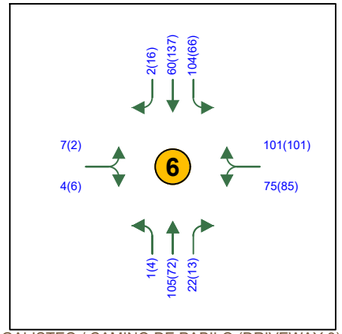
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



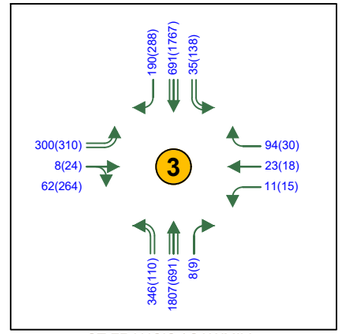
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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

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

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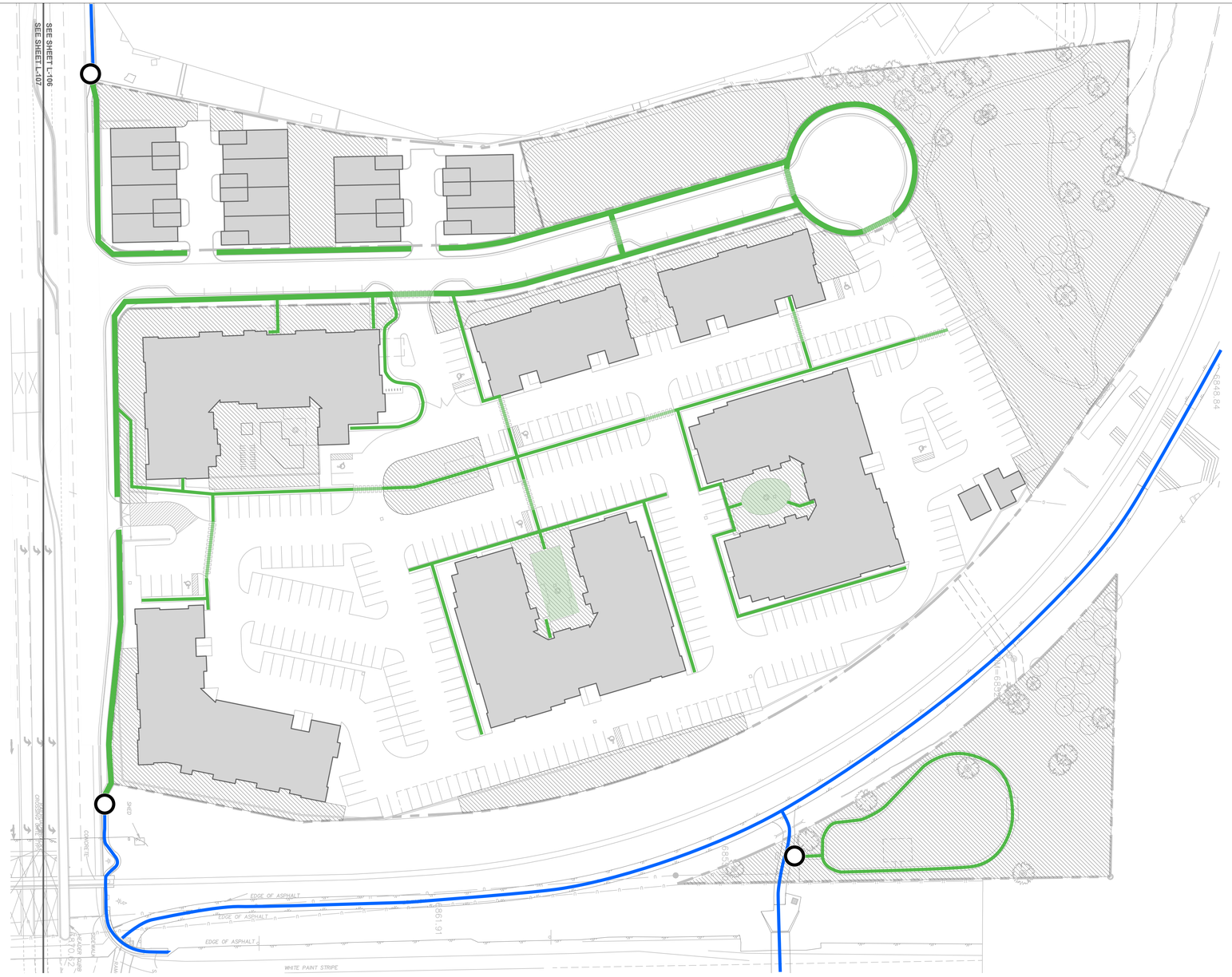

LEGEND

PROPERTY BOUNDARY

COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS

SIDEWALK / URBAN TRAIL (EXISTING)

PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-6' WIDTH)

INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)

PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

APARTMENTS - OPEN SPACE

LOT AREA (TRACT I + J)	442,499 SF	
OPEN SPACE - REQUIRED	23,250 SF	93 UNITS x 250 SF
OPEN SPACE - PROPOSED	168,708 SF	38.1% OF LOT AREA

* OPEN SPACE INCLUDES DETENTION POND, DOG PARK, INTERNAL PRIVATE COURTYARDS, STREETSCAPE AREAS, AND OPEN SPACE AREAS GREATER THAN 15' X 15'

TOWNHOMES - OPEN SPACE

LOT AREA (TRACT H)	32,579 SF	
OPEN SPACE - REQUIRED	3,000 SF	14 UNITS x 250 SF
OPEN SPACE - PROVIDED	9,120 SF	28.0 OF LOT AREA

* OPEN SPACE INCLUDES INTERNAL COURTYARDS AND OPEN OPEN SPACE AREAS GREATER THAN 15' X 15'

OPEN SPACE (OVERALL PHASE 1)

LOT AREA (TRACT I, J, H)	475,078 SF	
OPEN SPACE - PROVIDED	177,972 SF	37.4% OF LOT AREA

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1300 Luisa street, Suite 24 Santa Fe, NM 87505
t 505.983.1415 www.do-designoffice.com

SCALE: 1" = 50-0"
0' 25' 50' 100' 200'

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811 Know what's below. Call before you dig.

BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	DATE
CONTRACTOR	
WORK STAKED BY	
INSPECTOR'S ACCEPTANCE BY	
FIELD VERIFICATION BY	
DRAWINGS CORRECTED BY	

REVISIONS

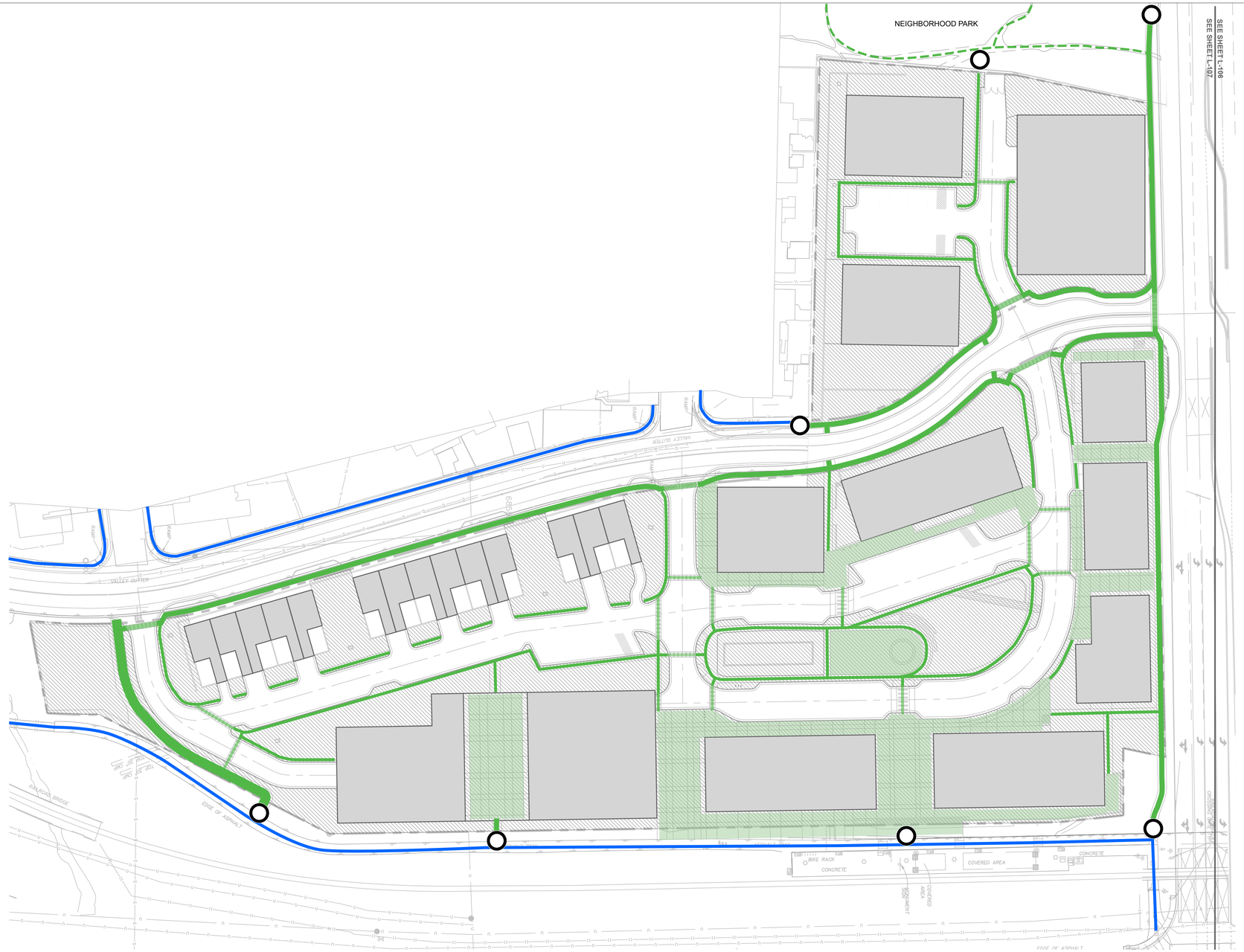
NO.	DATE	BY

DESIGN

DESIGNED BY	CHECKED BY	DRAWN BY
PS	CMH	PS

FIGURE 16
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 1

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-106	X	X



LEGEND

- PROPERTY BOUNDARY
- COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

- JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS
- SIDEWALK / URBAN TRAIL (EXISTING)
- URBAN TRAIL (NEW, 10' WIDTH)
- PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-8' WIDTH)
- INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)
- SOFT SURFACE PATH (NEW)
- PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

LOT AREA (SEE LOT LINE ADJUSTMENT PLAT)

TRACT A	80,435 SF
TRACT B	54,178 SF
TRACT C	83,061 SF
TRACT D	56,298 SF
TRACT E	30,679 SF
TRACT F	46,476 SF
TRACT G	32,579 SF
LOT AREA - TOTAL	383,706 SF

COMMON OPEN SPACE

	REQUIRED	PROVIDED *
COMMON OPEN SPACE	76,740 SF	161,972 SF
	(383,706 SF x 20%) 20.0% OF LOT AREA	42.2% OF LOT AREA

* OPEN SPACE INCLUDES WALKWAYS, HARDSCAPE, LANDSCAPE

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SCALE: 1" = 50-0"
0' 25' 50' 100' 200'
COMMON OPEN SPACE - REQUIRED

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811 Know what's below. Call before you dig.

BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	DATE
CONTRACTOR	
WORK STAKED BY	
INSPECTOR'S ACCEPTANCE BY	
FIELD VERIFICATION BY	
DRAWINGS CORRECTED BY	

REVISIONS

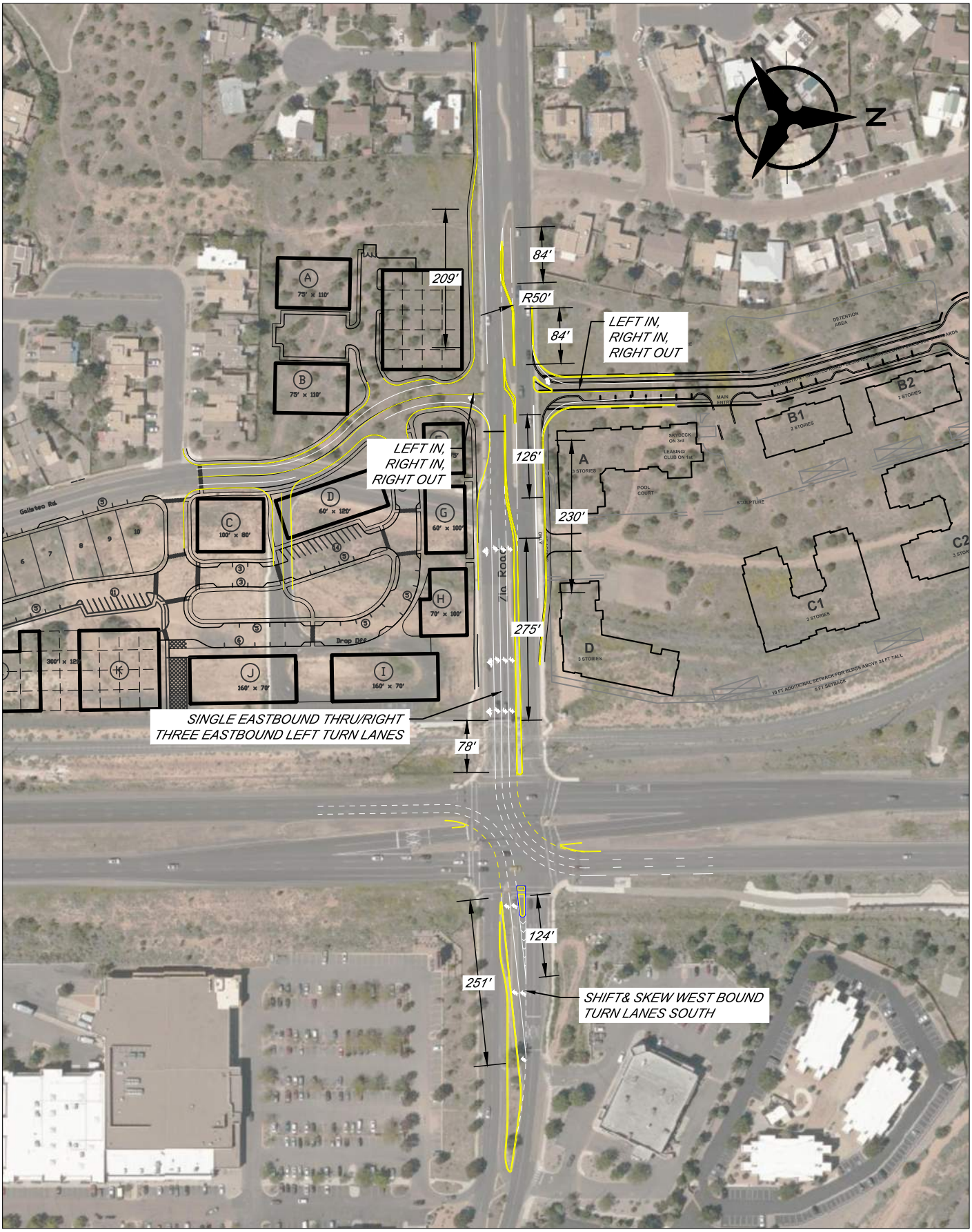
NO.	DATE	BY

DESIGN

DESIGNED BY	PS
CHECKED BY	CMH
DRAWN BY	PS

FIGURE 17
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 2

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-107	X	X



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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 18
RECOMMENDED IMPROVEMENTS

APPENDIX C
TRAFFIC COUNTS

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304
Total	24	717	3	0	0	4	15	476	7	0	0	2	3	4	35	0	0	23	8	0	23	0	0	4	1315
PHF	0.75	0.87	0.75				0.75	0.94	0.58				0.38	0.50	0.63				0.67		0.72				0.91

File Name: AM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	5	70	0	0	0	0	1	25	3	0	0	0	1	0	5	0	0	3	1	0	3	0	0	1	114
6:45 AM	3	65	0	0	0	0	0	51	1	0	2	0	0	1	7	0	0	3	3	0	3	0	0	1	134
7:00 AM	10	218	0	0	0	0	5	120	5	0	2	0	2	2	20	0	0	8	5	0	8	0	0	2	395
7:15 AM	5	128	2	0	0	1	1	69	3	0	0	1	0	1	10	0	0	9	2	0	9	0	0	1	230
7:30 AM	7	203	1	0	0	2	2	106	3	0	0	0	0	1	12	0	0	5	2	0	5	0	0	1	342
7:45 AM	6	205	1	0	0	0	4	125	1	0	0	1	2	2	6	0	0	6	3	0	6	0	0	1	361
8:00 AM	3	169	0	0	0	0	4	118	2	0	0	0	0	0	3	0	0	8	1	0	8	0	0	1	308
8:15 AM	8	140	1	0	0	2	5	127	1	0	0	1	1	1	14	0	0	4	2	0	4	0	0	1	304
8:30 AM	3	131	1	0	1	0	8	91	2	0	0	0	0	3	5	0	0	5	5	1	5	0	0	0	255
8:45 AM	4	115	2	0	0	0	6	98	3	0	1	0	1	0	7	0	0	4	3	1	4	0	0	1	244
Total	54	1444	8	0	1	5	36	930	24	0	5	3	7	11	89	0	0	55	27	2	55	0	0	10	2687

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Peak Hour 4:15 to 5:15 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367
Total	20	495	5	0	1	2	29	698	25	0	0	0	8	3	16	0	0	32	15	2	32	0	0	8	1348
PHF	0.63	0.87	0.42				0.73	0.83	0.63				0.50	0.38	0.80				0.63	0.25	0.67				0.92

File Name: PM_RODEO ROAD and GALISTEO ROAD
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	RODEO ROAD EASTBOUND						RODEO ROAD WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	6	133	3	0	0	1	4	139	6	0	0	0	1	0	6	0	0	7	3	0	7	0	0	0	308
03:15 PM	4	109	1	0	0	1	4	120	4	0	0	1	0	0	2	0	0	10	2	1	10	0	0	1	257
03:30 PM	4	110	2	0	0	0	9	147	4	0	0	1	1	0	2	0	0	12	1	2	12	0	0	1	294
03:45 PM	9	123	3	0	0	0	6	138	3	0	0	1	0	0	7	0	0	10	3	0	10	0	0	1	302
04:00 PM	4	148	0	0	0	0	5	176	4	0	0	0	1	0	6	0	0	9	4	0	9	0	0	0	357
04:15 PM	6	132	0	0	0	0	7	172	5	0	0	0	3	2	3	0	0	8	6	0	8	0	0	3	344
04:30 PM	8	142	0	0	0	0	8	167	6	0	0	0	1	0	3	0	0	1	3	0	1	0	0	1	339
04:45 PM	3	118	2	0	0	1	4	148	4	0	0	0	0	1	5	0	0	11	2	0	11	0	0	2	298
05:00 PM	3	103	3	0	1	1	10	211	10	0	0	0	4	0	5	0	0	12	4	2	12	0	0	2	367
05:15 PM	2	116	1	0	0	0	8	157	7	0	0	0	0	2	3	0	0	8	4	2	8	0	0	1	310
05:30 PM	10	101	2	0	0	0	14	172	10	0	0	0	2	1	6	0	0	0	0	0	0	0	0	0	318
05:45 PM	5	93	1	0	0	0	2	134	6	0	0	0	1	0	4	0	0	7	3	0	7	0	0	1	256
Total	64	1428	18	0	1	4	81	1881	69	0	0	3	14	6	52	0	0	95	35	7	95	0	0	13	3750

File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 7:45 to 8:45 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	32	0	0	0	0	8	14	0	0	0	2	55
PHF									0.25					0.80					0.50	0.70					0.92

File Name: AM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	8
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	2	0	0	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	1	2	0	0	0	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	1	2	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	2	2	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	4	0	0	0	2	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	15
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	3	0	0	0	0	14
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	78	0	0	0	1	15	22	0	0	0	2	121

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Peak Hour 4:45 to 5:45 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23
Total	0	0	0	0	0	0	0	0	5	0	0	0	0	19	0	0	0	1	4	41	0	0	0	1	69
PHF									0.42					0.59					0.50	0.79					0.75

File Name: PM_GALISTEO ROAD and DRIVEWAY
Start Date: 11/8/2023
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	EASTBOUND						DRIVEWAY WESTBOUND						GALISTEO ROAD NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	6	0	0	0	0	10
03:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	1	3	4	0	0	0	0	12
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	2	10	0	0	0	0	16
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	5	0	0	0	0	10
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	12
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	1	5	0	0	0	0	12
04:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	8	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	2	8	0	0	0	0	17
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0	0	1	15
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	1	13	0	0	0	0	23
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	16	0	0	0	0	44	1	0	0	5	12	80	0	0	0	1	155

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 7:30 to 8:30 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11
Total	31	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	42
PHF	0.65													0.25							0.42				0.88

File Name: AM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 6:30:00 AM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4
7:15 AM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10
7:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12
8:15 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11
8:30 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	9
8:45 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	8
Total	53	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	17	0	0	0	75

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Peak Hour 3:15 to 4:15 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12
Total	17	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	20	0	0	0	48
PHF	0.61		0.25											0.38						0.88	0.63				0.75

File Name: PM_GALISTEO ROAD and AVENIDA LA CERCA and PASEO DE ENRIQUE
Start Date: 2/14/2024
Start Time: 03:00 PM
Person Counting: CHRIS CATANACH

	AVENIDA LA CERCA EASTBOUND						WESTBOUND						PASEO DE ENRIQUE NORTHBOUND						GALISTEO ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	10
03:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10
03:45 PM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	16
04:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	12
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	12
04:45 PM	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	10
05:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	11
05:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	12
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8
05:45 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8
Total	40	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	12	68	0	0	1	124

APPENDIX D

EXISTING CONDITIONS CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

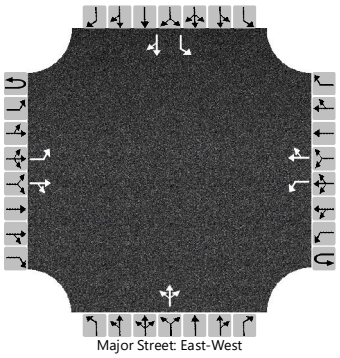
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		24	717	3		15	476	7		3	4	35		8	0	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				16					46			9		25
Capacity, c (veh/h)		1034				823					266			86		534
v/c Ratio		0.03				0.02					0.17			0.10		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.3		0.1
Control Delay (s/veh)		8.6				9.5					21.4			51.4		12.1
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.3				21.4				22.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

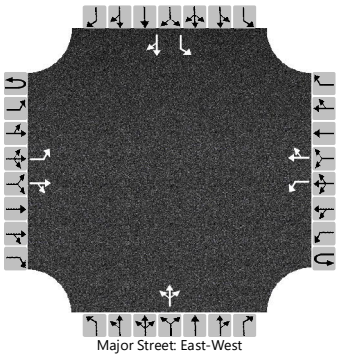
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		20	495	5		29	698	25		8	3	16		15	2	32
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				32					29			16		37
Capacity, c (veh/h)		830				1025					181			91		340
v/c Ratio		0.03				0.03					0.16			0.18		0.11
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.6		0.4
Control Delay (s/veh)		9.5				8.6					28.7			52.7		16.9
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				28.7				27.9			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

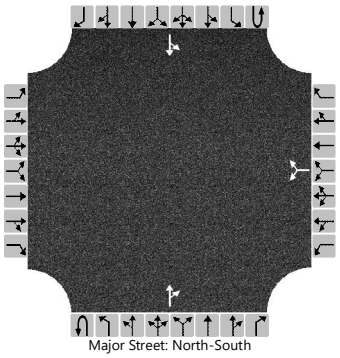
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			32	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1035							1583		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							2.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

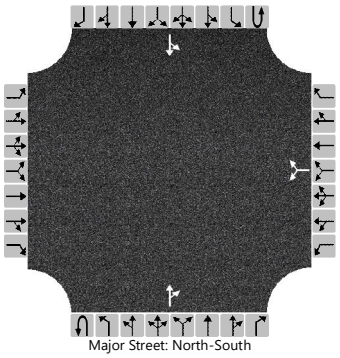
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/28/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			19	0		4	41	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1048							1593		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.5								0.7		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

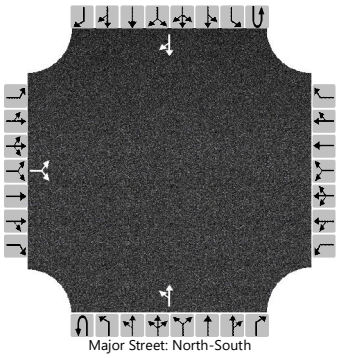
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		31		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

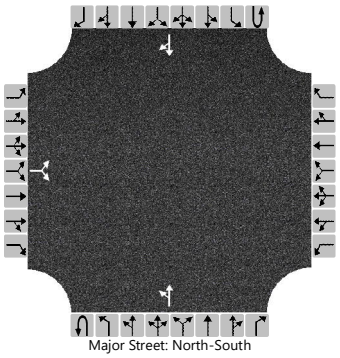
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		17		1						0	3				7	20
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24							0						
Capacity, c (veh/h)			995							1581						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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APPENDIX E
WARRANT ANALYSES

HCS Warrants Report

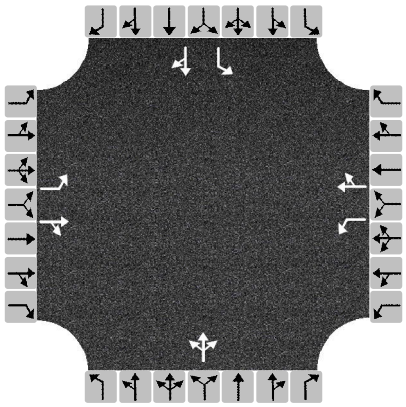
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2023
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	EXISTING CONDITIONS		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	17	447	4	17	459	15	4	3	19	10	2	22
Pedestrian Averages (peds/h)	1			0			22			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	433	19	465	10	0	No	No	No	No	No	No	No	No	No
08 - 09	1006	44	1080	29	0	No	No	No	No	No	No	No	No	No
09 - 10	1042	35	1111	27	0	No	No	No	No	No	No	No	No	No
10 - 11	854	29	907	31	0	No	No	No	No	No	No	No	No	No
11 - 12	835	37	899	32	0	No	No	No	No	No	No	No	No	No
12 - 13	915	33	975	18	0	No	No	No	No	No	No	No	No	No
13 - 14	1021	35	1079	28	0	No	No	No	No	No	No	No	No	No
14 - 15	936	39	1004	23	0	No	No	No	No	No	No	No	No	No
15 - 16	961	38	1025	31	0	No	No	No	No	No	No	No	No	No
16 - 17	1093	51	1163	47	0	No	No	No	No	No	No	No	No	No
17 - 18	1269	44	1338	36	0	No	No	No	No	No	No	No	No	No
18 - 19	1181	42	1251	32	0	No	No	No	No	No	No	No	No	No
Total	11546	446	12297	344	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

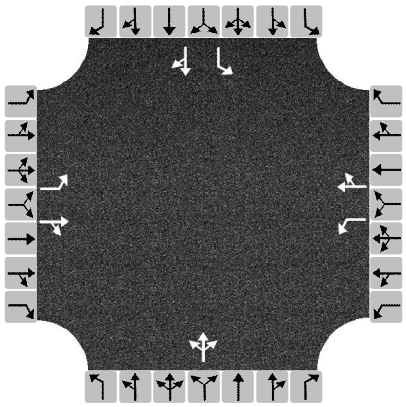
Project Information

Analyst	CPC	Date	2/12/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2026
Jurisdiction		Time Period Analyzed	WARRANT
Project Description	IMPLEMENTATION NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1615		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	18	461	4	18	464	15	4	3	20	10	2	22
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	342	19	374	7	0	No	No	No	No	No	No	No	No	No
08 - 09	1036	45	1112	12	0	No	No	No	No	No	No	No	No	No
09 - 10	1074	36	1145	11	0	No	No	No	No	No	No	No	No	No
10 - 11	878	29	932	21	0	No	No	No	No	No	No	No	No	No
11 - 12	860	38	925	14	0	No	No	No	No	No	No	No	No	No
12 - 13	943	34	1004	4	0	No	No	No	No	No	No	No	No	No
13 - 14	1051	36	1110	9	0	No	No	No	No	No	No	No	No	No
14 - 15	965	41	1036	6	0	No	No	No	No	No	No	No	No	No
15 - 16	990	39	1056	13	0	No	No	No	No	No	No	No	No	No
16 - 17	1124	52	1196	14	0	No	No	No	No	No	No	No	No	No
17 - 18	1308	45	1379	12	0	No	No	No	No	No	No	No	No	No
18 - 19	1217	43	1289	10	0	No	No	No	No	No	No	No	No	No
Total	11788	457	12558	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

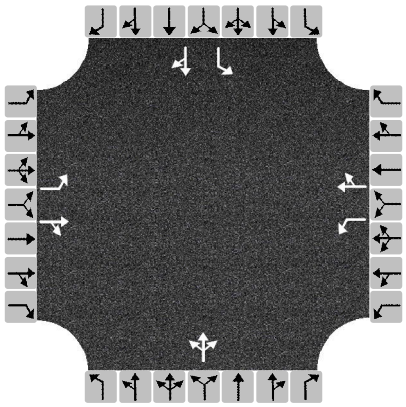
Project Information

Analyst	CPC	Date	3/11/2024
Agency	SANTA FE ENGINEERING	Analysis Year	2036
Jurisdiction	CITY OF SANTA FE	Time Period Analyzed	WARRANT
Project Description	HORIZON NO BUILD		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	4
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1300		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	0	1	0	1	1	0
Lane Usage	L	TR		L	TR			LTR		L	TR	
Vehicle Volumes Averages (veh/h)	19	468	4	19	488	16	5	3	21	11	2	24
Pedestrian Averages (peds/h)	1			0			4			4		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
06 - 07	161	20	195	7	0	No	No	No	No	No	No	No	No	No
07 - 08	1090	47	1170	12	0	No	No	No	No	No	No	No	No	No
08 - 09	1128	37	1202	11	0	No	No	No	No	No	No	No	No	No
09 - 10	924	31	981	21	0	No	No	No	No	No	No	No	No	No
10 - 11	905	40	974	14	0	No	No	No	No	No	No	No	No	No
11 - 12	991	36	1056	4	0	No	No	No	No	No	No	No	No	No
12 - 13	1105	38	1168	9	0	No	No	No	No	No	No	No	No	No
13 - 14	1013	42	1086	6	0	No	No	No	No	No	No	No	No	No
14 - 15	1040	41	1109	13	0	No	No	No	No	No	No	No	No	No
15 - 16	1181	55	1256	14	0	No	No	No	No	No	No	No	No	No
16 - 17	1375	47	1448	12	0	No	No	No	No	No	No	No	No	No
17 - 18	1280	45	1355	10	0	No	No	No	No	No	No	No	No	No
Total	12193	479	13000	133	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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APPENDIX F

TRIP GENERATION CALCULATIONS

Scenario - 1

Scenario Name: AM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	10	4	14
Data Source: Trip Generation Manual, 11th Ed					T = 0.10(X) + 5.42	72%	28%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	72	28

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	10	4	0	0	10	4
	14		0		14	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	10	4	14

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	10	4	14
External Vehicle Trips	10	4	14
New Vehicle Trips	10	4	14

Scenario - 2

Scenario Name: PM PEAK
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 1
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
620 - Nursing Home	General Urban/Suburban	Beds	80	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	9	13
Data Source: Trip Generation Manual, 11th Ed					T = 0.11(X) + 3.98	33%	67%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
620 - Nursing Home	100	100	1	1	33	67

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
620 - Nursing Home	4	9	0	0	4	9
	13		0		13	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
620 - Nursing Home	4	9	13

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	4	9	13
External Vehicle Trips	4	9	13
New Vehicle Trips	4	9	13

Rodeo Road and Galisteo Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.91	24	717	3	15	476	7	3	4	35	8	0	23
Zia Station (Horizon Year Only)		18					29				21		59
No Build - 2026		25	739	3	15	490	7	3	4	36	8	0	24
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	10	0	0	1	9	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								6%	9%	80%			
Vehicles Exiting	4	0	0	0	0	0	0	0	0	3	0	0	0
Developed		25	739	4	24	490	7	3	4	39	8	0	24
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		44	765	3	16	508	36	3	4	37	30	0	84
Site Generated Traffic		0	0	1	9	0	0	0	0	3	0	0	0
Horizon Build		44	765	4	25	508	36	3	5	41	30	0	84
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Rodeo Road			Rodeo Road			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	20	495	5	29	698	25	8	3	16	15	2	32
Zia Station (Horizon Year Only)		9					20				19		65
No Build - 2026		21	510	5	30	719	26	8	3	16	15	2	33
Percentage Vehicles Entering				9%	86%							0%	
Vehicles Entering	4	0	0	0	3	0	0	0	0	0	0	0	0
Percentage Vehicles Exiting								18%	7%	71%			
Vehicles Exiting	9	0	0	0	0	0	0	2	1	6	0	0	0
Developed		21	510	6	33	719	26	10	4	23	15	2	33
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		30	528	5	31	745	47	9	3	17	35	2	99
Site Generated Traffic		0	0	0	3	0	0	2	1	6	0	0	0
Horizon Build		30	528	6	34	745	47	10	4	23	35	2	99
*Increased at a rate of 0.5% per year.													

Galisteo Road and Pacifico Senior Living Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.92	0	0	0	0	0	1	0	32	0	8	14	0
No Build - 2026		0	0	0	0	0	1	0	33	0	8	14	0
Percentage Vehicles Entering												95%	
Vehicles Entering	10	0	0	0	0	0	0	0	0	0	0	10	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	4	0	0	0	0	0	0	0	4	0	0	0	0
Developed		0	0	0	0	0	1	0	37	0	8	24	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	1	0	34	0	9	15	0
Site Generated Traffic		0	0	0	0	0	0	0	4	0	0	10	0
Horizon Build		0	0	0	0	0	1	0	38	0	9	24	0
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
						Driveway		Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	0	0	0	0	0	5	0	19	0	4	41	0
No Build - 2026		0	0	0	0	0	5	0	20	0	4	42	0
Percentage Vehicles Entering												95%	
Vehicles Entering	4	0	0	0	0	0	0	0	0	0	0	4	0
Percentage Vehicles Exiting									95%				
Vehicles Exiting	9	0	0	0	0	0	0	0	9	0	0	0	0
Developed		0	0	0	0	0	5	0	28	0	4	46	0
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		0	0	0	0	0	5	0	20	0	4	44	0
Site Generated Traffic		0	0	0	0	0	0	0	9	0	0	4	0
Horizon Build		0	0	0	0	0	5	0	29	0	4	48	0
*Increased at a rate of 0.5% per year.													

Galisteo Road and Paseo de Enrique and Avenida la Cerca and Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.88	31	0	0	0	0	0	0	1	0	0	0	10
No Build - 2026		32	0	0	0	0	0	0	1	0	0	0	10
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	10	0	1	0	0	0	0	0	0	0	10	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	4	0	0	0	0	0	4	0	0	0	0	0	0
Developed		32	1	0	0	0	4	0	1	0	10	0	10
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		33	0	0	0	0	0	0	1	0	0	0	11
Site Generated Traffic		0	1	0	0	0	4	0	0	0	10	0	0
Horizon Build		33	1	0	0	0	4	0	1	0	10	0	11
*Increased at a rate of 0.5% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Avenida La Cerca			Site Entrance			Galisteo Road			Galisteo Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2023	0.75	17	0	1	0	0	0	0	3	0	0	7	20
No Build - 2026		18	0	1	0	0	0	0	3	0	0	7	21
Percentage Vehicles Entering			5%							0%	95%		
Vehicles Entering	4	0	0	0	0	0	0	0	0	0	4	0	0
Percentage Vehicles Exiting					0%	5%	95%						
Vehicles Exiting	9	0	0	0	0	0	9	0	0	0	0	0	0
Developed		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 1% per year.													
Horizon No Build - 2036		18	0	1	0	0	0	0	3	0	0	7	21
Site Generated Traffic		0	0	0	0	0	9	0	0	0	4	0	0
Horizon Build - 2035		18	0	1	0	0	9	0	3	0	4	7	21
*Increased at a rate of 0.5% per year.													

APPENDIX G

IMPLEMENTATION YEAR – 2026 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

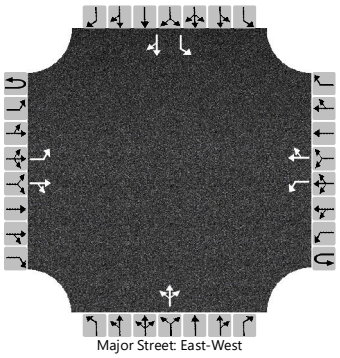
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	3		15	490	7		3	4	36		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				16					47			9		26
Capacity, c (veh/h)		1021				806					255			80		523
v/c Ratio		0.03				0.02					0.19			0.11		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.3			55.8		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)		0.3				0.3				22.3				23.1		
Approach LOS		A				A				C				C		

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HCS Two-Way Stop-Control Report

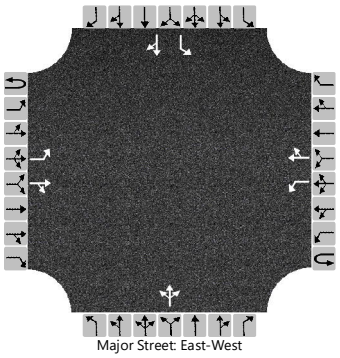
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	5		30	719	26		8	3	16		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				33					29			16		38
Capacity, c (veh/h)		813				1011					169			84		329
v/c Ratio		0.03				0.03					0.17			0.19		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.7		0.4
Control Delay (s/veh)		9.6				8.7					30.8			57.5		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.3				30.8				29.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

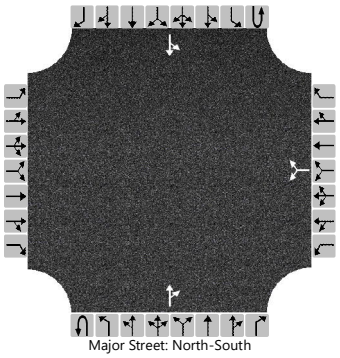
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			33	0		8	14	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1034							1582		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							2.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

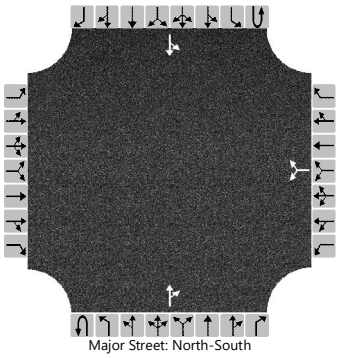
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	42	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.7		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

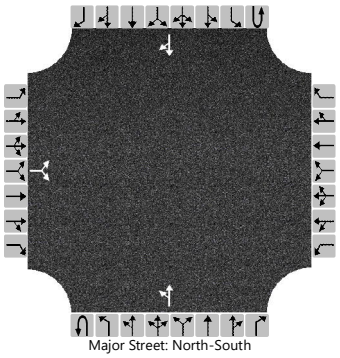
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		32		0						0	1				0	10
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36							0						
Capacity, c (veh/h)			1017							1614						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

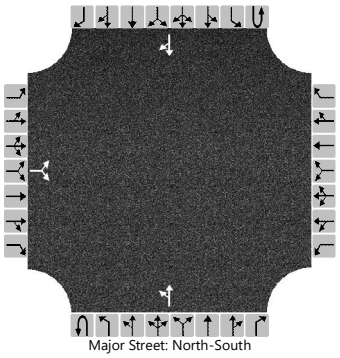
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

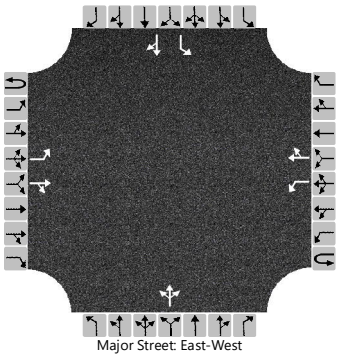
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		25	739	4		24	490	7		3	4	39		8	0	24
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				26					51			9		26
Capacity, c (veh/h)		1021				805					256			75		523
v/c Ratio		0.03				0.03					0.20			0.12		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.7			0.4		0.2
Control Delay (s/veh)		8.6				9.6					22.5			59.4		12.2
Level of Service (LOS)		A				A					C			F		B
Approach Delay (s/veh)	0.3				0.4				22.5				24.0			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

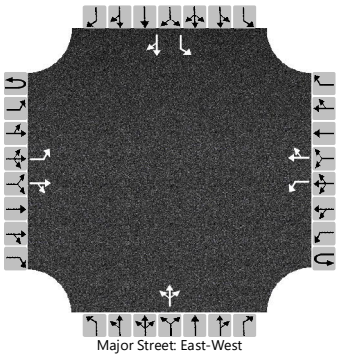
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	510	6		33	719	26		10	4	23		15	2	33
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				36					40			16		38
Capacity, c (veh/h)		813				1010					176			81		328
v/c Ratio		0.03				0.04					0.23			0.20		0.12
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.8			0.7		0.4
Control Delay (s/veh)		9.6				8.7					31.5			60.7		17.4
Level of Service (LOS)		A				A					D			F		C
Approach Delay (s/veh)	0.4				0.4				31.5				30.4			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

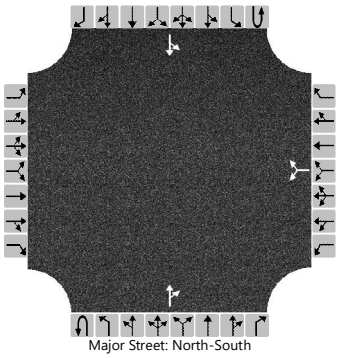
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			37	0		8	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							9		
Capacity, c (veh/h)							1028							1576		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.5								1.9		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

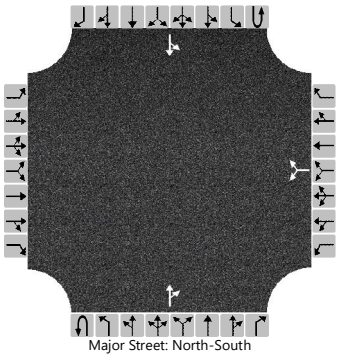
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			28	0		4	46	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1032							1577		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

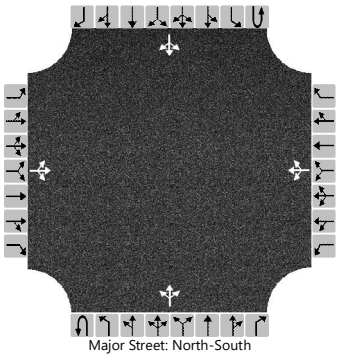
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	1	0		0	0	4		0	1	0		10	0	10
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				5			0				11		
Capacity, c (veh/h)			964				1086			1614				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.6			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

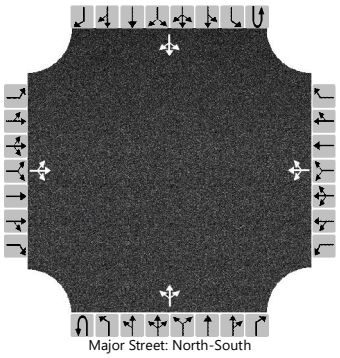
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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APPENDIX H

HORIZON YEAR – 2036 CAPACITY CALCULATIONS

HCS Two-Way Stop-Control Report

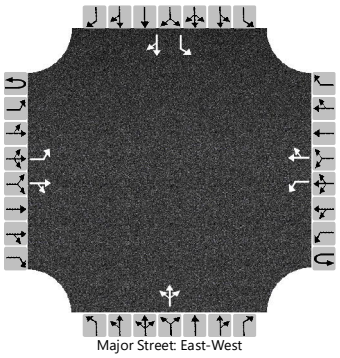
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	3		16	508	36		3	4	37		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				18					48			33		92
Capacity, c (veh/h)		977				787					219			64		499
v/c Ratio		0.05				0.02					0.22			0.52		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					0.8			2.1		0.7
Control Delay (s/veh)		8.9				9.7					26.0			110.9		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)	0.5				0.3				26.0				39.4			
Approach LOS	A				A				D				E			

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HCS Two-Way Stop-Control Report

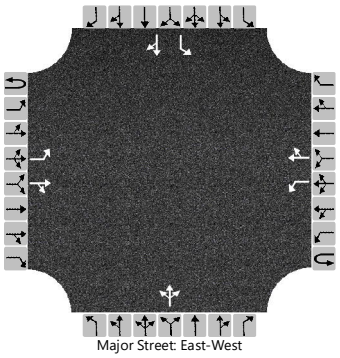
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	5		31	745	47		9	3	17		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				34					32			38		110
Capacity, c (veh/h)		778				994					117			72		337
v/c Ratio		0.04				0.03					0.27			0.53		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.0			2.2		1.4
Control Delay (s/veh)		9.8				8.7					47.0			100.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)		0.5				0.3				47.0				41.4		
Approach LOS		A				A				E				E		

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HCS Two-Way Stop-Control Report

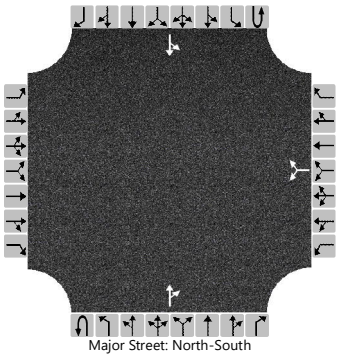
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			34	0		9	15	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							1003							1550		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.6							2.8		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

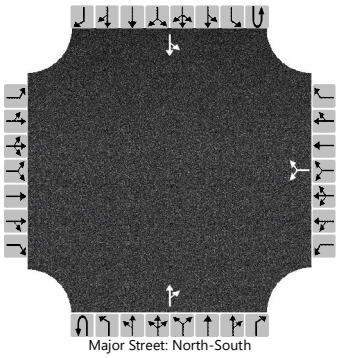
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			20	0		4	44	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1046							1591		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

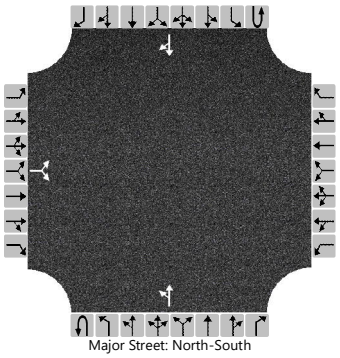
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		33		0						0	1				0	11
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							0						
Capacity, c (veh/h)			1016							1613						
v/c Ratio			0.04							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.2	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

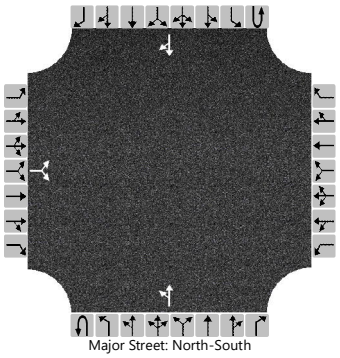
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		18		1						0	3				7	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							0						
Capacity, c (veh/h)			994							1580						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.7								0.0						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

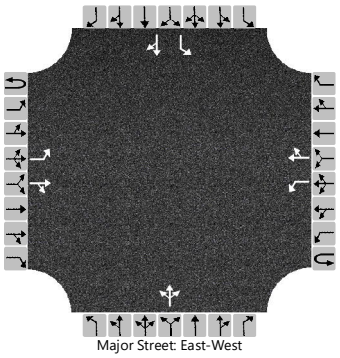
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		44	765	4		25	508	36		3	5	41		30	0	84
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				27					54			33		92
Capacity, c (veh/h)		977				786					215			59		499
v/c Ratio		0.05				0.03					0.25			0.56		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0			2.3		0.7
Control Delay (s/veh)		8.9				9.7					27.2			126.0		13.8
Level of Service (LOS)		A				A					D			F		B
Approach Delay (s/veh)		0.5				0.4				27.2				43.4		
Approach LOS		A				A				D				E		

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HCS Two-Way Stop-Control Report

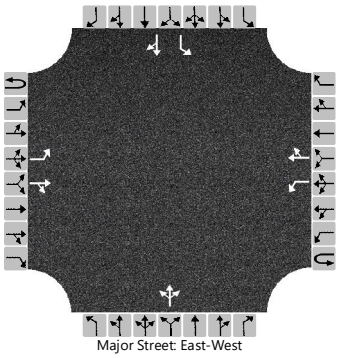
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	RODEO / GALISTEO
Jurisdiction	CITY OF SANTA FE
East/West Street	RODEO ROAD
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		30	528	6		34	745	47		10	4	23		35	2	99
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										1				1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.31	6.71	6.31		7.31	6.71	6.31
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				37					40			38		110
Capacity, c (veh/h)		778				993					125			69		336
v/c Ratio		0.04				0.04					0.32			0.55		0.33
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.3			2.3		1.4
Control Delay (s/veh)		9.8				8.8					46.8			108.9		20.8
Level of Service (LOS)		A				A					E			F		C
Approach Delay (s/veh)	0.5				0.4				46.8				43.5			
Approach LOS	A				A				E				E			

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HCS Two-Way Stop-Control Report

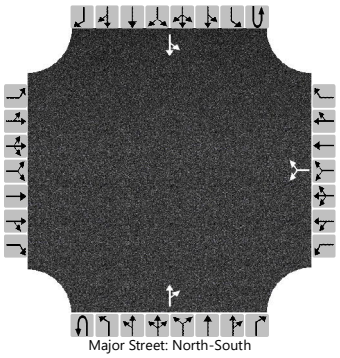
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			38	0		9	24	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							2							16		
Capacity, c (veh/h)							993							1541		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.6							2.1		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

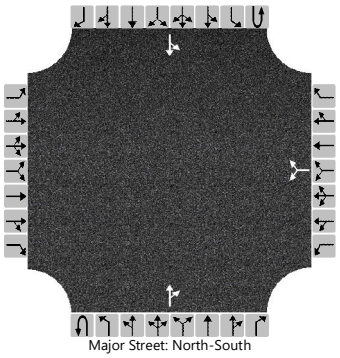
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	DRIVEWAY
North/South Street	GALISTEO ROAD
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		5			29	0		4	48	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7							5		
Capacity, c (veh/h)							1030							1575		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.5							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.5							0.6		
Approach LOS							A							A		

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HCS Two-Way Stop-Control Report

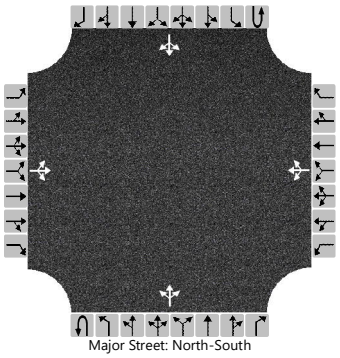
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		33	1	0		0	0	4		0	1	0		10	0	11
Percent Heavy Vehicles (%)		1	3	3		1	3	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.53	6.23		7.31	6.73	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.03	3.33		3.51	4.03	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			39				5			0				11		
Capacity, c (veh/h)			963				1086			1613				1628		
v/c Ratio			0.04				0.00			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.3			7.2	0.0	0.0		7.2	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.3				0.0				3.5			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

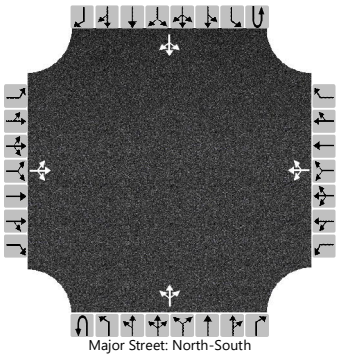
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	1/11/2024
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	GALISTEO / AVENIDA LA CERCA
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE ENTR / AVENIDA LA CERCA
North/South Street	GALISTEO ROAD / PASEO DE ENRIQUE
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	1		0	0	9		0	3	0		4	7	21
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				5		
Capacity, c (veh/h)			952				1082			1580				1624		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			8.9				8.4			7.3	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				8.4				0.0				0.9			
Approach LOS	A				A				A				A			

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Conditions and Technical Corrections Trackers

May 2026 tracker and June 2026 latest tracker

May 12, 2026 Conditions / Technical Corrections Tracker - Conditions of Approval

Anchorum Skilled Nursing Facility Development Plan				Case #2024- 7999
No.	**CONDITIONS OF APPROVAL**	**DEPARTMENT/DIVISION**	**TO BE COMPLETED**	**STATUS/COMPLIANCE DETAILS**
1	Need ARC approval before any permits can be issued	Land Use/Historic Preservation Division	Prior to Permits	
2	The Terrain Management report must contain a discussion of the pond volume and not just mention that there is one pond. In addition, nothing in the report shows the location of the pond. This must be shown in the report.	Land Use/Engineering	Prior to Planning Commission	Report has been modified to include the additional data requested
3	Shall verify on plans square footage of proposed structure and whether it is sprinklered or not. (IFC 2015 D104 Commercial and Industrial Developments)	Fire Prevention Division	Prior to Planning Commission	Done
4	Demonstrate a commitment to a 10' trail through the property north to Rodeo Road.	Public Works/MPO	Prior to Planning Commission	Addressed with Public Works/MPO by JenkinsGavin
5	Seek the easement dedication for the trail through the NMDOT property to the south of the site.	Public Works/MPO	Prior to Planning Commission	Easement dedication is actively being sought
6	Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.	Public Works/MPO	Prior to Planning Commission	Addressed with Public Works/MPO by JenkinsGavin
7	Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.	Public Works/MPO	Prior to Planning Commission	Done, crosswalk moved to north leg
8	Trail design and construction Addressing surface drainage is required; it must be managed by implementing erosion control measures, subject to approval by the city engineer and consistent with the grading and drainage plan's approval.	Parks and Open Space Division	Prior to building permit. Review required at 30%,60% and final.	
9	An Industrial Sampling Port is required on the 8-inch sewer line extension	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
10	The 8-inch sewer line extension from the existing manhole to the building shall be SCH 40 PVC pipe. Connection of the 8-inch line to the existing sewer manhole shall be core drilled.	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
11	Identify the new 8-inch sewer line as a private sewer line	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
12	Provide a detail drawing showing clearances for the water and storm sewer line crossings of the sewer line	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheet C-702
13	In sheet C-301, at the entrance to the site a utility trench is identified as an 8 inch sewer line (Keynote 8) and should be shown as Keynote 10 for the dry utilities	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheet C-301 & C-702
14	An approved Water Plan will be required for all new public water infrastructure and fire services.	Public Utilities/Water Division	Prior to Development Plan approval	Revisions in process.
15	An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services	Public Utilities/Water Division	Prior to building permit approval	
16	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Public Utilities/Water Division	At the time of development	

May 12, 2026 Conditions / Technical Corrections Tracker - Technical Corrections

Anchorum Skilled Nursing Facility Development Plan					Case #2024- 7999
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
1	Accessible Path(s) of travel provided from Public ROW shall comply with Sec. 302 Floor Surfaces, 303.4 Ramps, 401 Accessible Routes.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheet C-203
2	Provide ADA Parking count that complies with NMBC Table 1106.1, 1106.2, 1106.3,	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	20% of patient care 40 staff, add ADA stalls for staff. Confirm that (3) ADA stalls for staff…pending final revisions
3	Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 to C-205
4	Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 to C-205
5	Show Detail on Passenger Loading Zone	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 & C-205
6	Add surface material description in Legend, on Civil Site Plan Pg. C-101.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done
7	Cut slope maximum slope is 2:1. Plan shows 4H to 1V which is 4:1 and not per code.	Land Use/Engineering	Dee Beingessner	Prior to Recordation	4H:1V is flatter than 2H:1V
8	Need stormwater plan and profile sheets	Land Use/Engineering	Dee Beingessner	Prior to Recordation	Done, see sheets C-700 & C-701
9	Shall provide code analysis of project for proper occupancy classification designation as per IFC 2015.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Code analysis for occupancy classification has been added to revised Sheet C-302
10	Shall provide engineered (civil engineered) all weather road as per IFC 2015, 104.7.2 Technical Assistance, 503.2.3 Surface.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-201 & C-302
11	503.1.1 Fire Department shall have 150 feet distance to any portion of the building on any new construction.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-302
12	503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-302
13	503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-302
14	507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Fire Hydrant system complies with Sections 507.5.1 through 507.5.6
15	507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Building is sprinklered per IFC Section 903.3.1.1. Two hydrants are located at opposite corners of the building and are less than 600' apart. All of the building is within 400' of the hydrants. See dimensions added to revised Sheet C-302
16	912.2 Location (Fire Department Connections). With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be approved by the fire chief.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	FDC and hose connections are located in a way that hose connected to the supply system will not obstruct access to the building and has required clearance in front of FDC with access from Fir Access Road via sidewalk and landscape island directly in front of it.
17	Shall have water supply that meets fire flow requirements as per IFC (Appendix B)	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	6" fire water line is adequate to provide required 1000 gpm fire flow. See fire flow calculations added to revised Sheet C-302
18	D102.1 Access and Loading (75,000 lbs.)	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-201 & C-302

Anchorum Skilled Nursing Facility Development Plan					Case #2024- 7999
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
19	D103.5 Fire apparatus access road gates.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Gates are not required and are not going to be provided for the fire apparatus access road
20	D103.4 Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Fire access road is less than 150' in length
21	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Grade on fire access road doesn't exceed 10 percent.
22	Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building).	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Tallest roof surface from adjacent grade doesn't exceed 30 feet. Section D-105 doesn't apply

May 12, 2026 Conditions / Technical Corrections Tracker - Technical Corrections (continued)

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
24	D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	N/A
25	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Noted, will comply with IFC 2015 Code requirements or the most current edition adopted at time of permitting.
26	Shall locate the Fire Department Connection on the property for proper access and clearance for the fire department.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Fire Department Connection has required clearances and access
27	On sheet L-100 Demo Plan: Provide significant tree information, list species, tree heights, and quantities. All significant trees to be removed shall include the removal of the root systems.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
28	14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
29	14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
30	14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
31	Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Locust trees with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
32	14-8.4 (F)(2)(c) All required evergreen trees shall be a minimum of six (6) feet in height.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
33	Amorpha californica, California False Indigo is not on the city approved plant list. Please replace the California False Indigo with another approved shrub variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
34	Salix Species is not on the approved city plant list. please replace all Salix shrubs with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
35	14-8.4(E)(1) The landscaping plan shall include water harvesting for landscape irrigation purposes as a minimum requirement. Water harvesting that is a primary component of stormwater management may qualify for open space reduction as provided in Section 14-7.5(D)(6). Provide strategic curb cuts at islands and planter stripes for water harvesting. 14-8.4(E)(4)(g) planting beds shall be swaled, sloped or recessed below grade prevent fugitive water;	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
36	14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
37	14-8.4(F)(2)(g) required new plant material shall be protected from damage by vehicles.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
38	14-8.4(G)(3)(d) street trees shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
39	14-8.4(G)(3)(e) street trees shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
40	Weed fabric under all Gravel Mulches and Cobble is requested. Weed fabric is required at all drainage ways and all planter strips next to City streets. City staff respectfully request the use of a gravel mulch that is washed and screened.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
41	Screen parking lot view from Galisteo Street. Provide additional plant material for parking lot screening along the west perimeter of parking lot.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
42	Provide an irrigation design that meets Chapter 14-8.4(c) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
43	Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
44	Provide a dedicated irrigation meter.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
45	Irrigation water lines shall not cross city water mains.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	

May 12, 2026 Conditions / Technical Corrections Tracker - Technical Corrections (continued)

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
46	14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
47	A water level measuring device with zero set at finish grade located at the center of each pond is required.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	Done, see sheet C-401
48	A security fence around ponds deeper than three feet with a maintenance gate is required.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	Not required, pond is not deeper than 3'
49	All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
50	Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
51	See attached TIA Redlines It should be noted that the link provided for the traffic impact analysis did not include any public infrastructure civil plans for review and those should be provided for Wilson&Company to review in future submittals.	Public Works/Complete Streets	Leroy Pacheco/Phil Gallegos	Prior to Planning Commission	Done, see revised TIA
52	Technical comments on the new public water infrastructure will be provided to the engineer via the water plan review.	Public Utilities/ Water Division	Clinton Peterson	Prior to Water Plan approval	Revisions in process.
53	See Civil Sheets redlines	Public Utilities/ Water Division	Clinton Peterson	Prior to Water Plan approval	Revisions in process.
Initial Review Memo					
54	Per § 14-7.5(A)(2), fire apparatus roads and turnarounds cannot be counted toward the Open Space requirement (40%, in this case). Both fire lanes are symbolized as Open Space on Pg. “AP0.01.” Please revise, recalculate and reflect this correction graphically and numerically throughout the plans.	Land Use	Janice Biletnikoff	Initial Review Memo	Revised AP0.01 to not include fire lanes and extended hatched area of open space that is being landscaped on south half of parcel
55	What is the “open space limit line?” Is the southern end of the parcel being excluded from the open space calculation? If so, why? Please remove this line throughout the plans. a. The Planting Plan on “Sheet L200” also shows this line. Unless this area is slated for future subdivision, this line must be removed from the plan and the whole parcel depicted consistently. If there will be no additional plantings in this area as part of this plan, please label the area as “native landscape” or similar.	Land Use	Janice Biletnikoff	Initial Review Memo	Open space limit line is defining what areas are being disturbed for landscaping. Labeled area south of limit line as "native landscape to remain"
56	Although none of the plans show a detailed buildout of roads serving the lower area of the subject parcel, a stub-out for a four-way intersection appears throughout the plan set. The “Master Utility Plan” also shows future utility lines to this area. See Figure 1, below. What is the purpose of the connection to the south? Additionally, the “Slope Analysis Map” shows unlabeled lines and polygons that may indicate future roadway locations. See Figure 2, below. Is this related to future development on the southern portion of the subject parcel?	Land Use	Janice Biletnikoff	Initial Review Memo	Done

June 9, 2026 Conditions / Technical Corrections Tracker (Latest) - Conditions of Approval

Anchorum Skilled Nursing Facility Development Plan				Case #2024- 7999
No.	**CONDITIONS OF APPROVAL**	**DEPARTMENT/DIVISION**	**TO BE COMPLETED**	**STATUS/COMPLIANCE DETAILS**
1	Need ARC approval before any permits can be issued	Land Use/Historic Preservation Division	Prior to Permits	
2	The Terrain Management report must contain a discussion of the pond volume and not just mention that there is one pond. In addition, nothing in the report shows the location of the pond. This must be shown in the report.	Land Use/Engineering	Prior to Planning Commission	Report has been modified to include the additional data requested
3	Shall verify on plans square footage of proposed structure and whether it is sprinklered or not. (IFC 2015 D104 Commercial and Industrial Developments)	Fire Prevention Division	Prior to Planning Commission	Done
4	Demonstrate a commitment to a 10' trail through the property north to Rodeo Road.	Public Works/MPO	Prior to Planning Commission	Addressed with Public Works/MPO by JenkinsGavin
5	Seek the easement dedication for the trail through the NMDOT property to the south of the site.	Public Works/MPO	Prior to Planning Commission	Easement dedication is actively being sought
6	Ensure the trail crossing of the facility entrance street is safe and integrated into an existing crosswalk.	Public Works/MPO	Prior to Planning Commission	Addressed with Public Works/MPO by JenkinsGavin
7	Create an additional crosswalk across Galisteo on the north leg of the access intersection, or move the crosswalk to the north leg.	Public Works/MPO	Prior to Planning Commission	Done, crosswalk moved to north leg
8	Trail design and construction Addressing surface drainage is required; it must be managed by implementing erosion control measures, subject to approval by the city engineer and consistent with the grading and drainage plan's approval.	Parks and Open Space Division	Prior to building permit. Review required at 30%,60% and final.	
9	An Industrial Sampling Port is required on the 8-inch sewer line extension	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
10	The 8-inch sewer line extension from the existing manhole to the building shall be SCH 40 PVC pipe. Connection of the 8-inch line to the existing sewer manhole shall be core drilled.	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
11	Identify the new 8-inch sewer line as a private sewer line	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheets C-301 & C-702
12	Provide a detail drawing showing clearances for the water and storm sewer line crossings of the sewer line	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheet C-702
13	In sheet C-301, at the entrance to the site a utility trench is identified as an 8 inch sewer line (Keynote 8) and should be shown as Keynote 10 for the dry utilities	Public Utilities/Wastewater Division	Prior to Recordation	Done, see sheet C-301 & C-702
14	An approved Water Plan will be required for all new public water infrastructure and fire services.	Public Utilities/Water Division	Prior to Development Plan approval	Revised Water Plan submitted 6/9/26.
15	An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services	Public Utilities/Water Division	Prior to building permit approval	
16	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Public Utilities/Water Division	At the time of development	

June 9, 2026 Conditions / Technical Corrections Tracker (Latest) - Technical Corrections

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
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2	Provide ADA Parking count that complies with NMBC Table 1106.1, 1106.2, 1106.3,	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	20% of patient care 40 staff, add ADA stalls for staff. Confirm that (3) ADA stalls for staff…pending final revisions
3	Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 to C-205
4	Provide detail on Accessible Parking floor slope calculations, meeting 2015 NM Parking Check list.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 to C-205
5	Show Detail on Passenger Loading Zone	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done, see sheets C-203 & C-205
6	Add surface material description in Legend, on Civil Site Plan Pg. C-101.	Land Use/Technical Review	Teddy Padilla	Prior to Permit Review	Done
7	Cut slope maximum slope is 2:1. Plan shows 4H to 1V which is 4:1 and not per code.	Land Use/Engineering	Dee Beingessner	Prior to Recordation	4H:1V is flatter than 2H:1V
8	Need stormwater plan and profile sheets	Land Use/Engineering	Dee Beingessner	Prior to Recordation	Done, see sheets C-700 & C-701
9	Shall provide code analysis of project for proper occupancy classification designation as per IFC 2015.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Code analysis for occupancy classification has been added to revised Sheet C-302
10	Shall provide engineered (civil engineered) all weather road as per IFC 2015, 104.7.2 Technical Assistance, 503.2.3 Surface.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-201 & C-302
11	503.1.1 Fire Department shall have 150 feet distance to any portion of the building on any new construction.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-302
12	503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-302
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15	507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Building is sprinklered per IFC Section 903.3.1.1. Two hydrants are located at opposite corners of the building and are less than 600' apart. All of the building is within 400' of the hydrants. See dimensions added to revised Sheet C-302
16	912.2 Location (Fire Department Connections). With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be approved by the fire chief.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	FDC and hose connections are located in a way that hose connected to the supply system will not obstruct access to the building and has required clearance in front of FDC with access from Fir Access Road via sidewalk and landscape island directly in front of it.
17	Shall have water supply that meets fire flow requirements as per IFC (Appendix B)	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	6" fire water line is adequate to provide required 1000 gpm fire flow. See fire flow calculations added to revised Sheet C-302
18	D102.1 Access and Loading (75,000 lbs.)	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Done, see sheet C-201 & C-302

Anchorum Skilled Nursing Facility Development Plan					Case #2024- 7999
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
19	D103.5 Fire apparatus access road gates.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Gates are not required and are not going to be provided for the fire apparatus access road
20	D103.4 Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Fire access road is less than 150' in length
21	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Grade on fire access road doesn't exceed 10 percent.
22	Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building).	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Tallest roof surface from adjacent grade doesn't exceed 30 feet. Section D-105 doesn't apply

June 9, 2026 Conditions / Technical Corrections Tracker (Latest) - Technical Corrections (continued)

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
24	D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	N/A
25	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Noted, will comply with IFC 2015 Code requirements or the most current edition adopted at time of permitting.
26	Shall locate the Fire Department Connection on the property for proper access and clearance for the fire department.	Fire Prevention Division	Fire Marshal Geronimo Griego	Prior to Planning Commission	Fire Department Connection has required clearances and access
27	On sheet L-100 Demo Plan: Provide significant tree information, list species, tree heights, and quantities. All significant trees to be removed shall include the removal of the root systems.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
28	14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
29	14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
30	14-8.4(F)(5)(d) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area. 14-8.4(F)(5)(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
31	Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Locust trees with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
32	14-8.4 (F)(2)(c) All required evergreen trees shall be a minimum of six (6) feet in height.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
33	Amorpha californica, California False Indigo is not on the city approved plant list. Please replace the California False Indigo with another approved shrub variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
34	Salix Species is not on the approved city plant list. please replace all Salix shrubs with another approved tree variety from the City of Santa Fe plant list.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
35	14-8.4(E)(1) The landscaping plan shall include water harvesting for landscape irrigation purposes as a minimum requirement. Water harvesting that is a primary component of stormwater management may qualify for open space reduction as provided in Section 14-7.5(D)(6). Provide strategic curb cuts at islands and planter stripes for water harvesting. 14-8.4(E)(4)(g) planting beds shall be swaled, sloped or recessed below grade prevent fugitive water;	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
36	14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
37	14-8.4(F)(2)(g) required new plant material shall be protected from damage by vehicles.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
38	14-8.4(G)(3)(d) street trees shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
39	14-8.4(G)(3)(e) street trees shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
40	Weed fabric under all Gravel Mulches and Cobble is requested. Weed fabric is required at all drainage ways and all planter strips next to City streets. City staff respectfully request the use of a gravel mulch that is washed and screened.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
41	Screen parking lot view from Galisteo Street. Provide additional plant material for parking lot screening along the west perimeter of parking lot.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
42	Provide an irrigation design that meets Chapter 14-8.4(c) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. Provide a complete set of installation details, notes and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system. COSF Code 3.19.1 requires landscape irrigation plans for large projects not to exceed 20 scale, 1 inch equals 20 feet.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
43	Provide a water budget: Irrigation system operation information including recommended monthly and seasonal irrigation schedules and water budgets based on gallons used for landscape plantings for year one and year three shall be included on the irrigation plan. Per 3.18. Design Regulations of Landscape Irrigation Design Standards City of Santa Fe.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
44	Provide a dedicated irrigation meter.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
45	Irrigation water lines shall not cross city water mains.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	

June 9, 2026 Conditions / Technical Corrections Tracker (Latest) - Technical Corrections (continued)

Anchorum Skilled Nursing Facility Development Plan					**Case #2024- 7999**
No.	**TECHNICAL CORRECTIONS**	**DEPARTMENT/DIVISION**	**DRT MEMBER**	**To Be Completed**	**STATUS/COMPLIANCE DETAILS**
46	14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
47	A water level measuring device with zero set at finish grade located at the center of each pond is required.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	Done, see sheet C-401
48	A security fence around ponds deeper than three feet with a maintenance gate is required.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	Not required, pond is not deeper than 3'
49	All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
50	Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant.	Land Use/Terrain Management and Landscape/Irrigation Review	Lawrence Rivera	Must be made prior to recording and/or permit issuance	
51	See attached TIA Redlines It should be noted that the link provided for the traffic impact analysis did not include any public infrastructure civil plans for review and those should be provided for Wilson&Company to review in future submittals.	Public Works/Complete Streets	Leroy Pacheco/Phil Gallegos	Prior to Planning Commission	Done, see revised TIA
52	Technical comments on the new public water infrastructure will be provided to the engineer via the water plan review.	Public Utilities/ Water Division	Clinton Peterson	Prior to Water Plan approval	Revisions in process.
53	See Civil Sheets redlines	Public Utilities/ Water Division	Clinton Peterson	Prior to Water Plan approval	Revisions in process.
Initial Review Memo					
54	Per § 14-7.5(A)(2), fire apparatus roads and turnarounds cannot be counted toward the Open Space requirement (40%, in this case). Both fire lanes are symbolized as Open Space on Pg. “AP0.01.” Please revise, recalculate and reflect this correction graphically and numerically throughout the plans.	Land Use	Janice Biletnikoff	Initial Review Memo	Revised AP0.01 to not include fire lanes and extended hatched area of open space that is being landscaped on south half of parcel
55	What is the “open space limit line?” Is the southern end of the parcel being excluded from the open space calculation? If so, why? Please remove this line throughout the plans. a. The Planting Plan on “Sheet L200” also shows this line. Unless this area is slated for future subdivision, this line must be removed from the plan and the whole parcel depicted consistently. If there will be no additional plantings in this area as part of this plan, please label the area as “native landscape” or similar.	Land Use	Janice Biletnikoff	Initial Review Memo	Open space limit line is defining what areas are being disturbed for landscaping. Labeled area south of limit line as "native landscape to remain"
56	Although none of the plans show a detailed buildout of roads serving the lower area of the subject parcel, a stub-out for a four-way intersection appears throughout the plan set. The “Master Utility Plan” also shows future utility lines to this area. See Figure 1, below. What is the purpose of the connection to the south? Additionally, the “Slope Analysis Map” shows unlabeled lines and polygons that may indicate future roadway locations. See Figure 2, below. Is this related to future development on the southern portion of the subject parcel?	Land Use	Janice Biletnikoff	Initial Review Memo	Done

City of Santa Fe, New Mexico

Attachment D

Water Plan and Development Water Budget Materials

CONTENTS

1. **Final Signed Water Plan**
2. **Water Resources Final Development Water Budget Approval Memo**
3. **Approved Alternative Development Water Budget**
4. **Utility Service Application / Water Budget Evaluation**
5. **Water Budget Usage Data**
6. **Landscape Plan / Irrigation Support**

Attachment D Internal Source Control Note

Attachment D includes the final Water Plan and Development Water Budget materials for Case No. 2024-7999. These materials are included to support Staff Report findings, Attachment A conditions, and internal review of the Planning Commission packet.

The signed Water Plan is the controlling Water Plan exhibit for packet purposes. The Water Resources Final Development Water Budget approval memo is the controlling approval record for the approved Alternative Development Water Budget. Water Plan and Development Water Budget compliance obligations are carried forward in Attachment A.

Source documents are preserved in native PDF format to maintain legibility, sheet orientation, signatures, title blocks, and supporting tables. Native source pages may retain their original page numbers, sheet numbers, and title blocks.

Private hydrant maintenance and compliance obligations are reflected in the signed Water Plan and Attachment A. Separate private hydrant policy materials were not available for inclusion in this attachment at the time of the Internal Review packet.

Contents

- Final Signed Water Plan
- Water Resources Final Development Water Budget Approval Memo
- Approved Alternative Development Water Budget
- Utility Service Application / Water Budget Evaluation
- Water Budget Usage Data
- Landscape Plan / Irrigation Support

Final Signed Water Plan

Final signed Water Plan / mylar scan for the project.

PUBLIC WATER PLAN
THE SKILLED NURSING FACILITY
2981 GALISTEO ROAD

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 8II TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. ALL METER BOXES AND HYDRANTS MUST HAVE 5 FEET OF UNOBSTRUCTED CLEARANCE ON ALL SIDES
19. ALL TEES ARE MJ x MJ x FLG.
20. ALL VALVES ON TEES ARE FLG x MJ.

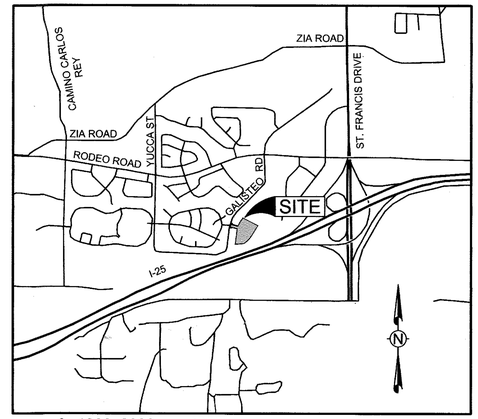
KEYED NOTES

(1) UTILITY TRENCH AND CROSSING
SEE DETAIL SHEET 2 OF 2

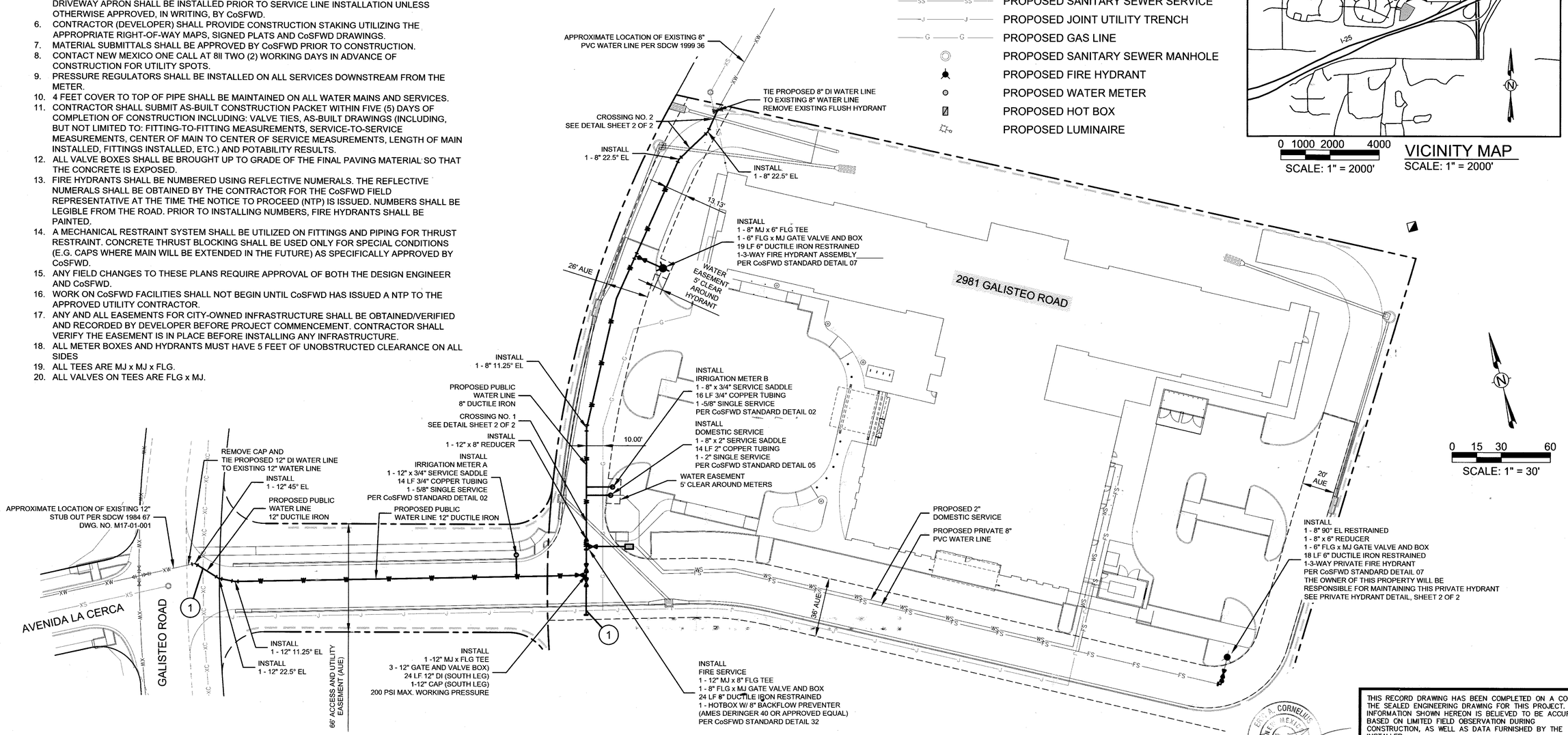
LEGEND

EXISTING UTILITIES
- EXISTING 8" SANITARY SEWER LINE
- EXISTING WATER LINE (SIZE AS LABELED)
- EXISTING CABLE LINE
- EXISTING SANITARY SEWER MANHOLE

PROPOSED UTILITIES
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE SERVICE
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED JOINT UTILITY TRENCH
- PROPOSED GAS LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED HOT BOX
- PROPOSED LUMINAIRE



VICINITY MAP
SCALE: 1" = 2000'



2981 GALISTEO ROAD - WATER PLAN
SCALE: 1" = 30'

DOMESTIC AND IRRIGATION WATER SERVICE TABLE

SERVICE ADDRESS	STREET NAME	SERVICE LINE SIZE	METER SIZE & TYPE (DS OR IR)
2981	GALISTEO ROAD	2"	2" DS
2981A	GALISTEO ROAD	3/4"	5/8" IR
2981B	GALISTEO ROAD	3/4"	5/8" IR

FIRE SERVICE TABLE

BUILDING NUMBER	ADDRESS	SERVICE SIZE	REQUIRED FLOW (GPM)	RESIDUAL PRESSURE (PSI)
1	2981 GALISTEO ROAD	8" FS	1500*	80

- ALL FIRE SERVICES SHALL BE EQUIPPED WITH A BACKFLOW PREVENTION DEVICE MEETING THE REQUIREMENTS OF THE CoSFW DESIGN CRITERIA, LATEST VERSION. REQUIRED FLOW RATE SHALL NOT EXCEED MANUFACTURE'S RATED CAPACITY FOR BACKFLOW PREVENTION DEVICE TO BE USED.
- TESTING, INSPECTION, AND MAINTENANCE OF PRIVATE FIRE HYDRANTS, BACKFLOW PREVENTERS AND OTHER FIRE SERVICE APPURTENANCES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND SHALL COMPLY WITH ALL CoSFW, SFFD, AND NFPA REQUIREMENTS.
- REQUIRED FLOW RATE:
- FOR FIRE SERVICE LINES SERVING ONLY AUTOMATIC FIRE SPRINKLER SYSTEMS, INCLUDE ONLY THE REQUIRED FLOW RATE OF SPRINKLER SYSTEM TO BE SERVED.
- FOR FIRE SERVICE LINES THAT WILL BE SERVING PRIVATE FIRE HYDRANTS (WITH OR WITHOUT AUTOMATIC FIRE SPRINKLER SYSTEMS), INCLUDE THE REQUIRED FLOW RATE FOR THE SITE AS DETERMINED BY APPENDIX B OF THE INTERNATIONAL FIRE CODE, LATEST VERSION ADOPTED BY THE CITY OF SANTA FE FIRE DEPARTMENT (SFFD).
- ** RESIDUAL PRESSURE LISTED SHALL BE CALCULATED AT THE REQUIRED FLOW RATE AT THE POINT OF CONNECTION TO THE MAIN AS DETERMINED BY THE CoSFW'S WATER MODEL OR FIELD TEST. RESIDUAL PRESSURES LESS THAN 20 PSI ARE NOT PERMITTED.

*REQUIRED FLOW INCLUDES UP TO 1125 GPM FOR THE BUILDING'S FIRE SPRINKLER SYSTEM AND UP TO 1500 GPM FOR FIRE HYDRANTS

JEFFREY B. CORNELIUS — NEW MEXICO — 21790 — 6/23 — PROFESSIONAL ENGINEER

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT	_____	__/__/__
VALVE MAPS	_____	__/__/__
GIS (MAPPING)	_____	__/__/__
Inspector approved	_____	__/__/__

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

2981 GALISTEO ROAD
SANTA FE, NM

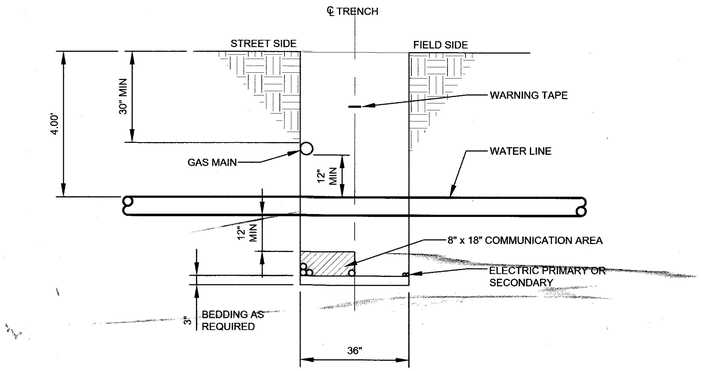
PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE DATE _____

APPROVED
6-26-26
CITY OF SANTA FE WATER DIVISION DATE
6-29-2026
SANTA FE FIRE DEPARTMENT DATE

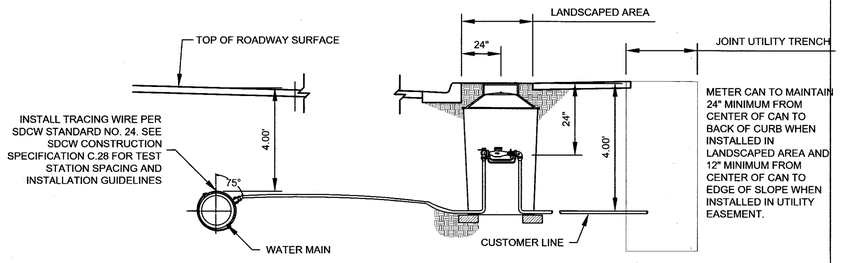
INSPECTOR _____
DATE: _____

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
M17	T 16 N . R 09 E . S 10	

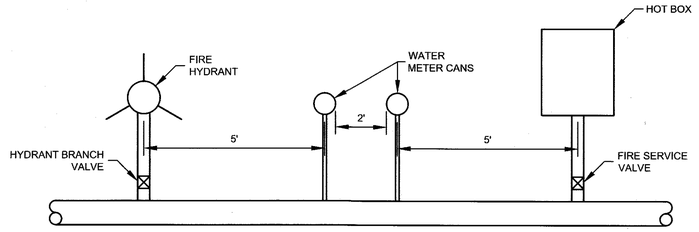
2024
10
(1 OF 2)



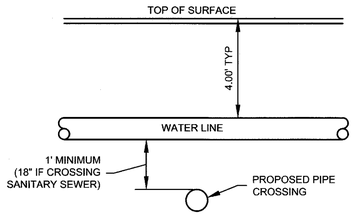
UTILITY TRENCH AND CROSSING DETAIL FOR CUSTOMER LINE
SCALE N.T.S.



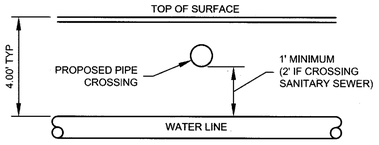
TYPICAL WATER SERVICE AND METER CAN PLACEMENT DETAIL
SCALE N.T.S.



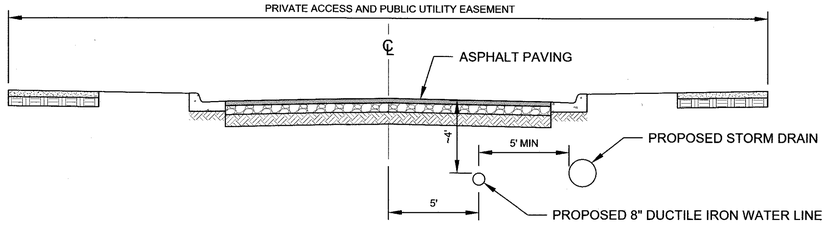
SEPARATION SPACING DETAIL
SCALE N.T.S.



TYPICAL UTILITY CROSSING DETAIL (OVER)
SCALE N.T.S.



TYPICAL UTILITY CROSSING DETAIL (UNDER)
SCALE N.T.S.



TYPICAL DRIVEWAY SECTION
SCALE N.T.S.

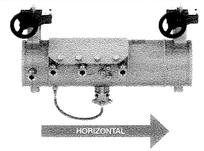
ES-A-Deringer 40

Engineering Specification

Job Name _____ Contractor _____
Job Location _____ Approval _____
Engineer _____ Contractor's P.O. No. _____
Approval _____ Representative _____

LEAD FREE

Deringer™ 40
Reduced Pressure Zone Assembly
2" – 8"



The Deringer™ 40 Reduced Pressure Zone assembly prevents non-health hazard pollutants and hazardous contaminants from entering a potable water supply system when backpressure and/or backsiphonage conditions occur.

Approved for Fire Protection, Waterworks, Plumbing, and Irrigation Applications

Features
- Integral shutoff valves valves designed for indoor or outdoor application
- 100% stainless steel housing
- Tamper-resistant test cocks
- Stainless steel braided wire sensing line
- Patented Dual-action™ second check module
  - Poppet action at low flow
  - Swing action at high flow
- Balanced chamber relief valve requiring no sliding seals
- Poppet action first check for more reliable relief valve closure
- Prewired supervisory switches
- Flange adapters available
- IPS grooved ends

Materials

Valve Housing:	304 Stainless Steel
Valve Cover:	304 Stainless Steel
SOV Disks:	EPDM/304SS
SOV Shafts:	304 Stainless Steel
RV Spring	302 Stainless Steel
SOV Bearings:	PTFE Fluoropolymer/Bronze
Non-wetted Bolts:	Grade 8 Zinc Plated
Check Disks:	Silicone (NSF)
Wetted Fasteners:	18-8 Stainless Steel
RV Housing:	304 Stainless Steel
Check Springs:	17-7 Stainless Steel
Check Pins:	17-7/18-8 Stainless Steel
Check Seats:	Noryl® Polymer (NSF)
O-rings:	Buna-N (NSF)
RV Hose:	Braided Stainless Steel Wire

Specification
Deringer 40 Reduced Pressure (RP) Zone assembly shall use two independent check modules and two integral resiliently seated shut-off valves, all of which shall be contained within a single rigid valve housing constructed entirely of 304 stainless steel. Both integral shutoff valves shall include pre-wired supervisory tamper switches contained within a weatherproof actuator housing approved for both indoor and outdoor use. Dual-action second check module shall operate as a "poppet style" check under low flow conditions, operate as a "swing style" check under high flow conditions, and use replaceable silicone elastomer sealing discs. The assembly test cocks shall be handle-less and operate through a tamper resistant actuator. The assembly shall have a single full access service port and cover with an in-line replaceable elastomer seal. The relief valve shall operate using only static seals (zero dynamic/sliding seals). All wetted surface relief valve components shall be constructed of stainless steel. The assembly shall be serviceable without special tools.

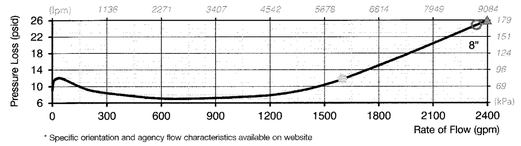
Pressure — Temperature
Temperature Range: 33°F – 140°F
Working Pressure: 10 – 175 psi

NOTICE
The information contained herein is not intended to replace the full product installation and safety information available or the experience of a trained product installer. You are required to thoroughly read all installation instructions and product safety information before beginning the installation of this product.

*The wetted surface of this product contacted by consumable water contains less than 0.25% of lead by weight.
Noryl is a registered trademark of SHPP Global Technologies B.V.

Ames Fire & Waterworks product specifications in U.S. customary units and metric are approximate and are provided for reference only. For precise measurements, please contact Ames Fire & Waterworks Technical Service. Ames Fire & Waterworks reserves the right to change or modify product design, construction, specifications, or materials without prior notice and without incurring any obligation to make such changes and modifications on Ames Fire & Waterworks products previously or subsequently sold.

AMES FIRE & WATERWORKS
A **WATTS** *Brand*

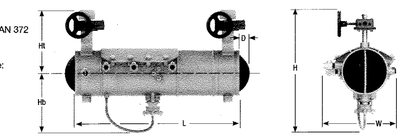


* Specific orientation and agency flow characteristics available on website

Standards
AWWA C511-07 Compliant
ANSI/NSF/CAN 61
UL Certified Health Effects
UL Certified to ANSI/NSF/CAN 372
LEAD FREE
End Connections
- IPS Groove for Steel Pipe; AWWA C606
- Flange Adapters: ANSI B16.1 Class 125

CLASSIFIED cULus WATER QUALITY ANSI/NSF/CAN 61 & 372 [MH64472] [MH64272] 3999
FM APPROVED USC APPROVED RSSC 1013

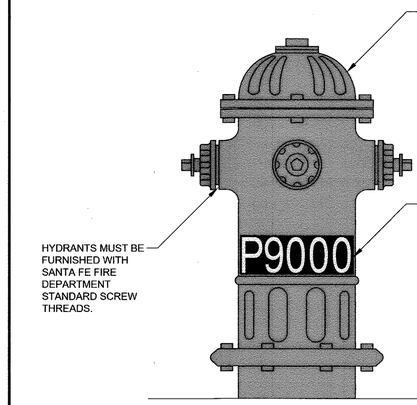
Dimensions — Weights



Size	Model	Ht		Hb		L		D		H		W		Weight	
		in	mm	in	mm	in	mm	in	mm	in	mm	in	mm	lb	kg
2 (2½")*	40	7.1	180	8.7	221	22.1	561	0.0	0	15.8	401	11.0	279	44	20
2½	40	7.1	180	8.7	221	18.7	475	0.0	0	15.8	401	11.0	279	42	19
3	40	7.4	188	8.7	221	18.7	475	0.0	0	16.1	409	11.0	279	44	20
4	40	7.9	201	8.7	221	18.7	475	0.2	5	16.6	422	11.0	279	46	21
6	40	10.1	257	10.5	267	25	635	1.0	25	20.3	516	12.2	310	73	33
8	40	10.4	264	10.7	272	31.0	787	1.8	46	21.1	536	13.8	351	145	66

*2" size uses a 2½" assembly with 2½" groove to 2" female NPT adapter and couplings. Adapter and couplings ship unassembled.

MANUFACTURER'S DATA FOR PROPOSED 8" BACKFLOW PREVENTER

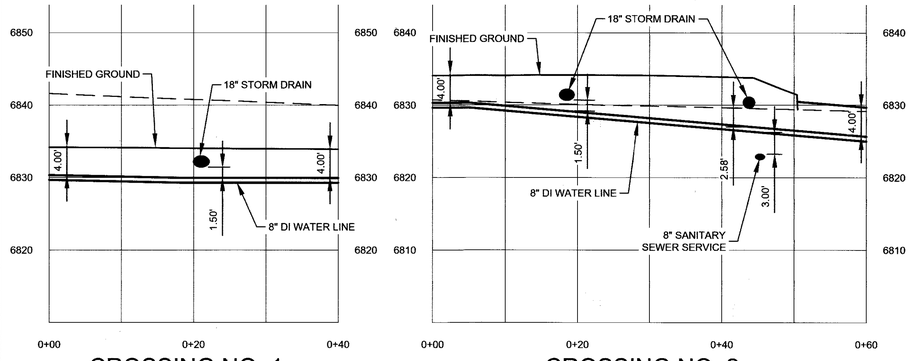


GENERAL NOTES:
1. PRIVATE FIRE SYSTEMS THAT UTILIZE PRIVATE FIRE HYDRANTS MUST BE INSTALLED, INSPECTED, AND MAINTAINED PER CITY OF SANTA FE WATER (CoSFW) AND SANTA FE FIRE DEPARTMENT(SFFD) POLICY NO. W-02 "INSTALLATION AND MAINTENANCE OF PRIVATE HYDRANTS".
2. THE PRIVATE HYDRANT SHALL BE SELECTED FROM THE CITY APPROVED LIST LOCATED IN THE CoSFW CONSTRUCTION SPECIFICATIONS SECTION C.10.
3. HYDRANT INSTALLATION AND LOCATION MUST FOLLOW CoSFW CONSTRUCTION SPECIFICATIONS DETAIL 07 AND 07A.
4. FIRE HYDRANT SHALL NOT BE INSTALLED NEAR ANY STRUCTURES AND SHALL HAVE A MINIMUM 36" CLEAR SPACE IN ALL DIRECTIONS.

CITY OF SANTA FE WATER AND SANTA FE FIRE DEPARTMENT

PRIVATE FIRE HYDRANT EXAMPLE

DRAWN BY: KG	DATE: JUNE 2008
CHECKED: TJ & CP	SCALE: NONE
APPROVED: JDM	



CROSSING NO. 1
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

CROSSING NO. 2
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'



THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER.

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT	_____	__/__/__
VALVE MAPS	_____	__/__/__
GIS (MAPPING)	_____	__/__/__
Inspector approved	_____	__/__/__

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

2981 GALISTEO ROAD SANTA FE, NM

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE
DATE _____

APPROVED
Utto Patti 6-26-26
CITY OF SANTA FE WATER DIVISION DATE
6-24-2026
SANTA FE FIRE DEPARTMENT DATE

INSPECTOR _____
DATE: _____

AERIAL	TOWNSHIP RANGE/SECTION	WORK ORDER NO.
M17	T 16 N . R 09 E . S 10	

2024
10
(2 OF 2)

Water Resources Final Development Water Budget Approval Memo

Final Water Resources approval memo for the approved Alternative Development Water Budget.

City of Santa Fe, New Mexico

Memorandum

DATE: July 6, 2026

TO: JenkinsGavin, Inc.

Anchorum St. Vincent

FROM: Alan G. Hook, Water Resources Coordinator AGH

City of Santa Fe Water

RE: Approval of Anchorum St. Vincent's Skilled Nursing Facility Alternative Development Water Budget at 2981 Galisteo Road. Santa Fe, NM.

Case #: 2024-7999

ITEM: Anchorum St. Vincent's Skilled Nursing Facility Alternative Development Water Budget

BACKGROUND AND SUMMARY: On March 25, 2024, JenkinsGavin, Inc provided the revised alternative development water budget for the Anchorum St. Vincent's proposed skilled nursing facility development at 2981 Galisteo Rd. in the amount of 4.41 acre-feet per year for the commercial development including the 9.8% line loss contingency and the irrigation budget for commercial streetscape and the common area landscaping.

REQUESTED ACTION: City of Santa Fe Water staff is approving the alternative water budget for the Anchorum St. Vincent's proposed skilled nursing facility development in the amount of 4.41 acre-feet per year as provided by JenkinsGavin, Inc to meet the requirements of City Code Chapter 14, Section 8.13_(B)(2)(b).

ATTACHMENTS:

1. March 25, 2024, JenkinsGavin, Inc. Utility Service Application for Anchorum St. Vincent's skilled nursing facility development.
2. March 11, 2024, JenkinsGavin, Inc. Alternative Development Water Budget for Anchorum St. Vincent's skilled nursing facility development.
3. March 11, 2024, JenkinsGavin, Inc. Historical Water Usage Data for Anchorum St. Vincent's Alternative Development Water Budget
4. May 2, 2024, JenkinsGavin, Inc. Landscape Irrigation Budget for Streetscape & Common Area Landscaping in Anchorum St. Vincent's skilled nursing facility development.

Approved Alternative Development Water Budget

Approved Alternative Development Water Budget materials for the project.

2981 Galisteo Skilled Nursing Facility
Water Budget
March 11, 2024

	GPY	AFY
Skilled Nursing Facility Water Use*	1,188,844	3.65
Landscape Irrigation Water Use (Per Landscape Plan)	621,336	0.37
DEVELOPMENT WATER BUDGET	**1,810,180**	**4.02**

**Based on usage data from existing facilities in Tucson, AZ and El Paso, TX, per below:*

Existing Facilites Average	68,718 SF	*(average GFA)*
Average annual water use per SF		18.03 GPY per SF
Proposed Skilled Nursing Facility	65,937 SF	*(total proposed GFA)*
Annual water use		1,188,844
		3.65 AFY

Per SFCC 14-8.13(E)(2)(d), water demand offset fees shall be paid in accordance with the Water Conservation Credit Program, as calculated below:

DEVELOPMENT WATER BUDGET	**4.02**	**AFY**
9.8% Contingency per SFCC §14-8.13(E)(1)	0.39	AFY
TOTAL WATER DEMAND OFFSET	**4.41**	**AFY**

	Yr 1 - GPY	Yr 2 - GPY	Yr 3 - GPY	3 Yr Avg - GPY
Trees	118,834	89,126	71,301	93,087
Shrubs	39,612	29,709	13,865	27,729
Total	158,446	118,835	85,166	120,816
AFY	0.49	0.36	0.26	**0.37**

Utility Service Application / Water Budget Evaluation

Utility service application and Water Budget evaluation materials supporting Water Resources review.

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant must sign and date application.**

Check one only:
___ Sewer Service Technical Evaluation Request
___ Water Service Technical Evaluation Request
____ Agreement for Metered Service (AMS)
____ Agreement to Construct and Dedicate Public Improvements (ACD)
____ Annexation Application Water Budget
__X__ Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Anchorum St. Vincent

Project Address: 2981 Galisteo Road

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2009 Book 697 Page 046-050v A-I Township, Range, Section: 16N, 9, 10 & 11

Location: (check one only) Inside Corporate City Limits __X__ Outside Corporate City Limits ___

Property Uniform Property Code: _____ Existing Well: Yes _____ No __X__

Legal Description including lot size: Tract C-3 comprising 6.325 acres

Short Description of Project: New 80-bed Skilled Nursing Facility, 6.325-acre property zoned BIP

Construction Start Date: _____Q4 2024_____

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments) _____
2. Total number of lots approved on final plat/development plan: _____
3. Total number of homes existing or under construction: _____
4. Size of service requested: (5/8", 3/4", 1" or 2") _____

***Please fill in all categories below that apply for which water service is requested:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units	N/A	--- COMPLETED BY STAFF --- Water Use Factors	Annual Water Demand
_____ Single Family Dwelling Unit, lot size less than 6,000 sq. ft.		.15 afy per d.u.	_____
_____ Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft		.17 afy per d.u.	_____
_____ Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.		.25 afy per d.u.	_____
_____ Mobile Home (in Mobile home park)		.17 afy per d.u.	_____
_____ Accessory Dwelling Unit		.09 afy per d.u.	_____
_____ Apartment/Condominium		.16 afy per d.u.	_____
_____ Senior Complex		.12 afy per d.u.	_____
_____ **Total**		**Total Residential Water Demand**	_____ AFY

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Extended care, convalescent, nursing, recovery care faciliti
Total gross floor area of building: __65,937_____ square feet
Total area of lot, tract or parcel: __6.325_____ acres
Automatic Fire Sprinkler System: __X__ Yes _____ No
Building Construction Type: __TBD_____
Building Square Footage: __65,937_____
Site Plan Attached: __X__ Yes_____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----		---- COMPLETED BY STAFF ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
____ Office – Non-medical	_____	(0.70 afy per 10,000 s.f.)	_____
____ Medical Office	_____ (	0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____ (	0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
____ Gyms with showers	_____	(8.94 afy per site)	_____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____
____ Pet Grooming	_____	(0.52 afy per site)	_____
____ Pet Daycare	_____	(0.11 afy per site)	_____
____ Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____ Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____ Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____ Gallery	_____	(0.60 afy per site)	_____
____ Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____ Restaurant (full service)	_____	(0.02 afy per seat)	_____
____ Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____ Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____
Skilled Nursing Facility per attached Water Budget			

____ Gasoline Station _____ (0.88 afy per Site) _____

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

____ Car Wash (full service)	_____	(5.66 afy per Site)	_____
____ Car Wash (limited service)	_____	(0.94 afy per Wash Bay)	_____
____ Auto Repair	_____	(0.12 afy per site)	_____
____ Car Rental	_____	(0.12 afy per site)	_____
____ Car Sales	_____	(0.07 afy per 10,000 s.f.)	_____
____ Self Storage	_____	(0.13 afy per site)	_____
____ Wholesale, Warehousing	_____	(0.4 afy per 10,000 s.f.)	_____
____ Industrial, Manufacturing	_____	(applicant estimate of water use)	_____
____ Church w/ day care or school)	_____	(1.3 afy per Site)	_____
____ Church w/o day care or school)	_____	(0.6 afy per Site)	_____
____ Hotel	No. of rooms _____	(.13 afy per room)	_____
____ Motel	No. of rooms _____	(.09 afy per room)	_____

Public Services

____ School, Elementary	(0.53 afy per 100 students)	_____
____ School, Middle or Junior High	(1.68 afy per 100 students)	_____
____ School, Senior High	(2.64 afy per 100 students)	_____
____ Schools, Daycare	(0.85 afy per 100 kids)	_____
____ Places of Worship	(0.15 afy per site)	_____
With Daycare and school	(0.95 afy per site)	_____
____ Parks	(1.48 afy per acre)	_____
____ **Other** (not listed above) Please attach	(with attachment)	_____

water demand calculations and assumptions used

Total Floor Area __65,937_____

Total Commercial Water Demand _____ AFY

Total Residential Water Demand _____ AFY

TOTAL PROJECT WATER DEMAND _____AFY

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

OWNER: _Anchorum St. Vincent_____ Mailing Address: __1676 Hospital Drive _Santa Fe, NM 87505____ _____ Phone Number: _____ Mobile Number: _____	***Only If Applicable*** AGENT: Jennifer Jenkins, JenkinsGavin Inc._ Title: _Principal_____ Mailing Address: _130 Grant Avenue, Suite 101_ __Santa Fe, NM 87501 _____ Phone Number: _505.820.7444___ _____ Mobile Number: _505.930.6149_____

Information Provided By: Check one: Owner _____ Agent __X___

Signature: _____ Date: 3/25/24

Technical Evaluation to be Sent to: Check one: Owner _____ Agent __X___

COMMENTS: _____

APPLICANTS, PLEASE NOTE:

- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below.
- A map of the proposed project in relation to the existing city limits and the presumptive city limits
- A detailed description of the proposed develop0ment including the type and size of proposed land uses
- The health, safety and welfare or other legal reason for the connection
- A site water budget
- Documentation from the County of Santa Fe that county water service is not available
- Documentation from the wastewater division regarding sewer availability
- A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable

Water Budget Usage Data

Supporting water-use data for the approved Alternative Development Water Budget.

Historic Domestic Water Usage - 12 Months - Anchorum Skilled Nursing Facilities

Year-Month	TUCSON Water Usage (gallons)	EL PASO Water Usage (gallons)
24-Jan	106,964	
23-Dec	113,696	96,000
23-Nov	112,948	87,000
23-Oct	93,500	83,000
23-Sep	101,728	115,000
23-Aug	102,476	99,000
23-Jul	121,176	126,000
23-Jun	103,972	54,000
23-May	109,956	97,000
23-Apr	115,192	116,000
23-Mar	114,444	98,000
23-Feb	120,428	92,000
23-Jan		99,000
Total Water Usage per Year (gallons)	1,316,480	1,162,000

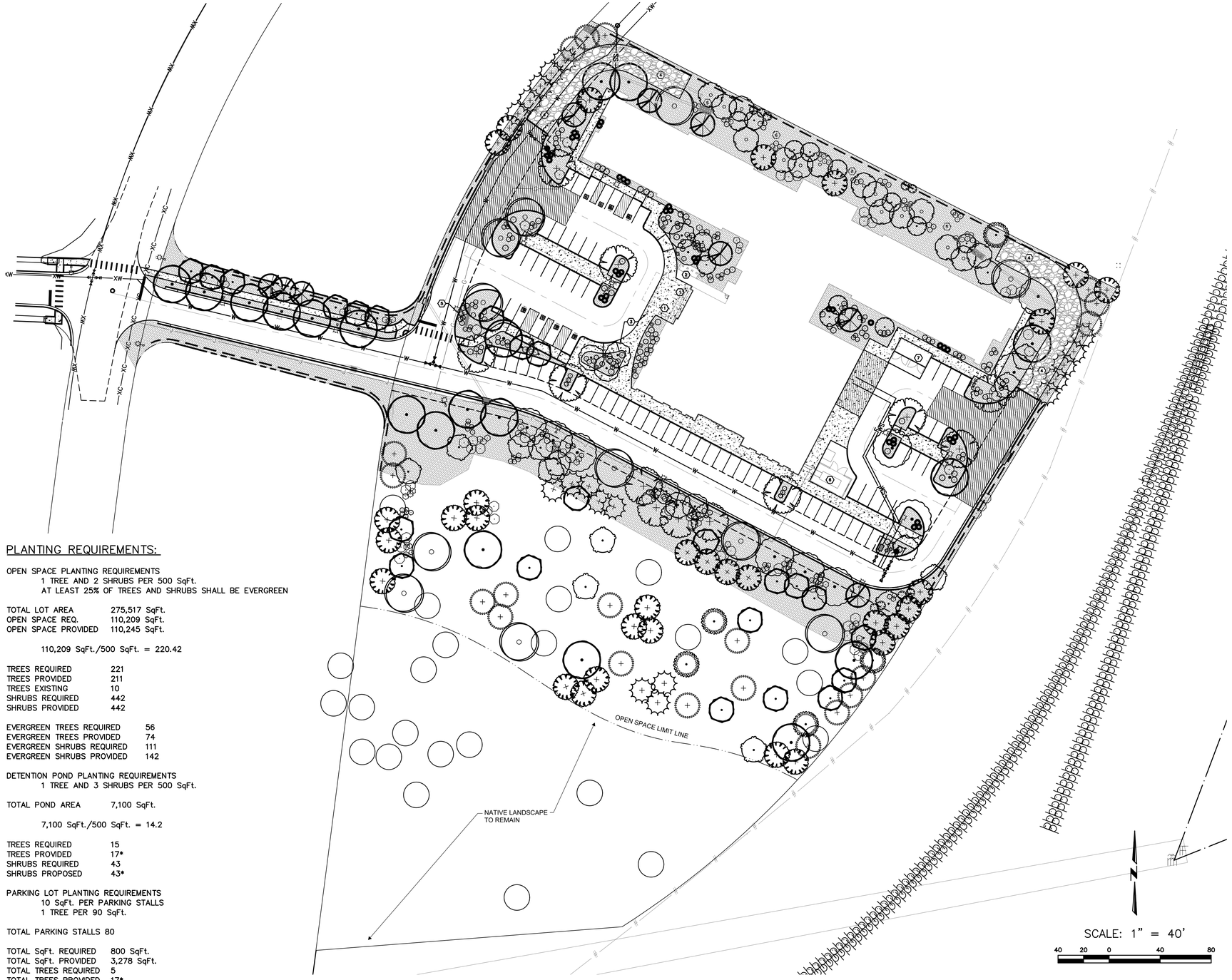
	Yr 1 - GPY	Yr 2 - GPY	Yr 3 - GPY	3 Yr Avg - GPY
Trees	118,834	89,126	71,301	93,087
Shrubs	39,612	29,709	13,865	27,729
Total	158,446	118,835	85,166	120,816
AFY	0.49	0.36	0.26	**0.37**

Facility Specs

		Building Area	Building Stories	Avg Annual Water Use (gallons) per SF	Total Water Usage (gallons) per Year	Acre Feet Per Year (AFY)
Tucson, AZ		72,655	2	18.12	1,316,480	4.04
El Paso, TX		64,781	2	17.94	1,162,000	3.57
Proposed Santa Fe, NM,	Proposed Building Area 65,937	Average Existing Facilities: 68,718	proposed 2	Average, Existing Facilties: 18.03	Average, Existing Facilties: 1,239,240	Average, Existing Facilties: 3.81

Landscape Plan / Irrigation Support

Landscape and irrigation support materials associated with Water Budget review.



PLANTING REQUIREMENTS:

OPEN SPACE PLANTING REQUIREMENTS
1 TREE AND 2 SHRUBS PER 500 SqFt.
AT LEAST 25% OF TREES AND SHRUBS SHALL BE EVERGREEN

TOTAL LOT AREA	275,517 SqFt.
OPEN SPACE REQ.	110,209 SqFt.
OPEN SPACE PROVIDED	110,245 SqFt.

110,209 SqFt./500 SqFt. = 220.42

TREES REQUIRED	221
TREES PROVIDED	211
TREES EXISTING	10
SHRUBS REQUIRED	442
SHRUBS PROVIDED	442

EVERGREEN TREES REQUIRED	56
EVERGREEN TREES PROVIDED	74
EVERGREEN SHRUBS REQUIRED	111
EVERGREEN SHRUBS PROVIDED	142

DETENTION POND PLANTING REQUIREMENTS
1 TREE AND 3 SHRUBS PER 500 SqFt.

TOTAL POND AREA	7,100 SqFt.

7,100 SqFt./500 SqFt. = 14.2

TREES REQUIRED	15
TREES PROVIDED	17*
SHRUBS REQUIRED	43
SHRUBS PROPOSED	43*

PARKING LOT PLANTING REQUIREMENTS
10 SqFt. PER PARKING STALLS
1 TREE PER 90 SqFt.

TOTAL PARKING STALLS 80

TOTAL SqFt. REQUIRED	800 SqFt.
TOTAL SqFt. PROVIDED	3,278 SqFt.
TOTAL TREES REQUIRED	5
TOTAL TREES PROVIDED	17*

*VEGETATION TOTALS ARE MET WITH THE OPEN SPACE REQUIREMENTS. TREES AND SHRUBS HAVE BEEN PLACED ACCORDINGLY TO FULFILL PARKING LOT AND POND PLACEMENT REQUIREMENTS.

KEY NOTES:

1. SITE BENCHES. 6' IN LENGTH.
2. PROPOSED ANOVA TANDEM BIKE RACkS.
3. DECORATIVE BOLLARDS.
4. GRAVELPAVE2 SYSTEM FOR FIRE TRUCK ACCESS.
5. MONUMENT SIGN LOCATION.
6. SCREENED UTILITY SERVICE YARD.
7. SCREENED TRASH RECEPTACLES.
8. DETENTION POND, REFER TO CIVIL.

LEGEND:

EXISTING TREES TO REMAIN

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	WATER USE
TREES					
	AX	19	Acer truncatum x platanoides 'Warrenred' / Pacific Sunset®Maple	2" Cal.	Medium
	FN	13	Forestiera neomexicana / New Mexico Privet	2" Cal.	Low – Medium
	GT	15	Gleditsia triacanthos / Honey Locust	2" Cal.	Low – Medium
	GS	13	Gleditsia triacanthos inermis 'Shademaster' / Shademaster Honey Locust	2" Cal.	Low – Medium
	UP	11	Ulmus parvifolia / Lacebark Elm	2" Cal.	Low – Medium
	CT	10	x Chitalpa tashkentensis / Chitalpa	2" Cal.	Low
EVERGREEN TREES					
	AC	20	Abies concolor / White Fir	6' Ht.	Medium
	CK	5	Cedrus deodara 'Kashmir' / Kashmir Deodar Cedar	2" Cal.	Low – Medium
	JO	31	Juniperus osteosperma / Utah Juniper	2" Cal.	Very low – Medium
	PB	18	Pinus aristata / Bristlecone Pine	2" Cal.	Low
ORNAMENTAL TREES					
	CL	9	Chilopsis linearis / Desert Willow	2" Cal.	Low – Medium
	MH	23	Malus x 'Hopa' / Hopa Crabapple	2" Cal.	Medium
	MP	9	Malus x 'Prairifire' / Prairifire Crabapple	2" Cal.	Medium
	MS2	15	Malus x 'Spring Snow' / Spring Snow Crabapple	2" Cal.	Medium
DECIDUOUS SHRUBS					
	AC2	56	Amorpha californica / False Indigo	5 gal.	Low
	AN	10	Artemisia nova / Black Sagebrush	5 gal.	Very low – Low
	AC3	29	Atriplex confertifolia / Shadscale	5 gal.	Very low – Low
	CP	21	Caragana pygmaea / Pygmy Peashrub	5 gal.	Low
	CS	45	Chaenomeles speciosa / Flowering Quince	5 gal.	
	CM	40	Chamaebatiaria millefolium / Fernbush	5 gal.	Very low – Low
	PG	54	Prunus glandulosa 'Rosea Plena' / Pink Flowering Almond	5 gal.	Medium
	SE	21	Salix exigua / Coyote Willow	5 gal.	
	SI	24	Salix irrorata / Dewystem Willow	5 gal.	
EVERGREEN SHRUBS					
	AN2	47	Arctostaphylos nevadensis / Pine Mat Manzanita	5 gal.	Low – Medium
	MD	10	Microbiota decussata / Siberian Carpet Cypress	5 gal.	Medium
	YF	38	Yucca filamentosa / Adam's Needle	5 gal.	Very low – Medium
	YG	47	Yucca glauca / Soapweed	5 gal.	Very low – Low
			¾" DECORATIVE ROCK		
			(10) EXISTING TREES TO REMAIN		

Seasonal Water Use and Peak Flow Projections Prepared By HydroSystems-KDI, Inc.

Description	Irrigated Quantity Grasses (Acre) Ornamental Plantings (Quantity)	Month	Year 1 Water Application (gallons)	Year 2 Water Application (gallons)	Year 3 Water Application (gallons)	Peak Season Projected Demand (GPM)
		April	15,154	11,366	9,093	
		May	18,791	14,093	11,275	
Trees	221.00	June	**22,731**	**17,049**	**13,639**	**2.8**
Drip Irrigated		July	20,357	15,268	12,214	
		August	17,225	12,919	10,335	
		September	14,397	10,797	8,638	
		October	10,179	7,634	6,107	
Irrigation Season Totals			118,835	89,126	71,301	
		April	5,051	3,789	1,768	
		May	6,264	4,698	2,192	
Shrubs	442.00	June	**7,577**	**5,683**	**2,652**	**0.9**
Drip Irrigated		July	6,786	5,089	2,375	
		August	5,742	4,306	2,010	
		September	4,799	3,599	1,680	
		October	3,393	2,545	1,188	
Irrigation Season Totals			39,612	29,709	13,864	
Site Totals						
Water Use per Year (gallons):			***158,446***	***118,835***	***85,165***	
Peak Season Water Use (gallons/mo):		***16,291***				
Average Peak Season Flow (gpm):						***4***
Required Tap Size (inches):		***3/4***				

Projections are based on a four day per week, eight hour per day, peak season watering schedule.
Peak season application for Trees is 24.0 gallons per week.
Peak season application for Shrubs is 4.0 gallons per week.
Peak season application for Perennials is 2.0 gallons per week.

Anchorum-Galisteo Skilled Nursing Facility

L200 PLANTING PLAN

05/02/24

TREANORHL

Land Use Department
Planning Commission Staff Report

Case No's:	2026-12047 2026-12048
Hearing Date:	August 6, 2026
Agent/Applicant:	JenkinsGavin, Inc.
Owner:	Boyd & Allister, LLC
Request:	Rezoning & Development Plan
Location:	1202 W. Alameda Street
Case Mgr.:	Claudia Kath
Zoning:	C-2 PUD
Overlay:	PUD and Rivers & Trails Archaeological District
Pre-App Mtg:	December 10, 2025
ENN Mtg:	February 12, 2026
Proposal:	The Applicant requests a change to the PUD overlay via a rezone to redevelop the existing site into a mixed-use facility.



Site Map

Case #2026-12047: 1202 West Alameda Rezoning. JenkinsGavin Inc, "Agent," for Boyd & Allister, LLC, "Applicant," asks the Planning Commission to recommend the Governing Body approve a rezoning on the +/-1.695-acre lot at 1202 West Alameda Street to establish a new PUD overlay expanding the allowed uses in the existing PUD overlay (Ord. #2006-49). The property is zoned C-2 PUD and is in the Rivers and Trails Archeological Review District (Claudia Kath, Case Manager, cmkath@santafenm.gov).

Case #2026-12048: 1202 West Alameda Development Plan. JenkinsGavin Inc, "Agent," for Boyd & Allister, LLC, "Applicant," asks the Planning Commission to recommend the Governing Body approve a final Development Plan for the +/-1.695-acre property at 1202 W Alameda pursuant to SFCC Section 14-4.1.A.3.III.b. The property is zoned C-2 PUD and is in the Rivers and Trails Archeological Review District (Claudia Kath, Case Manager, cmkath@santafenm.gov).

I. RECOMMENDATION:

Staff recommends that the **Planning Commission recommend the Governing Body APPROVE** the following cases:

1. **Case #2026-12047: 1202 West Alameda Rezoning**, subject to the Conditions of Approval and

Technical Corrections outlined in Attachment A of Staff's report.

2. **Case #2026-12048: 1202 West Alameda Development Plan**, subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of Staff's report.

Two motions will be required for these cases:

1. **Recommend the Governing Body APPROVE** or **DENY** Case #2026-12047, "1202 W. Alameda Rezoning," subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of Staff's report.

2. **Recommend the Governing Body APPROVE** or **DENY** Case #2026-12048, "1202 W. Alameda Development Plan," subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of Staff's report.

II. EXECUTIVE SUMMARY:

The subject property is located at **1202 W. Alameda Street**, the site of the former Feed Bin store. The +/- 1.695-acre property contains two existing buildings with associated parking areas. Adjacent land uses include the River Trail, Alto Street Park, a City fire station, a church, and the Casa Solana neighborhood.



Figure 1 – Proposed Site Plan



Figure 2 - Existing Feed Bin



Figure 3 - Existing Hay Barn

The Applicant proposes to redevelop the existing buildings into a mixed-use development while utilizing the existing names associated with the development consisting of:

(1) Feed Bin: a woodshop with associated storage, co-working space, and three residential apartments; and

(2) Hay Barn: a full-service restaurant.

To facilitate the proposed redevelopment, the Applicant has submitted the following applications, both of which require public hearings:

1. Rezoning (Case #2026-12047)

The property is currently zoned **C-2 PUD (General Commercial, Planned Unit Development)**. The existing Planned Unit Development (PUD) limits the property to feed store use only.

The Applicant requests approval of a new PUD to allow the following uses:

a. Residential
b. Retail
c. Food and beverages
d. Office
e. Woodshop (light assembly and manufacturing)
f. Storage
g. Arts and crafts studio, gallery, or school

2. Development Plan (Case #2026-12048)

Pursuant to SFCC Section 14-4.1.A.3.III, a PUD rezoning application must be accompanied by a Development Plan. The Applicant has submitted a Final Development Plan for review and approval by the Planning Commission and Governing Body as part of the PUD rezoning process, consistent with SFCC Section 14-4.1.A.3.III.b. The proposed Development Plan retains and adaptively reuses both existing buildings while changing their permitted uses.

Separately, the Applicant is pursuing an administrative lot split to divide the property into two parcels.

Proposed Lot 1A-1 would contain the former hay barn and comprise approximately +/-0.827 acres, while proposed Lot 1A-2 would contain the former Feed Bin building and comprise approximately +/-0.868 acres. The lot split is an administrative action and is not part of the public hearing or subject to Planning Commission review.

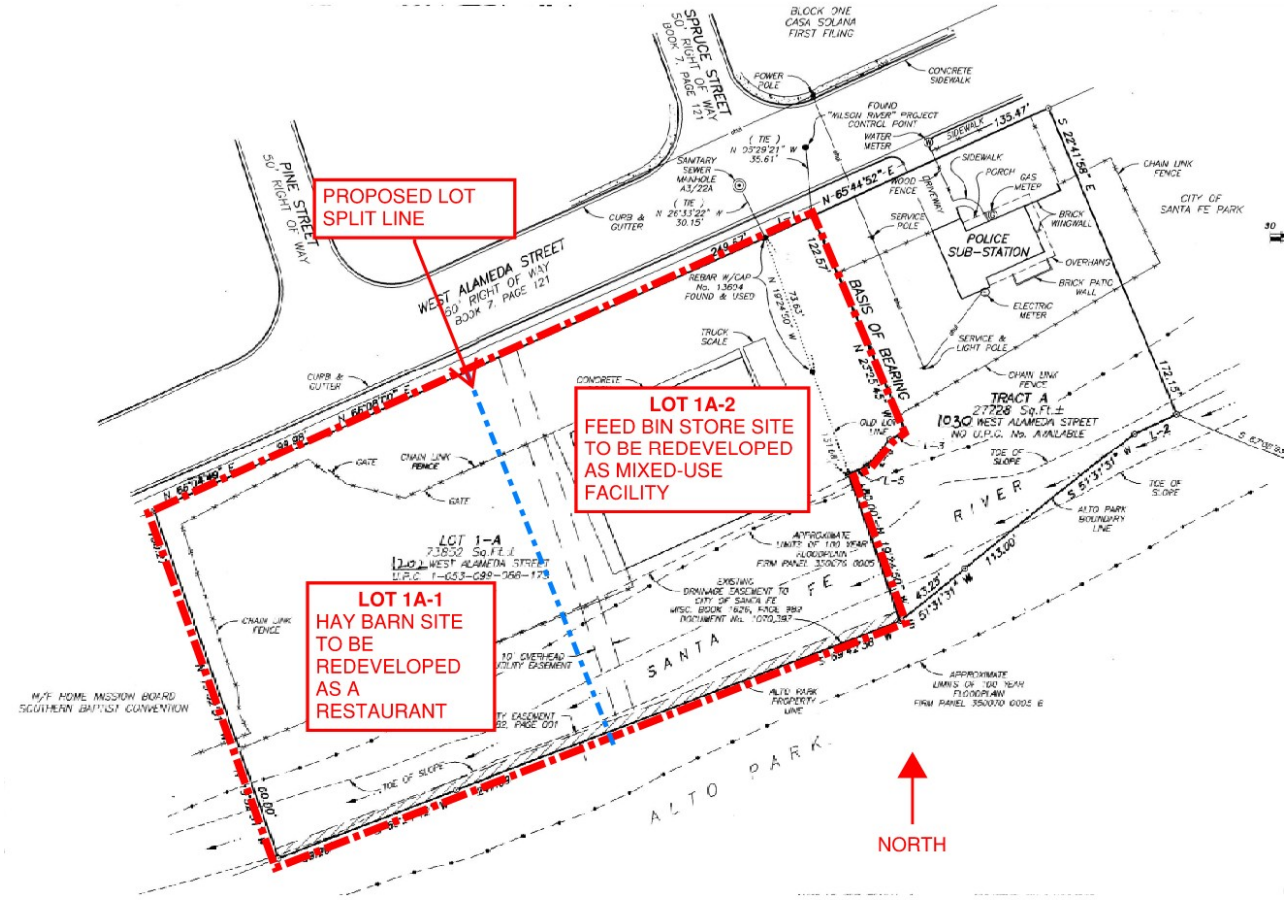


Figure 4 – Proposed Lot Split Diagram

The Applicant has satisfied the procedural requirements of SFCC Sections 14-2.1.B.1.I, *Pre-Application Conference*; 14-2.1.B.1.II, *Early Neighborhood Notification Meetings*; and 14-2.1.B.3.V, *Notice Requirements*.

Based on the analysis contained in this report, Staff finds that the applications satisfy the applicable approval criteria of SFCC Sections 14-2.1.D.3 and 14-2.1.F.4. Accordingly, Staff recommends that the Planning Commission recommend approval of both applications to the Governing Body, subject to the Conditions of Approval and Technical Corrections contained in Attachment A.

III. PROJECT ANALYSIS REZONING (PUD)

Overview

The former Feed Bin property was established in 1971. In 2006, the property was rezoned from RM-10 (Residential Multi-Family, 10 dwelling units per acre) to C-2 PUD (General Commercial, Planned Unit Development) through Ordinance No. 2006-49 (Attachment C-2). As a condition of approval, the

ordinance stipulated that "*the use of the property shall be limited to the Feed Bin store use and that any change of use or further expansion or intensification of the feed store shall require approval of a rezoning application by the Planning Commission and City Council."* Planned Unit Developments (PUD) set forth very specific development criteria. The underlying zoning standards cannot be used; therefore, due to the unique circumstances of the site and to provide predictability for abutting residential development, staff is recommending amending the existing PUD.

As a result of very strict development standards, the property's permitted use has remained limited to operation of a feed store. The current property owner proposes redeveloping the site as a mixed-use development, as described in Section II, Executive Summary. To facilitate the proposed redevelopment, the Applicant requests a rezoning to amend the existing PUD and expand the range of permitted land uses to include:

- Residential
- Retail
- Food and beverage establishments
- Office
- Woodshop (light assembly and manufacturing)
- Storage
- Arts and crafts studio, gallery, or school

IV. PROJECT ANALYSIS: DEVELOPMENT PLAN

a. Project Zoning §14-31.B

The subject property is currently zoned C-2 PUD (General Commercial, Planned Unit Development) and will retain this zoning designation if the application is approved. The proposed amendment does not modify the underlying C-2 zoning district or its applicable development standards. Rather, the amendment revises the existing Planned Unit Development (PUD) to expand the range of permitted land uses on the property. All other development and dimensional standards of the C-2 zoning district will continue to apply.

Staff reviewed the proposed Development Plan for compliance with the applicable requirements of the Land Development Code and determined that the proposal meets the standards outlined below.

Table 1 – C-2 Zoning Requirements

Standard	Requirement for C-2	Proposed Lot 1A-1 (Restaurant)	Proposed Lot 1A-2 (Mixed Use)
Height	45 feet maximum	25’4”	30’3”
Lot Coverage	60 % maximum	13.9%	24.0%
Open Space	20% minimum	39% 14,158 sf	30.5% 11,533 sf

Setbacks	Street: 15 feet Rear: 25 feet or 20% of lot depth, whichever is less Side: 0 feet	Street: 15’-0” Rear: 102’-11.75” Side: 88’-8.5”	Street: 43’-7” Rear: 81’-3.75” Side: 61’-0”

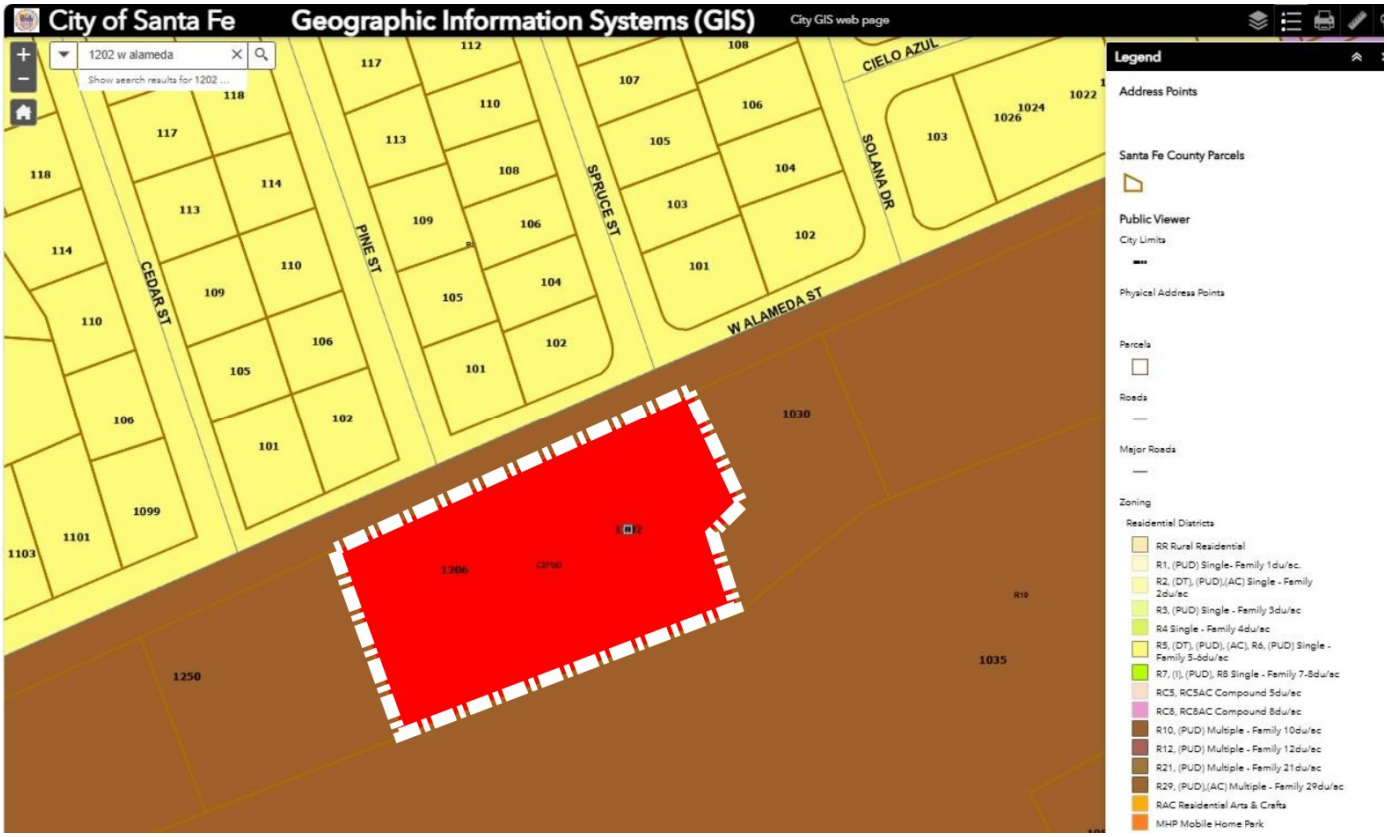


Figure 5 – Current Zoning. Red is C-2 PUD. Brown is R-10, Yellow is R-5.

The subject property is located within an established mixed-use area that includes a variety of civic, recreational, commercial, and residential uses. Surrounding land uses include the River Trail, a public park, a fire station, a church, the Casa Solana neighborhood, the Casa Solana Shopping Center, and nearby schools. Given the existing mix of uses in the vicinity, staff finds that the proposed mix of residential, commercial, and artisan uses is compatible with the surrounding development pattern and will complement the character of the area.



Figure 6 – Neighborhood Context

The subject property is designated Public/Institutional on the Future Land Use Map (see Figure 4). This designation is generally intended to accommodate civic and institutional uses such as schools, childcare facilities, museums, libraries, and government offices. The mix of uses proposed in the Development Plan is not consistent with the property's Future Land Use designation.

However, staff did not require a General Plan Amendment because the application does not propose to change the property's underlying C-2 (General Commercial) zoning designation. Rather, the request is limited to amending the existing Planned Unit Development (PUD) to expand the range of permitted uses while retaining the existing base zoning designation.

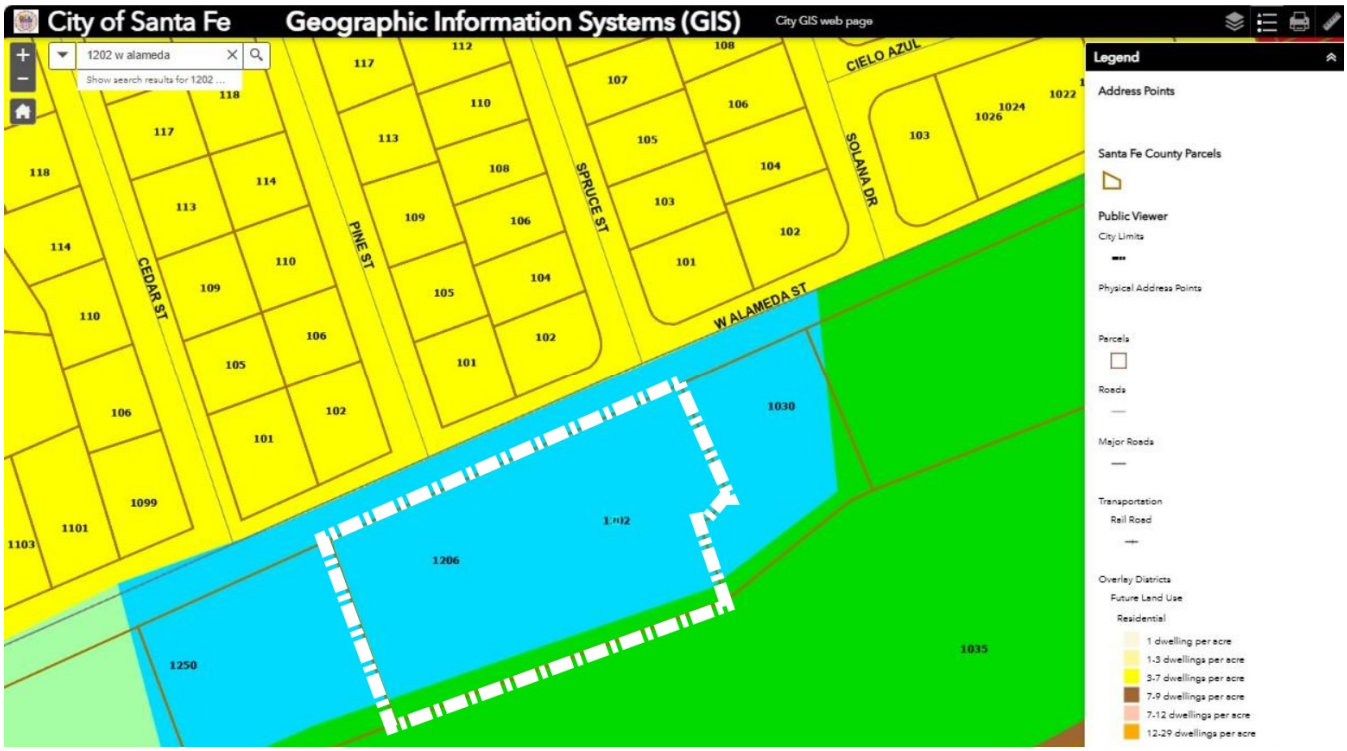


*Figure 7 – **Future Land Use Map**. Blue is Public/Institutional, dark green is Parks, light green is Open Space, and yellow is Residential, 3-7 Dwellings Per Acre*

b. Access and Traffic – §24-1

Access: The subject property currently has three vehicular access points, all of which will be retained as part of the proposed redevelopment. The westernmost driveway (Drive A) will continue to operate as a right-in/right-out access, while Drives B and C will remain full-access driveways.



Figure 8 - Driveway A



Figure 9 - Driveway B



Figure 10 - Driveway C

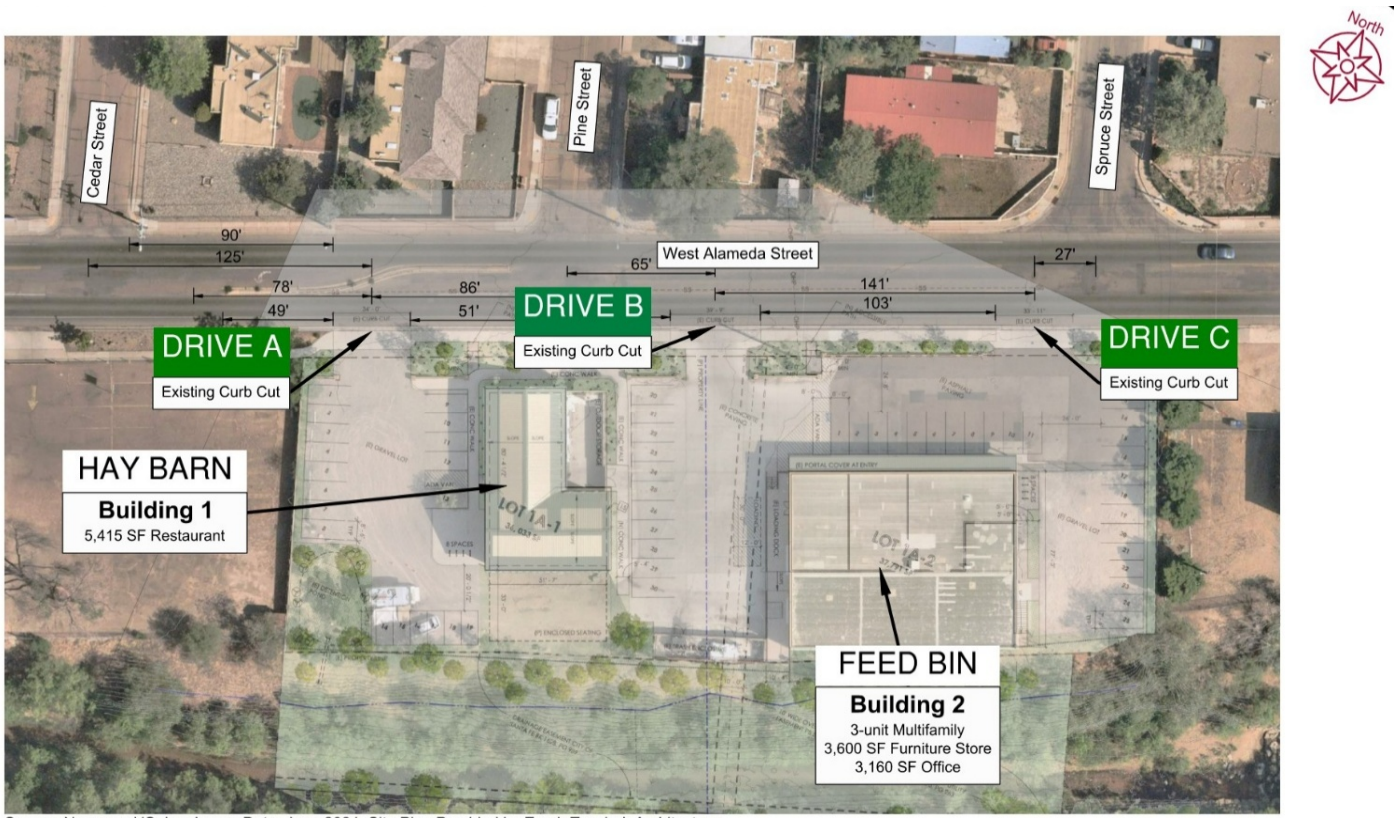


Figure 11 – Traffic / Driveway Diagram

Traffic: A Traffic Impact Study (TIS) prepared by Kimley-Horn evaluated the operational impacts of the proposed redevelopment at six nearby intersections over a 10-year planning horizon. The analysis concluded that, under both existing and future conditions, all study intersections are expected to operate at Level of Service (LOS) A through C, which is considered acceptable under City standards. The TIS recommends the following measures to maintain efficient traffic operations:

1. Retain full-access movements at Drive B.
2. Retain full-access movements at Drive C.
3. Repaint the existing median noses at the intersection of West Alameda Street and Solana Drive.

Staff reviewed the TIA and finds that the proposed redevelopment will not result in significant adverse traffic impacts, subject to implementation of the recommended improvements.

c. Parking - §14-7.5

The proposed restaurant on Lot 1A-1 requires 22 off-street parking spaces; the Applicant proposes 30 spaces. The mixed-use development on Lot 1A-2 requires 23 parking spaces; the Applicant proposes 24 spaces. In addition, the Applicant will provide ADA-accessible parking in compliance with SFCC Section 14-7.5.F.

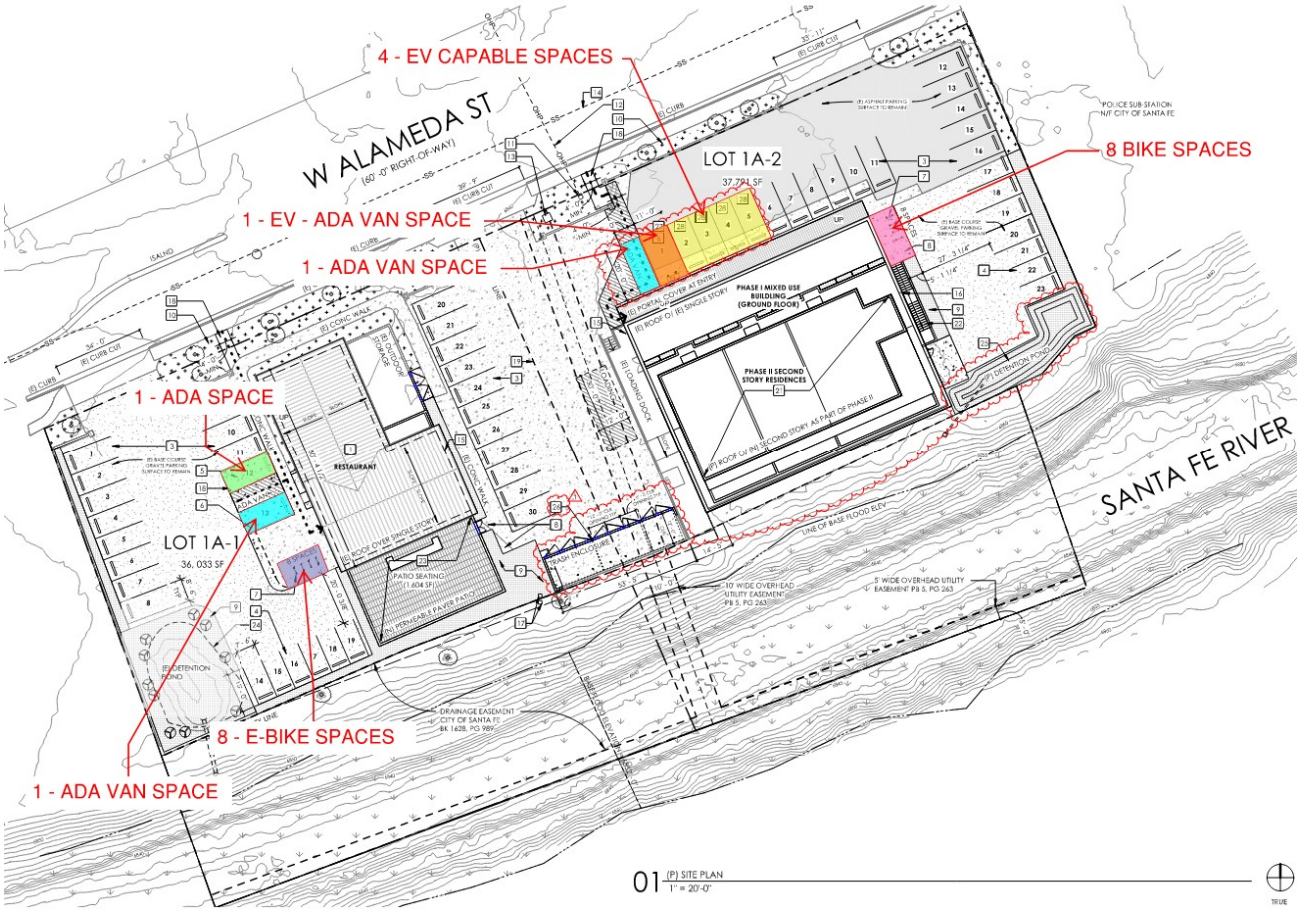


Figure 12 – Proposed Parking Site Plan

As part of the proposed PUD amendment (Case No. 2026-12047), staff recommends a Condition of Approval requiring the installation of electric vehicle (EV) charging infrastructure, including both installed and EV-capable parking spaces, at the time of development. Staff finds that incorporating EV infrastructure into the redevelopment is consistent with the intent of SFCC Section 14-7.5.G and supports the City's sustainability and greenhouse gas reduction goals.

The Applicant also proposes eight bicycle parking spaces on each lot, exceeding the minimum bicycle parking requirements of the Land Development Code. Staff finds that the proposed vehicular, bicycle, and accessible parking adequately serves the anticipated uses while promoting multimodal transportation options.

d. Fire Prevention - §12-2.1

Emergency vehicle access will be maintained in accordance with the currently adopted International Fire Code (2021 IFC), including fire apparatus access and fire flow requirements (IFC Sections 102.3 and 102.4), the International Building Code, and applicable City ordinances. As part of the proposed redevelopment, the addition of three residential units within the former Feed Bin structure will require the installation of an automatic fire suppression system served by a 4-inch fire line. Similar to the Feed Bin structure, the Hay Barn structure will be retrofitted with an automatic fire suppression system and a dedicated 4-inch fire line.

e. Sewer – § 22-3.1

The former Feed Bin building is currently served by a 4-inch cast iron sewer service line connected to the existing 15-inch sewer trunk line within West Alameda Street. As part of the proposed redevelopment, the Applicant proposes to connect the former hay barn structure to this existing service line through the installation of a new 4-inch sewer service connection.

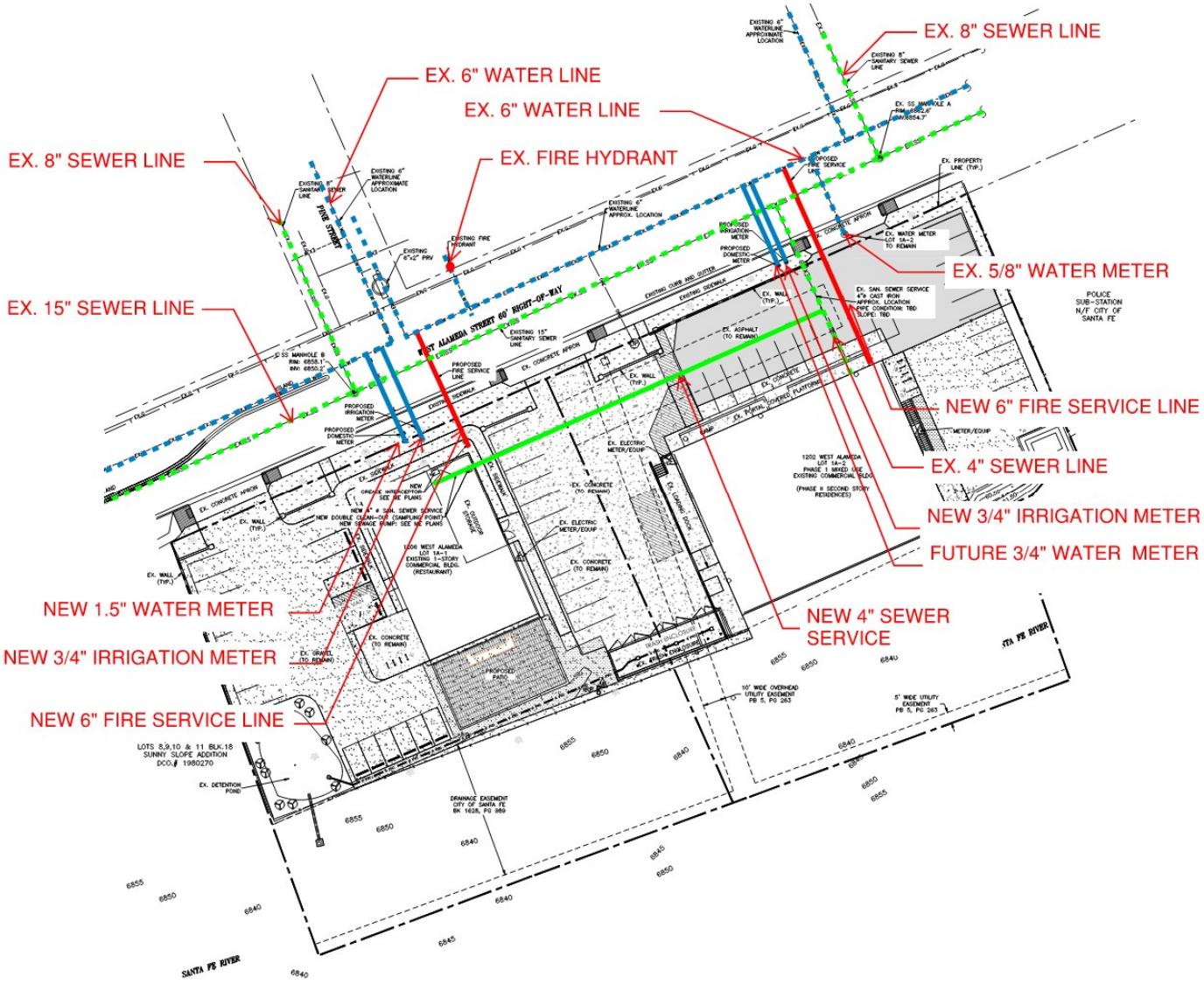


Figure 13 – Utility Plan

f. Water - § 25-1.10 & §14-7.7

The subject property is currently served by a 5/8-inch water meter and a 3/5-inch service line connected to the existing 6-inch water main within West Alameda Street.

The former hay barn, proposed for conversion into a restaurant use, is not currently connected to the City water system. The Applicant proposes installation of a new 1½-inch water service line and meter for this structure.

The Applicant has received approval of a water plan and water budget for the proposed development. The approved water budget is summarized below:

Table 2 – Approved Water Budget

Water Budget		
Lot 1A-1 Hay Barn Site	Restaurant, Full Service	2.08 AFY
	Landscape Irrigation	0.056 AFY
	Lot 1A-1 Total	**2.14 AFY**
Lot 1A-2 Feed Bin Site	Phase 1: Woodshop	0.21 AFY
	Phase 2: 3 Dwelling Units	0.48 AFY
	Landscape Irrigation	0.026 AFY
	Credit per 14-7.7.8.D.3	-0.67
	Lot 1A-2 Total	**0.05 AFY**
	9.8 Contingency	**0.21**
	Total Water Demand Offset	**2.40**

The Applicant will be required to address conditions of approval and technical corrections identified by the City's Water Resources and Water Engineering Divisions following the public hearing process. These requirements include, but are not limited to, obtaining an approved Agreement to Construct and Dedicate (ACD), executing an Agreement for Metered Service (AMS), and installing separate irrigation meters. Additional details regarding water-related requirements are provided in Attachment A.

Staff finds that the proposed development can be adequately served by the City's water system, subject to compliance with all applicable water service requirements and conditions of approval.

g. Grading and Terrain Management - §14-8.2

The subject property is currently developed, and the Applicant proposes to retain the existing structures as part of the redevelopment. The property is adjacent to the Santa Fe River and is located within the FEMA-designated 100-year floodplain.

In 2007, a variance was approved for the property from the floodplain setback requirements, allowing the existing rear parking area to be located closer to the watercourse than the setback required by SFCC Section 14-8.2.E.5.II, which requires a setback of “25 feet from the top of the shoulder of an arroyo plus the depth of the arroyo channel.” Variances are not temporary approvals and remain associated with the property unless modified or revoked. Therefore, the previously approved floodplain setback variance remains applicable to the subject property and continues with the proposed redevelopment.

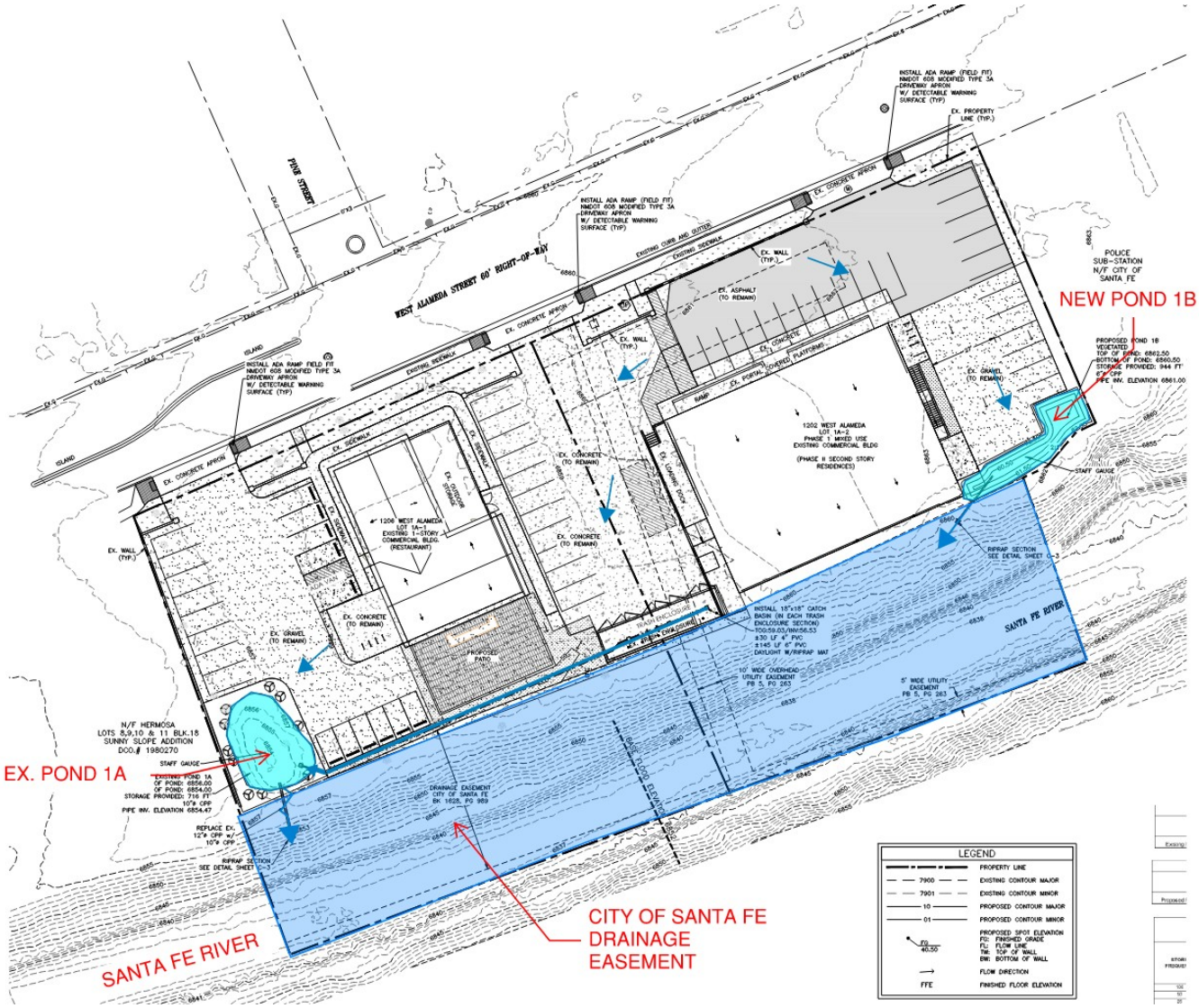


Figure 14 – Grading and Drainage Plan

h. Landscaping, Irrigation and Lighting -§14-8.4 & §14-8.6

The Applicant submitted planting and irrigation plans as part of the Development Plan application. The subject property contains existing landscaping and stormwater ponding areas. The Applicant is proposing adding minimal tree and shrub quantities for screening and infill and part of the site redevelopment. These improvements will be required to comply with the Conditions of Approval and Technical Corrections identified in Attachment A.

The Applicant proposes to retain the existing site lighting. No additional pole-mounted or wall-mounted light fixtures are proposed as part of the redevelopment. While the Applicant anticipates replacing the existing light fixtures with a different fixture type, the locations and quantity of fixtures will remain unchanged. The Applicant will need to submit a photometric plan for review and approval prior to the issuance of a building permit to verify compliance with the lighting standards of the Land Development Code and as required by the Conditions of Approval and Technical Corrections identified in Attachment A.

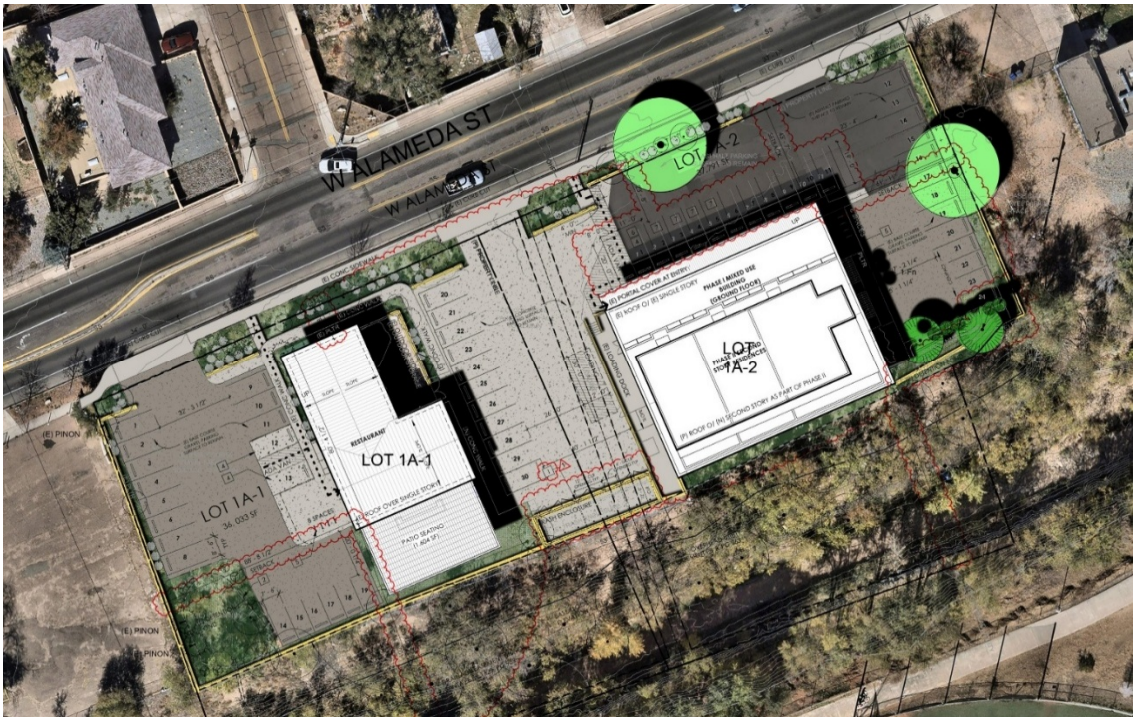


Figure 15 – Proposed Landscape Plan

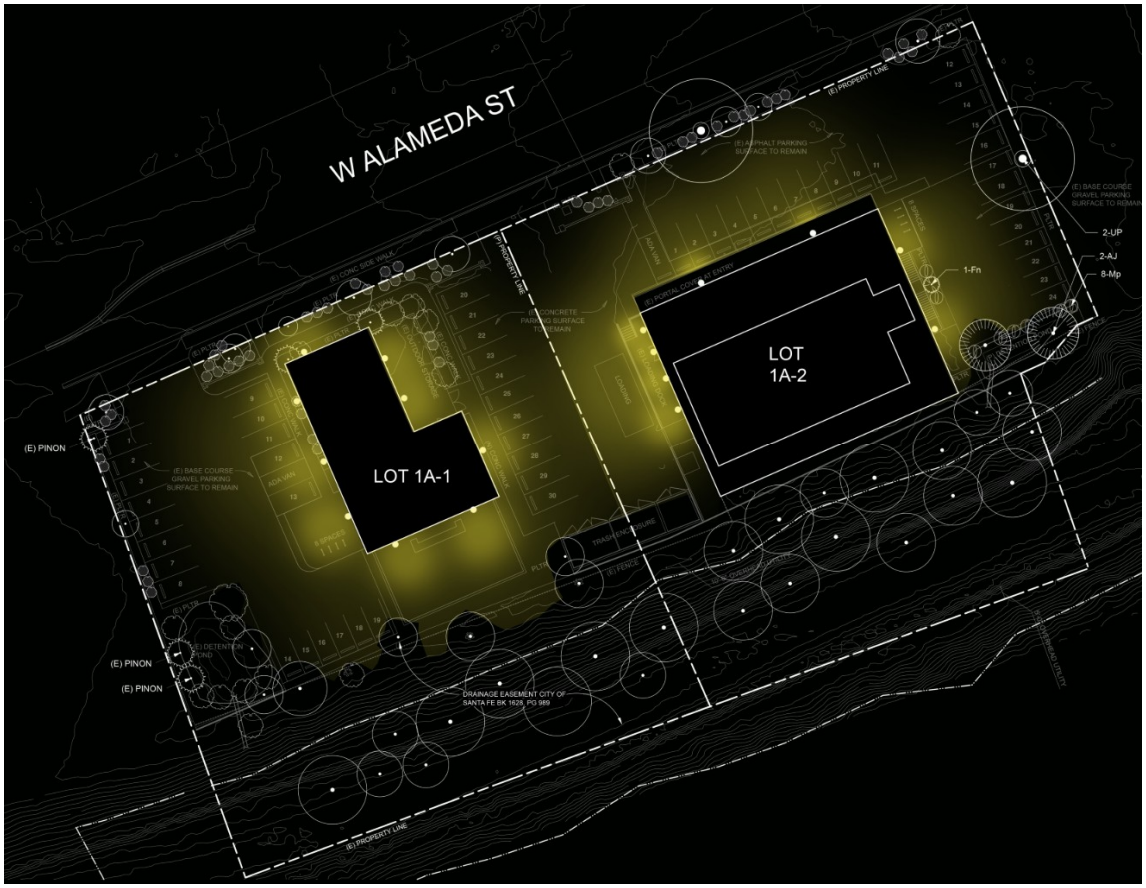


Figure 16 – Existing Outdoor Lighting

i. Architectural Design - §14-7.3

The existing architectural character of both structures will be substantially retained as part of the proposed redevelopment. The Applicant has demonstrated compliance with the C-2 zoning district architectural requirements and exceeds the required 205 architectural points by providing a total of 230 points.

The existing Feed Bin structure, proposed for conversion to a mixed-use development, will retain key architectural elements, including the light brown stucco finish, existing doors and windows, and flat roof form. During Phase 2 of construction, the Applicant proposes to add a second story to the structure that will be designed to complement and match the existing architectural character (see Figure 8 and Attachment C-3).

The existing hay barn, proposed for conversion into a restaurant, will also retain its primary architectural features, including the combination of light brown stucco, light brown metal siding, and green pitched metal roof. The Applicant additionally proposes an outdoor patio area at the rear of the property to support the restaurant use.

Staff finds that the proposed improvements preserve the existing architectural character of the site while incorporating new elements that are compatible with the surrounding area and consistent with the applicable C-2 architectural standards.

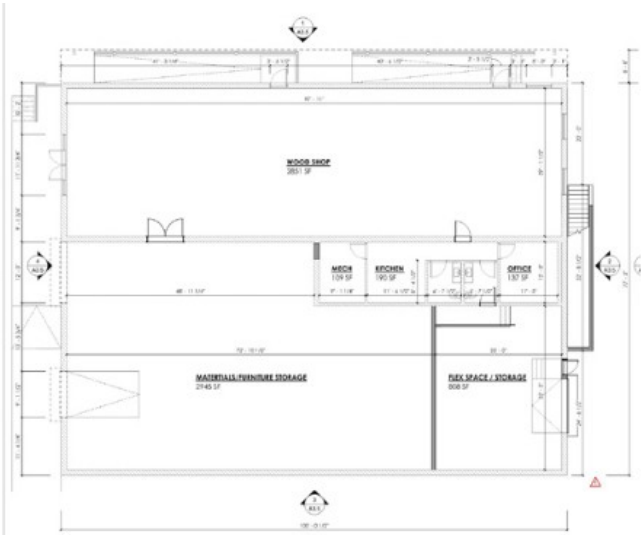


Figure 17 - Feed Bin Ground Floor

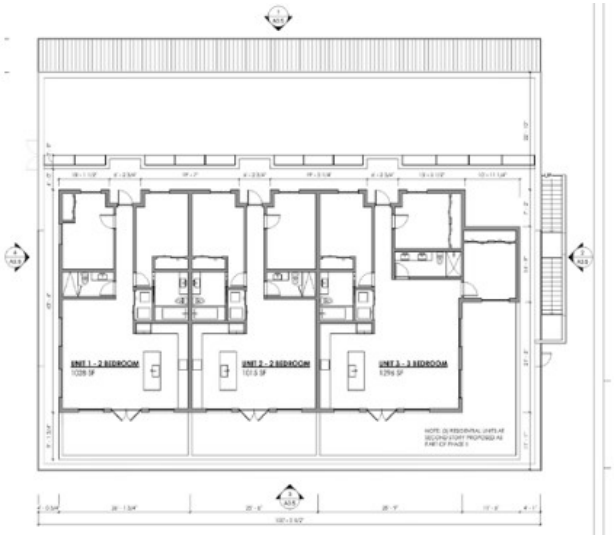


Figure 18 - Feed Bin 2nd Floor



Figure 19 - North/Front



Figure 23 - North Facade Facing Alameda Street



Figure 20 - South/Back

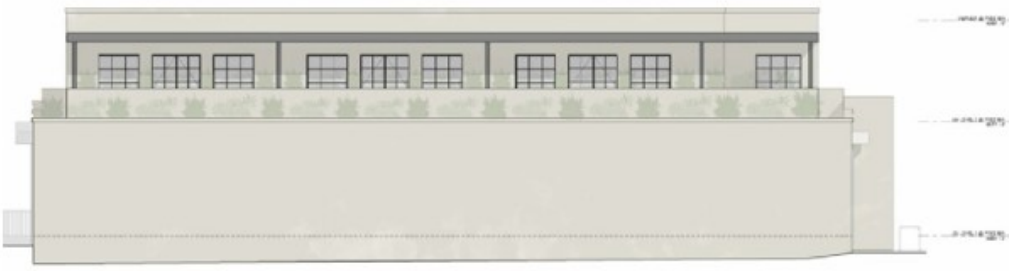


Figure 24 - South Facade Facing Santa Fe River



Figure 21 - East Side

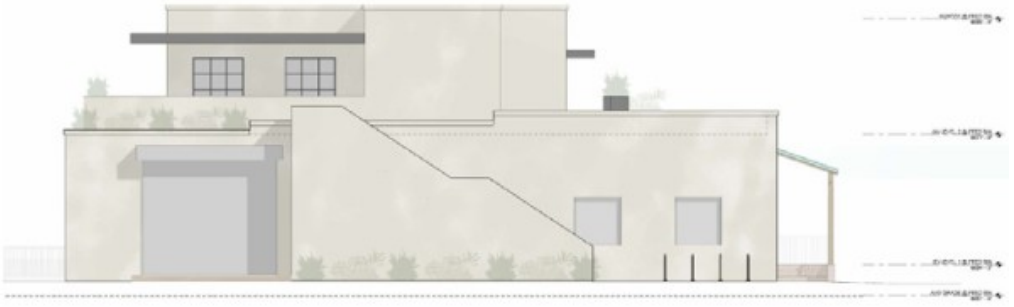


Figure 25 - East/ Facade Facing Fire Station



Figure 22 - West Side



Figure 26 - West Facade Facing Hay Barn

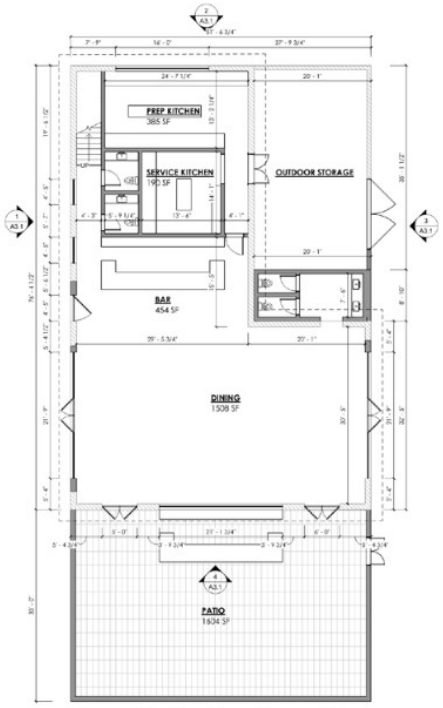


Figure 27 - Hay Barn Ground Floor

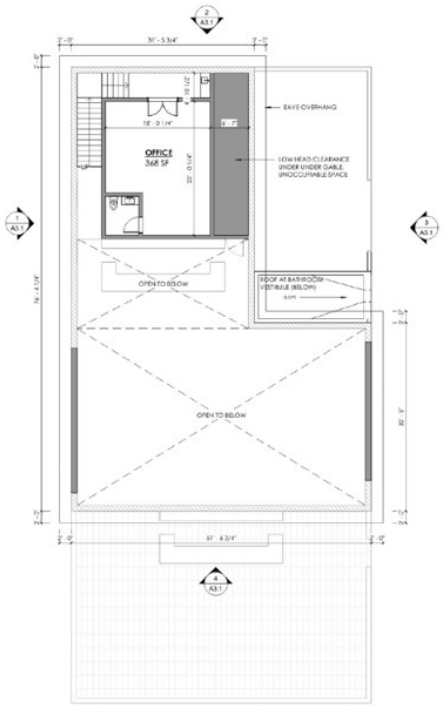


Figure 28 - Hay Barn 2nd Floor



Figure 29 - Hay Barn - North Facade



Figure 30 - Hay Barn - East Facade



Figure 31 - Hay Barn - South Facade



Figure 32 - Hay Barn - West Facade

j. Signage - §14-7.6

Existing signage associated with the former Feed Bin use remains on the buildings. A comprehensive signage review will be conducted prior to the issuance of building permits. Any proposed new signage, as well as the modification or retention of existing signage, shall comply with the requirements of SFCC § 14-7.6 and will be subject to review and approval through the applicable permitting process.



Figure 33 – Existing Exterior Signs on Feed Bin Building

k. Archaeology – §14-7.2

Archaeology staff did not provide comments on the proposed development. The subject property is located within the Rivers and Trails Archaeological Review District. Within this district, archaeological clearance permits are required for new utility line construction of 550 feet or more, or for development approvals involving more than two acres of land, pursuant to SFCC Section 14-4.2.D. Once it is determined the area of disturbance associated with the project, archaeology staff will be able to determine whether clearance is needed.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

l. Santa Fe HOMES Program - §14-8.11

At the time the residential units are constructed on the Feed Bin building in Phase 2, a fee-in-lieu for small projects will be paid at the time of building permit.

V. REZONING APPROVAL CRITERIA SECTION 14-2.1.D.3

SFCC Section 14-2.1.D.3 governs the authority, procedures, and restrictions for Rezonings. Prior to recommending approval of a Rezoning the Planning Commission must make certain findings based off the approval criteria in SFCC Section 14-2.1.D.3.VII, below:

14-2.1.D.3.VII.a.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:** **1. One or more of the following conditions exist:**	**Criterion Met:** (Yes/No): **YES**

i. There was a mistake in the original zoning; **ii. There has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or** **iii. A different use category is more advantageous to the community, as articulated in the General Plan or other adopted City plans.**	

Applicant Response:

i. N/A

ii. While the neighborhood character has not changed significantly in recent years, the character of the property has changed. The permitted feed store is no longer in operation and the structures are vacant. The requested mixed-use PUD is justified as an adaptive reuse strategy to revitalize the property.

iii. Establishing a new, mixed-use PUD is more advantageous to the community. Vacant structures create no community benefit. Redevelopment of this infill site enhances the neighborhood and supports the tax base. Furthermore, the request aligns with the Themes and Policies of the General Plan, as summarized below:

Themes

1.7.2 Quality of Life*. The proposed mixed-use project provides services and housing in a diverse, mixed-use neighborhood that is walkable and served by public transportation (Route 5). Vacant structures and unused property can have a negative effect on quality of life for the neighborhood, often attracting nefarious activity and buildings falling into disrepair.*

1.7.4 Economic Diversity*. The project supports economic diversity goals through adaptive reuse and sustainable development, employment opportunities, and housing in a walkable, mixed-use neighborhood.*

1.7.5 Sustainable Growth. *The redevelopment of existing structures for new uses is a key sustainable growth strategy, which conserves resources, while preserving neighborhood character.*

1.7.9 Urban Form. *The request supports the redevelopment of an infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested PUD maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the PUD aligns with the city's vision of creating a more sustainable urban environment.*

1.7.11 Community-Oriented Development*. Providing services and housing in a mixed-use neighborhood reflects community-oriented development. The proposed restaurant and co-work space provide gathering spaces and opportunities for community connection.*

1.7.12 Mixed-Use*. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.*

Policies

3-G-2 *There shall be a mix of uses and housing types in all parts of the City. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.*

3-G-3 *There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed PUD will contribute to this existing diversity.*

4-1-G-3 *Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. The proposed PUD enables the adaptive reuse of the property, which exemplifies an environmentally sustainable approach to development that enhances the quality of life for area residents.*

Staff Response:

i. Staff did not find a mistake in the original zoning.

ii. Staff found that there has not been a change in the surrounding area, however, this property has been used as a commercial store previously and the redevelopment will retain commercial use with an addition of mixed-use residential. This application is to expand the allowed uses in the existing C-2 PUD overlay and will not change the underlying zoning.

iii. Staff found that this application will not change the underlying zoning, but instead will expand the allowed uses in the C-2 PUD overlay for this property. Expanding the allowed uses beyond solely a feed store improves the ability to redevelop the site. Staff agrees with the Applicant's findings related to the applications alignment with the General Plan goals and policies.

14-2.1.D.3.VII.a.2: **All the rezoning requirements of Chapter 14 have been met.**	**Criterion Met:** (Yes/No): **YES**

Applicant Response:

All rezoning requirements of Chapter 14 have been met. A Pre-Application Conference was conducted with the Development Review Team on December 10, 2025, and the Early Neighborhood Notification Meeting was held on February 12, 2026.

Staff Response:

Staff finds that the rezoning requirements of Chapter 14 have been met, under SFCC Section 14-2.1.D.3. This rezoning application and associated development plan application have been reviewed by the Development Review Team (DRT) for compliance with Chapter 14.

14-2.1.D.3.VII.a.3: **The rezoning is consistent with the applicable policies of the general plan, including the future land use map.**	**Criterion Met:** (Yes/No): **YES**

Applicant Response:
There is no change proposed to the underlying C-2 zoning, so the property's Future Land Use designation of "Institutional" will remain. The project conforms to the General Plan as outlined below:

Themes

1.7.2 Quality of Life*. The proposed mixed-use project provides services and housing in a diverse, mixed-use neighborhood that is walkable and served by public transportation (Route 5). Vacant structures and unused property can have a negative effect on quality of life for the neighborhood, often attracting nefarious activity and buildings falling into disrepair.*

1.7.4 Economic Diversity*. The project supports economic diversity goals through adaptive reuse and sustainable development, employment opportunities, and housing in a walkable, mixed-use neighborhood.*

1.7.5 Sustainable Growth*. The redevelopment of existing structures for new uses is a key sustainable growth strategy, which conserves resources, while preserving neighborhood character.*

1.7.9 Urban Form*. The request supports the redevelopment of an infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested PUD maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the PUD aligns with the city's vision of creating a more sustainable urban environment.*

1.7.11 Community-Oriented Development*. Providing services and housing in a mixed-use neighborhood reflects community-oriented development. The proposed restaurant and co-work space provide gathering spaces and opportunities for community connection.*

1.7.12 Mixed-Use*. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.*

Policies

3-G-2 *There shall be a mix of uses and housing types in all parts of the City. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.*

3-G-3 *There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed PUD will contribute to this existing diversity.*

4-1-G-3 *Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. The proposed PUD enables the adaptive reuse of the property, which exemplifies an environmentally sustainable approach to development that enhances the quality of life for area residents.*

Staff Response:
Staff agrees with the Applicant on the compatibility of this project with the City General Plan and Policies. The future land use of the parcel is "Public/Industrial," which does not align with the current or proposed use of the property. However, this rezoning application is only altering the allowed uses

listed in the PUD overlay and will not change the property's zoning. Staff therefore did not require a General Plan Amendment to amend the future land use of the parcel.

14-2.1.D.3.VII.a.4: **The amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill redevelopment is in alignment with these strategic directives and is responsive to community needs for services and community engagement in this area of the City. 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…".*	
Staff Response: The Applicant is not rezoning the underlying district of C-2. The Applicant is amending the PUD zoning overlay that restricts the underlying zoning uses to only one allowed use. The proposed amendment increases that restriction to allow the additional uses: residential, retail, food & beverage, office woodshop (light assembly & manufacturing), storage, arts & crafts studio, gallery or school. The application conforms with the underlying zoning standards and allowed uses for the C-2 District and meets the intent of 14-4.1.A.3 Planned Unit Development District.	

14-2.1.D.3.VII.a.5: **The existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *The subject property is served by existing roadways and public water and sewer infrastructure.*	
Staff Response: Staff from relevant City departments; including water, wastewater, and traffic engineering, have reviewed the rezoning criteria as it relates to the associated development plan application at this site and determined that the property is sufficiently served by infrastructure, subject to the Applicant's compliance with the Conditions of Approval and Technical Corrections identified in Attachment A of this report.	

14-2.1.D.3.VII.b.1: **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:** **1. allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *The proposed PUD is consistent with the character of the existing mixed-use neighborhood comprising housing, commercial development, and institutional uses.*	
Staff Response: The Applicant identified General Plan Themes and Policies that this project aligns with in response to approval criteria 14-2.1.D.3.VII.a.3 above. Staff finds that the proposed new uses in the PUD overlay fit with the existing mixed-use area surrounding this residential neighborhood.	

14-2.1.D.3.VII.b.2: **Affect an area of less than two acres, unless adjusting boundaries between districts; or**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *The subject parcel is 1.695 acres. However, there is no change proposed to the underlying C-2 zoning. Furthermore, the proposed PUD is consistent with applicable General Plan policies as described above, so this criterion is not applicable.*	
Staff Response: Similar to 14-2.1.D.3.VII.a.3, there is no minimum acreage for a PUD, and the C-2 zoned District is not changing. The problem is that there are no set standards for approval criteria aside from the zoning approval criteria. But there is no change to the C-2 zoning, and the PUD is in line with 14-4.1.A.3 “Planned Unit Development District”, “Purpose” and “Rezoning Requirements”. The key here is that we are not rezoning the “underlying” district but amending a PUD that restricts or amends the C-2 design standards and C-2 uses.	

14-2.1.D.3.VII.b.3: **Benefit one or a few landowners at the expense of the surrounding landowners or general public.**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *Contrary to harming surrounding landowners or the general public, the proposed PUD provides numerous benefits. The redevelopment of the site as a vibrant mixed-use project will revitalize the property and support the neighborhood with access to services, employment, and housing.*	
Staff Response:	

Expanding the allowed uses on this property by amending the PUD will enhance redevelopment and infill opportunities that have the potential to improve economic, retail, housing activities for the general public.

VI. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-2.1.F.4

SFCC Section 14-2.1.F.4 governs the authority, procedures, and restrictions for Development Plans. Prior to recommending approval of a Master Plan the Planning Commission must make certain findings based off the approval criteria in SFCC Section 14-2.1.F.4.V.b, below:

14-2.1.F.4.V.b.1: **That approving the development plan will not adversely affect the public interest.**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *Approving the development plan serves the public interest through revitalizing a dormant property, providing services, employment, and housing opportunities in a walkable, mixed-use neighborhood.*	
Staff Response: The term "Public Interest" is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff reviewed the proposed application in accordance with these ordinances. Subject to Conditions of Approval recommended by staff, the proposed application complies with minimum standards of Chapter 14 SFCC and would not adversely affect the public interest.	

14-2.1.F.4.V.b.2: **That the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration.**	**Criterion Met:** (Yes/No): **YES**
Applicant Response: *The proposed mix of uses is compatible with the diverse nature of the existing neighborhood, which includes commercial, residential, and institutional uses. Neighborhood character is preserved through the rehabilitation of the existing structures, which have become part of the community fabric.*	
Staff Response: Staff finds that the proposed rezoning to change the allowed uses in the PUD overlay is compatible with the surrounding neighborhood. The change will allow uses such as a restaurant, woodshop, coworking space, and apartments. Nearby uses are mixed; including a church, community park, school, fire station, single family residential homes, shopping center, and a multimodal trail. The proposed redevelopment will make use of the existing structures on the property, retaining its architectural compatibility with the vicinity.	

VII. EARLY NEIGHBORHOOD NOTIFICATION

The Applicant held an Early Neighborhood Notification ("ENN") meeting on February 12, 2026. Members of the Applicant's team, City Staff, and approximately 6 members of the public were in attendance. The Applicant team presented an overview of the project and received a few questions. Neighbors were generally supportive of the development and looking forward to the proposed mixed-use opportunities. Meeting notes from the ENN can be found in Attachment D-2.

VIII. EXPIRATION

If approved, rezonings do not expire and remain with the property per SFCC Section 14-2.1.D.3.VI.f.1. SFCC Section 14-2.1.F.4.IV.h.3 sets expiration, extension and amendment criteria for final development plan approval without a preliminary development plan as three years after final action approving it unless actual development of the site or off-site improvements has begun and is continued pursuant to SFCC Section 14-2.1.B.5.VI.b.

IX. ATTACHMENTS:

ATTACHMENT A: Conditions of Approval and Technical Corrections
- A-1: Table of Conditions of Approval
- A-2: Table of Technical Corrections
- A-3: Development Review Team Compiled Comments

ATTACHMENT B: Maps and Figures
- B-1: Maps and Figures

ATTACHMENT C: Applicant Materials
- C-1: Letter of Intent – Rezone & Development Plan Report
- C-2: Legal Lot of Record 2006
- C-3: Proposed Plat for new Lot Split / Legal Lot of Record
- C-4: PUD Rezone Ordinance 2006-49
- C-5: TIA – Traffic Impact Analysis
- C-6: Utility Service Application
- C-7: Approved Water Plan
- C-8: Approved Water Budget
- C-9: Architectural Points Checklist
- C-10: Color Building Elevations
- C-11: Development Plan Drawing Set
- C-12: Infrastructure Drawing Set
- C-13: Feb 1, 2007, Planning Commission Minutes
- C-14: Development Plan 2007

ATTACHMENT D: Early Neighborhood Notification
- D-1: ENN Packet
- D-2: ENN Meeting Notes

APPROVED BY THE PLANNING AND LAND USE DEPARTMENT:

Title	Name	Initials
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	MRM
Planning Manager	Daniel Esquibel	DAE
Planner Senior	Claudia Kath	CK

City of Santa Fe, New Mexico

Attachment A-1

Table of Conditions of Approval and Technical Corrections

A-1: Table of Conditions of Approval
A-2: Table of Technical Corrections
A-3: Development Review Team Compiled Comments

- Land Use
- Fire Protection
- Parks & Open Space
- Water Division
- Water Resources
- Wastewater Division
- Environmental Services

Attachment A-1

	TABLE OF CONDITIONS OF APPROVAL	Department	To be completed by:
1	Approval of the final Development Plan (Case #2026-12048) by the Planning Commission shall be considered preliminary until the Governing Body approves the new PUD proposed in Case #2026-12047.	Land Use	Prior to Governing Body
2	Provide a copy of the meeting notes from the ENN	Land Use	Prior to Planning Commission Hearing
3	Provide explanations on how each architectural point criterion is met by this project	Land Use	Prior to Planning Commission Hearing
4	New lot must be addressed	Land Use	Prior to Lot Split Recordation
5	Architectural elevations should be in color with stucco color identified for digital DRT review.	Land Use	Prior to Recordation
6	Architectural elevations should be in black and white (line work) for recording.	Land Use	Prior to Recordation
7	Condition to Case #2027-12047: In alignment with the purpose of SFCC Section 14-7.5.G, "*EV Charging Space Requirements*," staff requires the following EV charging spaces on any new development of the premise of this site established via the PUD. New developments that require 25 or more parking spaces must provide a minimum of 10% EV-capable parking spaces and 3% EV-installed spaces, in alignment with the "*Retail and Personal Service*" line of SFCC Table 7-6.	Land Use	Prior to Planning Commission Hearing
8	Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	Fire	Prior to Building Permit
9	DP-100: Notarized Stormwater Agreement should include inspection and maintenance language also.	Public Works / Parks & Open Space	Prior to Planning Commission Hearing
10	Ponds drain parking lot runoff directly to river without pretreatment. This will require a stormwater quality volume calculation to determine volume of water that must be managed onsite, regardless of predevelopment hydrology controls. See volume calculation.	Public Works / Parks & Open Space	Prior to Planning Commission Hearing

11	Culverts to river require outfall protection and energy dissipation to avoid erosion.	Public Works / Parks & Open Space	Prior to Planning Commission Hearing
12	Dumpster/Grease Traps/Recycling: these facilities are at back of property along river; developers should make sure this has a lip and fencing so that any liquids or floatables are contained to this area and do not trespass to river corridor.	Public Works / Parks & Open Space	Prior to Planning Commission Hearing
13	Developers should refer to City's preferred tree and plant list as this is near the SF River; developers should avoid aggressive/invasive ornamentals that may establish within river corridor.	Public Works / Parks & Open Space	Prior to Planning Commission Hearing
14	An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Water Division	Prior to Public Hearing
15	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water Division	Prior to Public Hearing
16	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service	Water Division	At the time of Development
17	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Water Division	At the time of Development
18	An approved Development Water Budget including a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Water Resources	Prior to Planning Commission Hearing
19	An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Water Resources	Prior to Building Permit
20	Each lot shall be served by separate water service at the time of development.	Water Resources	Prior to Building Permit
21	An agreement for metered service (AMS) will be required to install new services, including water offset fees	Water Resources	Prior to Building Permit
22	If a sewer service connection is proposed at Lot 1-A-2, a utility easement shall be granted in favor of Lot 1-A-1 to allow for proper access and maintenance.	Wastewater	Prior to Planning Commission Hearing

23	If the sewer service is intended to be shared between properties, a recorded Shared Sewer Agreement shall be filed with the County and a copy provided to the Wastewater Management Division for recordkeeping.	Wastewater	Prior to Building Permit Approval
24	Please confirm whether all feasible options for connecting to the public sewer have been fully evaluated. Additionally, identify where the existing structure on Lot 1-A-1 was previously connected to the sewer system.	Wastewater	Prior to Building Permit Approval
25	Existing trash enclosure was not built to code. Applicant shall redesign to bring the enclosure up to code, including openings be 12 ft wide when open. (SFCC 21-4.6, Exhibit A.1 or A.2)	Environmental Services	Prior to Planning Commission Hearing
26	All development plan, infrastructure, and architectural plan sheets shall be updated to show EV charging spaces	Land Use	Prior to Recordation

City of Santa Fe, New Mexico

Attachment A-2

Table of Technical Corrections

- ADA
- Landscape
- Terrain Management
- Traffic

Attachment A -2

TABLE OF TECHNICAL CORRECTIONS		Department	To be completed by:
1	Must bring existing (curb cuts) driveway entrances up to ADA standards. All sidewalks must be ADA compliant.	ADA	Prior to Recordation
2	Must add the 2019 NMDOT series 608 to plan set for drive entrances	ADA	Prior to Recordation
3	Drive entrance must comply with NMDOT details, series 608.	ADA	Prior to Recordation
4	Must add the 2015 NM Accessible Parking Checklist to plan set for ADA Parking. Parking stalls and aisles must be ADA compliant.	ADA	Prior to Recordation
5	Provide a significant tree survey, list species, size, and quantities. 14-8.4(5)(a)(ii) Significant trees that are to be preserved or relocated shall be healthy and free from serious insect or parasite infestation. Provide a significant tree survey, list species, size, and quantities. Mark trees to be removed with a Red X. Provide a list of tree varieties to be preserved. DEFENITION OF A SIGNIFICANT TREE: A deciduous tree six (6) inches in caliper or greater or and evergreen tree eight (8) feet or greater in height.	Landscape	Prior to Recordation
6	14-8.4(5)(V) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment bestored or stockpiled within the enclosed area.	Landscape	Prior to Recordation
7	14-8.4(5)(VII) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Landscape	Prior to Recordation
8	Revise the planting size of the JUNIPERUS deppeana / ALIGATOR JUNIPER 2-inch caliper. 14-8.4 (E)(III) All required evergreen trees shall be a minimum of six (6) feet in height or greater. On the landscape plant schedule please note size as 6 foot tall.	Landscape	Prior to Recordation
9	14-8.4(E) Water Harvesting and Irrigation Standards: Water conservation and stormwater management shall guide landscape and site planning, design, installation, and management. Landscape planning shall begin early in the development process in conjunction with the requirements of Section 14-8.2 (Terrain and Stormwater Management). Landscape design shall apply the principals of xeriscaping and achieve the highest industry standards for irrigation efficiency. Alternate sources of irrigation water shall be developed, including harvesting water from roof and site runoff. Gray water use is recommended where appropriate. Potable water shall be used only as a back-up or temporary irrigation water source to the greatest extent possible. The purpose of these strategies is to develop drought tolerant landscapes and to reduce the demand on the potable water system. A large amount of potential irrigation water is being released into	Landscape	Prior to Recordation

	the river.		
10	14-8.4(I)(4) Stormwater Management: (a) Stormwater runoff shall be used to provide irrigation for the perimeter and interior plantings to the greatest extent possible. (b) Stormwater runoff water shall be harvested and infiltrated as close to where it falls as possible. (c) The consolidation of planting islands is allowed to facilitate stormwater *harvesting* and promote plant growth. The consolidated planting islands shall be distributed in each subarea. (d) The use of *bio filtration* techniques such as *constructed rain gardens* to filter pollutants carried by runoff and infiltrate stormwater for irrigation use is recommended.	Landscape	Prior to Recordation
11	Due to the shutdown of the water meter in 2024 the plant material has suffered greatly. Aspen and Autumn Purple Ash trees are stressed with signs of fungus Ceratocystis fimbriata in the Aspens and Fire blight in the Ash trees. Ash and Aspen trees are not on the city approved plant list and must be removed and replaced. The Pinon Pine are infected with last year's Black Scale, Pitch Mass" Borer, and Ips (Engraver) Beetles. These trees should be removed and destroyed as soon as possible to protect the neighboring community. Many of the shrubs (apart from the shrub rose on the west end of the property) have die-back, are aged out, or no longer viable due to drought. These plants should be removed and replaced. City Staff recommends the removal of the existing landscape due to the poor condition of the plant material, extensive weeds, elevated grade that needs to be lowered for the stormwater infiltration and mulch volume requirements. Existing plant material that is to remain in the landscape must be identified by name and size on the landscape planting plan plant palette and the location identified in the landscape design. There are viable Butterfly Bush and Blue Mist Spirea in the planter.	Landscape	Prior to Recordation
12	The screening wall of the parking lot is not 4-feet tall. The plant material within the planter between the sidewalk and screening wall must make up the difference for screening or the wall height raised to 4-feet minimum height.	Landscape	Prior to Recordation
13	Screening at the east side property line is required. 14-8.(I)(2)(c) The parking *lot* shall be *screened* from all public *streets* and adjacent *properties* by a continuous *wall* or berm four (4) feet or more in height, a hedge a minimum four (4) feet high at maturity, other vegetative *screening* appropriate to the *landscape design intent* or any combination of these so long as the *screening* objective is achieved. Topography and adjacent uses shall be taken into account to determine the most effective means of *screening*.	Landscape	Prior to Recordation
14	The proposed landscape design does not show the required interior parking lot landscape. Provide additional plant material at the perimeter planting areas to make up for the missing island planters, trees, and shrubs.	Landscape	Prior to Recordation
15	Remove by the roots all Siberian Elm and Aspen tree saplings within the lot. Adjust the bollards at the electric transformer to equal height. Straighten and reinforce the bollard at the east entrance.	Landscape	Prior to Recordation

16	Adjust the bollards at the electric transformer to equal height. Straighten and reinforce the bollard at the east entrance.	Landscape	Prior to Recordation
17	Chain-link fencing is not an acceptable material for publicly visible walls and fences. Per code 14-8.4(I)(1). Provide an alternate material.	Landscape	Prior to Recordation
18	14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Landscape	Prior to Recordation
19	14-8.4(F)(2)(j) The owner shall properly maintain all materials and installation required by this Section 14-8.4 including proper pruning, soil testing, fertilizing, and weeding.	Landscape	Prior to Recordation
20	Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant material. No mounding of soil, fill dirt, organic or inorganic debris shall be abandoned under native plant material canopies. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated including spoil piles and stockpiles of any material. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf. Areas of natural gravel, cobble, fractured stone, and/or boulder fields shall be restored to the natural state that existed prior to construction. Grade out any damage to the natural terrain prior to the re-application of native stone material.	Landscape	Prior to Recordation
21	A fifteen-foot separation between tree plantings, water meters, and fire hydrants. The NM Forestiera is a tree/shrub and cannot be planted above a waterline and must be 15-feet away from the water meter.	Landscape	Prior to Recordation
22	*14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together.* Trees and shrubs shall have separate zones. Drought tolerant and very low water-use tree shall have a separate zone. Native shrubs and very low water-use shrubs shall be irrigated on a separate zone. Separate zones are required for permanent and temporary irrigation lines.	Landscape	Prior to Recordation
23	Irrigation water lines shall not cross city water mains.	Landscape	Prior to Recordation
24	City Staff respectfully requests the use of pressure compensating emitters.	Landscape	Prior to Recordation
25	Backflow Preventer yearly testing required per IAPMO 603.4.2	Landscape	Prior to Recordation
26	The detail 1.1 Backflow Preventor on sheet L.4 is not compliant with the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual. Please use Figure 4-9 on page IV-17 in the LIDS manual as the required detail for a Backflow Preventor.	Landscape	Prior to Recordation
27	The detail 1.2 Zone Valve Assembly on sheet L.4 is missing the required	Landscape	Prior to

	pressure regulator.		Recordation
28	Detail 1.3 Drip Emitter on sheet L.4 is not an approved method for drip irrigation. PVC Sch40 pipe is to ridged a pipe around root structures, and adjusting the emitters out to the drip zone of each plant to be difficult. Provide Polyethylene lateral lines at plant locations, 4mm barb fitting, spaghetti tubing and compensating emitters for drip irrigation. This type of irrigation is a best management practice in the City of Santa Fe.	Landscape	Prior to Recordation
29	Detail 1.5 Gate Valve on sheet L.4 is miss labeled, this is a Flush Valve, please revise detail name.	Landscape	Prior to Recordation
30	Provide an emitter location detail for each type of plant material. Trees shall have six emitters, two (2) emitters within the root ball zone and four (4) emitters located at drip edge locations. Shrubs shall have two (2) emitters, one (1) located four (4) inches from the root flare of each Shrub and another at the drip edge. Per code 5.6 of the LIDS Manual.	Landscape	Prior to Recordation
31	Irrigation controller shall be hardwired. The Irrigation Equipment Schedule proposes a 4-station controller when a 5-station controller is needed. Please revise the equipment schedule.	Landscape	Prior to Recordation
32	A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate. Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences.	Landscape	Prior to Recordation
33	Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Landscape	Prior to Recordation
34	Engineer Estimates for landscape and irrigation financial guarantees shall be shown as installed unit cost breakdowns. Breakdown to include quantity, unit cost, and total cost. Mulch materials shall be in square foot units, square foot costs, and total cost. Plant material unit costs shall be separated into caliper sized desiduous trees, foot tall sized evergreens and gallon sized shrubs.	Landscape	Prior to Recordation
35	Please provide a pond sediment/water level measuring post, detail attached	Terrain Management	Prior to Recordation
36	Ponding areas greater than 3 feet deep are required to have a safety fence around the permitter, per city staff policy as approved by the city engineer. The selected fence material must follow the permitted materials in city code 14-8.5 and must not obstruct line of sight into the pond. Additionally, a gate for maintenance and emergency access is required.	Terrain Management	Prior to Recordation
37	Please provide a stormwater quality volume for redevelopment to handle the 80th percentile event (0.5 Inches) as determined by the “Estimating Predevelopment Hydrology in Urbanized Areas in New Mexico”, EPA Publication Number 832-R-15-009. This volume must be managed (retained, filtered, evaporated, infiltrated, etc.) on site. The rational method is not an accepted method to calculate volumes, please use a method such as the one provided by river and watershed, TR-55 (SCS), or other method acceptable to the city engineer.	Terrain Management	Prior to Recordation
38	Please include drainage facilities maintenance notes attached below	Terrain Management	Prior to Recordation

39	Please provide more details to ensure that all runoff on this lot is directed to the ponding areas before entering the river/exiting the property. Including: surface flow arrows, swale details, gutter/downspout callouts, etc.	Terrain Management	Prior to Recordation
40	None	Traffic	

City of Santa Fe, New Mexico

Attachment A-3

Development Review Team Compiled Comments

- Land Use
- Fire Protection
- Parks & Open Space
- Water Division
- Water Resources
- Wastewater Division
- Environmental Services
- ADA
- Landscape
- Terrain Management
- Traffic

Date: 7/24/26

DRT Member: Claudia Kath

Dept/Div: Current Planning and Land Use

Case No.: #2026-12047, 12048, 12049

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Approval of the final Development Plan (Case #2026-12048) by the Planning Commission shall be considered preliminary until the Governing Body approves the new PUD proposed in Case #2026-12047.	Governing Body	
2. Provide a copy of the notes from the ENN	Prior to Planning Commission	
3. Provide explanations on how each architectural point criterion is met by this project	Prior to Planning Commission	
4. New lot must be addressed	At time of recording the lot split	
5. Architectural elevations should be in color with stucco color identified for digital DRT review.	Prior to planning commission	
6. Architectural elevations should be in black and white (line work) for recording	Prior to recordation	
7. Condition to Case #2027-12047: In alignment with the purpose of SFCC Section 14-7.5.G, "*EV Charging Space Requirements*," staff requires the following EV charging spaces on any new development of the premise of this site established via the PUD. New developments that require 25 or more parking spaces must provide a minimum of 10% EV-capable parking spaces and 3% EV-installed spaces, in alignment with the "*Retail and Personal Service*" line of SFCC Table 7-6.	Prior to planning commission	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: March 15, 2026

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

Case No.: 2026-12047, 12048, 12049_1202 W Alameda_RZ_DP_LS

Planner: Alexa Hempel, Senior Land-Use Planner

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

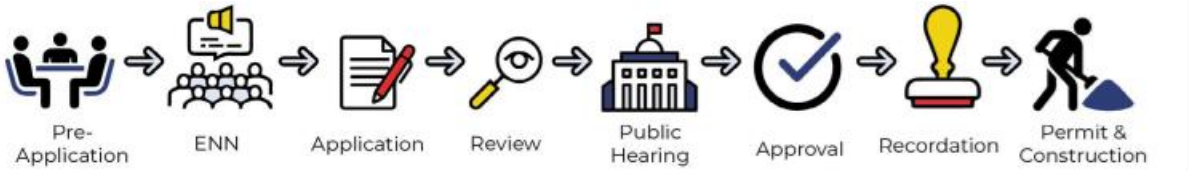


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	*Prior to Building Permit Approval.*	

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Shall comply with the most currently adopted International fire code (IFC) at the time of building permit approval to include adopted city ordinances for access and fire flow requirements (Sections 102.3 and 102.4, IFC 2021). In addition, shall comply with the current International Building Code (IBC) as the property will have a "change of use" from its original design.

Explanation of Conditions or Corrections (if needed):

Date: 03/26/2026

DRT Member: Zoë Isaacson

Dept/Div: Public Works/Parks and Open Space

Case No.: 2026-12047, 12048, 12049

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. DP-100: Notarized Stormwater Agreement- should include inspection and maintenance language also. See example attached	Prior to Planning Commission	
2. Ponds drain parking lot runoff directly to river without pretreatment. This will require a stormwater quality volume calculation to determine volume of water that must be managed onsite, regardless of predevelopment hydrology controls. See volume calculation attached	Prior to Planning Commission	
3. Culverts to river require outfall protection and energy dissipation to avoid erosion.	Prior to Planning Commission	
4. Dumpster/Grease Traps/Recycling: these facilities are at back of property along river; developers should make sure this has a lip and fencing so that any liquids or floatables are contained to this area and do not trespass to river corridor.	Prior to Planning Commission	
5. Developers should refer to City's preferred tree and plant list as this is near the SF River; developers should avoid aggressive/invasive ornamentals that may establish within river corridor.	Prior to Planning Commission	
6.		
7.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Drainage Note Example:

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON.

INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

Example of the SWQV Calculation for Redevelopment

The 80th percentile redevelopment rainfall depth for impervious areas (0.50 inches) multiplied by the redevelopment net increase in impervious area (sq. ft.) plus the redevelopment rainfall depth for pervious areas likely to exhibit higher runoff (0.43 inches) multiplied by the
redevelopment net increase in pervious areas (sq. ft.) likely to exhibit higher runoff: SWQV

(cubic feet) = [(0.50 inches) x (impervious areas in sq. ft.) + (0.43 inches) x (pervious areas likely to
exhibit higher runoff in sq. ft.)] / 12

Date: 03/16/2026

DRT Member: Clinton Peterson

Dept/Div: Public Utilities / Water Division

Case No.: **#2026-12047/12048/12049 1202 W Alameda Lot Split, Rezoning, and Development Plan**

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # **#2026-12047/12048/12049**

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Prior to Building Permit Approval	
2. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing	
3. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	
4. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. These properties sit at the edge of a pressure zone boundary within the water system. Applicant will work with Water Division to ensure proper tie-in locations for all connections on the Water Plan.	Prior to Water Plan final acceptance	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

Development Review Team

Comment Form

Date: April, 15 2026

Staff person: Levi Newell – Water Resources Analyst

Dept/Div: Public Utilities/ Water Division

Case: **Case #2026-12048, 1202 W Alameda St**

Case Mgr: Alexa Hempel

Review by this division/department has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
1 An approved Development Water Budget including a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Prior to Planning Commission packet submittal.
2 An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Prior to Building Permit approval.
3 Each lot shall be served by separate water service at the time of development.	Prior to Building Permit approval.
4 An agreement for metered service (AMS) will be required to install new services, including water offset fees.	Prior to Building Permit approval.

Technical Corrections*:	Must be completed by:
1 Provide reliable data that supports the proposed alternative development water budget per SFCC 14-8.13(B)(2)(B) relating to the dwelling units.	Prior to Planning Commission packet submittal.
2	
3	
4	

Date: 05/21/2026

DRT Member: Sergio Valora Sandoval

Dept/Div: Public Utilities/ Wastewater

Case No.: 2026-12047, 12048, 12049_1202 W Alameda_RZ_DP_LS

Case Planner: Joel Cruz-Haber

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # 2026-12047, 12048, 12049_1202 W Alameda_RZ_DP_LS

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. • If a sewer service connection is proposed at Lot 1-A-2, a utility easement shall be granted in favor of Lot 1-A-1 to allow for proper access and maintenance. 2. 2. • If the sewer service is intended to be shared between properties, a recorded Shared Sewer Agreement shall be filed with the County and a copy provided to the Wastewater Management Division for recordkeeping. 3. 3. • Please confirm whether all feasible options for connecting to the public sewer have been fully evaluated. Additionally, identify where the existing structure on Lot 1-A-1 was previously connected to the sewer system.	Building Permit	
4.		
5.		
6.		
7.		
8.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

Date: 3/17/26

DRT Member: Leroy Giego

Dept/Div: Environmental Services

Case No.: #2026-12048

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Existing trash enclosure was not built to code. Applicant shall redesign to bring the enclosure up to code, including openings be 12 ft wide when open. (SFCC 21-4.6, Exhibit A.1 or A.2)	Planning Commission	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Date: 3/23/2026

DRT Member: Teddy Padilla

Dept/Div: Land Use Terrain Management

Case No.: 2026-12048

Case Planner: Alexa Hemple

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Must bring existing (curb cuts) driveway entrances up to ADA standards. All sidewalks must be ADA compliant.	Prior to recordation	
2. Must add the 2019 NMDOT series 608 to plan set for drive entrances	Prior to recordation	
3. Drive entrance must comply with NMDOT details, series 608. 4. Must add the 2015 NM Accessible Parking Checklist to plan set for ADA Parking. Parking stalls and aisles must be ADA compliant.	Prior to recordation.	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Development Review Team

Comment Form

Date: 04/01/2026

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case: 2026-12048 - 1202 W Alameda Development Plan

Case Manager: HEMPEL, ALEXA N. <anhempel@santafenm.gov>

Review by this division/department of the 03/09/2026 plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Provide a significant tree survey, list species, size, and quantities. 14-8.4(5)(a)(ii) Significant trees that are to be preserved or relocated shall be healthy and free from serious insect or parasite infestation. Provide a significant tree survey, list species, size, and quantities. Mark trees to be removed with a Red X. Provide a list of tree varieties to be preserved. DEFENITION OF A SIGNIFICANT TREE: A deciduous tree six (6) inches in caliper or greater or and evergreen tree eight (8) feet or greater in height.	Prior to recordation
2. 14-8.4(5)(V) During Construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment bestored or stockpiled within the enclosed area.	Prior to recordation
3. 14-8.4(5)(VII) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.	Prior to recordation
4. Revise the planting size of the JUNIPERUS deppeana / ALIGATOR JUNIPER 2-inch caliper. 14-8.4 (E)(III) All required evergreen trees shall be a minimum of six (6) feet in height or greater. On the landscape plant schedule please note size as 6 foot tall.	Prior to recordation
5. 14-8.4(E) Water Harvesting and Irrigation Standards: Water conservation and stormwater management shall guide landscape and site planning, design, installation, and management. Landscape planning shall begin early in the development process in conjunction with the requirements of Section 14-8.2 (Terrain and Stormwater Management). Landscape design shall apply the principals of xeriscaping and achieve the highest industry standards for irrigation efficiency. Alternate sources of irrigation water shall be developed, including harvesting water from roof and site runoff. Gray water use is recommended where appropriate. Potable water shall be used only as a back-up or temporary irrigation water	Prior to recordation

source to the greatest extent possible. The purpose of these strategies is to develop drought tolerant landscapes and to reduce the demand on the potable water system. A large amount of potential irrigation water is being released into the river.	
6. 14-8.4(I)(4) Stormwater Management: (a) Stormwater runoff shall be used to provide irrigation for the perimeter and interior plantings to the greatest extent possible. (b) Stormwater runoff water shall be harvested and infiltrated as close to where it falls as possible. (c) The consolidation of planting islands is allowed to facilitate stormwater *harvesting* and promote plant growth. The consolidated planting islands shall be distributed in each subarea. (d) The use of *bio filtration* techniques such as *constructed rain gardens* to filter pollutants carried by runoff and infiltrate stormwater for irrigation use is recommended.	Prior to recordation
7. Due to the shutdown of the water meter in 2024 the plant material has suffered greatly. Aspen and Autumn Purple Ash trees are stressed with signs of fungus Ceratocystis fimbriata in the Aspens and Fire blight in the Ash trees. Ash and Aspen trees are not on the city approved plant list and must be removed and replaced. The Pinon Pine are infected with last year's Black Scale, Pitch Mass" Borer, and Ips (Engraver) Beetles. These trees should be removed and destroyed as soon as possible to protect the neighboring community. Many of the shrubs (apart from the shrub rose on the west end of the property) have die-back, are aged out, or no longer viable due to drought. These plants should be removed and replaced. City Staff recommends the removal of the existing landscape due to the poor condition of the plant material, extensive weeds, elevated grade that needs to be lowered for the stormwater infiltration and mulch volume requirements. Existing plant material that is to remain in the landscape must be identified by name and size on the landscape planting plan plant palette and the location identified in the landscape design. There are viable Butterfly Bush and Blue Mist Spirea in the planter.	Prior to recordation
8. The screening wall of the parking lot is not 4-feet tall. The plant material within the planter between the sidewalk and screening wall must make up the difference for screening or the wall height raised to 4-feet minimum height.	Prior to recordation
9. Screening at the east side property line is required. 14-8.(I)(2)(c) The parking *lot* shall be *screened* from all public *streets* and adjacent *properties* by a continuous *wall* or berm four (4) feet or more in height, a hedge a minimum four (4) feet high at maturity, other vegetative *screening* appropriate to the *landscape design intent* or any combination of these so long as the *screening* objective is achieved. Topography and adjacent uses shall be taken into account to determine the most effective means of *screening*.	Prior to recordation
10. The proposed landscape design does not show the required interior parking lot landscape. Provide additional plant material at the perimeter planting areas to make up for the missing island planters, trees, and shrubs.	Prior to recordation

11. Remove by the roots all Siberian Elm and Aspen tree saplings within the lot. Adjust the bollards at the electric transformer to equal height. Straighten and reinforce the bollard at the east entrance.	Prior to recordation
12. Adjust the bollards at the electric transformer to equal height. Straighten and reinforce the bollard at the east entrance.	Prior to recordation
13. Chain-link fencing is not an acceptable material for publicly visible walls and fences. Per code 14-8.4(I)(1). Provide an alternate material.	Prior to recordation
14. All gravel and cobble to be screened and washed with a minimum depth of 3-inches. At sidewalks gravel mulches shall have a finished gade of ½-inch below top of concrete walk. At curb and gutter gavel mulch shall have a finished grade of 2-inches below top of curb.	Prior to recordation
15. 14-8.4 (F)(2)(f) Any plant material required by this Section 14-8.4 that fails to show healthy growth due to damage, pest, disease or neglect shall be promptly replaced with a similar plant.	Prior to recordation
16. 14-8.4(F)(2)(j) The owner shall properly maintain all materials and installation required by this Section 14-8.4 including proper pruning, soil testing, fertilizing, and weeding.	Prior to recordation
17. Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant material. No mounding of soil, fill dirt, organic or inorganic debris shall be abandoned under native plant material canopies. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated including spoil piles and stockpiles of any material. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf. Areas of natural gravel, cobble, fractured stone, and/or boulder fields shall be restored to the natural state that existed prior to construction. Grade out any damage to the natural terrain prior to the re-application of native stone material.	Prior to recordation
18. A fifteen-foot separation between tree plantings, water meters, and fire hydrants. The NM Forestiera is a tree/shrub and cannot be planted above a waterline and must be 15-feet away from the water meter.	Prior to recordation
19. *14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together.* Trees and shrubs shall have separate zones. Drought tolerant and very low water-use tree shall have a separate zone. Native shrubs and very low water-use shrubs shall be irrigated on a separate zone. Separate zones are required for permanent and temporary irrigation lines.	Prior to recordation
20. Irrigation water lines shall not cross city water mains.	Prior to recordation

21. City Staff respectfully requests the use of pressure compensating emitters.	Prior to recordation
22. Backflow Preventer yearly testing required per IAPMO 603.4.2	Prior to recordation
23. The detail 1.1 Backflow Preventor on sheet L.4 is not compliant with the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual. Please use Figure 4-9 on page IV-17 in the LIDS manual as the required detail for a Backflow Preventor.	Prior to recordation
24. The detail 1.2 Zone Valve Assembly on sheet L.4 is missing the required pressure regulator.	Prior to recordation
25. Detail 1.3 Drip Emitter on sheet L.4 is not an approved method for drip irrigation. PVC Sch40 pipe is to ridged a pipe around root structures, and adjusting the emitters out to the drip zone of each plant to be difficult. Provide Polyethylene lateral lines at plant locations, 4mm barb fitting, spaghetti tubing and compensating emitters for drip irrigation. This type of irrigation is a best management practice in the City of Santa Fe.	Prior to recordation
26. Detail 1.5 Gate Valve on sheet L.4 is miss labeled, this is a Flush Valve, please revise detail name.	Prior to recordation
27. Provide an emitter location detail for each type of plant material. Trees shall have six emitters, two (2) emitters within the root ball zone and four (4) emitters located at drip edge locations. Shrubs shall have two (2) emitters, one (1) located four (4) inches from the root flare of each Shrub and another at the drip edge. Per code 5.6 of the LIDS Manual.	Prior to recordation
28. Irrigation controller shall be hardwired. The Irrigation Equipment Schedule proposes a 4-station controller when a 5-station controller is needed. Please revise the equipment schedule.	Prior to recordation
29. A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate. Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences.	Prior to recordation
30. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Prior to recordation
Engineer Estimates for landscape and irrigation financial guarantees shall be shown as installed unit cost breakdowns. Breakdown to include quantity, unit cost, and total cost. Mulch materials shall be in square foot units, square foot costs, and total cost. Plant material unit costs shall be separated into caliper sized desiduous trees, foot tall sized evergreens and gallon sized shrubs.	
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS	

*Must made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Comment Form

Date: 04/07/2026

DRT Member: Dee Beingessner, Joshua VanSlambrouck

Dept/Div: Land Use Engineering

Case No.: 1202 Alameda

Case Planner: Alexa Hempel, Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Please provide a pond sediment/water level measuring post, detail attached	Prior to Public hearing	
2. Ponding areas greater than 3 feet deep are required to have a safety fence around the permitter, per city staff policy as approved by the city engineer. The selected fence material must follow the permitted materials in city code 14-8.5 and must not obstruct line of sight into the pond. Additionally, a gate for maintenance and emergency access is required.	""	
3. Please provide a stormwater quality volume for redevelopment to handle the 80th percentile event (0.5 Inches) as determined by the "Estimating Predevelopment Hydrology in Urbanized Areas in New Mexico", EPA Publication Number 832-R-15-009. This volume must be managed (retained, filtered, evaporated, infiltrated, etc.) on site. The rational method is not an accepted method to calculate volumes, please use a method such as the one provided by river and watershed, TR-55 (SCS), or other method acceptable to the city engineer.	""	
4. Please include drainage facilities maintenance notes attached below	""	
5. Please provide more details to ensure that all runoff on this lot is directed to the ponding areas before entering the river/exiting the property. Including: surface flow arrows, swale details, gutter/downspout callouts, etc.	""	

Form Updated: March 2024

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

See following pages for notes required on plat or plans

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

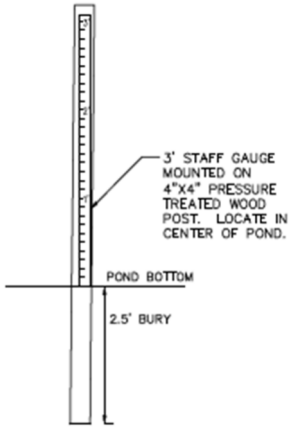
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

Example for pond measurement post



POST & STAFF GAUGE
NTS

Date: June 8, 2026

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson & Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: *Development Plan for 1202 West Alameda*
(Case **#2026-12048** Development Plan*)*

Case Planner: Daniel A. Esquibel, Planning Manager

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # **#2026-12048**

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. None		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. None		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is mandatory for the owner to obtain approval from the Public Works Department for any driveway curb cut or sidewalk crossing. This approval must be issued before a building permit for such new construction is approved.
2. Note as the public infrastructure plans move forward to building permit, these may be subject to additional reviews and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. prior to building permit approval.

From: **Gallegos, Phil** Philip.Gallegos@wilsonco.com
Subject: 1202 W. Alameda PUD Development Plan Review
Date: July 24, 2026 at 9:46 AM
To: Leroy Nicholas Pacheco, PE Engineer@leroypacheco.com

PG

Leroy, I have reviewed the memo and associated documents concerning the land use change and update to the Project Trip Generation submitted by the developer and concur with the conclusion that based on the land use assumptions as described in the traffic impact study compared to the proposed adjusted land use assumptions, the trip generation changes are minimal and the recommendations as outlined in the Traffic Impact Study signed on April 27, 2026 remain, and no other recommendations due to the land use changes are necessary. Please let me know if you have any questions or need more information. Thanks, Phil

Phil Gallegos, PE
Civil Engineer
Wilson & Company, Inc., Engineers & Architects
4401 Masthead Street NE, Suite 150 | Albuquerque, NM 87109
505-348-4126 (direct)
www.wilsonco.com

We bring people together to practice their craft, to create value, and to accomplish great things.

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Kimley»Horn

July 6, 2026

Mr. Leroy Pacheco
City of Santa Fe
2931 Rufina St.
Santa Fe, NM 87507

RE: ***Updated Land Use Program for 1202 West Alameda Development***

Dear Mr. Pacheco:

Kimley Horn and Associates has prepared this memo in response to a land use program change effecting Lot 1A-2 of the property located at 1202 West Alameda Street in Santa Fe, New Mexico. This is in follow up to the approved traffic impact study sent to public works on June 8, 2026. This memo will analyze land use changes to determine if any other needs are apparent with this program change.

Existing Program Land Use

The two buildings associated with the property at 1202 West Alameda will be remodeled as part of this project. The building labeled Lot 1A-2 will include a woodworking shop, warehouse, and office associated with a custom furniture business on the ground floor. The second floor of this building will include three apartment dwellings. The second building labeled Lot 1A-1 will include a restaurant with additional outdoor patio seating.

The approved Traffic impact study described the land use and trip generation as shown in the table below. This included 3,160 SF of small office building, 3 multifamily housing units, 3,680 SF of furniture/flooring store, and 5,415 SF of High-Turnover (Sit-Down) Restaurant.

Table 1 – Traffic Impact Study Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
712	Small Office Building	3,160 SF	4	1	5	2	5	7
220	Multifamily Housing (Low-Rise)	3 units	3	11	14	6	3	9
890	Furniture/Flooring Store	3,680 SF	1	1	2	1	1	2
932	High-Turnover (Sit-Down) Restaurant	5,415 SF	27	22	49	31	19	50
Total Trips			**35**	**35**	**70**	**40**	**28**	**68**

Source: Trip Generation Manual, 12th Edition, ITE.

Proposed Program Land Use

During the process of land use layout for the site, adjustments to the building at Lot 1A-2 was needed to meet the needs of the end user. The proposed land use for the building includes small square footage changes to the small office building and the furniture/flooring store land use. Even with these square footage changes, the trip generation is unchanged as is shown in the below table.

Table 2 – Proposed Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
712	Small Office Building	3,135 SF	4	1	5	2	5	7
220	Multifamily Housing (Low-Rise)	3 units	3	11	14	6	3	9
890	Furniture/Flooring Store	3,438 SF	1	1	2	1	1	2
932	High-Turnover (Sit-Down) Restaurant	5,415 SF	27	22	49	31	19	50
Total Trips			**35**	**35**	**70**	**40**	**28**	**68**

Source: Trip Generation Manual, 12th Edition, ITE.

Closure

Based on the land use assumptions as described in the traffic impact study compared to the proposed adjusted land use assumptions, the trip generation changes are minimal and the recommendations as outlined in the Traffic Impact Study signed on April 27, 2026 remain, and no other recommendations due to the land use changes are necessary.

If you have any questions, feel free to reach out to me by phone at 505-230-5428.

Sincerely,

Kimley-Horn

Carl Vermillion PE, PTOE, RSP1
Project Manager

Attachments: ITE trip generation results



Kimley»Horn

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (712) Small Office Building
Unit 1000 Sq. Ft. GFA **Subcategory** All Sites
Size 3.14 **Setting/Location** General Urban/Suburban
Manual Edition ITE 12th Ed **Trip Type** Vehicle
Multimodal Trip Reduction (%) 0%
Additional Trip Reduction (%) 0%
Pass-by Land Use Type None
Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Rate			Rate			Rate		
Rate	14.39			1.64			2.16		
Equation	N/A			N/A			N/A		
Total Trips	45			5			7		
Direction	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Distribution	50%	50%	100%	83%	17%	100%	34%	66%	100%
Baseline Trips	23	22	45	4	1	5	2	5	7
External Trips	**23**	**22**	**45**	**4**	**1**	**5**	**2**	**5**	**7**

Kimley»Horn

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (890) Furniture/Flooring Store
Unit 1000 Sq. Ft. GFA **Subcategory** All Sites
Size 3.44 **Setting/Location** General Urban/Suburban
Manual Edition ITE 12th Ed **Trip Type** Vehicle
Multimodal Trip Reduction (%) 0%
Additional Trip Reduction (%) 0%
Pass-by Land Use Type None
Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Equation			Equation			Equation		
Rate	N/A			N/A			N/A		
Equation	6.32			T = 0.35(X) + 0.67			Ln(T) = 0.92 Ln(X) - 0.38		
Total Trips	22			2			2		
Direction	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Distribution	50%	50%	100%	66%	34%	100%	48%	52%	100%
Baseline Trips	11	11	22	1	1	2	1	1	2
External Trips	**11**	**11**	**22**	**1**	**1**	**2**	**1**	**1**	**2**

City of Santa Fe, New Mexico

Attachment B

B-1: Maps & Figures



Figure 1 – Proposed Site Plan



Figure 2 - Existing Feed Bin



Figure 3 - Existing Hay Barn

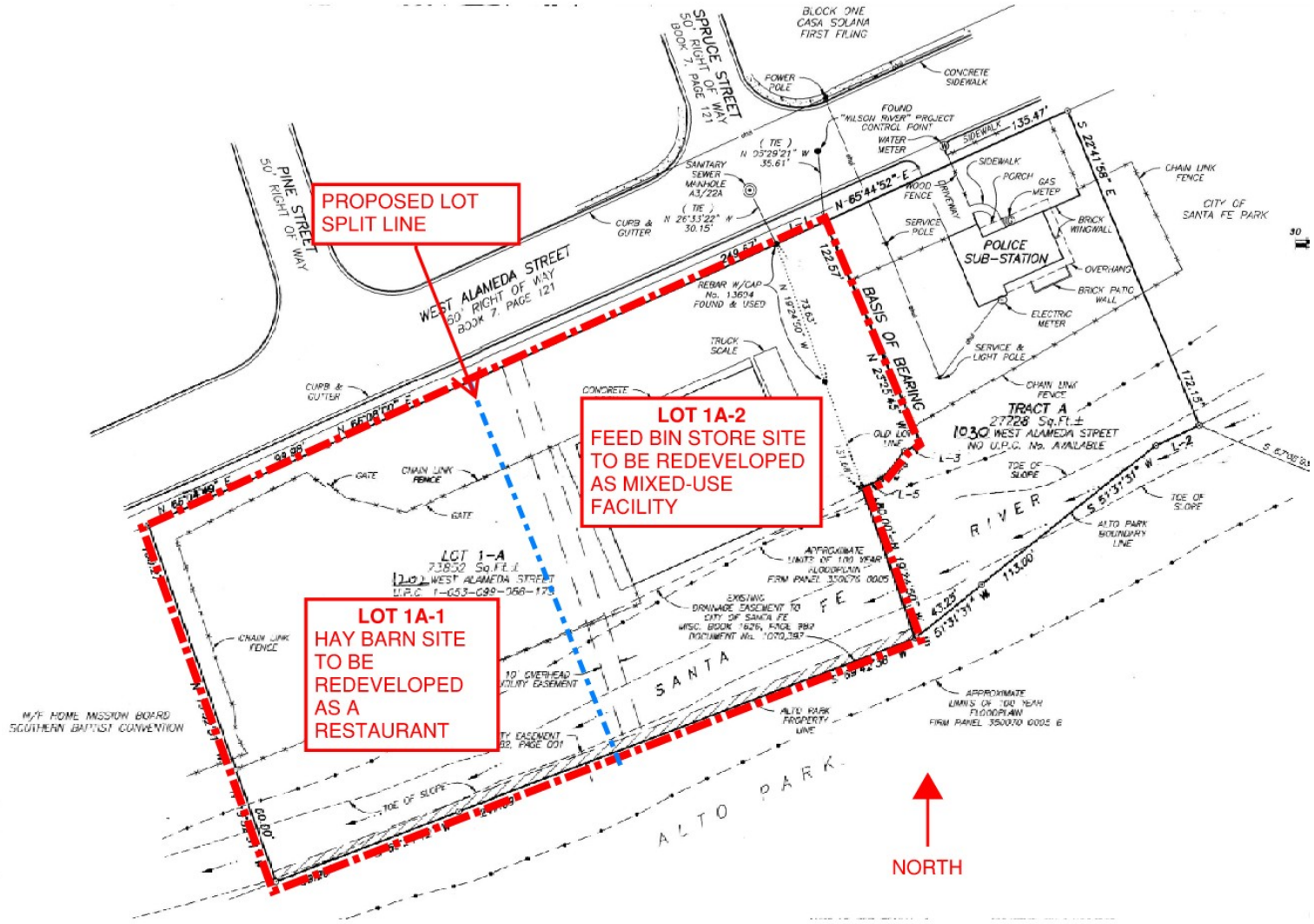


Figure 4 – Proposed Lot Split Diagram

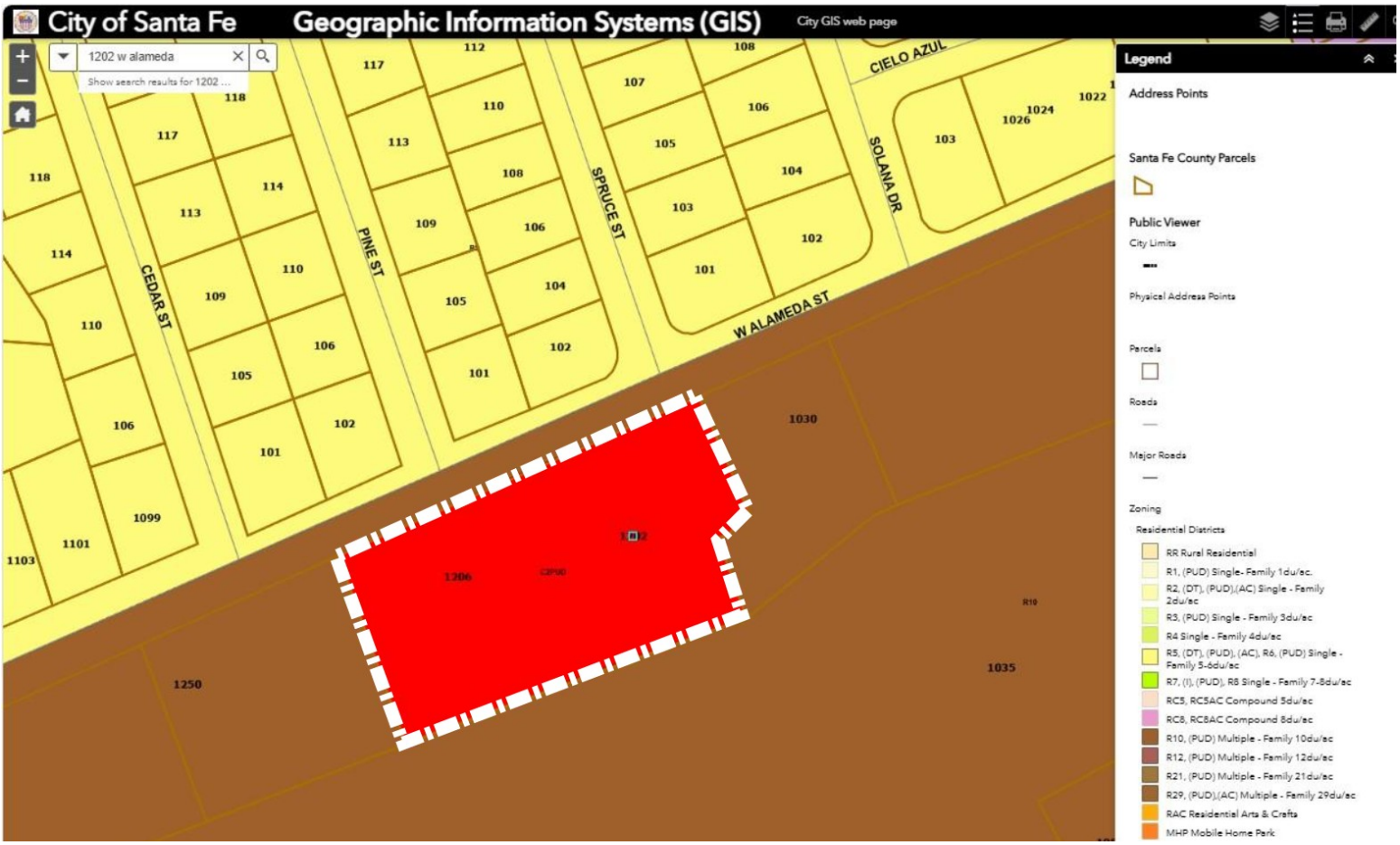


Figure 5 – Current Zoning. Red is C-2 PUD. Brown is R-10, Yellow is R-5.



Figure 6 – Neighborhood Context

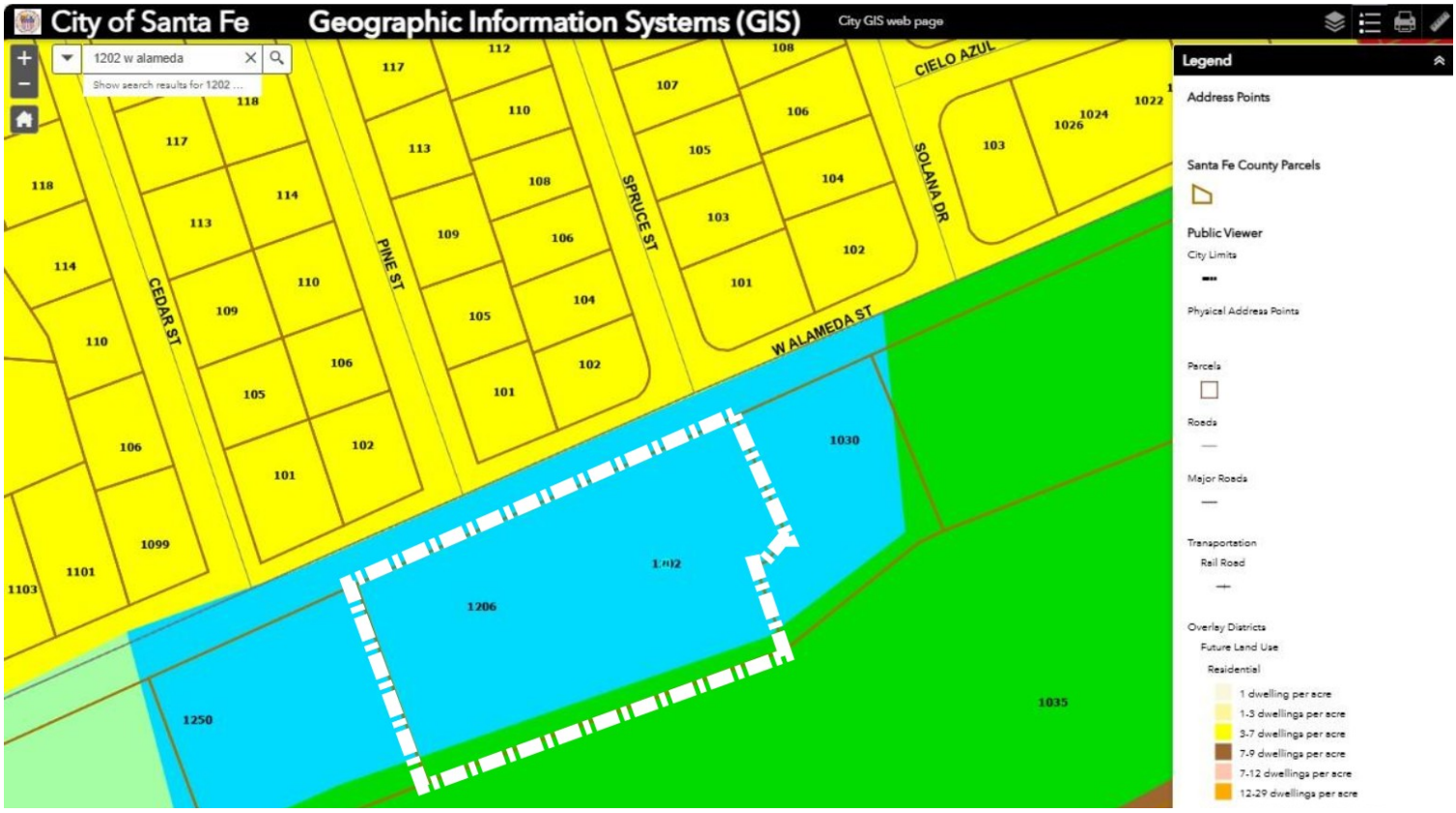


*Figure 7 – **Future Land Use Map**. Blue is Public/Institutional, dark green is Parks, light green is Open Space, and yellow is Residential, 3-7 Dwellings Per Acre*



Figure 8 - Driveway A



Figure 9 - Driveway B



Figure 10 - Driveway C

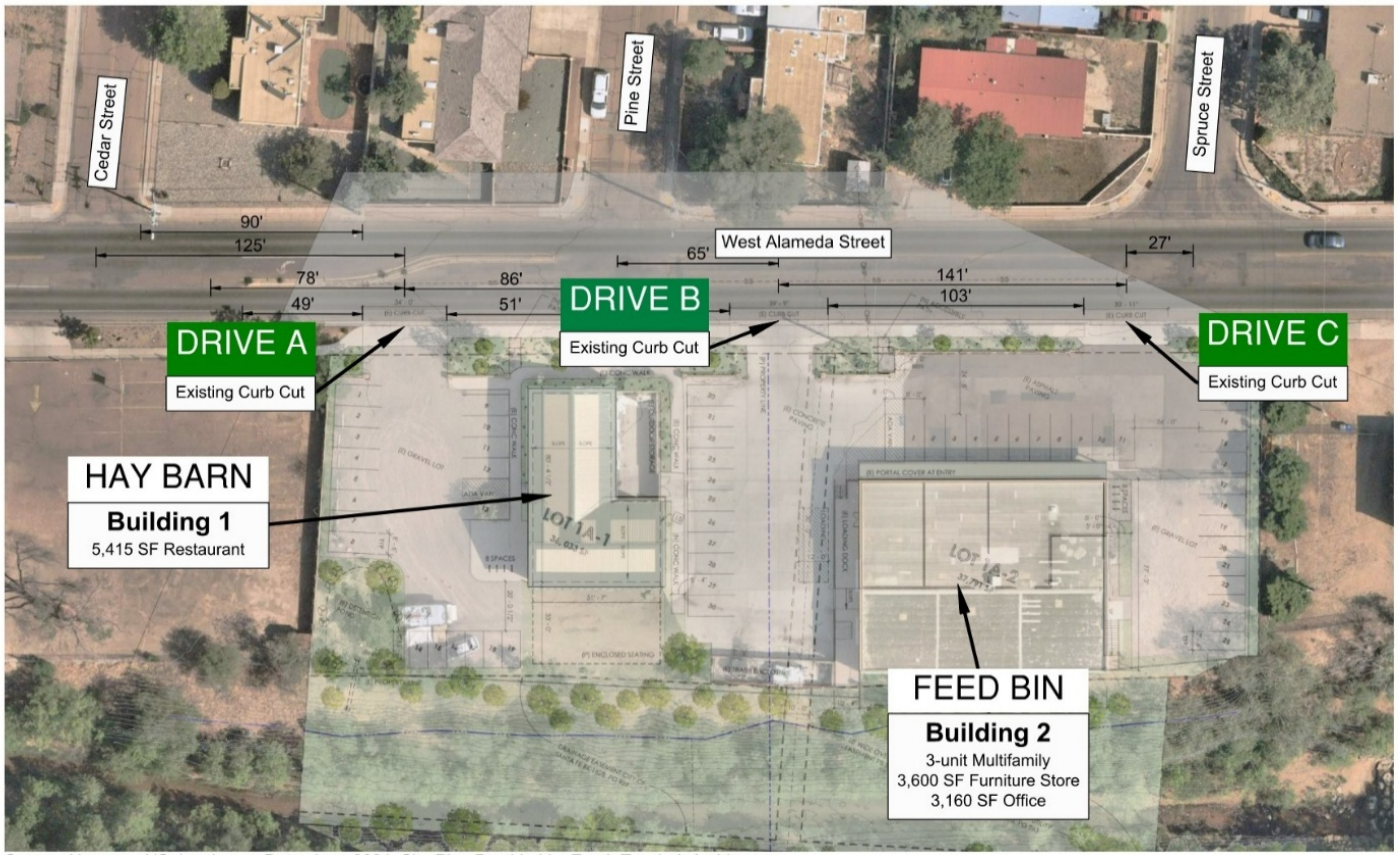


Figure 11 – Traffic / Driveway Diagram

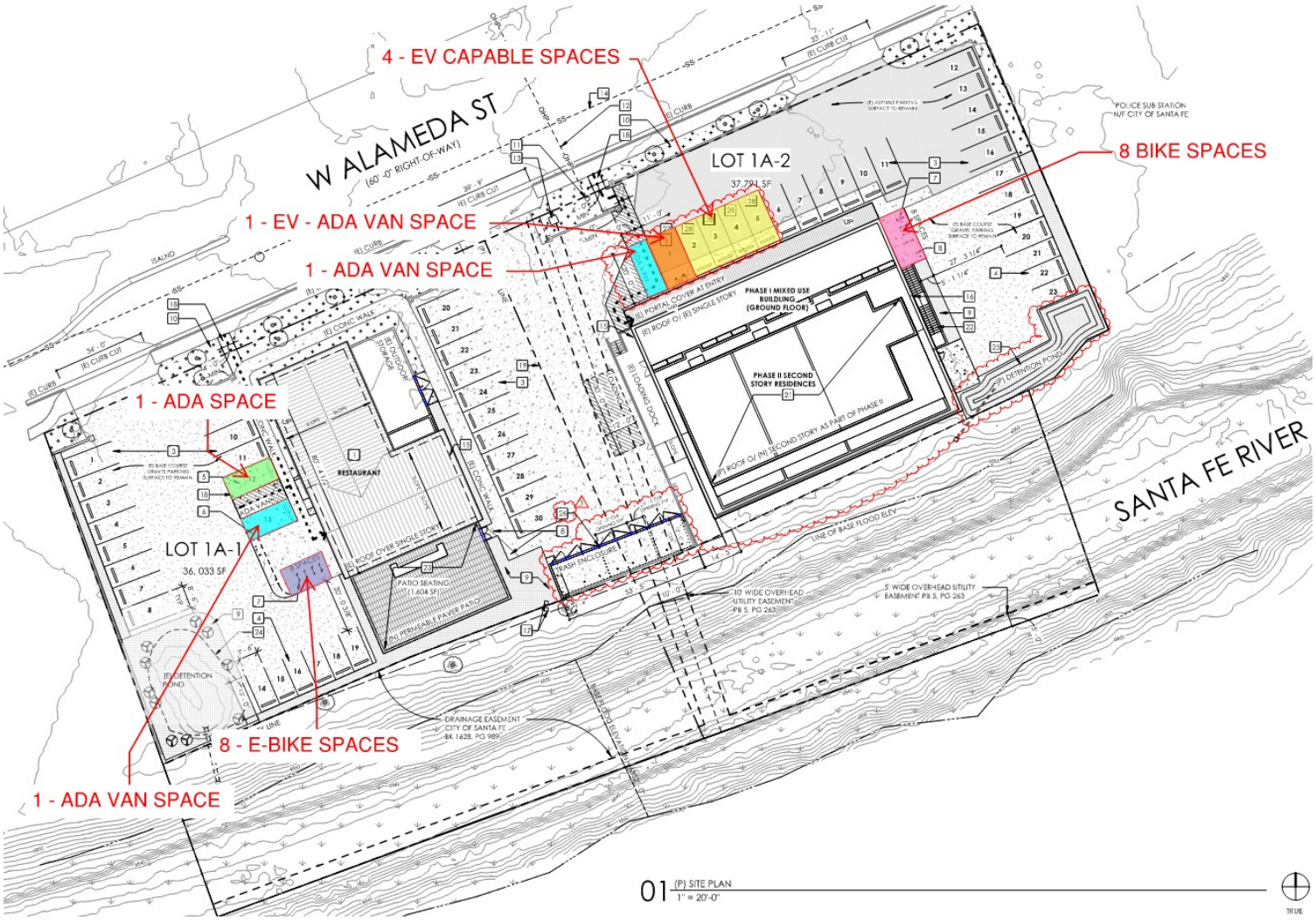


Figure 12 – Proposed Parking Site Plan

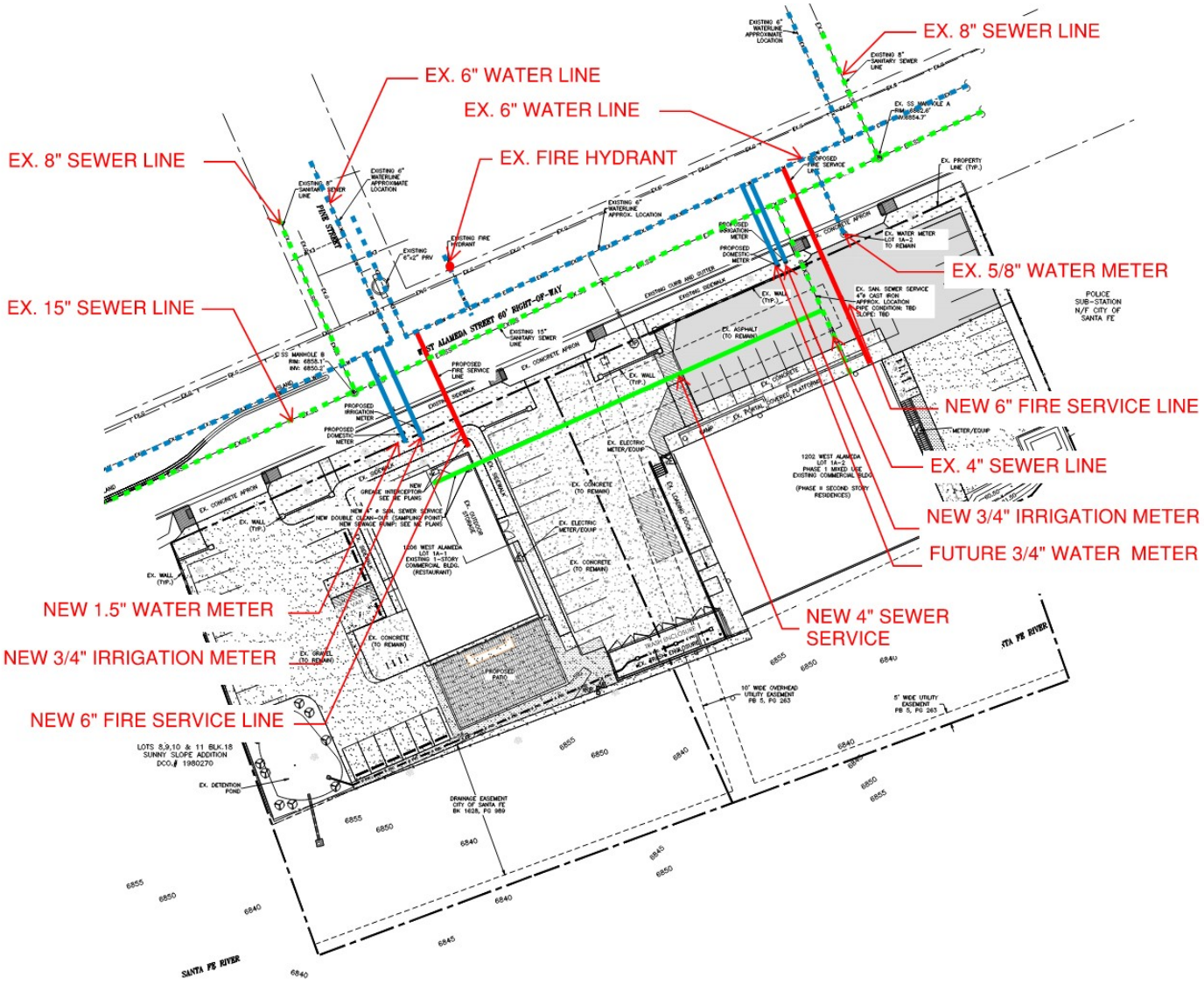


Figure 13 – Utility Plan

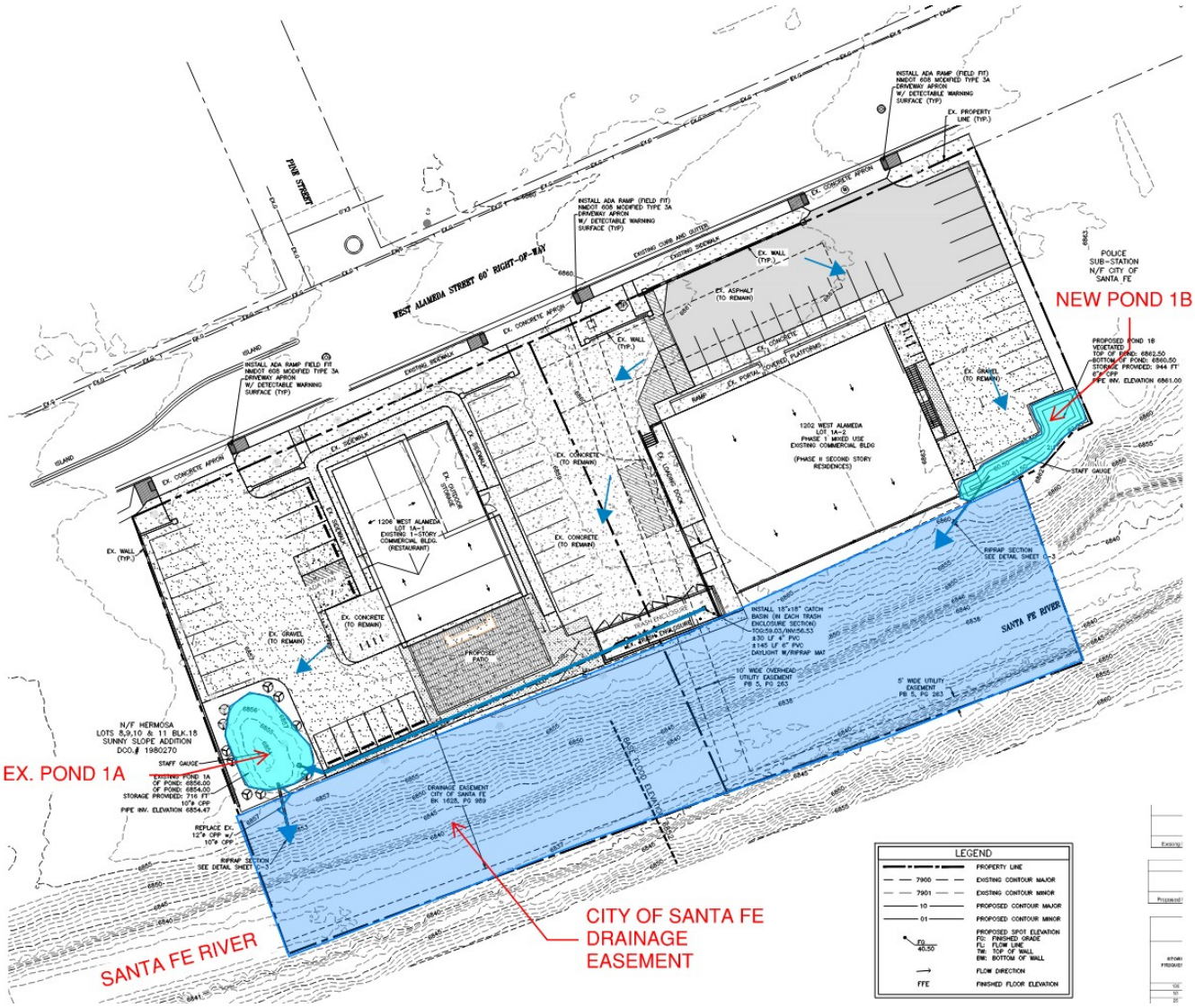


Figure 14 – Grading and Drainage Plan

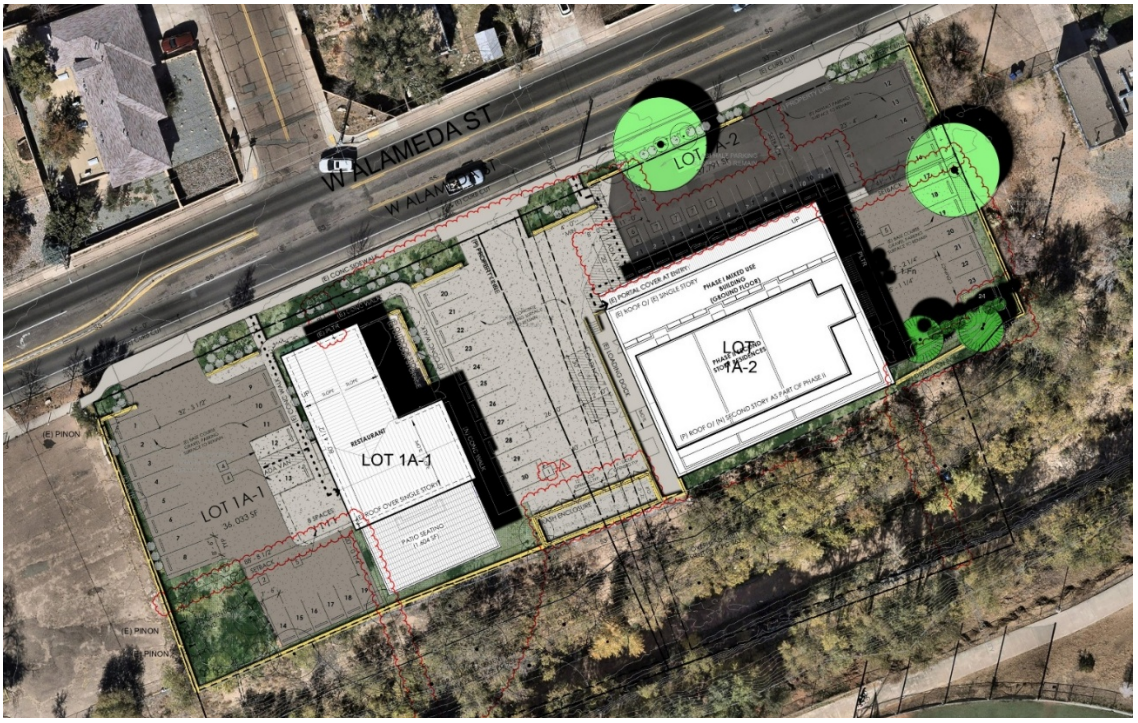


Figure 15 – Proposed Landscape Plan

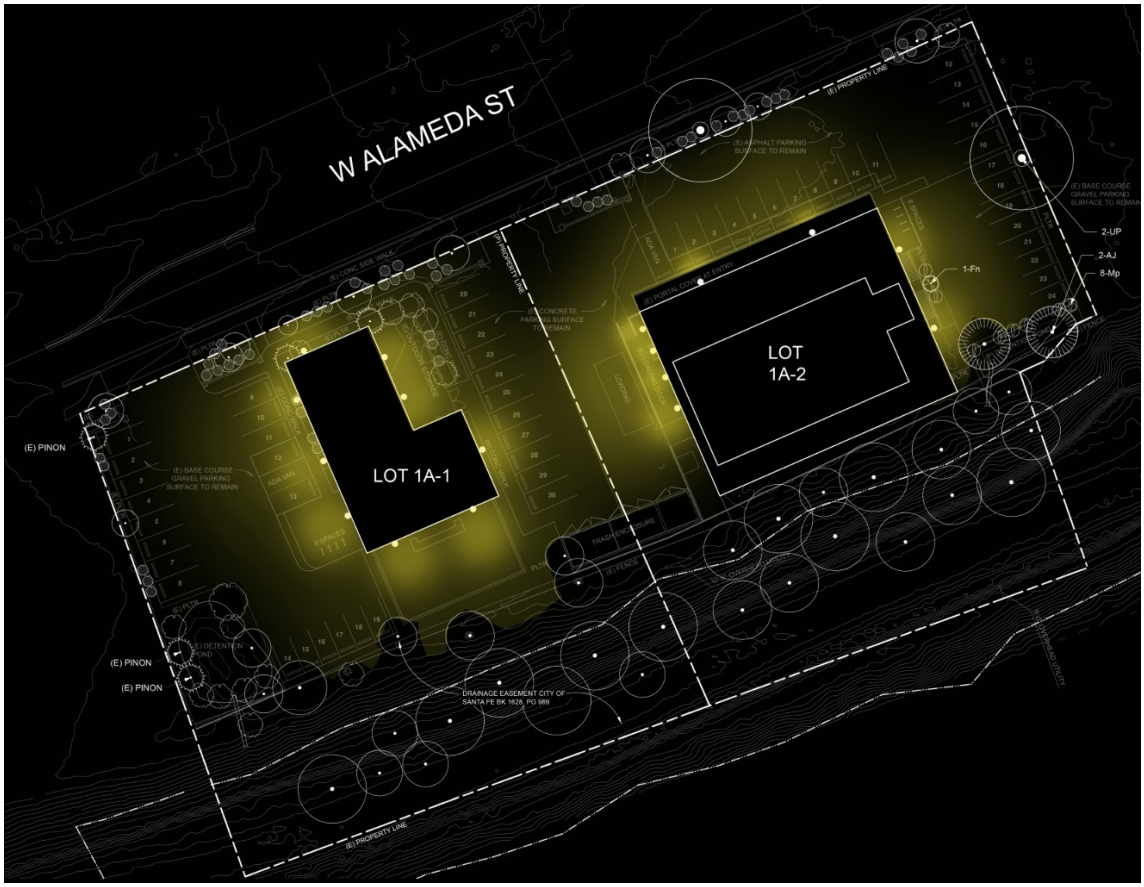


Figure 16 – Existing Outdoor Lighting

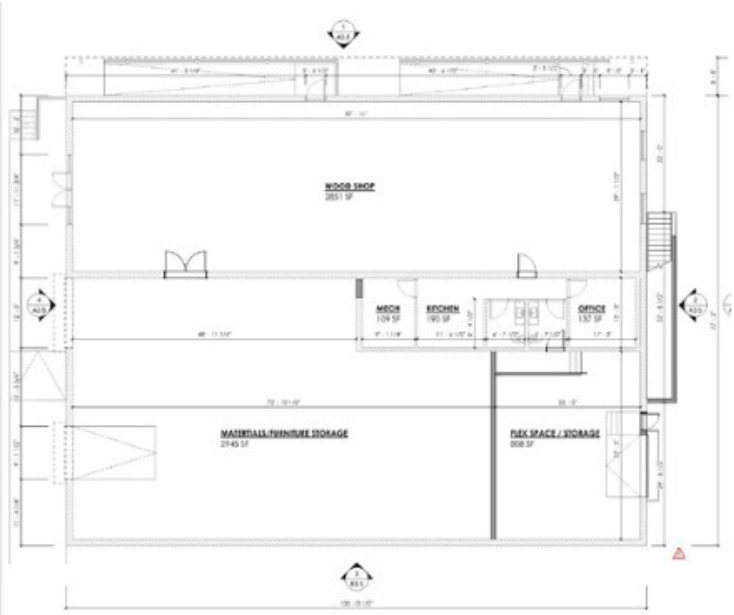


Figure 17 - Feed Bin Ground Floor

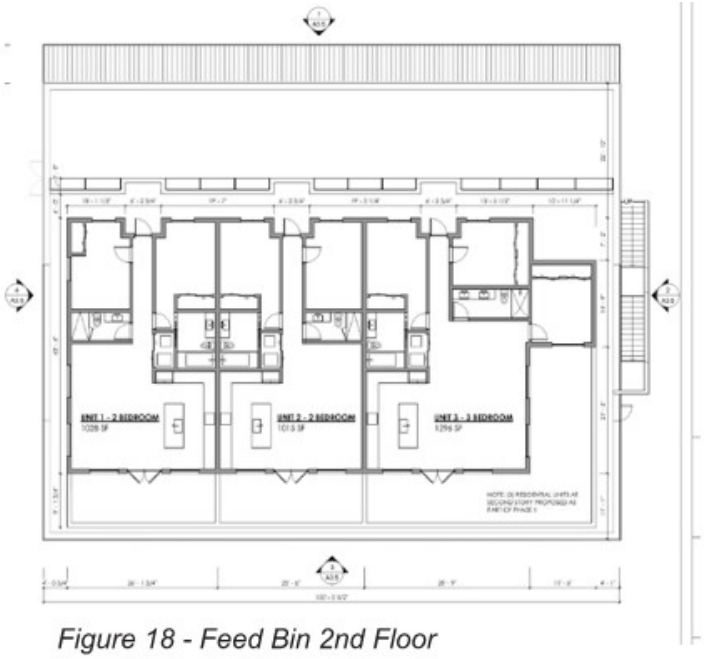


Figure 18 - Feed Bin 2nd Floor



Figure 19 - North/Front



Figure 20 - South/Back



Figure 21 - East Side



Figure 22 - West Side



Figure 23 - North Facade Facing Alameda Street

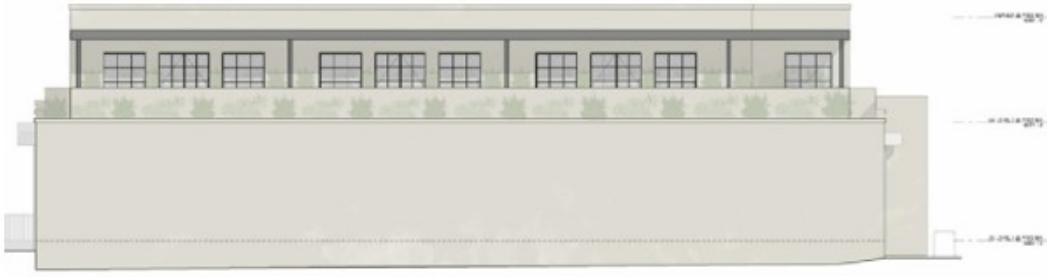


Figure 24 - South Facade Facing Santa Fe River

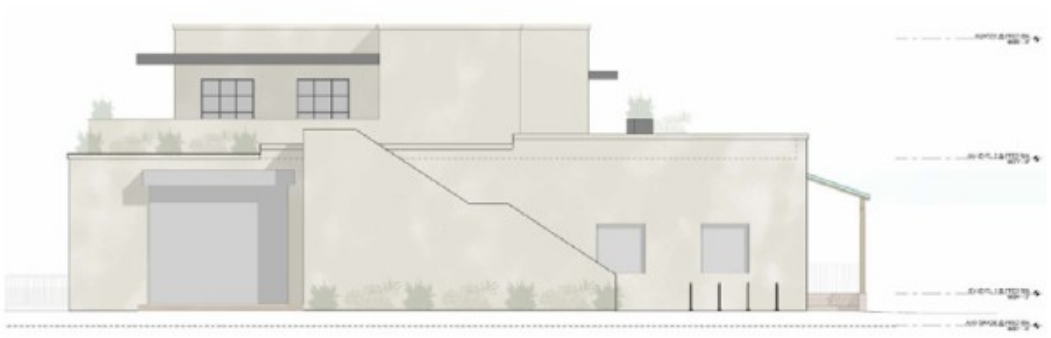


Figure 25 - East/ Facade Facing Fire Station



Figure 26 - West Facade Facing Hay Barn

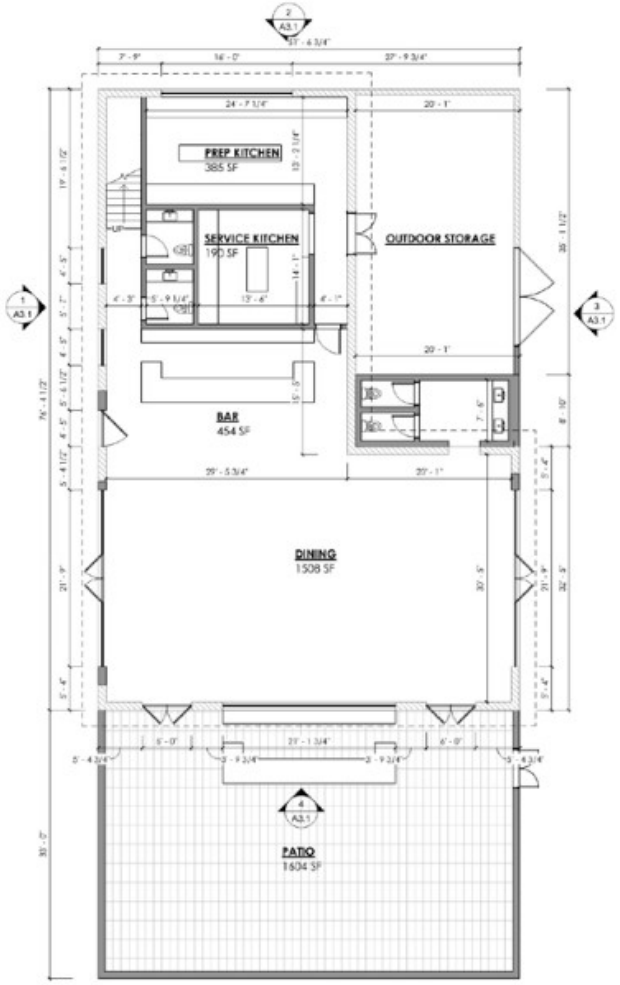


Figure 27 - Hay Barn Ground Floor

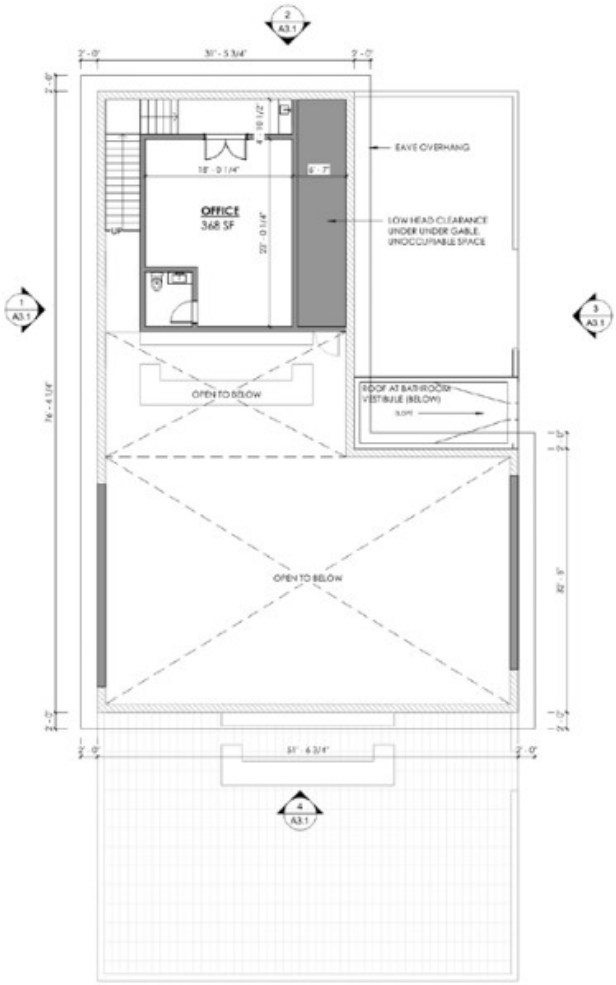


Figure 28 - Hay Barn 2nd Floor



Figure 29 - Hay Barn - North Facade



Figure 30 - Hay Barn - East Facade



Figure 31 - Hay Barn - South Facade



Figure 32 - Hay Barn - West Facade



Figure 33 – Existing Exterior Signs on Feed Bin Building

City of Santa Fe, New Mexico

Attachment C

Applicant Materials

C-1: Letter of Intent – Rezone & Development Plan Report
C-2: Legal Lot of Record
C-3: Proposed Plat for new Lot Split / Legal Lot of Record
C-4: PUD Rezone Ordinance 2006-49
C-5: TIA – Traffic Impact Analysis
C-6: Utility Service Application
C-7: Approved Water Plan
C-8: Approved Water Budget
C-9: Architectural Points Checklist
C-10: Color Building Elevations
C-11: Development Plan Drawing Set
C-12: Infrastructure Drawing Set
C-13: Feb 1, 2007, Planning Commission Minutes
C-14: Development Plan 2007

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

March 9, 2026
Revised July 9, 2026

Dan Esquibel, Planning Manager
Current Planning Division
City of Santa Fe Land Use Department
200 Lincoln Ave.
Santa Fe, NM 87501

RE: Letter of Application
1202 W. Alameda PUD Development Plan

Dear Dan:

This letter is respectfully submitted on behalf of Boyd & Allister, LLC (the "Applicant") in application for a new Planned Unit Development (PUD) and a Development Plan for the property located at 1202 W. Alameda St., known as Lot 1-A comprising 1.695 acres. The subject property is zoned C-2 PUD (General Commercial) permitting a feed store and designated Institutional on the Future Land Use Map. This submittal includes the following requests:

1. New PUD for a mixed-use redevelopment
2. PUD Development Plan
3. Lot Split to create two parcels

Background & Existing Conditions

The property is the site of the former Feed Bin feed store, established in 1971. In 2006, the property was rezoned from RM-10 to C-2 PUD permitting a feed store (Ordinance 2006-49, attached). The PUD Development Plan was recorded in 2007, which included the addition of a 2,905 square foot hay barn. Currently, the property is improved with the original 6,447 square foot feed store, the hay barn, and associated parking.

Lot Split

An administrative Lot Split application is included with this submittal to divide the subject property into two parcels: Lot 1A-1, 0.827 acres, and Lot 1A-2, 0.868 acres. Lot 1A-1 comprises the hay barn, which will be converted to a restaurant, and Lot 1A-2 comprises the former feed store, which will be repurposed for mixed-use.

Project Description

This PUD request is an adaptive reuse of the existing structures in support of a mixed-use redevelopment as described below:

- Lot 1A-1: Conversion of the barn into a 2,905 square foot full-service restaurant with a 1,604 square foot outdoor patio, totaling 4,509 square feet.

- Lot 1A-2: Phase 1 - Conversion of the 6,447 square foot feed store into a mixed-use structure in two phases:

Phase 1 (Ground Floor)	
Woodshop	2,851 SF
Materials/Furniture Storage	2,914 SF
Flex Space/Storage	808 SF
SUBTOTAL	*6,573 SF*
Phase 2 (New Second Floor)	
3 Dwelling Units	3,339 SF
LOT 1A-2 TOTAL	9,912 SF

PUD Request

This application seeks to establish a new PUD to permit the adaptive reuse of the property with a diverse mix of uses. The permissible uses within the PUD are as follows:

- Residential
- Retail
- Food & Beverage
- Office
- Woodshop (Light Assembly & Manufacturing)
- Storage
- Arts & crafts studio, gallery, or school

Responses to the rezoning approval criteria in SFCC §14-2.1(3)(VII) are detailed below.

a. *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:*

1. One or more of the following conditions exist:

(i) there was a mistake in the original zoning. N/A

(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.

Applicant Response: While the neighborhood character has not changed significantly in recent years, the character of the property has changed. The permitted feed store is no longer in operation and the structures are vacant. The requested mixed-use PUD is justified as an adaptive reuse strategy to revitalize the property.

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

Applicant Response: Establishing a new, mixed-use PUD is more advantageous to the community. Vacant structures create no community benefit. Redevelopment of this infill site enhances the neighborhood and supports the tax base. Furthermore, the request aligns with the Themes and Policies of the General Plan, as summarized below:

Themes

1.7.2 Quality of Life. The proposed mixed-use project provides services and housing in a diverse, mixed-use neighborhood that is walkable and served by public transportation (Route 5). Vacant structures and unused property can have a negative effect on quality of life for the neighborhood, often attracting nefarious activity and buildings falling into disrepair.

1.7.4 Economic Diversity. The project supports economic diversity goals through adaptive reuse and sustainable development, employment opportunities, and housing in a walkable, mixed-use neighborhood.

1.7.5 Sustainable Growth. The redevelopment of existing structures for new uses is a key sustainable growth strategy, which conserves resources, while preserving neighborhood character.

1.7.9 Urban Form. The request supports the redevelopment of an infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested PUD maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the PUD aligns with the city's vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. Providing services and housing in a mixed-use neighborhood reflects community-oriented development. The proposed restaurant provides gathering space and opportunities for community connection.

1.7.12 Mixed-Use. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed PUD will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. The proposed PUD enables the adaptive reuse of the property, which exemplifies an environmentally sustainable approach to development that enhances the quality of life for area residents.

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

Applicant Response: All rezoning requirements of Chapter 14 have been met. A Pre-Application Conference was conducted with the Development Review Team on December 10, 2025, and the Early Neighborhood Notification Meeting was held on February 12, 2026.

3. *the rezoning is consistent with the applicable policies of the general plan, including the future land use map.*

Applicant Response: There is no change proposed to the underlying C-2 zoning, so the property's Future Land Use designation of "Institutional" will remain. The project conforms to the General Plan as outlined below:

Themes

1.7.2 Quality of Life. The proposed mixed-use project provides services and housing in a diverse, mixed-use neighborhood that is walkable and served by public transportation (Route 5). Vacant structures and unused property can have a negative effect on quality of life for the neighborhood, often attracting nefarious activity and buildings falling into disrepair.

1.7.4 Economic Diversity. The project supports economic diversity goals through adaptive reuse and sustainable development, employment opportunities, and housing in a walkable, mixed-use neighborhood.

1.7.5 Sustainable Growth. The redevelopment of existing structures for new uses is a key sustainable growth strategy, which conserves resources, while preserving neighborhood character.

1.7.9 Urban Form. The request supports the redevelopment of an infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested PUD maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the PUD aligns with the city's vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. Providing services and housing in a mixed-use neighborhood reflects community-oriented development. The proposed restaurant provides gathering space and opportunities for community connection.

1.7.12 Mixed-Use. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed PUD is compatible with and expands the existing mix of uses in the neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed PUD will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. The proposed PUD enables the adaptive reuse of the property, which exemplifies an environmentally sustainable approach to development that enhances the quality of life for area residents.

4. *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.*

Applicant Response: General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill redevelopment is in alignment with these strategic directives and is responsive to community needs for services and community engagement in this area of the City. 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…".

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

   Applicant Response: The subject property is served by existing roadways and public water and sewer infrastructure.

b. *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:*

1. *allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;*

   Applicant Response: The proposed PUD is consistent with the character of the existing mixed-use neighborhood comprising housing, commercial development, and institutional uses.

2. *affect an area of less than two acres, unless adjusting boundaries between districts; or*

   Applicant Response. The subject parcel is 1.695 acres. However, there is no change proposed to the underlying C-2 zoning. Furthermore, the proposed PUD is consistent with applicable General Plan policies as described above, so this criterion is not applicable.

3. *benefit one or a few landowners at the expense of the surrounding landowners or general public.*

   Applicant Response: Contrary to harming surrounding landowners or the general public, the proposed PUD provides numerous benefits. The redevelopment of the site as a vibrant mixed-use project will revitalize the property and support the neighborhood with access to services, employment, and housing.

Development Plan

A PUD Development Plan is submitted with this application addressing the existing site conditions, proposed improvements, and permissible uses.

Access and Traffic. The project has three existing points of access on W. Alameda St. The west driveway is right-in, right-out only and the other two are full access. A Traffic Impact Study (TIS), prepared by Kimley Horn, is submitted with this application. The following intersections were analyzed as directed by the Public Works Department:

1. West Alameda Street and Camino Alire/Bob Street
2. West Alameda Street and Sicomoro Street
3. West Alameda Street and Cedar Street
4. West Alameda Street and Pine Street
5. West Alameda Street and Spruce Street
6. West Alameda Street and Solana Drive

All intersections operate at an acceptable Level of Service in the Build and Horizon years. Please refer to the TIS for further information.

Parking. SFCC 14-7.5, Table 7-4, Vehicle Parking Requirements, states that the parking required for the proposed Woodshop ("Light assembly and manufacturing") is determined by the Director. Based on the peak number of employees present at any time, the actual parking demand for the Woodshop is seven spaces. Parking is provided as follows

Lot 1A-1
Restaurant: 4,509 Sf @ 1 Space/200 SF = 22 Spaces

Proposed Parking: 30 Spaces (Inclusive of 2 ADA Spaces)

Lot 1A-2

Phase 1
Woodshop: 2,851 SF = 8 Spaces (Based on Actual Demand)
Materials/Furniture Storage: 2,914 SF @ 1 Space/500 SF = 5.82 Spaces
Flex Space/Storage: 808 SF @ 1 Space/350 SF = 2.3 Spaces
Subtotal Phase 1: 16 Spaces

Phase 2
(3) Dwelling Units @ 1 Per Dwelling = 3 Spaces

Total Required Parking: 19 Spaces
Proposed Parking: 23 Spaces
(Inclusive of 1 ADA Space, 1 ADA EV Space, and 4 EV-Capable Spaces)

Utilities

Water. The former feed store building is served by a 5/8" meter and a 3/4" service line connected to the 6" water main in W. Alameda St. No changes are proposed to the domestic service. When the Phase 2 residences are constructed, the building will be retrofitted with automatic fire suppression and a 4" fire line will be installed at that time. The barn building does not currently have water service. A 1½" service line and meter are proposed. The barn will be retrofitted with automatic fire suppression as part of the conversion to the restaurant, necessitating installation of a 4" fire service. Please refer to the attached Water Plan for more details.

Sewer. The former feed store is served by a 4" cast iron service line connected to the 15" interceptor/trunkline in W. Alameda St. In order to avoid a new penetration at the trunk line, we propose to connect the barn to the existing service line via a new 4" service line.

Terrain Management. The site slopes gently from east to west. The southern portion of the property comprises the Santa Fe River flood plain and associated riverbank. The River is contained within an existing Drainage Easement benefitting the City of Santa Fe. There is an existing drainage pond in the southwest corner of the Lot 1A-1 parking area that will retain stormwater from the restaurant and parking lot. A new drainage pond is proposed on Lot 1A-2 on the east side of the mixed-use building, which will retain stormwater flows from the building and parking areas. Please refer to the Drainage Plan for more information.

Landscaping. Existing vegetation includes street trees, drainage pond plantings, and dense tree cover along the Santa Fe River. New plantings will be added as described in the attached Landscape Plans.

Open Space. Open Space is provided in accordance with Chapter 14 as described below:

Lot 1A-1, 36,033 SF (0.83 acres)	Lot 1A-2, 37,791 SF (0.87 acres)
Required: 7,207 SF (20%)	Required: 7,559 SF (20%)
Provided: 14,158 SF (39%)	Provided: 11,533 SF (30.5%)

Development Plan Approval Criteria

The Development Plan approval criteria per §14-2.1(4)(V)(b) are addressed below:

1. *That approving the development plan will not adversely affect the public interest.*

   Applicant Response: Approving the development plan serves the public interest through revitalizing a dormant property, providing services, employment, and housing opportunities in a walkable, mixed-use neighborhood.

2. *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.*

   Applicant Response: The proposed mix of uses is compatible with the diverse nature of the existing neighborhood, which includes commercial, residential, and institutional uses. Neighborhood character is preserved through the rehabilitation of the existing structures, which have become part of the community fabric.

Archaeology

The subject parcel is located in the River and Trails Archaeological Review District. As the property is less than two acres, an archaeological survey is not required.

Water Budget

Per the attached Water Budget, the project's Water Demand Offset totals 2.08 AFY. Accordingly, water conservation credits will be acquired at the time of permitting.

Santa Fe Homes Program

When the residential units are constructed in Phase 2, a fee-in-lieu for small projects will be paid at the time of building permit.

Early Neighborhood Notification

The Early Neighborhood Notification Meetings were held on February 12, 2026. City staff, Applicant, consultants, and a few members of the neighborhood were in attendance. Please refer to the attached meeting notes for details.

In support of this request, the following documentation is submitted herewith for your reference:

1. Development Plan Application
2. Rezone Application
3. Lot Split Application
4. Agent Authorization Letters
5. Legal Lot of Record
6. Warranty Deed
7. Development Plan 2007
8. PUD Rezone Ordinance
9. Traffic Impact Study
10. Traffic Study Approval Email
11. Water Budget Documents
12. ENN Meeting Notes
13. Architectural Points Checklist
14. Color Elevations
15. Development Plans
16. Infrastructure Plans

The Development Review Fees are calculated as follows: PUD - $1,000.00; Development Plan ($1.5 million valuation) - $7,000.00. **TOTAL: $8,000.00.**

Please contact me should you have any questions or require additional information. Thank you.

Sincerely,

Jennifer Jenkins, Principal

6400026

DEDICATION AND AFFIDAVIT

KNOW ALL PERSON BY THESE PRESENTS: THAT THE UNDERSIGNED OWNERS HAVE CAUSED THE LOT LINE ADJUSTMENT HEREON, LYING AND BEING SITUATE WITHIN THE PLANNING JURISDICTION OF THE CITY OF SANTA FE, STATE OF NEW MEXICO. NO LANDS ARE BEING DEDICATED TO THE PUBLIC THIS SURVEY. ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS AS SHOWN AND TO ANY UTILITIES WHICH MAY NOT BE SHOWN.

APPROVED BY THE CITY COUNCIL AT THEIR MEETING OF Jan. 25 2006.

David Coss — MAYOR
Yolanda Y. Vigil — CITY CLERK

CITY OF SANTA FE ORGANIZED SEAL JULY 13, AD 1891 NEW MEXICO

REVIEWED BY:

Wendy M. Blackwell — SUBDIVISION ENGINEER DEVELOPMENT REVIEW

PLANNER 11/3/06

Bonnie Szobocsan — OWNER – RANCH–WAY SANTA FE, L.L.C., LOT 1–A — 10/10/06 DATE

STATE OF ~~NEW MEXICO~~ COLORADO
COUNTY OF ~~SANTA FE~~ LARIMER
ss

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 10 DAY, OF OCTOBER, 20 06.

NOTARY SIGNATURE — MY COMMISSION EXPIRES JAN. 24 2010

EMILY A. HALE NOTARY PUBLIC STATE OF COLORADO MY COMMISSION EXPIRES JAN. 24, 2010

NOTES

A. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

B. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

C. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.

D. AREA DESIGNATED AS 100 YEAR FLOODPLAIN TO BE GRANTED TO THE CITY OF SANTA FE AS A DRAINAGE EASEMENT.

REFERENCE DOCUMENTS

1. PLAT ENTITLED "LOT CONSOLIDATION SURVEY PREPARED FOR ROBERT A. ROMERO ET. AL." PREPARED BY PAUL A. ARMIJO N.M.P.S. No. 13604 AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 482, PAGE 001 ON AUGUST 29th, 2001.

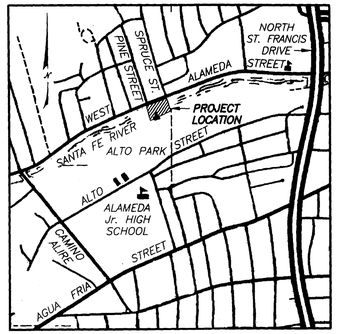
2. PLAT ENTITLED "PORTION OF BLOCK ONE CASA SOLANA, FIRST FILING" PREPARED BY C. L. BROWN N.M.P.E. & L.S. No. 1931 AS FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 7, PAGE 121 ON JULY 11th, 1958.

CERTIFICATE

I, BERNIE A. ALARID, A NEW MEXICO PROFESSIONAL SURVEYOR NO. 5338, DO HEREBY CERTIFY THAT THIS LOT LINE ADJUSTMENT SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED, WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

Bernie A. Alarid — BERNIE A. ALARID, P.L.S. NO. 5338 — 6-25-06 DATE

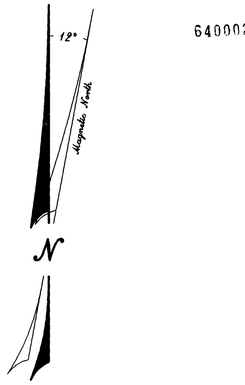
PROFESSIONAL SURVEYOR NEW MEXICO No. 5338 BERNIE A. ALARID



VICINITY MAP

NOT TO SCALE

LINE DATA		
LINE	BEARING	DIST
L–1	N 65°44'52" E	26.95'
L–2	S 64°41'31" W	24.15'
L–3	N 45°52'57" E	8.66'
L–4	N 39°07'32" E	19.00'
L–5	N 64°53'47" E	10.65'



Graphic Scale

30 0 30 60 120

Scale Factor 1" = 30'

SYMBOL LEGEND

- FOUND U.S.G.L.O.S. MONUMENT AS INDICATED
- FOUND MONUMENT AS SHOWN
- REBAR MONUMENT WITH CAP No. 5338 SET
- SANITARY SEWER MANHOLE
- CALCULATED POINT NOT SET
- UTILITY POLE AS INDICATED
- OHUL — OVER HEAD UTILITY LINE
- CHAIN LINK FENCE
- W — WATER METER
- G — GAS METER
- DRAINAGE FLOWLINE
- 100 YEAR FLOODPLAIN BOUNDARY
- 5' UTILITY EASEMENT

COUNTY CLERK

COUNTY OF SANTA FE } ss
STATE OF NEW MEXICO }

DOCUMENT NO. 1459298

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE 15 DAY OF NOV. AD. 20 06 AT 13:57 O'CLOCK P M. AND WAS DULY RECORDED IN BOOK 640, PAGE 026, OF THE RECORDS OF THE SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
COUNTY CLERK OF SANTA FE COUNTY, N.M.

COUNTY CLERK OF SANTA FE COUNTY, N.M.

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

LOT LINE ADJUSTMENT PLAT

PREPARED FOR

CITY OF SANTA FE AND RANCH–WAY, SANTA FE, L.L.C.

LOCATED OFF WEST ALAMEDA STREET, WITHIN A PORTION OF SUNNY SLOPE SUBDIVISION AND A PORTION OF CITY OF SANTA FE LAND, WITHIN THE SANTA FE GRANT,. PROJECTED SECTION 23, T. 17 N., R. 9 E., N.M.P.M. CITY OF SANTA FE, STATE OF NEW MEXICO

U.P.C. No. 1–053–099–088–173

INDEXING INFORMATION FOR COUNTY CLERK

OWNER(S): CITY OF SANTA FE / RANCH–WAY, SANTA FE, L.L.C.

RECORDED DOCUMENT(S): WARRANTY DEED BOOK 2122, PAGE 365

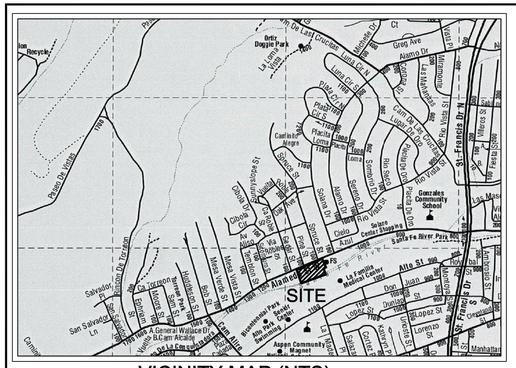
SECTION(S), TOWNSHIP(S), RANGE(S): PROJ. SEC. 23, T. 17 N., R 9 E., N.M.P.M.

LOCATION: INTERSECTION OF WEST ALAMEDA STREET & SPRUCE STREET

ALARID AND ASSOCIATES, L.L.C.

SANTA FE 1223 ST. FRANCIS DR. 984–1121 NEW MEXICO

FILENAME: 05–11–01 DRAWING: 0431–LLA.DWG



VICINITY MAP (NTS)

PLAT REFERENCES

"ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH-WAY FEEDS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S), HAVE CAUSED TO BE DIVIDED THOSE LANDS SHOWN HEREON. THIS DIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS AS SHOWN AND FOR EXISTING UTILITIES. OTHER EASEMENTS ARE GRANTED AS SHOWN.

THIS DIVISION CONTAINS 1.695 AC.+-, AND LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

by_____
JOHNATHAN BOYD MANAGER, BOYD & ALLISTER, LLC OWNER(S) LOT 1-A

STATE OF NEW MEXICO)
SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND

SUBSCRIBED BEFORE ME BY JOHNATHAN BOYD MANAGER BOYD & ALLISTER, LLC

_____
NOTARY PUBLIC

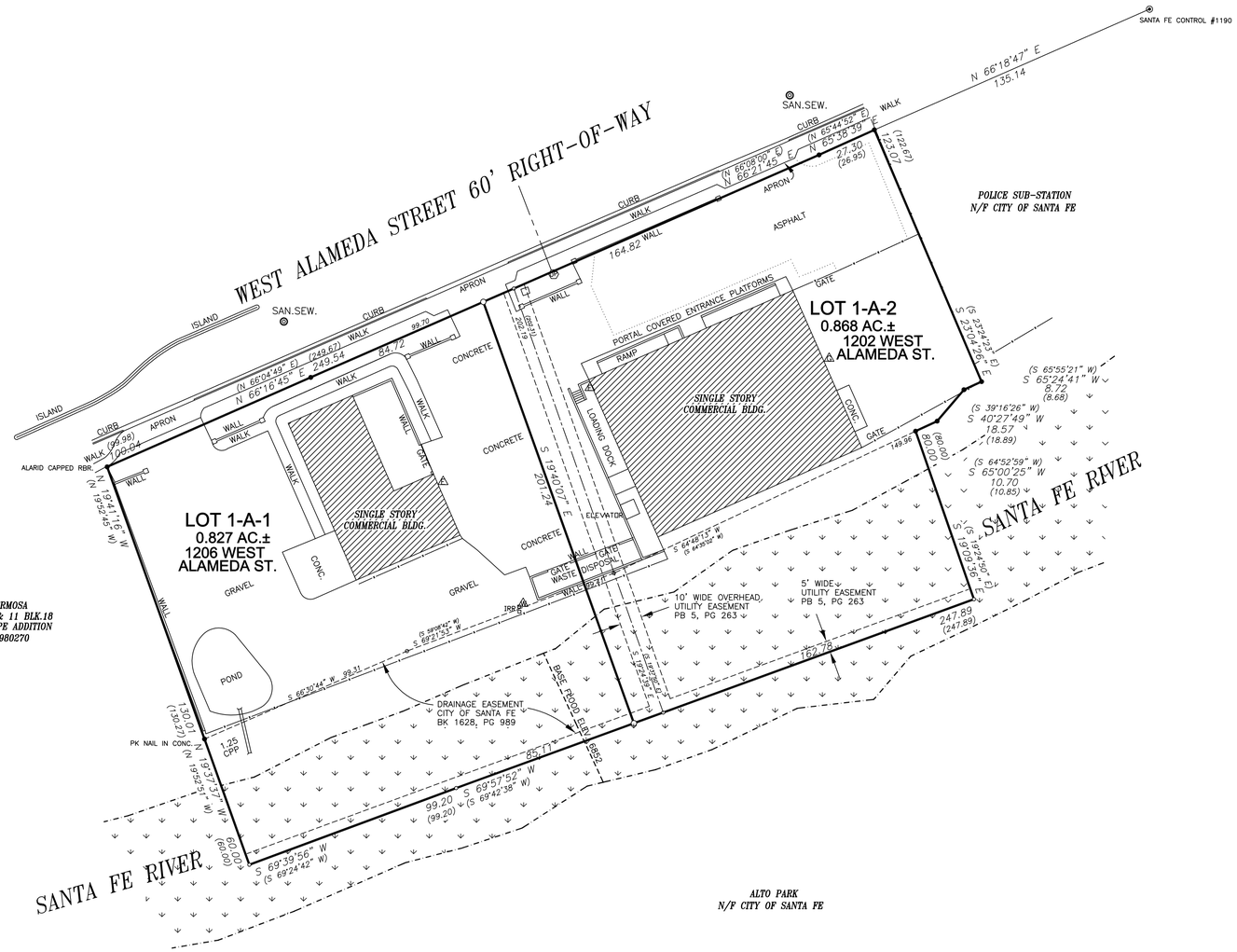
THIS_____DAY OF_____,2026

MY COMMISSION EXPIRES_____NOTARY PUBLIC

LEGEND AND NOTES

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 LOCALIZED TO POINTS FOUND LOT OF RECORD IS FROM "ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH-WAY FEEDS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

- DENOTES UTILITY POLE W/OVERHEAD LINES
- DENOTES POINT FOUND 13604 CAPPED RBR. OR AS NOTED
- DENOTES POINT TO BE SET
- DENOTES POINT CALCULATED
- DENOTES GAS. MTRS./EQUIP.
- DENOTES ELEC. MTRS./EQUIP.
- DENOTES TEL.RIS.
- DENOTES WATER MTRS./EQUIP.
- DENOTES COM.EQUIP.
- DENOTES TRANSFORMER
- DENOTES EDGE OF ASPHALT
- DENOTES EDGE OF EASEMENT
- DENOTES FENCE/CHAIN LINK/WIRE/BOARD
- DENOTES SPECIAL FLOOD HAZARD ZONE AE REGULATORY FLOODWAY BASE FLOOD ELEVATIONS DETERMINED.



SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON OCTOBER 8TH, 2025, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

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

NEW MEXICO 11011 REGISTERED PROFESSIONAL SURVEYOR RICHARD A. CHATROOP

COUNTY OF SANTA FE REVIEW

_____
COUNTY TREASURER DATE

CITY OF SANTA FE APPROVAL, NOTES AND CONDITIONS:

_____
CITY ENGINEER FOR LAND USE DATE

_____
CITY PLANNER DATE

NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
2. WASTEWATER UTILITY EXPANSION CHARGES (UEC) SHALL BE PAID AT THE TIME OF CONSTRUCTION PERMIT APPLICATION.
3. NEW DEVELOPMENT SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC.
4. FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.
5. PRIOR TO ANY NEW CONSTRUCTION OR REMODELING ALL FIRE DEPARTMENT REQUIREMENTS MUST BE MET. AUTOMATIC SPRINKLER SYSTEMS MAY BE REQUIRED.
6. LOT 1-A LIES WITHIN ZONE "X" AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN AND ZONE AE SPECIAL FLOOD HAZARD AREAS REGULATORY FLOODWAY WITH BASE FLOOD ELEVATIONS DETERMINED AS PER F.I.R.M. PANEL# 35049C0412E, DATED 12/4/12.
7. CITY APPROVAL OF THIS PLAT DOES NOT ALTER OR REMOVE ANY EASEMENTS, RESTRICTIONS, OR RESERVATIONS OF RECORD PERTAINING TO THE LAND HEREIN DESCRIBED.

CONDITIONS

A. ANY NEW CONSTRUCTION, ADDITIONS, OR REMODELS ON LOTS WILL BE REQUIRED TO SATISFY ALL CURRENT REGULATIONS OF THE LAND USE DEVELOPMENT CODE.

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____ A.D. 20____, at _____ o'clock _____ m. and was duly recorded in book _____ page_____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Katharine E. Clark
County Clerk, Santa Fe County,N.M.

_____
Deputy

LOT SPLIT OF
LOT 1-A
FOR
BOYD & ALLISTER, LLC

UPC# 1-053-099-092-173

PURPOSE: TO CREATE 2 COMMERCIAL LOTS

LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

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

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: BOYD & ALLISTER, LLC
LOCATION: LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

CASE# 2026- 1202 WEST ALAMEDA STREET

CITY OF SANTA FE, NEW MEXICO

ORDINANCE NO. 2006-49

AN ORDINANCE

1) AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SANTA FE, BY CHANGING THE CLASSIFICATION FROM RM-10 (RESIDENTIAL, MULTIPLE FAMILY – TEN UNITS PER ACRE) TO C-2 PUD (GENERAL COMMERCIAL, PLANNED UNIT DEVELOPMENT) FOR TRACT A-1 COMPRISING +/- 0.092 ACRES; 2) APPROVING A TIME EXTENSION FOR DEVELOPMENT UNDER C-2 PUD ZONING FOR LOT 1-A COMPRISING +/- 1.604 ACRES; AND 3) APPROVING A PRELIMINARY DEVELOPMENT PLAN WITH RESPECT TO TRACT A-1 AND LOT 1-A, WHICH ARE BOTH LOCATED WITHIN THE SANTA FE GRANT IN PROJECTED SECTION 23, T17N, R9E ON THE SOUTH SIDE OF WEST ALAMEDA ACROSS FROM PINE AND SPRUCE STREETS; AND 4) PROVIDING AN EFFECTIVE DATE (CASE # ZA 2006-07, FEED BIN REZONING/TIME EXTENSION).

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. The following real property ("Tract A-1") located within the municipal boundaries of the city of Santa Fe which is restricted to and classified as RM-10 (Residential, Multiple Family – ten units per acre) is restricted to and reclassified as C-2 PUD (General Commercial, Planned Unit Development)

Tract A-1 on a survey for Robert Romero "et al" comprising +/- 0.092 acres, lying within Section 23, T 17 N, R 9 E, as more fully described in "Exhibit A" attached hereto and incorporated by reference.

Section 2. The following real property ("Lot 1-A") located within the municipal boundaries of the city of Santa Fe is granted a time extension for rezoning to C-2 PUD as approved by Ordinance No. 1999-08:.

Lot 1-A on the survey described above in Section 1 comprising +/-1.604 acres and more fully described in "Exhibit B" attached hereto and incorporated by reference.

Section 3. The following real properties ("Tract A-1" and "Lot 1-A") described above in Sections 1 and 2 are granted a preliminary development plan for expansion of the Feed Bin establishment.

The properties are Tract A-1 and Lot 1-A on the survey described above in Section 1 and more fully described in "Exhibit A" and "Exhibit B" attached hereto and incorporated by reference.

Section 4. The rezoning action effected by this ordinance is subject to the conditions of approval set forth in "Exhibit C" attached hereto and incorporated by reference.

Section 5. The preliminary development plan for Tract A-1 and Lot 1-A (Exhibit D, attached) is hereby approved.

Section 6. The official zoning map of the city of Santa Fe adopted by Ordinance No. 2001-27 is amended to conform to the change of zoning classification for Tract A-1 as set forth in Section 1 of this Ordinance.

Section 7. This Ordinance shall be published one time by the title and general summary and shall become effective five days after such publication.

Section 8. The rezoning action and time extension for rezoning with respect to the Properties affected by this Ordinance are subject to the time restrictions set forth in Section 14-3.5(D)(1) SFCC 1987 (Two-year Review/Rescission).

PASSED , APPROVED AND ADOPTED this 9th day of August, 2006.

DAVID COSS, MAYOR

ATTEST:

YOLANDA Y. VIGIL, CITY CLERK
12-30-08

APPROVED AS TO FORM:

FRANK D. KATZ, CITY ATTORNEY

GTSC:Feed Bin Rezone Ordinance

"EXHIBIT A" - Ordinance #2006-49

PROPERTY DESCRIPTION-TRACT A-1

A CERTAIN TRACT OR PARCEL OF LAND LABELED **TRACT A-1** BY THIS DESCRIPTION FOR IDENTIFICATION PURPOSES ONLY, INTENDED TO BE A PORTION OF CITY OF SANTA FE PROPERTY DIRECTLY ADJACENT TO A CERTAIN LOT 1-A ALSO KNOWN AS THE FEED BIN PROPERTY, SAID LOT 1-A DESCRIBED ON PLAT ENTITLED "LOT CONSOLIDATION SURVEY OF LOT 1 THROUGH 7 OF SUNNY SLOPE MEADOWS SUBDIVISION...", BY PAUL A. ARMIJO AND ARMIJO SURVEY, INC. DATED MAY 2001, AS SURVEY NO. 2105270 AND FILED IN SANTA FE COUNTY CLERK PLAT BOOK 482, PAGE 001, EASTERLY LOT LINE OF SAID PLAT IS BASIS OF BEARING FOR THIS PROPERTY DESCRIPTION;

BEGINNING AT THE N.E. CORNER OF SAID LOT 1-A BEING A 1/2" REBAR STAKE W/CAP LS-13604 FROM WHENCE FOR A TIE SEWER MANHOLE BEARS N26-31'-42"W 30.30' AND FROM WHENCE FOR A TIE CITY OF SANTA FE CONTROL MONUMENT NO. 26 BEARS S67-05'-28"E 2233.07'; THENCE FROM SAID POINT OF BEGINNING ALONG THE FOLLOWING COURSES OF SAID **TRACT A-1**; N65-34'-22"E 26.56' TO THE N.E. CORNER; THENCE S23-53'43"E 122.57' TO THE S.E. CORNER; THENCE S65-52'57"E 8.66' TO A POINT; THENCE S41-41'46"W 23.12' TO A POINT; THENCE S64-53'47"W 6.82' TO THE S.W. CORNER; THENCE ALONG THE EAST LOT LINE OF SAID LOT 1-A N19-24'50"W 131.72' TO THE POINT AND PLACE OF BEGINNING, CONTAINING AN AREA OF 3991 SQUARE FEET OR 0.092 ACRES MORE OR LESS.

ALL AS SHOWN ON "EXHIBIT B" PROPERTY DESCRIPTION WORKMAP PREPARED BY ARMIJO SURVEYS, INC. AND PAUL A. ARMIJO NMPS NO. 13604, DATED JULY 2006, AS PROJECT NO. 2510532.

THIS "EXHIBIT A" PROPERTY METES AND BOUNDS DESCRIPTION PREPARED BY PAUL A. ARMIJO NMPS NO. 13604 ON JULY 19, 2006, AS PROJECT NO. 2510532.



"**EXHIBIT B**" - Ordinance # 2006-49

PROPERTY DESCRIPTION-LOT 1-A

A CERTAIN TRACT OR PARCEL OF LAND LABELED **LOT 1-A** BY PLAT ENTITLED "LOT CONSOLIDATION SURVEY OF LOT 1 THROUGH 7 OF SUNNY SLOPE MEADOWS SUBDIVISION...", BY PAUL A. ARMIJO AND ARMIJO SURVEYS, INC. DATED MAY 2001, AS SURVEY NO. 2105270 AND FILED IN SANTA FE COUNTY CLERK PLAT BOOK 482, PAGE 001, SAID LOT 1-A ALSO COMMONLY KNOWN AS THE FEED BIN PROPERTY AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE N.E. CORNER OF SAID **LOT 1-A** BEING A 1/2" REBAR STAKE W/CAP LS-13604 FROM WHENCE FOR A TIE SEWER MANHOLE BEARS N26-31'-42"W 30.30' AND FROM WHENCE FOR A TIE CITY OF SANTA FE CONTROL MONUMENT NO. 26 BEARS S67-05'-28"E 2233.07'; THENCE FROM SAID POINT OF BEGINNING ALONG THE FOLLOWING COURSES OF SAID **LOT 1-A**; S19-24'-50"E 74.10' TO A POINT; THENCE S19-24'-50"E 137.58' TO THE S.E. CORNER; THENCE S69-42'38"W 247.89' TO A POINT; THENCE S69-24'-42"W 99.20' TO THE S.W. CORNER; THENCE N19-52'51"W 190.27' TO THE N.W. CORNER; THENCE N66-04'49"E 99.98' TO A POINT; THENCE N66-08'00"E 249.67' TO THE POINT AND PLACE OF BEGINNING, CONTAINING AN AREA OF 69,861 SQUARE FEET OR 1.604 ACRES MORE OR LESS.

ALL AS SHOWN ON PLAT ENTITLED "LOT CONSOLIDATION SURVEY OF LOT 1 THROUGH 7 OF SUNNY SLOPE MEADOWS SUBDIVISION...", BY PAUL A. ARMIJO AND ARMIJO SURVEYS, INC. DATED MAY 2001, AS SURVEY NO. 2105270 AND FILED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON AUGUST 29, 2001, IN PLAT BOOK 482, PAGE 001 .

THIS "EXHIBIT A" PROPERTY METES AND BOUNDS DESCRIPTION PREPARED BY PAUL A. ARMIJO NMPS NO. 13604 ON JULY 19, 2006, AS PROJECT NO. 2510532.

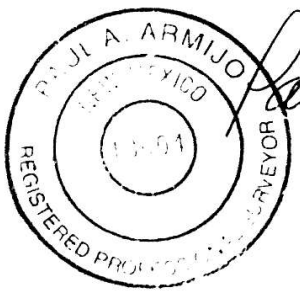


EXHIBIT C, ORDINANCE 2006-49
FEED BIN REZONING/TIME EXTENSION CONDITIONS OF APPROVAL

Permit and Development Review:

1.) The final development plan shall show compliance with minimum parking and setback requirements, including 15' landscape buffers adjoining RM-10 zoning on the east and west sides, unless specific variances are requested and approved by the Commission in conjunction with the final development plan.
2.) The final development plan shall include a detailed grading and drainage plan, showing existing drainage and trail easement and including certified topography and slope analysis mapping.
3.) A note shall be placed on the final development plan stating that the use of the property shall be limited to the feed bin store use and that any change of use or further expansion or intensification of the feed store shall require approval of a re zoning application by the Planning Commission and City Council.
4.) Applicant shall install curb, gutter and sidewalk to City standards between the two driveways serving the site.
5.) That the business encourage customers, large and small, to cover loads with tarps.
6.) Herbicides and pesticides shall not be stored in open areas.
7.) outdoor sales and storage shall be limited to the areas shown on the final development plan.
8.) Comply with P&DR Landscape memo (Staff report to Commission Exhibit F).

Subdivision Engineer:

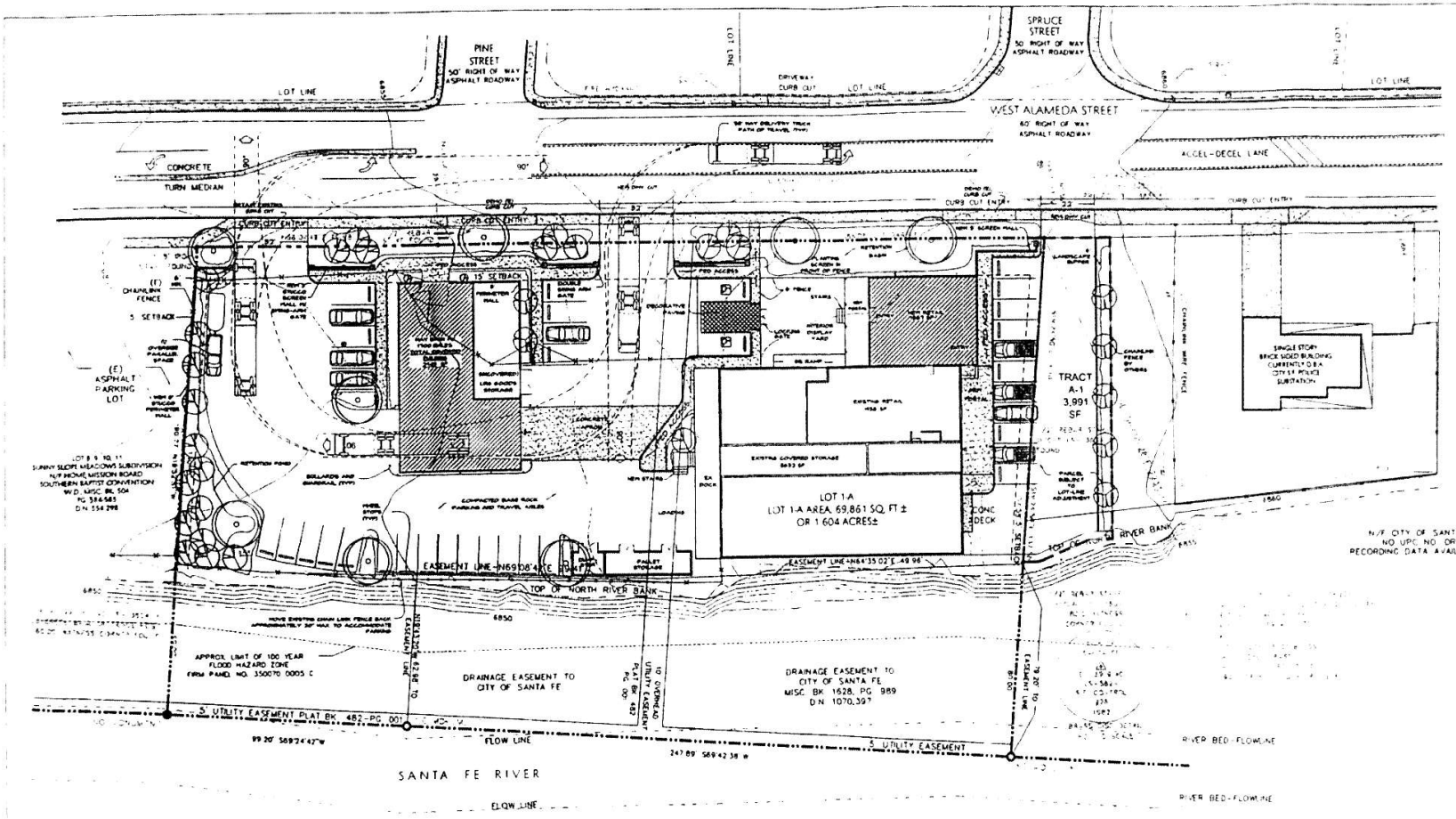
9.) Plans as part of the application for final development plan must show the exact limits of the floodway with the structure and parking lot outside the floodway.

Engineering Division traffic review:

10.) Obtain appropriate access permits and street cut permits prior to alteration of access locations.
11.) All accessibility details and construction will need to conform with the standard details being requested now by Permit & Development Review.

Council Conditions of approval:

12.) Exterior lighting shall be shielded so as to not spill onto adjacent public and private properties, nor illuminate the night sky.
13.) There will be water harvesting through use of rain barrels of the type sold by the Feed Bin.
14.) Any metal roof or siding must be of a finish that will not reflect the sunlight into adjoining homes or traffic.
15.) Delivery trucks will proceed directly to and from the property using West Alameda and St. Francis and will not be allowed to cut through the neighborhood.



LIGHTING CONCEPT

All outdoor lighting will be comprised of surface mounted fixtures attached to buildings and/or landscape lighting for the purposes of security, signage illumination, and pedestrian wayfinding.

As per the Architectural Design Standards set forth in Table 14-8.7-2 of the City of Santa Fe Development Code, all light sources (i.e. bulbs and elements) shall be shielded from public view, except for low density decorative lighting not exceeding 15 watts per source.

The Feed Bin's hours of operation are 6:00 AM - 6 PM, Sat 9AM-5PM. Streetlight fixtures mounted on pole-light standards will not be required. All lighting will be satisfied to direct beams on site only, where no beams will spill onto adjacent public or private properties as per the Architectural Design Standards set forth in Table 14-8.7-2.

NOTES

Plat, survey, and topographical data derived from Plat Consolidation Survey prepared for Robert Romero et al by Armijo Surveys and filed in Plat Book 482 Page 001 on August 29, 2001.

Supplemental survey and topographical data derived from survey performed in May 2005 by Armijo Surveys.

PARKING STATISTICS

EXISTING AND PROPOSED PUBLIC ACCESS HEATED 1545 SF
1 SPACE @ 200 SF = 17.72 SPACES

EXISTING COVERED STORAGE 5632 SF
PROPOSED NEW COVERED STORAGE 2943 SF
1 SPACE @ 500 SF = 17.15 SPACES

= 34.87 SPACES
+2 HC SPACES

= TOTAL SPACES THIS DESIGN 35 +2 HC

OPEN SPACE STATISTICS

OPEN SPACE EXISTING 32.42%
OPEN SPACE PROPOSED 40.75%
MINIMUM REQUIRED 25%

LOT COVERAGE STATISTICS

LOT COVERAGE EXISTING 10.8%
LOT COVERAGE PROPOSED 17.0%
MAXIMUM ALLOWED 40.0%

VICINITY MAP



CLEMENS & ASSOCIATES
1012 MARQUEZ PL STE 201 SANTA FE, NM 87505
PHONE 505 982 4005 FAX 505 982 1924

The Feed Bin
1202 West Alameda Santa Fe NM
Client Ranchway Feeds
Box 2026 Fort Collins CO 80522

DEVELOPMENT PLAN

DP-1

EXHIBIT 'D' ORD 2026-49

Comment Response Matrix

Boyd and Allister Mixed-use Traffic Impact Study

Monday, April 27, 2026

Comment Number	Agency	Reviewer Name	Date Received	Traffic Impact Study Version	Comment	Comment Response
1	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	Need to have a site plan layout shown in the Introduction section of the report with a clear call-out to access points, existing curb cuts, property lines and driveway distances.	An additional figure, showing the site plan has been included in the introduction of the Traffic Impact Study.
2	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	In future TIA's for the COSF please include v/c ratio, queuing length and available storage length in the Intersection LOS Analysis Table(s).	**Table 4**, **Table 5**, and **Table 6** have been updated accordingly.
3	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	The report evaluated Pedestrian Stress Levels and based upon the observed volumes; no improvements are recommended for the crosswalks.	So noted.
4	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	The report recommends based on the Bicycle Level of Traffic Stress Analysis that the COSF should consider providing bike lanes as part of a future project to increase bicyclist comfort and safety. If this is a potential future need based on traffic impact analyses of development impacts, it may warrant consideration for inclusion in subsequent ICIP updates of IFCIP updates, or through other separate funding mechanisms.	The discussion of Bicycle Level of Traffic Stress in **Section 5.2.1** has been revised to make more direct reference to the Santa Fe River Trail as the City has no plans to invest in addtional bicycle infrastructure along West Alameda Street and has invested in the Santa Fe River Trail. The Santa Fe River Trail is a multi-use trail that runs parallel to West Alameda Street, which provides a separate facility for bicyclists. Given the high level of Bicycle Level of Traffic Stress along West Alameda Street, it is expected that bicyclists will prefer traveling along the Santa Fe River Trail.
5	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	The report recommends that at the intersection of West Alameda Street and Solana Drive that the median noes are repainted and existing lighting be maintain and possibly upgraded to an LED fixture to improve lighting at the intersection due to the fixed rate of fixed object crashes. What is the recommendation for lighting to be upgraded to LED? Object Markers should be considered in lieu of curb paint since the City is using Object Markers rather than curb paint.	The median paint recommendation has been modified to recommend that object markers are installed at the median noses to improve visibility instead of repainting the median noses. The recommendation to consider improving the fixtures to be LED has been removed and now states that "the existing lighting should be manitained to ensure there is adaquete lighting at the intersection."
6	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	Page 8 of the Report - Should consider making Driveway B a right-in/right out and Driveway A full access to better meet access spacing requirements since none of the existing access points meet current COSF driveway spacing requirements. The revised TIA should include explicit spacing calculations (measured center-to-center and edge-to-edge) on the updated site plan. Evaluate the feasibility of converting Driveway B to right-in/right-out only, Driveway A retained as full access to optimize internal circulation while improving corridor safety. Kimley-horn will add a short discussion and any recommended restriping or signage due to outcome of this analysis.	As discussed in a meeting with the City of Santa Fe on April 16th, maintaining full access at Drive B provides the best opportunities for vehicles accessing the site due to the majority of the parking spaces for the site being accessed only by Drive B and Drive C. Retaining Drive B as the full access provides the best option due to spacing from Pine Street and Spruce Street. Retaining this full access will also minimally impact the surrounding neighborhood due to eastbound left turn access. Additionally, Drive A is an existing right-in, right-out and should not be changed to full access due to the back to back left turn access. **Section 3.3** has been updated to include explicit spacing calculations (including measurements from center-to-center and from edge-to edge), a discussion of why full access at Drive B is important to the internal ciruclation of the mixed-use development, and the challenges with creating full access at Drive A.
7	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	Page 20 Table 4 - all turning movements will be shown for the signalized intersection of Alameda Street and Camino Allre (Bob Street) and include v/c ratio.	**Table 4** has been updated to show all turning movments and v/c ratios.
8	City of Santa Fe, Wilson & Company	Phillip Gallegos	4/14/2026	Traffic Study submitted 3/6/26	Page 21 Turn Storage Bay Analysis - At the intersection of West Alameda/Camino Alire/Bob Street the queuing length required is 125 feet versus the actual of 90 feet but the Westbound left turn lane is restricted by the adjacent eastbound left turn lane and vehicles exceeding the queue are expected to queue within the taper of the adjacent left turn lane. Although this is an existing condition and not affected by the development were any mitigation measures looked at to improve this condition? The revised report should include a brief note on potential long-term corridor improvements e.g., Lane reconfiguration) for City consideration.	The turn storage tables have been updated to include all exclusive turn lanes at the intersection of West Alameda Street and Camino Alire/Bob Street (#1). The report has also been updated to include discussion on potential long-term future improvements. Initially, signal timing adjustments were done to decrease the queue lengths but this proved ineffective due to green time being reallocated from the northbound movements causing further delay for northbound. If the westbound left at West Alameda Street and Camino Alire/Bob Street (#1) is considered for geometric changes by the City of Santa Fe, it will impact the eastbound left at West Alameda Street and Mesa Verde which is the only access point to Mesa Verde. Kimley-Horn does not agree with removing this left turn lane as it may have unfavorable results to safety, operations, and neighborhood access. If this is removed vehicles will be forced to queue in the through lane which may result in additional queueing blocking the signalized intersection or resulting in U-turns in other areas of the corridor which does not provide adequate width for this movement. If this is the desire of the City, than additional studies and coordination with emergency services in the area should be completed. No recommendations for changes to the turn lane are considered as part of this development traffic study.

TRAFFIC IMPACT STUDY

BOYD AND ALLISTER MIXED-USE

SANTA FE, NEW MEXICO

Prepared for:
Boyd & Allister, LLC
1200 Hickox Street
Santa Fe, New Mexico 87505

Prepared by:
Kimley»Horn

April 2026
292153038
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Kimley»Horn

TRAFFIC IMPACT STUDY

FOR

BOYD AND ALLISTER MIXED-USE

Prepared for:
Boyd & Allister, LLC
1200 Hickox Street
Santa Fe, New Mexico 87505
(505) 995-9720



Prepared by:
Kimley-Horn and Associates, Inc.
6501 Americas Parkway NE
Suite 920
Albuquerque, New Mexico 87110
(505) 305-5961

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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292153038

EXECUTIVE SUMMARY

The Boyd and Allister mixed-use development is proposed to be located south of West Alameda Street, east of Cedar Street, and west of Spruce Street (within parcel 910017483) in the City of Santa Fe. The mixed-use development is expected to consist of three multifamily housing units, a 3,689 square feet (SF) furniture store, a 3,160 SF small office space, and a 5,415 SF sit-down restaurant.

Saint Francis Drive (US 285) and Cerrillos Road (SR 14) are expected to provide regional access to the mixed-use development. Agua Fria Street, Camino Alire, and West Alameda Street are expected to provide primary access. Direct access is planned to be provided by:

- Two right-in/right-out only access drives (Drive A and Drive C)
- One full access drive (Drive B)

A site plan for the proposed development is included in **Appendix I**.

Kimley-Horn participated in a scoping meeting for the project with City of Santa Fe to determine the scope of the traffic impact study. Meeting minutes detailing the scope of study are included in **Appendix A**. A Level 2 Traffic Impact Analysis was required which includes a 10-year horizon year analysis. The following intersections were identified for analysis:

- West Alameda Street and Camino Alire/Bob Street (#1)
- West Alameda Street and Sicomoro Street (#2)
- West Alameda Street and Cedar Street (#3)
- West Alameda Street and Pine Street (#4)
- West Alameda Street and Spruce Street (#5)
- West Alameda Street and Solana Drive (#6)

The project is anticipated to be completed in 2028. The Boyd and Allister mixed-use project traffic is anticipated to be accommodated on the street network expected to exist in the background year of 2028 and the horizon year of 2038. The proposed Boyd and Allister mixed-use development is anticipated to generate traffic volumes resulting in the following recommendations:

1. Maintain full access to Drive B to allow access from the east.
2. Construct a porkchop island at the access that restricts Drive C to be right-in/right-out only while maintaining full movement access to Spruce Street.
3. Install object markers at median noses at West Alameda Street and Solana Drive.

Kimley»Horn

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1. INTRODUCTION

Kimley-Horn has been retained by Boyd and Allister, LLC to prepare a traffic impact study for the proposed mixed-use development. The purpose of this traffic impact study is to identify traffic generation characteristics of the proposed development, identify potential traffic related impacts on the local street system, and develop mitigation measures required for the identified impacts.

The Boyd and Allister mixed-use development is proposed to be located south of West Alameda Street, east of Cedar Street, and west of Spruce Street (within parcel 910017483) in the City of Santa Fe. The mixed-use development is expected to consist of three multifamily housing units, a 3,689 SF furniture store, a 3,160 SF small office space, and a 5,415 SF sit-down restaurant.

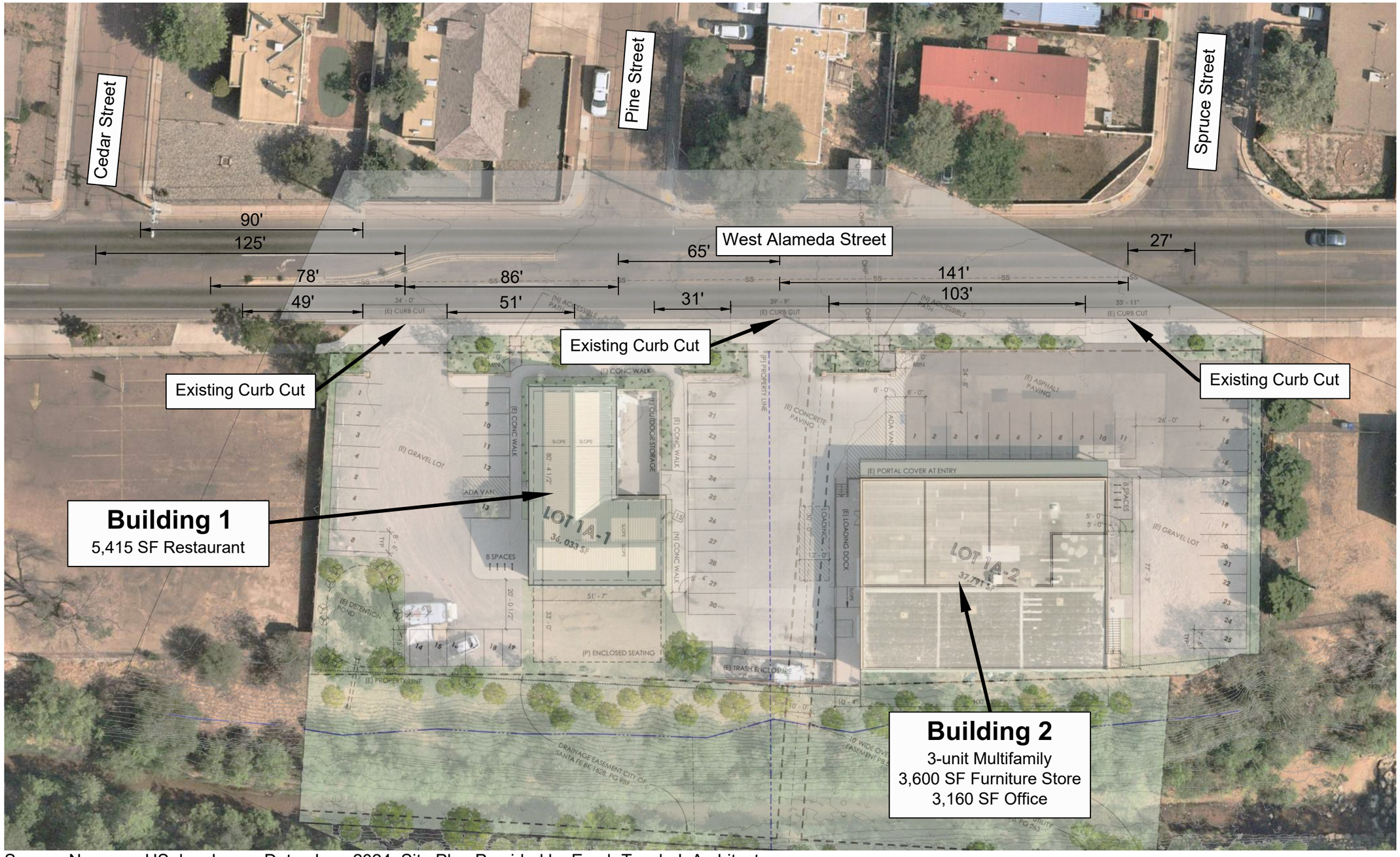
Saint Francis Drive (US 285) and Cerrillos Road (SR 14) are expected to provide regional access to the mixed-use development. Agua Fria Street, Camino Alire, and West Alameda Street are expected to provide primary access. Direct access is planned to be provided by:

- Two right-in/right-out only access drives (Drive A and Drive C)
- One full access drive (Drive B)

A site plan for the proposed development is included in **Appendix I** and shown on **Figure 1**.

Kimley-Horn participated in a scoping meeting for the project with City of Santa Fe to determine the scope of the traffic impact study. Meeting minutes detailing the scope of study are included in **Appendix A**. A Level 2 Traffic Impact Analysis was required which includes a 10-year horizon year analysis.

The project is anticipated to be completed in 2028. The location of the project site with respect to the City of Santa Fe is shown on **Figure 2**.



Source: Nearmap US, Inc. Image Date: June 2024; Site Plan Provided by Erech Taschek Architecture

GRAPHIC SCALE IN FEET
0 20 40 80

Boyd and Allister Mixed-use
Site Plan

Figure 1

Kimley»Horn ©2026

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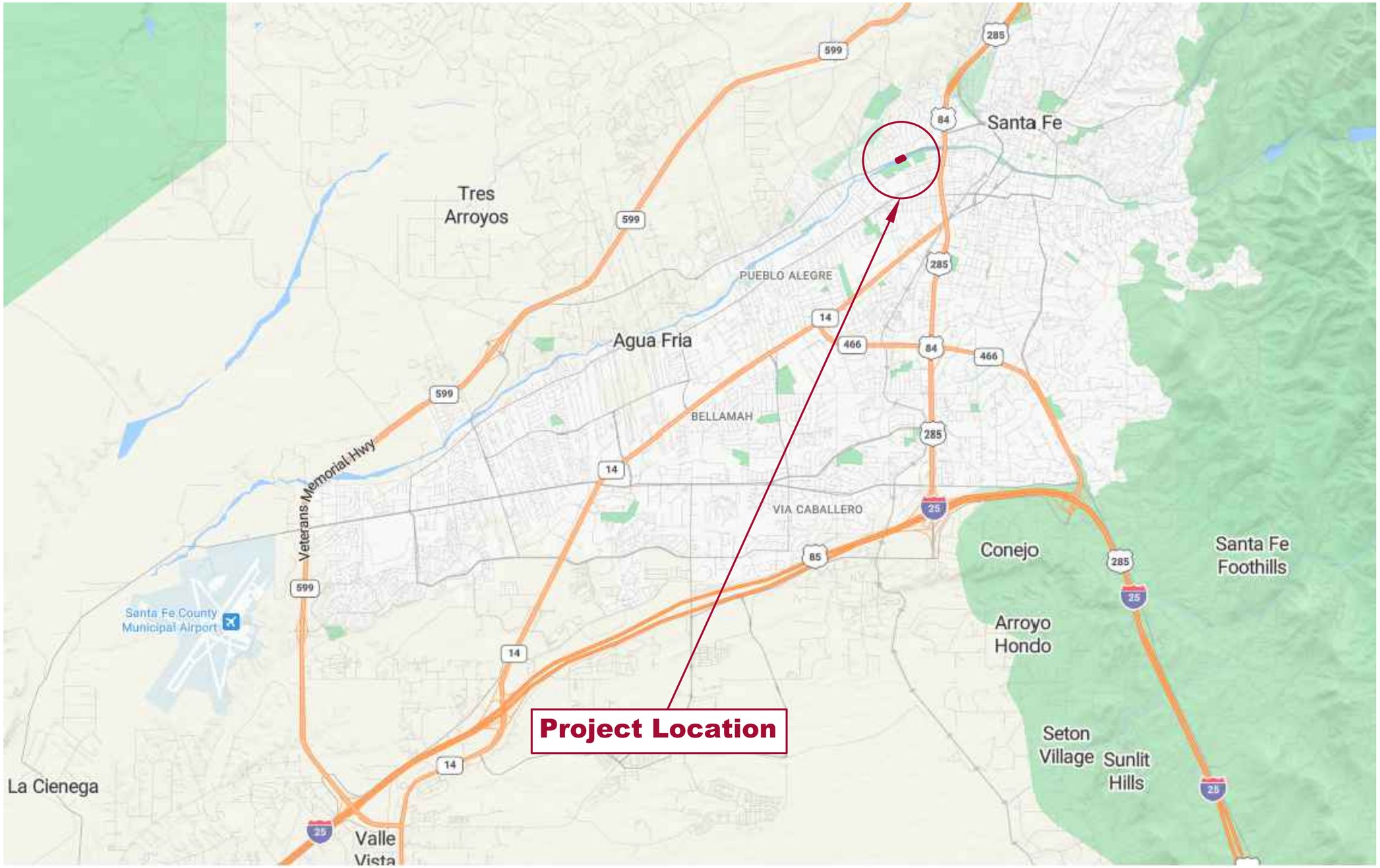

Source: Bing Maps. Image Date: January 2026

Boyd and Allister Mixed-use
Vicinity Map

Figure 2

Kimley»Horn ©2026

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2. EXISTING CONDITIONS

This section of the report details existing conditions surrounding the project site.

2.1. Study Area Intersections

Kimley-Horn participated in a scoping meeting for the project with City of Santa Fe to determine the scope of the traffic impact study. Meeting minutes detailing the scope of study are included in **Appendix A**. A Level 2 Traffic Impact Analysis was required which includes a 10-year horizon year analysis. The following intersections were identified for analysis:

- West Alameda Street and Camino Alire/Bob Street (#1)
- West Alameda Street and Sicomoro Street (#2)
- West Alameda Street and Cedar Street (#3)
- West Alameda Street and Pine Street (#4)
- West Alameda Street and Spruce Street (#5)
- West Alameda Street and Solana Drive (#6)

2.2. Existing Land Uses

The project site is currently developed and includes two buildings. One building is a larger warehouse type building and the other building is a barn type structure that is relatively new. These buildings have been vacant since the business closed in November 2023. Surrounding area land uses primarily include residential and recreational land uses. The location of the project site, study area intersections, and existing land uses are shown on **Figure 3**.

2.3. 2026 Existing Lane Configurations and Control

Saint Francis Drive (US-285) and Cerrillos Road (SR-14) are expected to provide regional access to the mixed-use development. Agua Fria Street, Camino Alire, and West Alameda Street are expected to provide primary access. Existing access to the development is provided by two full access drives and a right-in/right-out access. Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 4**.

2.4. Roadway Classification

Roadway functional classification is updated approximately every four years. The classification includes local governments, The Santa Fe Metropolitan Planning Organization (SFMPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The SFMPO roadway functional classification map contains roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

West Alameda Street is a minor arterial roadway per the SFMPO roadway classification. The roadway includes one lane in each direction (with a center turn lane or median) and five-foot sidewalks along both sides of the roadway. West Alameda Street has a posted speed limit of 35 miles per hour (mph).

Camino Alire/Bob Street is a major collector per the SFMPO roadway classification south of West Alameda Street and is unclassified when Camino Alire transitions to become Bob Street north of West Alameda Street. The roadway includes one lane in each direction and five-foot

sidewalks along both sides of the roadway. A paved shoulder is provided, but is not designated as a bike lane. Camino Alire/Bob Street has a speed limit of 25 mph.

Sicomoro Street is an unclassified roadway per the SFMPO roadway classification with one driving lane in each direction and five-foot sidewalks along both sides of the roadway. On-street parking is permitted.

Cedar Street is an unclassified roadway per the SFMPO roadway classification with one driving lane in each direction and five-foot sidewalks along both sides of the roadway. On-street parking is permitted.

Pine Street is an unclassified roadway per the SFMPO roadway classification with one driving lane in each direction and five-foot sidewalks along both sides of the roadway. On-street parking is permitted.

Spruce Street is an unclassified roadway per the SFMPO roadway classification with one driving lane in each direction and five-foot sidewalks along both sides of the roadway. On-street parking is permitted.

Solana Drive is an unclassified roadway per the SFMPO roadway classification with one driving lane in each direction and five-foot sidewalks along both sides of the roadway. On-street parking is permitted.

2.5. 2026 Existing Peak Hour Traffic Volumes

Existing AM and PM peak hour turning movement data was field counted on Tuesday, January 13, 2025 for the study area intersections. A summary of the count data at the study area intersections is shown in **Figure 5** and the count data sheets are provided in **Appendix B**.



North

NTS

Study Area Intersections

1. West Alameda Street and Camino Alire/Bob Street
2. West Alameda Street and Sicomoro Street
3. West Alameda Street and Cedar Street
4. West Alameda Street and Pine Street
5. West Alameda Street and Spruce Street
6. West Alameda Street and Solana Drive

Source: Nearmap US, Inc. Image Date: November 2025

Boyd and Allister Mixed-use Study Area

Legend

- # Study Area Key Intersection
- X Project Access Drive
- Project Site

Figure 3

Kimley»Horn ©2026

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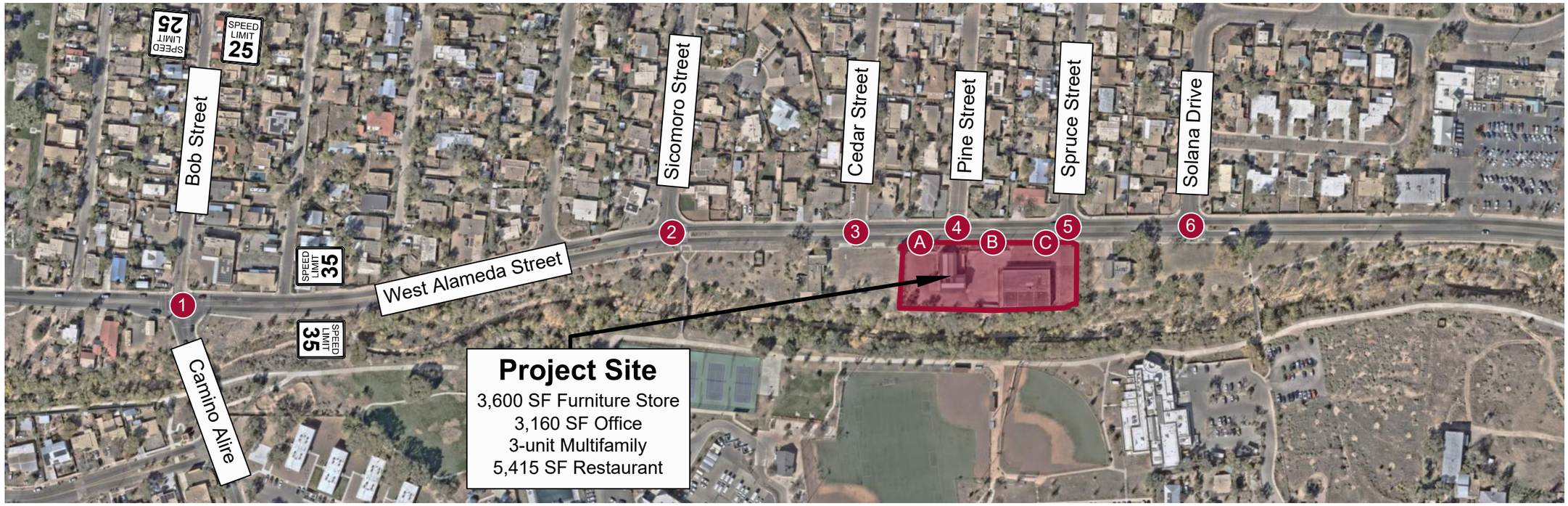
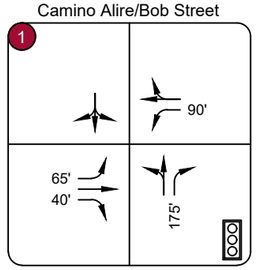


Source: Nearmap US, Inc. Image Date: November 2025

West Alameda Street and Camino Alire/Bob Street



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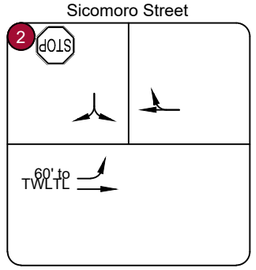

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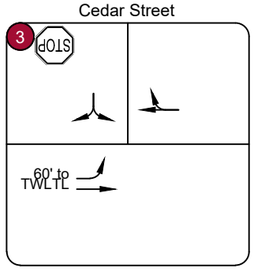

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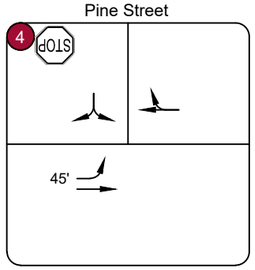
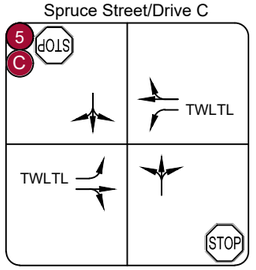
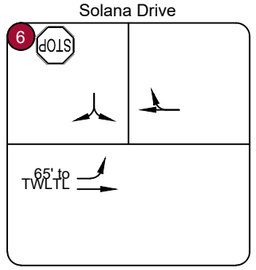


West Alameda Street and Spruce Street/Drive C



West Alameda Street and Solana Drive



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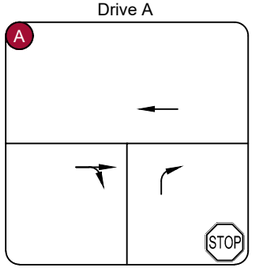

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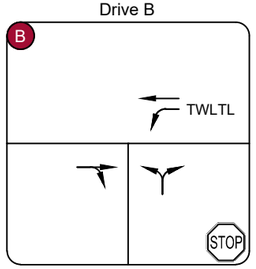

Legend

- Study Area Key Intersection
- Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Signalized Intersection
- Existing Approach

Boyd and Allister Mixed-use
2026 Existing Lane Configuration and Control

Figure 4

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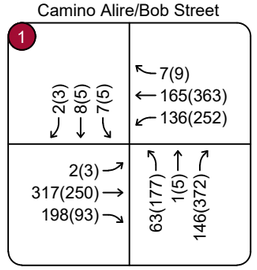
Source: Nearmap US, Inc. Image Date: November 2025

West Alameda Street and Camino Alire/Bob Street



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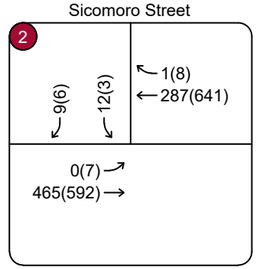

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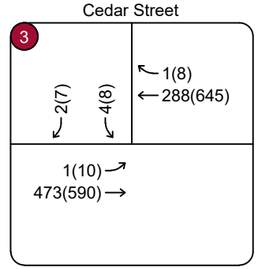

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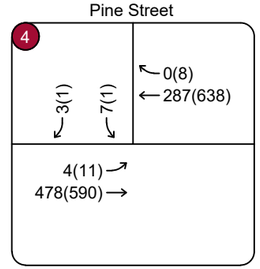
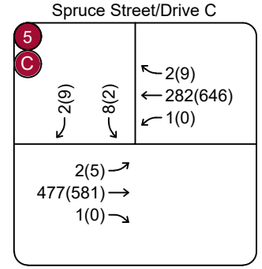
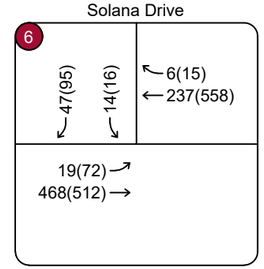


West Alameda Street and Spruce Street/Drive C



West Alameda Street and Solana Drive



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use
2026 Existing Peak Hour Traffic Volumes

Figure 5

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3. FUTURE CONDITIONS

This section of the report details conditions that are expected in 2028 at the time the proposed project is anticipated to be completed.

3.1. 2028 Background Lane Configuration and Control

The expected speed limits, lane configuration, and traffic control in 2028 are expected to be the same in the existing scenario as shown in **Figure 4**.

3.2. 2028 Background Peak Hour Traffic Volumes

To determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of proposed development site. Background traffic volumes in 2028 were obtained by applying a growth rate to the existing traffic volumes.

An annual growth rate of approximately one percent (1.0%) was obtained from the review of data from three locations within the SFMPO's Traffic Count Database System. Detailed calculations are included in **Appendix C**. The three locations are:

- Location ID: 12136 on West Alameda Street
- Location ID: 22822 on Camino Alire
- Location ID: 22823 on West Alameda Street

Existing year (2026) peak hour traffic volumes were grown for two years at one percent (1.0%) annual growth rate to obtain future 2028 grown traffic volumes. The 2028 background peak hour traffic volumes are illustrated in **Figure 6**.

3.3. 2028 Background Plus Project Lane Configuration and Control

Saint Francis Drive (US 285) and Cerrillos Road (SR 14) are expected to provide regional access to the mixed-use development. Agua Fria Street, Camino Alire, and West Alameda Street are expected to provide primary access. Existing access to the development is provided by two full access drives and a right-in/right-out access.

As part of this study, the City of Santa Fe required that the existing accesses be reviewed for compliance with the City of Santa Fe access spacing guidelines. As West Alameda Street is a minor arterial, a minimum spacing of 300 feet between full access drives is required based upon the City's current guidelines. The existing access drive spacing is shown on **Figure 1** and summarized in **Table 1**.

Table 1 – Proposed Access Spacing

Access	Next West Full Access		Next East Full Access		Required for Full Access (feet)	Recommended Access
	Center (feet)*	Edge (feet)	Center (feet)	Edge (feet)		
Drive A	125	90	86	51	300	Right-in/Right-Out
Drive B	65	31	141	103	300	Full Access
Drive C	141	103	27	-**	300	Right-in/Right-Out

**Measurements are based on Aerial Imagery and are approximate*
***Edges overlap between Drive C and Spruce Street, so no measurement is reported*

The existing westernmost access to the site (Drive A) currently provides right-in/right-out access. At the request of the City of Santa Fe, consideration was given to providing full access at Drive A. Full access at Drive A would require removal of the existing median which delineates a left turn lane for left turns onto Pine Street. Without restricting left turn traffic onto Pine Street, there would be very little space for vehicles to make left turns into the development and Pine Street. The offset between Pine Street and Drive A creates a potential overlap for left turning vehicles. Additionally, providing full access at Drive A creates on-site circulation challenges as vehicles that approach from the east would only be able to access the west parking lot, which does not provide connectivity to the other building on-site. It is recommended that right-in/right-out access is maintained at Drive A.

The existing easternmost access to the site (Drive C) currently provides full access. There is an approximate 27-foot offset (center to center) between the easternmost access (Drive C) and Spruce Street which is well below the minimum spacing of 300 feet. With the minimal offset, the easternmost access (Drive C) and Spruce Street operate as one intersection. The direction of the offset creates potential overlaps between vehicles making an eastbound left onto Spruce Street or a westbound left into the existing access. Therefore, it is recommended that right-in/right-out access be provided at Drive C, while maintaining full movement access for vehicles accessing Spruce Street.

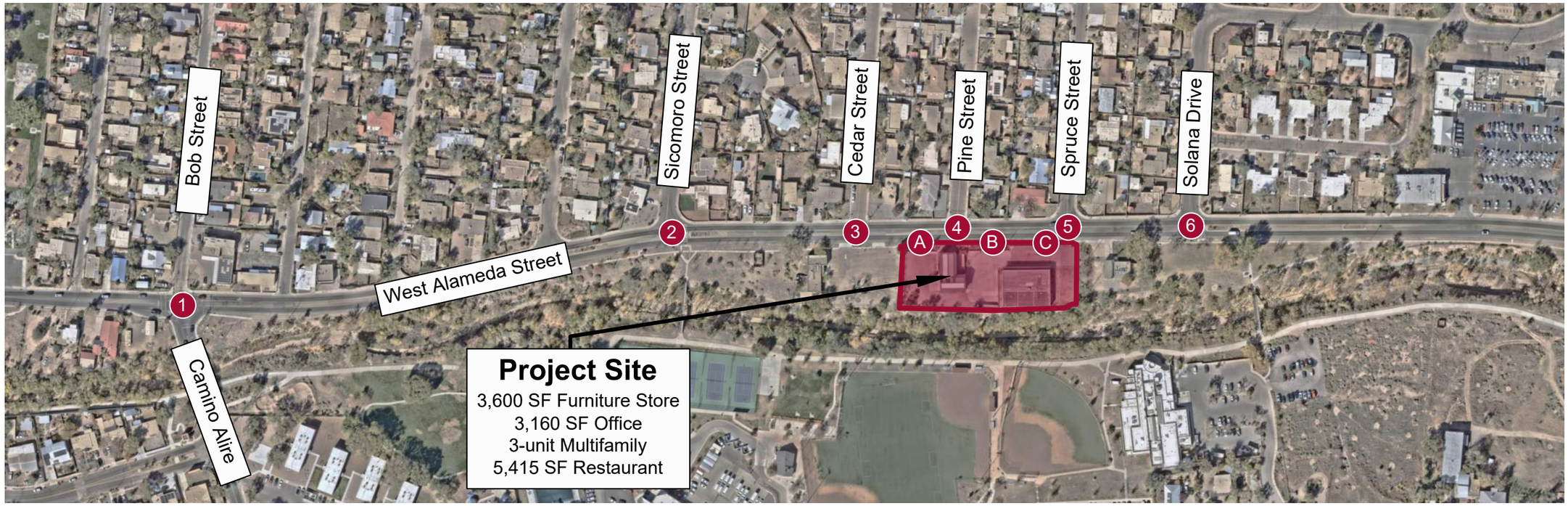
The existing center access drive (Drive B) is approximately 141 feet (center to center) from the access drive to the east and approximately 65 feet (center to center) from Pine Street and currently provides full access. While none of the proposed access drives meet the City's access spacing standards, it is recommended that the site has at least one full access drive to allow vehicles to access the site from the east or the west without making a U-turn, as this movement is not viable on West Alameda Street. The direction of this offset at the center access (Drive B) and Pine Street does not create overlaps between the eastbound and westbound left turn movements. Drive B also provides connectivity and access to parking for both buildings on-site. It is recommended that the full access at Drive B be maintained with the proposed development.

Therefore, direct access is planned to be provided by:

- Two right-in/right-out only access drives (Drive A and Drive C)
- One full access drive (Drive B)

Expected speed limits, lane configuration, and traffic control upon expected project completion in 2028 are expected to remain the same as the 2028 background speed limits, lane configuration, and traffic control, with the exception of the improvements to Drive C.

The 2028 background plus project lane configuration and control is shown in **Figure 7**.



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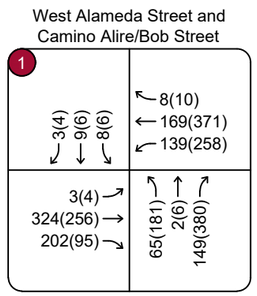

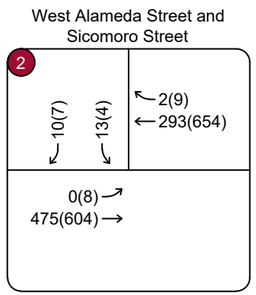

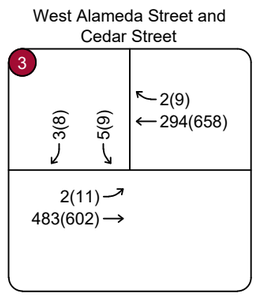

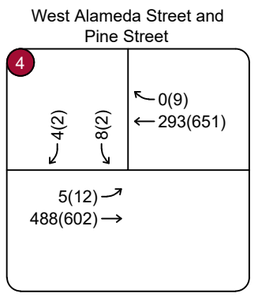

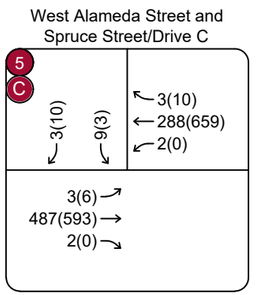

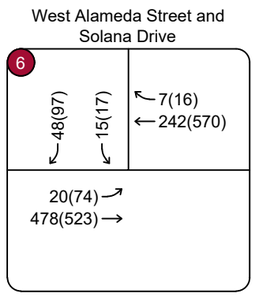

Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use
2028 Background Peak Hour Traffic Volumes

Figure 6

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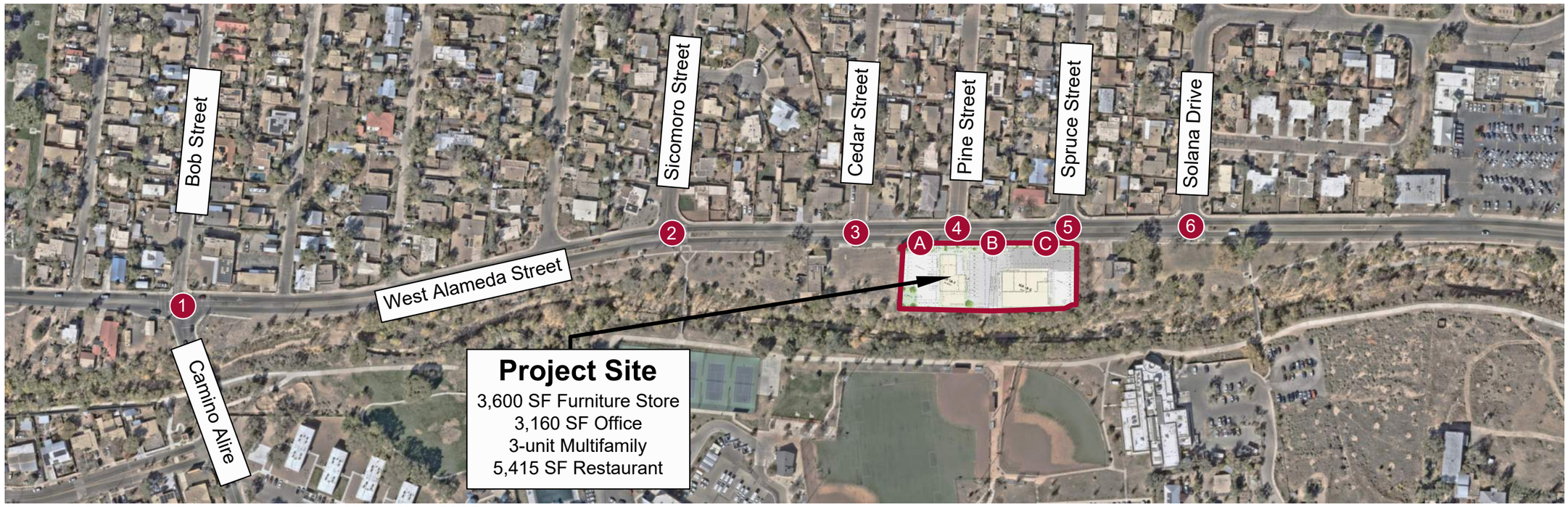

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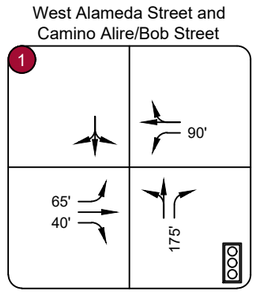

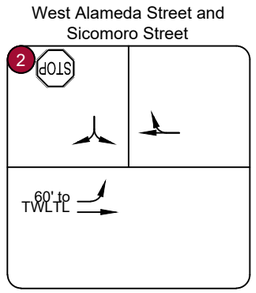

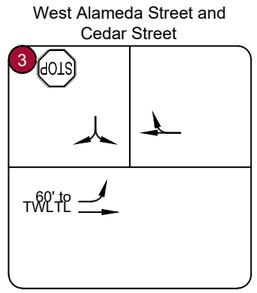

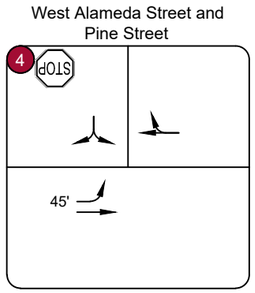

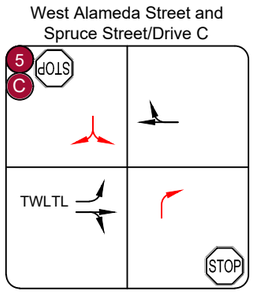

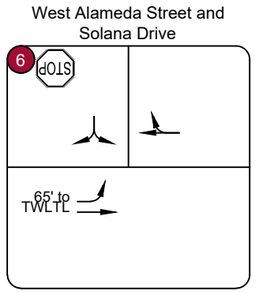

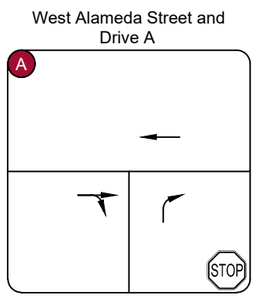

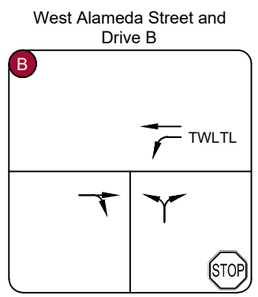

Legend

- # — Study Area Key Intersection
- X — Project Access Drive
- SPEED LIMIT 25 — Roadway Speed Limit
- STOP — Stop Controlled Approach
- YIELD — Yield Approach
- Existing Approach
- Project Improvement

Boyd and Allister Mixed-use
2028 Background Plus Project Lane Configuration and Control

Figure 7

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3.4. Project Trip Generation

The ITE Trip Generation Manual, 12th Edition (ITE Land Use Code 712 – Small Office Building, ITE Land Use Code 220 — Multifamily Housing – Low-Rise, ITE Land Use Code 890 – Furniture/Flooring Store, and ITE Land Use Code 932 High-Turnover (Sit-Down) Restaurant) was used to estimate the project's trip generation. The ITE Trip Generation Manual is a standard reference used by jurisdictions nationwide. It is based on actual trip generation studies performed at numerous locations in areas with various populations.

For a conservative analysis the expected trip generation for the existing and/or previous land uses was not removed from the trip generation estimates for the proposed mixed-use development. The proposed mixed-use development is anticipated to generate 70 AM peak hour trips and 68 PM peak hour trips, as summarized in **Table 2**. Calculations are provided in **Appendix D**.

Table 2 – Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
712	Small Office Building	3,160 SF	4	1	5	2	5	7
220	Multifamily Housing (Low-Rise)	3 units	3	11	14	6	3	9
890	Furniture/Flooring Store	3,680 SF	1	1	2	1	1	2
932	High-Turnover (Sit-Down) Restaurant	5,415 SF	27	22	49	31	19	50
Total Trips			**35**	**35**	**70**	**40**	**28**	**68**

Source: Trip Generation Manual, 12th Edition, ITE.

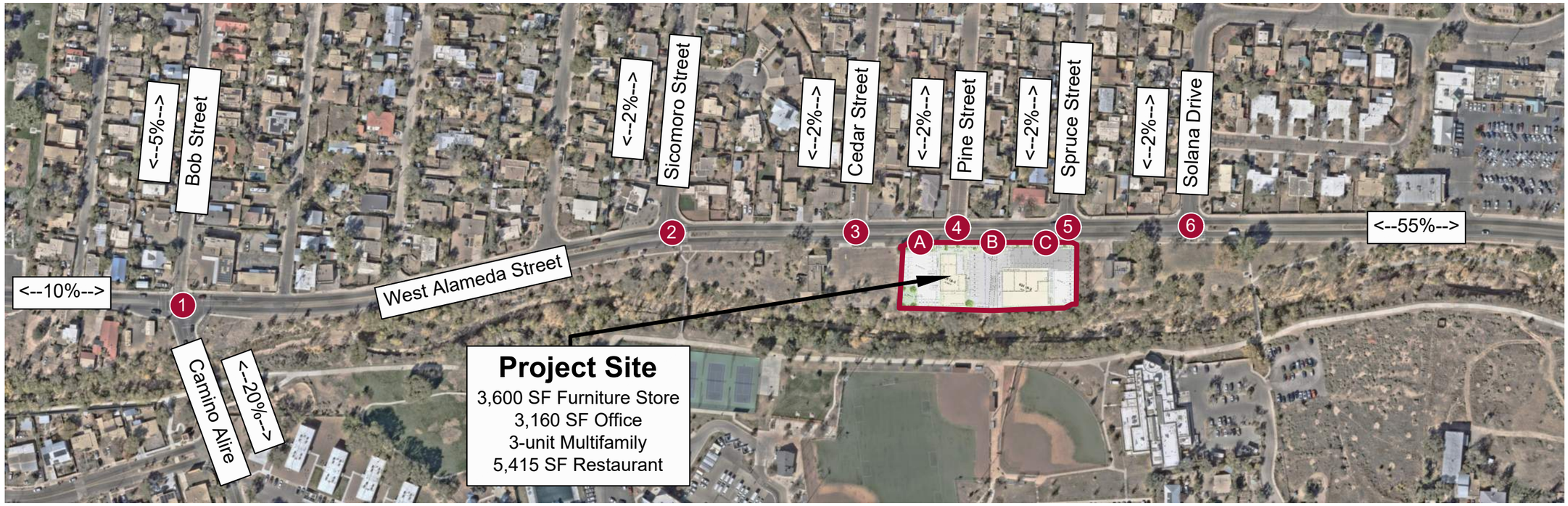
3.5. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (Interstate 25, US 285, and SR 14) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or different direction. **Figure 8** shows the trip distribution at the study area intersections and project access drives.

3.6. Traffic Assignment

Assignment of project traffic was obtained by applying the developed trip distribution in **Figure 8** to the estimated traffic generation in **Table 2**. The project traffic assignment is illustrated in **Figure 9** for the study area intersections and proposed project access drive.

The entering and exiting trips at the project access drives are rounded to the nearest whole number when assigned based on the distribution percentages. Therefore, the number of trips assigned to the project driveways in **Figure 9** may differ slightly from the total trip generation.



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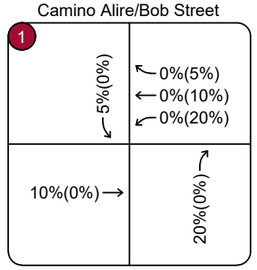

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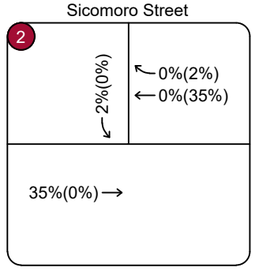

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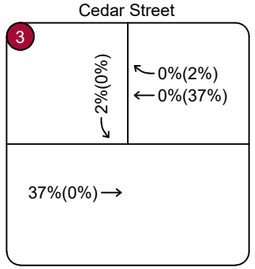

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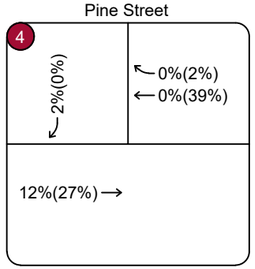

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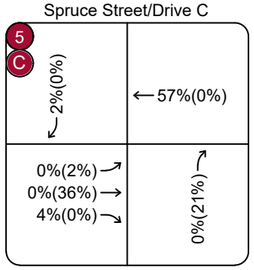

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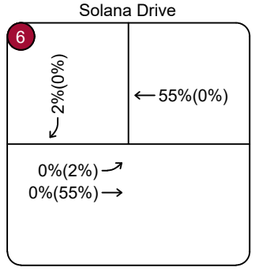
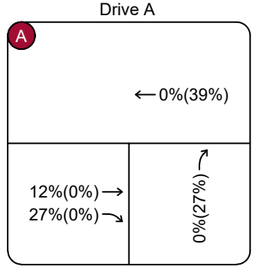


West Alameda Street and Drive A



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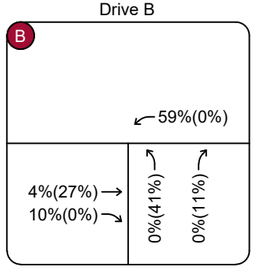

Legend

#	Study Area Key Intersection
X	Project Access Drive
<--XX%-->	Global Peak Hour Trip Distribution
← XX% (XX%)	IN(OUT) Peak Hour Trip Distribution

Boyd and Allister Mixed-use Project Trip Distribution

Figure 8

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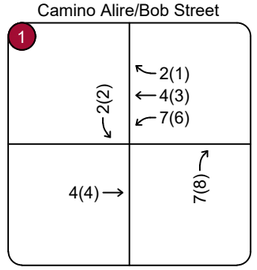
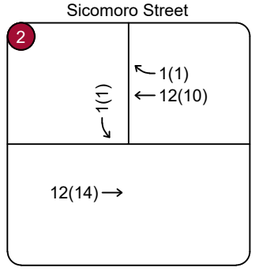
Source: Nearmap US, Inc. Image Date: November 2025

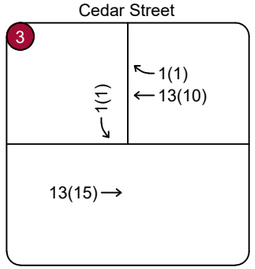
West Alameda Street and Camino Alire/Bob Street



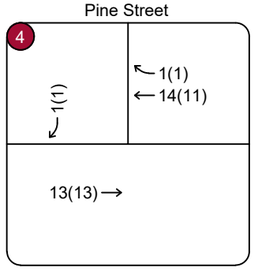
West Alameda Street and Sicomoro Street



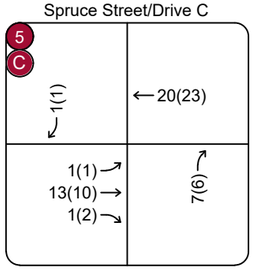
West Alameda Street and Cedar Street



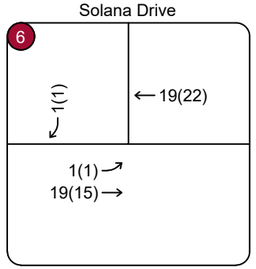
West Alameda Street and Pine Street



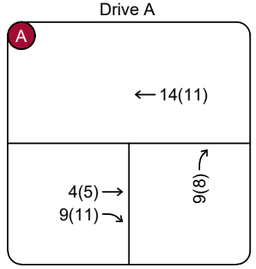
West Alameda Street and Spruce Street/Drive C



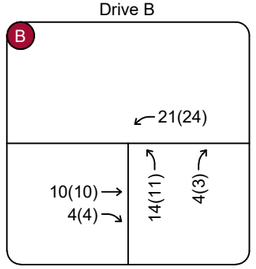
West Alameda Street and Solana Drive



West Alameda Street and Drive A



West Alameda Street and Drive B



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use Project Traffic Assignment

Figure 9

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3.7. 2028 Background Plus Project Traffic Volumes

The project generated traffic volumes in **Figure 9** were added to the 2028 background traffic volumes in **Figure 6** to represent estimated traffic conditions for full project development in 2028. The 2028 background plus project total traffic volumes for the study area intersections and project access drives are illustrated in **Figure 10**.

3.8. 2038 Horizon Lane Configuration and Control

The expected lane configuration at control in the 2038 horizon year is expected to be the same as the 2028 background lane configuration and control which is shown in **Figure 7**.

3.9. 2038 Horizon Peak Hour Traffic Volumes

Peak hour traffic volumes in the 2038 horizon year were obtained using the same methodology as the 2028 background scenario. The existing traffic volumes were grown from 2026 to 2038 at a one percent (1%) growth rate to obtain the 2038 horizon peak hour traffic volumes which are shown in **Figure 11**.

3.10. 2038 Horizon Plus Project Traffic Volumes

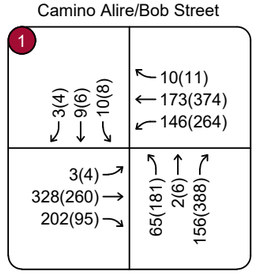
The project generated traffic volumes in **Figure 9** were added to the 2038 horizon traffic volumes in **Figure 11** to represent estimated traffic conditions for full project development in 2038. The total 2038 horizon plus project traffic volumes for the study area intersections and project access drives are illustrated in **Figure 12**.



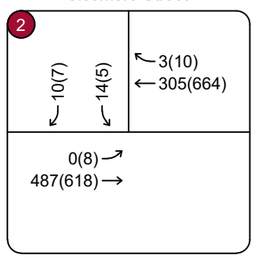
Source: Nearmap US, Inc. Image Date: November 2025

North
NTS

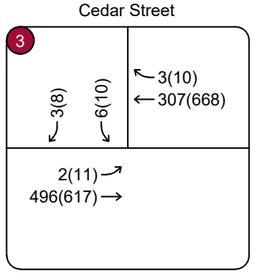
West Alameda Street and Camino Alire/Bob Street



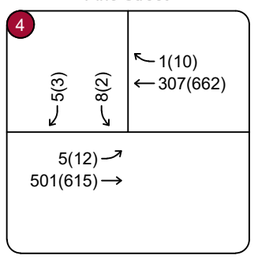
West Alameda Street and Sicomoro Street



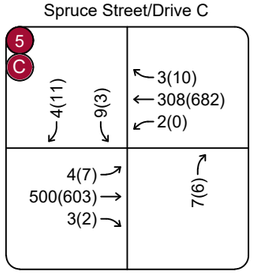
West Alameda Street and Cedar Street



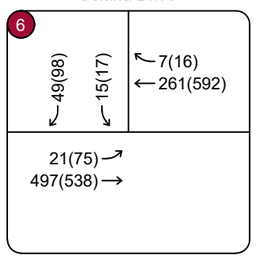
West Alameda Street and Pine Street



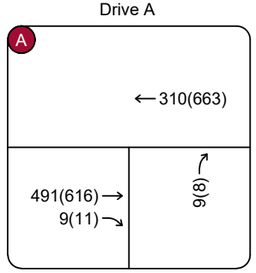
West Alameda Street and Spruce Street/Drive C



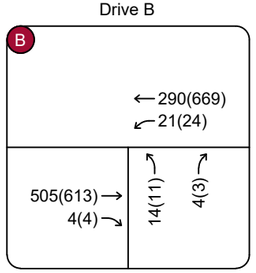
West Alameda Street and Solana Drive



West Alameda Street and Drive A



West Alameda Street and Drive B



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use
2028 Background Plus Project Peak Hour Traffic Volumes

Figure 10

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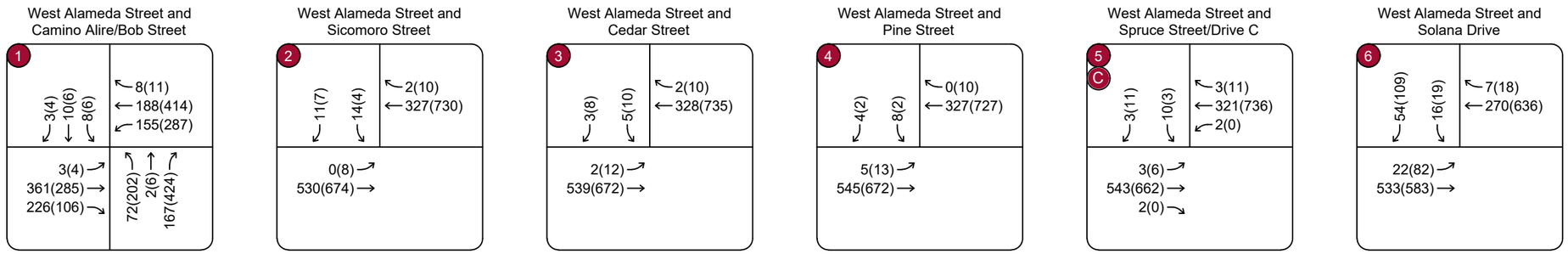
Source: Nearmap US, Inc. Image Date: November 2025



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use
2038 Horizon Peak Hour Traffic Volumes

Figure 11

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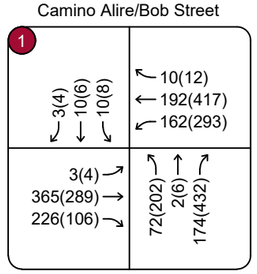
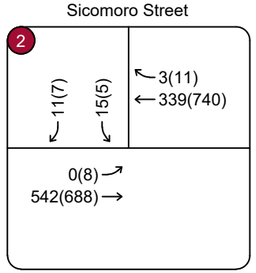
Source: Nearmap US, Inc. Image Date: November 2025

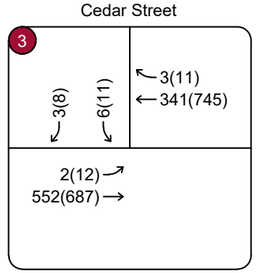
West Alameda Street and Camino Alire/Bob Street



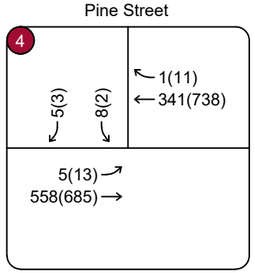
West Alameda Street and Sicomoro Street



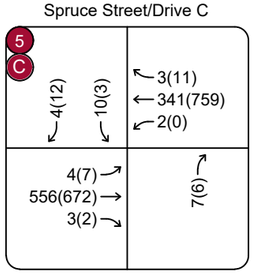
West Alameda Street and Cedar Street



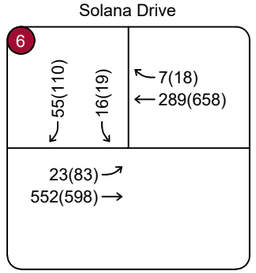
West Alameda Street and Pine Street



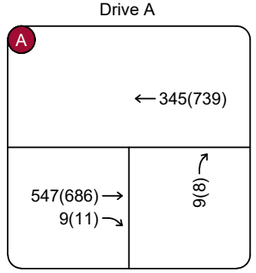
West Alameda Street and Spruce Street/Drive C



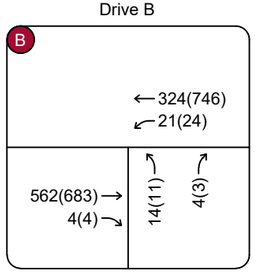
West Alameda Street and Solana Drive



West Alameda Street and Drive A



West Alameda Street and Drive B



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Boyd and Allister Mixed-use
2038 Horizon Plus Project Peak Hour Traffic Volumes

Figure 12

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4. TRAFFIC IMPACT ANALYSIS

Intersection analyses for the 2026 existing, 2028 background, 2028 background plus project, 2038 horizon, and 2038 horizon plus project scenarios were conducted at the identified key intersections and project access drives to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

The study area intersections and project access drives were analyzed based on average control delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board's Highway Capacity Manual (HCM) 7th Edition. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized or four-way stop controlled intersection is defined for the intersection as a whole. **Table 3** shows the definition of LOS for intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	≤10	10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: HCM, 7th Edition, Transportation Research Board.

Synchro 12 was used to analyze LOS at the study area intersections and project access drives. Synchro is an interactive computer program that enables planners and engineers to forecast the traffic impacts of new developments, conduct area-wide traffic forecasting studies, test different mitigation measures, and compare different traffic scenarios. Synchro 12 utilizes the HCM 7 methodology to analyze intersection delay and LOS.

The analysis scenarios are based on the lane configuration, intersection control, and peak hour traffic volumes summarized in **Table 4**.

Table 4 – Scenarios

Scenario	Lane Configuration and Control	Volumes
2026 Existing	**Figure 4**	**Figure 5**
2028 Background	**Figure 4**	**Figure 6**
2028 Background Plus Project	**Figure 7**	**Figure 10**
2038 Horizon	**Figure 4**	**Figure 11**
2038 Horizon Plus Project	**Figure 7**	**Figure 12**

4.2. Key Intersection and Access Drive Operational Analysis

Calculations for the level of service at the key intersections and access drives are provided in **Appendix E**. The majority of the movements had less than two percent (2%) heavy vehicles. For a conservative analysis where heavy vehicle percentages were less than or equal to two percent (2%), a two percent (2%) heavy vehicle factor was used. Where heavy vehicle percentages were greater than two percent (2%), the observed heavy vehicle factor was applied. Peak hour factors from the collected existing peak hour traffic volumes were applied to all scenarios. Where data was not collected (the project access drive) a peak hour factor of 0.92 was applied. The signal timing at the intersection of was provided by the City of Santa Fe and is included in **Appendix F**. The results of the LOS operational analysis are included in **Table 5**. As shown in **Table 5**, the study area intersections and project access drives are expected to operate with acceptable LOS.

Table 5 – Key Intersection LOS Analysis

Intersection	2026 Existing				2028 Background				2028 Background Plus Project				2038 Horizon				2038 Horizon Plus Project			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c	Delay (LOS)	v/c
Alameda Street and Camino Alire/Bob Street (#1) **Signalized**																				
Overall	**12.0 (B)**	**0.62**	**23.7 (C)**	**0.82**	**12.3 (B)**	**0.60**	**24.8 (C)**	**0.86**	**12.7 (B)**	**0.68**	**23.4 (C)**	**0.78**	**13.5 (B)**	**0.61**	**29.6 (C)**	**0.95**	**13.7 (B)**	**0.70**	**27.2 (C)**	**0.87**
Eastbound Left	5.6 (A)	0.00	12.3 (B)	0.01	5.8 (A)	0.00	12.4 (B)	0.01	5.7 (A)	0.00	12.5 (B)	0.01	6.4 (B)	0.00	12.9 (B)	0.01	6.3 (A)	0.01	13.0 (B)	0.01
Eastbound Through	7.8 (A)	0.32	15.2 (B)	0.28	8.2 (A)	0.33	15.3 (B)	0.28	8.1 (A)	0.33	15.5 (B)	0.29	9.4 (A)	0.38	16.4 (B)	0.32	9.3 (A)	0.38	16.6 (B)	0.33
Eastbound Right	7.0 (A)	0.21	13.2 (B)	0.09	7.3 (A)	0.2	13.3 (B)	0.09	7.2 (A)	0.22	13.4 (B)	0.09	8.4 (A)	0.26	14.0 (B)	0.10	8.2 (A)	0.25	14.1 (B)	0.11
Westbound Left	4.2 (A)	0.25	9.8 (A)	0.40	4.5 (A)	0.27	9.9 (A)	0.41	4.5 (A)	0.28	10.0 (B)	0.42	5.6 (A)	0.32	10.5 (B)	0.48	5.5 (A)	0.34	10.6 (B)	0.48
Westbound Through/Right	4.2 (A)	0.16	11.3 (B)	0.35	4.5 (A)	0.16	11.4 (B)	0.36	4.5 (A)	0.17	11.5 (B)	0.37	5.2 (A)	0.19	12.0 (B)	0.40	5.1 (A)	0.19	12.0 (B)	0.41
Northbound Left/Through	43.9 (D)	0.42	**65.0 (E)**	0.82	44.0 (D)	0.43	**70.4 (E)**	0.86	43.9 (D)	0.43	**58.2 (E)**	0.78	44.1 (D)	0.46	**91.9 (F)**	0.95	44.0 (D)	0.46	**70.9 (E)**	0.87
Northbound Right	47.5 (D)	0.62	41.8 (D)	0.59	46.4 (D)	0.60	42.7 (D)	0.61	48.7 (D)	0.68	43.7 (D)	0.64	45.4 (D)	0.61	50.0 (D)	0.75	47.7 (D)	0.70	52.2 (D)	0.78
Southbound Left/Through/Right	41.2 (D)	0.14	37.1 (D)	0.13	41.1 (D)	0.16	37.5 (D)	0.18	41.3 (D)	0.18	38.1 (D)	0.23	40.3 (D)	0.17	37.5 (D)	0.18	40.6 (D)	0.19	38.1 (D)	0.23
Alameda Street and Sicomoro Street (#2) Two-Way Stop-Control																				
Eastbound Left	0.0 (A)	-	9.0 (A)	0.01	0.0 (A)	-	9.1 (A)	0.01	0.0 (A)	-	9.1 (A)	0.01	0.0 (A)	-	9.4 (A)	0.01	0.0 (A)	-	9.4 (A)	0.01
Southbound Left/Right	12.7 (B)	0.05	14.6 (B)	0.03	12.8 (B)	0.06	15.0 (B)	0.03	13.1 (B)	0.06	15.4 (C)	0.04	13.5 (B)	0.07	16.2 (C)	0.04	13.9 (B)	0.08	16.7 (C)	0.04
Alameda Street and Cedar Street (#3) Two-Way Stop-Control																				
Eastbound Left	8.1 (A)	0.01	9.1 (A)	0.01	8.1 (A)	0.01	9.2 (A)	0.01	8.1 (A)	0.01	9.2 (A)	0.01	8.2 (B)	0.01	9.4 (A)	0.01	8.3 (A)	0.01	9.5 (A)	0.02
Southbound Left/Right	12.9 (B)	0.01	15.8 (C)	0.05	12.9 (B)	0.02	16.1 (C)	0.05	13.3 (B)	0.03	16.4 (C)	0.06	13.6 (A)	0.02	16.3 (C)	0.04	14.1 (B)	0.03	18.1 (C)	0.07
Alemeda Street and Pine Street (#4) Two-Way Stop-Control																				
Eastbound Left	8.1 (A)	0.01	9.0 (A)	0.01	8.1 (A)	0.01	9.1 (A)	0.02	8.2 (A)	0.01	9.2 (A)	0.02	8.2 (A)	0.01	9.4 (A)	0.02	8.3 (A)	0.01	9.5 (A)	0.02
Southbound Left/Right	13.4 (B)	0.03	15.0 (C)	0.01	13.4 (B)	0.04	15.3 (C)	0.01	13.5 (B)	0.04	15.1 (C)	0.02	14.2 (B)	0.04	16.6 (C)	0.01	14.2 (A)	0.04	16.4 (C)	0.02
Alemeda Street and Drive C/Spruce Street (#5) Two-Way Stop-Control																				
Northbound Right	-	-	-	-	-	-	-	-	12.8 (B)	0.02	12.8 (B)	0.01	-	-	-	-	13.6 (B)	0.02	13.6 (B)	0.02
Eastbound Left	8.0 (A)	0.00	9.1 (A)	0.01	8.1 (A)	0.01	9.1 (A)	0.01	8.1 (A)	0.01	9.2 (A)	0.01	8.2 (A)	0.01	9.4 (A)	0.01	8.3 (A)	0.01	9.5 (A)	0.01
Westbound Left	8.8 (A)	0.01	0.0 (A)	-	8.8 (A)	0.01	0.0 (A)	-	8.9 (A)	0.01	0.0 (A)	-	9.1 (A)	0.01	0.0 (A)	-	9.1 (A)	0.01	0.0 (A)	-
Southbound Left/Right	10.3 (B)	0.01	13.4 (B)	0.02	10.4 (B)	0.01	13.6 (B)	0.03	10.6 (B)	0.01	13.9 (B)	0.03	10.7 (B)	0.01	14.6 (B)	0.03	10.9 (B)	0.01	15.0 (C)	0.04
Alemeda Street and Solana Drive (#6) Two-Way Stop-Control																				
Eastbound Left	8.0 (A)	0.02	9.1 (A)	0.08	8.0 (A)	0.02	9.2 (A)	0.09	8.1 (A)	0.02	9.3 (A)	0.09	8.1 (A)	0.03	9.5 (A)	0.10	8.2 (A)	0.03	9.6 (A)	0.10
Southbound Left/Right	11.9 (B)	0.14	16.0 (C)	0.27	12.1 (B)	0.14	16.4 (C)	0.28	12.4 (B)	0.15	17.0 (C)	0.29	12.8 (B)	0.17	18.9 (C)	0.35	13.1 (B)	0.18	19.7 (C)	0.37
Alemeda Street and Drive A Two-Way Stop-Control																				
Northbound Right	-	-	-	-	-	-	-	-	11.8 (B)	0.01	13.1 (B)	0.02	-	-	-	-	12.3 (B)	0.02	14.0 (B)	0.02
Alemeda Street and Drive B Two-Way Stop-Control																				
Northbound Left/Through/Right	-	-	-	-	-	-	-	-	13.5 (B)	0.04	17.4 (C)	0.05	-	-	-	-	14.3 (B)	0.05	19.1 (C)	0.06
Westbound Left	-	-	-	-	-	-	-	-	8.6 (A)	0.02	9.0 (A)	0.03	-	-	-	-	8.8 (A)	0.02	9.3 (A)	0.03

4.3. Turn Storage Bay Analysis

Left turn and right turn storage bay analysis was conducted for exclusive left and right turn lanes at the study intersections and project access drives expected to be impacted by project traffic. Unimpacted left and right turn lanes at the study intersection and project access drives were also evaluated, but not considered for improvement. The analysis at the unsignalized intersections was conducted using the 95th percentile queue estimated by the HCM. Synchro 95th percentile queues were used for the turn lanes at the signalized intersection. The left and right turn storage bay calculations include AM and PM peak volumes. The length of the desired storage per lane was taken to be the maximum of the two peak hours (rounded up to the nearest 25 feet). Results of the analysis for the study intersections and project access drives are provided in **Table 6** and **Table 7** with the calculations for the unsignalized intersections provided in **Appendix E** and calculations for the signalized intersection in **Appendix G**.

Table 6 – Left Turn Storage Bay Analysis Results

Intersection Turn Movement	Control and Storage Length	Desired Storage per Lane (feet)				
		2025 Existing	2028 Background	2028 Background + Project	2038 Horizon	2038 Horizon + Project
West Alameda Street and Camino Alire/Bob Street (#1)	TWSC					
Eastbound Left*	65’	25	25	25	25	25
Westbound Left	90’	**125**	**125**	**125**	**125**	**125**
West Alameda Street and Sicomoro Street (#2)						
Eastbound Left*	60’ to TWLTL	25	25	25	25	25
West Alameda Street and Cedar Street (#3)						
Eastbound Left*	60’ to TWLTL	25	25	25	25	25
West Alameda Street and Pine Street (#4)	TWSC					
Eastbound Left	45’	25	25	25	25	25
West Alameda Street and Solana Drive (#6)	TWSC					
Eastbound Left	65’ to TWLTL	25	25	25	25	25

**Exclusive left turn storage bays not impacted by project traffic are included for informational purposes only.*

Table 7 – Right Turn Storage Bay Analysis Results

Intersection Turn Movement	Control and Storage Length	Desired Storage per Lane (feet)				
		2025 Existing	2028 Background	2028 Background + Project	2038 Horizon	2038 Horizon + Project
Alameda Street and Camino Alire/Bob Street (#1)	TWSC					
Eastbound Right*	40’	**75**	**75**	**75**	**75**	**75**
Northbound Right	175’	100	100	100	100	100

**Exclusive right turn storage bays not impacted by project traffic are included for informational purposes only.*

The exclusive left and right turn storage bays expected to be impacted by project traffic were calculated to provide adequate storage for the evaluated analysis scenarios with the exception of the westbound left turn lane at the intersection of West Alameda Street and Camino Alire/Bob Street (#1). The westbound left turn lane at the intersection of West Alameda Street and Camino Alire/Bob Street (#1) was calculated to exceed the provided storage in all scenarios. Project traffic did not result in the calculated storage increasing. The westbound left turn lane is restricted by the adjacent eastbound left turn lane. Painted striping is used as the delineator for these back to back left turn lanes. In the event the left turn storage is exceeded, vehicles are expected to queue within the taper of the adjacent left turn lane. No improvements to the left turn lane are recommended at this time.

Improvements to this left turn lane may be considered as part of future corridor-wide improvements to West Alameda Street. Initially, signal timing updates were done to decrease the queue lengths for the westbound left movement, but this proved ineffective due to green time being reallocated from the northbound movements causing further delay. Northbound movements already have significant delay and adding additional delay to the northbound movements in order to decrease the westbound left queue will only create issues on the northbound leg of the intersection and therefore does not represent a viable solution.

Turn lane adjustments were the next alternative which could be initiated to increase the turn storage for the westbound left turn lane. The existing access at Mesa Verde would require the removal of the eastbound left turn lane on West Alameda Street. This change would result in vehicles wanting to turn left onto Mesa Verde queueing in the eastbound through lane which may result in increased safety issues possibly increasing crash rates at this intersection. Eastbound queues that develop may also block the signalized intersection furthering the safety concerns. If the intersection of West Alameda Street and Mesa Verde is changed to a right-in/right-out vehicles would have limited access to the neighborhood which may increase the need for U-turn movements along the West Alameda Street corridor. As mentioned, this corridor does not have adequate width for U-turns, so the project team does not advise making this intersection a right-in/right-out.

Since this issue is relevant in existing conditions, the City of Santa Fe should consider a larger corridor-wide study to evaluate safety, operations, and neighborhood access for the streets to the north of West Alameda, including Mesa Verde. This should include a discussion with emergency services in the area to ensure that any future changes do not adversely affect emergency response times for the neighborhood on Mesa Verde.

For this development traffic study, the best course of action is to not make changes to the left turn lanes at these intersections until further studies are conducted with data supporting this change.

5. MULTIMODAL ANALYSIS

In the scoping meeting for the Traffic Impact Study, a multimodal analysis was required by the City of Santa Fe. This section details the multimodal analysis.

5.1. Pedestrian Analysis

Pedestrian facilities in the vicinity of the proposed project include sidewalks along both sides of Camino Alire/Bob Street, West Alameda Street, Sicomoro Street, Cedar Street, Pine Street, and Spruce Street. The Santa Fe River Trail is a multiuse trail in the vicinity and generally runs parallel to West Alameda Street. Access to the Santa Fe River Trail is provided by two bridges that span the Santa Fe River east and west of the proposed development. These sidewalks and the multiuse trail provide access to the surrounding commercial, recreational, and residential developments such as Alto Saint Park, Bicentennial Park, the Mary Esther Gonzales Senior Center, and the Aspen Community Magnet School.

The Santa Fe Trails bus system Route 5 runs along the project frontage of West Alameda Street. This route is shown in **Figure 13** for reference. The nearest bus stops are to the east (approximately 250 feet from the project site) with the next closest stops located approximately 600 feet to the west of the project site. Route 5 provides weekday and weekend service. Bus headways during the weekdays and weekends are approximately one hour. Route 1 also runs in the vicinity of the project site, primarily serving Agua Fria Street.

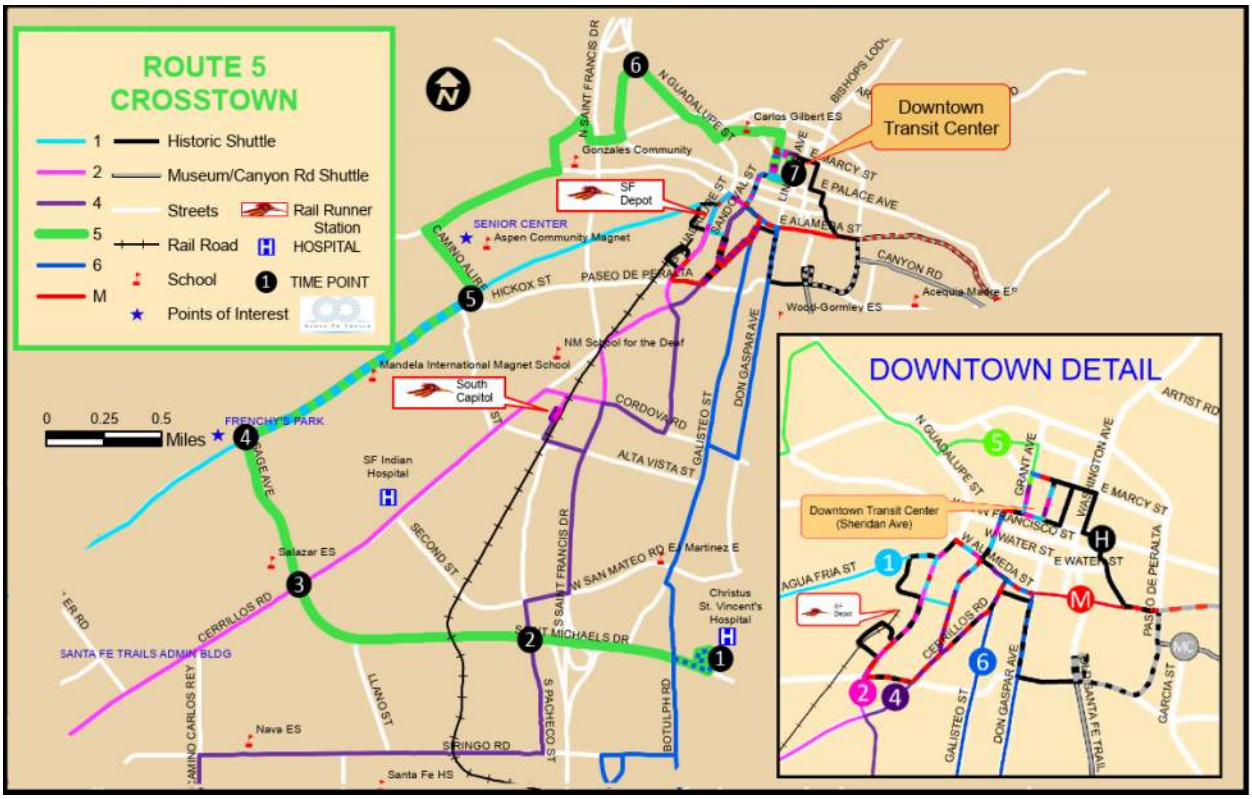


Figure 13 – Santa Fe Trails Bus System Route 5 Map

5.1.1. Pedestrian Level of Traffic Stress

The Pedestrian Level of Traffic Stress (PLTS) was evaluated per the scoping meeting for the Traffic Impact Study. The PLTS was measured per the Federal Highway Administration (FHWA) Guidebook for Measuring Multimodal Network Connectivity. The flowchart for PLTS for segments (included in Appendix B of the City of Santa Fe Traffic Impact Analysis Guidelines) was used to evaluate each segment (see **Figure 14**). The PLTS at West Alameda Street, Camino Alire, Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive were evaluated based upon the existing conditions in the network. Sidewalk measurements were based on aerial imagery from November 3, 2025. The sidewalk minimum widths were obtained from the *Santa Fe Street Design Guide* based upon the functional classification of each segment. It should be noted that Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive do not appear to have a posted speed limit based upon a review of the streets using Google Street View, so a speed limit of 25 mph was used as these streets serve the residential neighborhoods north of the proposed development. Similarly, annual average daily traffic (AADT) volumes are not available for Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive, but are expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.

The results of the PLTS analysis for West Alameda Street, Camino Alire, Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive in the vicinity of the project site are summarized in **Table 8**, **Table 9**, **Table 10**, **Table 11**, **Table 12**, **Table 13**, and **Table 14** respectively.

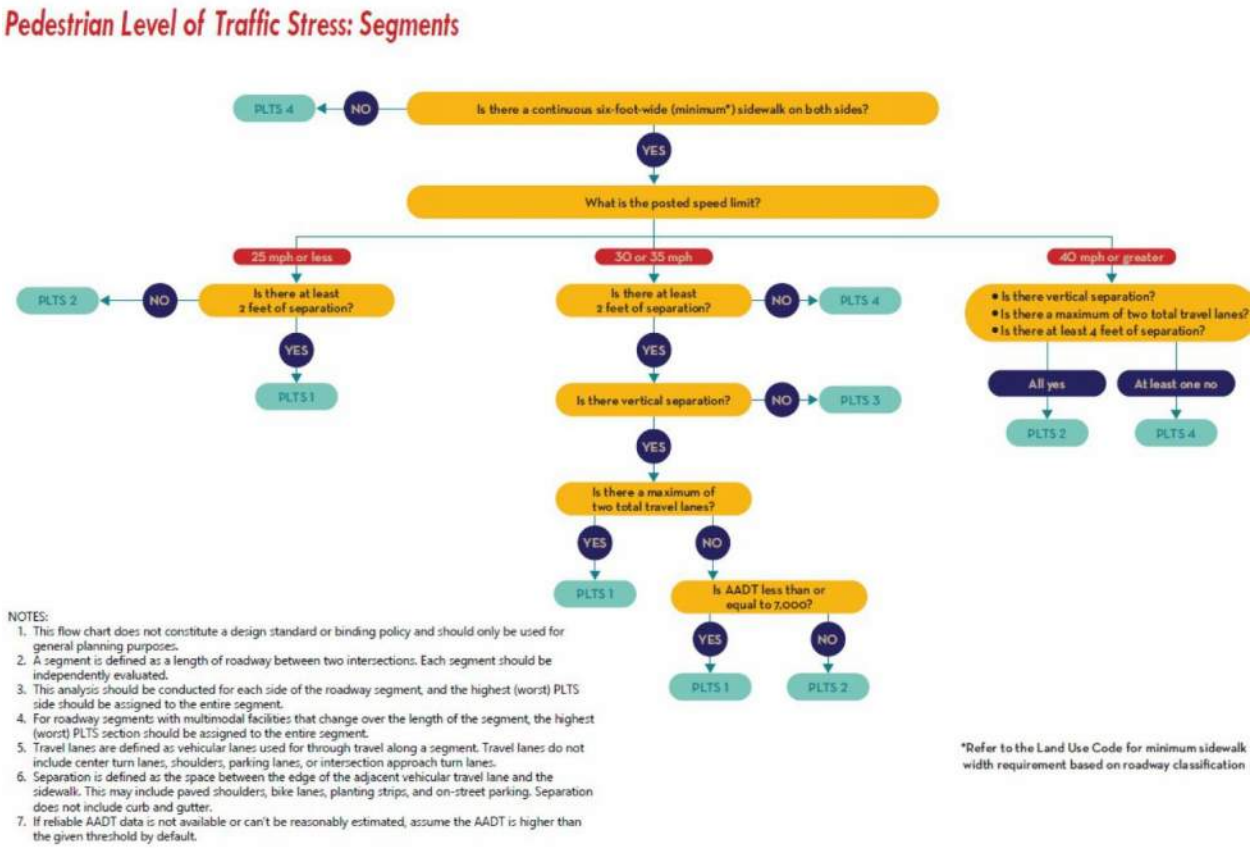


Figure 14 – Pedestrian Level of Traffic Stress: Segments

Table 8 – West Alameda Street PLTS Results

Question	Answer
What is the roadway functional classification?	Minor Arterial
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	30 or 35 mph
Is there at least 2 feet of separation?	Yes
Is there at least 4 feet of separation?	Yes
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	No
Pedestrian Level of Traffic Stress	**1**

Table 9 – Camino Alire PLTS Results

Question	Answer
What is the roadway functional classification?	Minor and Major Collector
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	Yes
Is there at least 4 feet of separation?	Yes
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	No
Pedestrian Level of Traffic Stress	**1**

Table 10 – Sicomoro Street PLTS Results

Question	Answer
What is the roadway functional classification?	Local Road
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	No
Is there at least 4 feet of separation?	No
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	Yes
Pedestrian Level of Traffic Stress	**2**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 11 – Cedar Street PLTS Results

Question	Answer
What is the roadway functional classification?	Local Road
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	No
Is there at least 4 feet of separation?	No

Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	Yes
Pedestrian Level of Traffic Stress	**2**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 12 – Pine Street PLTS Results

Question	Answer
What is the roadway functional classification?	Local Road
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	No
Is there at least 4 feet of separation?	No
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	Yes
Pedestrian Level of Traffic Stress	**2**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 13 – Spruce Street PLTS Results

Question	Answer
What is the roadway functional classification?	Local Road
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	No
Is there at least 4 feet of separation?	No
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	Yes
Pedestrian Level of Traffic Stress	**2**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 14 – Solana Drive PLTS Results

Question	Answer
What is the roadway functional classification?	Local Road
Is there a continuous five-foot-wide (minimum) sidewalk on both sides?	Yes
What is the posted speed limit?	25 mph or less
Is there at least 2 feet of separation?	No
Is there at least 4 feet of separation?	No
Is there vertical separation?	Yes
Is there a maximum of two total travel lanes?	Yes
Is AADT less than or equal to 7,000?	Yes
Pedestrian Level of Traffic Stress	**2**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 7,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

The PLTS score was one for West Alameda Street and Camino Alire, which is the highest rating, and the PLTS score was two for Sicomoro Street Cedar Street, Pine Street, Spruce Street, and Solana Drive. Based upon the evaluated PLTS, the facilities along these segments generally provide characteristics that help improve pedestrian comfort and safety.

5.1.2. Crosswalk Evaluation

The City of Santa Fe also indicated that they desired the number of pedestrians using the existing crosswalks (at Sicomoro Street and Solana Drive) near the bridges that cross the Santa Fe River to be counted and evaluated to determine if improvements to the crosswalks were needed. The following pedestrian volumes were observed (see **Appendix B**):

- Sicomoro Street
  - AM Peak Hour: 2
  - PM Peak Hour: 10
- Solana Drive
  - AM Peak Hour: 3
  - PM Peak Hour: 4

Based upon the observed pedestrian volumes, no improvements are recommended for either crosswalk at this time.

5.2. Bicycle Analysis

Bicycle lanes are not provided in the vicinity of the project site along West Alameda Street, Camino Alire, Sicomoro Street, Cedar Street, Pine Street, Spruce Street, or Solana Drive. Bicycle access in the area is primarily provided by the Santa Fe River Trail multiuse path and the paved shoulders along West Alameda Street and Camino Alire (as shown in the Santa Fe Bikeway and Trails Map, included in **Appendix H**).

5.2.1. Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (BLTS) was evaluated per the scoping meeting for the Traffic Impact Study. The BLTS was measured per the Federal Highway Administration (FHWA) Guidebook for Measuring Multimodal Network Connectivity. The flowcharts for BLTS for segments with mixed traffic facilities (included in Appendix B of the City of Santa Fe Traffic Impact Analysis Guidelines) was used to evaluate each segment (see **Figure 15**). The BLTS along West Alameda Street, Camino Alire, Sicomoro Street, Cedar Street, Pine Street, Spruce Street and Solana Drive were evaluated based upon the existing conditions in the network. Measurements were based on aerial imagery from November 3, 2025. It should be noted that Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive do not appear to have a posted speed limit based upon a review of the streets using Google Street View, so a speed limit of 25 mph was used as these streets serve the residential neighborhoods north of the proposed development. Similarly, AADT volumes are not available for Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive, but are expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.

The results of the BLTS analysis for West Alameda Street, Camino Alire, Sicomoro Street, Cedar Street, Pine Street, Spruce Street and Solana Drive in the vicinity of the project site are summarized in **Table 15**, **Table 16**, **Table 17**, **Table 18**, **Table 19**, **Table 20**, and **Table 21**, respectively.

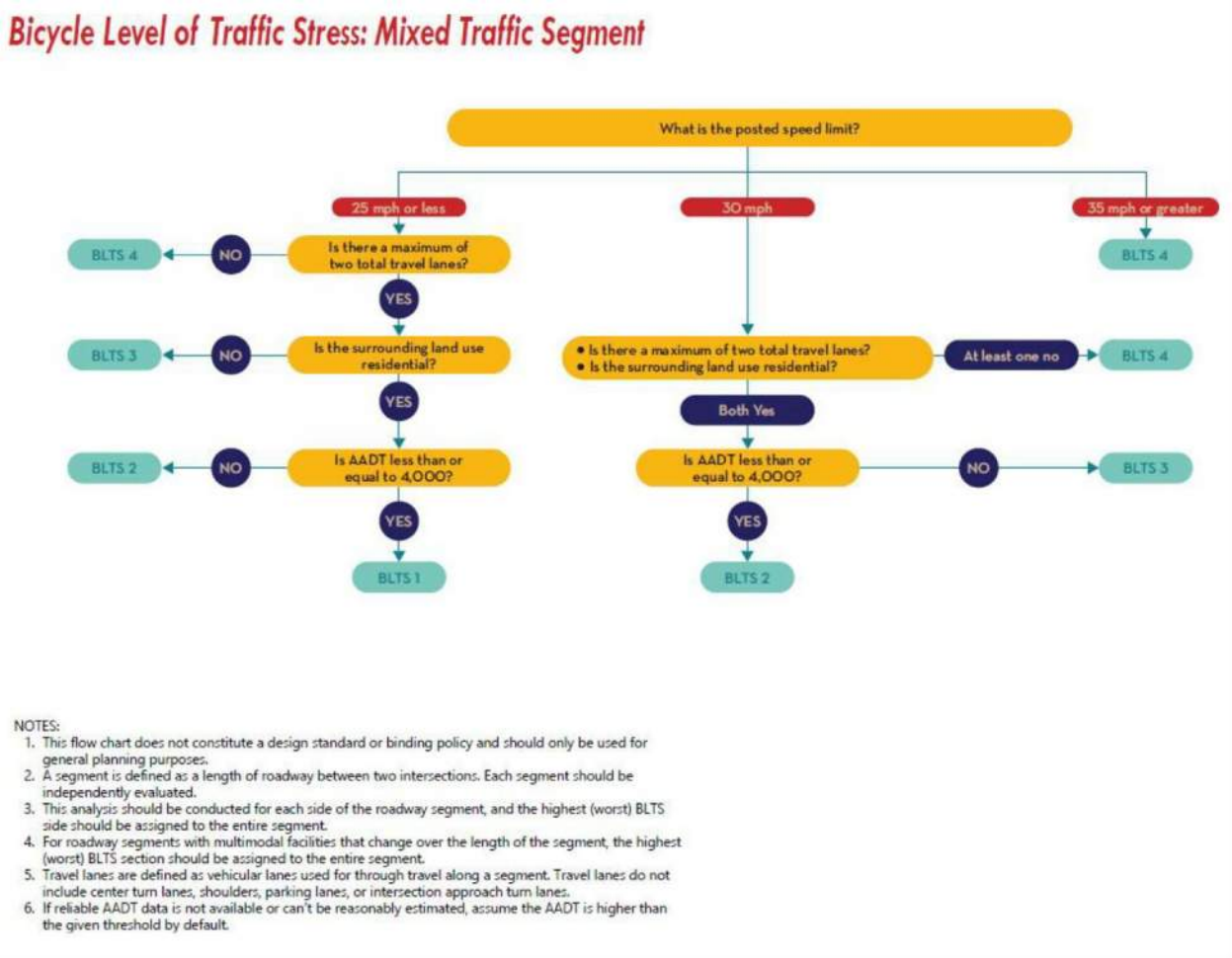


Figure 15 – Bicycle Level of Traffic Stress: Mixed Traffic Segment

Table 15 – West Alameda Street BLTS Results

Question	Answer
What is the posted speed limit	35 mph or greater
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?	No
Bicycle Level of Traffic Stress	**4**

Table 16 – Camino Alire BLTS Results

Question	Answer
What is the posted speed limit	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?	No
Bicycle Level of Traffic Stress	**2**

Table 17 – Sicomoro Street BLTS Results

Question	Answer
What is the posted speed limit*	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?**	Yes
Bicycle Level of Traffic Stress	**1**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 18 – Cedar Street BLTS Results

Question	Answer
What is the posted speed limit*	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?**	Yes
Bicycle Level of Traffic Stress	**1**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 19 – Pine Street BLTS Results

Question	Answer
What is the posted speed limit*	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?**	Yes
Bicycle Level of Traffic Stress	**1**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 20 – Spruce Street BLTS Results

Question	Answer
What is the posted speed limit*	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?**	Yes
Bicycle Level of Traffic Stress	**1**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

Table 21 – Solana Drive BLTS Results

Question	Answer
What is the posted speed limit*	25 mph or less
Is there a maximum of two total travel lanes?	Yes
Is the surrounding land use residential?	Yes
Is AADT less than or equal to 4,000?**	Yes
Bicycle Level of Traffic Stress	**1**

**There is not a posted speed limit per Google Maps Street View imagery, 25 mph used based on as street serves primarily residential traffic.*
***AADT not available, expected to have less than 4,000 daily trips based on the number of residential homes served by each street and the existing peak hour counts in **Figure 5**.*

The BLTS for Sicomoro Street, Cedar Street, Pine Street, Spruce Street, and Solana Drive was analyzed to be one. The BLTS for Camino Alire Street was analyzed to be two. The BLTS for these segments indicate that the roadway characteristics support bicyclist comfort and safety.

The BLTS for West Alameda Street is four as the speed limit is greater than 35 mph. The existing bike lane/shoulder on West Alameda Street (which provides approximately four feet of width) provides some space where bicyclists could separate from the traffic stream. To increase bicyclists' comfort and safety, the City has invested in multi-use facilities that run parallel to West Alameda along the Santa Fe river through this area. Several bridge crossings connect this multi-use path to West Alameda in hopes that bicyclists will prefer the separate facility over the on-street bike lanes/shoulders that are available. The City has no future projects to increase bicyclist comfort and safety on the roadway itself. Because the bicycle level of traffic stress is highest for this portion, users often prefer the multi-use path over riding in the roadway through this segment and therefore this provides ample comfortability and safe connectivity for bicyclists through this area.

6. CRASH DATA ANALYSIS

The City of Santa Fe requires that the most recent three years (2021 – 2023) of crash data available from the New Mexico Department of Transportation AASHTOWare Safety Transportation Application be analyzed. A summary of the crashes included in the crash data for each of the key study intersections is included in this section.

6.1. West Alameda Street and Camino Alire (#1)

There were seven crashes reported at the intersection of West Alameda Street and Camino Alire (#1) between 2022 and 2024 (see **Figure 16**). The majority of crashes were front-to-rear end crashes that occurred in the daytime. One crash was reported to occur during nighttime, however it was noted that streetlighting was illuminating the area. No crashes were reported to involve fixed objects. Five crashes were noted to be property damage only with two crashes that were reported to have possible injuries. The most common contributing factors were reported to be driver inattention and following too closely. A summary of the crash data is included in **Table 22**.

As this intersection experienced a low crash frequency of approximately 2.3 crashes per year, no safety improvements are recommended.



Figure 16 – Crashes at West Alameda Street and Camino Alire (#1)

Kimley»Horn

Table 22 – West Alameda Street and Camino Alire (#1) Crash Data Summary

Description	Number of Crashes
Total Crashes	7
Year	
2022	2
2023	3
2024	2
Crash Type	
Front-to-Rear	3
Front-to-Side	2
Collision with Fixed Object	0
% other vehicle from opposite direction	20%
% other vehicle from same direction/Both going straight	60%
% Intersecting Path (T-Bone)	20%
Lighting Conditions	
Day	6
Dawn/Dusk	0
Dark-Lighted	1
Not Specified	0
% Dark + Dawn/Dusk	14%
KABCO Crash Severity	
K (Fatal)	0
A (Serious Injury)	0
B (Minor Injury)	0
C (Possible Injury)	2
O (Property Damage Only)	5
% Property Damage	71%
% Injury/Fatality	29%
Crash Cause	
Alcohol/Drugs	0
Driver Inattention	2
Disregarded Traffic Signal	1
Driver Distracted by Passenger	1
Following too Closely	2
Speed Too Fast for Conditions	0
Other Improper Driving	1
% Driver Inattention	29%
% Disregarded Traffic Signal	14%
% Following too Closely	29%
% Driver Distracted by Passenger	14%
% Other Improper Driving	14%

6.2. West Alameda Street and Sicomoro Street (#2)

One crash was reported to occur at West Alameda Street and Sicomoro Street (#2) between 2022 and 2024. The crash occurred in 2023 where a front-to-rear collision occurred during daylight hours. No injuries were reported. The identified contributing factor was following too closely. A summary of the crash data is included in **Table 23**.

As this location shows a low crash frequency (0.33 per year), no safety improvements are recommended.



Figure 17 – Crashes at West Alameda Street and Sicomoro Street (#2)

Kimley»Horn

Table 23 – West Alameda Street and Sicomoro Street (#2) Crash Data Summary

Description	Number of Crashes
Total Crashes	1
Year	
2022	0
2023	1
2024	0
Crash Type	
Front-to-Rear	1
Front-to-Side	0
Collision with Fixed Object	0
% other vehicle from opposite direction	0%
% other vehicle from same direction/Both going straight	100%
% Intersecting Path (T-Bone)	0%
Lighting Conditions	
Day	1
Dawn/Dusk	0
Dark-Lighted	0
Not Specified	0
% Dark + Dawn/Dusk	0%
KABCO Crash Severity	
K (Fatal)	0
A (Serious Injury)	0
B (Minor Injury)	0
C (Possible Injury)	0
O (Property Damage Only)	1
% Property Damage	100%
% Injury/Fatality	0%
Crash Cause	
Alcohol/Drugs	0
Driver Inattention	0
Improper Overtaking	0
Following too Closely	1
Excessive Speed	0
Other Improper Driving	0
% Driver Inattention	0%
% Disregarded Traffic Signal	0%
% Following too Closely	100%
% Excessive Speed	0%
% Improper Overtaking	0%

6.3. West Alameda Street and Cedar Street (#3)

Two crashes were reported at the intersection of West Alameda Street and Cedar Street (#2) between 2022 and 2024 (see **Figure 18**). Both crashes occurred in 2022. The first crash was reported to be a front-to-rear end collision that occurred during daytime where driver inattention was the contributing factor. The other crash occurred when a vehicle was reported to collide with a fixed object during nighttime (streetlighting was illuminated) where excessive speed and improper overtaking were noted as contributing factors. Both crashes were reported to have no injuries. A summary of the crash data is included in **Table 24**.

Given the low crash frequency of approximately 0.6 crashes per year, no safety improvements are recommended.



Figure 18 – Crashes at West Alameda Street and Cedar Street (#3)

Table 24 – West Alameda Street and Cedar Street (#3) Crash Data Summary

Description	Number of Crashes
Total Crashes	2
Year	
2022	2
2023	0
2024	0
Crash Type	
Front-to-Rear	1
Front-to-Side	0
Collision with Fixed Object	1
% other vehicle from opposite direction	0%
% other vehicle from same direction/Both going straight	100%
% Intersecting Path (T-Bone)	0%
Lighting Conditions	
Day	1
Dawn/Dusk	0
Dark-Lighted	1
Not Specified	0
% Dark + Dawn/Dusk	50%
KABCO Crash Severity	
K (Fatal)	0
A (Serious Injury)	0
B (Minor Injury)	0
C (Possible Injury)	0
O (Property Damage Only)	2
% Property Damage	100%
% Injury/Fatality	0%
Crash Cause	
Alcohol/Drugs	0
Driver Inattention	1
Improper Overtaking	1
Following too Closely	0
Excessive Speed	1
Other Improper Driving	0
% Driver Inattention	33%
% Disregarded Traffic Signal	0%
% Following too Closely	0%
% Excessive Speed	33%
% Improper Overtaking	33%

6.4. West Alameda Street and Pine Street (#4)

No crashes were reported for the intersection of West Alameda Street and Pine Street (#4) between 2022 and 2024.

6.5. West Alameda Street and Spruce Street (#5)

Three crashes were reported at the intersection of West Alameda Street and Spruce Street (#5) between 2022 and 2024 (see **Figure 19**). No crashes were reported at the intersection in 2024. Two of the crashes were reported to be collisions with fixed objects and on was reported to be a front-to-rear collision. All crashes were reported to occur during daylight hours. Contributing factors for the crashes were noted as alcohol and drugs, following too closely, and no driver error. A summary of the crash data is included in **Table 25**.

Given the low crash frequency of approximately one crash per year, no safety improvements are recommended.

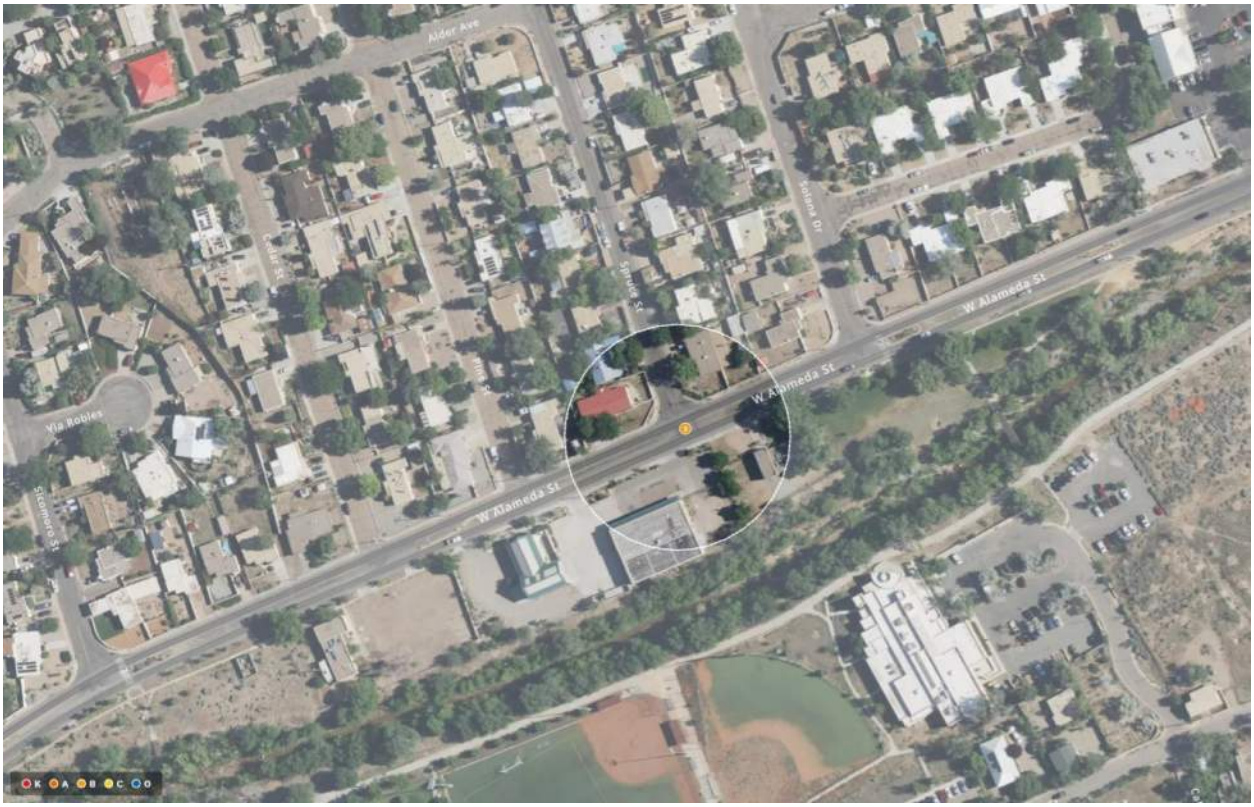


Figure 19 – Crashes at West Alameda Street and Spruce Street (#5)

Kimley»Horn

Table 25 – West Alameda Street and Spruce Street (#5) Crash Data Summary

Description	Number of Crashes
Total Crashes	3
Year	
2022	1
2023	2
2024	0
Crash Type	
Front-to-Rear	1
Front-to-Side	0
Collision with Fixed Object	2
% other vehicle from opposite direction	0%
% other vehicle from same direction/Both going straight	33%
% Intersecting Path (T-Bone)	0%
% Fixed Object	66%
Lighting Conditions	
Day	3
Dawn/Dusk	0
Dark-Lighted	0
Dark-Not Lighted	0
Not Specified	0
% Dark + Dawn/Dusk	0%
KABCO Crash Severity	
K (Fatal)	0
A (Serious Injury)	0
B (Minor Injury)	1
C (Possible Injury)	0
O (Property Damage Only)	2
% Property Damage	66%
% Injury/Fatality	33%
Crash Cause	
Alcohol/Drugs	1
Other, No Driver Error	1
Following too Closely	1
Traffic Congestion	0
Other Improper Driving	0
% Alcohol/Drugs	33%
% Driver Inattention	0%
% Following too Closely	33%
% Other, No Driver Error	33%

6.6. West Alameda Street and Solana Drive (#6)

Eight crashes were reported to have occurred at the intersection of West Alameda Street and Solana Drive (#6) between 2022 and 2024 (see **Figure 20**). Four of the crashes were reported to occur in 2022. Five of the crashes were reported to be collisions with fixed objects and three were reported to be front-to-rear collisions. Four of the crashes were reported to have dark conditions. Of those four crashes that were reported to occur during nighttime, two were noted to have lighting, while the other two were noted to have no lighting. Three of the crashes were reported to have possible injuries (38% injury rate), while the other five crashes were reported to have no injuries. The three highest contributing factors were improper driving (four crashes), alcohol/drugs (three crashes), and traffic congestion (two crashes). A summary of the crash data is included in **Table 26**.

Due to the higher rate of fixed object crashes at the intersection of West Alameda Street and Solana Drive (#6), it is recommended that object markers are installed at the median noses to increase visibility. Additionally, the existing lighting should be maintained to ensure there is lighting at the intersection.



Figure 20 – Crashes at West Alameda Street and Solana Drive (#6)

Kimley»Horn

Table 26 – West Alameda Street and Camino Alire (#1) Crash Data Summary

Description	Number of Crashes
Total Crashes	8
Year	
2022	4
2023	1
2024	3
Crash Type	
Front-to-Rear	3
Front-to-Side	0
Collision with Fixed Object	5
% other vehicle from opposite direction	0%
% other vehicle from same direction/Both going straight	38%
% Intersecting Path (T-Bone)	0%
% Fixed Object	62%
Lighting Conditions	
Day	3
Dawn/Dusk	0
Dark-Lighted	2
Dark-Not Lighted	2
Not Specified	1
% Dark + Dawn/Dusk	50%
KABCO Crash Severity	
K (Fatal)	0
A (Serious Injury)	0
B (Minor Injury)	0
C (Possible Injury)	3
O (Property Damage Only)	5
% Property Damage	62%
% Injury/Fatality	38%
Crash Cause	
Alcohol/Drugs	3
Driver Inattention	1
Following too Closely	1
Traffic Congestion	2
Other Improper Driving	4
% Alcohol/Drugs	27%
% Driver Inattention	9%
% Following too Closely	9%
% Traffic Congestion	18%
% Other Improper Driving	37%

7. RECOMMENDATIONS

The Boyd and Allister mixed-use project traffic is anticipated to be accommodated on the street network expected to exist in the background year of 2028 and the horizon year of 2038. The proposed mixed-use development is anticipated to generate traffic volumes resulting in the following recommendations:

1. Maintain full access to Drive B to allow access from the east.
2. Construct a porkchop island that restricts Drive C to be right-in/right-out only while maintaining full movement access to Spruce Street.
3. Install object markers at median noses at West Alameda Street and Solana Drive.

APPENDIX A

MEETING MINUTES FROM CITY OF SANTA FE SCOPING MEETING

Date: December 23, 2025

Attendees: Jennifer Jenkins, Angelica Wolff (JenkinsGavin), Carl Vermillion (Kimley-Horn), Leroy Pacheco, Phil Gallegos

Topic: 1202 W Alameda - Traffic Scoping Meeting Minutes

Project Overview

- Two buildings will be renovated on the property.
- Building 1 (East) will contain a custom furniture store with warehouse. The second story to this will include 3 dwelling units that will be added to the existing building.
- The second building (West) will include a restaurant that will be 5,415 SF

Initial Traffic Assessment

- Trip Generation indicated AM trips at 79 trips and PM at 81 trips. Due to this falling near the threshold, we propose to study this at a Level 2 TIA per the guidelines. Leroy and Phil were in agreement.
- The Traffic Study should incorporate a build condition as well as a 10-year horizon year analysis.
- As this land use is expected to draw significant multimodal use, multimodal assessments should include discussion pedestrian crosswalks in the area. This will include pedestrian and bicycle access.
    - Include discussion about close river trail bridges and encouraging neighborhood walkability to businesses.

Traffic Study Scope

- The following intersections will be included in the scope of the traffic study:
    - **W Alameda Street and Camino Alire (Signalized)**
    - **W Alameda Street and Sicomoro Street (Unsignalized)**
    - **W Alameda Street and Cedar Street (Unsignalized)**
    - **W Alameda Street and Pine Street (Unsignalized)**
    - **W Alameda Street and Spruce Street (Unsignalized)**
    - **W Alameda Street and Solana Drive (Unsignalized)**

- All intersections will include pedestrian counts to be included in the multimodal assessment. The counts will be completed once school is in session in January.
- Crash Data will be collected and analyzed for the three most recent years available. This information will be included in the report analysis. This will be used to assess additional safety measures at crossings and intersections.

Additional Information

- Review Driveway spacing and access points based on remainder of the corridor and Santa Fe guidance.

Attached: Initial Transportation Assessment Memo

December 17, 2025

Mr. Leroy Pacheco
City of Santa Fe
2931 Rufina St.
Santa Fe, NM 87507

RE: ***Initial Transportation Assessment for 1202 West Alameda Development***

Dear Mr. Pacheco:

Kimley Horn and Associates has prepared an initial transportation assessment for the proposed changes associated to 1202 West Alameda Street in Santa Fe, New Mexico. The existing buildings will remain as part of the site although changes in usage are being proposed. This assessment will include a project description and an evaluation of the potential transportation impacts associated with the changes to use and determine next steps to ensure compliance with the City of Santa Fe transportation requirements.

Project Description

The two buildings associated with the property at 1202 West Alameda will be remodeled as part of this project. The buildings are referenced as shown on the attached site plan rendering. The building labeled Lot 1A-2 will include a woodworking shop, showroom, warehouse, and office associated with a custom furniture business on the ground floor. The second floor of this building will include three apartment dwellings. The second building labeled Lot 1A-1 will include a restaurant with additional outdoor patio seating.

The site buildings are currently vacant and present an ideal location for the proposed use. The primary access to this site is on West Alameda Street with three existing access points that will remain. The preliminary site plan showing this information is attached.

Trip Generation

A trip generation analysis was completed for the proposed use of the property using the ITE Trip Generation Manual 12th Edition procedures. Trip generation rates for the woodworking portion of Lot 1A-2 will utilize Furniture/Flooring Store, Land use 890, which includes the retail area, office, warehouse and showroom portion of the building totaling 3,680 square feet. The transfer and storage facility, which encompasses 3,160 square feet utilized Warehouse, land use 150 which encompasses the area which stores goods including raw materials which is applicable in this situation.

The upstairs of Lot 1A-2 will include three dwelling units which will use Multifamily Housing (Low Rise), land use 220, to estimate the trips generated by the residential dwellings.

Lot 1A-1 will be renovated into a restaurant which will utilize Land use 932, High Turnover (Sit-Down) Restaurant to estimate future generated trips.

The below table summarizes the trips generated by each land use with a subtotal for each building and total for the site.

Trip Generation					
	Land Use Code	Independent Variable	Total Daily Trips	AM Peak trips	PM Peak trips
Woodworking Building (Lot 1A-2)	890 – Furniture/Flooring Store	3,680 SF	23	2	2
	150 – Warehouse	3,160 SF	161	14	20
	220 – Multifamily Housing (Low Rise)	3 DU's	137	14	9
	Subtotal		**321**	**30**	**31**
Restaurant Building (Lot 1A-1)	932 – High-Turnover (Sit-Down) Restaurant	5,415 SF	562	49	50
	Subtotal		**562**	**49**	**50**
Grand Total			**883**	**79**	**81**

Additionally, the completed initial transportation assessment is attached with the information required by the City of Santa Fe.

Closure

Based on the estimated generated trips shown in the table, both the AM and PM peak hours meet the City of Santa Fe requirements to conduct a traffic impact analysis (TIA). The estimated trips meet the threshold to evaluate this development as a Level 1 TIA, which will include the elements as required by the Santa Fe TIA guidelines letter dated August 28, 2024.

Therefore, the development team requests a traffic scoping meeting with the City of Santa Fe representatives to further understand the requirements of a traffic impact analysis for this development.

If you have any questions, feel free to reach out to me by phone at 505-230-5428.

Sincerely,

Kimley-Horn



Carl Vermillion PE, PTOE, RSP1
Project Manager

Attachments: Initial Transportation Assessment Form
Site location Map
ITE trip generation results

INITIAL TRANSPORTATION ASSESSMENT

This initial transportation assessment is required for all developments proposed in the City of Santa Fe. The purpose of a Transportation Impact Analysis (TIA) is to provide preliminary vehicular trip generation information for the proposed development to determine the category of TIA required. Based on the proposed development, **Table A-1** should be completed to provide preliminary vehicular trip generation estimates. The City Traffic Engineer, or designee, will review the preliminary trip generation estimate provided by the developer and determine the category of TIA required. Other factors in addition to vehicular trip generation can affect the impact of a development; and based on these guidelines, the City of Santa Fe Traffic Engineer, or designee, will determine the final scope for the TIA.

Location of proposed development (location map must be attached).

1202 West Alameda

TABLE A-1: PRELIMINARY VEHICULAR TRIP GENERATION ESTIMATE

Types of land uses (Multi Family, Single Family residential, specific retail, etc.)	Size (thousands of sq. ft., acres, number of units, etc.)	AM peak hour trips per size/unit*	PM peak hour trips per size/unit*	Subtotal of trips AM/PM	ITE Code Used for Analysis
Furniture/Flooring S	3,680 SF	2	2	2 / 2	890
Warehouse	3,160 SF	14	20	14 / 20	150
Multi Family	3 DU's	14	9	14 / 9	220
Restaurant	5,415 SF	49	50	49 / 50	932
GRAND TOTAL		79	81	79 / 81	

*The trip generation rates can be obtained from the Institute of Transportation Engineers, Trip Generation, current edition. Use of other rates must be justified and accepted by the City Traffic Engineer, or designee.

Transportation Impact Analysis Needed Yes X No ____

Level of Transportation Impact Analysis Needed Level 1

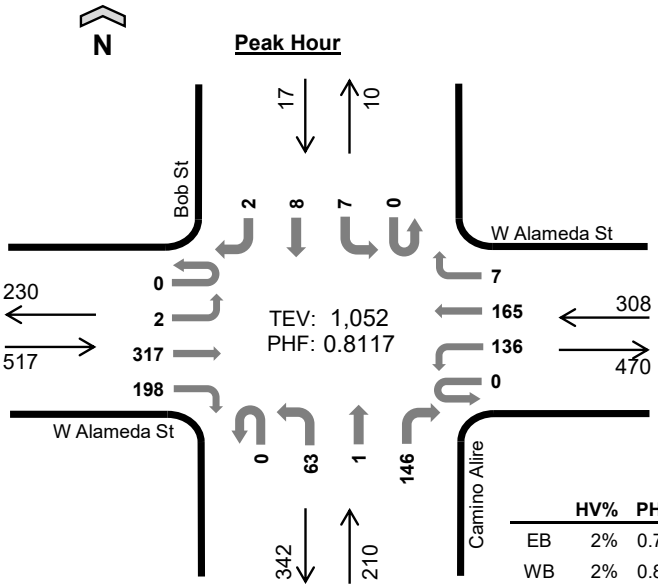
Developer/Developer's Agent Kimley-Horn (Carl Vermillion) Date 12/16/2025

City of Santa Fe _____ Date _____

APPENDIX B

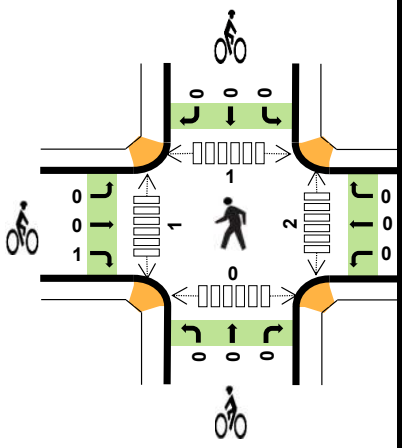
COUNT DATA SHEETS

Bob St
W Alameda St



	HV%	PHF
EB	2%	0.78
WB	2%	0.84
NB	3%	0.88
SB	0%	0.61
TOTAL	2%	0.81

Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				Camino Alire Northbound				Bob St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	78	49	0	28	35	0	0	14	0	33	0	2	1	0	240	0
7:45 AM		0	1	98	66	0	34	54	4	0	12	1	47	0	5	2	0	324	0
8:00 AM		0	0	69	44	0	35	45	2	0	22	0	35	0	0	3	1	256	0
8:15 AM		0	1	72	39	0	39	31	1	0	15	0	31	0	0	2	1	232	1,052
Pk Hr	All	0	2	317	198	0	136	165	7	0	63	1	146	0	7	8	2	1,052	
	HV	0	0	9	1	0	3	3	0	0	2	0	5	0	0	0	0	23	
	HV%	-	0%	3%	1%	-	2%	2%	0%	-	3%	0%	3%	-	0%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	5	0	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	2	2	0	*6*	1	0	0	0	*1*	0	0	0	0	*0*
8:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	2	1	1	0	*4*
8:15 AM	3	3	3	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	10	6	7	0	*23*	1	0	0	0	*1*	2	1	1	0	*4*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	8	1	0	5	6	1	0	1	0	6	0	0	0	1	29	0
6:15 AM	0	0	16	4	0	1	7	0	0	1	0	2	0	0	0	0	31	0
6:30 AM	0	0	26	2	0	5	4	0	0	3	1	9	0	0	0	0	50	0
6:45 AM	0	0	38	10	0	9	10	0	0	2	0	17	0	0	0	0	86	196
7:00 AM	0	0	29	7	0	6	10	0	0	4	0	9	0	0	0	1	66	233
7:15 AM	0	0	34	23	0	14	15	0	0	6	1	20	0	1	0	1	115	317
7:30 AM	**0**	**0**	**78**	**49**	**0**	**28**	**35**	**0**	**0**	**14**	**0**	**33**	**0**	**2**	**1**	**0**	**240**	**507**
7:45 AM	**0**	**1**	**98**	**66**	**0**	**34**	**54**	**4**	**0**	**12**	**1**	**47**	**0**	**5**	**2**	**0**	**324**	**745**
8:00 AM	**0**	**0**	**69**	**44**	**0**	**35**	**45**	**2**	**0**	**22**	**0**	**35**	**0**	**0**	**3**	**1**	**256**	**935**
8:15 AM	**0**	**1**	**72**	**39**	**0**	**39**	**31**	**1**	**0**	**15**	**0**	**31**	**0**	**0**	**2**	**1**	**232**	**1,052**
8:30 AM	0	0	63	22	0	28	33	0	0	12	1	23	0	2	0	2	186	998
8:45 AM	0	2	93	36	0	30	53	0	0	21	0	43	0	4	1	0	283	957
Count Total	0	4	624	303	0	234	303	8	0	113	4	275	0	14	9	7	1,898	
Pk Hr All	**0**	**2**	**317**	**198**	**0**	**136**	**165**	**7**	**0**	**63**	**1**	**146**	**0**	**7**	**8**	**2**	**1,052**	
Pk Hr HV	**0**	**0**	**9**	**1**	**0**	**3**	**3**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**23**	
Pk Hr HV%	**-**	**0%**	**3%**	**1%**	**-**	**2%**	**2%**	**0%**	**-**	**3%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	1	0	*2*
6:45 AM	2	0	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**2**	**2**	**2**	**0**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**4**
8:15 AM	**3**	**3**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	4	0	0	0	*4*	0	0	0	0	*0*	2	0	1	0	*3*
8:45 AM	5	1	1	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	21	7	8	0	*36*	2	0	0	0	*2*	4	2	4	0	*10*
Peak Hour	**10**	**6**	**7**	**0**	***23***	**1**	**0**	**0**	**0**	***1***	**2**	**1**	**1**	**0**	**4**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**8**
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**12**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**
8:15 AM	**0**	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**9**	**23**
8:30 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	21
8:45 AM	0	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7	22
Count Total	0	0	18	3	0	4	3	0	0	3	0	5	0	0	0	0	36	
Pk Hr Heavy	**0**	**0**	**9**	**1**	**0**	**3**	**3**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**23**	

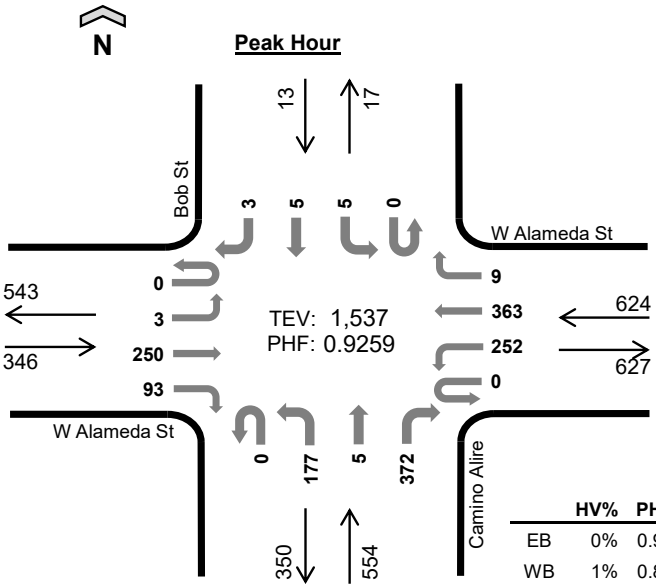
Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

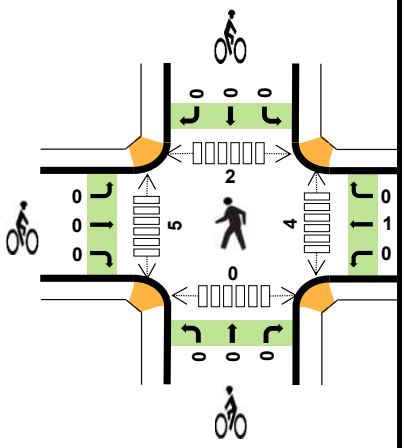
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Bob St
W Alameda St

Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV%	PHF
EB	0%	0.93
WB	1%	0.89
NB	1%	0.91
SB	0%	0.46
TOTAL	1%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				Camino Alire Northbound				Bob St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	1	67	25	0	43	70	3	0	39	0	86	0	0	2	0	336	0
5:00 PM		0	1	52	32	0	70	98	3	0	52	2	98	0	4	1	2	415	0
5:15 PM		0	0	64	18	0	72	102	1	0	45	1	95	0	0	0	1	399	0
5:30 PM		0	1	67	18	0	67	93	2	0	41	2	93	0	1	2	0	387	1,537
Pk Hr	All	0	3	250	93	0	252	363	9	0	177	5	372	0	5	5	3	1,537	
	HV	0	0	0	0	0	1	5	0	0	2	0	2	0	0	0	0	10	
	HV%	-	0%	0%	0%	-	0%	1%	0%	-	1%	0%	1%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:45 PM	0	1	2	0	*3*	0	1	0	0	*1*	2	0	2	0	*4*
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
5:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	2	0	0	*2*
5:30 PM	0	3	0	0	*3*	0	0	0	0	*0*	2	2	0	0	*4*
Peak Hour	0	6	4	0	*10*	0	1	0	0	*1*	4	5	2	0	*11*

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	77	23	0	42	67	2	0	37	0	76	0	2	0	1	327	0
3:15 PM	0	0	48	30	0	79	92	2	0	32	2	69	0	0	1	1	356	0
3:30 PM	0	0	64	33	0	41	83	2	0	48	3	61	0	1	0	2	338	0
3:45 PM	0	0	55	29	0	53	81	1	0	40	1	61	0	3	1	0	325	1,346
4:00 PM	0	0	58	29	0	42	94	2	0	54	1	61	0	0	0	1	342	1,361
4:15 PM	0	1	63	30	0	38	94	3	0	46	0	81	0	0	0	1	357	1,362
4:30 PM	0	3	48	23	0	42	84	2	0	43	0	78	0	1	1	2	327	1,351
4:45 PM	**0**	**1**	**67**	**25**	**0**	**43**	**70**	**3**	**0**	**39**	**0**	**86**	**0**	**0**	**2**	**0**	**336**	**1,362**
5:00 PM	**0**	**1**	**52**	**32**	**0**	**70**	**98**	**3**	**0**	**52**	**2**	**98**	**0**	**4**	**1**	**2**	**415**	**1,435**
5:15 PM	**0**	**0**	**64**	**18**	**0**	**72**	**102**	**1**	**0**	**45**	**1**	**95**	**0**	**0**	**0**	**1**	**399**	**1,477**
5:30 PM	**0**	**1**	**67**	**18**	**0**	**67**	**93**	**2**	**0**	**41**	**2**	**93**	**0**	**1**	**2**	**0**	**387**	**1,537**
5:45 PM	0	2	58	18	0	58	75	1	0	30	3	81	0	1	1	0	328	1,529
Count Total	0	9	721	308	0	647	1,033	24	0	507	15	940	0	13	9	11	4,237	
Pk Hr All	**0**	**3**	**250**	**93**	**0**	**252**	**363**	**9**	**0**	**177**	**5**	**372**	**0**	**5**	**5**	**3**	**1,537**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**10**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	1	3	4	0	*8*	0	0	1	0	*1*	0	0	0	0	*0*
3:15 PM	2	3	1	0	*6*	0	0	0	0	*0*	0	1	0	0	*1*
3:30 PM	5	2	2	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	1	4	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	1	6	5	0	*12*	1	0	0	0	*1*	1	0	2	0	*3*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	2	1	0	*3*	0	1	0	0	*1*	0	0	1	0	*1*
4:45 PM	**0**	**1**	**2**	**0**	**3**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**2**	**0**	**4**
5:00 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
5:15 PM	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
5:30 PM	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**4**
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	10	26	19	1	*56*	1	2	1	0	*4*	7	6	5	0	*18*
Peak Hour	**0**	**6**	**4**	**0**	***10***	**0**	**1**	**0**	**0**	***1***	**4**	**5**	**2**	**0**	**11**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	3	0	0	2	0	2	0	0	0	0	8	0
3:15 PM	0	0	1	1	0	1	2	0	0	0	0	1	0	0	0	0	6	0
3:30 PM	0	0	3	2	0	0	1	1	0	1	0	1	0	0	0	1	10	0
3:45 PM	0	0	0	1	0	0	4	0	0	0	0	1	0	0	0	0	6	30
4:00 PM	0	0	0	1	0	0	6	0	0	1	0	4	0	0	0	0	12	34
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	22
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	0	5	5	0	3	22	1	0	7	0	12	0	0	0	1	56	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**10**	

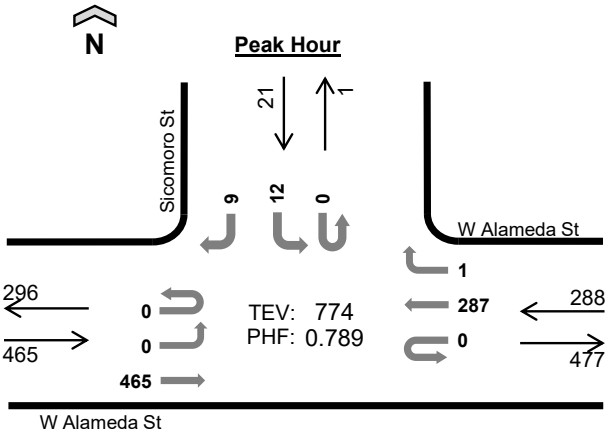
Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				Camino Alire				Bob St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

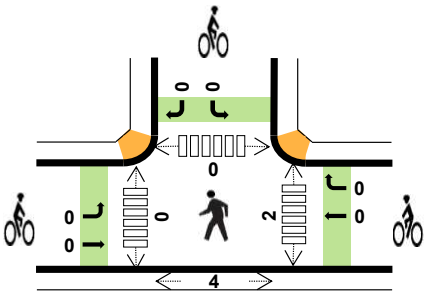
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sicomoro St
W Alameda St



Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	3%	0.77
WB	2%	0.77
NB	--	--
SB	0%	0.58
TOTAL	3%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Sicomoro St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	111	0	0	0	56	0	0	0	0	0	0	7	0	2	176	0
7:45 AM	0	0	151	0	0	0	93	0	0	0	0	0	0	1	0	0	245	0
8:00 AM	0	0	106	0	0	0	75	1	0	0	0	0	0	2	0	4	188	0
8:15 AM	0	0	97	0	0	0	63	0	0	0	0	0	0	2	0	3	165	774
Pk Hr All	0	0	465	0	0	0	287	1	0	0	0	0	0	12	0	9	774	
Pk Hr HV	0	0	16	0	0	0	6	0	0	0	0	0	0	0	0	0	22	
Pk Hr HV%	-	-	3%	-	-	-	2%	0%	-	-	-	-	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	5	2	0	0	*7*	0	0	0	0	*0*	1	0	0	3	*4*
8:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	16	6	0	0	*22*	0	0	0	0	*0*	2	0	0	4	*6*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	14	0	0	0	8	0	0	0	0	0	0	0	0	0	22	0
6:15 AM	0	0	18	0	0	0	7	0	0	0	0	0	0	0	0	1	26	0
6:30 AM	0	0	37	0	0	0	10	0	0	0	0	0	0	1	0	0	48	0
6:45 AM	0	0	51	0	0	0	16	1	0	0	0	0	0	0	0	0	68	164
7:00 AM	0	0	41	0	0	0	15	0	0	0	0	0	0	0	0	0	56	198
7:15 AM	0	1	52	0	0	0	30	0	0	0	0	0	0	1	0	0	84	256
7:30 AM	**0**	**0**	**111**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**2**	**176**	**384**
7:45 AM	**0**	**0**	**151**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**245**	**561**
8:00 AM	**0**	**0**	**106**	**0**	**0**	**0**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**188**	**693**
8:15 AM	**0**	**0**	**97**	**0**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**165**	**774**
8:30 AM	0	0	93	0	0	0	63	0	0	0	0	0	0	0	0	4	160	758
8:45 AM	0	2	142	0	0	0	73	1	0	0	0	0	0	1	0	2	221	734
Count Total	0	3	913	0	0	0	509	3	0	0	0	0	0	15	0	16	1,459	
Pk Hr All	**0**	**0**	**465**	**0**	**0**	**0**	**287**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**9**	**774**	
Pk Hr HV	**0**	**0**	**16**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	
Pk Hr HV%	**-**	**-**	**3%**	**-**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
6:45 AM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
7:45 AM	**5**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**4**
8:00 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**5**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	26	7	0	0	*33*	0	0	0	0	*0*	7	0	1	6	*14*
Peak Hour	**16**	**6**	**0**	**0**	***22***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**4**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**12**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**22**
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
8:45 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	19
Count Total	0	0	26	0	0	0	7	0	0	0	0	0	0	0	0	0	33	
Pk Hr Heavy	**0**	**0**	**16**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	

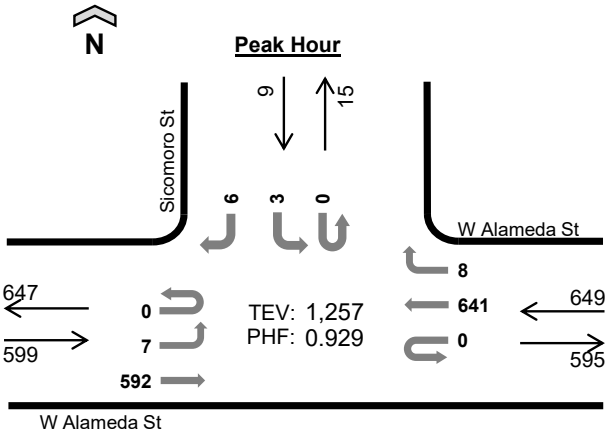
Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

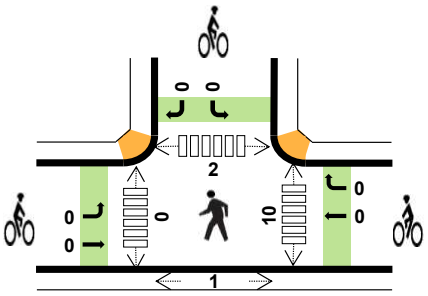
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Sicomoro St
W Alameda St



Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.96
WB	1%	0.90
NB	--	--
SB	0%	0.56
TOTAL	0%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Sicomoro St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	4	150	0	0	0	177	3	0	0	0	0	0	0	0	2	336	0
5:15 PM		0	1	154	0	0	0	178	3	0	0	0	0	0	1	0	1	338	0
5:30 PM		0	0	156	0	0	0	150	1	0	0	0	0	0	0	0	1	308	0
5:45 PM		0	2	132	0	0	0	136	1	0	0	0	0	0	2	0	2	275	1,257
Pk Hr	All	0	7	592	0	0	0	641	8	0	0	0	0	0	3	0	6	1,257	
	HV	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
	HV%	-	0%	0%	-	-	-	1%	0%	-	-	-	-	-	0%	-	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	1	1	*5*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	0	0	0	*3*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	4	0	1	0	*5*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	4	0	0	*5*	0	0	0	0	*0*	10	0	2	1	*13*

TJ Wethington
(720) 646-1008

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	153	0	0	0	113	1	0	0	0	0	0	2	0	1	270	0
3:15 PM	0	0	122	0	0	0	178	1	0	0	0	0	0	0	0	0	301	0
3:30 PM	0	0	117	0	0	0	129	3	0	0	0	0	0	1	0	0	250	0
3:45 PM	0	1	121	0	0	0	134	2	0	0	0	0	0	1	0	2	261	1,082
4:00 PM	0	2	121	0	0	0	135	2	0	0	0	0	0	1	0	2	263	1,075
4:15 PM	0	3	142	0	0	0	137	0	0	0	0	0	0	0	0	1	283	1,057
4:30 PM	0	2	121	0	1	0	119	0	0	0	0	0	0	0	0	3	246	1,053
4:45 PM	0	3	146	0	0	0	122	2	0	0	0	0	0	0	0	0	273	1,065
5:00 PM	**0**	**4**	**150**	**0**	**0**	**0**	**177**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**336**	**1,138**
5:15 PM	**0**	**1**	**154**	**0**	**0**	**0**	**178**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**338**	**1,193**
5:30 PM	**0**	**0**	**156**	**0**	**0**	**0**	**150**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**308**	**1,255**
5:45 PM	**0**	**2**	**132**	**0**	**0**	**0**	**136**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**275**	**1,257**
Count Total	0	18	1,635	0	1	0	1,708	19	0	0	0	0	0	8	0	15	3,404	
Pk Hr All	**0**	**7**	**592**	**0**	**0**	**0**	**641**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**6**	**1,257**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	2	0	0	*5*	1	0	0	0	*1*	1	0	0	1	*2*
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	2	0	2	1	*5*
3:30 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	2	4	0	0	*6*	0	0	0	0	*0*	1	0	0	1	*2*
4:00 PM	0	4	0	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
4:15 PM	2	0	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	2	2	0	0	*4*	1	1	0	1	*3*	0	0	1	0	*1*
4:45 PM	2	0	0	0	*2*	0	1	0	0	*1*	3	0	2	2	*7*
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**5**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**5**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	18	20	0	0	*38*	3	2	0	1	*6*	18	0	7	6	*31*
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**10**	**0**	**2**	**1**	**13**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

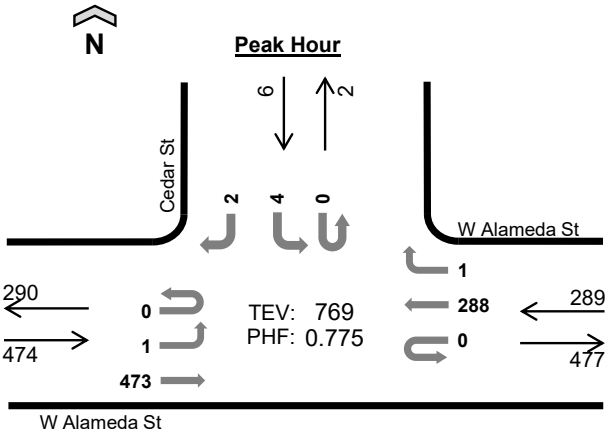
Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	5	0
3:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
3:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
3:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	21
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	20
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	16
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	0	18	0	0	0	19	1	0	0	0	0	0	0	0	0	38	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	

Count Summaries - Bikes

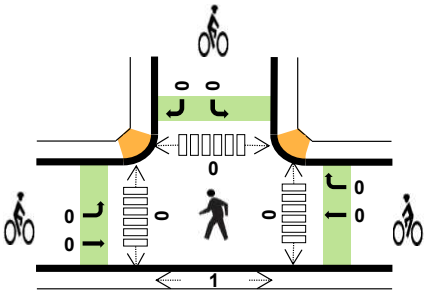
Interval Start	W Alameda St				W Alameda St				n/a				Sicomoro St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	4
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Cedar St
W Alameda St



Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	4%	0.78
WB	2%	0.77
NB	--	--
SB	0%	0.50
TOTAL	3%	0.78

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Cedar St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	119	0	0	0	58	0	0	0	0	0	0	1	0	0	178	0
7:45 AM	0	0	151	0	0	0	93	1	0	0	0	0	0	3	0	0	248	0
8:00 AM	0	1	107	0	0	0	76	0	0	0	0	0	0	0	0	1	185	0
8:15 AM	0	0	96	0	0	0	61	0	0	0	0	0	0	0	0	1	158	769
Pk Hr All	0	1	473	0	0	0	288	1	0	0	0	0	0	4	0	2	769	
Pk Hr HV	0	0	18	0	0	0	6	0	0	0	0	0	0	0	0	0	24	
Pk Hr HV%	-	0%	4%	-	-	-	2%	0%	-	-	-	-	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	7	2	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	18	6	0	0	*24*	0	0	0	0	*0*	0	0	0	1	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	14	0	0	0	9	0	0	0	0	0	0	0	0	0	23	0
6:15 AM	0	0	18	0	0	0	6	0	0	0	0	0	0	0	0	0	24	0
6:30 AM	0	0	38	0	0	0	8	0	0	0	0	0	0	0	0	2	48	0
6:45 AM	0	0	53	0	0	0	17	0	0	0	0	0	0	0	0	1	71	166
7:00 AM	0	0	41	0	0	0	15	0	0	0	0	0	0	1	0	0	57	200
7:15 AM	0	0	53	0	0	0	30	1	0	0	0	0	0	4	0	0	88	264
7:30 AM	**0**	**0**	**119**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**178**	**394**
7:45 AM	**0**	**0**	**151**	**0**	**0**	**0**	**93**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**248**	**571**
8:00 AM	**0**	**1**	**107**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**185**	**699**
8:15 AM	**0**	**0**	**96**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**158**	**769**
8:30 AM	0	0	94	0	0	0	60	1	0	0	0	0	0	1	0	1	157	748
8:45 AM	0	3	141	0	0	0	74	0	0	0	0	0	0	4	0	1	223	723
Count Total	0	4	925	0	0	0	507	3	0	0	0	0	0	14	0	7	1,460	
Pk Hr All	**0**	**1**	**473**	**0**	**0**	**0**	**288**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**769**	
Pk Hr HV	**0**	**0**	**18**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	
Pk Hr HV%	**-**	**0%**	**4%**	**-**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	1	*2*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**7**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**5**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	26	7	0	0	*33*	0	0	0	0	*0*	1	0	0	5	*6*
Peak Hour	**18**	**6**	**0**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**
7:45 AM	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**14**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**17**
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**24**
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21
8:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	17
Count Total	0	0	26	0	0	0	7	0	0	0	0	0	0	0	0	0	33	
Pk Hr Heavy	**0**	**0**	**18**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	

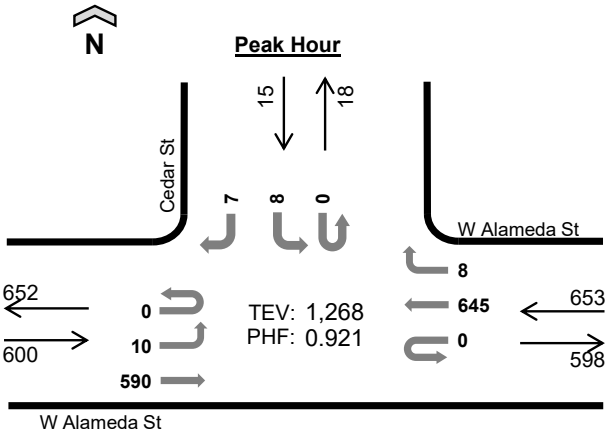
Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

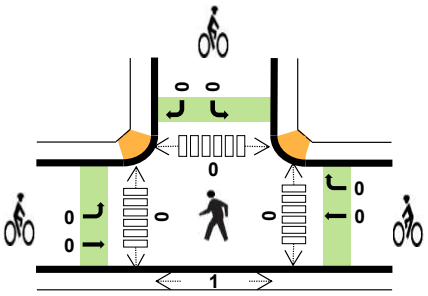
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Cedar St
W Alameda St



Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.95
WB	1%	0.91
NB	--	--
SB	0%	0.63
TOTAL	0%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Cedar St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	3	149	0	0	0	178	0	0	0	0	0	0	2	0	2	334	0
5:15 PM	0	1	157	0	0	0	176	4	0	0	0	0	0	2	0	4	344	0
5:30 PM	0	5	150	0	0	0	148	3	0	0	0	0	0	3	0	1	310	0
5:45 PM	0	1	134	0	0	0	143	1	0	0	0	0	0	1	0	0	280	1,268
Pk Hr All	0	10	590	0	0	0	645	8	0	0	0	0	0	8	0	7	1,268	
Pk Hr HV	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
Pk Hr HV%	-	0%	0%	-	-	-	1%	0%	-	-	-	-	-	0%	-	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	4	0	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	151	0	0	0	111	3	0	0	0	0	0	2	0	1	270	0
3:15 PM	0	2	118	0	0	0	177	1	0	0	0	0	0	1	0	2	301	0
3:30 PM	0	1	116	0	0	0	130	1	0	0	0	0	0	2	0	2	252	0
3:45 PM	0	1	121	0	0	0	136	2	0	0	0	0	0	0	0	0	260	1,083
4:00 PM	0	1	122	0	0	0	132	0	0	0	0	0	0	5	0	3	263	1,076
4:15 PM	0	2	137	0	0	0	136	2	0	0	0	0	0	3	0	1	281	1,056
4:30 PM	0	1	123	0	0	0	118	1	0	0	0	0	0	2	0	1	246	1,050
4:45 PM	0	2	143	0	0	0	124	1	0	0	0	0	0	0	0	0	270	1,060
5:00 PM	**0**	**3**	**149**	**0**	**0**	**0**	**178**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**334**	**1,131**
5:15 PM	**0**	**1**	**157**	**0**	**0**	**0**	**176**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**344**	**1,194**
5:30 PM	**0**	**5**	**150**	**0**	**0**	**0**	**148**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**310**	**1,258**
5:45 PM	**0**	**1**	**134**	**0**	**0**	**0**	**143**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**280**	**1,268**
Count Total	0	22	1,621	0	0	0	1,709	19	0	0	0	0	0	23	0	17	3,411	
Pk Hr All	**0**	**10**	**590**	**0**	**0**	**0**	**645**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**7**	**1,268**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	4	0	0	*4*	1	0	0	0	*1*	0	0	0	1	*1*
4:15 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	3	2	0	0	*5*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	2	0	0	0	*2*	0	1	0	0	*1*	0	0	0	3	*3*
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	18	20	0	0	*38*	1	2	0	0	*3*	0	0	0	8	*8*
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
3:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
3:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
3:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	20
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	19
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
4:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	17
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	0	18	0	0	0	20	0	0	0	0	0	0	0	0	0	38	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	

Count Summaries - Bikes

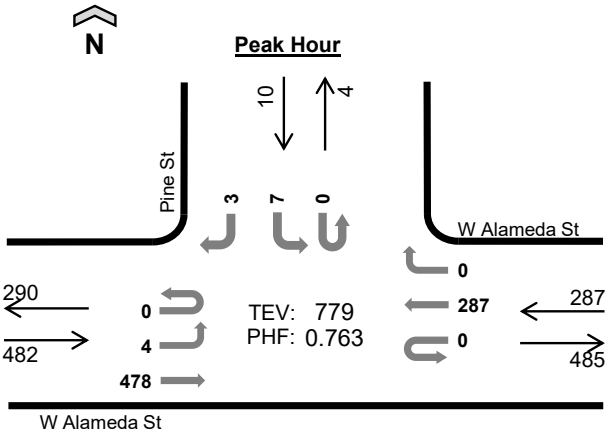
Interval Start	W Alameda St				W Alameda St				n/a				Cedar St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

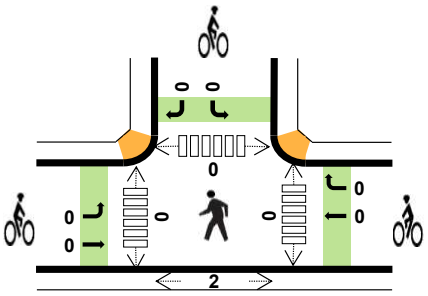
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Pine St
W Alameda St

Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV%	PHF
EB	4%	0.76
WB	2%	0.77
NB	--	--
SB	0%	0.63
TOTAL	3%	0.76

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Pine St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	3	116	0	0	0	59	0	0	0	0	0	0	2	0	0	180	0
7:45 AM	0	0	158	0	0	0	93	0	0	0	0	0	0	2	0	2	255	0
8:00 AM	0	1	108	0	0	0	75	0	0	0	0	0	0	1	0	1	186	0
8:15 AM	0	0	96	0	0	0	60	0	0	0	0	0	0	2	0	0	158	779
Pk Hr All	0	4	478	0	0	0	287	0	0	0	0	0	0	7	0	3	779	
Pk Hr HV	0	0	18	0	0	0	6	0	0	0	0	0	0	0	0	0	24	
Pk Hr HV%	-	0%	4%	-	-	-	2%	-	-	-	-	-	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	7	2	0	0	*9*	0	0	0	0	*0*	0	0	0	1	*1*
8:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	18	6	0	0	*24*	0	0	0	0	*0*	0	0	0	2	*2*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	14	0	0	0	9	0	0	0	0	0	0	0	0	0	23	0
6:15 AM	0	0	18	0	0	0	6	0	0	0	0	0	0	1	0	0	25	0
6:30 AM	0	0	36	0	0	0	8	0	0	0	0	0	0	0	0	0	44	0
6:45 AM	0	0	52	0	0	0	17	0	0	0	0	0	0	0	0	0	69	161
7:00 AM	0	0	42	0	0	0	15	0	0	0	0	0	0	1	0	0	58	196
7:15 AM	0	0	57	0	0	0	31	0	0	0	0	0	0	1	0	0	89	260
7:30 AM	**0**	**3**	**116**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**180**	**396**
7:45 AM	**0**	**0**	**158**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**255**	**582**
8:00 AM	**0**	**1**	**108**	**0**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**186**	**710**
8:15 AM	**0**	**0**	**96**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**158**	**779**
8:30 AM	0	2	91	0	0	0	61	0	0	0	0	0	0	2	0	1	157	756
8:45 AM	0	3	141	0	0	0	73	0	0	0	0	0	0	0	0	1	218	719
Count Total	0	9	929	0	0	0	507	0	0	0	0	0	0	12	0	5	1,462	
Pk Hr All	**0**	**4**	**478**	**0**	**0**	**0**	**287**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**3**	**779**	
Pk Hr HV	**0**	**0**	**18**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	
Pk Hr HV%	**-**	**0%**	**4%**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	0	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**7**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**5**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	28	7	0	0	*35*	1	0	0	0	*1*	0	0	0	4	*4*
Peak Hour	**18**	**6**	**0**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

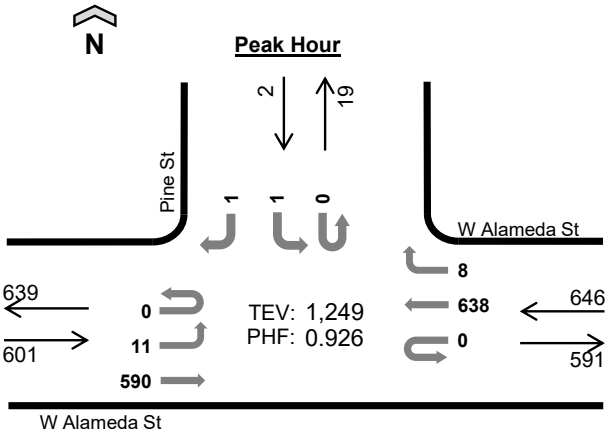
Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**
7:45 AM	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**14**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**17**
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**24**
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
8:45 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	19
Count Total	0	0	28	0	0	0	7	0	0	0	0	0	0	0	0	0	35	
Pk Hr Heavy	**0**	**0**	**18**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	

Count Summaries - Bikes

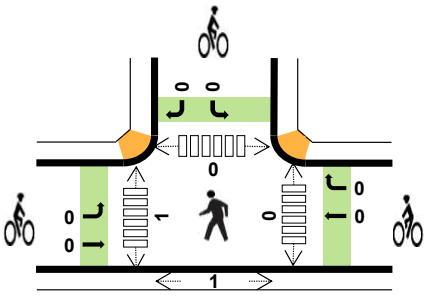
Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Pine St
W Alameda St



Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.94
WB	1%	0.91
NB	--	--
SB	0%	0.50
TOTAL	0%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Pine St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		**0**	**5**	**144**	**0**	**0**	**0**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**327**	**0**
5:15 PM		**0**	**0**	**160**	**0**	**0**	**0**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**337**	**0**
5:30 PM		**0**	**4**	**153**	**0**	**0**	**0**	**141**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**302**	**0**
5:45 PM		**0**	**2**	**133**	**0**	**0**	**0**	**145**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**1,249**
Pk Hr	All	**0**	**11**	**590**	**0**	**0**	**0**	**638**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1,249**	
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
	HV%	-	**0%**	**0%**	-	-	-	**1%**	**0%**	-	-	-	-	-	**0%**	-	**0%**	**0%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***

TJ Wethington
(720) 646-1008

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	154	0	0	0	112	1	0	0	0	0	0	0	0	1	269	0
3:15 PM	0	3	115	0	0	0	179	1	0	0	0	0	0	1	0	1	300	0
3:30 PM	0	0	117	0	0	0	141	1	0	0	0	0	0	0	0	0	259	0
3:45 PM	0	2	119	0	0	0	141	1	0	0	0	0	0	0	0	0	263	1,091
4:00 PM	0	2	125	0	0	0	131	1	0	0	0	0	0	0	0	1	260	1,082
4:15 PM	0	2	134	0	0	0	134	2	0	0	0	0	0	0	0	1	273	1,055
4:30 PM	0	0	125	0	0	0	119	0	0	0	0	0	0	1	0	1	246	1,042
4:45 PM	0	2	140	0	0	0	125	4	0	0	0	0	0	0	0	2	273	1,052
5:00 PM	**0**	**5**	**144**	**0**	**0**	**0**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**327**	**1,119**
5:15 PM	**0**	**0**	**160**	**0**	**0**	**0**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**337**	**1,183**
5:30 PM	**0**	**4**	**153**	**0**	**0**	**0**	**141**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**302**	**1,239**
5:45 PM	**0**	**2**	**133**	**0**	**0**	**0**	**145**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**1,249**
Count Total	0	23	1,619	0	0	0	1,720	19	0	0	0	0	0	3	0	8	3,392	
Pk Hr All	**0**	**11**	**590**	**0**	**0**	**0**	**638**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1,249**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	1	*4*	1	0	0	0	*1*	0	0	0	0	*0*
3:15 PM	2	3	0	0	*5*	0	1	0	0	*1*	0	0	1	0	*1*
3:30 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	4	0	0	*4*	0	0	0	0	*0*	0	0	1	0	*1*
4:00 PM	0	4	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	2	0	0	*2*	0	0	0	1	*1*
4:30 PM	2	2	0	0	*4*	0	1	0	0	*1*	0	0	1	0	*1*
4:45 PM	2	0	0	0	*2*	2	0	0	0	*2*	0	0	0	3	*3*
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	12	19	0	1	*32*	3	4	0	0	*7*	0	1	3	5	*9*
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	**2**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
3:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
3:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
3:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	16
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	16
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	13
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	0	12	0	0	0	19	0	0	0	0	0	0	0	0	1	32	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	

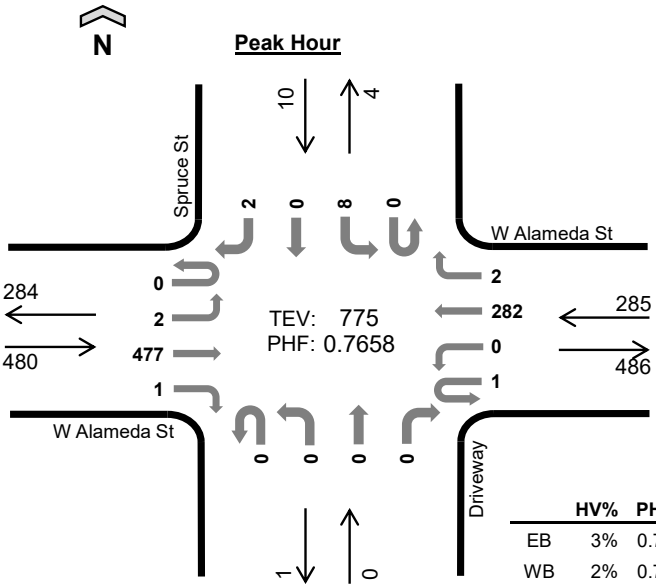
Count Summaries - Bikes

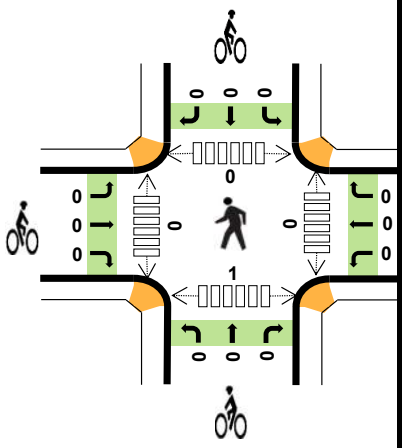
Interval Start	W Alameda St				W Alameda St				n/a				Pine St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Spruce St
W Alameda St

Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV%	PHF
EB	3%	0.75
WB	2%	0.79
NB	--	--
SB	0%	0.83
TOTAL	3%	0.77

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St Eastbound				W Alameda St Westbound				Driveway Northbound				Spruce St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	119	0	0	0	59	0	0	0	0	0	0	1	0	1	180	0
7:45 AM	0	0	160	0	1	0	89	0	0	0	0	0	0	3	0	0	253	0
8:00 AM	0	0	105	0	0	0	76	2	0	0	0	0	0	2	0	0	185	0
8:15 AM	0	2	93	1	0	0	58	0	0	0	0	0	0	2	0	1	157	775
Pk Hr All	0	2	477	1	1	0	282	2	0	0	0	0	0	8	0	2	775	
Pk Hr HV	0	0	15	1	0	0	6	0	0	0	0	0	0	0	0	0	22	
Pk Hr HV%	-	0%	3%	100%	0%	-	2%	0%	-	-	-	-	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	6	2	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	16	6	0	0	*22*	0	0	0	0	*0*	0	0	0	1	*1*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	14	0	0	0	8	0	0	0	0	0	0	0	0	0	22	0
6:15 AM	0	0	19	0	0	0	6	0	0	0	0	0	0	0	0	0	25	0
6:30 AM	0	0	37	0	0	0	8	0	0	0	0	0	0	1	0	0	46	0
6:45 AM	0	0	52	0	0	0	17	0	0	0	0	0	0	1	0	0	70	163
7:00 AM	0	0	43	0	0	0	16	0	0	0	0	0	0	0	0	0	59	200
7:15 AM	0	1	57	0	0	0	26	0	0	0	0	0	0	1	0	3	88	263
7:30 AM	**0**	**0**	**119**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**180**	**397**
7:45 AM	**0**	**0**	**160**	**0**	**1**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**253**	**580**
8:00 AM	**0**	**0**	**105**	**0**	**0**	**0**	**76**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**185**	**706**
8:15 AM	**0**	**2**	**93**	**1**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**157**	**775**
8:30 AM	0	0	94	0	0	0	58	1	0	0	0	0	0	0	0	1	154	749
8:45 AM	0	1	139	0	0	0	72	1	0	0	0	0	0	5	0	2	220	716
Count Total	0	4	932	1	1	0	493	4	0	0	0	0	0	16	0	8	1,459	
Pk Hr All	**0**	**2**	**477**	**1**	**1**	**0**	**282**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**2**	**775**	
Pk Hr HV	**0**	**0**	**15**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	
Pk Hr HV%	**-**	**0%**	**3%**	**100%**	**0%**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	2	0	0	0	*2*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	0	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**6**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**4**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	27	7	0	0	*34*	1	0	0	0	*1*	3	0	1	1	*5*
Peak Hour	**16**	**6**	**0**	**0**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**1**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**13**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
8:15 AM	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**22**
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
8:45 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	18
Count Total	0	0	26	1	0	0	7	0	0	0	0	0	0	0	0	0	34	
Pk Hr Heavy	**0**	**0**	**15**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	

Count Summaries - Bikes

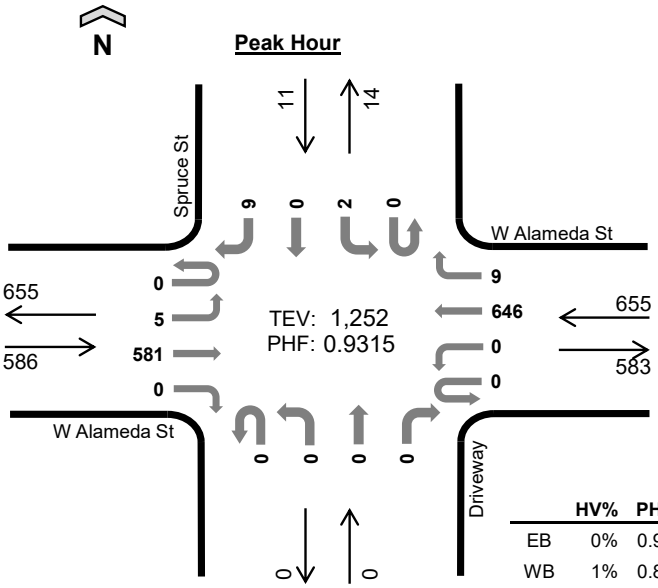
Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

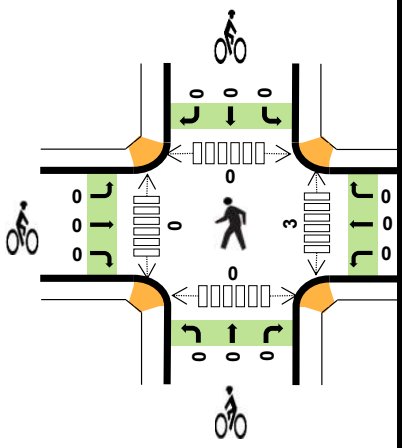
Spruce St
W Alameda St

Peak Hour



	HV%	PHF
EB	0%	0.93
WB	1%	0.89
NB	--	--
SB	0%	0.46
TOTAL	0%	0.93

Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				Driveway Northbound				Spruce St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	143	0	0	0	182	2	0	0	0	0	0	0	0	1	330	0
5:15 PM		0	0	158	0	0	0	171	1	0	0	0	0	0	2	0	4	336	0
5:30 PM		0	2	147	0	0	0	145	2	0	0	0	0	0	0	0	3	299	0
5:45 PM		0	1	133	0	0	0	148	4	0	0	0	0	0	0	0	1	287	1,252
Pk Hr	All	0	5	581	0	0	0	646	9	0	0	0	0	0	2	0	9	1,252	
	HV	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
	HV%	-	0%	0%	-	-	-	1%	0%	-	-	-	-	-	0%	-	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	4	0	0	*5*	0	0	0	0	*0*	3	0	0	0	*3*

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	4	148	1	0	0	108	2	0	0	0	0	0	0	0	1	264	0
3:15 PM	0	4	112	0	0	0	178	1	0	0	0	0	0	1	0	0	296	0
3:30 PM	0	2	114	0	0	0	139	2	0	0	0	0	0	2	0	0	259	0
3:45 PM	0	3	117	0	0	0	138	3	0	0	0	0	0	1	0	3	265	1,084
4:00 PM	0	0	126	0	0	1	128	2	0	2	0	0	0	2	0	1	262	1,082
4:15 PM	0	3	134	0	0	0	136	1	0	0	0	0	0	5	0	1	280	1,066
4:30 PM	0	3	123	0	0	0	117	4	0	0	0	0	0	4	0	0	251	1,058
4:45 PM	0	3	138	0	0	0	128	6	0	0	0	0	0	5	0	2	282	1,075
5:00 PM	**0**	**2**	**143**	**0**	**0**	**0**	**182**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**330**	**1,143**
5:15 PM	**0**	**0**	**158**	**0**	**0**	**0**	**171**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**336**	**1,199**
5:30 PM	**0**	**2**	**147**	**0**	**0**	**0**	**145**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**299**	**1,247**
5:45 PM	**0**	**1**	**133**	**0**	**0**	**0**	**148**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**287**	**1,252**
Count Total	0	27	1,593	1	0	1	1,718	30	0	2	0	0	0	22	0	17	3,411	
Pk Hr All	**0**	**5**	**581**	**0**	**0**	**0**	**646**	**9**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	**1,252**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	2	0	0	*5*	1	0	0	0	*1*	1	0	0	0	*1*
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
3:30 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	1	4	0	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:00 PM	0	3	1	0	*4*	1	0	0	0	*1*	0	1	0	0	*1*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	1	2	0	0	*3*	0	1	0	0	*1*	0	2	0	0	*2*
4:45 PM	2	0	0	0	*2*	0	1	0	0	*1*	1	0	0	0	*1*
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	13	19	1	0	*33*	2	2	0	0	*4*	6	5	0	0	*11*
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	**3**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	5	0
3:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
3:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
3:45 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	18
4:00 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4	17
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	0	12	1	0	0	18	1	0	1	0	0	0	0	0	0	33	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	

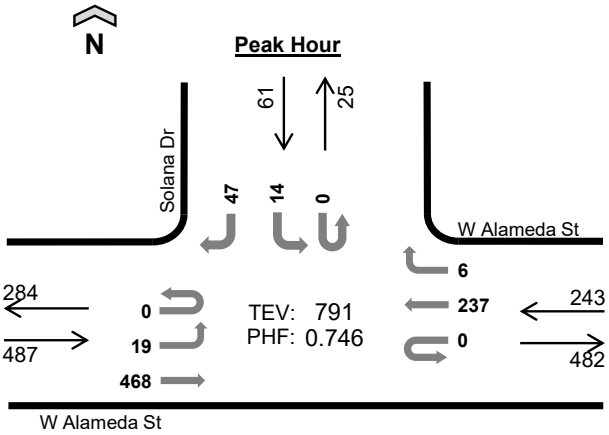
Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				Driveway				Spruce St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

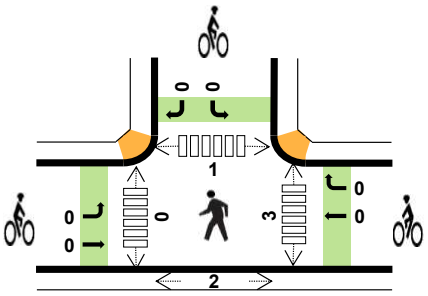
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Solana Dr
W Alameda St



Date: 1/13/2026
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	3%	0.74
WB	2%	0.71
NB	--	--
SB	2%	0.90
TOTAL	3%	0.75

Peak Hour Count Summaries

Peak Hour Interval Start		W Alameda St Eastbound				W Alameda St Westbound				n/a Northbound				Solana Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		**0**	**2**	**117**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**181**	**0**
7:45 AM		**0**	**7**	**157**	**0**	**0**	**0**	**80**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**10**	**265**	**0**
8:00 AM		**0**	**7**	**101**	**0**	**0**	**0**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**12**	**189**	**0**
8:15 AM		**0**	**3**	**93**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**14**	**156**	**791**
Pk Hr	All	**0**	**19**	**468**	**0**	**0**	**0**	**237**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**47**	**791**	
	HV	**0**	**0**	**16**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	
	HV%	-	**0%**	**3%**	-	-	-	**2%**	**0%**	-	-	-	-	-	**0%**	-	**2%**	**3%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:30 AM	**5**	**0**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
7:45 AM	**6**	**2**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***
8:00 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
8:15 AM	**3**	**1**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**16**	**5**	**0**	**1**	***22***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**2**	***6***

TJ Wethington
(720) 646-1008

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	13	0	0	0	7	0	0	0	0	0	0	0	0	1	22	0
6:15 AM	0	0	19	0	0	0	6	0	0	0	0	0	0	0	0	0	25	0
6:30 AM	0	1	37	0	0	0	7	0	0	0	0	0	0	1	0	1	47	0
6:45 AM	0	3	50	0	0	0	15	1	0	0	0	0	0	1	0	2	72	166
7:00 AM	0	0	43	0	0	0	14	0	0	0	0	0	0	0	0	2	59	203
7:15 AM	0	2	56	0	0	0	19	0	0	0	0	0	0	2	0	8	87	265
7:30 AM	**0**	**2**	**117**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**181**	**399**
7:45 AM	**0**	**7**	**157**	**0**	**0**	**0**	**80**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**10**	**265**	**592**
8:00 AM	**0**	**7**	**101**	**0**	**0**	**0**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**12**	**189**	**722**
8:15 AM	**0**	**3**	**93**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**14**	**156**	**791**
8:30 AM	1	7	86	0	0	0	46	0	0	0	0	0	0	5	0	12	157	767
8:45 AM	0	4	141	0	0	0	55	4	0	0	0	0	0	4	0	18	226	728
Count Total	1	37	913	0	0	0	406	11	0	0	0	0	0	27	0	91	1,486	
Pk Hr All	**0**	**19**	**468**	**0**	**0**	**0**	**237**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**47**	**791**	
Pk Hr HV	**0**	**0**	**16**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	
Pk Hr HV%	**-**	**0%**	**3%**	**-**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**2%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	1	0	0	*3*	1	0	0	0	*1*	2	0	0	0	*2*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
7:45 AM	**6**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**
8:00 AM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
8:15 AM	**3**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	4	1	0	0	*5*	0	0	0	0	*0*	1	0	0	1	*2*
Count Total	26	7	0	1	*34*	1	0	0	0	*1*	7	0	1	4	*12*
Peak Hour	**16**	**5**	**0**	**1**	***22***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**2**	**6**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

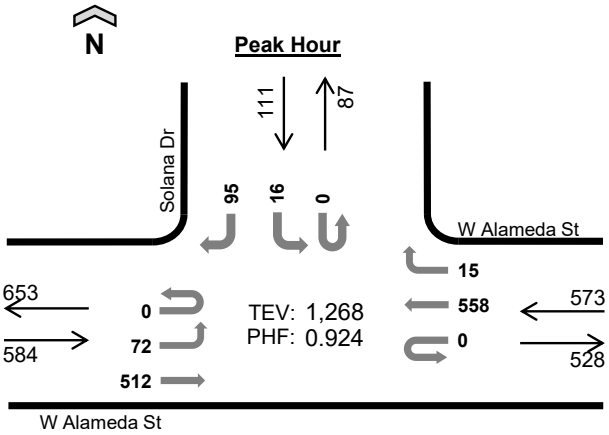
Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**13**
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**17**
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**22**
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
8:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	17
Count Total	0	0	26	0	0	0	6	1	0	0	0	0	0	0	0	1	34	
Pk Hr Heavy	**0**	**0**	**16**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	

Count Summaries - Bikes

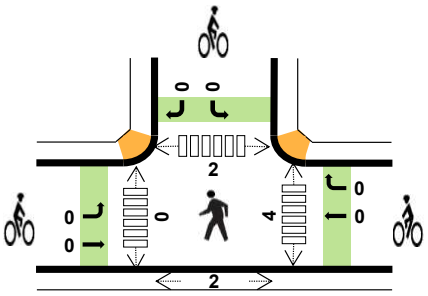
Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Solana Dr
W Alameda St



Date: 1/13/2026
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.90
WB	1%	0.89
NB	--	--
SB	0%	0.93
TOTAL	0%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	19	124	0	0	0	158	3	0	0	0	0	0	0	0	27	331	0
5:15 PM	0	17	145	0	0	0	149	3	0	0	0	0	0	6	0	23	343	0
5:30 PM	0	18	131	0	0	0	126	3	0	0	0	0	0	6	0	19	303	0
5:45 PM	0	18	112	0	0	0	125	6	0	0	0	0	0	4	0	26	291	1,268
Pk Hr All	0	72	512	0	0	0	558	15	0	0	0	0	0	16	0	95	1,268	
Pk Hr HV	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	
Pk Hr HV%	-	0%	0%	-	-	-	1%	0%	-	-	-	-	-	0%	-	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	1	0	*3*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	0	1	*3*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	1	4	0	0	*5*	0	0	0	0	*0*	4	0	2	2	*8*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	13	137	0	0	0	94	5	0	0	0	0	0	3	0	16	268	0
3:15 PM	0	19	94	0	0	0	154	4	0	0	0	0	0	3	0	24	298	0
3:30 PM	0	9	105	0	0	0	121	3	0	0	0	0	0	0	0	18	256	0
3:45 PM	0	19	101	0	0	0	130	4	0	0	0	0	0	4	0	10	268	1,090
4:00 PM	0	16	112	0	0	0	115	4	0	0	0	0	0	1	0	14	262	1,084
4:15 PM	0	19	120	0	0	0	119	4	0	0	0	0	0	2	0	17	281	1,067
4:30 PM	0	24	101	0	0	0	110	6	0	0	0	0	0	0	0	15	256	1,067
4:45 PM	0	9	134	0	0	0	118	4	0	0	0	0	0	3	0	19	287	1,086
5:00 PM	**0**	**19**	**124**	**0**	**0**	**0**	**158**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**331**	**1,155**
5:15 PM	**0**	**17**	**145**	**0**	**0**	**0**	**149**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**23**	**343**	**1,217**
5:30 PM	**0**	**18**	**131**	**0**	**0**	**0**	**126**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**19**	**303**	**1,264**
5:45 PM	**0**	**18**	**112**	**0**	**0**	**0**	**125**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**26**	**291**	**1,268**
Count Total	0	200	1,416	0	0	0	1,519	49	0	0	0	0	0	32	0	228	3,444	
Pk Hr All	**0**	**72**	**512**	**0**	**0**	**0**	**558**	**15**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**95**	**1,268**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	1	*4*	1	0	0	0	*1*	0	0	0	1	*1*
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	3	0	0	1	*4*	0	0	0	0	*0*	2	0	1	0	*3*
3:45 PM	1	4	0	0	*5*	0	0	0	0	*0*	0	0	1	0	*1*
4:00 PM	0	3	0	0	*3*	1	0	0	0	*1*	1	0	1	1	*3*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	1	2	0	0	*3*	0	0	0	1	*1*	1	0	1	0	*2*
4:45 PM	2	0	0	0	*2*	0	1	0	0	*1*	2	0	0	3	*5*
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**3**
5:30 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Count Total	12	17	0	2	*31*	2	1	0	1	*4*	10	0	6	8	*24*
Peak Hour	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**2**	**2**	**8**

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
3:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
3:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0
3:45 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	18
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	17
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	11
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Count Total	0	2	10	0	0	0	17	0	0	0	0	0	0	0	0	2	31	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	

Count Summaries - Bikes

Interval Start	W Alameda St				W Alameda St				n/a				Solana Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

APPENDIX C

GROWTH CALCULATIONS

Kimley»Horn

Growth Rate Calculations

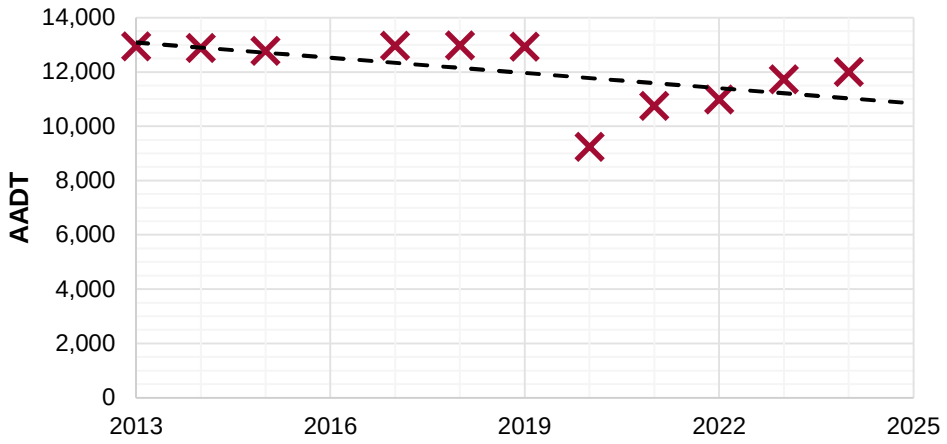
Historical Data

Proposed Growth Rate 1%

Source: Santa Fe Metropolitan Planning Organization Traffic Count Database System

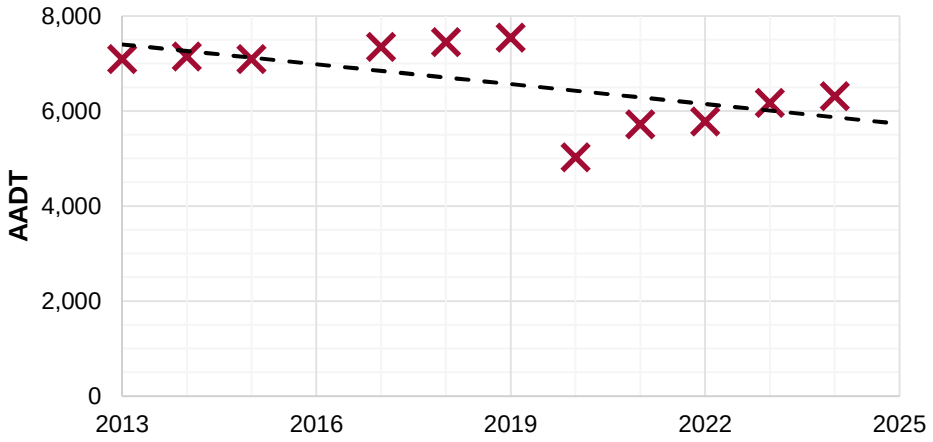
Road Name Alameda Street
Location ID 12136

Year	AADT	Growth %
2025		
2024	11,996	2.3%
2023	11,726	6.7%
2022	10,990	2.2%
2021	10,753	16.3%
2020	9,246	-28.5%
2019	12,932	-0.4%
2018	12,984	0.1%
2017	12,971	
2016		
2015	12,781	-0.8%
2014	12,879	-0.5%
2013	12,945	



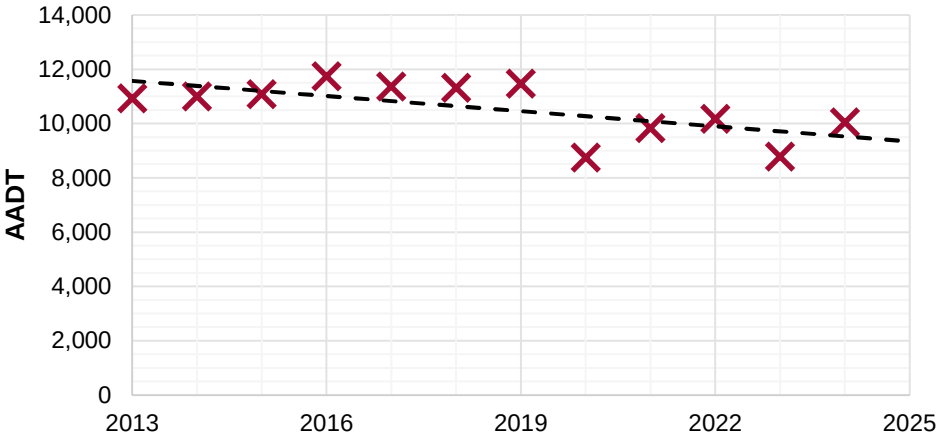
Road Name Camino Alire
Location ID 22822

Year	AADT	Growth %
2025		
2024	6,309	2.3%
2023	6,167	6.7%
2022	5,780	1.1%
2021	5,717	13.8%
2020	5,024	-33.4%
2019	7,541	1.2%
2018	7,452	1.4%
2017	7,349	
2016		
2015	7,092	-0.8%
2014	7,146	0.7%
2013	7,093	



Road Name Alameda Street
Location ID 22823

Year	AADT	Growth %
2025		
2024	10,061	14.4%
2023	8,793	-13.7%
2022	10,188	3.4%
2021	9,849	12.4%
2020	8,764	-23.7%
2019	11,488	1.4%
2018	11,328	-0.4%
2017	11,376	-3.2%
2016	11,757	6.0%
2015	11,090	0.7%
2014	11,013	0.7%
2013	10,941	



APPENDIX D

TRIP GENERATION CALCULATIONS

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (890) Furniture/Flooring Store

Unit 1000 Sq. Ft. GFA **Subcategory** All Sites

Size 3.68 **Setting/Location** General Urban/Suburban

Manual Edition ITE 12th Ed **Trip Type** Vehicle

Multimodal Trip Reduction (%) 0%

Additional Trip Reduction (%) 0%

Pass-by Land Use Type None

Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Equation			Equation			Equation		
Rate	N/A			N/A			N/A		
Equation	6.32			T = 0.35(X) + 0.67			Ln(T) = 0.92 Ln(X) - 0.38		
Total Trips	23			2			2		
Direction	In	Out	Total	In	Out	Total	In	Out	Total
Distribution	50%	50%	100%	66%	34%	100%	48%	52%	100%
Baseline Trips	12	11	23	1	1	2	1	1	2
External Trips	**12**	**11**	**23**	**1**	**1**	**2**	**1**	**1**	**2**

Kimley»Horn

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (712) Small Office Building

Unit 1000 Sq. Ft. GFA **Subcategory** All Sites

Size 3.16 **Setting/Location** General Urban/Suburban

Manual Edition ITE 12th Ed **Trip Type** Vehicle

Multimodal Trip Reduction (%) 0%

Additional Trip Reduction (%) 0%

Pass-by Land Use Type None

Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Rate			Rate			Rate		
Rate	14.39			1.64			2.16		
Equation	N/A			N/A			N/A		
Total Trips	45			5			7		
Direction	In	Out	Total	In	Out	Total	In	Out	Total
Distribution	50%	50%	100%	83%	17%	100%	34%	66%	100%
Baseline Trips	23	22	45	4	1	5	2	5	7
External Trips	**23**	**22**	**45**	**4**	**1**	**5**	**2**	**5**	**7**

Kimley»Horn

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (220) Multifamily Housing (Low-Rise)

Unit Dwelling Units **Subcategory** Not Close to Rail Transit

Size 3 **Setting/Location** General Urban/Suburban

Manual Edition ITE 12th Ed **Trip Type** Vehicle

Multimodal Trip Reduction (%) 0%

Additional Trip Reduction (%) 0%

Pass-by Land Use Type None

Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Equation			Equation			Equation		
Rate	N/A			N/A			N/A		
Equation	T = 5.63(X) + 120.45			T = 0.35(X) + 12.93			T = 0.48(X) + 7.35		
Total Trips	137			14			9		
Direction	In	Out	Total	In	Out	Total	In	Out	Total
Distribution	50%	50%	100%	24%	76%	100%	62%	38%	100%
Baseline Trips	69	68	137	3	11	14	6	3	9
External Trips	**69**	**68**	**137**	**3**	**11**	**14**	**6**	**3**	**9**

Kimley»Horn

Trip Generation Calculations

Project Boyd and Allister Mixed Use

Job Number 291153038 **Date** 2/11/2025 **Prepared by** Brendon Allred

ITE Land Use Code (932) High-Turnover (Sit-Down) Restaurant
Unit 1000 Sq. Ft. GFA **Subcategory** All Sites
Size 5.415 **Setting/Location** General Urban/Suburban
Manual Edition ITE 12th Ed **Trip Type** Vehicle
Multimodal Trip Reduction (%) 0%
Additional Trip Reduction (%) 0%
Pass-by Land Use Type (932) High-Tur
Internal Capture No

Time Period	Daily			AM Peak Hour			PM Peak Hour		
Analysis Period	Weekday			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.		
Methodology	Rate			Rate			Rate		
Rate	103.75			8.97			9.18		
Equation	N/A			N/A			N/A		
Total Trips	562			49			50		
Direction	In	Out	Total	In	Out	Total	In	Out	Total
Distribution	50%	50%	100%	55%	45%	100%	61%	39%	100%
Baseline Trips	281	281	562	27	22	49	31	19	50
External Trips	**281**	**281**	**562**	**27**	**22**	**49**	**31**	**19**	**50**

APPENDIX E

LOS CALCULATIONS

2026 EXISTING AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	317	198	136	165	7	63	1	146	7	8	2
Future Volume (veh/h)	2	317	198	136	165	7	63	1	146	7	8	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	2	391	222	168	204	9	78	1	74	9	10	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	843	1225	1038	663	1293	57	188	1	119	76	61	0
Arrive On Green	0.00	0.65	0.65	0.07	0.73	0.73	0.08	0.08	0.08	0.08	0.08	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1778	78	1482	19	1572	255	808	0
Grp Volume(v), veh/h	2	391	222	168	0	213	79	0	74	19	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1856	1501	0	1572	1064	0	0
Q Serve(g_s), s	0.0	8.6	5.3	2.5	0.0	3.3	0.0	0.0	4.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.6	5.3	2.5	0.0	3.3	4.7	0.0	4.3	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.99		1.00	0.47		0.00
Lane Grp Cap(c), veh/h	843	1225	1038	663	0	1350	189	0	119	137	0	0
V/C Ratio(X)	0.00	0.32	0.21	0.25	0.00	0.16	0.42	0.00	0.62	0.14	0.00	0.00
Avail Cap(c_a), veh/h	917	1225	1038	892	0	1350	440	0	401	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	7.1	6.5	4.0	0.0	4.0	42.4	0.0	42.3	40.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.5	0.2	0.0	0.2	1.5	0.0	5.3	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	1.7	0.7	0.0	1.1	1.9	0.0	1.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	7.8	7.0	4.2	0.0	4.2	43.9	0.0	47.5	41.2	0.0	0.0
LnGrp LOS	A	A	A	A		A	D		D	D		
Approach Vol, veh/h		615			381			153			19	
Approach Delay, s/veh		7.5			4.2			45.6			41.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	68.2		13.1	6.1	75.0		13.1				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	4.5	10.6		6.7	2.0	5.3		6.7				
Green Ext Time (p_c), s	0.4	3.5		0.5	0.0	1.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	12.0	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	465	287	1	12	9
Future Vol, veh/h	0	465	287	1	12	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	589	363	1	15	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	365	0	-	0	953	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	589	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1188	-	-	-	288	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	288	681
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	495
HCM Lane V/C Ratio	-	-	-	-	0.054
HCM Ctrl Dly (s/v)	0	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	473	288	1	4	2
Future Vol, veh/h	1	473	288	1	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1	606	369	1	5	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	371	0	-	0	979	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1177	-	-	-	277	676
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1177	-	-	-	277	676
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	12.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	464
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Ctrl Dly (s/v)	8.1	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	478	287	0	7	3
Future Vol, veh/h	4	478	287	0	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	5	629	378	0	9	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	1017	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1170	-	-	-	263	669
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1170	-	-	-	262	669
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	13.36
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	444
HCM Lane V/C Ratio	0.004	-	-	-	0.03
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	477	1	1	282	2	0	0	0	8	0	2
Future Vol, veh/h	2	477	1	1	282	2	0	0	0	8	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	619	1	1	366	3	0	0	0	10	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	621	0	0	-	-	620	995	-	368
Stage 1	-	-	-	-	-	-	-	-	-	370	-	-
Stage 2	-	-	-	-	-	-	-	-	-	625	-	-
Critical Hdwy	4.13	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1184	-	-	960	-	-	0	0	488	224	0	678
Stage 1	-	-	-	-	-	-	0	0	-	650	0	-
Stage 2	-	-	-	-	-	-	0	0	-	473	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	960	-	-	-	-	488	223	-	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	223	-	-
Stage 1	-	-	-	-	-	-	-	-	-	649	-	-
Stage 2	-	-	-	-	-	-	-	-	-	472	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.03	0	10.33
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1184	-	-	960	-	-	678
HCM Lane V/C Ratio	-	0.002	-	-	0.001	-	-	0.004
HCM Ctrl Dly (s/v)	0	8	-	-	8.8	-	-	10.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	468	237	6	14	47
Future Vol, veh/h	19	468	237	6	14	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	25	624	316	8	19	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	995	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	675	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1230	-	-	-	271	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1230	-	-	-	266	721
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	11.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1230	-	-	-	601
HCM Lane V/C Ratio	0.021	-	-	-	0.135
HCM Ctrl Dly (s/v)	8	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	250	93	252	363	9	177	5	372	5	5	3
Future Volume (veh/h)	3	250	93	252	363	9	177	5	372	5	5	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	272	72	274	395	10	192	5	201	5	5	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	567	988	838	688	1119	28	235	4	342	46	38	8
Arrive On Green	0.00	0.53	0.53	0.09	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1816	46	793	21	1585	0	176	35
Grp Volume(v), veh/h	3	272	72	274	0	405	197	0	201	12	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1862	813	0	1585	212	0	0
Q Serve(g_s), s	0.1	8.9	2.5	7.4	0.0	11.9	0.0	0.0	12.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	8.9	2.5	7.4	0.0	11.9	24.0	0.0	12.7	24.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.97		1.00	0.42		0.17
Lane Grp Cap(c), veh/h	567	988	838	688	0	1147	239	0	342	92	0	0
V/C Ratio(X)	0.01	0.28	0.09	0.40	0.00	0.35	0.82	0.00	0.59	0.13	0.00	0.00
Avail Cap(c_a), veh/h	628	988	838	834	0	1147	239	0	342	92	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	14.5	12.9	9.4	0.0	10.5	44.9	0.0	39.1	36.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.4	0.0	0.9	20.1	0.0	2.6	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	0.9	2.8	0.0	4.9	6.8	0.0	5.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	15.2	13.2	9.8	0.0	11.3	65.0	0.0	41.8	37.1	0.0	0.0
LnGrp LOS	B	B	B	A		B	E		D	D		
Approach Vol, veh/h		347			679			398			12	
Approach Delay, s/veh		14.7			10.7			53.3			37.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	65.3		30.0	6.2	75.0		30.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	9.4	10.9		26.0	2.1	13.9		26.0				
Green Ext Time (p_c), s	0.6	2.0		0.0	0.0	2.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	592	641	8	3	6
Future Vol, veh/h	7	592	641	8	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	637	689	9	3	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	698	0	-	0	1345	694
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	652	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	898	-	-	-	167	443
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	166	443
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	14.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	385
HCM Lane V/C Ratio	0.008	-	-	-	0.025
HCM Ctrl Dly (s/v)	9	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	590	645	8	8	7
Future Vol, veh/h	10	590	645	8	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	641	701	9	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	710	0	-	0	1368	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	663	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	889	-	-	-	162	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	160	436
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	15.75
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	351
HCM Lane V/C Ratio	0.012	-	-	-	0.046
HCM Ctrl Dly (s/v)	9.1	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	590	638	8	1	1
Future Vol, veh/h	11	590	638	8	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	634	686	9	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	695	0	-	0	1348	690
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	901	-	-	-	166	445
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	901	-	-	-	164	445
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	15.02
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	901	-	-	-	361
HCM Lane V/C Ratio	0.013	-	-	-	0.006
HCM Ctrl Dly (s/v)	9	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	581	0	0	646	9	0	0	0	2	0	9
Future Vol, veh/h	5	581	0	0	646	9	0	0	0	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	625	0	0	695	10	0	0	0	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	704	0	-	625	0	0	-	-	625	1335	-	699
Stage 1	-	-	-	-	-	-	-	-	-	699	-	-
Stage 2	-	-	-	-	-	-	-	-	-	635	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	894	-	0	957	-	-	0	0	485	131	0	440
Stage 1	-	-	0	-	-	-	0	0	-	430	0	-
Stage 2	-	-	0	-	-	-	0	0	-	466	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	894	-	-	957	-	-	-	-	485	130	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	130	-	-
Stage 1	-	-	-	-	-	-	-	-	-	430	-	-
Stage 2	-	-	-	-	-	-	-	-	-	464	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	13.37
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	894	-	957	-	-	440
HCM Lane V/C Ratio	-	0.006	-	-	-	-	0.022
HCM Ctrl Dly (s/v)	0	9.1	-	0	-	-	13.4
HCM Lane LOS	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	512	558	15	16	95
Future Vol, veh/h	72	512	558	15	16	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	557	607	16	17	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	623	0	-	0	1328	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	713	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	171	491
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	157	491
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.12	0	15.95
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	449
HCM Lane V/C Ratio	0.082	-	-	-	0.269
HCM Ctrl Dly (s/v)	9.1	-	-	-	16
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

2028 BACKGROUND AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	324	202	139	169	8	65	2	149	8	9	3
Future Volume (veh/h)	3	324	202	139	169	8	65	2	149	8	9	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	4	400	227	172	209	10	80	2	78	10	11	2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	834	1215	1030	648	1275	61	188	3	131	72	61	7
Arrive On Green	0.00	0.65	0.65	0.07	0.72	0.72	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1770	85	1366	34	1572	214	730	90
Grp Volume(v), veh/h	4	400	227	172	0	219	82	0	78	23	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1855	1400	0	1572	1033	0	0
Q Serve(g_s), s	0.1	9.1	5.6	2.6	0.0	3.6	0.0	0.0	4.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.1	5.6	2.6	0.0	3.6	5.4	0.0	4.6	5.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.98		1.00	0.43		0.09
Lane Grp Cap(c), veh/h	834	1215	1030	648	0	1336	191	0	131	140	0	0
V/C Ratio(X)	0.00	0.33	0.22	0.27	0.00	0.16	0.43	0.00	0.60	0.16	0.00	0.00
Avail Cap(c_a), veh/h	905	1215	1030	874	0	1336	428	0	397	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	7.4	6.8	4.3	0.0	4.2	42.5	0.0	42.1	40.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.5	0.2	0.0	0.3	1.5	0.0	4.3	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	1.8	0.8	0.0	1.2	1.9	0.0	1.9	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.8	8.2	7.3	4.5	0.0	4.5	44.0	0.0	46.4	41.1	0.0	0.0
LnGrp LOS	A	A	A	A		A	D		D	D		
Approach Vol, veh/h		631			391			160			23	
Approach Delay, s/veh		7.8			4.5			45.1			41.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	68.3		13.9	6.2	75.0		13.9				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	4.6	11.1		7.4	2.1	5.6		7.5				
Green Ext Time (p_c), s	0.4	3.6		0.6	0.0	1.4		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	475	293	2	13	10
Future Vol, veh/h	0	475	293	2	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	601	371	3	16	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	373	0	-	0	973	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	601	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	280	674
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	280	674
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.82
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1180	-	-	-	489
HCM Lane V/C Ratio	-	-	-	-	0.06
HCM Ctrl Dly (s/v)	0	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	483	294	2	5	3
Future Vol, veh/h	2	483	294	2	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	3	619	377	3	6	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	379	0	-	0	1003	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	624	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1168	-	-	-	269	669
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	268	669
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	12.91
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	465
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Ctrl Dly (s/v)	8.1	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	488	293	0	8	4
Future Vol, veh/h	5	488	293	0	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	7	642	386	0	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	1041	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	655	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1162	-	-	-	255	662
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1162	-	-	-	253	662
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	13.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1162	-	-	-	443
HCM Lane V/C Ratio	0.006	-	-	-	0.036
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	487	2	2	288	3	0	0	0	9	0	3
Future Vol, veh/h	3	487	2	2	288	3	0	0	0	9	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	632	3	3	374	4	0	0	0	12	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	635	0	0	-	-	634	1021	-	376
Stage 1	-	-	-	-	-	-	-	-	-	381	-	-
Stage 2	-	-	-	-	-	-	-	-	-	640	-	-
Critical Hdwy	4.13	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1175	-	-	948	-	-	0	0	479	215	0	670
Stage 1	-	-	-	-	-	-	0	0	-	641	0	-
Stage 2	-	-	-	-	-	-	0	0	-	464	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	948	-	-	-	-	479	213	-	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	213	-	-
Stage 1	-	-	-	-	-	-	-	-	-	639	-	-
Stage 2	-	-	-	-	-	-	-	-	-	462	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.06	0	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1175	-	-	948	-	-	670
HCM Lane V/C Ratio	-	0.003	-	-	0.003	-	-	0.006
HCM Ctrl Dly (s/v)	0	8.1	-	-	8.8	-	-	10.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	478	242	7	15	48
Future Vol, veh/h	20	478	242	7	15	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	27	637	323	9	20	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	1018	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	691	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1222	-	-	-	263	714
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	497	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1222	-	-	-	257	714
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	12.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1222	-	-	-	590
HCM Lane V/C Ratio	0.022	-	-	-	0.142
HCM Ctrl Dly (s/v)	8	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

2028 BACKGROUND PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	256	95	258	371	10	181	6	380	6	6	4
Future Volume (veh/h)	4	256	95	258	371	10	181	6	380	6	6	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	278	74	280	403	11	197	7	210	7	7	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	986	835	684	1116	30	232	6	342	46	38	8
Arrive On Green	0.00	0.53	0.53	0.09	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1812	49	781	28	1585	0	177	38
Grp Volume(v), veh/h	4	278	74	280	0	414	204	0	210	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1861	809	0	1585	215	0	0
Q Serve(g_s), s	0.1	9.2	2.6	7.6	0.0	12.2	0.0	0.0	13.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.2	2.6	7.6	0.0	12.2	24.0	0.0	13.3	24.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.97		1.00	0.41		0.18
Lane Grp Cap(c), veh/h	560	986	835	684	0	1146	238	0	342	92	0	0
V/C Ratio(X)	0.01	0.28	0.09	0.41	0.00	0.36	0.86	0.00	0.61	0.18	0.00	0.00
Avail Cap(c_a), veh/h	621	986	835	826	0	1146	238	0	342	92	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	14.6	13.1	9.5	0.0	10.6	45.4	0.0	39.4	36.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.4	0.0	0.9	25.2	0.0	3.2	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	1.0	2.8	0.0	5.1	7.4	0.0	5.5	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	15.3	13.3	9.9	0.0	11.4	70.5	0.0	42.7	37.5	0.0	0.0
LnGrp LOS	B	B	B	A		B	E		D	D		
Approach Vol, veh/h		356			694			414			17	
Approach Delay, s/veh		14.9			10.8			56.4			37.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	65.1		30.0	6.2	75.0		30.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	9.6	11.2		26.0	2.1	14.2		26.0				
Green Ext Time (p_c), s	0.6	2.0		0.0	0.0	2.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	24.8	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	604	654	9	4	7
Future Vol, veh/h	8	604	654	9	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	649	703	10	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	713	0	-	0	1375	708
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	887	-	-	-	160	435
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	887	-	-	-	159	435
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	14.96
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	887	-	-	-	373
HCM Lane V/C Ratio	0.01	-	-	-	0.032
HCM Ctrl Dly (s/v)	9.1	-	-	-	15
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	602	658	9	9	8
Future Vol, veh/h	11	602	658	9	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	654	715	10	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	725	0	-	0	1398	720
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	878	-	-	-	155	428
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	878	-	-	-	153	428
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	504	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	16.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	878	-	-	-	344
HCM Lane V/C Ratio	0.014	-	-	-	0.054
HCM Ctrl Dly (s/v)	9.2	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	602	651	9	2	2
Future Vol, veh/h	12	602	651	9	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	647	700	10	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	710	0	-	0	1378	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	673	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	889	-	-	-	160	437
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	157	437
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	354
HCM Lane V/C Ratio	0.015	-	-	-	0.012
HCM Ctrl Dly (s/v)	9.1	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	593	0	0	659	10	0	0	0	3	0	10
Future Vol, veh/h	6	593	0	0	659	10	0	0	0	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	638	0	0	709	11	0	0	0	3	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	719	0	-	638	0	0	-	-	638	1365	-	714
Stage 1	-	-	-	-	-	-	-	-	-	714	-	-
Stage 2	-	-	-	-	-	-	-	-	-	651	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	882	-	0	946	-	-	0	0	477	125	0	431
Stage 1	-	-	0	-	-	-	0	0	-	422	0	-
Stage 2	-	-	0	-	-	-	0	0	-	458	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	882	-	-	946	-	-	-	-	477	124	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	124	-	-
Stage 1	-	-	-	-	-	-	-	-	-	422	-	-
Stage 2	-	-	-	-	-	-	-	-	-	454	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0	0	13.56
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	882	-	946	-	-	431
HCM Lane V/C Ratio	-	0.007	-	-	-	-	0.025
HCM Ctrl Dly (s/v)	0	9.1	-	0	-	-	13.6
HCM Lane LOS	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	523	570	16	17	97
Future Vol, veh/h	74	523	570	16	17	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	568	620	17	18	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	637	0	-	0	1358	628
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	947	-	-	-	164	483
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	150	483
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.13	0	16.41
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	439
HCM Lane V/C Ratio	0.085	-	-	-	0.282
HCM Ctrl Dly (s/v)	9.2	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

2028 BACKGROUND PLUS PROJECT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	328	202	146	173	10	65	2	156	10	9	3
Future Volume (veh/h)	3	328	202	146	173	10	65	2	156	10	9	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	4	405	227	180	214	12	80	2	87	12	11	2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	831	1217	1032	647	1266	71	189	3	128	76	54	6
Arrive On Green	0.00	0.65	0.65	0.07	0.72	0.72	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1754	98	1407	35	1572	242	660	78
Grp Volume(v), veh/h	4	405	227	180	0	226	82	0	87	25	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1853	1442	0	1572	981	0	0
Q Serve(g_s), s	0.1	9.2	5.5	2.7	0.0	3.7	0.0	0.0	5.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.2	5.5	2.7	0.0	3.7	5.2	0.0	5.1	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.98		1.00	0.48		0.08
Lane Grp Cap(c), veh/h	831	1217	1032	647	0	1337	192	0	128	136	0	0
V/C Ratio(X)	0.00	0.33	0.22	0.28	0.00	0.17	0.43	0.00	0.68	0.18	0.00	0.00
Avail Cap(c_a), veh/h	902	1217	1032	873	0	1337	432	0	398	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	7.4	6.8	4.3	0.0	4.2	42.4	0.0	42.4	40.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.5	0.2	0.0	0.3	1.5	0.0	6.2	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	1.8	0.8	0.0	1.3	1.9	0.0	2.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	8.1	7.2	4.5	0.0	4.5	43.9	0.0	48.7	41.3	0.0	0.0
LnGrp LOS	A	A	A	A		A	D		D	D		
Approach Vol, veh/h		636			406			169			25	
Approach Delay, s/veh		7.8			4.5			46.4			41.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	68.3		13.7	6.2	75.0		13.7				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	4.7	11.2		7.2	2.1	5.7		7.2				
Green Ext Time (p_c), s	0.4	3.6		0.6	0.0	1.5		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.7
HCM 7th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	487	305	3	14	10
Future Vol, veh/h	0	487	305	3	14	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	616	386	4	18	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	390	0	-	0	1004	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1163	-	-	-	268	660
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1163	-	-	-	268	660
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	474
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	0	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	496	307	3	6	3
Future Vol, veh/h	2	496	307	3	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	3	636	394	4	8	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	397	0	-	0	1037	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	641	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1150	-	-	-	256	654
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1150	-	-	-	256	654
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	13.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	445
HCM Lane V/C Ratio	0.002	-	-	-	0.026
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	501	307	1	8	5
Future Vol, veh/h	5	501	307	1	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	7	659	404	1	11	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	1077	405
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	672	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1143	-	-	-	242	646
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1143	-	-	-	241	646
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	13.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1143	-	-	-	443
HCM Lane V/C Ratio	0.006	-	-	-	0.039
HCM Ctrl Dly (s/v)	8.2	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	500	3	2	308	3	0	0	7	9	0	4
Future Vol, veh/h	4	500	3	2	308	3	0	0	7	9	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	649	4	3	400	4	0	0	9	12	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	653	0	0	-	-	651	1067	-	402
Stage 1	-	-	-	-	-	-	-	-	-	407	-	-
Stage 2	-	-	-	-	-	-	-	-	-	660	-	-
Critical Hdwy	4.13	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1149	-	-	934	-	-	0	0	468	200	0	648
Stage 1	-	-	-	-	-	-	0	0	-	621	0	-
Stage 2	-	-	-	-	-	-	0	0	-	452	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	934	-	-	-	-	468	194	-	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	194	-	-
Stage 1	-	-	-	-	-	-	-	-	-	619	-	-
Stage 2	-	-	-	-	-	-	-	-	-	442	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0.06	12.84	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	468	1149	-	-	934	-	-	648
HCM Lane V/C Ratio	0.019	0.005	-	-	0.003	-	-	0.008
HCM Ctrl Dly (s/v)	12.8	8.1	-	-	8.9	-	-	10.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	497	261	7	15	49
Future Vol, veh/h	21	497	261	7	15	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	28	663	348	9	20	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	1071	353
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1196	-	-	-	244	691
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1196	-	-	-	239	691
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	12.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	570
HCM Lane V/C Ratio	0.023	-	-	-	0.15
HCM Ctrl Dly (s/v)	8.1	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	491	9	0	310	0	9
Future Vol, veh/h	491	9	0	310	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	534	10	0	337	0	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	543
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	543
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.75
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	543	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Ctrl Dly (s/v)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	505	4	21	290	14	4
Future Vol, veh/h	505	4	21	290	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	4	23	315	15	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	553	0	912	551
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1017	-	304	534
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1017	-	297	534
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.58	13.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	1017	-
HCM Lane V/C Ratio	0.044	-	-	0.022	-
HCM Ctrl Dly (s/v)	13.5	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	260	95	264	374	11	181	6	388	8	6	4
Future Volume (veh/h)	4	260	95	264	374	11	181	6	388	8	6	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	283	74	287	407	12	197	7	219	9	7	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	556	982	832	681	1113	33	254	7	342	48	31	6
Arrive On Green	0.00	0.52	0.52	0.09	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1807	53	883	31	1585	0	142	27
Grp Volume(v), veh/h	4	283	74	287	0	419	204	0	219	19	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1861	915	0	1585	168	0	0
Q Serve(g_s), s	0.1	9.4	2.6	7.8	0.0	12.4	0.0	0.0	14.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.4	2.6	7.8	0.0	12.4	24.0	0.0	14.0	24.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.97		1.00	0.47		0.16
Lane Grp Cap(c), veh/h	556	982	832	681	0	1146	261	0	342	84	0	0
V/C Ratio(X)	0.01	0.29	0.09	0.42	0.00	0.37	0.78	0.00	0.64	0.23	0.00	0.00
Avail Cap(c_a), veh/h	617	982	832	820	0	1146	261	0	342	84	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	14.8	13.2	9.6	0.0	10.6	44.0	0.0	39.7	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.4	0.0	0.9	14.2	0.0	4.0	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	1.0	2.9	0.0	5.2	6.6	0.0	5.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	15.5	13.4	10.0	0.0	11.5	58.2	0.0	43.7	38.1	0.0	0.0
LnGrp LOS	B	B	B	B		B	E		D	D		
Approach Vol, veh/h		361			706			423			19	
Approach Delay, s/veh		15.1			10.9			50.7			38.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	64.9		30.0	6.2	75.0		30.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	9.8	11.4		26.0	2.1	14.4		26.0				
Green Ext Time (p_c), s	0.6	2.1		0.0	0.0	3.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	23.4	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	618	664	10	5	7
Future Vol, veh/h	8	618	664	10	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	665	714	11	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	725	0	-	0	1401	719
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	682	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	878	-	-	-	154	428
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	878	-	-	-	153	428
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	15.39
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	878	-	-	-	359
HCM Lane V/C Ratio	0.01	-	-	-	0.036
HCM Ctrl Dly (s/v)	9.1	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	617	668	10	10	8
Future Vol, veh/h	11	617	668	10	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	671	726	11	11	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	1426	732
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	869	-	-	-	149	421
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	869	-	-	-	147	421
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	16.43
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	869	-	-	-	334
HCM Lane V/C Ratio	0.014	-	-	-	0.058
HCM Ctrl Dly (s/v)	9.2	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	615	662	10	2	3
Future Vol, veh/h	12	615	662	10	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	661	712	11	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	723	0	-	0	1404	717
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	880	-	-	-	154	429
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	880	-	-	-	151	429
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	15.12
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	361
HCM Lane V/C Ratio	0.015	-	-	-	0.015
HCM Ctrl Dly (s/v)	9.2	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	603	2	0	682	10	0	0	6	3	0	11
Future Vol, veh/h	7	603	2	0	682	10	0	0	6	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	648	2	0	733	11	0	0	6	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	744	0	0	651	0	0	-	-	649	1402	-	739
Stage 1	-	-	-	-	-	-	-	-	-	739	-	-
Stage 2	-	-	-	-	-	-	-	-	-	663	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	864	-	-	936	-	-	0	0	469	117	0	417
Stage 1	-	-	-	-	-	-	0	0	-	409	0	-
Stage 2	-	-	-	-	-	-	0	0	-	450	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	864	-	-	936	-	-	-	-	469	115	-	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	115	-	-
Stage 1	-	-	-	-	-	-	-	-	-	409	-	-
Stage 2	-	-	-	-	-	-	-	-	-	440	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0	12.78	13.87
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	864	-	-	936	-	-	417
HCM Lane V/C Ratio	0.014	0.009	-	-	-	-	-	0.028
HCM Ctrl Dly (s/v)	12.8	9.2	-	-	0	-	-	13.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	538	592	16	17	98
Future Vol, veh/h	75	538	592	16	17	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	585	643	17	18	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	1400	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	748	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	927	-	-	-	155	468
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	141	468
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.13	0	16.95
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	425
HCM Lane V/C Ratio	0.088	-	-	-	0.294
HCM Ctrl Dly (s/v)	9.3	-	-	-	17
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	616	11	0	663	0	8
Future Vol, veh/h	616	11	0	663	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	670	12	0	721	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	676
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	454
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	454
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	454	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Ctrl Dly (s/v)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	613	4	24	669	11	3
Future Vol, veh/h	613	4	24	669	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	666	4	26	727	12	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	671	0	1448	668
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	779	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	920	-	145	458
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	141	458
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	17.44
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	304	-	-	920	-
HCM Lane V/C Ratio	0.05	-	-	0.028	-
HCM Ctrl Dly (s/v)	17.4	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	361	226	155	188	8	72	2	167	8	10	3
Future Volume (veh/h)	3	361	226	155	188	8	72	2	167	8	10	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	4	446	257	191	232	10	89	2	100	10	12	2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	800	1187	1006	589	1253	54	196	3	163	70	66	8
Arrive On Green	0.00	0.63	0.63	0.07	0.70	0.70	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1780	77	1185	27	1572	167	638	73
Grp Volume(v), veh/h	4	446	257	191	0	242	91	0	100	24	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1857	1212	0	1572	879	0	0
Q Serve(g_s), s	0.1	11.1	6.9	3.2	0.0	4.3	0.0	0.0	5.9	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	11.1	6.9	3.2	0.0	4.3	7.5	0.0	5.9	7.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.98		1.00	0.42		0.08
Lane Grp Cap(c), veh/h	800	1187	1006	589	0	1307	199	0	163	144	0	0
V/C Ratio(X)	0.00	0.38	0.26	0.32	0.00	0.19	0.46	0.00	0.61	0.17	0.00	0.00
Avail Cap(c_a), veh/h	869	1187	1006	809	0	1307	398	0	388	366	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.4	8.5	7.8	5.3	0.0	4.9	42.4	0.0	41.7	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.6	0.3	0.0	0.3	1.6	0.0	3.7	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	2.3	1.0	0.0	1.5	2.2	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.4	9.4	8.4	5.6	0.0	5.2	44.1	0.0	45.4	40.3	0.0	0.0
LnGrp LOS	A	A	A	A		A	D		D	D		
Approach Vol, veh/h		707			433			191			24	
Approach Delay, s/veh		9.0			5.4			44.8			40.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	68.3		16.1	6.2	75.0		16.1				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	5.2	13.1		9.5	2.1	6.3		9.6				
Green Ext Time (p_c), s	0.4	4.1		0.6	0.0	1.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.5	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	530	327	2	14	11
Future Vol, veh/h	0	530	327	2	14	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	671	414	3	18	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	416	0	-	0	1086	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1137	-	-	-	239	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1137	-	-	-	239	637
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.54
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1137	-	-	-	453
HCM Lane V/C Ratio	-	-	-	-	0.07
HCM Ctrl Dly (s/v)	0	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	539	328	2	5	3
Future Vol, veh/h	2	539	328	2	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	3	691	421	3	6	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	423	0	-	0	1118	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1125	-	-	-	229	632
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1125	-	-	-	229	632
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	13.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1125	-	-	-	428
HCM Lane V/C Ratio	0.002	-	-	-	0.024
HCM Ctrl Dly (s/v)	8.2	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	545	327	0	8	4
Future Vol, veh/h	5	545	327	0	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	7	717	430	0	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	430	0	-	0	1161	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1119	-	-	-	216	625
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1119	-	-	-	215	625
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	14.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1119	-	-	-	406
HCM Lane V/C Ratio	0.006	-	-	-	0.039
HCM Ctrl Dly (s/v)	8.2	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	543	2	2	321	3	0	0	0	10	0	3
Future Vol, veh/h	3	543	2	2	321	3	0	0	0	10	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	705	3	3	417	4	0	0	0	13	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	421	0	0	708	0	0	-	-	706	1137	-	419
Stage 1	-	-	-	-	-	-	-	-	-	424	-	-
Stage 2	-	-	-	-	-	-	-	-	-	713	-	-
Critical Hdwy	4.13	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1133	-	-	891	-	-	0	0	436	179	0	634
Stage 1	-	-	-	-	-	-	0	0	-	608	0	-
Stage 2	-	-	-	-	-	-	0	0	-	423	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1133	-	-	891	-	-	-	-	436	178	-	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	178	-	-
Stage 1	-	-	-	-	-	-	-	-	-	606	-	-
Stage 2	-	-	-	-	-	-	-	-	-	421	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.06	0	10.71
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1133	-	-	891	-	-	634
HCM Lane V/C Ratio	-	0.003	-	-	0.003	-	-	0.006
HCM Ctrl Dly (s/v)	0	8.2	-	-	9.1	-	-	10.7
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	533	270	7	16	54
Future Vol, veh/h	22	533	270	7	16	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	29	711	360	9	21	72

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	369	0	-	0	1134	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	769	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1184	-	-	-	224	680
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1184	-	-	-	219	680
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	12.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1184	-	-	-	556
HCM Lane V/C Ratio	0.025	-	-	-	0.168
HCM Ctrl Dly (s/v)	8.1	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	285	106	287	414	11	202	6	424	6	6	4
Future Volume (veh/h)	4	285	106	287	414	11	202	6	424	6	6	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	310	86	312	450	12	220	7	258	7	7	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	967	820	661	1117	30	233	5	342	46	38	8
Arrive On Green	0.00	0.52	0.52	0.10	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1813	48	783	25	1585	0	177	38
Grp Volume(v), veh/h	4	310	86	312	0	462	227	0	258	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1862	808	0	1585	215	0	0
Q Serve(g_s), s	0.1	10.7	3.1	8.6	0.0	14.1	0.0	0.0	17.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.7	3.1	8.6	0.0	14.1	24.0	0.0	17.0	24.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.97		1.00	0.41		0.18
Lane Grp Cap(c), veh/h	523	967	820	661	0	1146	238	0	342	92	0	0
V/C Ratio(X)	0.01	0.32	0.10	0.47	0.00	0.40	0.95	0.00	0.75	0.18	0.00	0.00
Avail Cap(c_a), veh/h	584	967	820	785	0	1146	238	0	342	92	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	15.5	13.7	10.0	0.0	10.9	46.4	0.0	40.9	36.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.5	0.0	1.1	45.5	0.0	9.2	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	1.2	3.2	0.0	5.9	9.4	0.0	7.4	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	16.4	14.0	10.5	0.0	12.0	91.9	0.0	50.0	37.5	0.0	0.0
LnGrp LOS	B	B	B	B		B	F		D	D		
Approach Vol, veh/h		400			774			485			17	
Approach Delay, s/veh		15.9			11.4			69.6			37.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	64.0		30.0	6.2	75.0		30.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	10.6	12.7		26.0	2.1	16.1		26.0				
Green Ext Time (p_c), s	0.6	2.3		0.0	0.0	3.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	674	730	10	4	7
Future Vol, veh/h	8	674	730	10	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	725	785	11	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	796	0	-	0	1532	790
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	742	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	826	-	-	-	128	390
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	471	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	826	-	-	-	127	390
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	16.19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	826	-	-	-	333
HCM Lane V/C Ratio	0.01	-	-	-	0.035
HCM Ctrl Dly (s/v)	9.4	-	-	-	16.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	674	730	10	4	7
Future Vol, veh/h	8	674	730	10	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	733	793	11	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	804	0	-	0	1549	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	750	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	820	-	-	-	125	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	467	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	820	-	-	-	124	386
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	16.33
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	820	-	-	-	330
HCM Lane V/C Ratio	0.011	-	-	-	0.036
HCM Ctrl Dly (s/v)	9.4	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	672	727	10	2	2
Future Vol, veh/h	13	672	727	10	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	723	782	11	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	792	0	-	0	1538	787
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	828	-	-	-	127	392
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	828	-	-	-	125	392
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	16.57
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	828	-	-	-	315
HCM Lane V/C Ratio	0.017	-	-	-	0.014
HCM Ctrl Dly (s/v)	9.4	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	662	0	0	736	11	0	0	0	3	0	11
Future Vol, veh/h	6	662	0	0	736	11	0	0	0	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	712	0	0	791	12	0	0	0	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	803	0	-	712	0	0	-	-	712	1522	-	797
Stage 1	-	-	-	-	-	-	-	-	-	797	-	-
Stage 2	-	-	-	-	-	-	-	-	-	725	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	821	-	0	888	-	-	0	0	433	97	0	386
Stage 1	-	-	0	-	-	-	0	0	-	380	0	-
Stage 2	-	-	0	-	-	-	0	0	-	417	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	821	-	-	888	-	-	-	-	433	96	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	96	-	-
Stage 1	-	-	-	-	-	-	-	-	-	380	-	-
Stage 2	-	-	-	-	-	-	-	-	-	413	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	14.61
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	821	-	888	-	-	386
HCM Lane V/C Ratio	-	0.008	-	-	-	-	0.031
HCM Ctrl Dly (s/v)	0	9.4	-	0	-	-	14.6
HCM Lane LOS	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	583	636	18	19	109
Future Vol, veh/h	82	583	636	18	19	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	634	691	20	21	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	711	0	-	0	1513	701
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	812	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	889	-	-	-	132	439
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	119	439
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.17	0	18.92
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	396
HCM Lane V/C Ratio	0.1	-	-	-	0.351
HCM Ctrl Dly (s/v)	9.5	-	-	-	18.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	365	226	162	192	10	72	2	174	10	10	3
Future Volume (veh/h)	3	365	226	162	192	10	72	2	174	10	10	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	4	451	257	200	237	12	89	2	109	12	12	2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	799	1193	1011	589	1248	63	197	3	156	74	58	6
Arrive On Green	0.00	0.64	0.64	0.07	0.71	0.71	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1765	89	1245	28	1572	194	585	65
Grp Volume(v), veh/h	4	451	257	200	0	249	91	0	109	26	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1854	1273	0	1572	844	0	0
Q Serve(g_s), s	0.1	11.2	6.8	3.3	0.0	4.4	0.0	0.0	6.5	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	11.2	6.8	3.3	0.0	4.4	7.0	0.0	6.5	7.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.98		1.00	0.46		0.08
Lane Grp Cap(c), veh/h	799	1193	1011	589	0	1312	200	0	156	138	0	0
V/C Ratio(X)	0.01	0.38	0.25	0.34	0.00	0.19	0.45	0.00	0.70	0.19	0.00	0.00
Avail Cap(c_a), veh/h	869	1193	1011	811	0	1312	407	0	390	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	8.4	7.6	5.2	0.0	4.8	42.4	0.0	42.2	40.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.6	0.3	0.0	0.3	1.6	0.0	5.5	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	2.3	1.0	0.0	1.5	2.2	0.0	2.7	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.3	9.3	8.2	5.5	0.0	5.1	44.0	0.0	47.7	40.6	0.0	0.0
LnGrp LOS	A	A	A	A		A	D		D	D		
Approach Vol, veh/h		712			449			200			26	
Approach Delay, s/veh		8.9			5.3			46.0			40.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	68.2		15.6	6.2	75.0		15.6				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	5.3	13.2		9.0	2.1	6.4		9.1				
Green Ext Time (p_c), s	0.4	4.2		0.7	0.0	1.6		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.7	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	542	339	3	15	11
Future Vol, veh/h	0	542	339	3	15	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	686	429	4	19	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	433	0	-	0	1117	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	686	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1121	-	-	-	229	624
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1121	-	-	-	229	624
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.87
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1121	-	-	-	439
HCM Lane V/C Ratio	-	-	-	-	0.075
HCM Ctrl Dly (s/v)	0	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	552	341	3	6	3
Future Vol, veh/h	2	552	341	3	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	3	708	437	4	8	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	441	0	-	0	1152	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	713	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1108	-	-	-	219	618
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1108	-	-	-	218	618
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	14.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1108	-	-	-	409
HCM Lane V/C Ratio	0.002	-	-	-	0.028
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	558	341	1	8	5
Future Vol, veh/h	5	558	341	1	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	7	734	449	1	11	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	1197	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	747	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1100	-	-	-	205	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1100	-	-	-	204	610
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	14.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1100	-	-	-	406
HCM Lane V/C Ratio	0.006	-	-	-	0.042
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	556	3	2	341	3	0	0	7	10	0	4
Future Vol, veh/h	4	556	3	2	341	3	0	0	7	10	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	722	4	3	443	4	0	0	9	13	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	726	0	0	-	-	724	1182	-	445
Stage 1	-	-	-	-	-	-	-	-	-	450	-	-
Stage 2	-	-	-	-	-	-	-	-	-	732	-	-
Critical Hdwy	4.13	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1108	-	-	877	-	-	0	0	426	166	0	613
Stage 1	-	-	-	-	-	-	0	0	-	589	0	-
Stage 2	-	-	-	-	-	-	0	0	-	412	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1108	-	-	877	-	-	-	-	426	162	-	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	162	-	-
Stage 1	-	-	-	-	-	-	-	-	-	587	-	-
Stage 2	-	-	-	-	-	-	-	-	-	402	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0.05	13.64	10.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	1108	-	-	877	-	-	613
HCM Lane V/C Ratio	0.021	0.005	-	-	0.003	-	-	0.008
HCM Ctrl Dly (s/v)	13.6	8.3	-	-	9.1	-	-	10.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	552	289	7	16	55
Future Vol, veh/h	23	552	289	7	16	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	31	736	385	9	21	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	395	0	-	0	1187	390
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	797	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1158	-	-	-	208	658
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	203	658
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	13.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	538
HCM Lane V/C Ratio	0.026	-	-	-	0.176
HCM Ctrl Dly (s/v)	8.2	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	547	9	0	345	0	9
Future Vol, veh/h	547	9	0	345	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	595	10	0	375	0	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	599
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	501
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	501
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	501	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Ctrl Dly (s/v)	12.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	562	4	21	324	14	4
Future Vol, veh/h	562	4	21	324	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	611	4	23	352	15	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	615	0	1011	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	964	-	266	492
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	964	-	259	492
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.54	14.29
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	-	-	964	-
HCM Lane V/C Ratio	0.048	-	-	0.024	-
HCM Ctrl Dly (s/v)	14.3	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	289	106	293	417	12	202	6	432	8	6	4
Future Volume (veh/h)	4	289	106	293	417	12	202	6	432	8	6	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	314	86	318	453	13	220	7	267	9	7	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	964	817	659	1114	32	255	6	342	48	31	6
Arrive On Green	0.00	0.52	0.52	0.10	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	1809	52	885	28	1585	0	142	27
Grp Volume(v), veh/h	4	314	86	318	0	466	227	0	267	19	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1861	913	0	1585	168	0	0
Q Serve(g_s), s	0.1	10.9	3.1	8.8	0.0	14.3	0.0	0.0	17.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.9	3.1	8.8	0.0	14.3	24.0	0.0	17.7	24.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.97		1.00	0.47		0.16
Lane Grp Cap(c), veh/h	520	964	817	659	0	1146	261	0	342	84	0	0
V/C Ratio(X)	0.01	0.33	0.11	0.48	0.00	0.41	0.87	0.00	0.78	0.23	0.00	0.00
Avail Cap(c_a), veh/h	580	964	817	780	0	1146	261	0	342	84	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.0	15.7	13.8	10.1	0.0	11.0	45.2	0.0	41.1	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.5	0.0	1.1	25.7	0.0	11.1	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	1.2	3.3	0.0	5.9	8.2	0.0	7.9	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	16.6	14.1	10.6	0.0	12.0	70.9	0.0	52.2	38.1	0.0	0.0
LnGrp LOS	B	B	B	B		B	E		D	D		
Approach Vol, veh/h		404			784			494			19	
Approach Delay, s/veh		16.0			11.5			60.8			38.1	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	63.8		30.0	6.2	75.0		30.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	19.0	53.5		24.0	4.0	68.5		24.0				
Max Q Clear Time (g_c+I1), s	10.8	12.9		26.0	2.1	16.3		26.0				
Green Ext Time (p_c), s	0.6	2.3		0.0	0.0	3.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	27.2	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	688	740	11	5	7
Future Vol, veh/h	8	688	740	11	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	740	796	12	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	808	0	-	0	1559	802
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	757	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	124	384
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	818	-	-	-	122	384
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	16.68
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	321
HCM Lane V/C Ratio	0.011	-	-	-	0.04
HCM Ctrl Dly (s/v)	9.4	-	-	-	16.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	687	745	11	11	8
Future Vol, veh/h	12	687	745	11	11	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	747	810	12	12	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	822	0	-	0	1589	816
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	808	-	-	-	119	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	117	377
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	18.13
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	808	-	-	-	295
HCM Lane V/C Ratio	0.016	-	-	-	0.07
HCM Ctrl Dly (s/v)	9.5	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	685	738	11	2	3
Future Vol, veh/h	13	685	738	11	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	45	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	737	794	12	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	805	0	-	0	1564	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	765	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	819	-	-	-	123	385
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	121	385
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	16.36
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	819	-	-	-	322
HCM Lane V/C Ratio	0.017	-	-	-	0.017
HCM Ctrl Dly (s/v)	9.5	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	672	2	0	759	11	0	0	6	3	0	12
Future Vol, veh/h	7	672	2	0	759	11	0	0	6	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	723	2	0	816	12	0	0	6	3	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	828	0	0	725	0	0	-	-	724	1560	-	822
Stage 1	-	-	-	-	-	-	-	-	-	822	-	-
Stage 2	-	-	-	-	-	-	-	-	-	738	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	803	-	-	878	-	-	0	0	426	91	0	374
Stage 1	-	-	-	-	-	-	0	0	-	368	0	-
Stage 2	-	-	-	-	-	-	0	0	-	410	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	803	-	-	878	-	-	-	-	426	89	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	89	-	-
Stage 1	-	-	-	-	-	-	-	-	-	368	-	-
Stage 2	-	-	-	-	-	-	-	-	-	400	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0	13.58	14.97
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	803	-	-	878	-	-	374
HCM Lane V/C Ratio	0.015	0.009	-	-	-	-	-	0.035
HCM Ctrl Dly (s/v)	13.6	9.5	-	-	0	-	-	15
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	598	658	18	19	110
Future Vol, veh/h	83	598	658	18	19	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	650	715	20	21	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	735	0	-	0	1555	725
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	830	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	870	-	-	-	124	425
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	111	425
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	428	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.17	0	19.66
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	384
HCM Lane V/C Ratio	0.104	-	-	-	0.365
HCM Ctrl Dly (s/v)	9.6	-	-	-	19.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	686	11	0	739	0	8
Future Vol, veh/h	686	11	0	739	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	746	12	0	803	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	752
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	410
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	410	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-
HCM Ctrl Dly (s/v)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	683	4	24	746	11	3
Future Vol, veh/h	683	4	24	746	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	742	4	26	811	12	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	747	0	1608	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	863	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	862	-	115	414
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	862	-	112	414
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	401	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	19.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	862	-
HCM Lane V/C Ratio	0.056	-	-	0.03	-
HCM Ctrl Dly (s/v)	19.1	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

APPENDIX F

SANTA FE SIGNAL TIMING SHEETS

Alameda & Camino Alire

Phases In Use	1	2	NA	4	5	6	NA	8
Min Green	7	15	0	7	0	15	0	7
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	14	0	18	0	10	0	13
Veh Ext	3	3	0	3	3	3	0	3
Max 1	15	30	0	20	10	30	0	20
Max 2	25	60	0	30	10	60	0	30
Yellow	3.5	3.5	0	3.5	3.5	3.5	0	3.5
Red Clear	0.5	1	0	0.5	0.5	1	0	0.5
Red Revert	2	2	0	2	2	2	0	2
Max Initial	30	30	0	30	30	30	0	30
Vehicle Recall		X				X		
Dual Entry		X		X		X		X

At 7:30am switches to run max 2
At 8:00am switches to run max 1
At 11:00am switches to run max 2
At 13:00am switches to run max 1
At 15:00am switches to run max 2
At 18:00am switches to run max 1

da Street & Camino Alire / Bob Street

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APPENDIX G

SIGNALIZED LEFT AND RIGHT TURN STORAGE CALCULATIONS

2026 EXISTING AM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	2	391	244	168	213	79	180	21
v/c Ratio	0.00	0.35	0.24	0.23	0.16	0.51	0.52	0.11
Control Delay (s/veh)	4.0	11.4	4.8	4.3	5.1	51.5	12.0	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.0	11.4	4.8	4.3	5.1	51.5	12.0	36.4
Queue Length 50th (ft)	0	109	24	22	29	45	0	10
Queue Length 95th (ft)	2	176	55	44	78	89	44	32
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	777	1113	1003	822	1353	337	535	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.35	0.24	0.20	0.16	0.23	0.34	0.05

Intersection Summary

2026 EXISTING PM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	3	272	101	274	405	197	404	13
v/c Ratio	0.01	0.28	0.11	0.36	0.32	0.78	0.64	0.04
Control Delay (s/veh)	7.0	16.2	1.2	7.7	9.0	61.7	9.1	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	16.2	1.2	7.7	9.0	61.7	9.1	30.7
Queue Length 50th (ft)	1	103	0	63	103	127	0	6
Queue Length 95th (ft)	4	177	12	104	212	#239	88	23
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	581	972	894	815	1249	309	675	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.11	0.34	0.32	0.64	0.60	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2028 BACKGROUND AM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	400	249	172	219	82	184	25
v/c Ratio	0.01	0.36	0.25	0.24	0.16	0.52	0.53	0.13
Control Delay (s/veh)	4.3	11.7	5.0	4.5	5.2	51.8	11.9	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	11.7	5.0	4.5	5.2	51.8	11.9	34.8
Queue Length 50th (ft)	1	113	26	23	30	47	0	11
Queue Length 95th (ft)	3	183	58	45	81	92	44	34
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	770	1109	1000	814	1349	335	537	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.36	0.25	0.21	0.16	0.24	0.34	0.06

Intersection Summary

2028 BACKGROUND PM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	278	103	280	414	204	413	18
v/c Ratio	0.01	0.29	0.12	0.37	0.33	0.79	0.65	0.06
Control Delay (s/veh)	7.0	16.6	1.3	7.9	9.2	63.0	9.0	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	16.6	1.3	7.9	9.2	63.0	9.0	30.2
Queue Length 50th (ft)	1	109	0	67	109	133	0	8
Queue Length 95th (ft)	4	182	13	106	218	#254	89	29
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	573	964	887	806	1244	307	680	365
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.29	0.12	0.35	0.33	0.66	0.61	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2028 BACKGROUND PLUS PROJECT AM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	405	249	180	226	82	193	27
v/c Ratio	0.01	0.37	0.25	0.26	0.17	0.53	0.54	0.15
Control Delay (s/veh)	4.3	11.8	5.0	4.5	5.2	51.9	11.9	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	11.8	5.0	4.5	5.2	51.9	11.9	35.3
Queue Length 50th (ft)	1	116	26	24	31	47	0	12
Queue Length 95th (ft)	3	186	58	47	84	92	44	36
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	764	1107	998	809	1347	335	544	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.37	0.25	0.22	0.17	0.24	0.35	0.07

Intersection Summary

2028 BACKGROUND PLUS PROJECT PM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	283	103	287	419	204	422	20
v/c Ratio	0.01	0.29	0.12	0.38	0.34	0.79	0.65	0.07
Control Delay (s/veh)	7.0	16.8	1.3	8.0	9.3	63.2	9.0	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	16.8	1.3	8.0	9.3	63.2	9.0	30.9
Queue Length 50th (ft)	1	112	0	70	111	133	0	9
Queue Length 95th (ft)	4	186	13	109	220	#254	91	32
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	569	961	886	802	1244	306	687	356
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.29	0.12	0.36	0.34	0.67	0.61	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2038 HORIZON AM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	446	279	191	242	91	206	26
v/c Ratio	0.01	0.41	0.28	0.29	0.18	0.55	0.55	0.13
Control Delay (s/veh)	4.7	12.9	6.0	5.0	5.5	52.8	11.5	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.7	12.9	6.0	5.0	5.5	52.8	11.5	34.6
Queue Length 50th (ft)	1	135	35	27	35	52	0	12
Queue Length 95th (ft)	3	216	74	52	92	100	45	35
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	746	1095	989	774	1342	332	551	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.41	0.28	0.25	0.18	0.27	0.37	0.06

Intersection Summary

2038 HORIZON PM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	310	115	312	462	227	461	18
v/c Ratio	0.01	0.33	0.13	0.44	0.38	0.84	0.67	0.06
Control Delay (s/veh)	7.3	18.1	1.9	8.8	10.0	68.4	9.0	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	18.1	1.9	8.8	10.0	68.4	9.0	30.4
Queue Length 50th (ft)	1	131	0	80	132	153	0	8
Queue Length 95th (ft)	4	209	20	119	249	#296	95	29
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	537	939	868	767	1232	301	713	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.33	0.13	0.41	0.38	0.75	0.65	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2038 HORIZON PLUS PROJECT AM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	451	279	200	249	91	215	28
v/c Ratio	0.01	0.41	0.28	0.30	0.19	0.55	0.56	0.14
Control Delay (s/veh)	5.0	13.2	6.1	5.2	5.7	52.1	11.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	13.2	6.1	5.2	5.7	52.1	11.4	34.9
Queue Length 50th (ft)	1	138	35	28	37	52	0	13
Queue Length 95th (ft)	3	227	76	57	98	100	45	37
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	739	1089	984	768	1338	331	557	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.41	0.28	0.26	0.19	0.27	0.39	0.07

Intersection Summary

2038 HORIZON PLUS PROJECT PM



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	314	115	318	466	227	470	20
v/c Ratio	0.01	0.34	0.13	0.44	0.38	0.84	0.68	0.06
Control Delay (s/veh)	7.3	18.3	1.9	8.9	10.0	68.6	9.1	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	18.3	1.9	8.9	10.0	68.6	9.1	30.9
Queue Length 50th (ft)	1	133	0	82	133	153	0	9
Queue Length 95th (ft)	4	213	20	122	252	#297	97	32
Internal Link Dist (ft)		366			969	791		1043
Turn Bay Length (ft)	60		40	90			175	
Base Capacity (vph)	534	936	866	764	1232	300	719	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.34	0.13	0.42	0.38	0.76	0.65	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX H

SANTA FE BIKEWAY AND TRAILS MAP

Santa Fe
Bikeways & Trails

2025

MULTI-USE PATHS
- Paved - Major
- Paved - Minor
- Paved - Future
- Unpaved - Wide
- Unpaved - Narrow

ON STREET ROUTES
- Bike Lane/Shoulder
- Bike Lane - Higher Traffic/Speed
- Shared-Lower Traffic/Speed
- Shared-Higher Traffic/Speed
- Unpaved Roadway
- Bicycle / Ped. Underpass
- State Bicycle Route 9
- NM Railrunner Station
- Transit Centers
- Trailhead Parking
- Bike Shops
- Schools
- Library
- Bike Park
- Skate Park
- Railroad Track
- Santa Fe City Limits
- City Park
- City and County Openspace
- US Forest Service
- NM State Land
- BLM Land

	Bike Shop	Address	Phone
1	Alpine Sports	541 W. Cordova Rd	505-983-5155
2	Bike N' Sport	504 W. Cordova Rd.	505-820-0809
3	Broken Spoke	1426 Cerrillos Rd.	505-992-3102
4	Chainbreaker Collective	1519 5th St.	505-989-3858
5	Goathead Bike & Skate Shop	825 Early St.	
6	Heritage Inspirations Tours & E-Bike Rentals	211 Old Santa Fe Trail	505-984-7909
7	Pedego Electric Bikes Santa Fe	5029 Agua Fria St.	505-474-8398
8	RAWORKS	418 Cerrillos Road, Suite 2	505-772-0524
9	REI	500 Market St. #100	505-982-3557
10	Rob and Charlie's	1632 St. Michaels Drive	505-471-9119
11	Routes Rentals & Tours (Opening 2025)	Santa Fe Depot, 410 S. Guad.	505-933-5667
12	Sincere Cycles	411 W Water St. Unit B	505-983-8081
13	Sirius Cycles	2801 Rodeo Rd., Ste. B-8	505-819-7311
	Mobile Bike Works Santa Fe	N/A - Mobile	505-369-6995

	Transit Centers	Service
1	Santa Fe Depot	NM Rail Runner & Bus Connections
2	South Capitol Station	NM Rail Runner & Bus Connections
3	Zia Station	NM Rail Runner & Bus Connections
4	Santa Fe County/NM 599 Station	NM Rail Runner & Bus Connections
5	Lamy Station	Amtrak, Santa Fe Southern R.R.
6	Downtown Sheridan Transit Center	Santa Fe Trails Transit & Connections
7	Santa Fe Place Transit Center	Santa Fe Trails Transit
8	NMDOT Park & Ride Lot	NMDOT Park & Ride
9	Agora Parking Lot, Eldorado	NCRTD 280 Eldorado

Eldorado & Lamy

GALISTEO BASIN PRESERVE TRAILS

Lamy RR Station (AMTRAK)

Mile 0 0.25 0.5 1

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DISCLAIMER
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Document Path: O:\MPO Admin\GIS\MapProjects\Bikeways and Trails\Bikeways2024.mxd

APPENDIX I

SITE PLAN

EXISTING SITE DATA	
ADDRESS:	1202 W ALAMEDA ST
PARCEL #:	910017483
ZONING:	C-2 (PUD OVERLAY)
LOT AREA:	1.7 ACRES
LOT COVERAGE:	19%
PARKING:	41 SPACES

PROPOSED LOT 1A-1	
LOT AREA:	36,033 SF
LOT COVERAGE:	13.5%
OPEN AREA:	39.3%
PERMEABLE AREA:	67%
PARKING:	30 SPACES

PROPOSED LOT 1A-2	
LOT AREA:	37,791 SF
LOT COVERAGE:	24.5%
OPEN AREA:	30.5%
PERMEABLE AREA:	44.7%
PARKING	25 SPACES



PROPOSED SITE PLAN

Jennifer Jenkins

From: Leroy Nicholas Pacheco, PE <Engineer@leroypacheco.com>
Sent: Monday, June 8, 2026 2:52 PM
To: ESQUIBEL, DANIEL A.
Cc: Gallegos, Phil; Vermillion, Carl; Jennifer Jenkins
Subject: Re: 1202 W. Alameda Developer Review Comments
Attachments: Traffic Study-1202 W. Alameda REV_04.27.26.pdf; 6.8.26_Final_ DRT Traffic Comment Form-1202 W. Alameda.pdf

Dan

See email below and attached memo. The revised TIA is approved without further comments. Please use the revised TIA when this goes forward to PC.

Thanks,

Leroy Nicholas Pacheco, PE
Email: engineer@leroypacheco.com
Phone Number: 505-218-6853
Cell Phone: 505-423-4068

Sent with Proton Mail secure email.

On Friday, June 5th, 2026 at 9:35 AM, Gallegos, Phil <Philip.Gallegos@wilsonco.com> wrote:

> Leroy, I have reviewed the comment responses for the 1202 W. Alameda TIA and all of my comments have been addressed and updated in the Revised TIA. Please let me know if you have any questions or if you'd like to discuss any of the responses submitted by the developer. Thanks, Phil

Phil Gallegos, PE
Civil Engineer
Wilson & Company, Inc., Engineers & Architects
4401 Masthead Street NE, Suite 150 | Albuquerque, NM 87109
505-348-4126 (direct)
www.wilsonco.com

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City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant(s) must sign and date application.**

Check all that apply: __X__ **Water Service Technical Evaluation Request**
____ Agreement for Metered Service (AMS)
____ Agreement to Construct and Dedicate Public Improvements (ACD)
____ Annexation Application Water Budget
__X__ **Water Offset Program/Water Rights Compliance Requirement for a Development Water Budget**

WORK ORDER # _____

Applicant Name: JenkinsGavin Inc.

Project Address: 1202 W Alameda Street

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2006 Book 640 Page 026 Township, Range, Section: 17N R9E S 23

Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits ____

Property Uniform Property Code: 1-053-099-088-173 Existing Well: Yes ____ No X

Legal Description including lot size: Lot 1-A comprising 1.69 acres, Projected Section 23, T17N, R9E

Short Description of Project: Lot Split to create two parcels and a PUD Development Plan for a mixed-use project comprising a neighborhood restaurant and a wood shop within existing buildings, and three new dwellings.

Construction Start Date: Q4 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	Lot Split / Development Plan
2. Total number of lots approved on final plat/development plan: *pending approval	2 lots
3. Total number of homes existing or under construction:	0
4. Total number of affordable homes or units under SFHP: (include contract and waivers)	0
5. Size of service requested: (5/8", 3/4", 1" or 2")	1"

***Please fill in all categories below that apply for which water service is requested, then multiply by the water use factor to get the annual water demand:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- REVIEWED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Guest house (detached)	.09 afy per d.u.	_____
3	Apartment/Condominium	.16 afy per d.u.	0.48
_____	Senior Complex	.12 afy per d.u.	_____

3 **Total** **Total Residential Water Demand** 0.48 **AFY**

City of Santa Fe,New Mexico

UTILITY SERVICE APPLICATION

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Mixed-Use

Total gross floor area of building: 12,817 square feet

Total area of lot, tract or parcel: 1.69 acres

Automatic Fire Sprinkler System: X Yes _____ No

Building Construction Type: CMU, metal & wood frame

Building Square Footage: 12,817

Site Plan Attached: X Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----			---- REVIEWED BY STAFF ----	
Check Type of Use		Gross Floor Area	Water Use Factors	Annual Water Demand
____	Office (non-medical)	_____	(0.70 afy per 10,000 s.f.)	_____
____	Office (medical/analytical lab)	_____	(0.72 afy per 10,000 s.f.)	_____
____	Office (City/State)	_____	(0.58 afy per 10,000 s.f.)	_____
____	Large Retail Store	_____	(0.45 afy per 10,000 s.f.)	_____
____	Grocery Store	_____	(1.27afy per 10,000 s.f.)	_____
X	Restaurant (full service)	2,905 (104 seats)	(.02 afy per Seat)	2.08
____	Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____	Gasoline Station w/ Car Wash	_____	(6.56afy per Site)	_____
____	Gasoline Station w/o Car Wash	_____	(0.88 afy per Site)	_____
____	Car Wash (full service/conveyor)	_____	(5.66 afy per Site)	_____
____	Car Wash (self-service/manual)	_____	(0.94 afy per Wash Bay)	_____
____	Wholesale, Warehousing	_____	(0.4 afy per 10,000 s.f.)	_____
____	Industrial, Manufacturing	_____	(applicant estimate of water use)	_____
____	Church w/ day care or school)	_____	(1.3 afy per Site)	_____
____	Church w/o day care or school)	_____	(0.6 afy per Site)	_____
____	Lodging (Hotel/full service)	No. of rooms _____	(.13 afy per room)	_____
____	Lodging (Motel/limited service)	No. of rooms _____	(.09 afy per room)	_____
____	School, Elementary		(0.8 afy per 100 students)	_____
____	School, Middle or Junior High		(3.2 afy per 100 students)	_____
____	School, Senior High		(2.7 afy per 100 students)	_____
X	**Other** (not listed above)	Manufacturing - Goods 5,765 sf	(0.21 afy per site)	0.21

Total Floor Area 8,670 sf

Total Commercial Water Demand	2.29	**AFY**
Total Residential Water Demand (Subtract water demand for SFHP lots or units from total)	0.48	**AFY**
Total Irrigation Water Demand (attach calculations and assumptions)	0.083	**AFY**
9.8% Contingency Fee	0.19	**AFY**
TOTAL PROJECT WATER DEMAND	2.40*	**AFY**

*Includes 0.96 afy credit for historic water use.

City of Santa Fe,New Mexico

OWNER: Boyd & Allister Mailing Address: 1200 Hickox St. Santa Fe, NM 87505 Phone Number: Mobile Number:	***Only If Applicable** AGENT: JenkinsGavin/Jennifer Jenkins Title: Principal Mailing Address: 130 Grant Ave., #101 Santa Fe, NM 87501 Phone Number: 505-820-7444 Mobile Number: 505-930-6149

Information Provided By: Check one: Owner _____ Agent __X___

Signature: _____ Date: July 2, 2026

Technical Evaluation to be Sent to: Check one: Owner _____ Agent __X___

UTILITY SERVICE APPLICATION

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- **Ordinance 2008-53, prohibits new connections outside the Presumptive City limits unless specific conditions are met. Applications for service outside the Presumptive City limits must include documentation showing these conditions are met or the application will be rejected.**

For applications from outside the presumptive city limits, please provide the following:

- **Cover letter stating which Section of Ordinance 2008-53 is applicable.**
- **Provide supporting documentation for request.**
- **Applicant is responsible for complying with all the provisions and requirements of City of Santa Fe Ordinance No. 2002-29, "Annual Water Budget Ordinance".**
- **Applicant must obtain a water allocation prior to extension of a water main or metered service connection.**

PUBLIC WATER PLAN
FEED BIN RENOVATION
1202 WEST ALAMEDA STREET

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. METER CAN(S) AND HOT BOX SHALL HAVE A MINIMUM OF 5' OF UNOBSTRUCTED CLEARANCE ON ALL SIDES.

GENERAL UTILITY NOTES

1. A MINIMUM OF 18" VERTICAL SEPARATION SHALL BE PROVIDED IF WATER CROSSES ABOVE SANITARY SEWER AND MINIMUM 24" VERTICAL SEPARATION IF WATER CROSSES BELOW SANITARY SEWER MAIN.
2. A MINIMUM OF 12" VERTICAL SEPARATION SHALL BE PROVIDED FOR ALL PRIVATE UTILITY CROSSINGS.
3. THERE SHALL BE NO JOINTS IN EITHER PIPE WITHIN 10' OF UTILITY CROSSINGS (WATER SERVICE LINE AND/OR FIRE SERVICE LINES).
4. BACKFLOW PREVENTERS ARE REQUIRED ON COMMERCIAL AND IRRIGATION SERVICES.

FIRE SERVICE LINE BACKFLOW PREVENTION

THE FOLLOWING GUIDELINES SHALL BE FOLLOWED FOR BACKFLOW PREVENTION ON FIRE SERVICES LINES.

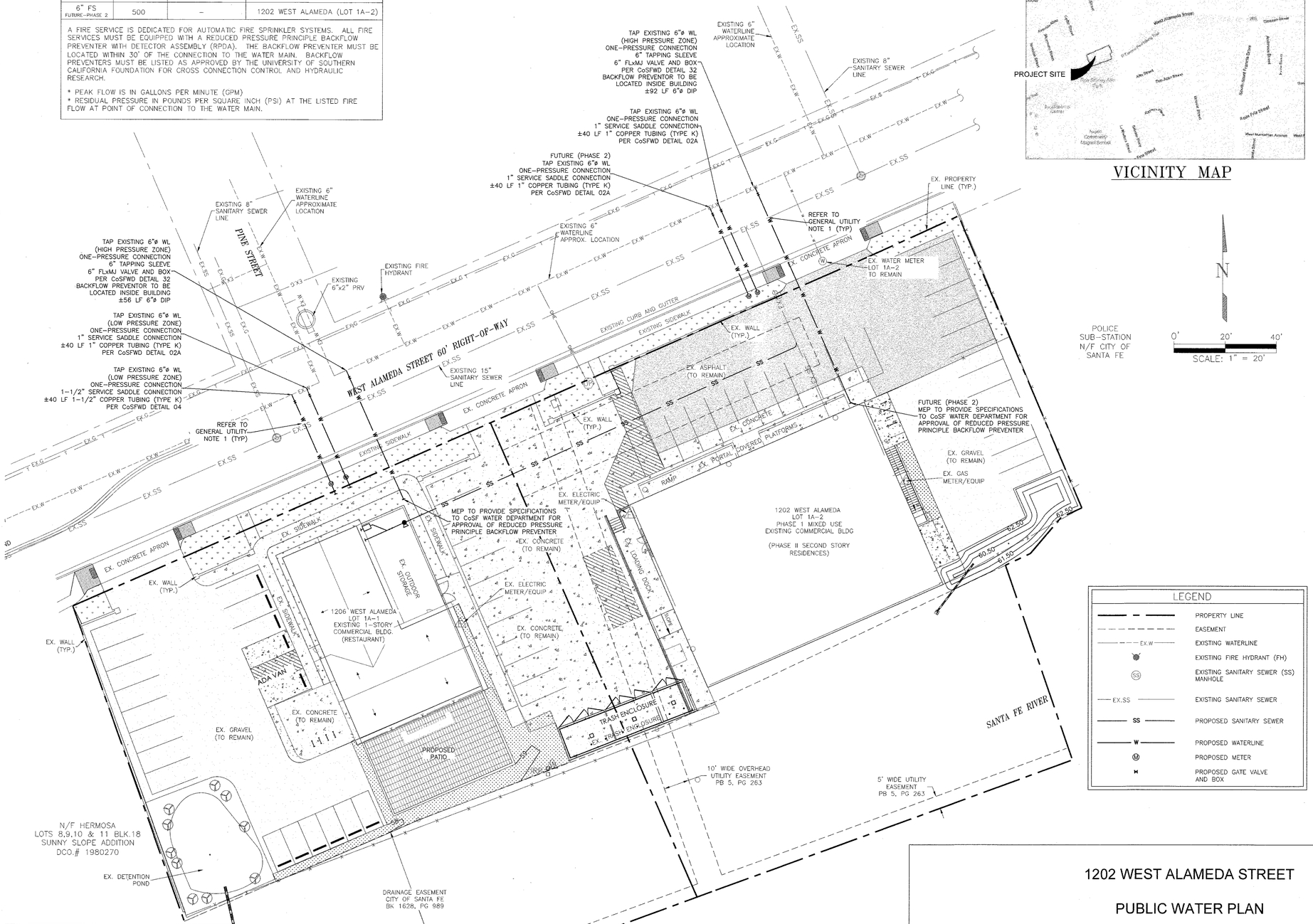
1. THE OWNER OR THEIR PLUMBING/FIRE PROTECTION CONTRACTOR IS RESPONSIBLE FOR PROVIDING BACKFLOW PREVENTION ON THE FIRE SERVICE LINE. CURRENTLY, THE CITY OF SANTA FE REQUIRES REDUCE PRESSURE BACKFLOW PREVENTORS (RPBP) WITH DETECTOR CHECK ON FIRE SERVICE LINES.
2. RPBP'S MUST BE LOCATED IN AN ABOVE GROUND HOUSING OR IN A MECHANICAL ROOM WHERE ADEQUATE DRAINAGE AND FREEZE PROTECTION IS AVAILABLE. THE RPBP SHALL BE LOCATED AS TO MINIMIZE THE UNPROTECTED LENGTH OF THE FIRE SERVICE LINE. THE TPBP WILL BE LOCATED WITHIN 30 FEET OF THE FIRE SERVICE TAP TO THE MAIN
3. THE RPBP SHALL INCLUDE AN INTEGRAL METERED BYPASS DETECTOR ASSEMBLY. THE BACKFLOW PREVENTOR AND THE METERED BYPASS SHALL BE DESIGNED AND FURNISHED AS A UNIT AND APPROVED BY THE FCCCHR-USC AS A UNIT AND MEET CITY OF SANTA FE STANDARDS.
4. THE OWNER SHALL PROVIDE CITY OF SANTA FE WATER CO WITH THE PROPOSED LOCATION OF THE RPBP AND THE MAKE AND MODEL NUMBER OF THE PROPOSED RPB ALONG WITH THE MANUFACTURES' DRAWINGS AND DATA FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE RPBP SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS (HORIZONTAL POSITION UNLESS ALTERNATE POSITIONS ARE ALLOWED BY THE MANUFACTURER AND HAVE BEEN APPROVED BY FCCCHR-USC).
5. A REMOTE METER INSTALLATION SHALL BE FURNISHED BY THE OWNER IN ACCORDANCE WITH CITY OF SANTA FE WATER CO STANDARD DETAIL "REMOTE READING UNIT" AND THE "REMOTER METER INSTALLATION CUSTOMER AGREEMENT" TERMS AND CONDITIONS.

FIRE SERVICE DESIGN TABLE

(1) SERVICE SIZE & TYPE DS,FS,IR	(2) REQUIRED FLOW GPM	(3) FS RESIDUAL PRESSURE (PSI)	(4) BUILDING SERVED
6" FS	500	58	1206 WEST ALAMEDA (LOT 1A-1)
6" FS FUTURE-PHASE 2	500	-	1202 WEST ALAMEDA (LOT 1A-2)

A FIRE SERVICE IS DEDICATED FOR AUTOMATIC FIRE SPRINKLER SYSTEMS. ALL FIRE SERVICES MUST BE EQUIPPED WITH A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER WITH DETECTOR ASSEMBLY (RPDA). THE BACKFLOW PREVENTER MUST BE LOCATED WITHIN 30' OF THE CONNECTION TO THE WATER MAIN. BACKFLOW PREVENTERS MUST BE LISTED AS APPROVED BY THE UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH.

* PEAK FLOW IS IN GALLONS PER MINUTE (GPM)
* RESIDUAL PRESSURE IN POUNDS PER SQUARE INCH (PSI) AT THE LISTED FIRE FLOW AT POINT OF CONNECTION TO THE WATER MAIN.



PROJECT SITE
Wood Gormley Park
Alto Street
Don Gaspar Street
Agua Fria Street
West Manhattan Avenue
Acequia Madre
Cerro Gordo Road
Camino Alire
Camino Cabra
Camino Manzano
Camino Corrales
Camino Carlos Rey
Camino Rincon
Camino Sierra Vista
Camino Cerrito Colorado
Camino Cabrito
Camino Entrada
Camino Delgado
Camino Alameda
Camino Cabra

City of Santa Fe, New Mexico

Memorandum

DATE: July 13, 2026

TO: JenkinsGavin Inc.

CC: Joel Cruz, Senior Planner, City of Santa Fe Land Use Department

FROM: Levi Newell, Water Resources Analyst, City of Santa Fe Water

RE: Approval 1202 W. Alameda Development Water Budget, Case# 2026-12048

ITEM: 1202 W. Alameda Development Water Budget

BACKGROUND AND SUMMARY: On July 9, 2026, the agent for 1202 W. Alameda Development, JenkinsGavin Inc., submitted a revised final development water budget including: 3 apartments, a restaurant, and a woodshop; irrigation water usage and the 9.8% contingency fee. This development project falls under the category of mixed use, given there is residential (apartments) & commercial (restaurant and woodshop) development.

REQUESTED ACTION: City of Santa Fe Water staff approves the development water budget for the 1202 West Alameda development in the amount of 2.40 acre-feet per year (AFY) as provided by JenkinsGavin Inc, the Owner's Agent, to meet the requirements of City Code Chapter 14, Section 7.7. This approval is void upon any changes to the development plan that affect water use prior to issuance of a building permit.

ATTACHMENTS:

1. 1202 W. Alameda Utility Service Application
2. 1202 W. Alameda Development Water Budget Calculations
3. 1202 W. Alameda Irrigation Plan
4. 1202 W. Alameda Development Water Use History

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant(s) must sign and date application.**

Check all that apply: **X** **Water Service Technical Evaluation Request**
____ Agreement for Metered Service (AMS)
____ Agreement to Construct and Dedicate Public Improvements (ACD)
____ Annexation Application Water Budget
X **Water Offset Program/Water Rights Compliance Requirement for a Development Water Budget**

WORK ORDER # _____

Applicant Name: JenkinsGavin Inc.

Project Address: 1202 W Alameda Street

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2006 Book 640 Page 026 Township, Range, Section: 17N R9E S 23

Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits ____

Property Uniform Property Code: 1-053-099-088-173 Existing Well: Yes ____ No X

Legal Description including lot size: Lot 1-A comprising 1.69 acres, Projected Section 23, T17N, R9E

Short Description of Project: Lot Split to create two parcels and a PUD Development Plan for a mixed-use project comprising a neighborhood restaurant and a wood shop within existing buildings, and three new dwellings.

Construction Start Date: Q4 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	Lot Split / Development Plan
2. Total number of lots approved on final plat/development plan: *pending approval	2 lots
3. Total number of homes existing or under construction:	0
4. Total number of affordable homes or units under SFHP: (include contract and waivers)	0
5. Size of service requested: (5/8", 3/4", 1" or 2")	1"

***Please fill in all categories below that apply for which water service is requested, then multiply by the water use factor to get the annual water demand:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- REVIEWED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Guest house (detached)	.09 afy per d.u.	_____
3	Apartment/Condominium	.16 afy per d.u.	0.48
_____	Senior Complex	.12 afy per d.u.	_____

3 **Total** **Total Residential Water Demand** 0.48 **AFY**

City of Santa Fe,New Mexico

UTILITY SERVICE APPLICATION

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Mixed-Use

Total gross floor area of building: 12,817 square feet

Total area of lot, tract or parcel: 1.69 acres

Automatic Fire Sprinkler System: X Yes _____ No

Building Construction Type: CMU, metal & wood frame

Building Square Footage: 12,817

Site Plan Attached: X Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

		---- COMPLETED BY APPLICANT ----		---- REVIEWED BY STAFF ----	
Check	Type of Use	Gross Floor Area		Water Use Factors	Annual Water Demand
____	Office (non-medical)	_____		(0.70 afy per 10,000 s.f.)	_____
____	Office (medical/analytical lab)	_____		(0.72 afy per 10,000 s.f.)	_____
____	Office (City/State)	_____		(0.58 afy per 10,000 s.f.)	_____
____	Large Retail Store	_____		(0.45 afy per 10,000 s.f.)	_____
____	Grocery Store	_____		(1.27afy per 10,000 s.f.)	_____
X	Restaurant (full service)	2,905 (104 seats)		(.02 afy per Seat)	2.08
____	Restaurant (limited service)	_____		(1.63 afy per Site)	_____
____	Gasoline Station w/ Car Wash	_____		(6.56afy per Site)	_____
____	Gasoline Station w/o Car Wash	_____		(0.88 afy per Site)	_____
____	Car Wash (full service/conveyor)	_____		(5.66 afy per Site)	_____
____	Car Wash (self-service/manual)	_____		(0.94 afy per Wash Bay)	_____
____	Wholesale, Warehousing	_____		(0.4 afy per 10,000 s.f.)	_____
____	Industrial, Manufacturing	_____		(applicant estimate of water use)	_____
____	Church w/ day care or school)	_____		(1.3 afy per Site)	_____
____	Church w/o day care or school)	_____		(0.6 afy per Site)	_____
____	Lodging (Hotel/full service)	No. of rooms _____		(.13 afy per room)	_____
____	Lodging (Motel/limited service)	No. of rooms _____		(.09 afy per room)	_____
____	School, Elementary			(0.8 afy per 100 students)	_____
____	School, Middle or Junior High			(3.2 afy per 100 students)	_____
____	School, Senior High			(2.7 afy per 100 students)	_____
X	**Other** (not listed above)	Manufacturing - Goods	5,765 sf	(0.21 afy per site)	0.21

Total Floor Area 8,670 sf

Total Commercial Water Demand 2.29 **AFY**

Total Residential Water Demand 0.48 **AFY**
(Subtract water demand for SFHP lots or units from total)

Total Irrigation Water Demand 0.083 **AFY**
(attach calculations and assumptions)

9.8% Contingency Fee 0.19 **AFY**

TOTAL PROJECT WATER DEMAND 2.40* **AFY**

*Includes 0.96 afy credit for historic water use.

City of Santa Fe,New Mexico

OWNER: Boyd & Allister Mailing Address: 1200 Hickox St. Santa Fe, NM 87505 Phone Number: Mobile Number:		***Only If Applicable** AGENT: JenkinsGavin/Jennifer Jenkins Title: Principal Mailing Address: 130 Grant Ave., #101 Santa Fe, NM 87501 Phone Number: 505-820-7444 Mobile Number: 505-930-6149

Information Provided By: Check one: Owner _____ Agent __X___

Signature: _____ Date: July 2, 2026

Technical Evaluation to be Sent to: Check one: Owner _____ Agent __X___

UTILITY SERVICE APPLICATION

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- **Ordinance 2008-53, prohibits new connections outside the Presumptive City limits unless specific conditions are met. Applications for service outside the Presumptive City limits must include documentation showing these conditions are met or the application will be rejected.**

For applications from outside the presumptive city limits, please provide the following:

- **Cover letter stating which Section of Ordinance 2008-53 is applicable.**
- **Provide supporting documentation for request.**
- **Applicant is responsible for complying with all the provisions and requirements of City of Santa Fe Ordinance No. 2002-29, "Annual Water Budget Ordinance".**
- **Applicant must obtain a water allocation prior to extension of a water main or metered service connection.**

1202 W. Alameda PUD Development Plan
Water Budget
May 26, 2026

LOT 1A-1			**Factor**		**AFY**
Restaurant, Full Service*	104 seats	0.02	per	seat	2.08
Landscape Irrigation					*0.056*
Development Water Budget					*2.14*

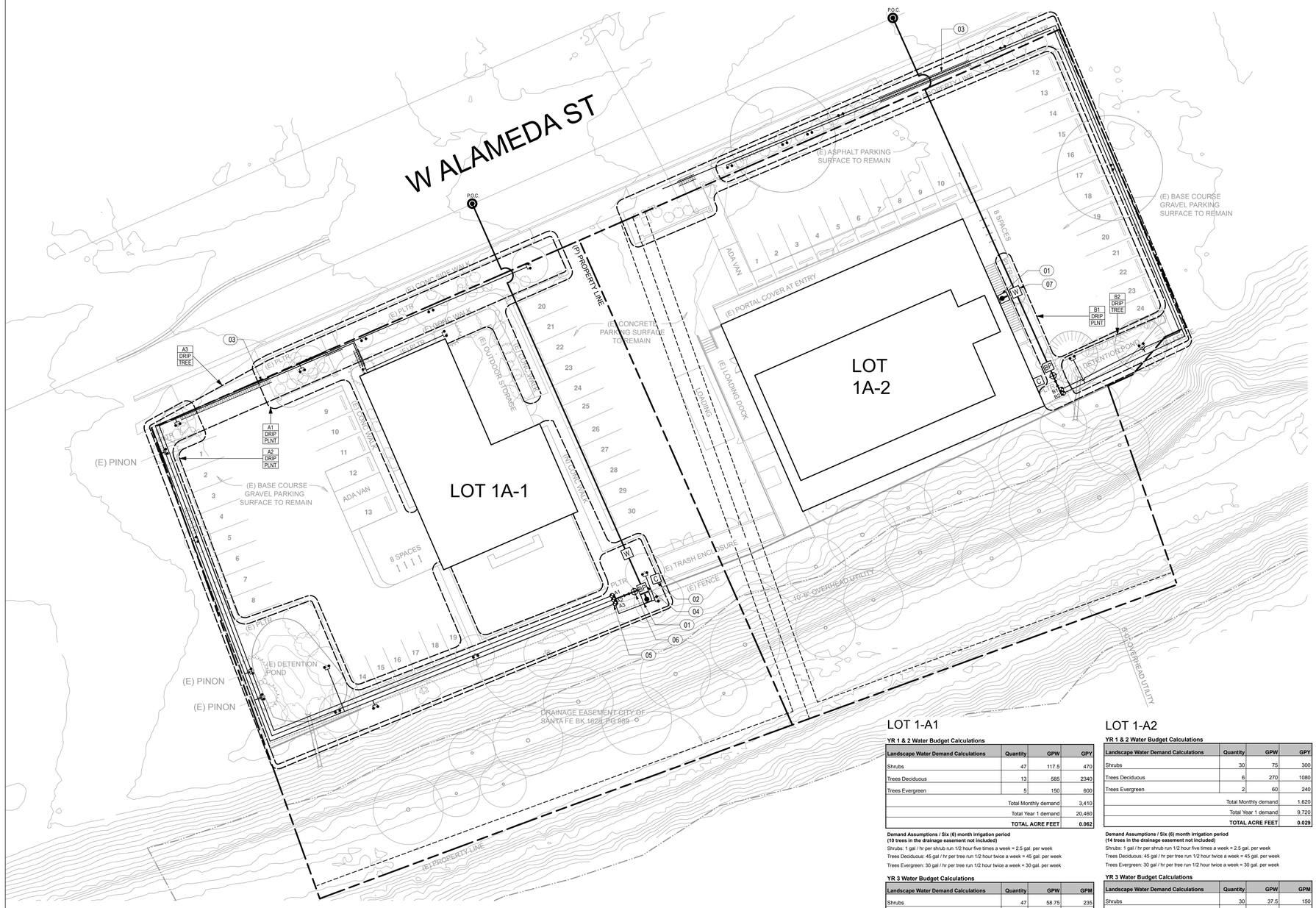
Landscape Irrigation Budget	AFY
YEAR 1	0.06
YEAR 2	0.06
YEAR 3	0.05
3-YEAR AVERAGE	*0.056*

LOT 1A-2		Factor			AFY
PHASE 1					
Woodshop (Manufacturing - Goods)*		0.21	per	site	0.21
Subtotal Phase 1 Commercial					*0.21*
PHASE 2					
3 Dwelling Units*		0.16	per	unit	0.48
Subtotal Phase 2 Residential					*0.48*
Landscape Irrigation					*0.026*
Water Budget					0.72
Credit per SFCC §14-7.7.D.3.					-0.67
Development Water Budget					*0.05*

Landscape Irrigation Budget	AFY
YEAR 1	0.029
YEAR 2	0.029
YEAR 3	0.021
3-YEAR AVERAGE	*0.026*

Total Development Water Budget	***2.18***
9.8% Contingency	***0.21***
TOTAL WATER DEMAND OFFSET	***2.40***

**Figures based on Resolution 2009-116.*



GENERAL IRRIGATION NOTES

1. IRRIGATION DESIGN IS BASED ON AVAILABLE PRESSURE AT POINT OF CONNECTION OF 50 TO 60 STATIC PSI @ MIN. 50 GPM. CONTRACTOR TO CONFIRM MINIMUM STATIC PSI AND GPM PRIOR TO BEGINNING ANY WORK ON THE IRRIGATION SYSTEM. SHOULD THE STATIC PSI AND GPM FLOW BE HIGHER OR LOWER BY 10% UNDER OR OVER THE REQUIRED, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT FOR DETERMINATION OF ANY ADJUSTMENTS THAT MAY BE NEEDED.
2. THE CONTRACTOR SHALL ADJUST LINE LOCATIONS TO MEET FIELD CONDITIONS AS NECESSARY AND SHALL ADJUST LINE SIZES TO MAINTAIN THE PSI INDICATED IN THE VALVE CHART FOR OPTIMUM OPERATIONAL PRESSURE TO BE PROVIDED TO EACH IRRIGATION HEAD OR EMITTER IN THAT VALVE ZONE. ANY MAJOR ADJUSTMENTS THAT CHANGE ZONE FLOW OR PRESSURE REQUIREMENTS BY MORE THAN 10 PERCENT IN THE ZONE, SHALL BE REVIEWED WITH THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

IRRIGATION NOTES

01 EXISTING FREEZE PROOF HYDRANT TO REMAIN IN PLACE
02 CONTRACTOR TO DETERMINE USABILITY OF EXISTING CONTROLLER. REPLACE IF NEEDED. CONTRACTOR TO FIELD LOCATE EXISTING ELECTRICAL LINES TO RECONNECT.
03 CONTRACTOR TO FIELD LOCATE EXISTING SLEEVING FOR REUSE.
04 EXISTING BACKFLOW PREVENTER TO BE REUSED AND UPGRADED TO MEET CODE STANDARDS. SEE IRRIGATION DETAILS.
05 EXISTING MASTER CONTROL VALVE TO REUSED.
06 EXISTING ZONE VALVES TO REMAIN AND BE REUSED.
07 EXISTING WATER METER TO REMAIN AND BE REUSED.

IRRIGATION DETAIL KEYNOTES

1.1	BACKFLOW PREVENTER	L-4
1.2	ZONE VALVE ASSEMBLY	L-4
1.3	DRIP EMITTER	L-4
1.4	CONTROLLER (WALL MOUNT)	L-4
1.5	GATE VALVE	L-4
1.6	PIPE BURY	L-4
1.7	MASTER GATE VALVE	L-4

IRRIGATION LEGEND

W WATER METER
C IRRIGATION CONTROLLER
BP REDUCE PRESSURE BACK FLOW PREVENTOR
MASTER VALVE
GATE VALVE
AUTOMATIC VALVE ASSEMBLY
IRRIGATION MAIN LINE
IRRIGATION LATERAL LINE
IRRIGATION SLEEVE

PIPE CHART, SCHED. 40 PVC:

PIPE SIZE	FLOW RATE
1"	0 to 12
1"	13 to 22
2"	23 to 30
2"	31 to 50
3"	51 to 75
3"	76 to 110

EMITTER SCHEDULE:

PLANT TYPE	GPH
TREES	18
EVERGREEN TREES	8
ORNAMENTAL SHRUBS	4
NATIVE SHRUBS	2
ORNAMENTAL GRASS	2
PERENNIALS	1

VALVE CHART:

STATION NO.	GENERAL LOCATION	HEAD TYPE	VALVE SIZE	PSI @ HEAD
A1	BACK + WEST PERIMETER + STREET	DRIP	1"	30
A2	STREET + BLDG PERIMETER	DRIP	1"	30
A3	TREES	DRIP	1"	30
B1	BACK + EAST PERIMETER + STREET	DRIP	1"	30
B2	TREES	DRIP	1"	30

IRRIGATION EQUIPMENT SCHEDULE:

ITEM	MAKE	MODEL	SIZE	NOTES
CONTROLLER	RAINBIRD	ESP-TM2	4 STATION	WALL MOUNTED
BACKFLOW PREVENTER	FEBCO	825Y	1"	INSTALL PER LOCAL CODES, IN HOT BOX WITH HEAT TAPE
GATE VALVE	FEBCO	-	LINE SIZE	SIZE SMAE AS UPSTREAM LINE, BRASS BODY, FEMALE THREADED
VALVE ASSEMBLY	RAINBIRD	PESB	SEE VALVE SCHEDULE	24 VOLT, AUTOMATIC REMOTE CONTROLLED VALVE NORMALLY CLOSED, LOW FLOW W/ 1" 'Y' FILTER 140M SCREEN, (1) BALL VALVE PER VALVE.
DRIP VALVE ASSEMBLY	RAINBIRD	XCZ-100-PRF	SEE VALVE SHCEDULE	24 VOLT, AUTOMATIC REMOTE CONTROLLED VALVE NORMALLY CLOSED, LOW FLOW W/ 1" 'Y' FILTER 140M SCREEN, (1) BALL VALVE PER VALVE.
DRIP TEE	-	-	-	PER DETAIL PROVIDE AT ALL LOCATIONS WHERE TRANSITION FROM PVC LATERAL TO PE DRIP LINES
MAINLINE - IRRIGATION	-	SCHE 40 PVC	2"	MIN 36" BURY DEPTH
LATERAL - IRRIGATION		SCHE 40 PVC	SEE SIZING CHART	MIN. 18" BURY DEPTH. SIZE AS PER CHART. 1" UNLESS OTHERWISE NOTED.
DRIP EMITER	RAINBIRD	RAINBUG	1/2" DIA	PROVIDE EMITTERS TO MEET EMITTER GPH RATES CHART

LOT 1-A1

YR 1 & 2 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPY
Shrubs	47	117.5	470
Trees Deciduous	13	585	2340
Trees Evergreen	5	150	600
		Total Monthly demand	3,410
		Total Year 1 demand	20,460
		TOTAL ACRE FEET	**0.062**

Demand Assumptions / Six (6) month irrigation period
(10 trees in the drainage easement not included)
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal. per week
Trees Deciduous: 45 gal / hr per tree run 1/2 hour twice a week = 45 gal. per week
Trees Evergreen: 30 gal / hr per tree run 1/2 hour twice a week = 30 gal. per week

YR 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPM
Shrubs	47	58.75	235
Trees Deciduous	13	455	1820
Trees Evergreen	5	100	400
		Total Monthly demand	2,455
		Total Year 3 demand	14,730
		TOTAL ACRE FEET	**0.045**

Demand Assumptions / Six (6) month irrigation period
(10 trees in the drainage easement not included)
Shrubs: 5 gal / hr per shrub run 1/2 hour five times a week = 1.25 gal. per week
Trees Deciduous: 35 gal / hr per tree run 1/2 hour twice a week = 35 gal. per week
Trees Evergreen: 20 gal / hr per tree run 1/2 hour twice a week = 20 gal. per week

3 YEAR AVERAGE

	GPW	GPY	AFY
Year 1	852.5	20,460	0.062
Year 2	852.5	20,460	0.062
Year 3	613.75	14,730	0.045
3-Year Average	773	18550	0.056

LOT 1-A2

YR 1 & 2 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPY
Shrubs	30	75	300
Trees Deciduous	6	270	1080
Trees Evergreen	2	60	240
		Total Monthly demand	1,620
		Total Year 1 demand	9,720
		TOTAL ACRE FEET	**0.029**

Demand Assumptions / Six (6) month irrigation period
(14 trees in the drainage easement not included)
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal. per week
Trees Deciduous: 45 gal / hr per tree run 1/2 hour twice a week = 45 gal. per week
Trees Evergreen: 30 gal / hr per tree run 1/2 hour twice a week = 30 gal. per week

YR 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPM
Shrubs	30	37.5	150
Trees Deciduous	6	210	840
Trees Evergreen	2	40	160
		Total Monthly demand	1,150
		Total Year 3 demand	6,900
		TOTAL ACRE FEET	**0.021**

Demand Assumptions / Six (6) month irrigation period
(14 trees in the drainage easement not included)
Shrubs: .5 gal / hr per shrub run 1/2 hour five times a week = 1.25 gal. per week
Trees Deciduous: 35 gal / hr per tree run 1/2 hour twice a week = 35 gal. per week
Trees Evergreen: 20 gal / hr per tree run 1/2 hour twice a week = 20 gal. per week

3 YEAR AVERAGE

	GPW	GPY	AFY
Year 1	405	9,720	0.029
Year 2	405	9,720	0.029
Year 3	287.5	6,900	0.021
3-Year Average	782.5	18780	0.026

NORTH 0 10 20 40 SCALE: 1"=20'

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

IRRIGATION PLAN

REVISIONS

STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE 03/09/2026
JOB NO.

DRAWING NO.
L-3

DEVELOPMENT PLAN

1202 W Alameda St Water Usage by Year

2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons	Read Date	Gallons
1/7/2016	1,100	1/12/2017	1,300	1/4/2018	1,300	1/10/2019	1,000	1/9/2020	800	1/7/2021	1,400	1/6/2022	500	1/5/2023	600	1/4/2024	200	1/9/2025	1,200
2/4/2016	1,100	2/2/2017	1,200	2/1/2018	1,700	2/7/2019	1,200	2/6/2020	900	2/4/2021	1,600	2/3/2022	3,600	2/2/2023	600	2/1/2024	100	2/6/2025	1,600
3/3/2016	1,600	3/9/2017	1,300	3/1/2018	1,700	3/7/2019	1,600	3/5/2020	900	3/4/2021	600	3/10/2022	6,100	3/9/2023	800	3/7/2024	200	3/6/2025	9,300
4/7/2016	1,600	4/6/2017	1,500	4/5/2018	1,400	4/4/2019	1,300	4/9/2020	900	4/8/2021	800	4/7/2022	3,600	4/6/2023	600	4/4/2024	100	4/3/2025	2,100
5/5/2016	1,700	5/4/2016	1,700	5/3/2018	1,400	5/9/2019	1,100	5/7/2020	3,500	5/6/2021	700	5/5/2022	6,100	5/4/2023	500	5/2/2024	200	5/1/2025	2,100
6/9/2016	1,700	6/1/2016	1,300	6/7/2018	1,500	6/6/2019	27,500	6/4/2020	8,500	6/3/2021	1,600	6/2/2022	7,600	6/1/2023	700	6/6/2024	1,300	6/5/2025	2,100
7/7/2016	20,400	7/6/2016	29,700	7/5/2018	3,000	7/4/2019	25,500	7/9/2020	8,700	7/8/2021	3,100	7/7/2022	9,200	7/6/2023	700	7/4/2024	3,400	7/10/2025	600
8/4/2016	49,000	8/3/2016	34,600	8/2/2018	3,200	8/8/2019	104,000	8/6/2020	8,500	8/5/2021	2,000	8/4/2022	9,200	8/3/2023	1,000	8/8/2024	300	8/7/2025	1,000
9/8/2016	44,500	9/7/2016	36,300	9/6/2018	14,200	9/5/2019	66,600	9/3/2020	9,100	9/9/2021	2,100	9/1/2022	8,400	9/7/2023	8,400	9/5/2024	2,900	9/4/2025	2,300
10/6/2016	43,800	10/5/2016	34,000	10/4/2018	42,100	10/3/2019	14,300	10/8/2020	500	10/7/2021	1,400	10/6/2022	10,500	10/5/2023	8,100	10/3/2024	6,300	10/2/2025	300
11/3/2016	20,800	11/2/2016	12,900	11/8/2018	5,100	11/7/2019	900	11/5/2020	18,100	11/4/2021	700	11/3/2022	1,800	11/2/2023	700	11/7/2024	1,100	11/6/2025	-
12/1/2016	1,400	12/7/2016	1,300	12/6/2018	1,100	12/5/2019	1,100	12/10/2020	1,000	12/9/2021	500	12/1/2022	600	12/7/2023	200	12/5/2024	7,000	12/4/2025	-
Total	**188,700**	**Total**	**157,100**	**Total**	**77,700**	**Total**	**246,100**	**Total**	**61,400**	**Total**	**16,500**	**Total**	**67,200**	**Total**	**22,900**	**Total**	**23,100**	**Total**	**22,600**

Average of highest two years	**217,400**	**GPY**
	0.67	**AFY**

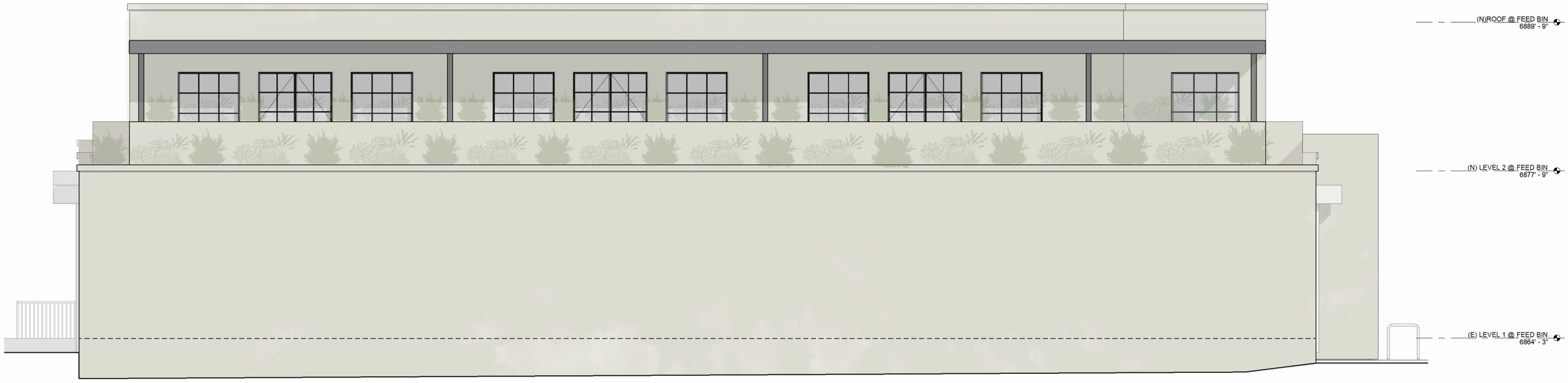
TABLE 14-8.7-2: ARCHITECTURAL DESIGN STANDARDS AND POINT ALLOCATION (SEE NOTE 1)			
ARCHITECTURAL DESIGN STANDARDS		**POINTS**	**COMMENTS**
WALLS			
PREDOMINANT EXTERIOR SURFACE MATERIALS	STUCCO, ADOBE	**30**	**THE DESIGN PROPOSES STUCCO, TO MATCH THE EXISITING BUILDING, AS THE PREDOMINANT EXTERIOR FINISH.**
	BRICK, NATURAL STONE, AND INTEGRALLY COLORED UNIT MASONRY		
	CONCRETE AND NON-INTEGRALLY COLORED UNIT MASONRY		
	METAL SIDING, GLASS CURTAINWALL SYSTEMS, GLASS BLOCK, WOOD SIDING, AND SIMULATED MATERIALS		
	MIRRORED GLASS CURTAINWALL SYSTEMS		
COLOR OF PREDOMINANT EXTERIOR SURFACE MATERIAL	EARTHTONES, CREAMS, AND PASTELS OF EARTHTONE HUES INCLUDING, BUT NOT NECESSARILY LIMITED TO ROSE, PEACH, AND TERRA COTTA COLORS	**30**	**THE DESIGN PROPOSES STUCCO, TO MATCH THE COLOR OF THE EXISITING BUILDING, WHICH IS AN EARTHTONE HUE.**
	PASTEL COLORS OF NON-EARTHTONE HUES, WHITES, GRAYS, AND GRAYISH GREENS		
	HIGH INTENSITY COLORS		
	METALLIC COLORS, GLASS, AND BLACK		
EXTERIOR SURFACE TREATMENT	(A) WALL SURFACES APPEAR MONOLITHIC WITH AT LEAST 75% OF THE TOTAL WALL AREA ONE MATERIAL AND ONE COLOR. NON-SOLAR FENESTRATION, WINDOW AND DOOR AWNINGS, APPLIED TRIM, AND ACCENT MATERIALS, COLORS, AND DECORATIVE BANDS, WITH THE EXCEPTION OF STUCCO MASONRY OR CONCRETE CONTROL JOINTS, ARE USED IN SUCH A WAY THAT THEY DO NOT GIVE A PANELIZED OR PREFABRICATED APPEARANCE, PRODUCE STRIPED OR CHECKERBOARD PATTERNS, OR EXCEED 25% OF THE SURFACE AREA OF ANY FACADE. FENESTRATION AND/OR ACCENT COLORS ON WALL SURFACES UNDER PORTALS OR CANOPIES HAVING A DEPTH OF AT LEAST 6-FEET SHALL BE EXEMPT FROM AREA CALCULATION.	**10**	**THE PROPOSAL EXHIBITS MONOLITHIC WALL SURFACES WITH AT LEAST 75% OF EACH ELEVATION CONSISTING OF THE SAME MATERIAL (STUCCO) AND OF THE SAME COLOR. WINDOW AND DOOR FENESTRATION, AWNINGS, TRIMS AND ACCENTS AT THE NORTH, SOUTH, EAST, AND WEST FACADES ACCOUNT FOR ONLY 17%, 13%, 18%, AND 22% OF EACH FACADE RESPECTIVELY. FURTHERMORE, THE APPLICATION OF ANY FENESTRATION PATTERN, AWNINGS, TRIMS, OR ACCENTS DOES NOT RESULT IN A PANELIZED, PREFABRICATED, OR CHECKERED APPEARANCE.**
	(B) WALL SURFACES DO NOT MEET THE CRITERIA SET FORTH IN PARAGRAPH (A) ABOVE		
ROOFS			
FORMS	(A) FLAT ROOF SURFACES ENTIRELY CONCEALED FROM PUBLIC VIEW BY PARAPETS	**20**	**THE DESIGN PROPOSES A FLAT ROOF, ENTIRELY CONCEALED BY PARAPETS.**
	(B) FLAT ROOF SURFACES NOT ENTIRELY CONCEALED FROM PUBLIC VIEW BY PARAPETS, UNIFORMLY SLOPING ROOFS, OR ANY COMBINATION OF FLAT AND UNIFORMLY SLOPING ROOFS, HAVING A HEIGHT, FROM SPRINGLINE TO PEAK, THAT DOES NOT EXCEED THE AVERAGE HEIGHT OF THE SUPPORTING WALLS AND HAVING A SLOPE WITH GREATER THAN OR EQUAL TO 4-FEET VERTICAL RISE FOR FOR EVERY 12-FEET OF HORIZONTAL RUN, AND LESS THAN OR EQUAL TO 12-FEET OF VERTICAL RISE FOR EVERY 12-FEET OF HORIZONTAL RUN.		
	(C) UNIFORMLY SLOPING ROOFS OR ANY COMBINATION OF FLAT AND UNIFORMLY SLOPING ROOFS, HAVING A HEIGHT FROM SPRINGLINE TO PEAK, THAT DOES NOT EXCEED THE AVERAGE HEIGHT OF THE SUPPORTING WALLS AND HAVING A SLOPE WITH LESS THAN 4-FEET VERTICAL RISE FOR FOR EVERY 12-FEET OF HORIZONTAL RUN, OR HAVING A SLOPE WITH GREATER THAN 12-FEET OF VERTICAL RISE FOR EVERY 12-FEET OF HORIZONTAL RUN.		
	(D) ANY TYPE OF SLOPING ROOF HAVING A HEIGHT, FROM SPRINGLINE TO PEAK, THAT EXCEEDS THE AVERAGE HEIGHT OF THE SUPPORTING WALLS; NON-UNIFORMLY SLOPING ROOFS; OR ANY COMBINATION OF FLAT AND NON-UNIFORMLY SLOPING ROOFS		
PREDOMINANT MATERIAL	(A) ALL SURFACES ARE CONCEALED FROM PUBLIC VIEW	**20**	**NO ROOF SURFACES ARE VISIBLE FROM PUBLIC VIEW AND ARE CONCEALED BEHIND PARAPETS.**
	(B) STANDING, FLAT, OR BATTEN SEAM METAL ROOFING; OR MEMBRANE, ASPHALT, OR GRAVEL SURFACES EXPOSED TO PUBLIC VIEW		

	(C) FLAT TILES OF CLAY, CONCRETE, OR SLATE		
	(D) BARREL TILES OF CLAY, CONCRETE, OR SLATE; ASPHALT SHINGLES		
	(E) WOOD SHINGLES OR SHAKES AND OTHER MATERIALS INCLUDING BUT NOT NECESSARILY LIMITED TO PLASTIC, FIBERGLASS, OR METAL ROOF TILES		
PREDOMINANT COLOR	(A) ALL SURFACES CONCEALED FROM PUBLIC VIEW	**15**	**NO ROOF SURFACES ARE VISIBLE FROM PUBLIC VIEW AND ARE CONCEALED BEHIND PARAPETS.**
	(B) DARK REDS, BROWNS, AND EARTHTONES, AND NATURAL METALS INCLUDING ALUMINUM, ZINC, TIN, AND LEAD		
	(C) LOW-INTENSITY COLORS OTHER THAN THOSE STATED ABOVE		
	(D) WHITE		
	(E) BRIGHT, NON-FADING, HIGH-INTENSITY COLORS AND ANY USE OF MULTIPLE COLORS		
BUILDING FORM			
MASSING	(A) ONE-STORY BUILDINGS WITH OVER 10,000 SQUARE FEET OF GROSS FLOOR AREA, AND MULTI-STORY BUILDINGS WITH OVER 20,000 SQUARE FEET OF GROSS FLOOR AREA WHICH ARE DESIGNED WITH WALL PLAN PROJECTS OR SETBACKS ON EACH PUBLICLY VISIBLE FACADE HAVING A DEPTH OF AT LEAST 3% OF THE LENGTH OF THE FACADE, AND EXTENDING AT LEAST 20% OF THE LENGTH OF THE FACADE		
	(B) ONE-STORY BUILDINGS WITH LESS THAN OR EQUAL TO 10,000 SQUARE FEET OF GROSS FLOOR AREA, AND MULTI-STORY BUILDINGS WITH LESS THAN OR EQUAL TO 20,000 SQUARE FEET OF GROSS FLOOR AREA WHICH ARE DESIGNED WITH EITHER OFFSETTING WALL PLANES OR UPPER STORY STEPBACKS OF AT LEAST 4 HORIZONTAL FEET, OR A RECESSED ENTRY SPACE OR PROJECTING CANOPY OR PORTAL HAVING A DEPTH OF AT LEAST 6 HORIZONTAL FEET, ON AT LEAST ONE PUBLICLY VISIBLE FACADE	**30**	**THE PROPOSAL INCORPORATES AN UPPER STORY STEPBACK OF 22'-10" ALONG THE STREET FACING FACADE, AS WELL AS STEPBACKS OF 4'-0" ALONG THE EAST AND WEST FACADES. A STEPBACK OF 11'-0" IS PROPOSED ALONG THE SOUTH FACADE, HOWEVER THIS FACADE IS NOT PUBLICLY VISIBLE. NOTE THAT THE STREET FACING (NORTH) FACADE ALSO INCLUDES A PORTAL WITH A DEPTH OF MORE THAT 6-FEET HORIZONTALLY.**
	(C) BUILDINGS NOT UTILIZING THE MASSING TECHNIQUES DESCRIBED IN PARAGRAPHS (A) OR (B) ABOVE		
DOORS & WINDOWS			
TREATMENT	(A) MORE THAN 50% OF DOORS, WINDOWS, AND GLAZED SURFACES, WHICH ARE NOT LOCATED UNDER CANOPIES OR PORTALES HAVING A HORIZONTAL DEPTH OF AT LEAST 6-FEET, HAVE EITHER FRAMES RECESSED A MINIMUM OF TWO INCHES , ARE CASED WITH TRIM, HAVE DIVIDED LITES, OR HAVE EXPOSED OR OTHERWISE ARTICULATED LINTELS	**20**	**ALL WINDOWS AND DOORS ARE TO BE DETAILED WITH A 2X4 BUCK, SET IN A MINIMUM OF 2X6 WALL FRAMING, WHICH WILL RESULT IN A MINIMUM RECESS OF 2". SIMLARLY, DIVIDED LITES ARE PROPOSED FOR ALL WINDOWS AND DOORS.**
	(B) MORE THAN 50% OF DOORS, WINDOWS, AND GLAZED SURFACES DO NOT MEET THE REQUIREMENTS SET FORTH IN PARAGRAPH (A) ABOVE		
AREA	(A) ALL WALL SURFACES WHICH ARE NOT LOCATED UNDER PORTALES OR CANOPIES HAVING A HORIZONTAL DEPTH OF AT LEAST 6-FEET, AND WHICH DO NOT INCLUDE SOLAR FENESTRATION, HAVE LESS THAN OR EQUAL TO 50% OPENINGS CONSISTING OF DOORS, WINDOWS, GLAZING, AND OTHER PENETRATIONS	**20**	**THE PROPOSAL EXHIBITS DOOR, WINDOW, AND GLAZING AREAS THAT DO NOT EXCEED 50% OF ANY WALL SURFACE. DOOR, WINDOW, AND GLAZING AREAS AT THE NORTH, SOUTH, EAST, AND WEST FACADES ACCOUNT FOR 21%, 33%, 14%, AND 12% , RESPECTIVELY.**
	(B) WALL SURFACES DO NOT MEET THE REQUIREMENTS AS SET FORTH IN PARAGRAPH (A) ABOVE		
LOCATION	(A) ALL DOORS, WINDOWS, AND GLAZED SURFACES, ON STRUCTURES HAVING A GROSS FLOOR AREA GREATER THAN 150 SQUARE FEET, ARE LOCATED AT LEAST 2-FEET FROM OUTSIDE BULIDING CORNERS		
	(A) ALL DOORS, WINDOWS, AND GLAZED SURFACES, ON STRUCTURES HAVING A GROSS FLOOR AREA LESS THAN OR EQUAL TO 150 SQUARE FEET, HAVE AT LEAST A 2-INCH MULLION AT INSIDE AND OUTSIDE BUILDING CORNERS	**20**	**THE PROJECT DOES NOT PROPOSE MULLIONS OF LESS THAT 2-INCHES**
GLAZING	(A) ALL GLAZING IS CLEAR OR TINTED NEUTRAL GRAY	**10**	**ALL GLAZING IS TO BE CLEAR OR TINTED. NO COLORED OR MIRRORED GLAZING IS PROPOSED**
	(B) ANY USE OF COLORED GLAZING		
	(C) ANY USE OF MIRRORED GLAZING		
EQUIPMENT			

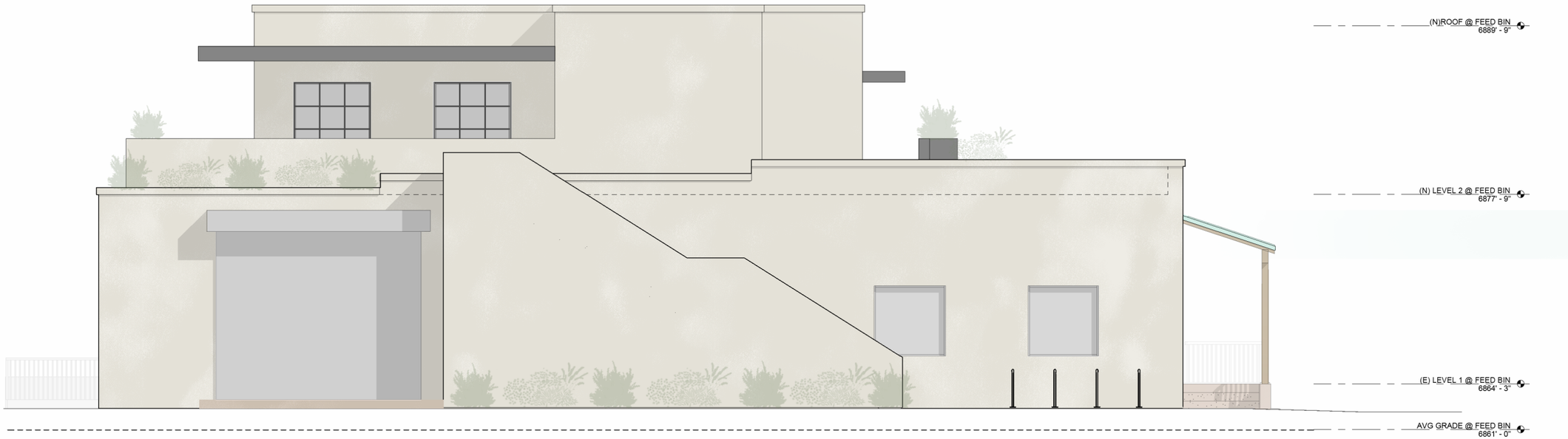
SCREENING	(A) ALL ROOF AND WALL MOUNTED MECHANICAL, ELECTRICAL, COMMUNICATIONS, AND SERVICE EQUIPMENT, INCLUDING SATELLITE DISHES AND VENT PIPES, ARE SCREENED FROM PUBLIC VIEW BY PARAPETS, WALLS, FENCES, DENSE EVERGREEN FOLIAGE, OR BY OTHER MEANS		
	(B) ALL BUILDING MOUNTED EQUIPMENT SET FORHT IN PARAGRAPH (A) ABOVE IS EITHER SCREENED; AND/OR PAINTED TO MATCH VISUALLY ADJACENT SURFACES	**5**	**ALL BUILDING MOUNTED EQUIPMENT IS TO BE SCREENED, CONCEALED BY PARAPETS, AND/OR PAINTED TO MATCH ADJACENT SURFACES. ALL HVAC HEAT PUMPS/CONDENSERS ARE PROPOSED TO BE LOCATED SUCH THAT THEY ARE SCREENED FROM PUBLIC VIEW.**
	(C) ALL BUILDING MOUNTED EQUIPMENT SET FORTH IN PARAGRAPH (A) ABOVE IS NOT SCREENED AND/OR PAINTED TO MATCH VISUALLY ADJACENT SURFACES		



CONCEPTUAL ELEVATION - NORTH



CONCEPTUAL ELEVATION - SOUTH



CONCEPTUAL ELEVATION - EAST



CONCEPTUAL ELEVATION - WEST

1202 WEST ALAMEDA ST PUD

DEVELOPMENT PLAN

Section 23, Township 17 North, Range 9 East
Santa Fe County, New Mexico
CASE #2026-12047,12048,12049



VICINITY MAP

North

W E

S

Engineer Ratios
1:10, 1:20, 1:30, 1:40. 1:50 or 1:60

LINETYPE LEGEND

PROPERTY LINE

ROW LINE

EASEMENT

SETBACKS

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AND RECORDED ON THIS _____DAY OF _____, 20___, AT _____ O'CLOCK __M, AND WAS DULY RECORDED IN BOOK _____PAGE ___ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY

_____ _____
DEPUTY

OWNER / DEVELOPER:

Boyd & Allister LLC
1200 Hickox St
Santa Fe, NM 87505

SURVEYOR:

Rick Chatroop
110 Wagon Trail Rd
Cerrillos, NM 87010

PLANNER:

JenkinsGavin
130 Grant Ave, Suite 101
Santa Fe, NM 87501

ARCHITECT:

Erech Taschek
19 Estambre Rd
Santa Fe, NM 87508

LANDSCAPE:

Surroundings
1611 Paseo de Peralta
Santa Fe, NM 87501

CIVIL ENG:

Civil Design Group, LLC
617 West Alameda St
Santa Fe, NM 87501

MEP ENGINEER:

CITY OF SANTA FE APPROVALS

Approval by Santa Fe Planning Commission at their meeting of _____, 20 ____, as Case No. _____.

_____
Planning Commission Chairperson Date

_____
Planning Commission Secretary Date

Approved by the City of Santa Fe Land Use Department:

_____
City Planner Date

_____
City Engineer of Land Use Date

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

_____
[OWNER]
THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY_____ THIS ____ DAY OF _____ , 20____.

_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

NOTARIZED STORMWATER AGREEMENT

STORMWATER AGREEMENT: PROPERTY OWNERS(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDATIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS: (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE REPECTIVE PROPERTY OWNER, TO ENTER ENTER AND RETORE FULL FUNCTIONAL CAPACTIY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND, (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUCMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
OWNER'S PRINTED NAME

_____
OWNER'S SIGNATURE / DATE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS DAY OF _____. 20_____(OR EQUAL).

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

CITY OF SANTA FE DRAINAGE NOTES:

1. NO VARIANCES ARE APPROVED FOR THIS DEVELOPMENT PLAN. THE CITY CODE AND APPLICATION CHAPTERS SHALL GOVERN AND APPLY TO THIS DEVELOPMENT PLAN IN ITS ENTIRETY.
2. CITY OF SANTA FE DRAINAGE:
   - 2.1. SUBJECT TO THE APPROVAL OF THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
   - 2.2. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA E IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THE EASEMENT AND DRAINAGE FACILITIES AT THE DISCRETION OF PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHTS.

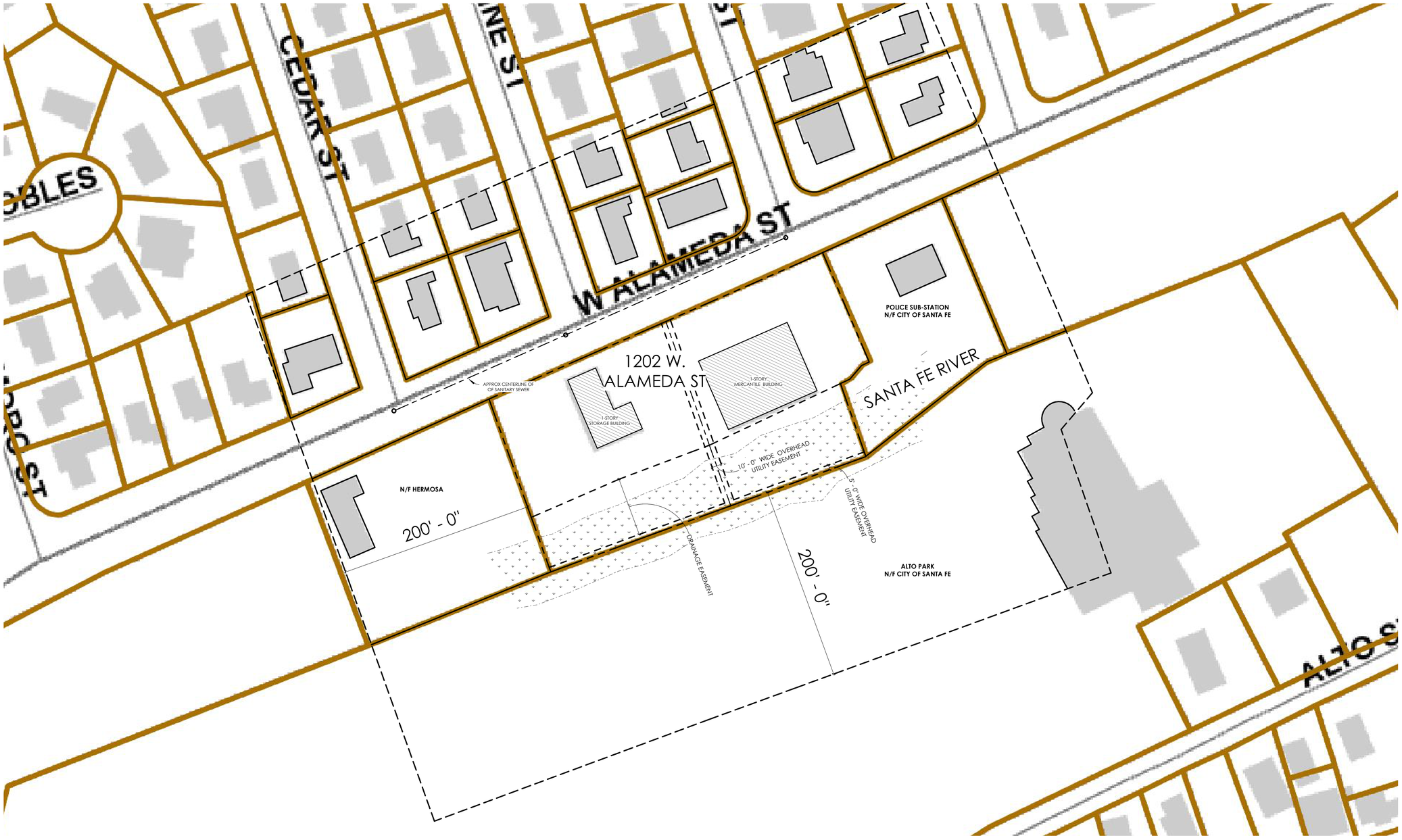
SHEET INDEX:

DP-100 COVER SHEET
DP-101 EXISTING CONDITIONS
DP-102 TOPOGRAPHIC SURVEY
DP-103 DEVELOPMENT PLAN
DP-104 LOT SPLIT PLAT
DP-105 CONDITIONS OF APPROVAL

ADDRESS: 1202 West Alameda Street
Santa Fe, New Mexico 87501

SHEET NAME:
DEVELOPMENT PLAN COVER SHEET

SHEET #:
DP-100
SHEET #___OF ____



01 1202 W ALAMEDA ST EXISTING CONDITIONS PLAN
1" = 50'-0"

TRUE PROJECT

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA
PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

EXISTING CONDITIONS

REVISIONS

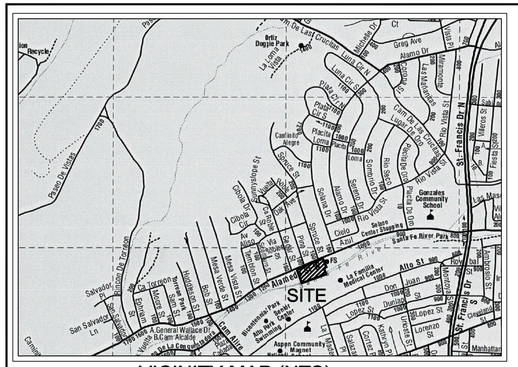
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	3.09.2026
JOB NO.	25.02

DRAWING NO.

DP-101

DEVELOPMENT PLAN



VICINITY MAP (NTS)

PLAT REFERENCES

"ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH–WAY FEEDS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.

SANITARY SEWER DATA

MANHOLE	RIM ELEVATION	INVERT ELEVATION
A	6862.6'	6854.7'
B	6858.1'	6850.2'
C	6854.7'	

LEGEND AND NOTES

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 LOCALIZED TO POINTS FOUND LOT OF RECORD IS FROM "ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH–WAY FEEDS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

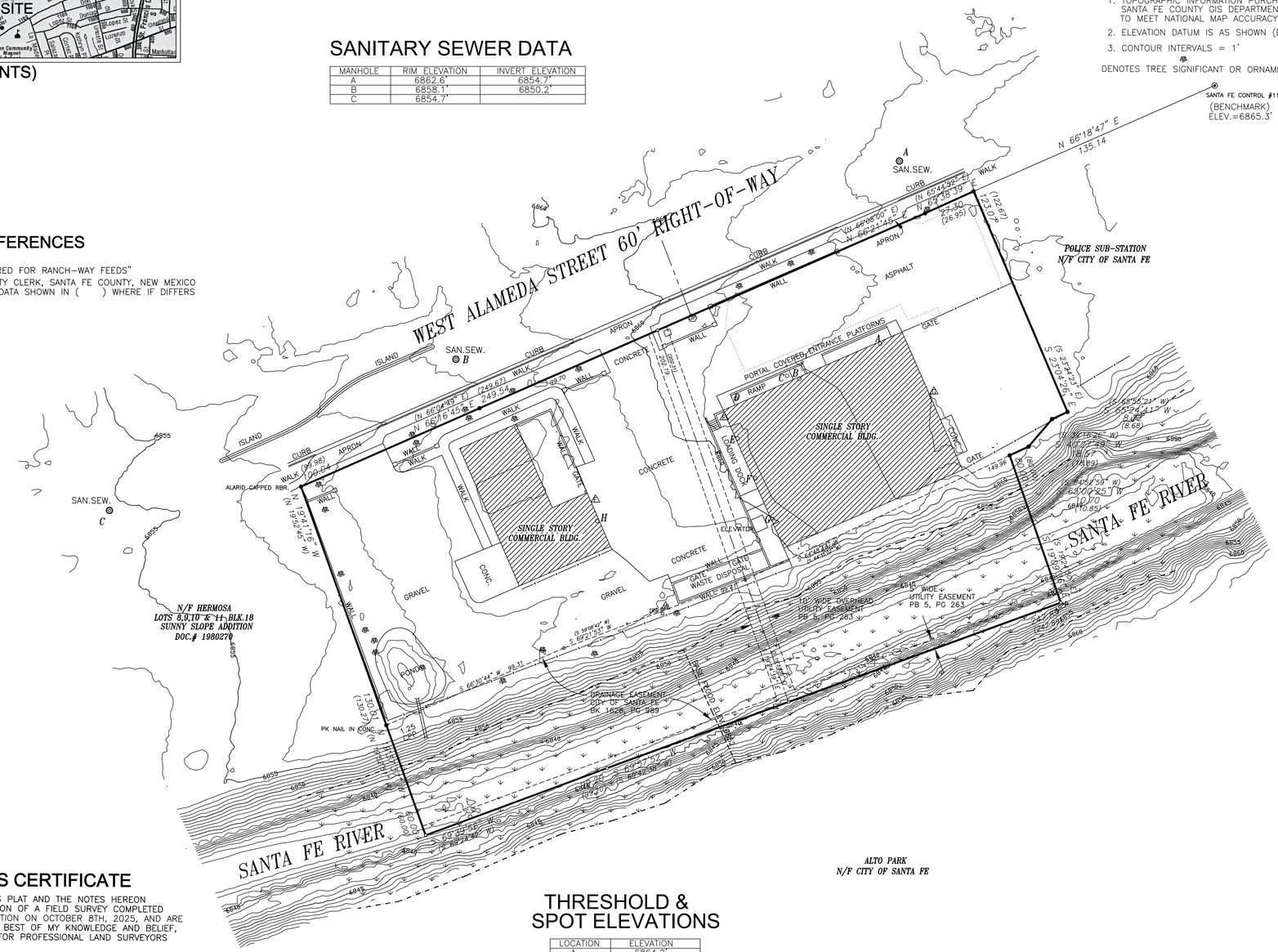
DENOTES UTILITY POLE W/OVERHEAD LINES
DENOTES POINT FOUND 13604 CAPPED RBR. OR AS NOTED
DENOTES POINT CALCULATED
DENOTES GAS. MTRS./EQUIP.
DENOTES ELEC. MTRS./EQUIP.
DENOTES TEL.RIS.
DENOTES WATER MTRS./EQUIP.
DENOTES COM.EQUIP.
DENOTES TRANSFORMER
DENOTES EDGE OF ASPHALT
DENOTES EDGE OF EASEMENT
DENOTES FENCE/CHAIN LINK/WIRE/BOARD
DENOTES SPECIAL FLOOD HAZARD ZONE AE REGULATORY FLOODWAY BASE FLOOD ELEVATIONS DETERMINED.

TOPOGRAPHIC NOTES

1. TOPOGRAPHIC INFORMATION PURCHASED DIRECTLY FROM SANTA FE COUNTY GIS DEPARTMENT AND FIELD VERIFIED TO MEET NATIONAL MAP ACCURACY STANDARDS.
2. ELEVATION DATUM IS AS SHOWN (BENCHMARK)
3. CONTOUR INTERVALS = 1'

DENOTES TREE SIGNIFICANT OR ORNAMENTAL

SANTA FE CONTROL #11190
(BENCHMARK)
ELEV.=6865.3'



TRUE MAG. 12°

NORTH
SCALE 1"=30'

30' 30'

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON OCTOBER 8TH, 2025, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

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

NEW MEXICO 11011 REGISTERED PROFESSIONAL SURVEYOR RICHARD A. CHATROOP

THRESHOLD & SPOT ELEVATIONS

LOCATION	ELEVATION
A	6864.2'
B	6864.2'
C	6864.2'
D	6861.5'
E	6864.2'
F	6864.2'
G	6863.1'
H	6858.9'

LOT 1-A

GOMEZ GROUP INVESTMENTS, LLC

UPC# 1-053-099-092-173

LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

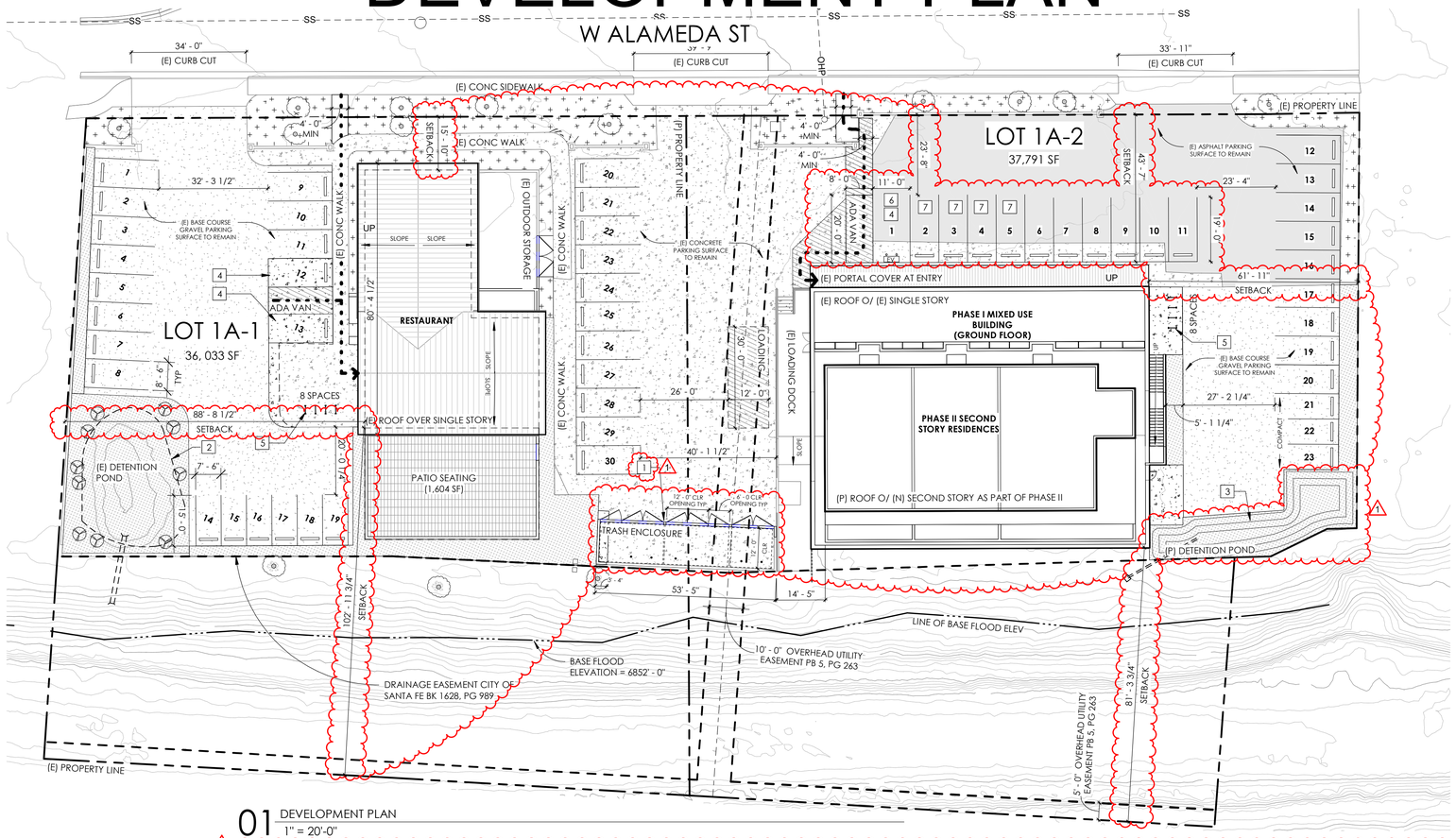
RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM. 87010

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: BOYD & ALLISTER, LLC
LOCATION: LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

DP-102

1202 WEST ALAMEDA ST. PUD
DEVELOPMENT PLAN



01 DEVELOPMENT PLAN
1" = 20'-0"

DEVELOPMENT PLAN LEGEND

- (E) PROPERTY LINE
- (P) PROPERTY LINE
- EASEMENT LINE
- BASE FLOOD ELEV
- ACCESSIBLE ROUTE
- (E) LANDSCAPE AREA
- (P) LANDSCAPE AREA
- CONCRETE
- BASE COURSE GRAVEL
- ASPHALT
- PERMEABLE PAVER

NO.	DEVELOPMENT PLAN KEYNOTES
1	(E) DUMPSTER PAD AND ENCLOSURE. CONCRETE PAD, WALLS, AND DOORS TO BE MODIFIED TO MEET STANDARDS OF SFCC 21-4.6 EXHIBITS A.1 & A.2
2	(E) PONDING AREA TO REMAIN
3	(P) PONDING AREA
4	ADA PARKING
5	(P) BICYCLE PARKING
6	ADA ACCESSIBLE EV CHARGING SPACE, PER 14-7.5(G)
7	EV CAPABLE CHARGING SPACE PER 14-7.6(C)

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.
THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENTS. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON.INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE INSPECTOR AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE INSPECTOR'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

GENERAL NOTES

1. SOLID WASTE COLLECTION WILL BE PROVIDED BY THE CITY OF SANTA FE
2. EXTERIOR LUMINAIRES SHALL COMPLY SHALL COMPLY WITH SFCC CHAPTER 14-8.6
3. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015
4. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS 20' AND 26' AROUND THE RESIDENTIAL BUILDING
5. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET REQUIREMENTS
6. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10%
7. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS

DUST CONTROL

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBOING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORMWATER PREVENTION PLAN (SWPP) WHEN APPLICABLE, LISTING BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

North
W E S

Engineer Ratios
1:10, 1:20, 1:30, 1:40, 1:50 or 1:60

SITE DATA & BUILDING INFO

PROJECT SITE:
Acerage: 1.69 Acres (73,824 sf)
Parcel No: 910017483

ZONING:
C-2 with Planned Unit Development Overlay

OVERLAY ZONING:
C-2 with Planned Unit Development Overlay
River and Trails Archaeological Review District

BUILDINGS:
LOT 1A-1: 36,033 sf (0.83 acres)

Restaurant: 2,905 sf
Outdoor Seating: 1,604 sf
Total 4,509 sf

LOT 1A-2: 37,791 sf (0.87 acres)

Phase I:
Woodshop: 2,851 sf
Material/Furn Storage 2,945 sf
Flex Space/Storage 808 sf
Total 6,604 sf

Phase II:
(3) Dwelling Units: 3,339 sf
Total 9,943 sf

HEIGHT:
Per Table SFCC 14-3, Table 3-23
Max Allowed: 45' - 0"

LOT 1A-1:
Existing Height: 25'-4" (Measured per 14-3.5.E)
Proposed Height: 25' - 4"(no change)

LOT 1A-2:
Existing Height: 19'-3" (Measured per 14-3.5.E)
Proposed Height (Phase I): 19'-3" (no change)
Proposed Height (Phase II): 30'-3" (Second story Addition Phase II)

MINIMUM SETBACKS:
Per SFCC 14-3, Table 3-23
Street: 15' - 0"
Side: 00' - 0"
Rear: 25' - 0"

LOT COVERAGE:
Per Table 3-23
Max Allowed: 60% of lot area

LOT 1A-1:
Max Allowed: 36,033(0.60) = 21,620 sf
Proposed Coverage: 13.9 %
(3,055(E)+1,981(P) = 5,036 sf / 36,033 sf)

LOT 1A-2:
Max Allowed: 37,791(0.60) = 22,675 sf
Proposed Coverage: 24.0%
(9,246(E)+164(P) = 9,410 sf / 37,791 sf)

OPEN SPACE:
Per 14-7.4
Open Space Required: 20% of lot area

Open space shall have a minimum dimension of 10ft and 300 sf

LOT 1A-1:
Req'd Open Space: 36,033(0.20) = 7,207 sf
Proposed Open Space: 14,158 sf (39%)

LOT 1A-2:
Req'd Open Space 37,791 sf(0.20) = 7,559 sf
Proposed Open Space 11,533 sf (30.5%)

OFF STREET VEHICLE PARKING:
Per SFCC 14-7.5, Table 7-4

LOT 1A-1:
Req'd Parking:
Restaurant: 22 spaces (4,509 sf @ 1 spc/200sf)

Proposed Parking: 30 spaces (inclusive of 2 ADA spaces)

LOT 1A-2:
Req'd Parking (Phase I):
Woodshop: 2,851 sf = 8 spaces (based on actual demand)

Material/Furniture Storage 2,945 sf @ 1spc/500sf = 5.89 spcs
Flex/Storage: 808 sf @ 1spc/350sf = 2.30 spcs
Subtotal (Phase I): 16 spaces

Note: (1) EV ready, accessible space, and (4) EV capable spaces provided.

Req'd Parking (Phase II):
(3) Dwelling Units @ 1 per dwelling = 3 spaces

Total Req'd Parking: 19 spaces

Proposed Parking: 23 spaces (Inclusive of: (1) ADA space (1) EV accessible space (4) EV capable spaces)

BICYCLE PARKING:
Per SFCC 14-7.5(J)
LOT 1A-1:
Req'd spaces: 8 spaces
Proposed spaces: 8 spaces

LOT 1A-2:
Req'd spaces: 8 spaces
Proposed spaces: 8 spaces

PLANNED UNIT DEVELOPMENT
PERMISSABLE USES:
Residential; Retail; Food & Beverage; Office; Woodshop (light assembly and manufacturing); Storage; Arts & Crafts Studio, Gallery, or School;

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.7)

DRAINAGE FACILITIES DESIGN NOTE

ALL STORM WATER DETENTION / RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2.E.3.III

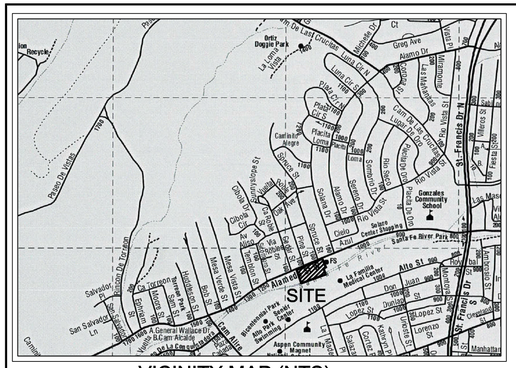
CASE #: 2026-12048 1

ADDRESS: 1202 WEST ALAMEDA STREET
SANTA FE, NM 87501

SHEET NAME:
DEVELOPMENT PLAN

SHEET # :
DP-103
SHEET #____ OF ____

1202 WEST ALAMEDA ST
PUD DEVELOPMENT PLAN



VICINITY MAP (NTS)

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S), HAVE CAUSED TO BE DIVIDED THOSE LANDS SHOWN HEREON. THIS DIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF SAID OWNER(S). UTILITY COMPANIES ARE GRANTED EASEMENTS AS SHOWN AND FOR EXISTING UTILITIES. OTHER EASEMENTS ARE GRANTED AS SHOWN.

THIS DIVISION CONTAINS 1.695 AC.+−, AND LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

by_____
JOHNATHAN BOYD MANAGER, BOYD & ALLISTER, LLC OWNER(S) LOT 1−A

STATE OF NEW MEXICO)
SS
COUNTY OF SANTA FE)

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND

SUBSCRIBED BEFORE ME BY JOHNATHAN BOYD MANAGER BOYD & ALLISTER, LLC

_____
NOTARY PUBLIC

THIS_____DAY OF_____,2026

MY COMMISSION EXPIRES_____NOTARY PUBLIC

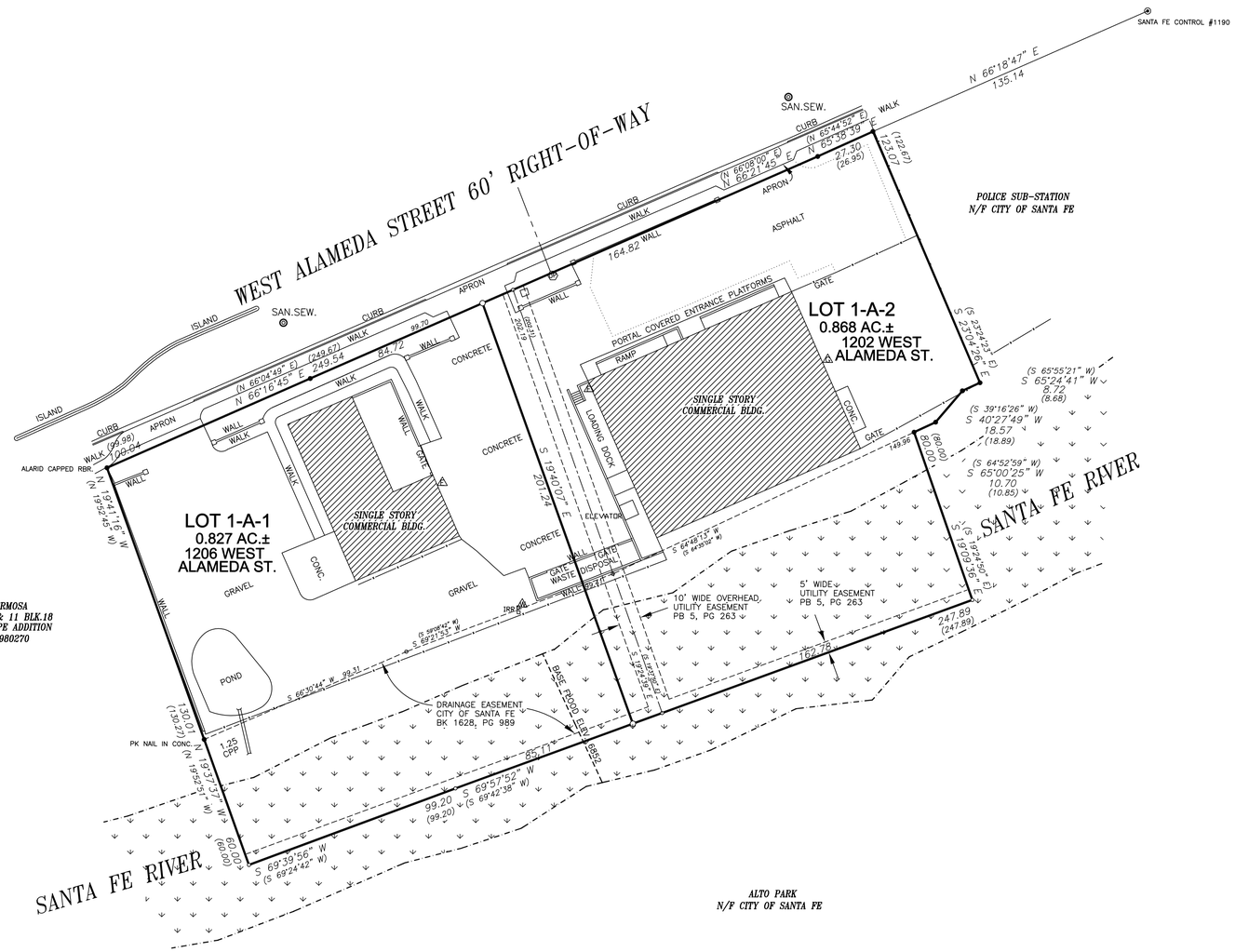
LEGEND AND NOTES

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 LOCALIZED TO POINTS FOUND LOT OF RECORD IS FROM "ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH−WAY FEEDS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

DENOTES UTILITY POLE W/OVERHEAD LINES
DENOTES POINT FOUND 13604 CAPPED RBR. OR AS NOTED
DENOTES POINT TO BE SET
DENOTES POINT CALCULATED
DENOTES GAS. MTRS./EQUIP.
DENOTES ELEC. MTRS./EQUIP.
DENOTES TEL.RIS.
DENOTES WATER MTRS./EQUIP.
DENOTES COM.EQUIP.
DENOTES TRANSFORMER
DENOTES EDGE OF ASPHALT
DENOTES EDGE OF EASEMENT
DENOTES FENCE/CHAIN LINK/WIRE/BOARD
DENOTES SPECIAL FLOOD HAZARD ZONE AE REGULATORY FLOODWAY BASE FLOOD ELEVATIONS DETERMINED.

PLAT REFERENCES

"ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH−WAY FEEDS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.



TRUE MAG. 12°

NORTH
SCALE 1"=30'
30' 30'

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON OCTOBER 8TH, 2025, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

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

NEW MEXICO 11011 REGISTERED PROFESSIONAL SURVEYOR RICHARD A. CHATROOP

COUNTY OF SANTA FE REVIEW

_____
COUNTY TREASURER DATE

CITY OF SANTA FE APPROVAL, NOTES AND CONDITIONS:

_____
CITY ENGINEER FOR LAND USE DATE

_____
CITY PLANNER DATE

NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
2. WASTEWATER UTILITY EXPANSION CHARGES (UEC) SHALL BE PAID AT THE TIME OF CONSTRUCTION PERMIT APPLICATION.
3. NEW DEVELOPMENT SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC.
4. FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.
5. PRIOR TO ANY NEW CONSTRUCTION OR REMODELING ALL FIRE DEPARTMENT REQUIREMENTS MUST BE MET. AUTOMATIC SPRINKLER SYSTEMS MAY BE REQUIRED.
6. LOT 1−A LIES WITHIN ZONE "X" AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN AND ZONE AE SPECIAL FLOOD HAZARD AREAS REGULATORY FLOODWAY WITH BASE FLOOD ELEVATIONS DETERMINED AS PER F.I.R.M. PANEL# 35049C0412E, DATED 12/4/12.
7. CITY APPROVAL OF THIS PLAT DOES NOT ALTER OR REMOVE ANY EASEMENTS, RESTRICTIONS, OR RESERVATIONS OF RECORD PERTAINING TO THE LAND HEREIN DESCRIBED.

CONDITIONS

A. ANY NEW CONSTRUCTION, ADDITIONS, OR REMODELS ON LOTS WILL BE REQUIRED TO SATISFY ALL CURRENT REGULATIONS OF THE LAND USE DEVELOPMENT CODE.

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____ A.D. 20____, at _____ o'clock _____ m. and was duly recorded in book _____ page_____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Katharine E. Clark
County Clerk, Santa Fe County,N.M.

_____
Deputy

LOT SPLIT OF
LOT 1-A
FOR
BOYD & ALLISTER, LLC

UPC# 1−053−099−092−173

PURPOSE: TO CREATE 2 COMMERCIAL LOTS

LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

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

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: BOYD & ALLISTER, LLC

LOCATION: LYING WITHIN PROJECTED SECTION 23, T17N, R9E, NMPM THE CITY & COUNTY OF SANTA FE, NEW MEXICO.

CASE# 2026- 1202 WEST ALAMEDA STREET

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA
PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

CONDITIONS OF APPROVAL

REVISIONS



DATE	3.09.2026
JOB NO.	25.02

DRAWING NO.

DP-105

DEVELOPMENT PLAN

1202 WEST ALAMEDA PUD DEVELOPMENT PLAN

1202 W ALAMEDA STREET, SANTA FE, NM 87501

CASE # 2026-12047,12048,12049

ABBREVIATIONS

&	and
<	angle
@	at
#	pound or number
±	plus or minus
A.B.	anchor bolt
A.C.	air conditioning
A.D.	area drain
ADJ.	adjustable
A.F.F.	above finish floor
AGGR.	aggregate
ALT.	alternate
ALUM.	aluminum
APPROX.	approximate
ARCH.	architectural
B.B.	butcher block
BD.	board
BITUM.	bituminous
BLDG.	building
BLK.	block
BLKG.	blocking
BM.	beam
B.O.	bottom of
B.P.	building paper
B.R.	brick
BTWN.	between
C.	centerline
CAB.	cabinet
CEM.	cement
CER.	ceramic
CHIM	chimney
C.J.	control joint
CLG.	ceiling
CLKG.	caulking
CLOS.	closet
CLR.	clear
C.M.U.	concrete masonry unit
C.O.	clean out
COL.	column
CONC.	concrete
COND.	condition
CONN.	connection
CONSTR.	construction
CONT.	continuous
CPR.	copper
CPT.	carpet
CTR.	center
C.W.	cold water
D.	dryer
DBL.	double
DEPT.	department
DET.	detail
DIA.	diameter
DIM.	dimension
DISP.	dispenser
DN.	down
DR.	door
D.S.P.	dry standpipe
D.W.	dishwasher
DWG.	drawing
DWR.	drawer
	east
(E)	existing
EA.	each
E.J.	expansion joint
ELEV.	elevation
ELEC.	electrical
EMER.	emergency
ENCL.	enclosure
E.P.B.	electrical panel board
EQ.	equal
EQUIP.	equipment
EXST.	existing
EXP.	expansion
EXT.	exterior
F.A.	fire alarm
F.A.U.	forced air unit
F.D.	floor drain
F.E.C.	fire extinguisher cabinet
FIN.	finish
FIXT.	fixture
FL.	floor
FLASH.	flashing
FLUOR.	fluorescent
F.O.C.	face of concrete
F.O.F.	face of finish
F.O.M.	face of masonry
F.O.PLY	face of plywood
F.O.S.	face of studs
F.P.	fireproof
FR.	frame
F.R.P.	fiberglass reinforced panel
FT.	foot or feet
FURR.	furring
FUT.	future
G.	gas outlet
GA.	gauge
GALV.	galvanized
G.B.	grab bar
G.D.	garbage disposal
GEN.	general
G.F.I.	ground fault interrupter
GL.	glass
GND.	ground
G.O.	gas outlet
GR.	grade
G.S.M.	galvanized sheet metal
GYP.	gypsum
H.B.	hose bibb
H.C.	hollow core or handicapped
HD.	head
HDR.	header
HGR.	hanger
H.M.	hollow metal
HORIZ.	horizontal
HR.	hour
H.R.	handrail
HT.	height
H.W.H.	hot water heater
I.D.	inside diameter
IN.	inch
INSUL.	insulation
INT.	interior
INTER.	intermediate
JST.	joist
JT.	joint
LAM.	laminate
LAV.	lavatory
LB.	pound
LT.FIXT	light fixture
LIN.	linear
LN.	line
LT.	light
MACH.	machine
MAINT.	maintenance
MAT.	material
MAX.	maximum
MECH.	mechanical
MEMB.	membrane
MTL.	metal
MFR.	manufacturer
MIN.	minimum
MIR.	mirror
MISC.	miscellaneous
MSRY.	masonry
MTD.	mounted
MUL.	mullion
(N)	new
N.	north
N.I.C.	not in contract
NO.OR#	number
NOM.	nominal
N.T.S.	not to scale
O.	owner
O.A.	overall
OBS.	obsure
O.C.	on center
O.D.	outside diameter
OFF.	office
OPNG.	opening
OPP.	opposite
(P)	proposed
P.	pole
PAC	pacific
PBWL	paper backed wire lath
PERIM.	perimeter
PG & E	pacific gas & electric company
P.I.P.	poured in place
PL.	plate
P.LAM.	plastic laminate
PLAS.	plaster
PLYWD.	plywood
PNL.	panel
PNT.	paint
PR.	pair
P.S.I	per square inch
PT.	point
P.T.	pressure treated
PTD.	painted
Q.T.	quarry tile
(R)	existing to be removed
R.	riser
R.A.	return air
RAD.	radius
R.C.P.	reflected ceiling plan
R.D.	roof drain
REC.	recessed
REF.	reference
REFL.	reflected
REFR.	refrigerator
REG.	register
REINF.	reinforced
REMOV.	removable
REQ'D.	required
RESIL.	resilient
RET.	retaining
REV.	revision,revised,reversed
RM.	room
R.O.	rough opening
RWD.	redwood
R.W.L.	rain water leader
S.	south
S.A.D.	see architectural drawings
S.C.	solid core
S.C.E.D.	see civil engineering drawings
SCHED.	schedule
S.D.	soap dispenser/dish
SECT.	section
SEP.	separation
SERV.	service
SH.	shelf
S.H.	sprinkler head
SHR.	shower
SHT.	sheet
SHTG.	sheathing
SIM.	similar
SL.	sliding
S.L.D.	see landscape drawings
S.M.D.	see mechanical drawings
S.P.D.	see plumbing drawings
SPEC.	specification
SQ.	square
	stainless steel
STA.	station
ST.STL.	stainless steel
S.S.D.	see structural drawings
STD.	standard
STL.	steel
STN.	stone
STOR.	storage
STRUCT.	structural
SUSP.	suspended
S.V.	sheet vinyl
S.W.	shear wall
SYM.	symmetrical
SYS.	system
	tread
T.O.C.	top of curb
TEL.	telephone
TEMP.	tempered
TER.	terrazzo
T & G	tongue & groove
THK.	thick
THRU.	through
T.M.E.	to match existing
T.N.	toe nailed
T.O.C.	top of concrete
T.O.P.	top of plate
T.O.PLY	top of plywood
T.O.W.	top of wall
T.V.	television
TYP.	typical
U.B.C.	uniform building code
UNEXC.	unexcavated
UNF.	unfinished
U.O.N.	unless otherwise noted
V.C.T.	vinyl compostion tile
VEN.	veneer
VERT.	vertical
VEST.	vestibule
V.I.F.	verify in field
VOL.	volume
W.C.	west or washer with water closet or wall covering
WD.	wood
W/D.	washer / dryer
W.H.	water heater
W/O	without
W.P.	work point
W.P.M.	waterproof membrane
WT.	weight
W.R.	water resistant
W.W.M.	welded wire mesh
W.W.F.	welded wire fabric

PROJECT DIRECTORY

OWNER: BOYD & ALLISTER, LLC
1200 HICKOX ST
SANTA FE, NM 87505

CIVIL: CIVIL DESIGN GROUP, LLC
617 WEST ALAMEDA ST
SANTA FE, NM 87501

CONTACT: PEARL BRAZIL
PEARL@CDG-NM.COM
575.571.5164

SURVEYOR: RICK CHATROOP
505.470.0037

CONTACT: RICK CHATROOP
110 WAGON TRAIL RD
CERILLOS, NM 87010

ARCHITECT: ERECH TASCHEK

CONTACT: ERECH 'MAX' TASCHEK
MTASCHEK@GMAIL.COM
505.379.888

PLANNER: JENKINSGAVIN
130 GRANT AVE, SUITE 101
SANTA FE, NM 87501

CONTACT: JENNIFER JENKINS
JENNIFER@JENKINSGAVIN.COM
505.820.7444

SYMBOL LEGEND

ROOM NAME

WALL TYPE

DOOR TYPE

WINDOW TYPE

RCP ELEVATION

FINISH FLR ELEVATION

ELEVATION DAUTM

SECTION

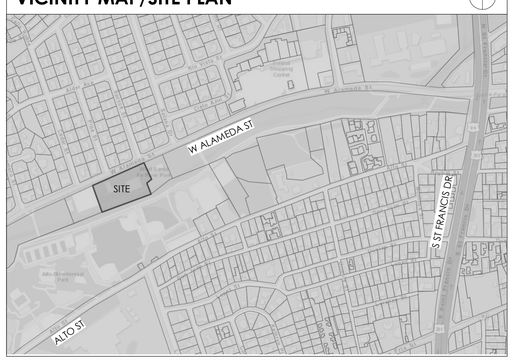
DETAIL

ELEVATION

INTERIOR ELEVATION

COLUMN GRIDLINE

VICINITY MAP/SITE PLAN



PROJECT INFORMATION

SHEET INDEX

SHEET NO	SHEET TITLE
GENERAL	
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SU-2	LOT SPLIT PLAT
CIVIL	
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C-2	DRAINAGE PLAN
C-3	DRAINAGE & CONSTRUCTION DETAILS
C-4	MASTER UTILITY PLAN
C-5	WATER PLAN
C-6	EROSION CONTROL PLAN
C-7	EROSION CONTROL DETAILS
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L-2	MATERIALS PLANS
L-3	IRRIGATION PLAN
L-4	IRRIGATION DETAILS
L-5	PLANTING PLANS
L-6	PLANTING DETAILS
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A2.5	FLOOR PLANS - LOT 1A-2
A3.1	EXTERIOR ELEVATIONS - LOT 1A-1
A3.5	EXTERIOR ELEVATIONS - LOT 1A-2

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA
PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

COVER SHEET

REVISIONS

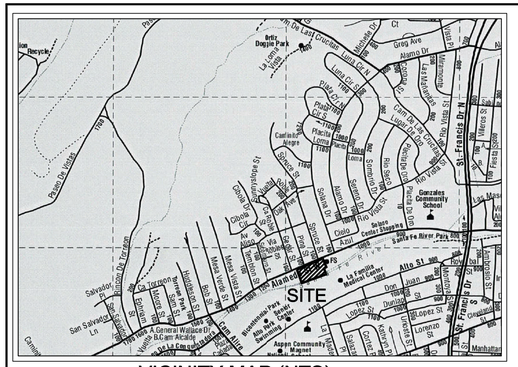
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

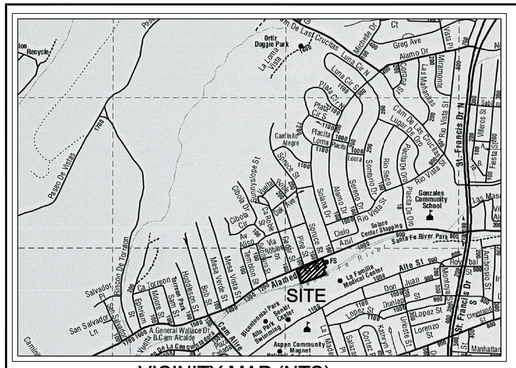
DATE	3.09.2026
JOB NO.	25.02

DRAWING NO.

G0

DEVELOPMENT PLAN


SITE
Gonzales Community School
La Familia Medical Center
Alto St
Alarid St
Dunlap St
Lopez St
Longus St
Cleveland St
Rio Vista St
Rio Frijoles St
Rio Nilo St
Rio Chama St
Rio Grande St
Rio Arriba St
Rio Tesuque St
Rio Ojo Caliente St
Rio Quemado St
Rio Rancho St
Rio Pueblo St
Rio Santa Cruz St
Rio Hondo St
Rio Embudo St
Rio Medio St
Rio Lucero St
Rio Del Oso St
Rio Del Sol St
Rio Del Norte St
Rio Del Monte St
Rio Del Valle St
Rio Del Prado St
Rio Del Rey St
Rio Del Sur St
Rio Del Este St
Rio Del Oeste


SITE
Agua Fria St
Alto St
Alameda St
Paseo De Peralta
St. Francis Dr
Cerrillos Rd
Rodeo Rd
Old Pecos Trail
Guadalupe St
Galisteo St
Don Gaspar Ave
Cordova Rd
Hickox St
Manhattan Dr
Aspen Community Magnet School
Gonzales Community School
La Farge Medical Center
Ortiz Dugan Park
Salvador Perez Pool
Alameda Park
Alameda Park Soccer Fields
Alameda Park Skate Park
Alameda Park Tennis Courts
Alameda Park Basketball Courts
Alameda Park Baseball Fields
Alameda Park Playground
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SHEET INDEX:

SHEET NO.	SHEET TITLE
C-1	SLOPE ANALYSIS (EXISTING CONDITIONS)
C-2	GRADING & DRAINAGE PLAN
C-3	DRAINAGE & CONST. DETAILS
C-4	MASTER UTILITY PLAN
C-5	EROSION CONTROL PLAN
C-6	EROSION CONTROL DETAILS
C-7	WATER PLAN

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LEGEND

- PROPERTY LINE
- 7900 — EXISTING CONTOUR MAJOR
- 7901 — EXISTING CONTOUR MINOR
- 10 — PROPOSED CONTOUR MAJOR
- 01 — PROPOSED CONTOUR MINOR
- 0%-19.99% SLOPES
- 20%-29.99% SLOPES
- 30% SLOPES OR GREATER
- SLOPE DISTURBANCE

DISTURBANCE NOTE

DISTURBANCE ON MAN-MADE SLOPES 30% OR GREATER

1ST OCCURRENCE: ±0 SF

DISTURBANCE ON SLOPES 20%-29.99%

TOTAL DISTURBANCE: ±0 SF

UTILITY NOTE

THE DESIGNER AND ENGINEER HAVE NOT FIELD VERIFIED THE LOCATION, DEPTH, SIZE OR TYPE OF EXISTING ABOVE AND UNDERGROUND UTILITIES, OR EXISTING PIPELINES. THE DESIGNER AND ENGINEER ASSUMES NO RESPONSIBILITY OR LIABILITY. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY HIS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUES PERTAINING TO THE LOCATION OF THESE LINES IN PLANNING AND CONDUCTING EXCAVATION WORK.

IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

LICENSED SURVEYOR

TOPOGRAPHY AND BOUNDARY SURVEY DATA WAS PROVIDED BY AND CERTIFIED BY:

RICK CHATROOP
PLS NO. 11011
110 WAGON TRAIL ROAD
CERRILLOS, NM 87010

(505) 470-0037

SURVEY NOTE

1. BASIS OF BEARING IS FROM GPS OBSERVATION WGS84 LOCALIZED TO POINTS FOUND.
2. LOT OF RECORD IS FROM "ALTA/NSPS LAND TITLE SURVEY PREPARED FOR RANCH-WAY FEEDS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 803 PAGE 026. RECORD DATA SHOWN IN ( ) WHERE IF DIFFERS FROM DATA SHOWN.
3. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

TOPOGRAPHY NOTE

THE DESIGNER AND ENGINEER HAVE NOT FIELD VERIFIED THE PROVIDED TOPOGRAPHY INFORMATION, AND ASSUME NO RESPONSIBILITY OR LIABILITY OF THE PROVIDED TOPOGRAPHY. THE DESIGNER AND ENGINEER'S RESPONSIBILITY IS LIMITED TO THE ENGINEERING WITHIN THE PROVIDED TOPOGRAPHY SURVEY.

Civil Design Group
PO Box 24154, Santa Fe, NM 87502
E-MAIL pearl@cdg-nm.com
Phone: 575-571-5164

ATENCIO ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS
4434 VALVERDE COURT
P.O. BOX 20364
COLORADO CITY, CO 81019
57 VENTERO RD
P.O. BOX 143
AMALIA, NM 87512
OFFICE: (719) 676-2551

REVISIONS

DATE	DESCRIPTION

FOR REVIEW ONLY

PROGRESS SET - FOR COMMENT

		DATE
DESIGN:	CLB	05/22/26
DRAFTED:	CLB	05/22/26
APPROVAL:	AMA	05/22/26
SCALE:	AS SHOWN	
SHEET SIZE:	24 x 36	
FILE:	200-25-01 1202 West Alameda_REV2.dwg	
PROJECT NUMBER:	200-26-01	

CLIENT CONTACT INFO:

BOYD & ALLISTER, LLC
1200 HICKOX ST.
SANTA FE, NM 87505

SITE LOCATION:

1202 WEST ALAMEDA ST
SANTA FE, NM 87501

PROJECT NAME:

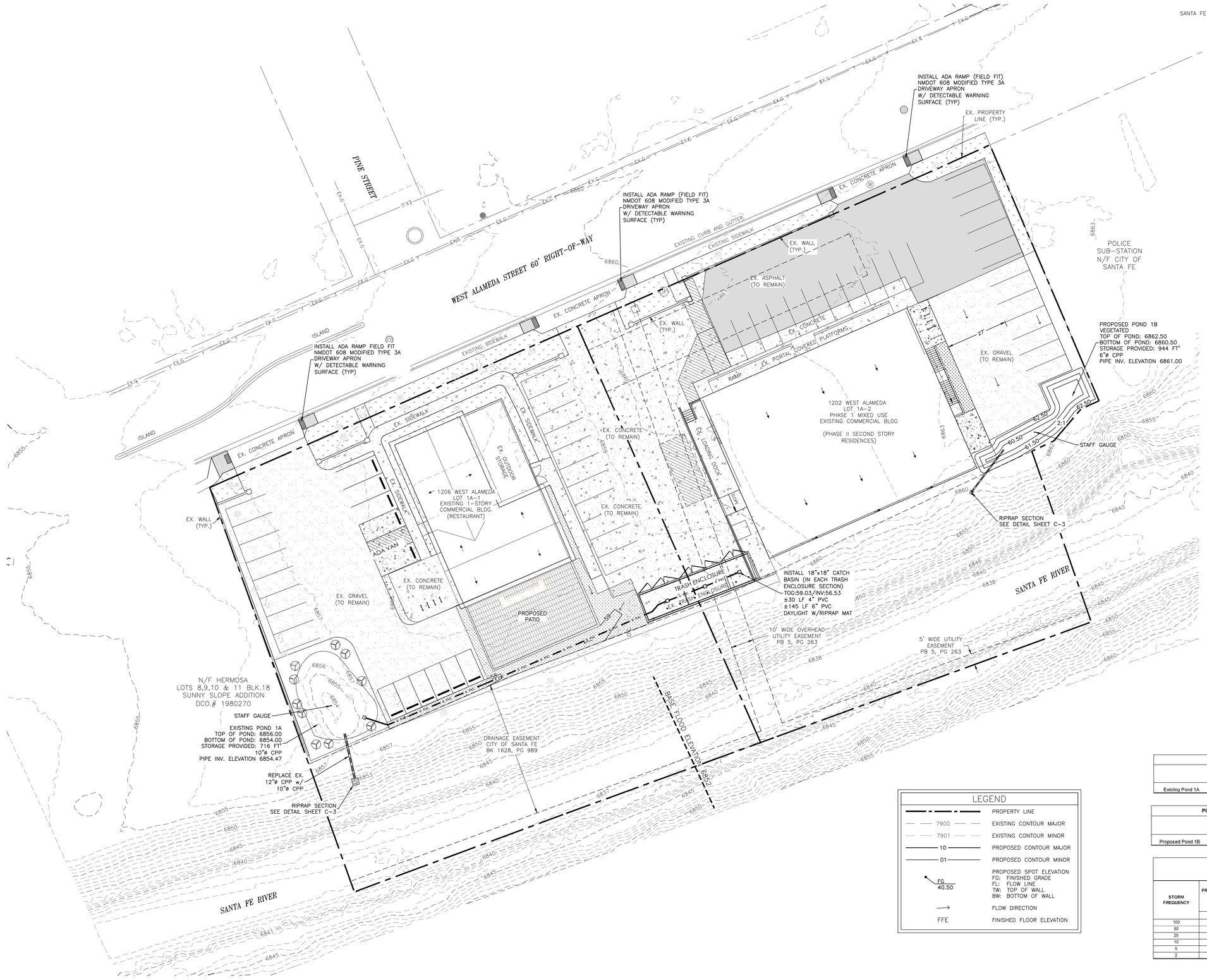
1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

SHEET TITLE:

SLOPE ANALYSIS
EXISTING CONDITIONS

SHEET NO:

C - 1



EARTHWORK NOTE

CUT: 34 CY
FILL: 2 CY
NET: 32 CY (EXPORT)

*COMPACTION FACTOR NOT INCLUDED

CITY OF SANTA FE LAND USE CODE

THE STORMWATER RUNOFF PEAK FLOW RATE DISCHARGED FROM A SITE SHALL NOT EXCEED PRE-DEVELOPMENT CONDITIONS FOR ANY FREQUENCY STORM EVENT UP TO THE ONE PERCENT CHANCE, TWENTY FOUR HOUR STORM EVENT AT EACH DISCHARGE POINT.

NATURAL ROCK MAT NOTE (CITY)

2" OF GRAVEL SHALL BE PLACED BELOW THE NATURAL ROCK MAT LINED AND WITH GEO-FABRIC. NATURAL ROCK MAT MINIMUM DEPTH SHALL BE 12".

DRAINAGE CALCULATION NOTES (CITY)

ALL HYDROLOGIC AND HYDRAULIC CALCULATIONS DETERMINED BY UTILIZING HYDRAFLOW HYDROGRAPHS EXTENSION FOR AUTOCAD CIVIL 3D.

SITE SPECIFIC NOAA ATLAS 14, VOLUME 1 VERSION 5, POINT PRECIPITATION VALUES UTILIZED TO DEVELOP IDF CURVE VALUES.

THE POST DEVELOPMENT PEAK FLOW DISCHARGE WITH POND AND OUTLET IS LESS THAN OR EQUAL TO THE PRE-DEVELOPMENT DISCHARGE, WHICH MEETS CITY OF SANTA FE REQUIREMENTS.

BASIN	TIME OF CONCENTRATION TR55, (minutes)
PRE-DEVELOPMENT BASIN A	10
Post-Development Basin 1A	3
Post-Development Basin 1A	4

EX. DETENTION POND W/OUTLET

	Top Elevation	Area (FT^2)	Bottom Elevation	Area (FT^2)	Volume Provided (FT^3)
Existing Pond 1A	6856.0	648	6854.0	49	**716**

POND 1B - DETENTION POND DESIGNED W/OUTLET

	Top Elevation	Area (FT^2)	Bottom Elevation	Area (FT^2)	Volume Provided (FT^3)
Proposed Pond 1B	6862.5	760	6860.5	200	**944**

PEAK STORMWATER RUNOFF RATES STANDARD RATIONAL METHOD

STORM FREQUENCY	PRE-DEVELOPMENT PEAK FLOW (CFS)	PRE-DEVELOPMENT PEAK FLOW (CFS)		POST-DEVELOPMENT POND DISCHARGE w/CONTROLLED OUTLET PEAK FLOW (CFS)
	BASIN 1	BASIN 1A	BASIN 1B	BASIN 1A + 1B
100	2.22	4.25	4.10	**2.13**
50	1.99	3.81	3.67	**1.94**
25	1.73	3.32	3.20	**1.72**
10	1.43	2.75	2.65	**1.40**
5	1.17	2.24	2.16	**1.11**
2	0.82	1.57	1.51	**0.72**

LEGEND

- PROPERTY LINE
- 7900 — EXISTING CONTOUR MAJOR
- 7901 — EXISTING CONTOUR MINOR
- 10 — PROPOSED CONTOUR MAJOR
- 01 — PROPOSED CONTOUR MINOR
- FG 40.50 — PROPOSED SPOT ELEVATION FG: FINISHED GRADE FL: FLOW LINE TW: TOP OF WALL BW: BOTTOM OF WALL
- FLOW DIRECTION
- FFE — FINISHED FLOOR ELEVATION

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4434 VALVERDE COURT
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PROJECT NAME:

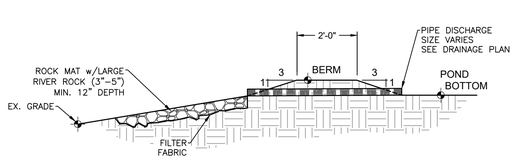
1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

SHEET TITLE:

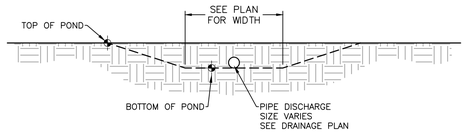
GRADING & DRAINAGE PLAN

SHEET NO:

C - 2



POND BERM DETAIL
NTS



SEE DRAINAGE PLAN SHEET FOR
CALCULATIONS AND POND ELEVATIONS

POND OUTLET DETAIL
NTS

DRAINAGE FACILITIES MAINTENANCE NOTE:

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN
ACCORDANCE WITH THE FOLLOWING SCHEDULE:
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

Precipitation Data

Return Period (Yrs)	1	2	3	5	10	25	50	100
Active	☑	☑	☐	☑	☑	☑	☑	☑
SCS 24-hr Precip (In)	0.50	1.48		1.84	2.13	2.52	2.82	3.13
SCS 6-hr Precip (In)		1.15		1.47	1.72	2.06	2.34	2.61

PRE-DEVELOPMENT, RUNOFF COEFFICIENT (C)
BASIN 1

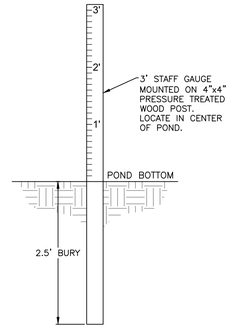
Type of Surface	Area (Sq. Ft.)	Area (acres)	C_{100}	Area x C_{100}	% of Total Site
Undeveloped/Landscape	50,342	1.156	0.30	0.35	100.0%
Gravel (Packed)	0	0.000	0.70	0.00	0.0%
Impervious	0	0.000	0.98	0.00	0.0%
Sub Total	50,342	1.16	0.30		100.0%

POST-DEVELOPMENT, RUNOFF COEFFICIENT (C)
BASIN 1A

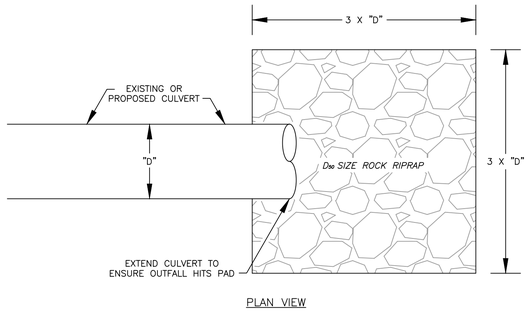
Type of Surface	Area (Sq. Ft.)	Area (acres)	C_{100}	Area x C_{100}	% of Total Site
Undeveloped/Landscape	4,563	0.105	0.30	0.03	17.4%
Gravel (Packed)	6,850	0.157	0.70	0.11	26.1%
Impervious	14,785	0.339	0.98	0.33	56.4%
Sub Total	26,199	0.60	0.79		100.0%

POST-DEVELOPMENT, RUNOFF COEFFICIENT (C)
BASIN 1B

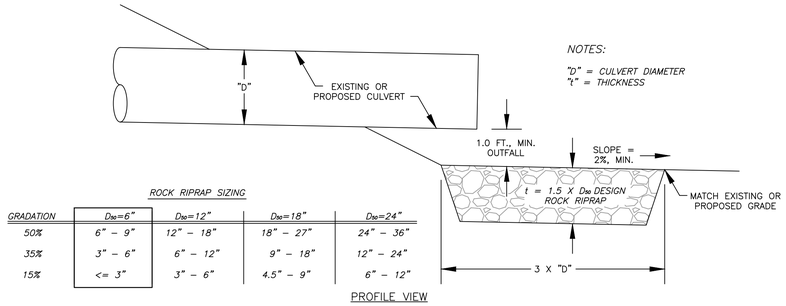
Type of Surface	Area (Sq. Ft.)	Area (acres)	C_{100}	Area x C_{100}	% of Total Site
Undeveloped/Landscape	2,407	0.055	0.30	0.02	10.0%
Gravel (Packed)	3,025	0.069	0.70	0.05	12.5%
Impervious	18,711	0.430	0.98	0.42	77.5%
Sub Total	24,143	0.55	0.88		100.0%



POST & STAFF GAUGE DETAIL
NTS



PLAN VIEW



PROFILE VIEW

NOTES:

"D" = CULVERT DIAMETER
"t" = THICKNESS

ROCK RIPRAP SIZING

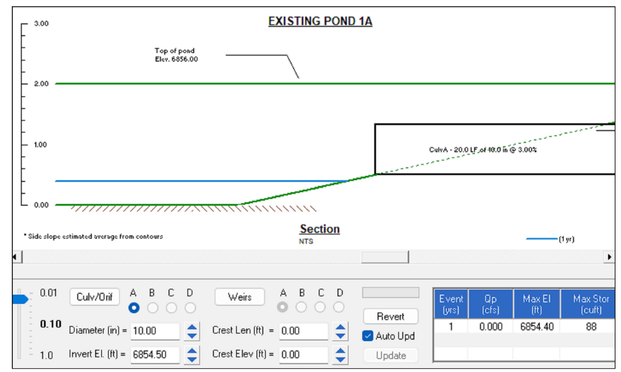
GRADATION	D_{50}=6"	D_{50}=12"	D_{50}=18"	D_{50}=24"
50%	6" - 9"	12" - 18"	18" - 27"	24" - 36"
35%	3" - 6"	6" - 12"	9" - 18"	12" - 24"
15%	<= 3"	3" - 6"	4.5" - 9"	6" - 12"

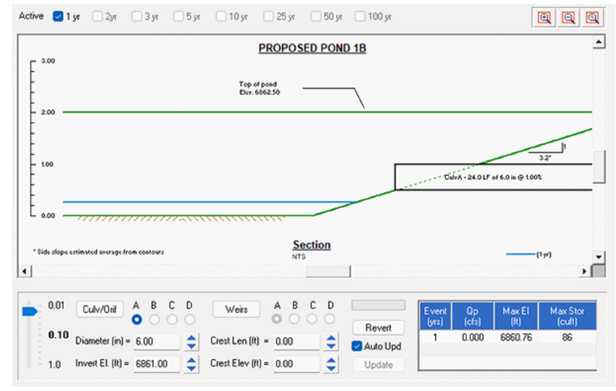
EROSION RIPRAP DETAIL
NTS

SCS METHOD
STORMWATER QUALITY

HYDROLOGIC DATA	
TIME INTERVAL (min)	1
STORM DISTRIBUTION	TYP II
STORM DURATION (hrs)	24
RETURN PERIOD (yrs)	1
PRECIPITATION (inches)	0.5

BASIN DATA	POST-DEV LOT 1A	POST-DEV LOT 1B
BASIN SIZE (acres)	0.60	0.55
CN SOIL TYPE A COMMERCIAL/BUSINESS	89	89
TR55 (min)	2.9	4.3
WATER QUALITY VOLUME (cu.ft)	88	86

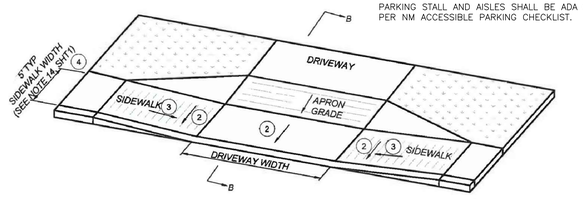




STORMWATER QUALITY POND DETAILS
NTS

NOTE:

PARKING STALL AND AISLES SHALL BE ADA COMPLIANT PER NM ACCESSIBLE PARKING CHECKLIST.



NMDOT 608_TYPE 3A DETAIL
NTS

Civil Design Group
PO Box 241154, Santa Fe, NM 87502
E-MAIL pearl@cdg-nm.com
Phone: 575-571-5164

ATENCIO ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS
4434 VALVERDE COURT
P.O. BOX 20364
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SANTA FE, NM 87501

PROJECT NAME:

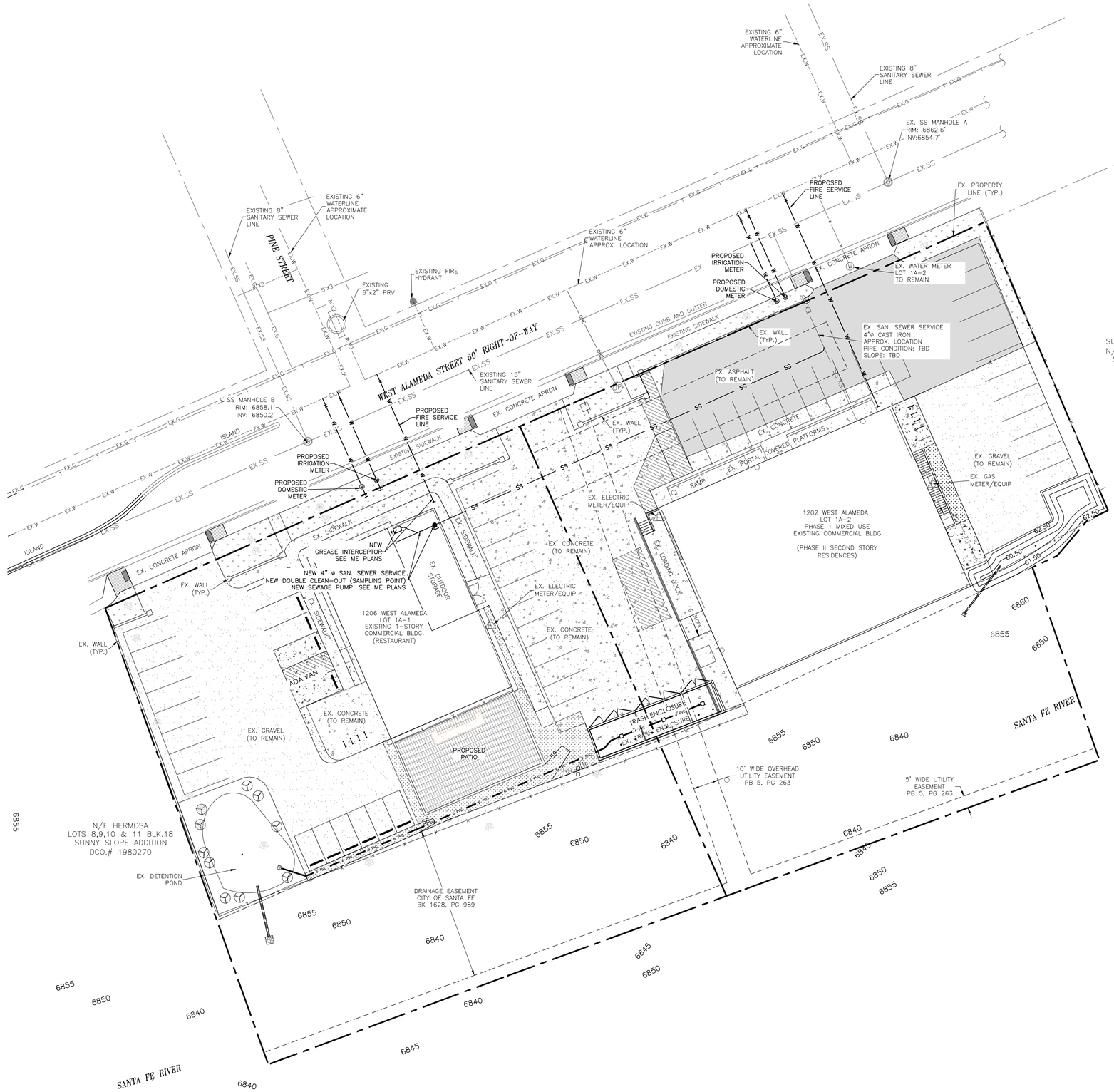
1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

SHEET TITLE:

DRAINAGE & CONST. DETAILS

SHEET NO:

C - 3



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UTILITY NOTE

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IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

SANITARY SEWER NOTE

CONTRACTOR SHALL FIELD FIT SEWER LINE WITH 11.25, 22.5, AND 45 DEGREE FITTINGS. NO FITTINGS SHALL EXCEED 45 DEGREES UNLESS LONG SWEEPING ELBOWS ARE USED.

GENERAL UTILITY NOTES

1. A MINIMUM OF 24" VERTICAL SEPARATION SHALL BE PROVIDED BETWEEN OUTSIDE OF THE PUBBLIC WATER LINE TO THE OUTSIDE OF THE PUBLIC SANITARY SEWER LINE.

2. A MINIMUM OF 12" VERTICAL SEPARATION SHALL BE PROVIDED FOR ALL PRIVATE UTILITY CROSSINGS.

3. A MINIMUM OF 5' SHALL BE PROVIDED BETWEEN A PROPOSED HOT BOX AND PROPOSED METER CAN.

4. THERE SHALL BE NO JOINTS IN EITHER PIPE WITHIN 10' OF UTILITY CROSSINGS (WATER SERVICE LINE AND/OR FIRE SERVICE LINES).

5. ALL 4-inch OR 6-inch SEWER SERVICE LINES SHALL BE SCHEDULE 40 PVC PIPE.

6. MINIMUM SLOPE FOR SEWER SERVICE LINES SHALL BE 1% FOR 6-inch PIPE AND 2% SLOPE FOR 4-inch PIPE.

7. SEWER CLEANOUTS ARE REQUIRED EVERY 100' ON SEWER SERVICE LINES.

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SANTA FE, NM 87501

PROJECT NAME:

1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

SHEET TITLE:

MASTER
UTILITY PLAN

SHEET NO:

C - 4

PUBLIC WATER PLAN
FEED BIN RENOVATION
1202 WEST ALAMEDA STREET

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. METER CAN(S) AND HOT BOX SHALL HAVE A MINIMUM OF 5' OF UNOBSTRUCTED CLEARANCE ON ALL SIDES.

GENERAL UTILITY NOTES

1. A MINIMUM OF 18" VERTICAL SEPARATION SHALL BE PROVIDED IF WATER CROSSES ABOVE SANITARY SEWER AND MINIMUM 24" VERTICAL SEPARATION IF WATER CROSSES BELOW SANITARY SEWER MAIN.
2. A MINIMUM OF 12" VERTICAL SEPARATION SHALL BE PROVIDED FOR ALL PRIVATE UTILITY CROSSINGS.
3. THERE SHALL BE NO JOINTS IN EITHER PIPE WITHIN 10' OF UTILITY CROSSINGS (WATER SERVICE LINE AND/OR FIRE SERVICE LINES).
4. BACKFLOW PREVENTERS ARE REQUIRED ON COMMERCIAL AND IRRIGATION SERVICES.

FIRE SERVICE LINE BACKFLOW PREVENTION

THE FOLLOWING GUIDELINES SHALL BE FOLLOWED FOR BACKFLOW PREVENTION ON FIRE SERVICES LINES.

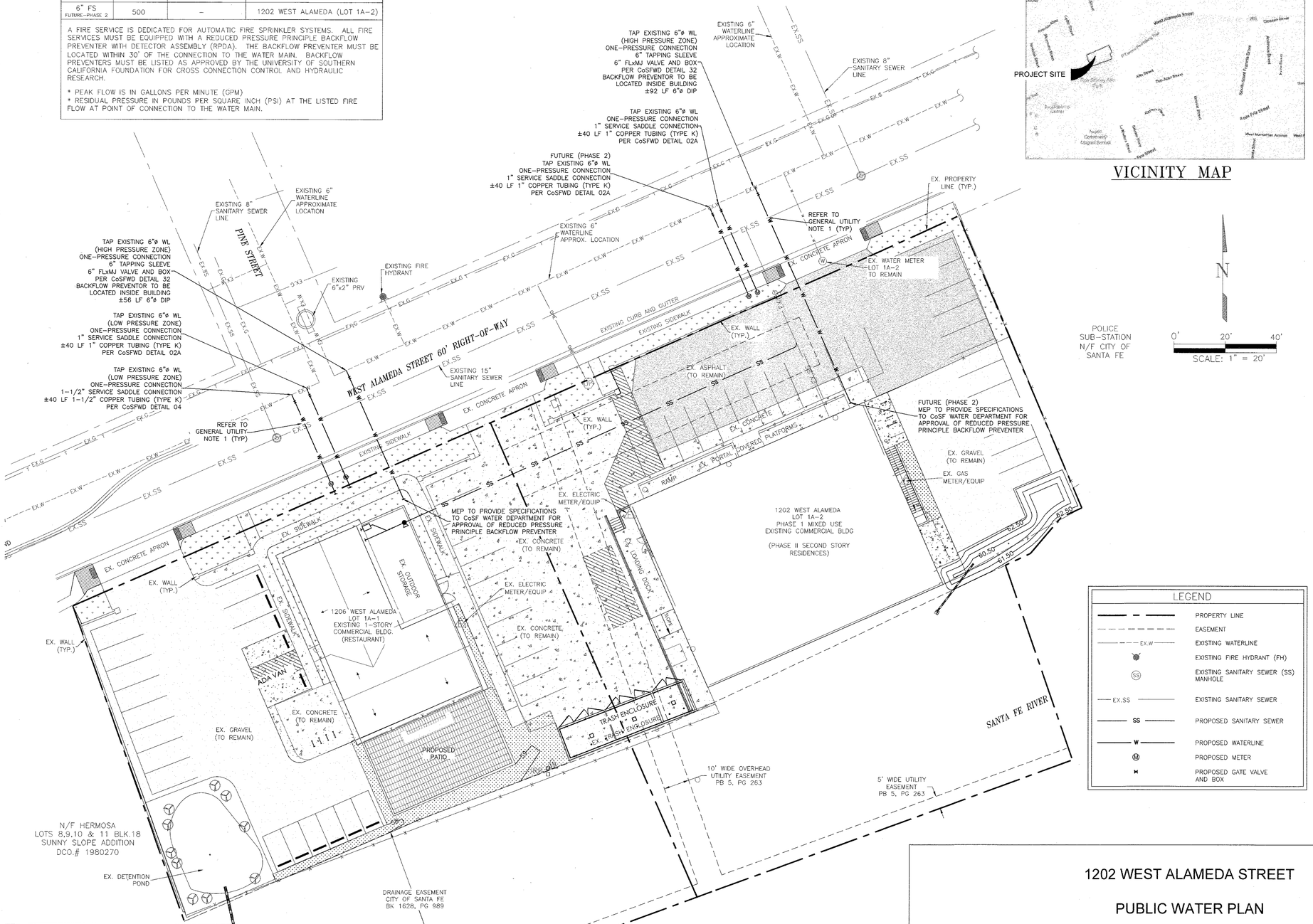
1. THE OWNER OR THEIR PLUMBING/FIRE PROTECTION CONTRACTOR IS RESPONSIBLE FOR PROVIDING BACKFLOW PREVENTION ON THE FIRE SERVICE LINE. CURRENTLY, THE CITY OF SANTA FE REQUIRES REDUCE PRESSURE BACKFLOW PREVENTORS (RPBP) WITH DETECTOR CHECK ON FIRE SERVICE LINES.
2. RPBP'S MUST BE LOCATED IN AN ABOVE GROUND HOUSING OR IN A MECHANICAL ROOM WHERE ADEQUATE DRAINAGE AND FREEZE PROTECTION IS AVAILABLE. THE RPBP SHALL BE LOCATED AS TO MINIMIZE THE UNPROTECTED LENGTH OF THE FIRE SERVICE LINE. THE TPBP WILL BE LOCATED WITHIN 30 FEET OF THE FIRE SERVICE TAP TO THE MAIN
3. THE RPBP SHALL INCLUDE AN INTEGRAL METERED BYPASS DETECTOR ASSEMBLY. THE BACKFLOW PREVENTOR AND THE METERED BYPASS SHALL BE DESIGNED AND FURNISHED AS A UNIT AND APPROVED BY THE FCCCHR-USC AS A UNIT AND MEET CITY OF SANTA FE STANDARDS.
4. THE OWNER SHALL PROVIDE CITY OF SANTA FE WATER CO WITH THE PROPOSED LOCATION OF THE RPBP AND THE MAKE AND MODEL NUMBER OF THE PROPOSED RPB ALONG WITH THE MANUFACTURES' DRAWINGS AND DATA FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE RPBP SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS (HORIZONTAL POSITION UNLESS ALTERNATE POSITIONS ARE ALLOWED BY THE MANUFACTURER AND HAVE BEEN APPROVED BY FCCCHR-USC).
5. A REMOTE METER INSTALLATION SHALL BE FURNISHED BY THE OWNER IN ACCORDANCE WITH CITY OF SANTA FE WATER CO STANDARD DETAIL "REMOTE READING UNIT" AND THE "REMOTER METER INSTALLATION CUSTOMER AGREEMENT" TERMS AND CONDITIONS.

FIRE SERVICE DESIGN TABLE

(1) SERVICE SIZE & TYPE DS,FS,IR	(2) REQUIRED FLOW GPM	(3) FS RESIDUAL PRESSURE (PSI)	(4) BUILDING SERVED
6" FS	500	58	1206 WEST ALAMEDA (LOT 1A-1)
6" FS FUTURE-PHASE 2	500	-	1202 WEST ALAMEDA (LOT 1A-2)

A FIRE SERVICE IS DEDICATED FOR AUTOMATIC FIRE SPRINKLER SYSTEMS. ALL FIRE SERVICES MUST BE EQUIPPED WITH A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER WITH DETECTOR ASSEMBLY (RPDA). THE BACKFLOW PREVENTER MUST BE LOCATED WITHIN 30' OF THE CONNECTION TO THE WATER MAIN. BACKFLOW PREVENTERS MUST BE LISTED AS APPROVED BY THE UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH.

* PEAK FLOW IS IN GALLONS PER MINUTE (GPM)
* RESIDUAL PRESSURE IN POUNDS PER SQUARE INCH (PSI) AT THE LISTED FIRE FLOW AT POINT OF CONNECTION TO THE WATER MAIN.



VICINITY MAP

LEGEND

PROPERTY LINE	
EASEMENT	
EX.W	EXISTING WATERLINE
	EXISTING FIRE HYDRANT (FH)
SS	EXISTING SANITARY SEWER (SS) MANHOLE
EX.SS	EXISTING SANITARY SEWER
SS	PROPOSED SANITARY SEWER
W	PROPOSED WATERLINE
	PROPOSED METER
	PROPOSED GATE VALVE AND BOX

WATER SERVICE TABLE

(1) SERVICE SIZE	(2) METER SIZE & TYPE DS,FS,IR	BUILDING SERVED
1-1/2"	1-1/2" DS	1206 WEST ALAMEDA ST. (LOT 1A-1
1"	3/4" IR	1206 WEST ALAMEDA ST. (LOT 1A-1)
3/4"	5/8" DS (EXISTING)	1202 WEST ALAMEDA ST. (LOT 1A-2)
1"	3/4" IR	1202 WEST ALAMEDA ST. (LOT 1A-2)
1"	3/4" DS	1202 WEST ALAMEDA ST. (LOT 1A-2) FUTURE - PHASE 2 RESIDENTIAL UNITS

*DS = DOMESTIC SERVICE
FS = FIRE SERVICE
IR = IRRIGATION

RECORD MAPPING

AS BUILT ____ ____/____/____

VALVE MAPS ____ ____/____/____

GIS (MAPPING) ____ ____/____/____

Inspector approved ____ ____/____/____

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS _____
CERTIFIES THAT THE INFORMATION SHOWN IS A REASONABLE DOCUMENTATION OF THE FINAL CONSTRUCTION

AMANDA ATENCIO P.E. 19213 DATE

PLAT RECORDING INFORMATION

BOOK: _____

PAGE: _____

FILE DATE: _____

APPROVED 6-5-26

CITY OF SANTA FE WATER DIVISION DATE

N/A

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
H-17	T17N- R09E - S23	

INSPECTOR: _____

DATE: _____

2026
07
SHEET 1 OF 1

1202 WEST ALAMEDA STREET

PUBLIC WATER PLAN

CIVIL DESIGN SHEET C-7

CONSULTANTS

ATENCIO ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS

Civil Design Group
PO Box 24154
Santa Fe, NM 87502
E-MAIL pearl@cdg-nm.com
Phone: 575-571-5164

AMANDA M. ATENCIO NEW MEXICO 19213 06/05/26 PROFESSIONAL ENGINEER

Date	Issue

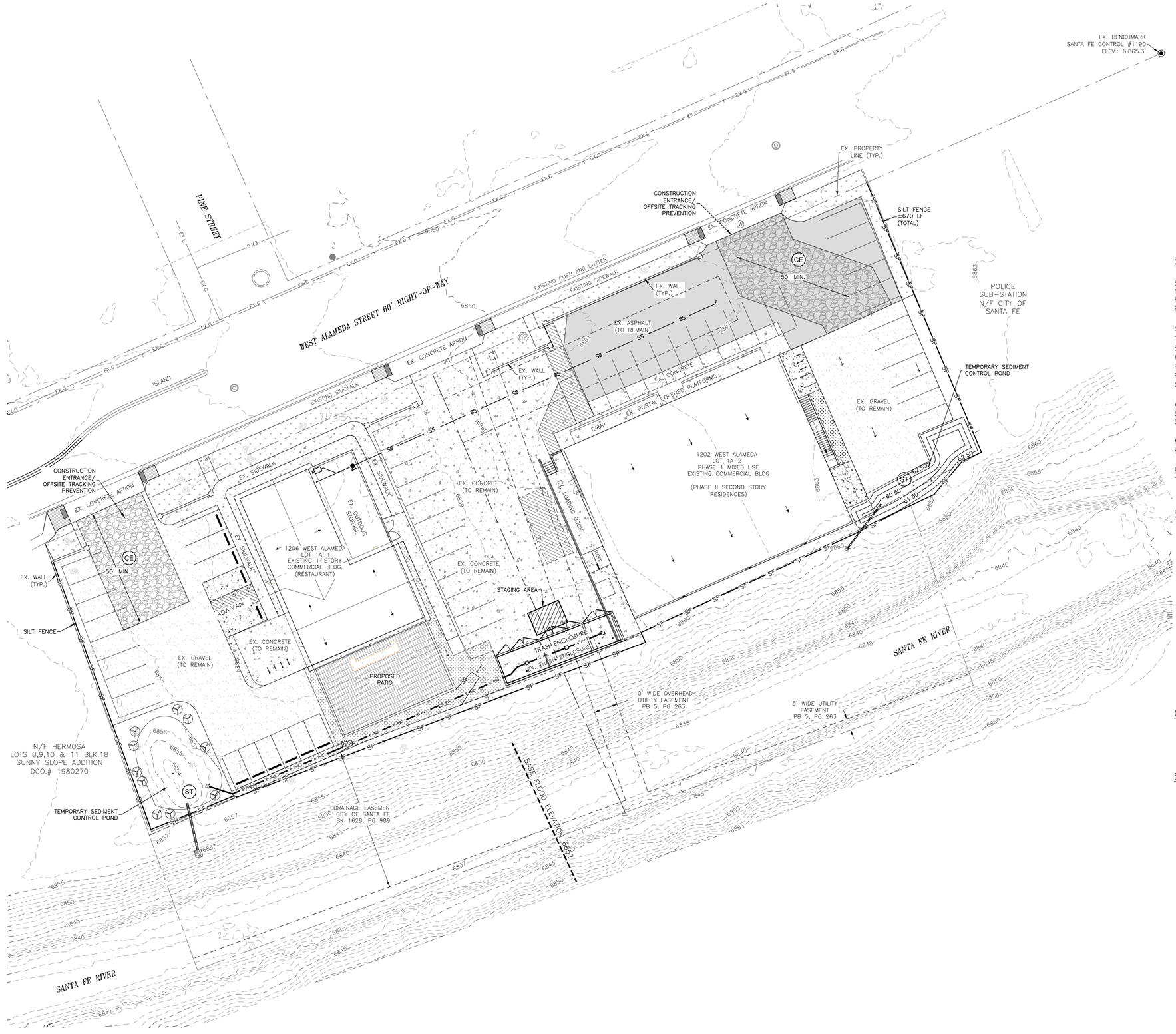
Date: May 22, 2026 | Plot Date:

Drawn by: CLB | Checked by: AMA

Set: FINAL

1202 WEST ALAMEDA STREET
1202 West Alameda Street, Santa Fe, NM 87501

C-5



SEEDING SPECIFICATIONS

SEEDING MATERIAL AND OPERATIONS ARE TO CONFORM TO SECTION 632 OF THE NEW MEXICO STATE HIGHWAY AND TRASPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTIONS, CURRENT EDITION FOR CLASS "D" SEEDING

SEED MIX:
THE SEED MIX IS TO BE THE "DRYLAND BLEND" FROM PLANTS OF THE SOUTHWEST OR APPROVED EQUAL. THE "DRYLAND BLEND" IS TO BE MIXED WITH THE WILDFLOWER SEED MIX "HIGH PLAINS PIÑON-JUNIPER MIX" ALSO FROM PLANTS OF THE SOUTHWEST. ONE OUNCE (1 OZ.) OF "HIGH PLAINS PIÑON-JUNIPER MIX" WILDFLOWER SEED MIX IS TO BE MIXED WITH EACH POUND OF "DRYLAND BLEND" GRASS SEED MIX, AND APPLIED AT THE RATE OF

APPLICATION RATE:
SPECIFIED SEED MIX IS TO BE APPLIED AT THE RATE OF 1.5 POUND PER 1000 SQUARE FEET.

MULCH AND TACKIFIER:
STRAW MULCH IN ACCORDANCE WITH SECTION 632.372

FERTILIZER:
TO BE APPLIED AT A RATE RECOMMENDED BY THE SEED PROVIDER

SEQUENCE OF MAJOR ACTIVITIES

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCE.
2. ALL CONSTRUCTION TRAFFIC TO USE CONSTRUCTION ENTRANCE.
3. CALL FOR INSPECTION OF EROSION CONTROL MEASURES.
4. ROUGH GRADING AND EARTHWORK
5. INSTALL SEWER
6. INSTALL WATER
7. INSTALL DRY UTILITIES
8. INSTALL BASE COURSE
9. COMPLETE CONSTRUCTION ACTIVITIES.
10. COMPLY WITH REVEGETATION MIX FOR NMSHSD CLASS "D" SEEDING.
11. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE SEDIMENT CONTROL DEVICES INCLUDING SILT FENCE UPON APPROVAL OF CITY PLANNING AND DEVELOPMENT REVIEW STAFF.

GENERAL NOTE

1. SEDIMENT TRAPS/PONDS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.

SEDIMENT TRAP, EXCAVATED

1. TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED BY EXCAVATION ALONE OR BY EXCAVATION IN COMBINATION WITH AN EMBANKMENT.
2. TEMPORARY SEDIMENT TRAPS ARE OFTEN USED IN CONJUNCTION WITH A DIVERSION DIKE OR SWALE.
3. THE DRAINAGE AREA FOR THE SEDIMENT TRAP SHOULD NOT EXCEED 5 DISTURBED ACRES.
4. THE TRAP MUST BE ACCESSIBLE FOR EASE OF REGULAR MAINTENANCE, WHICH IS CRITICAL TO IT'S PROPER FUNCTIONING.
5. SEDIMENT TRAPS ARE TEMPORARY MEASURES AND SHOULD NOT REMAIN IN PLACE LONGER THAN 18 TO 24 MONTHS.
6. THE EMBANKMENT MAY NOT EXCEED 5 FT. IN HEIGHT.
7. THE RECOMMENDED MINIMUM WIDTH AT THE TOP OF THE EMBANKMENT IS BETWEEN 2FT. AND 5 FT.

Civil Design Group
PO Box 24154, Santa Fe, NM 87502
E-MAIL pearl@cdg-nm.com
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ATENCIO ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS
4434 VALVERDE COURT
P.O. BOX 20364
COLORADO CITY, CO 81019
57 VENTERO RD
P.O. BOX 143
AMALIA, NM 87512
OFFICE: (719) 676-2551

REVISIONS

DATE	DESCRIPTION

FOR REVIEW ONLY

PROGRESS SET - FOR COMMENT

		DATE
DESIGN:	CLB	05/22/26
DRAFTED:	CLB	05/22/26
APPROVAL:	AMA	05/22/26
SCALE:	AS SHOWN	
SHEET SIZE:	24 x 36	
FILE:	200-25-01 1202 West Alameda_REV2.dwg	
PROJECT NUMBER:	200-26-01	

CLIENT CONTACT INFO:

BOYD & ALLISTER, LLC
1200 HICKOX ST.
SANTA FE, NM 87505

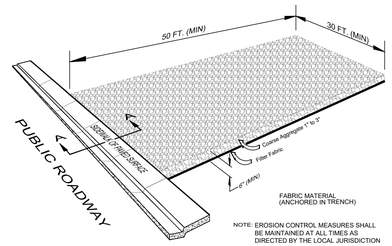
SITE LOCATION:
1202 WEST ALAMEDA ST
SANTA FE, NM 87501

PROJECT NAME:
1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

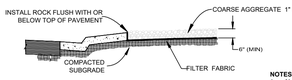
SHEET TITLE:
EROSION CONTROL PLAN

SHEET NO:
C - 6

CE



NOTE: EROSION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES AS DIRECTED BY THE LOCAL JURISDICTION



SECTION A-A
-NTS-

NOTES
1. ALL ROCK TO BE REMOVED UPON COMPLETION OF CONSTRUCTION.
2. PUBLIC ROADWAY TO BE KEPT CLEAN AND FREE OF MUD, DIRT AND DEBRIS AT ALL TIMES.

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING	Figure 603-01-7/7 TEMPORARY EROSION & SEDIMENT CONTROL MEASURES OFFSITE TRACKING PREVENTION

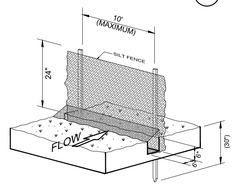
SF

SF

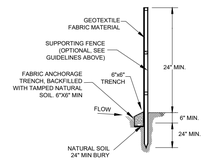
SILT FENCE AND CHECK DAM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE, 10 FT MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE FOR HEAVIER WOOD POSTS OR STANDARD " T". OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER LINEAR FOOT.
3. SUPPORTING FENCE SHALL BE WIRE MESH (14 GA. MIN., 1 INCH MAX. MESH OPENINGS), SNOW FENCE, PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 2 FT. CENTERS ALONG THE TOP AND MID SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED, WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "U" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.



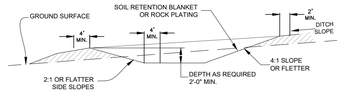
SILT FENCE INSTALLATION
-NTS-



NOTE: EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL LANDSCAPING IS COMPLETED, OR AS DIRECTED BY LOCAL JURISDICTION

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING	Figure 603-01-3/7 TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

ST



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SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING	Figure 603-01-5/7 TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SEDIMENT TRAP

Civil Design Group
PO Box 241154, Santa Fe, NM 87502
E-MAIL pearl@cdg-nm.com
Phone: 575-571-5164

ATENCIO ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS
4434 VALVERDE COURT
P.O. BOX 20364
COLORADO CITY, CO 81019
57 VENTERO RD
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FOR REVIEW ONLY

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APPROVAL:	AMA	05/22/26
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SITE LOCATION:

1202 WEST ALAMEDA ST
SANTA FE, NM 87501

PROJECT NAME:

1202 W. ALAMEDA ST.
PUD DEVELOPMENT PLAN

SHEET TITLE:

EROSION CONTROL DETAILS

SHEET NO:

C - 7

GENERAL CONDITIONS NOTES

1. SOURCE OF BASE SHEETS IS RICK CHATROOP LAND SURVEYOR AND ERECH TASECH ARCHITECTURE AND IS ASSUMED TO BE CORRECT. REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT IMMEDIATELY.
2. IF ANY PART OF THIS PLAN CANNOT BE FOLLOWED DUE TO EXISTING SITE CONDITIONS, CONTACT THE LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.
3. THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF ADA FEATURES AND APPURTENANCES (INCLUDING, BUT NOT LIMITED TO, SIDEWALK & CURB RAMP CROSS SLOPES, RAMP SLOPES, LEVEL LANDINGS, ETC) AS DETAILED IN THE PLANS AND IN ACCORDANCE WITH REFERENCED STANDARD DRAWING, SPECIFICATIONS AND ESTABLISHED ADA GUIDELINES AND STANDARDS. THE CONTRACTOR IS RESPONSIBLE FOR FIELD CHECKING SLOPES AND DIMENSIONS OF ALL FORM WORK FOR COMPLIANCE PRIOR TO INSTALLATION OF CONCRETE. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ANY ADA FEATURES AND APPURTENANCES AT ANY TIME BEFORE FINAL COMPLETION OF THE PROJECT AND MAY REQUIRE THE CONTRACTOR TO REMOVE, REPLACE, AND/OR CORRECT ANY WORK AT THE CONTRACTORS EXPENSE THAT IS NOT IN COMPLIANCE, AS DETERMINED BY THE LANDSCAPE ARCHITECT.
4. CONTACT LOCAL UNDERGROUND UTILITY SERVICES FOR UTILITY LOCATION AND IDENTIFICATION 48 HOURS PRIOR TO ANY EXCAVATION.
5. PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND BY HAND, IF NECESSARY. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AND AT NO EXPENSE TO THE OWNER.
6. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS MAY VARY IN RELATION TO ACTUAL EXISTING CONDITIONS; ADDITIONAL UTILITIES NOT SHOWN ON THE DRAWINGS MAY EXIST. VERIFY IN THE FIELD THE DATA SHOWN, AND CALL ANY DISCREPANCIES TO THE ATTENTION OF THE SITE REPRESENTATIVE BEFORE STARTING WORK.
7. REQUEST INSPECTION AS REQUIRED IN THE SPECIFICATIONS 48 HOURS IN ADVANCE OF PERFORMING ANY WORK UNLESS OTHERWISE NOTED ON THIS SHEET.
8. PRIOR TO ON-SITE LANDSCAPE CONSTRUCTION A 48 HOUR NOTIFICATION TO THE CITY OF SANTA FE IS REQUIRED. PLEASE CALL OR TEXT (505)316-8812.
9. A GRADING AND DRAINAGE INTERIM INSPECTION BY THE CITY OF SANTA FE PRIOR TO ALL GRAVEL AND COBBLE STONE INSTALLATION IS REQUIRED.
10. FINAL LANDSCAPE & IRRIGATION INSPECTION IS REQUIRED BY THE CITY OF SANTA FE.
11. NON-COMPLIANCE WITH THE CITY OF SANTA FE WILL REQUIRE CORRECTION AND OR THE DELAY IN THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
12. THE LANDSCAPE, IRRIGATION SHALL BE REVIEWED IN ITS ENTIRETY BY THE CITY OF SANTA FE WITHIN THE ON-SITE G&D, LANDSCAPE, AND UTILITIES REVIEW.

IRRIGATION NOTES

1. SEE GENERAL CONDITIONS NOTES ON THIS SHEET.
2. CONTRACTOR TO PROVIDE COMPLETE IRRIGATION SYSTEM FOR LANDSCAPE AREAS AS NOTED ON IRRIGATION SHEETS.
3. ALL SLEEVING WORK TO BE COORDINATED WITH PAVING SUB-CONTRACTOR PRIOR TO INSTALLATION OF WALKS AND PAVING.

PLANTING NOTES

1. SEE GENERAL CONDITIONS NOTES ON THIS SHEET.
2. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIALS.
3. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.
4. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.
5. TREES SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO EXISTING.
6. TREES TO BE PLANTED A MINIMUM OF 4 FEET FROM FACE OF BUILDING, OR PAVEMENT, EXCEPT AS APPROVED BY LANDSCAPE ARCHITECT.
7. PRUNE NEWLY PLANTED TREES ONLY IF DIRECTED BY LANDSCAPE ARCHITECT.
8. ALIGN AND EQUALLY SPACE IN ALL DIRECTIONS SHRUBS AS DESIGNATED PER NOTES AND DRAWINGS.
9. FINISH GRADES OF SHRUB AREAS AND LAWNS SHALL BE 1 1/2 INCHES BELOW ADJACENT PAVING OR HEADER. COORDINATE WITH MULCH DEPTH.
10. PROVIDE SPECIFIED EDGING AS DIVIDER BETWEEN PLANTING BEDS AND OTHER AREAS.
11. CUT AND REMOVE WIRE BASKET, AND BURLAP FROM TOP 1/3 OF TREE ROOT BALL.
12. ANY SUBSTITUTIONS PROPOSED BY CONTRACTOR TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING MATERIAL.
13. PER CODE 14-8.4 (F)(2)(F) ANY PLANT MATERIAL REQUIRED BY THIS SECTION 14-8.4 THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
14. PER CODE 14-8.4(G)(3)(D) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM LIGHT STANDARDS, SO AS NOT TO IMPEDE OUTDOOR ILLUMINATION.
15. PER CODE 14-8.4(G)(3)(E) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM FIRE HYDRANTS SO AS NOT TO INTERFERE WITH HYDRANT OPERATION.
16. TREES TO BE LOCATED AT LEAST FIFTEEN (15) FEET FROM STOP SIGNS AND STREET SIGNAGE.

TABLE OF ABBREVIATION

APPROX	APPROXIMATE	MIN	MINIMUM
ARCH	ARCHITECT	MISC	MISCELLANEOUS
AVG	AVERAGE	MTD	MOUNTED
B&B	BALLED AND BURLAPPED	MTL	METAL
BC	BOTTOM OF CURB	N	NORTH
BF	BOTTOM OF FOOTING	NIC	NOT IN CONTRACT
BLDG	BUILDING	NO	NUMBER
BM	BENCHMARK	NOM	NOMINAL
BOC	BACK OF CURB	NTS	NOT TO SCALE
BR	BOTTOM OF RAMP	OAE	OR APPROVED EQUAL
BRG	BEARING	OC	ON CENTER
BS	BOTTOM OF STEP	OD	OUTSIDE DIAMETER
BW	BOTTOM OF WALL	OPP	OPPOSITE
CAL	CALIPER	PAR	PARALLEL
CAP	CAPACITY	PC	POINT OF CURVATURE
CF	CUBIC FEET	PE	POLYURETHANE
CHAM	CHAMFER	PERF	PERFORATED
CIP	CAST IN PLACE	PED	PEDESTRIAN
CJ	CONTROL JOINT	PI	POINT OF INTERSECTION
CL	CENTER LINE	PL	PROPERTY LINE
CLR	CLEARANCE	PLTR	PLANTER AREA
CM	CENTIMETER	PT	POINT, POINT OF TANGENCY
CO	CLEAN OUT	PVC	POLYVINYL CHLORIDE
COMP	COMPACTED	PVMT	PAVEMENT
CONC	CONCRETE	PVR	PAVER
CONST	CONSTRUCTION	QTY	QUANTITY
CONT	CONTINUOUS	R	RADIUS
CONTR	CONTRACTOR	RECEP	RECEPTACLE
CU	CUBIC	REF	REFERENCE
CY	CUBIC YARD	REINF	REINFORCE(D)
DBL	DOUBLE	REM	REMOVE
DF	DIRECTION OF FLOW	REQ'D	REQUIRED
DEG	DEGREE	REV	REVISION, REVISED
DEMO	DEMOLISH, DEMOLITION	ROW	RIGHT OF WAY
DIA	DIAMETER	RT	RIGHT
DIM	DIMENSION	S	SOUTH
DTL	DETAIL	SAN	SANITARY
DWG	DRAWING	SCH	SCHEDULE
E	EAST	SD	STORM DRAIN
EA	EACH	SEC	SECTION
EJ	EXPANSION JOINT	SF	SQUARE FOOT (FEET)
EL	ELEVATION	SHT	SHEET
ELEC	ELECTRICAL	SI	STORM INLET
ENG	ENGINEER	SIM	SIMILAR
EQ	EQUAL	SNT	SEALANT
EQUIP	EQUIPMENT	SPECS	SPECIFICATIONS
EST	ESTIMATE	SQ	SQUARE
E.W.	EACH WAY	ST	STORM SEWER
EX.	EXISTING	SY	SQUARE YARD
EXP	EXPANSION, EXPOSED	STA	STATION
FF	FINISHED FLOOR ELEVATION	STD	STANDARD
FG	FINISHED GRADE	STL	STEEL
FIN	FINISH	STRL	STRUCTURAL
FL	FLOW LINE	SYM	SYMMETRICAL
FOC	FACE OF CURB	T&B	TOP AND BOTTOM
FT	FOOT (FEET)	TBD	TOP OF BACK CURB
FTG	FOOTING	TBC	TO BE DETERMINED
GA	GAUGE	TC	TOP OF CURB
GAL	GALVANIZED	TF	TOP OF FOOTING
GC	GENERAL CONTRACT(OR)	THK	THICK
GEN	GENERAL	TOC	TOP OF CONCRETE
HORIZ	HORIZONTAL	TOPO	TOPOGRAPHY
HP	HIGH POINT	TSL	TOP OF SLAB
HT	HEIGHT	TRAS	TRANSFORMER
ID	INSIDE DIAMETER	TR	TOP OF RAMP
INV	INVERT ELEVATION	TS	TOP OF STEP
IN	INCH(ES)	TW	TOP OF WALL
INCL	INCLUDE(D)	TYP	TYPICAL
INL	INLET	VAR	VARIES
IRR	IRRIGATION	VERT	VERTICAL
JT	JOINT	VEH	VEHICLE
LIN	LINEAR	VOL	VOLUME
LF	LINEAR FEET	W/	WITH
LP	LOW POINT	W/O	WITHOUT
LT	LIGHT	WT	WEIGHT
MATL	MATERIAL	WL	WEIR LEVEL
MAX	MAXIMUM	WWF	WELDED WIRE FABRIC
MEMB	MEMBRANE	YD	YARD
MH	MANHOLE	@	AT

LINE LEGEND:

- LOW — LIMIT OF WORK
- MATCHLINE
- PROPERTY LINE
- PUE — PUBLIC UTILITY EASEMENT
- ROW — RIGHT-OF-WAY
- SETBACK
- CENTERLINE
- OVERHEAD
- FENCE

MATERIALS LEGEND

- COBBLE MULCH BLEND 2" TO 3" ANGULAR, AMARETTO BROWN, O.A.E.
- GRAVEL MULCH BLEND, 3" DEPTH, 3/4" TO 2" ANGULAR, AMARETTO BROWN, O.A.E.
- CONCRETE - SEE ARCHITECTURAL DRAWINGS
- UNIT PAVING - SEE ARCHITECTURAL DRAWINGS

IRRIGATION DETAIL KEYNOTES

1.1	BACKFLOW PREVENTER	L-4
1.2	ZONE VALVE ASSEMBLY	L-4
1.3	DRIP EMITTER	L-4
1.4	CONTROLLER (WALL MOUNT)	L-4
1.5	GATE VALVE	L-4
1.6	PIPE BURY	L-4
1.7	MASTER GATE VALVE	L-4

IRRIGATION LEGEND

- W — WATER METER
- C — IRRIGATION CONTROLLER
- BP — REDUCE PRESSURE BACK FLOW PREVENTOR
- MASTER VALVE
- GATE VALVE
- AUTOMATIC VALVE ASSEMBLY
- IRRIGATION MAIN LINE
- IRRIGATION LATERAL LINE
- IRRIGATION SLEEVE
- DRIP LINE

PLANT PALETTE

TREES

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	AJ	2	Juniperus deppeana	Alligator Juniper	L-M	2" CAL. MIN.
	CS	2	Catalpa speciosa	Northern Catalpa	L-M	2" CAL. MIN.

SHRUBS

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	Fn	1	Forestiera neomexicana	New Mexico Privet	VL-L	20 GAL
	Mp	8	Pinus mugo	Mugo Pine	L-M	10 GAL

PLANTING DETAIL KEYNOTES

8.1	SOIL PROFILE	L-6
8.2	MULCH	L-6
8.3	SHRUB PLANTING	L-6
8.4	PERENNIAL PLANTING	L-6
8.5	EVERGREEN TREE PLANTING	L-6
8.6	TREE PLANTING	L-6

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

GENERAL NOTES

REVISIONS

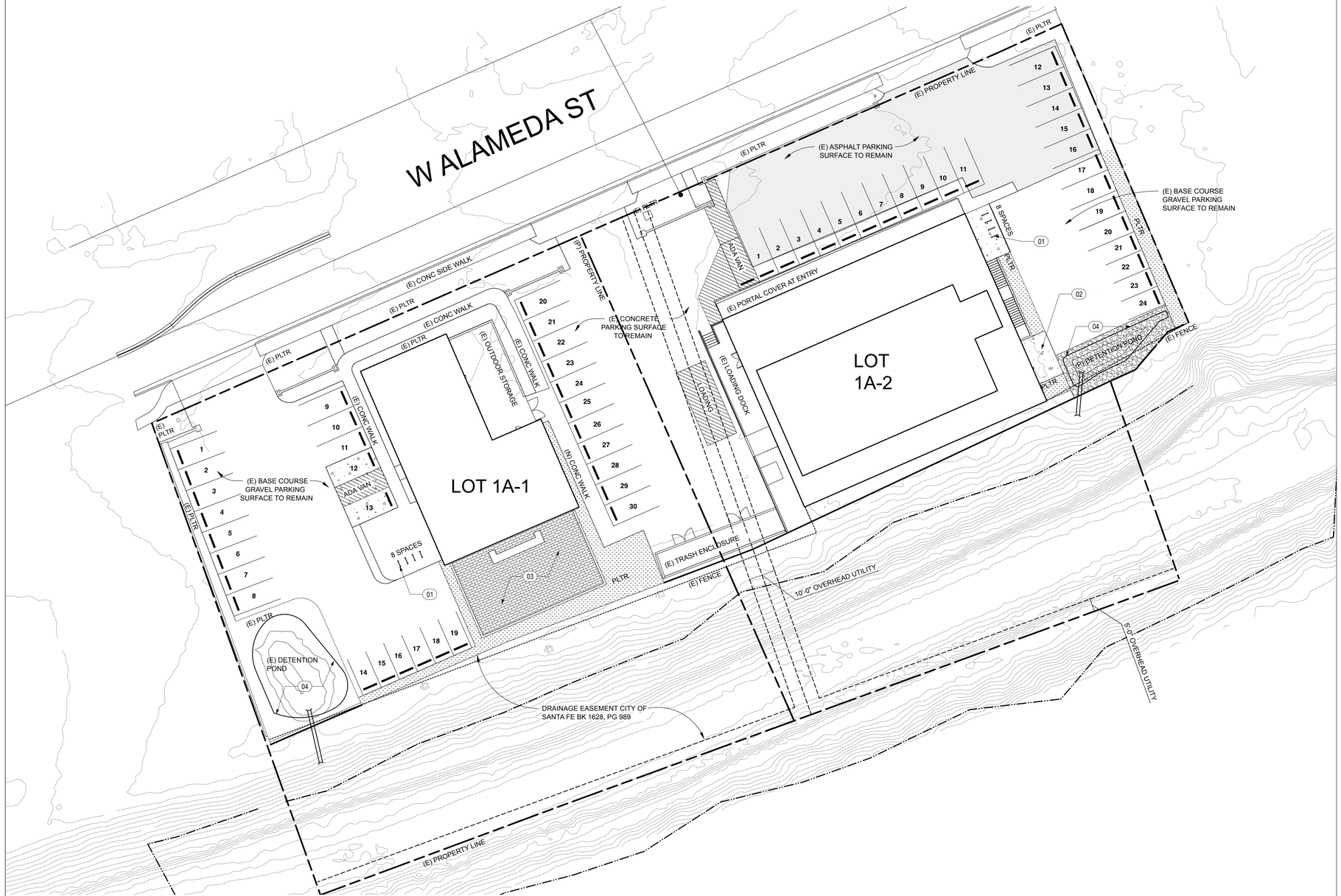
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	03/09/2026
JOB NO.	

DRAWING NO.

L-1

DEVELOPMENT PLAN



MATERIALS NOTES

01 BIKE RACKS, SEE ARCHITECTURAL DETAILS
02 CONCRETE PAVING, SEE ARCHITECTURAL DETAILS
03 UNIT PAVING, SEE ARCHITECTURAL DETAILS
04 DETENTION POND, SEE CIVIL DRAWINGS

MATERIALS LEGEND

COBBLE MULCH BLEND 2" TO 3" ANGULAR, AMARETTO BROWN, O.A.E.

GRAVEL MULCH BLEND, 3" DEPTH, 3/4" TO 2" ANGULAR, AMARETTO BROWN, O.A.E.

CONCRETE - SEE ARCHITECTURAL DRAWINGS

UNIT PAVING - SEE ARCHITECTURAL DRAWINGS

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

MATERIALS PLAN

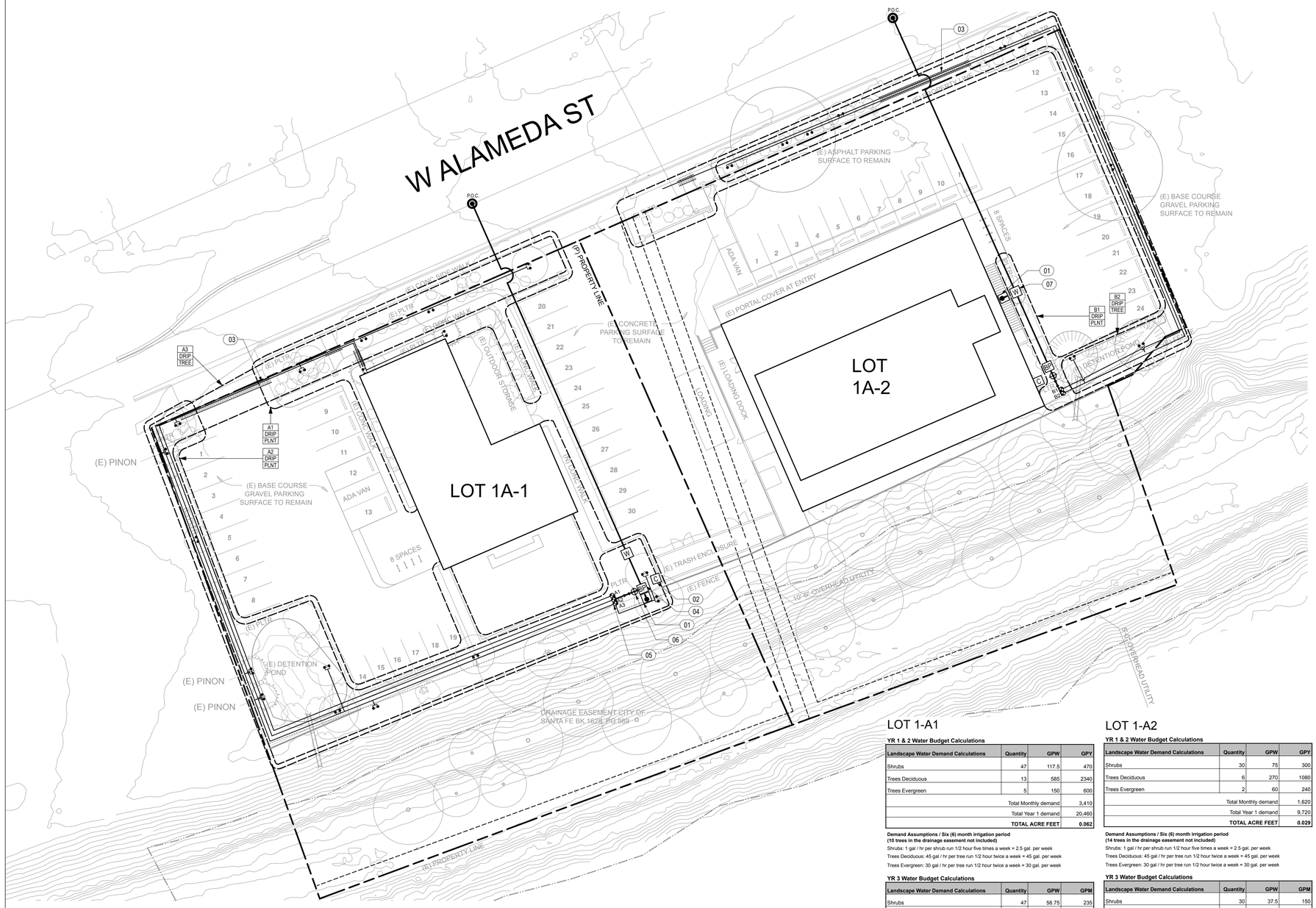
REVISIONS

STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	03/09/2026
JOB NO.	

DRAWING NO.
L-2

DEVELOPMENT PLAN



GENERAL IRRIGATION NOTES

1. IRRIGATION DESIGN IS BASED ON AVAILABLE PRESSURE AT POINT OF CONNECTION OF 50 TO 60 STATIC PSI @ MIN. 50 GPM. CONTRACTOR TO CONFIRM MINIMUM STATIC PSI AND GPM PRIOR TO BEGINNING ANY WORK ON THE IRRIGATION SYSTEM. SHOULD THE STATIC PSI AND GPM FLOW BE HIGHER OR LOWER BY 10% UNDER OR OVER THE REQUIRED, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT FOR DETERMINATION OF ANY ADJUSTMENTS THAT MAY BE NEEDED.
2. THE CONTRACTOR SHALL ADJUST LINE LOCATIONS TO MEET FIELD CONDITIONS AS NECESSARY AND SHALL ADJUST LINE SIZES TO MAINTAIN THE PSI INDICATED IN THE VALVE CHART FOR OPTIMUM OPERATIONAL PRESSURE TO BE PROVIDED TO EACH IRRIGATION HEAD OR EMITTER IN THAT VALVE ZONE. ANY MAJOR ADJUSTMENTS THAT CHANGE ZONE FLOW OR PRESSURE REQUIREMENTS BY MORE THAN 10 PERCENT IN THE ZONE, SHALL BE REVIEWED WITH THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

IRRIGATION NOTES

01 EXISTING FREEZE PROOF HYDRANT TO REMAIN IN PLACE
02 CONTRACTOR TO DETERMINE USABILITY OF EXISTING CONTROLLER. REPLACE IF NEEDED. CONTRACTOR TO FIELD LOCATE EXISTING ELECTRICAL LINES TO RECONNECT.
03 CONTRACTOR TO FIELD LOCATE EXISTING SLEEVING FOR REUSE.
04 EXISTING BACKFLOW PREVENTER TO BE REUSED AND UPGRADED TO MEET CODE STANDARDS. SEE IRRIGATION DETAILS.
05 EXISTING MASTER CONTROL VALVE TO REUSED.
06 EXISTING ZONE VALVES TO REMAIN AND BE REUSED.
07 EXISTING WATER METER TO REMAIN AND BE REUSED.

IRRIGATION DETAIL KEYNOTES

1.1	BACKFLOW PREVENTER	L-4
1.2	ZONE VALVE ASSEMBLY	L-4
1.3	DRIP EMITTER	L-4
1.4	CONTROLLER (WALL MOUNT)	L-4
1.5	GATE VALVE	L-4
1.6	PIPE BURY	L-4
1.7	MASTER GATE VALVE	L-4

IRRIGATION LEGEND

W WATER METER
C IRRIGATION CONTROLLER
BP REDUCE PRESSURE BACK FLOW PREVENTOR
MASTER VALVE
GATE VALVE
AUTOMATIC VALVE ASSEMBLY
IRRIGATION MAIN LINE
IRRIGATION LATERAL LINE
IRRIGATION SLEEVE

PIPE CHART, SCHED. 40 PVC:

PIPE SIZE	FLOW RATE
1"	0 to 12
1"	13 to 22
2"	23 to 30
2"	31 to 50
3"	51 to 75
3"	76 to 110

EMITTER SCHEDULE:

PLANT TYPE	GPH
TREES	18
EVERGREEN TREES	8
ORNAMENTAL SHRUBS	4
NATIVE SHRUBS	2
ORNAMENTAL GRASS	2
PERENNIALS	1

VALVE CHART:

STATION NO.	GENERAL LOCATION	HEAD TYPE	VALVE SIZE	PSI @ HEAD
A1	BACK + WEST PERIMETER + STREET	DRIP	1"	30
A2	STREET + BLDG PERIMETER	DRIP	1"	30
A3	TREES	DRIP	1"	30
B1	BACK + EAST PERIMETER + STREET	DRIP	1"	30
B2	TREES	DRIP	1"	30

IRRIGATION EQUIPMENT SCHEDULE:

ITEM	MAKE	MODEL	SIZE	NOTES
CONTROLLER	RAINBIRD	ESP-TM2	4 STATION	WALL MOUNTED
BACKFLOW PREVENTER	FEBCO	825Y	1"	INSTALL PER LOCAL CODES, IN HOT BOX WITH HEAT TAPE
GATE VALVE	FEBCO	-	LINE SIZE	SIZE SMAE AS UPSTREAM LINE, BRASS BODY, FEMALE THREADED
VALVE ASSEMBLY	RAINBIRD	PESB	SEE VALVE SCHEDULE	24 VOLT, AUTOMATIC REMOTE CONTROLLED VALVE NORMALLY CLOSED, LOW FLOW W/ 1" 'Y' FILTER 140M SCREEN, (1) BALL VALVE PER VALVE.
DRIP VALVE ASSEMBLY	RAINBIRD	XCZ-100-PRF	SEE VALVE SHCEDULE	24 VOLT, AUTOMATIC REMOTE CONTROLLED VALVE NORMALLY CLOSED, LOW FLOW W/ 1" 'Y' FILTER 140M SCREEN, (1) BALL VALVE PER VALVE.
DRIP TEE	-	-	-	PER DETAIL PROVIDE AT ALL LOCATIONS WHERE TRANSITION FROM PVC LATERAL TO PE DRIP LINES
MAINLINE - IRRIGATION	-	SCHE 40 PVC	2"	MIN 36" BURY DEPTH
LATERAL - IRRIGATION		SCHE 40 PVC	SEE SIZING CHART	MIN. 18" BURY DEPTH. SIZE AS PER CHART. 1" UNLESS OTHERWISE NOTED.
DRIP EMITER	RAINBIRD	RAINBUG	1/2" DIA	PROVIDE EMITTERS TO MEET EMITTER GPH RATES CHART

LOT 1-A1

YR 1 & 2 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPY
Shrubs	47	117.5	470
Trees Deciduous	13	585	2340
Trees Evergreen	5	150	600
		Total Monthly demand	3,410
		Total Year 1 demand	20,460
		TOTAL ACRE FEET	**0.062**

Demand Assumptions / Six (6) month irrigation period
(10 trees in the drainage easement not included)
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal. per week
Trees Deciduous: 45 gal / hr per tree run 1/2 hour twice a week = 45 gal. per week
Trees Evergreen: 30 gal / hr per tree run 1/2 hour twice a week = 30 gal. per week

YR 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPM
Shrubs	47	58.75	235
Trees Deciduous	13	455	1820
Trees Evergreen	5	100	400
		Total Monthly demand	2,455
		Total Year 3 demand	14,730
		TOTAL ACRE FEET	**0.045**

Demand Assumptions / Six (6) month irrigation period
(10 trees in the drainage easement not included)
Shrubs: 5 gal / hr per shrub run 1/2 hour five times a week = 1.25 gal. per week
Trees Deciduous: 35 gal / hr per tree run 1/2 hour twice a week = 35 gal. per week
Trees Evergreen: 20 gal / hr per tree run 1/2 hour twice a week = 20 gal. per week

3 YEAR AVERAGE

	GPW	GPY	AFY
Year 1	852.5	20,460	0.062
Year 2	852.5	20,460	0.062
Year 3	613.75	14,730	0.045
3-Year Average	773	18550	0.056

LOT 1-A2

YR 1 & 2 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPY
Shrubs	30	75	300
Trees Deciduous	6	270	1080
Trees Evergreen	2	60	240
		Total Monthly demand	1,620
		Total Year 1 demand	9,720
		TOTAL ACRE FEET	**0.029**

Demand Assumptions / Six (6) month irrigation period
(14 trees in the drainage easement not included)
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal. per week
Trees Deciduous: 45 gal / hr per tree run 1/2 hour twice a week = 45 gal. per week
Trees Evergreen: 30 gal / hr per tree run 1/2 hour twice a week = 30 gal. per week

YR 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	GPW	GPM
Shrubs	30	37.5	150
Trees Deciduous	6	210	840
Trees Evergreen	2	40	160
		Total Monthly demand	1,150
		Total Year 3 demand	6,900
		TOTAL ACRE FEET	**0.021**

Demand Assumptions / Six (6) month irrigation period
(14 trees in the drainage easement not included)
Shrubs: 5 gal / hr per shrub run 1/2 hour five times a week = 1.25 gal. per week
Trees Deciduous: 35 gal / hr per tree run 1/2 hour twice a week = 35 gal. per week
Trees Evergreen: 20 gal / hr per tree run 1/2 hour twice a week = 20 gal. per week

3 YEAR AVERAGE

	GPW	GPY	AFY
Year 1	405	9,720	0.029
Year 2	405	9,720	0.029
Year 3	287.5	6,900	0.021
3-Year Average	782.5	18780	0.026

NORTH 0 10 20 40 SCALE: 1"=20'

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

IRRIGATION PLAN

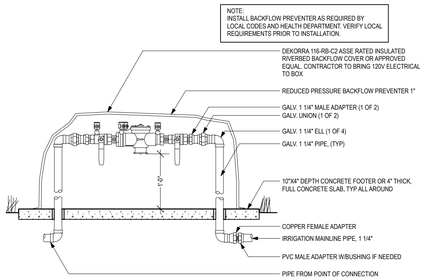
REVISIONS

STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

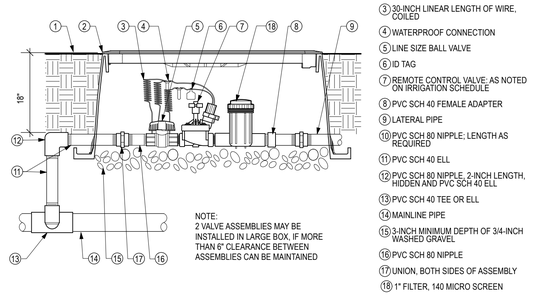
DATE	03/09/2026
JOB NO.	

DRAWING NO.
L-3

DEVELOPMENT PLAN

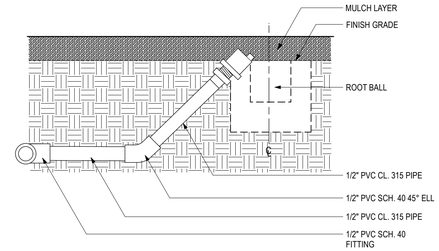


1.1 BACKFLOW PREVENTER
NTS



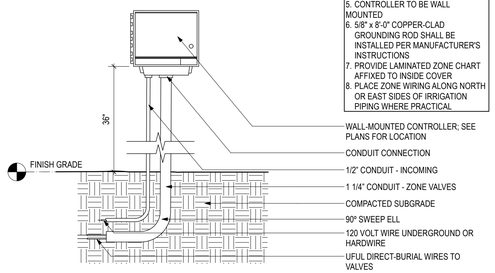
1. FINISH GRADE / TOP OF MULCH
2. VALVE BOX WITH COVER
3. 30-INCH LINEAR LENGTH OF WIRE, COILED
4. WATERPROOF CONNECTION
5. LINE SIZE BALL VALVE
6. ID TAG
7. REMOTE CONTROL VALVE; AS NOTED ON IRRIGATION SCHEDULE
8. PVC SCH 40 FEMALE ADAPTER
9. LATERAL PIPE
10. PVC SCH 80 NIPPLE; LENGTH AS REQUIRED
11. PVC SCH 40 ELL
12. PVC SCH 80 NIPPLE, 2-INCH LENGTH, HIDDEN AND PVC SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. MAINLINE PIPE
15. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
16. PVC SCH 80 NIPPLE
17. UNION, BOTH SIDES OF ASSEMBLY
18. 1" FILTER, 140 MICRO SCREEN

1.2 ZONE VALVE ASSEMBLY
NTS

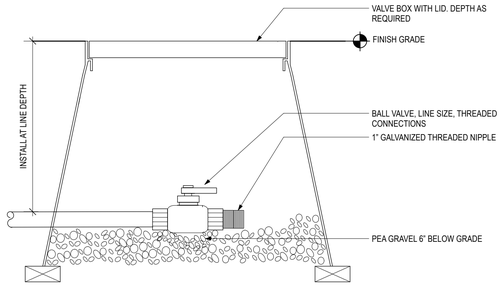


1.3 DRIP EMITTER
NTS

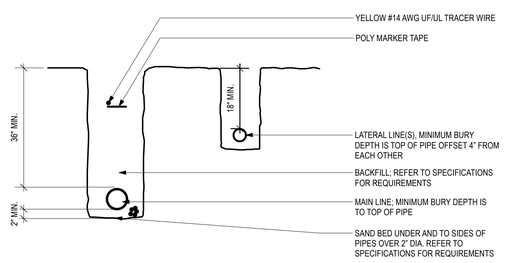
NOTE:
1. ALL WIRING TO BE INSTALLED AS PER LOCAL CODE
2. SEE MANUFACTURER'S MANUAL FOR MOUNTING INSTRUCTION
3. PROVIDE 120-VOLT AND GROUND CONNECTIONS TO CONTROLLER
4. 24-VOLT CONNECTIONS INSOIDE CABINET
5. CONTROLLER TO BE WALL MOUNTED
6. 5/8" x 8'-0" COPPER-CLAD GROUNDING ROD SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS
7. PROVIDE LAMINATED ZONE CHART AFFIXED TO INSIDE COVER
8. PLACE ZONE WIRING ALONG NORTH OR EAST SIDES OF IRRIGATION PIPING WHERE PRACTICAL



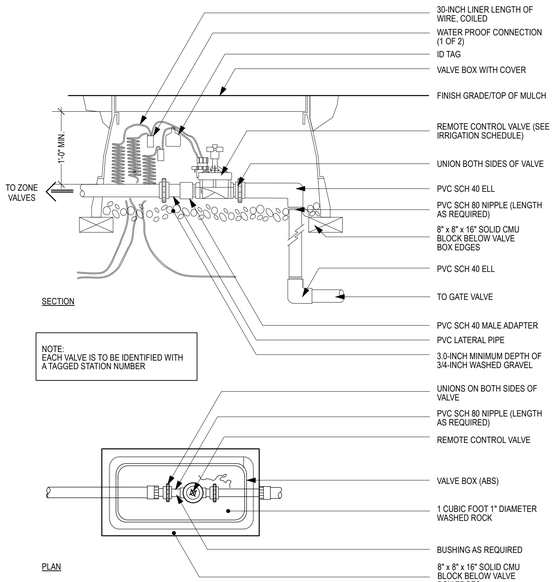
1.4 CONTROLLER (WALL MOUNT)
NTS



1.5 GATE VALVE
NTS



1.6 PIPE BURY
NTS



1.7 MASTER GATE VALVE
NTS

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

IRRIGATION DETAILS

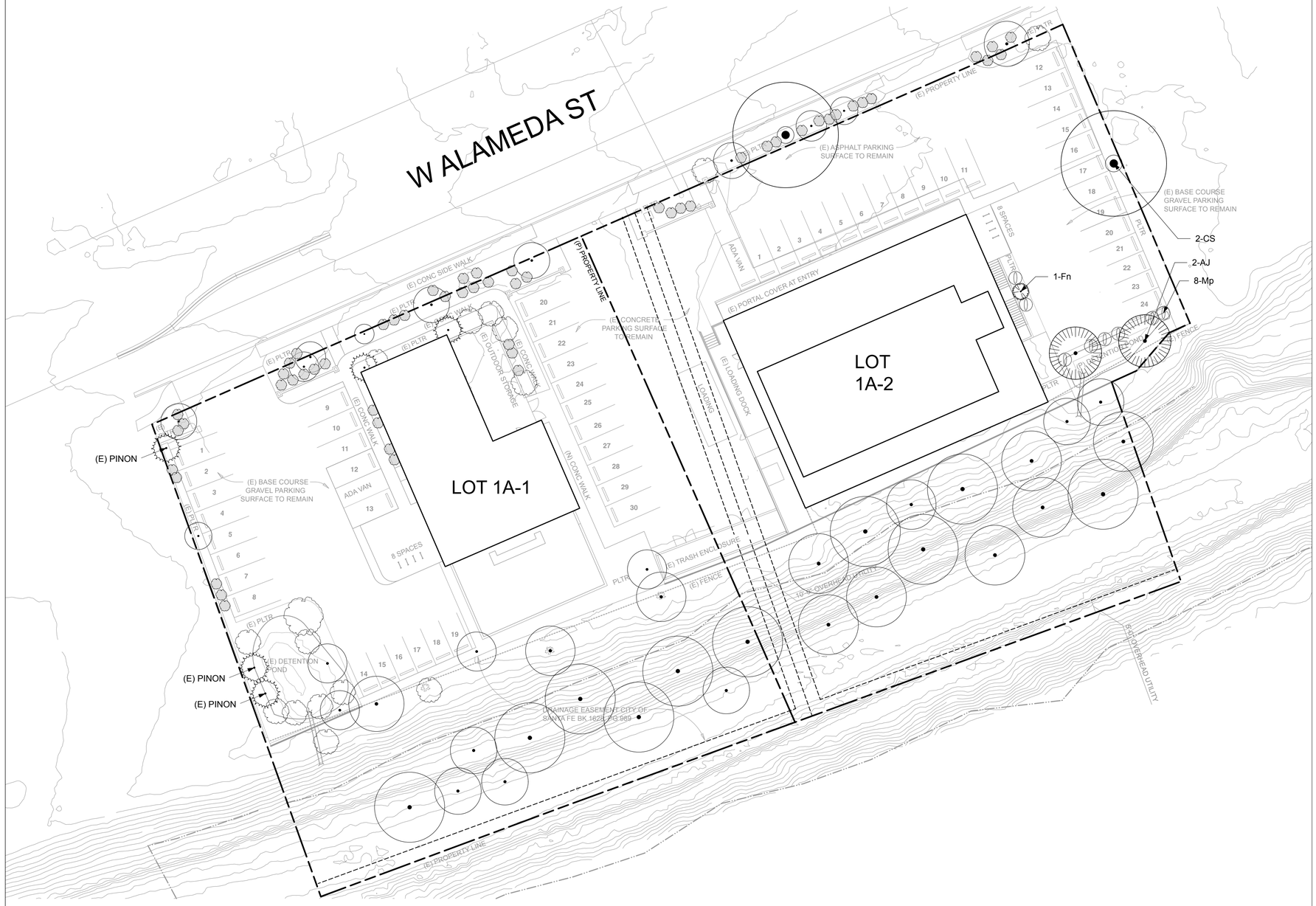
REVISIONS

STATE OF NEW MEXICO
EREICH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	03/09/2026
JOB NO.	

DRAWING NO.
L-4

DEVELOPMENT PLAN



PLANTING NOTES

1. SEE GENERAL CONDITIONS NOTES ON THIS SHEET.
2. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIALS.
3. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.
4. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.
5. TREES SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO EXISTING.
6. TREES TO BE PLANTED A MINIMUM OF 4 FEET FROM FACE OF BUILDING, OR PAVEMENT, EXCEPT AS APPROVED BY LANDSCAPE ARCHITECT.
7. PRUNE NEWLY PLANTED TREES ONLY IF DIRECTED BY LANDSCAPE ARCHITECT.
8. ALIGN AND EQUALLY SPACE IN ALL DIRECTIONS SHRUBS AS DESIGNATED PER NOTES AND DRAWINGS.
9. FINISH GRADES OF SHRUB AREAS AND LAWNS SHALL BE 1 1/2 INCHES BELOW ADJACENT PAVING OR HEADER. COORDINATE WITH MULCH DEPTH.
10. PROVIDE SPECIFIED EDGING AS DIVIDER BETWEEN PLANTING BEDS AND OTHER AREAS.
11. CUT AND REMOVE WIRE BASKET, AND BURLAP FROM TOP 1/3 OF TREE ROOT BALL.
12. ANY SUBSTITUTIONS PROPOSED BY CONTRACTOR TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING MATERIAL.
13. PER CODE 14-8.4 (F)(2)(F) ANY PLANT MATERIAL REQUIRED BY THIS SECTION 14-8.4 THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
14. PER CODE 14-8.4(G)(3)(D) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM LIGHT STANDARDS, SO AS NOT TO IMPEDE OUTDOOR ILLUMINATION.
15. PER CODE 14-8.4(G)(3)(E) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM FIRE HYDRANTS SO AS NOT TO INTERFERE WITH HYDRANT OPERATION.
16. TREES TO BE LOCATED AT LEAST FIFTEEN (15) FEET FROM STOP SIGNS AND STREET SIGNAGE.

PLANTING DETAIL KEYNOTES

8.1	SOIL PROFILE	L-6
8.2	MULCH	L-6
8.3	SHRUB PLANTING	L-6
8.4	PERENNIAL PLANTING	L-6
8.5	EVERGREEN TREE PLANTING	L-6
8.6	TREE PLANTING	L-6

PLANT PALETTE

TREES

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	AJ	2	Juniperus deppeana	Alligator Juniper	L-M	2" CAL. MIN.
	CS	2	Catalpa speciosa	Northern Catalpa	L-M	2" CAL. MIN.

SHRUBS

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	Fn	1	Forestiera neomexicana	New Mexico Privet	VL-L	20 GAL
	Mp	8	Pinus mugo	Mugo Pine	L-M	10 GAL

EXISTING TREE LEGEND

EXISTING SHRUB

EXISTING LARGE SHRUB

EXISTING DECIDUOUS TREE

EXISTING EVERGREEN TREE

LOT 1-A1

C-2 WITH PLANNED UNIT DEVELOPMENT OVERLAY	CODE	ALLOWABLE CONDITIONS	REQUIRED	PROVIDED
OPEN SPACE	20% OF LOT	LOT SIZE = 36,033 SF	7,207 SF	14,158 SF
STREET TREES	EVERY 30' TO 40' ON W. ALAMEDA (SECONDARY ARTERIAL)	178 FEET LENGTH OF ROAD	5 to 6	5
PIÑON TREES	MIN. 40% PRESERVED, RELOCATED OR REPLACED	3 SIGNIFICANT TREES	N/A	TO REMAIN IN PLACE
PONDING AREA	MIN. 1 TREE + 3 SHRUBS / 500 SF	POND AREA 1 = 647 SF	2 TREES + 6 SHRUBS	4 EXISTING TREES + 6 EXISTING SHRUBS
TREE + SHRUB PLANTING	MIN. 1 TREE + 2 SHRUBS / 500 SF OF OPEN SPACE	7,207 SF OPEN SPACE	15 TREES + 30 SHRUBS	28 EXISTING TREES + 47 EXISTING SHRUBS
	MIN. 25% EVERGREEN		4 TREES + 8 SHRUBS	5 TREE + 8 SHRUBS
PARKING LOT LANDSCAPE	10 SF LANDSCAPE AREA / PARKING SPACES	30 PARKING SPACES	300 SF	4050 SF
	1 DECIDUOUS TREE / 90 SF LANDSCAPE AREA		4 TREES	4 EXISTING TREES
PARKING LOT LANDSCAPE SCREENING	4' HIGH WALL OR CONTINUOUS HEDGE			EXISTING 4' HIGH WALL
BIKE PARKING	8 (PER TABLE 14-8.6-3)		8	8

LOT 1-A2

C-2 WITH PLANNED UNIT DEVELOPMENT OVERLAY	CODE	ALLOWABLE CONDITIONS	REQUIRED	PROVIDED
OPEN SPACE	20% OF LOT	LOT SIZE = 36,033 SF	7,207 SF	11,533 SF
STREET TREES	EVERY 30' TO 40' ON W. ALAMEDA (SECONDARY ARTERIAL)	200 FEET LENGTH OF ROAD	5 TO 7	4 EXISTING + 1 NEW
PIÑON TREES	MIN. 40% PRESERVED, RELOCATED OR REPLACED	0 SIGNIFICANT TREES	N/A	N/A
PONDING AREA	MIN. 1 TREE + 3 SHRUBS / 500 SF	POND AREA 1 = 561 SF	2 TREES + 6 SHRUBS	2 TREES + 6 SHRUBS
TREE + SHRUB PLANTING	MIN. 1 TREE + 2 SHRUBS / 500 SF OF OPEN SPACE	7,207 SF OPEN SPACE	15 TREES + 30 SHRUBS	18 EXISTING TREES + 21 EXISTING SHRUBS + 9 NEW
	MIN. 25% EVERGREEN		4 TREES + 8 SHRUBS	2 TREES + 8 SHRUBS
PARKING LOT LANDSCAPE	10 SF LANDSCAPE AREA / PARKING SPACE	25 PARKING SPACES	250 SF	375 SF
	1 DECIDUOUS TREE / 90 SF LANDSCAPE AREA		3 TREES	2 NEW TREES + 1 EXISTING TREE
PARKING LOT LANDSCAPE SCREENING	4' HIGH WALL OR CONTINUOUS HEDGE			EXISTING 4' HIGH WALL
BIKE PARKING	8 (PER TABLE 14-8.6-3)		8	8

NORTH

0 10 20 40

SCALE: 1"=20'

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

PLANTING PLANS

REVISIONS

STATE OF NEW MEXICO
EREICH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

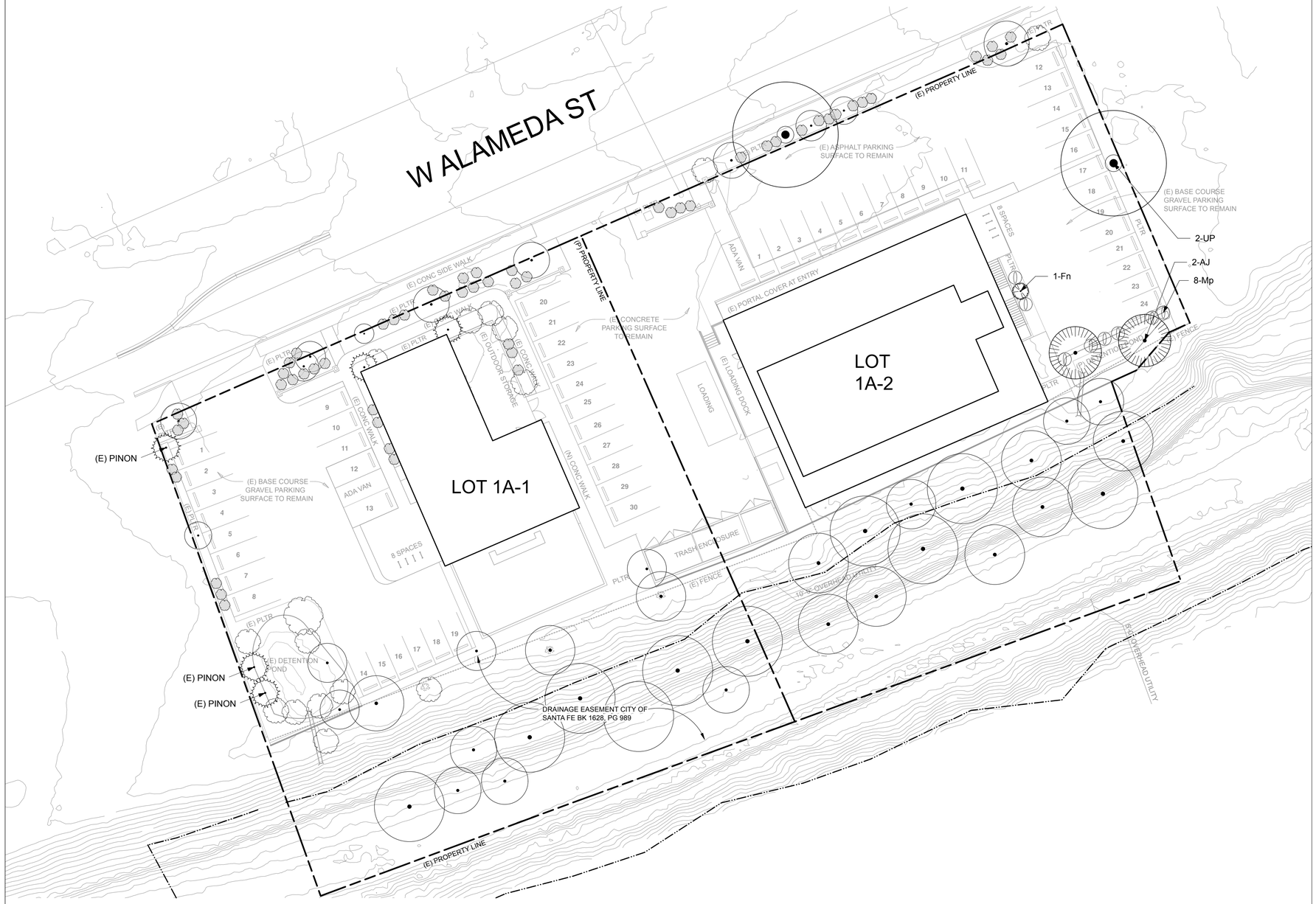
DATE 03/09/2026

JOB NO.

DRAWING NO.

L-5

DEVELOPMENT PLAN



LOT 1-A1

C-2 WITH PLANNED UNIT DEVELOPMENT OVERLAY	CODE	ALLOWABLE CONDITIONS	REQUIRED	PROVIDED
OPEN SPACE	20% OF LOT	LOT SIZE = 36,033 SF	7,207 SF	14,158 SF
STREET TREES	EVERY 30' TO 40' ON W. ALAMEDA (SECONDARY ARTERIAL)	178 FEET LENGTH OF ROAD	5 to 6	5
PIÑON TREES	MIN. 40% PRESERVED, RELOCATED OR REPLACED	3 SIGNIFICANT TREES	N/A	TO REMAIN IN PLACE
PONDING AREA	MIN. 1 TREE + 3 SHRUBS / 500 SF	POND AREA 1 = 647 SF	2 TREES + 6 SHRUBS	4 EXISTING TREES + 6 EXISTING SHRUBS
TREE + SHRUB PLANTING	MIN. 1 TREE + 2 SHRUBS / 500 SF OF OPEN SPACE	7,207 SF OPEN SPACE	15 TREES + 30 SHRUBS	28 EXISTING TREES + 47 EXISTING SHRUBS
	MIN. 25% EVERGREEN		4 TREES + 8 SHRUBS	5 TREE + 8 SHRUBS
PARKING LOT LANDSCAPE	10 SF LANDSCAPE AREA / PARKING SPACES	30 PARKING SPACES	300 SF	4050 SF
	1 DECIDUOUS TREE / 90 SF LANDSCAPE AREA		4 TREES	4 EXISTING TREES
PARKING LOT LANDSCAPE SCREENING	4' HIGH WALL OR CONTINUOUS HEDGE			EXISTING 4' HIGH WALL
BIKE PARKING	8 (PER TABLE 14-8.6-3)		8	8

LOT 1-A2

C-2 WITH PLANNED UNIT DEVELOPMENT OVERLAY	CODE	ALLOWABLE CONDITIONS	REQUIRED	PROVIDED
OPEN SPACE	20% OF LOT	LOT SIZE = 36,033 SF	7,207 SF	11,533 SF
STREET TREES	EVERY 30' TO 40' ON W. ALAMEDA (SECONDARY ARTERIAL)	200 FEET LENGTH OF ROAD	5 TO 7	4 EXISTING + 1 NEW
PIÑON TREES	MIN. 40% PRESERVED, RELOCATED OR REPLACED	0 SIGNIFICANT TREES	N/A	N/A
PONDING AREA	MIN. 1 TREE + 3 SHRUBS / 500 SF	POND AREA 1 = 561 SF	2 TREES + 6 SHRUBS	2 TREES + 6 SHRUBS
TREE + SHRUB PLANTING	MIN. 1 TREE + 2 SHRUBS / 500 SF OF OPEN SPACE	7,207 SF OPEN SPACE	15 TREES + 30 SHRUBS	18 EXISTING TREES + 21 EXISTING SHRUBS + 9 NEW
	MIN. 25% EVERGREEN		4 TREES + 8 SHRUBS	2 TREES + 8 SHRUBS
PARKING LOT LANDSCAPE	10 SF LANDSCAPE AREA / PARKING SPACE	25 PARKING SPACES	250 SF	375 SF
	1 DECIDUOUS TREE / 90 SF LANDSCAPE AREA		3 TREES	2 NEW TREES + 1 EXISTING TREE
PARKING LOT LANDSCAPE SCREENING	4' HIGH WALL OR CONTINUOUS HEDGE			EXISTING 4' HIGH WALL
BIKE PARKING	8 (PER TABLE 14-8.6-3)		8	8

PLANTING NOTES

1. SEE GENERAL CONDITIONS NOTES ON THIS SHEET.
2. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIALS.
3. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.
4. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.
5. TREES SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO EXISTING.
6. TREES TO BE PLANTED A MINIMUM OF 4 FEET FROM FACE OF BUILDING, OR PAVEMENT, EXCEPT AS APPROVED BY LANDSCAPE ARCHITECT.
7. PRUNE NEWLY PLANTED TREES ONLY IF DIRECTED BY LANDSCAPE ARCHITECT.
8. ALIGN AND EQUALLY SPACE IN ALL DIRECTIONS SHRUBS AS DESIGNATED PER NOTES AND DRAWINGS.
9. FINISH GRADES OF SHRUB AREAS AND LAWNS SHALL BE 1 1/2 INCHES BELOW ADJACENT PAVING OR HEADER. COORDINATE WITH MULCH DEPTH.
10. PROVIDE SPECIFIED EDGING AS DIVIDER BETWEEN PLANTING BEDS AND OTHER AREAS.
11. CUT AND REMOVE WIRE BASKET, AND BURLAP FROM TOP 1/3 OF TREE ROOT BALL.
12. ANY SUBSTITUTIONS PROPOSED BY CONTRACTOR TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO ORDERING MATERIAL.
13. PER CODE 14-8.4 (F)(2)(F) ANY PLANT MATERIAL REQUIRED BY THIS SECTION 14-8.4 THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
14. PER CODE 14-8.4(G)(3)(D) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM LIGHT STANDARDS, SO AS NOT TO IMPEDE OUTDOOR ILLUMINATION.
15. PER CODE 14-8.4(G)(3)(E) STREET TREES SHALL BE LOCATED AT LEAST FIFTEEN (15) FEET FROM FIRE HYDRANTS SO AS NOT TO INTERFERE WITH HYDRANT OPERATION.
16. TREES TO BE LOCATED AT LEAST FIFTEEN (15) FEET FROM STOP SIGNS AND STREET SIGNAGE.

PLANTING DETAIL KEYNOTES

8.1	SOIL PROFILE	L-6
8.2	MULCH	L-6
8.3	SHRUB PLANTING	L-6
8.4	PERENNIAL PLANTING	L-6
8.5	EVERGREEN TREE PLANTING	L-6
8.6	TREE PLANTING	L-6

PLANT PALETTE

TREES

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	AJ	2	Juniperus deppeana	Alligator Juniper	L-M	6' HT. MIN.
	UP	2	Ulmus parvifolia	Chinese Lacebark Elm	L-M	2" CAL. MIN.

SHRUBS

SYMBOL	ID	QTY	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
	Fn	1	Forestiera neomexicana	New Mexico Privet	VL-L	20 GAL
	Mp	8	Pinus mugo	Mugo Pine	L-M	10 GAL

EXISTING TREE LEGEND

EXISTING SHRUB

EXISTING LARGE SHRUB

EXISTING DECIDUOUS TREE

EXISTING EVERGREEN TREE

PROJECT

1202 W ALAMEDA
SANTA FE, NM, 87051

1202 W ALAMEDA
SANTA FE, NM, 87051

DRAWING TITLE

LANDSCAPE

REVISIONS

NOT FOR CONSTRUCTION

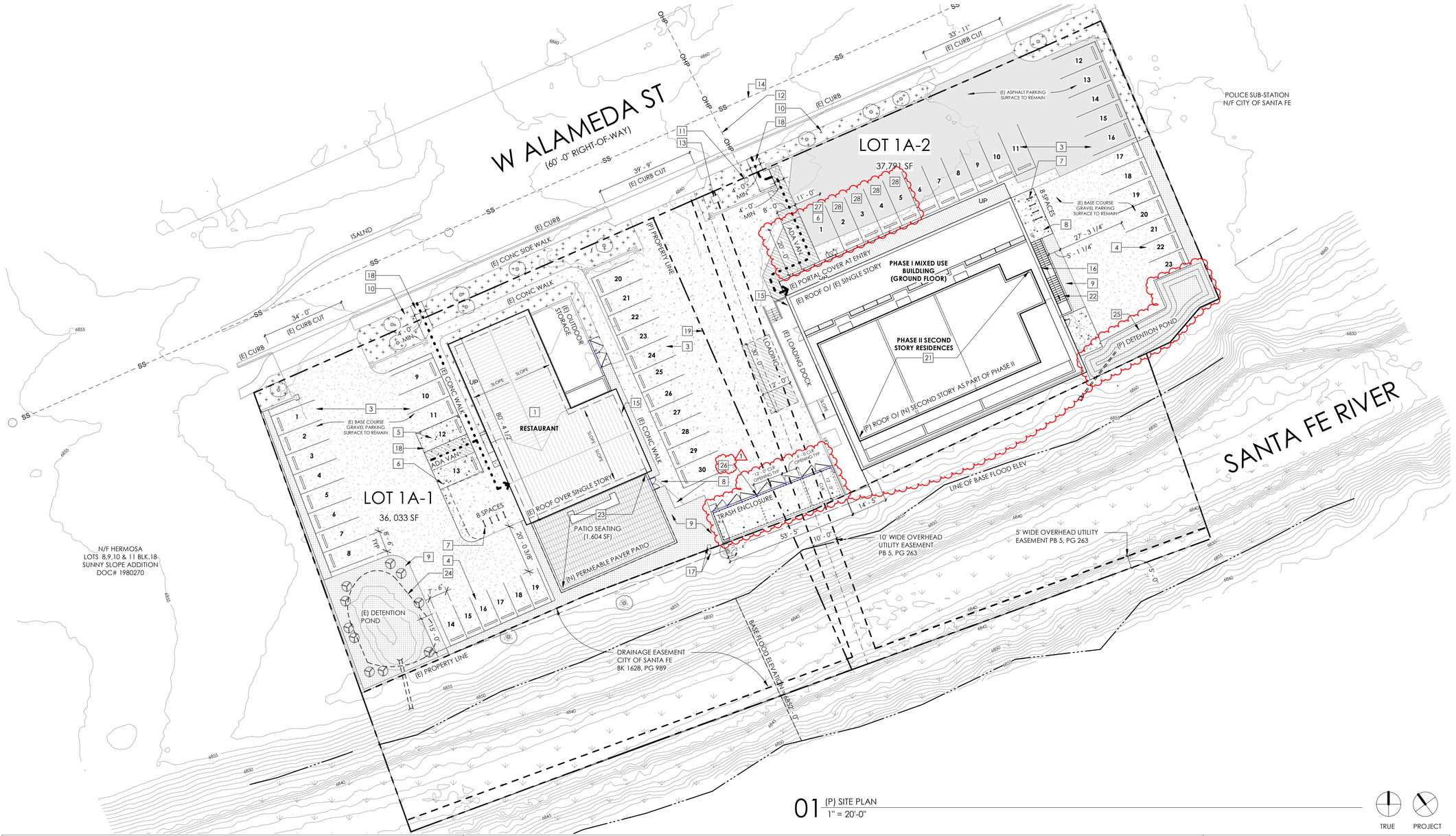
DATE 03/09/2026

JOB NO.

DRAWING NO.

L-6

PLANTING PLAN



01 (P) SITE PLAN
1" = 20'-0"

TRUE PROJECT

SITE PLAN GENERAL NOTES

1. CONTRACTOR TO PERFORM HAZARDOUS MATERIAL TESTING PRIOR TO DEMO.
2. CONTRACTOR TO IDENTIFY ALL AREA OF ALL WALL FINISH REMOVAL AND PERFORM WALK-THRU WITH OWNER & ARCHITECT TO VERIFY DEMO SCOPE OF WORK PRIOR TO DEMOLITION.
3. CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE.
4. REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RE-CYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
5. DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

SITE PLAN KEYNOTES

NO.	NOTE
1	(E) SINGLE STORY COMMERCIAL BLDG W/ (N) PROPOSED ASSEMBLY A-2 OCCUPANCY
2	(E) SINGLE STORY COMMERCIAL BLDG W/ (N) MIXED OCCUPANCY USE
3	(N) OFF STREET PARKING, PER 14-8.6, STANDARD CAR SPACE
4	(N) OFF STREET PARKING, PER 14-8.6, SMALL CAR SPACE
5	(N) OFF STREET PARKING, PER 14-8.6, ADA SPACE
6	(N) OFF STREET PARKING, PER 14-8.6, ADA SPACE VAN ACCESS
7	(N) OFF STREETBIKE PARKING, PER 14-8.6(E) & EXHIBIT D
8	(N) CONCRETE WALKWAY
9	(N) LANDSCAPING TO MEET THE STANDARDS OF SECTION 14-8.4
10	(E) LANDSCAPING TO MEET THE STANDARDS OF SECTION 14-8.4
11	(E) UTILITY POLE
12	(E) OVERHEAD POWER LINES
13	(E) TRANSFORMER CABINET
14	(E) SS MAIN. LATERAL LOCATION TO BE DETERMINED
15	(E) ELECTRICAL SERVICE MAIN

NO.	NOTE
16	(E) GAS SERVICE AND METER
17	(E) WATER SERVICE AND METERS
18	(N) SIDEWALK AND ACCESSIBLE PATH FROM R.O.W.
19	(N) PROPOSED PROPERTY LINE
21	(N) SECOND STORY W/ 3 RESIDENTIAL UNITS (PHASE II)
22	(N) STAIR ACCESS TO SECOND FLOOR UNITS (PHASE II)
23	(N) ENCLOSED PATIO FOR A-2 OCCUPANCY
24	(E) DETENTION POND TO REMAIN
25	(N) DETENTION POND PER CIVIL
26	(E) DUMPSTER PAD AND ENCLOSURE, CONCRETE PAD, WALLS, AND DOORS TO BE MODIFIED TO MEET STANDARDS OF SFCC 21-4.6 EXHIBITS A.1 & A.2 (1)
27	(N) EV CHARGING SPACE, PER 14-7.5(G)
28	EV CAPABLE CHARGING SPACE, PER 14-7.5(G)

SITE PLAN LEGEND

- PROPERTY LINE
- EASEMENT LINE
- BLDG EXTENTS
- X.XX' ELEVATION MARKER
- SLOPE ARROW
- (E) LANDSCAPE AREA
- (P) LANDSCAPE AREA
- ACCESSIBLE ROUTE
- (E) TREE
- (N) SHRUB AND/OR HEDGE
- CONCRETE

ERECH TASCHEK ARCHITECTURE

PROJECT

1202 WEST ALAMEDA PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

SITE PLAN

REVISIONS

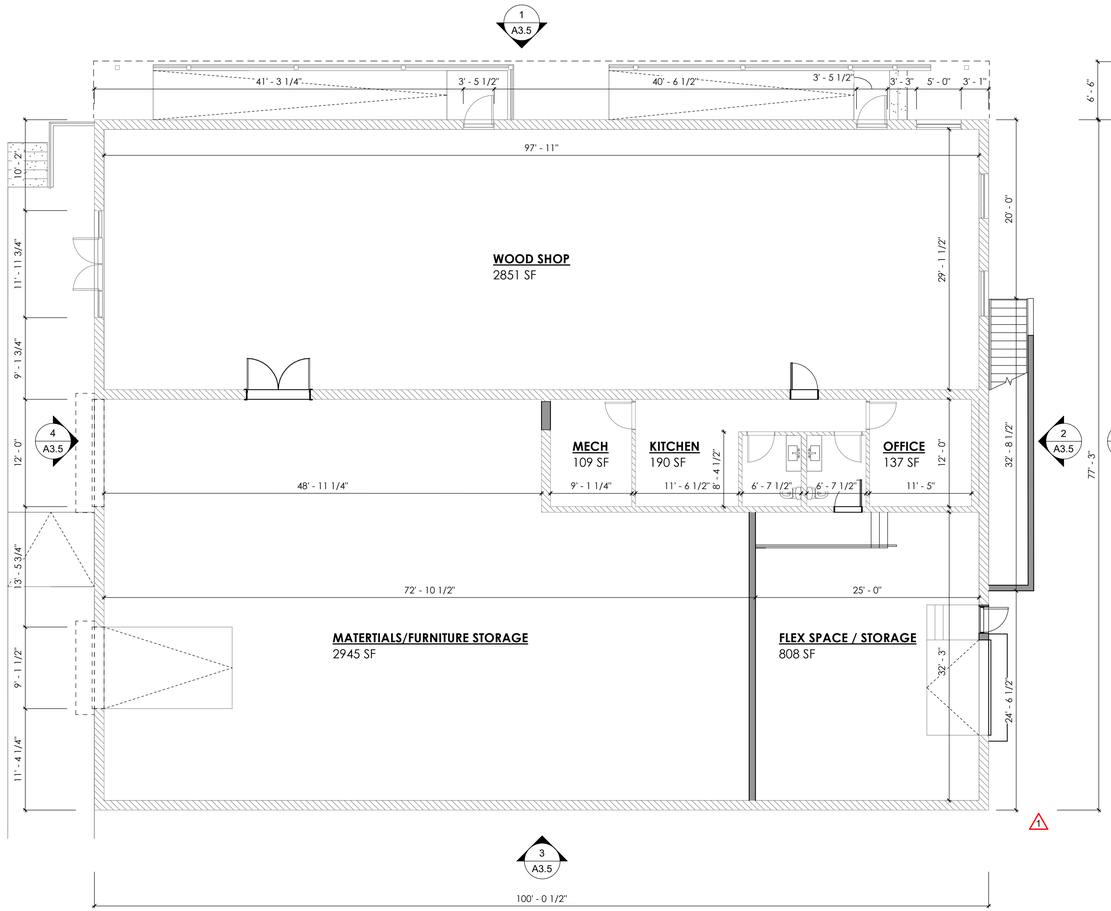
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

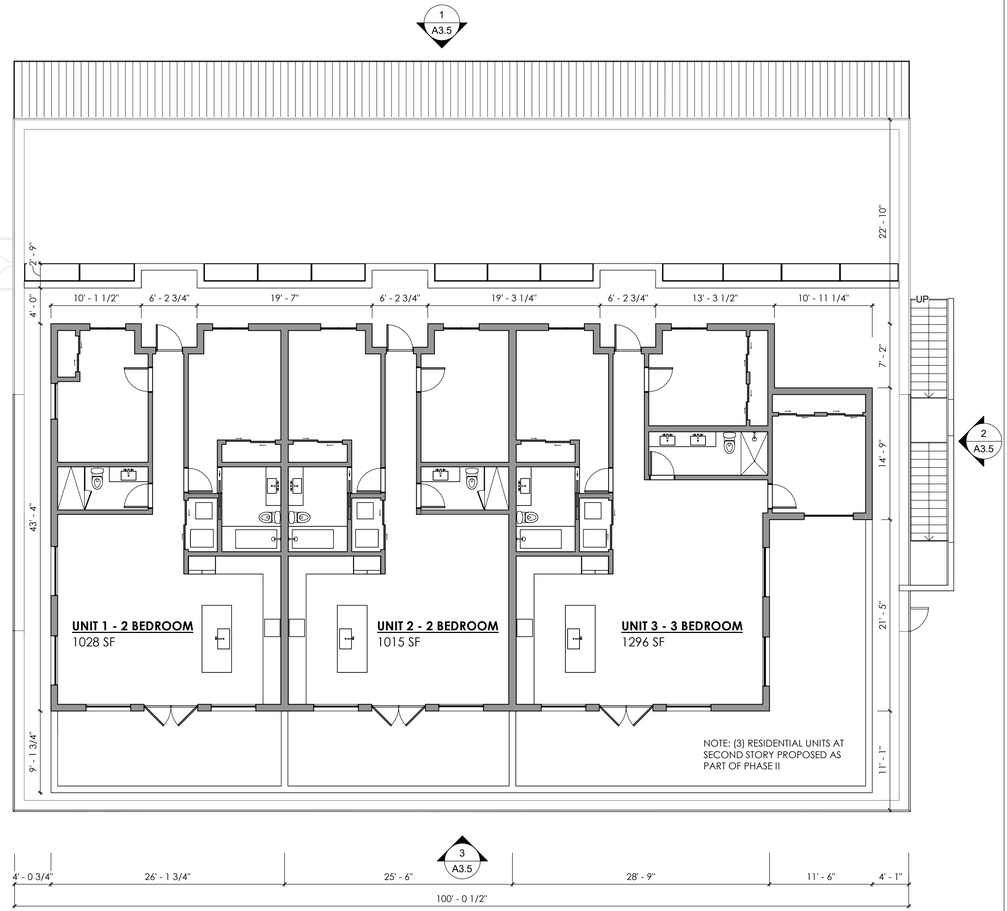
DATE	3.09.2026
JOB NO.	25.02

DRAWING NO.

A1.1

DEVELOPMENT PLAN





01 CONCEPT PLAN - MIXED USE - LEVEL 1
1/8" = 1'-0"

02 CONCEPT PLAN - MIXED USE - LEVEL 2
1/8" = 1'-0"

TRUE N PROJECT N

FLOOR PLAN GENERAL NOTES

1. THESE DRAWINGS ARE DIAGRAMMATIC IN NATURE; DO NOT SCALE, FOLLOW DIMENSIONS SHOWN ON DRAWINGS AND FIELD VERIFY EXISTING CONDITIONS.
2. DIMENSIONS ON PLAN SHEETS ARE TO FINISH FACE UON.
3. SEE SITE PLAN FOR SITE WALLS, GATES, FENCES AND OTHER EXTERIOR INFORMATION.
4. SEE INTERIOR ELEVATIONS FOR DEVICE, FIXTURE, AND EQUIPMENT MOUNTING LOCATIONS AND HEIGHTS WHERE NOT NOTED ON PLANS.
5. FOR PARTITION TYPES AND TYPICAL DETAILS SEE SHEETS AX.XX-AX.XX.
6. FOR DOOR AND FRAME SCHEDULE SEE SHEET AX.XX.
7. FOR FINISH SCHEDULE SEE SHEET AX.XX.

FLOOR PLAN KEYNOTES

NO.	NOTE
3	(N) INTERIOR SWING DOOR, TO MATCH EXISTING

FLOOR PLAN LEGEND

EXISTING WALL/PARTITION

NEW WALL/PARTITION

ERECH TASCHEK ARCHITECTURE

PROJECT

1202 WEST ALAMEDA PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

FLOOR PLANS - LOT 1A-2

REVISIONS

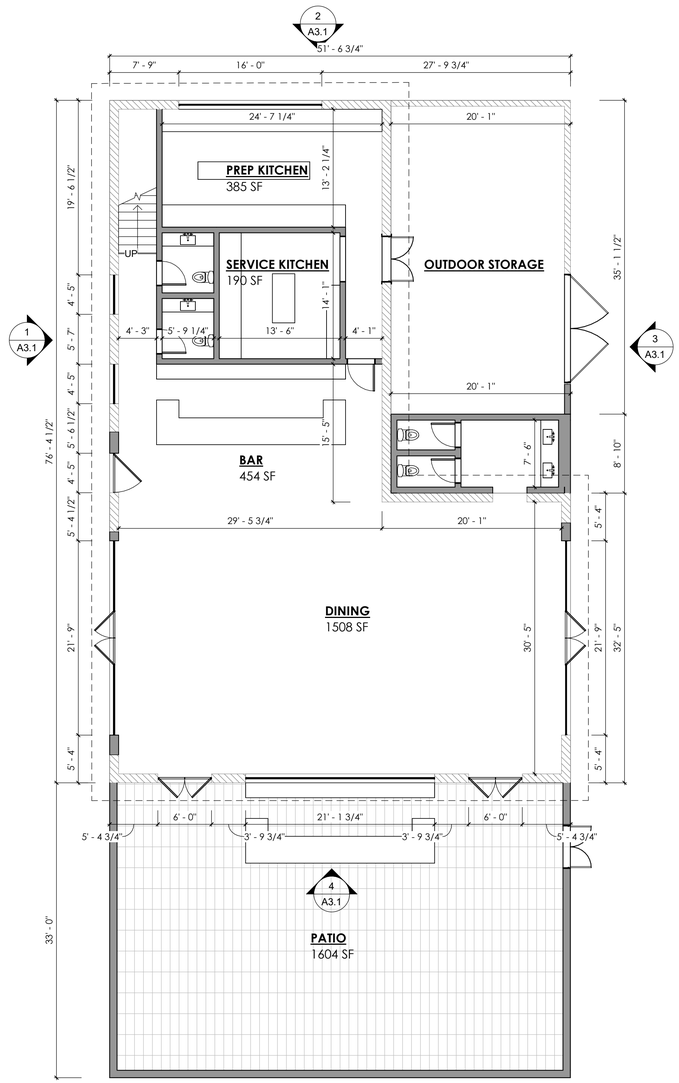
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	3.09.2026
JOB NO.	25.02

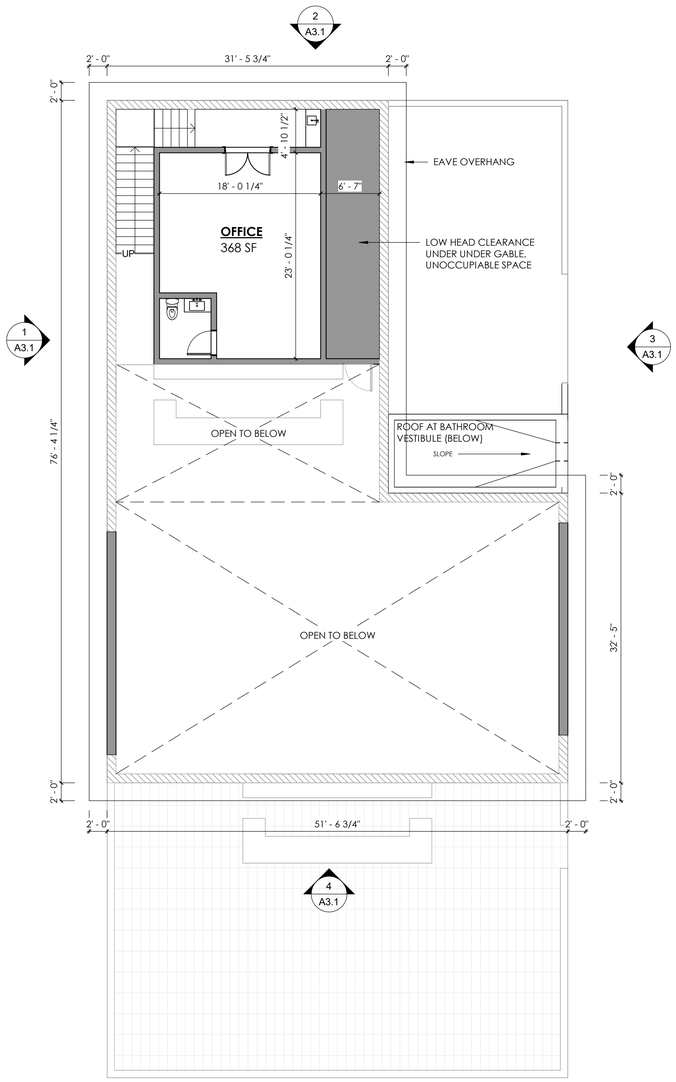
DRAWING NO.

A2.5

DEVELOPMENT PLAN



01 CONCEPT PLAN - RESTUARANT - LEVEL 1
1/8" = 1'-0"



02 CONCEPT PLAN - RESTUARANT - LEVEL 2
1/8" = 1'-0"

TRUE N PROJECT N

FLOOR PLAN GENERAL NOTES	FLOOR PLAN KEYNOTES	FLOOR PLAN LEGEND
1. THESE DRAWINGS ARE DIAGRAMMATIC IN NATURE; DO NOT SCALE, FOLLOW DIMENSIONS SHOWN ON DRAWINGS AND FIELD VERIFY EXISTING CONDITIONS. 2. DIMENSIONS ON PLAN SHEETS ARE TO FINISH FACE UON. 3. SEE SITE PLAN FOR SITE WALLS, GATES, FENCES AND OTHER EXTERIOR INFORMATION. 4. SEE INTERIOR ELEVATIONS FOR DEVICE, FIXTURE, AND EQUIPMENT MOUNTING LOCATIONS AND HEIGHTS WHERE NOT NOTED ON PLANS. 5. FOR PARTITION TYPES AND TYPICAL DETAILS SEE SHEETS AX.XX-AX.XX. 6. FOR DOOR AND FRAME SCHEDULE SEE SHEET AX.XX. 7. FOR FINISH SCHEDULE SEE SHEET AX.XX.	NO. NOTE 3 (N) INTERIOR SWING DOOR, TO MATCH EXISTING	EXISTING WALL/PARTITION NEW WALL/PARTITION

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA
PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

FLOOR PLANS - LOT 1A-1

REVISIONS

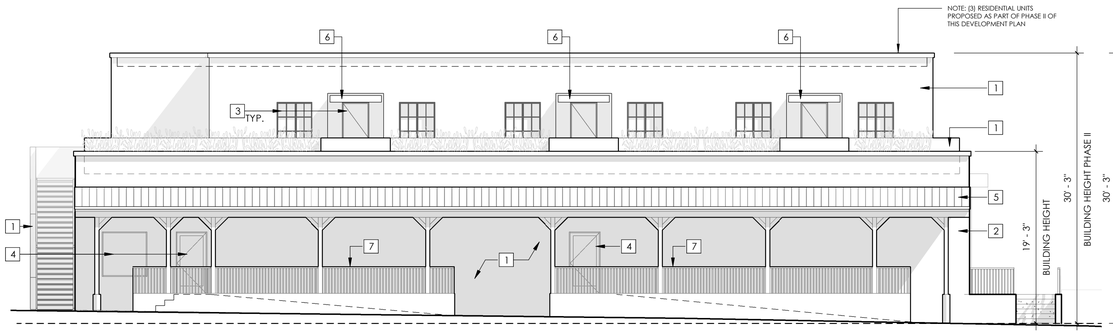
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	3.09.2026
JOB NO.	25.02

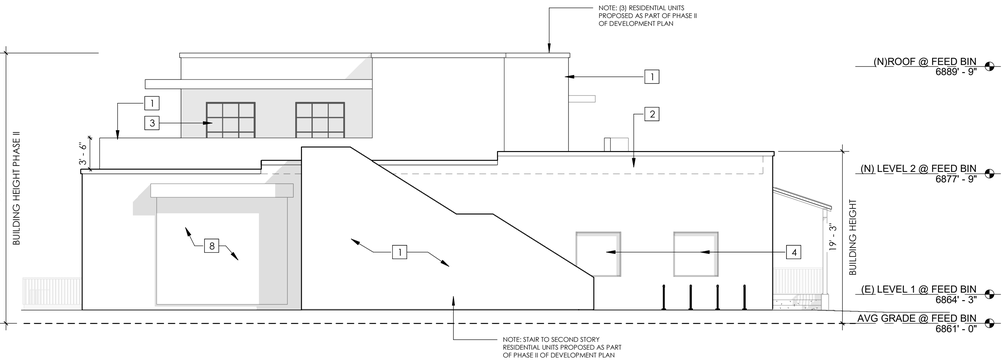
DRAWING NO.

A2.1

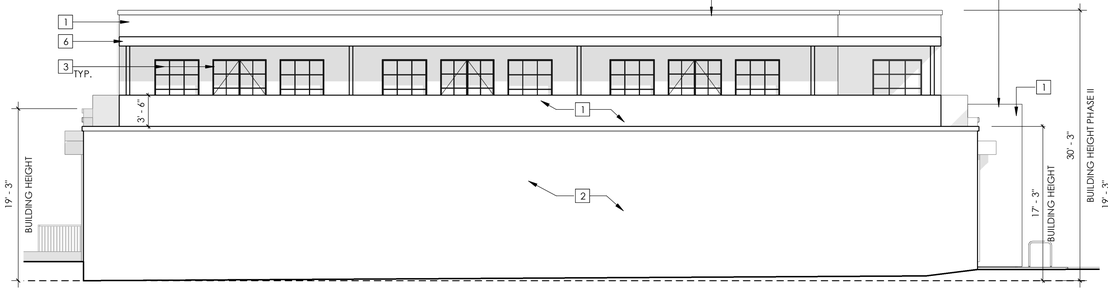
DEVELOPMENT PLAN



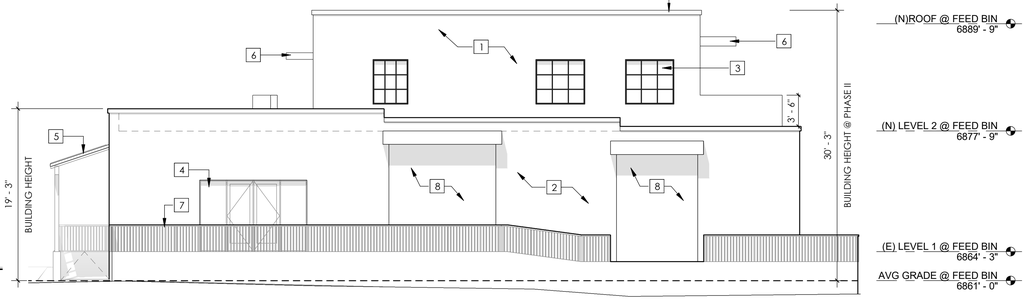
01 CONCEPT ELEVATION - NORTH
1/8" = 1'-0"



02 CONCEPT ELEVATION - EAST
1/8" = 1'-0"



03 CONCEPT ELEVATION - SOUTH
1/8" = 1'-0"



04 CONCEPT ELEVATION - WEST
1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES	FLOOR PLAN KEYNOTES		FLOOR PLAN LEGEND
	NO.	NOTE	AA WINDOW TAG
	1	3 COAT STUCCO SYSTEM, TO MATCH EXISTING, TYP	
	2	(E) STUCCO SIDING, PATCH & REPAIR AS REQUIRED	
	3	(N) ALUMINUM CLAD WINDOW/DOOR SYSTEM	
	4	(E) WINDOW/DOOR TO REMAIN	
	5	(E) PORTAL TO REMAIN	
	6	(N) PAINTED METAL/STEEL CANOPY	
	7	(E) PAINTED METAL GUARDRAIL/HANDRAIL	
	8	(E) ROLL UP DOOR TO REMAIN.	
	9	(E) METAL ROOFING, TO REMAIN	
	10	(E) METAL SIDING, TO REMAIN	
	11	(N) PAINED METAL SITE GATE	

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

EXTERIOR ELEVATIONS - LOT 1A-2

REVISIONS

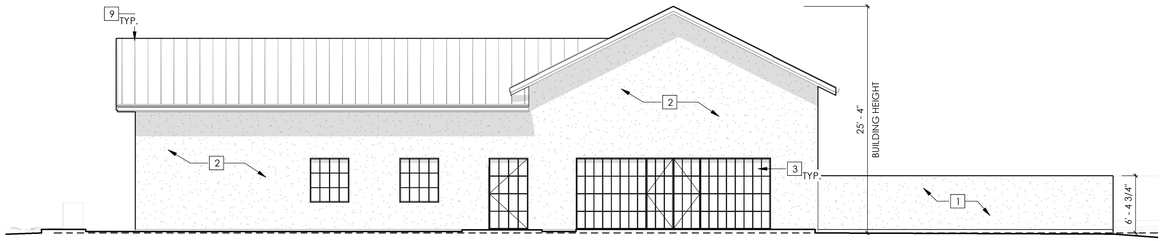
STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	3.09.2026
JOB NO.	25.02

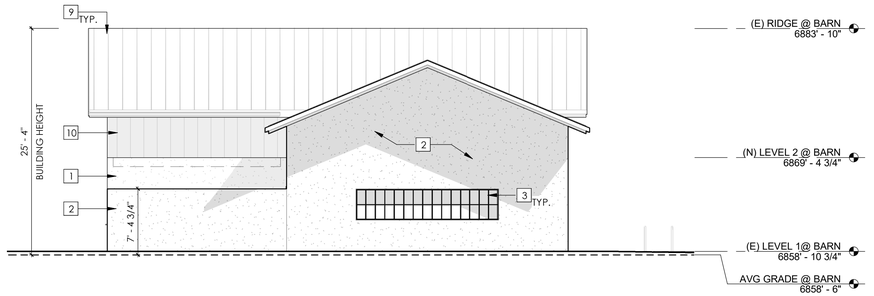
DRAWING NO.

A3.5

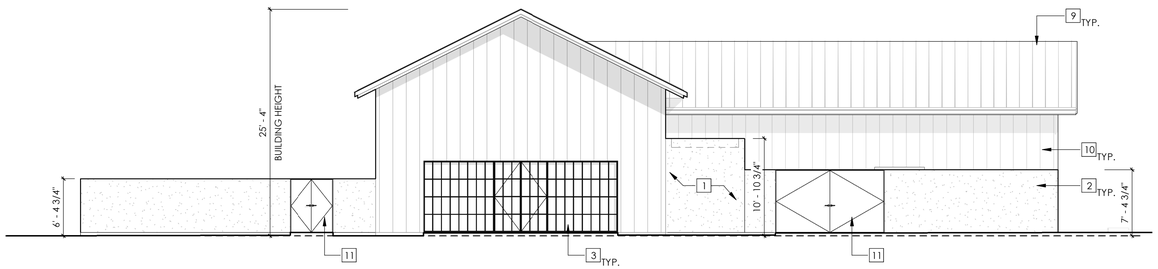
DEVELOPMENT PLAN



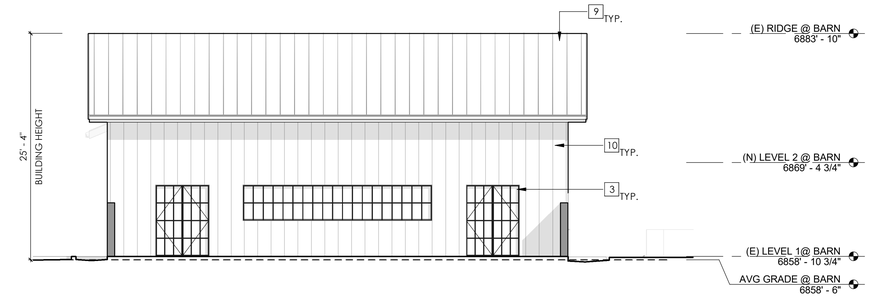
01 CONCEPT ELEVATION - RESTAURANT - WEST
1/8" = 1'-0"



02 CONCEPT ELEVATION - RESTAURANT - NORTH
1/8" = 1'-0"



03 CONCEPT ELEVATION - RESTAURANT - EAST
1/8" = 1'-0"



04 CONCEPT ELEVATION - RESTAURANT - SOUTH
1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

FLOOR PLAN KEYNOTES	
NO.	NOTE
1	3 COAT STUCCO SYSTEM, TO MATCH EXISTING, TYP
2	(E) STUCCO SIDING. PATCH & REPAIR AS REQUIRED
3	(N) ALUMINUM CLAD WINDOW/DOOR SYSTEM
4	(E) WINDOW/DOOR TO REMAIN
5	(E) PORTAL TO REMAIN
6	(N) PAINTED METAL/STEEL CANOPY
7	(E) PAINTED METAL GUARDRAIL/HANDRAIL
8	(E) ROLL UP DOOR TO REMAIN.
9	(E) METAL ROOFING, TO REMAIN
10	(E) METAL SIDING, TO REMAIN
11	(N) PAINED METAL SITE GATE

FLOOR PLAN LEGEND	
AA	WINDOW TAG

ERECH TASCHEK
ARCHITECTURE

PROJECT

1202 WEST ALAMEDA
PUD DEVELOPMENT PLAN

1202 W ALAMEDA ST
SANTA FE, NM 87501

DRAWING TITLE

EXTERIOR ELEVATIONS - LOT 1A-1

REVISIONS

STATE OF NEW MEXICO
ERECH MAX TASCHEK
NO. 6184
REGISTERED ARCHITECT

DATE	3.09.2026
JOB NO.	25.02

DRAWING NO.

A3.1

DEVELOPMENT PLAN

City of Santa Fe, New Mexico

City Committee Minutes 2007

City of Santa Fe, New Mexico

Planning Commission

Planning

Commission

City of Santa Fe, New Mexico

February 1, 2007

City of Santa Fe

Agenda

CITY CLERK'S OFFICE
DATE 1·10·07 TIME 1:40
SERVED BY Geraldine Gurulé
RECEIVED BY Janelle Vigil

PLANNING COMMISSION
February 1, 2007 – 6:00 P.M.
CITY COUNCIL CHAMBERS

A. ROLL CALL
B. PLEDGE OF ALLEGIANCE
C. APPROVAL OF AGENDA
D. APPROVAL OF MINUTES
December 07, 2006

E. OLD BUSINESS
F. NEW BUSINESS

1. An ordinance amending Section 18-1.2 SFCC 1987 regarding the definition of distress merchandise sale and creating a new Section 14-8.10(H)(29) SFCC 1987 regarding the prohibition of price reduction signs in the Historic Districts. (Jeanne Price/David Rasch, case managers)

2. Case #M 2006-49. **Feed Bin Final Development Plan.** Clemens and Associates, agent for Kim Szidon, requests Final Development Plan approval for the expansion of the existing Feed Bin store. The property is zoned C-2-PUD (General Commercial, Planned Unit Development) and is located on the south side of West Alameda Street, west of St. Francis Drive. The application also includes a variance to the minimum 15' landscape buffer, and to the setback from the top of bank of the adjoining waterway. (Gary Park, case manager)

3. Case #M 2006-50. **Piñon Ridge, Santa Fe Estates, Las Estrellas Tract 5D Final Development Plan.** Cliff Walbridge, agent for B.T. Homes, requests final development plan for 40 residential lots on +/- 33.29 acres. The site is Tract 5D Las Estrellas in Santa Fe Estates. A request for variance is included for disturbance of 30% slopes of more than 1,000 sq ft. (Richard Macpherson, case manager).

4. Case #S 2006-31. **Piñon Ridge, Santa Fe Estates, Las Estrellas Tract 5D, Final Subdivision Plat.** Cliff Walbridge, agent for B.T. Homes, requests final subdivision plat for 40 residential lots on +/- 33.29 acres. The site is Tract 5D Las Estrellas in Santa Fe Estates. A request for variance is included for disturbance of 30% slopes of more than 1,000 sq ft. (Richard Macpherson, case manager).

5. **Case #S 2006-32. Sun Vista Subdivision Preliminary Subdivision Plat.** James W. Siebert, agent for Alliance Group Properties, LLC requests approval of a preliminary subdivision plat to create 9 lots on 9.040± acres located north of NM 599 and west of Camino De Las Montoyas. The property is zoned R-1 (Residential, one dwelling unit per acre). (Gary Park, case manager).

6. **Case #M 2006-54. Kohl's Department Store Signage Development Plan Amendment.** James W. Siebert agent for Kohl's Retail Department Store, requests approval of an amendment to the development plan for the Kohl's Department Store. The plan includes a variance to the permitted wall mounted sign from 80 square feet to 155 square feet. The property is located on the south side of Camino Entrada, west of Cerrillos Road in the Valdes Industrial Park and is zoned I-1 (Light Industrial) and is located within the Cerrillos Road Highway Corridor Protection Overlay District. (Katherine Mortimer, case manager).

7. **Case #M 2006-55. Vigil Office Building Development Plan.** Conron and Woods Architects, agent for Blue Sky Investments LLC requires development plan approval of approximately 1.408 acres. The site will consist of the existing office building and an additional newly constructed 7,814 square foot building. The application includes a request for variance to the 25 foot right-of-way setback requirement. The property is located at the northwest corner of St. Michael's Drive and Hospital Drive and is zoned HZ (Hospital Zone) within the South Central Highway Corridor Overlay Zone. (Gary Park, case manager).

G. BUSINESS FROM THE FLOOR
H. STAFF COMMUNICATIONS
I. MATTERS FROM THE COMMISSION
J. ADJOURNMENT

NOTES:

1) Procedures in front of the Planning Commission are governed by Roberts Rules of Order. Postponed cases are postponed 1) to a specific date, or 2) indefinitely until specific conditions have been resolved, or 3) to a specific date with the provisions that specific conditions be resolved prior to that date. Postponed cases can be removed from the postpone by a motion and vote of the Planning Commission
2) Due to time constraints not all issues may be heard and may be rescheduled to the next scheduled Planning Commission meeting. This agenda is subject to change at the discretion of the Planning Commission.
3) New Mexico law requires the following administrative procedures to be followed by zoning boards conducting "quasi-judicial" hearings. By law, any contact of Planning Commission members by applicants, interested parties or the general public concerning any development review application pending before the Commission, except by public testimony at Planning Commission meetings, is generally prohibited. In "quasi-judicial" hearings before zoning boards, all witnesses must be sworn in, under oath, prior to testimony and be subject to cross examination. Witnesses have the right to have an attorney present at the hearing. The zoning board will, in its discretion, grant or deny requests to postpone hearings.

***An interpreter for the hearing impaired is available through City Clerk's Office upon 5 days notice. Please call 955-6521**

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CITY OF SANTA FE

PLANNING COMMISSION

February 1, 2007

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MINUTES OF

CITY OF SANTA FE

PLANNING COMMISSION MEETING

February 1, 2007

A regular meeting of the City of Santa Fe Planning Commission was called to order by Chair Robert Werner at approximately 6:00 p.m. on this date at City Council Chambers, City Hall, Santa Fe, New Mexico.

A. ROLL CALL

Roll call indicated a quorum as follows:

MEMBERS PRESENT:	MEMBERS ABSENT:
Robert Werner, Chair	Vacancy
Bonifacio Armijo	Estevan Gonzales, Vice Chair (excused)
Ken Hughes	Eric Lujan (excused)
Harriet Heltman	
Signe Lindell	
Michael Trujillo	

STAFF PRESENT:
Greg Smith, Development Review Division Director
Anne Lovely, Assistant City Attorney
John Romero, Traffic Engineer
Ron Pacheco, Office of Affordable Housing
Denise Cox, Stenographer

B. PLEDGE OF ALLEGIANCE

Chair Werner asked Commissioner Heltman to lead the Pledge of Allegiance.

C. APPROVAL OF AGENDA

Mr. Smith said staff is recommending with concurrence of the applicant that Case M-2006-50 and Case S-2006-31 – Pinon Ridge Final Development Plan and Final Subdivision Plat be postponed to March 1st. There is more time needed to conduct the additional neighborhood meeting. The applicant is requesting postponement of Case S-2006-32 Sun Vista Subdivision Preliminary Plat to work out technical issues regarding access. They would like to be postponed to the February 15th meeting.

Commissioner Trujillo moved to approve the agenda as amended. Commissioner Heltman seconded the motion which passed by unanimous voice vote.

D. APPROVAL OF MINUTES
December 07, 2006

Commissioner Heltman moved approval of the minutes of December 7, 2006 as presented. Commissioner Trujillo seconded the motion which passed by unanimous voice vote.

E. OLD BUSINESS – None.

F. NEW BUSINESS

1. An ordinance amending Section 18-1.2 SFCC 1987 regarding the definition of distress merchandise sale and creating a new Section 14-8.10(H)(29) SFCC 1987 regarding the prohibition of price reduction signs in the Historic Districts. (Jeanne Price/David Rasch, case managers)

Memorandum from Jeanne Price dated January 23, 2007 is incorporated herewith to these minutes as Exhibit "1."

Councilor Heldmeyer explained that the initial idea for this amendment was to prevent signs that say X percent off continually just as the distressed merchandise sale ordinance was designed to prevent people who were continually going out of business. She said this is often done in other areas particularly historic and tourist oriented areas. The merchants attending the Mayor's coffee had this as their major concern. This has gone to the Historic Board and Business and Quality of Life Committee with their changes incorporated into this draft. Signs for percent off are allowed, but only for certain periods of time. They hope this is a simpler way of dealing with temporary signs administratively.

Public Hearing

There was no public testimony regarding this issue.

The public testimony portion of the public hearing was closed.

Questions and comments from the Commission

Chair Werner pointed out that it is unclear if there is one sign allowed for two weeks at a time or four signs within the period.

Councilor Heldmeyer said that was noted and should be changed. She clarified that it is four times a year which correlates to once a season.

Commissioner Lindell questioned this being the number one concern of downtown merchants.

Councilor Heldmeyer said it was along with a concern regarding authenticity which is not under the City's purview. She said the merchants felt that the lack of authenticity was often linked to the signs.

Commissioner Lindell asked how many businesses are in the downtown area.

Councilor Heldmeyer was not sure, but added that the room was filled for both coffees with the Mayor.

Commissioner Lindell asked how many permits have been issued in the past for the signs.

Councilor Heldmeyer clarified that the signs have not been permitted in the past. She explained that currently the administrative process is very complicated. There were many violations issued by the enforcement officer for the historic office after Christmas which angered many merchants. The plan is to encompass temporary signs administratively through a simple process.

Commissioner Lindell commented that 12 X 18 is barely larger than a legal sheet of paper.

Councilor Heldmeyer said this is what the Business and Quality of Life Committee came up with.

Commissioner Lindell feels this is myopic even though the merchants may want this done. She is not aware of these signs when she shops downtown. She cannot imagine being a business owner and not being able to put up a sign to move improperly purchased merchandise. The rent downtown is already quite prohibitive of new independent businesses coming in.

Councilor Heldmeyer pointed out that this is very specific and only restricts signs with a certain percentage off. There could be a sign saying "Big Spring Sale."

Commissioner Lindell feels this is directed toward certain merchants.

Councilor Heldmeyer said it is directed toward a certain practice, not certain merchants. This is not unlike the practice of always going out of business that was addressed by the distress sale ordinance. She said the other ways to get at this would require large numbers of staff and lots of time by auditing invoices of businesses.

Commissioner Trujillo has huge issues with this. He understands where they are coming from, but knows how it feels because he was issued a violation recently also. He commented that when he had called he was told he could have three signs no larger than 4 square feet, but this was not correct under Historic Design Review. He said it is so hard to do business in town and get a sign permit. He would like to see this work, but they need to support businesses trying to make it. He feels 12 X 18 signs are too small.

Councilor Heldmeyer agrees with much of what Councilor Trujillo has to say, but said much of what he is talking about is not addressed in the specific sections of the ordinance that are in front of them to review. This is just trying to make signs simpler from an administrative and enforcement standpoint. She will be bringing some of these issues forward at a later time as this is not the whole answer.

Commissioner Trujillo suggested allowing 90 days rather than 30 days as someone going out of business would need more time.

Councilor Heldmeyer said going out of business is not covered here and there is more time allowed for that. That would be covered under the distressed merchandise ordinance.

Commissioner Trujillo asked how many days the signs can be up.

Ms. Price said the price reduction signs that are 12 X 18 can be up four times a year for two weeks each of those times. She clarified that this body has no jurisdiction over the first section of this bill regarding distressed merchandise.

Commissioner Hughes asked what size sign a home business is allowed.

Councilor Heldmeyer replied a one foot square.

Commissioner Trujillo asked Commissioner Lindell what the size is on a normal realtor sign.

Commissioner Lindell replied 18 X 24 and the next size is 24 X 36.

Commissioner Hughes moved to recommend approval to the City Council. Commissioner Armijo.

Commissioner Trujillo made a friendly amendment to increase the size of the sign allowed to 18 X 24 which was accepted by Commissioner Hughes and Commissioner Armijo.

The motion passed by majority voice vote of 4 to 1. Those voting for the motion: Commissioners Trujillo, Heltman, Armijo and Hughes. Those voting against the motion: Commissioner Lindell.

2. **Case #M 2006-49. Feed Bin Final Development Plan.** Clemens and Associates, agent for Kim Szidon, requests Final Development Plan approval for the expansion of the existing Feed Bin store. The property is zoned C-2-PUD (General Commercial, Planned Unit Development) and is located on the south side of West Alameda Street, west of St. Francis Drive. The application also includes a variance to the minimum 15' landscape buffer, and to the setback from the top of bank of the adjoining waterway. (Gary Park, case manager)

Memorandum prepared by Gary Park, Senior Planner, prepared January 24th for February 1, 2007 Planning Commission meeting is incorporated herewith to these minutes as Exhibit "2."

Staff report was given by Gary Park included in Exhibit "2." He pointed out that there were two variances referenced on the agenda, but one on reconsideration does not apply. The only variance being applied for is the arroyo setback.

Staff recommends approval of the amendment with the following conditions:

1. Permit and Development Review:
    a) outdoor sales and storage shall be limited to the areas shown on the final development plan.
    b) A note shall be placed on the final development plan stating that the use of the property shall be limited to the current uses of the Feed Bin store.
    c) The final development plan shall show compliance with:
        i. minimum parking and setback requirements
        ii. and the channel setback except as approved under the variance herein.
    d) The final development plan shall include a detailed grading and drainage plan, showing existing drainage and trail easement and including certified topography and slope analysis mapping.
    e) Applicant shall install curb, gutter, and sidewalk to City standards between the two driveways serving the site.
    f) Comply with P&DR Landscape memo (Exhibit E)
2. Engineering Division traffic review memo (Exhibit F)
3. Wastewater Division review memo (Exhibit G)
4. Engineering Development review comments (memo pending)

Public Hearing

Mark Hogan, architect for Feed Bin, was sworn. He said the project is essentially the same as last time. The application of the setback is formed off of right of ways with the red line on the site plan showing what the setback would be. This setback does not affect the building location although it does affect the existing building and Fire Department. There was an ENN meeting to address this subject with no adverse comments. He said there were concerns expressed regarding the mass of the building on Alameda even though the face is 22 feet back from the sidewalk, so the owners voluntarily addressed that issue by reducing the front elevation down.

The public testimony portion of the public hearing was closed.

Questions and comments from the Commission

Commissioner Hughes asked if this calls for paving the parking.

Mr. Hogan said they are proposing keeping the parking surface permeable and will not be paving the lot. The plan will address grading, drainage and ponding to a greater extent than the current state of the property does.

Commissioner Hughes was pleased by that.

Commissioner Lindell appreciated the concerns of the neighbors being addressed and feels this is a nice project.

Commissioner Armijo asked what the setback entails.

Mr. Hogan said the ordinance requires 25 feet plus the depth of the channel as a setback on water ways with a certain cfm. He said clearly this will be required. He said the City tried to restore this portion of the river, but there was not anything that could be done. He said the setback is intended for new projects to provide a safe distance back. He noted that the existing building is closer than allowed as is the Police Station.

Commissioner Armijo clarified that the variance is for the parking area as the existing building is within the setback.

Mr. Hogan said that is correct.

Commissioner Trujillo made a motion to approve case M-2006-49 with staff conditions and the variance as it meets the variance criteria. Commissioner Lindell seconded the motion which passed by unanimous voice vote.

3. **Case #M 2006-50. Piñon Ridge, Santa Fe Estates, Las Estrellas Tract 5D Final Development Plan.** Cliff Walbridge, agent for B.T. Homes, requests final development plan for 40 residential lots on +/- 33.29 acres. The site is Tract 5D Las Estrellas in Santa Fe Estates. A request for variance is included for disturbance of 30% slopes of more than 1,000 sq ft. (Richard Macpherson, case manager).

This item was postponed per approval of the agenda to March 1st.

4. **Case #S 2006-31. Piñon Ridge, Santa Fe Estates, Las Estrellas Tract 5D, Final Subdivision Plat.** Cliff Walbridge, agent for B.T. Homes, requests final subdivision plat for 40 residential lots on +/- 33.29 acres. The site is Tract 5D Las Estrellas in Santa Fe Estates. A request for variance is included for disturbance of 30% slopes of more than 1,000 sq ft. (Richard Macpherson, case manager).

This item was postponed per approval of the agenda to March 1st.

5. **Case #S 2006-32. Sun Vista Subdivision Preliminary Subdivision Plat.** James W. Siebert, agent for Alliance Group Properties, LLC requests approval of a preliminary subdivision plat to create 9 lots on 9.040± acres located north of NM 599 and west of Camino De Las Montoyas. The property is zoned R-1 (Residential, one dwelling unit per acre). (Gary Park, case manager).

This item was postponed per approval of the agenda to February 15tht.

6. **Case #M 2006-54. Kohl's Department Store Signage Development Plan Amendment**. James W. Siebert agent for Kohl's Retail Department Store, requests approval of an amendment to the development plan for the Kohl's Department Store. The plan includes a variance to the permitted wall mounted sign from 80 square feet to 155 square feet. The property is located on the south side of Camino Entrada, west of Cerrillos Road in the Valdes Industrial Park and is zoned I-1 (Light Industrial) and is located within the Cerrillos Road Highway Corridor Protection Overlay District. (Katherine Mortimer, case manager).

Memorandum prepared by Katherine Mortimer, Supervising Planner, prepared January 24th for February 1, 2007 Planning Commission meeting is incorporated herewith to these minutes as Exhibit "3."

Staff report was given by Katherine Mortimer included in Exhibit "3."

Staff recommendation: If the Planning Commission chooses to approve the variance, the staff has no recommended conditions of approval. Staff does not recommend approval of the variance.

Public Hearing

Jim Siebert, 915 Mercer, was sworn. He introduced Sarah Kalfan and Jackie Miller, sign specialists for Kohl's Department Store. He believes there was some confusion at the last meeting because there were two signs they were requesting variances for and then at the last minute they changed one sign so there was only one variance requested. He reviewed the site plan and the issues regarding the visibility. He said the distance from Cerrillos Road to the face of the building is almost 800 feet. He handed out examples of signs from other large retailers along Cerrillos Road which are on file with the Planning and Land Use Department.

Sarah Kalfan, Kohl's Capital Projects Coordinator, was sworn. She gave some background on Kohls'. There are currently 817 stores in 45 states. This store plans to open September 30, 2007. They are asking for a variance from the 80 square feet that is code to a 155 square foot sign. She said code allows two signs, but they are asking for one larger sign. This will be a reduction from the regular prototype of 195 square feet. She pointed out that the sign will be only 1.7% of the façade and if they were to stay within code it would be less than 1% of the façade. She referred to a photo taken from a little over 800 feet away from the building. It does show a larger sign than they are asking for, but there will not be a clear view from Cerrillos with buildings and landscaping obstructing the view. The speeds in this area along Cerrillos are approximately 45 miles per hour so the larger sign will help with way finding. She believes that the code does not allow proper signage for this size of building. She asked the Commission to keep them with other large retailers and give them a fair chance to compete.

The public testimony portion of the public hearing was closed.

Questions and comments from the Commission

Commissioner Armijo asked if Home Depot, Lowe's and Baillo's asked for variances.

Mr. Smith said the Commission did approve a substantial variance for Lowe's. He is not familiar with Baillo's although it is in a different subdistrict. He said with frontage directly on Cerrillos there are highway corridor restrictions.

Ms. Kalfan pointed out that Baillo's also has four small signs so their complete square footage is approximately 160 square feet plus 60 square feet and another 48 square feet.

Commissioner Armijo agreed that Kohl's needs to be exposed to the public and he does not believe enlarging the sign is a problem.

Chair Werner said he was embarrassed when they did not give the sign at the last hearing just like Lowe's had been given several months before. He thought the City could split the difference and approve 4.5 foot letters.

Commissioner Hughes asked why they did not want to move the building closer to Cerrillos Road.

Mr. Siebert explained that the trash compactor and backyard needs to face away from Cerrillos Road. This is a leased tract from the Hart family who wanted it away from Cerrillos to allow for other smaller uses to take place along Cerrillos. Also the big box ordinance requires smaller buildings buffering the bigger building.

Commissioner Hughes understood, but said the way it is there is a sea of parking lot that does not encourage walking or synergy within this development. He sees this as a missed opportunity.

Commissioner Trujillo made a motion to approve case M-2006-54 with the variance. Commissioner Armijo seconded the motion which passed by majority voice vote of 4 to 1. Those voting for the variance: Commissioners Armijo, Heltman, Lindell and Trujillo. Those voting against the variance: Commissioner Hughes.

7. **Case #M 2006-55. Vigil Office Building Development Plan.** Conron and Woods Architects, agent for Blue Sky Investments LLC requires development plan approval of approximately 1.408 acres. The site will consist of the existing office building and an additional newly constructed 7,814 square foot building. The application includes a request for variance to the 25 foot right-of-way setback requirement. The property is located at the northwest corner of St. Michael's Drive and Hospital Drive and is zoned HZ (Hospital Zone) within the South Central Highway Corridor Overlay Zone. (Gary Park, case manager).

Memorandum prepared by Richard Macpherson, Senior Planner, prepared January 19th for February 1, 2007 Planning Commission meeting is incorporated herewith to these minutes as Exhibit "4."

Landscape review prepared by Katherine Mortimer, Supervising Planner, January 31, 2007 for February 1st Planning Commission meeting is incorporated herewith to these minutes as Exhibit "4(A)."

Staff report was given by Richard Macpherson included in Exhibit "4."

Staff recommends:

Approval of this requested development plan. it is consistent with the underlying city zoning designation of HZ (Hospital Zone) and is compatible with the adjacent neighborhood character as well as traffic circulation. A variance is being requested to the setback dimension along St. Michael's Drive. Staff does not recommend approval of the variance. Staff recommends the following conditions of approval.

1. Comply with the Engineering Division review – Exhibit E
2. Comply with the Landscape Review – Exhibit F
3. Comply with the Wastewater Division Review – Exhibit G
4. Comply with the Subdivision review – Exhibit H
5. Comply with the Water Division review – Exhibit I
6. Comply with the Solid Waste Division review – Exhibit J
7. Comply with: provide bicycle racks as required by Code section 14-8.6(D)

Public Hearing

David Martin, Conron and Woods Architects, was sworn. He thanked Mr. Macpherson for the thorough review. He said the existing building is a one story office building sitting right on Hospital Drive and the proposal is for a two story office building directly to the west with a shared courtyard and expanded parking. They meet all the requirements for lot coverage, density, parking and building heights. He has replied to the reviews received to date except the landscape review received today. The variance request to the 25 foot setback is required because the land right off of St. Michael's Drive is New Mexico State Highway right of way. His understanding is that there is to be a greenbelt along St. Michael's Drive; there is already a 150 foot setback so adhering to another 25 foot setback would reduce the size of the site considerably. He reviewed the site plan. The landscaping will hide the parking adjacent to St. Michael's.

The public testimony portion of the public hearing was closed.

Questions and comments from the Commission

Commissioner Hughes clarified that the variance is to put parking in the setback.

Mr. Martin said that is correct.

Commissioner Hughes asked where the City is on pervious parking.

Mr. Smith said there is no code requiring pervious parking material at this time.

Commissioner Hughes asked if there is a cistern underneath.

Mr. Martin said there is a cistern at the north end of the site that will be used for irrigation and there is a water retention pond. There is a permeable turf paver used in the area near the turnaround required by the Fire Department.

Commissioner Hughes asked if they would consider dual plumbing so they could use the cistern water for indoor use as well as irrigation.

Mr. Martin agreed to talk to his engineer regarding this.

Chair Werner clarified that the landscape review handed out at this hearing would become a condition.

Mr. Smith replied yes.

Mr. Martin explained that the confusion with the landscape review is because the landscape plan did not show the existing landscaping around the existing building.

Commissioner Lindell asked why the screening requirement is not met.

Mr. Martin pointed out that this refers to the parking area at the far east end of the site which has existing landscaping. He is confident that if the existing landscaping were included on this plan they would meet the landscape requirements. He plans to revise the plan showing the existing landscaping.

Commissioner Lindell asked if they will meet the requirement for parking islands because she only sees four islands and there are nine required.

Mr. Martin said he would have to discuss this with the person preparing this as he is unsure how that number was arrived at. He agreed to work with staff and adjust the parking as required.

Michael Whiting, agent for Blue Sky, was sworn. He noted that the plan shows there is only one span of parking with 20 cars and every other has less than 20. He is unclear where that number of islands comes from.

Ms. Mortimer apologized for the lateness of the memo. She explained that for every parking space you need 10 square feet of parking landscape area and for every 90 square feet of required parking landscape area you need a parking island with a tree. This is how she arrived at nine islands. She said there is nothing in the plan that she sees as a deal breaker as often there is some shifting around that has to be done. This will happen before the mylars are signed as this is a condition of approval.

Commissioner Heltman asked who is responsible for the trees once they die as she sees many of these parking areas around town with dead trees.

Ms. Mortimer said this is an ongoing requirement. She said they respond on a complaint basis.

Commissioner Trujillo made a motion to approve Case M-2006-55 with staff conditions and the variance granted. Commissioner Heltman seconded the motion which passed by unanimous voice vote.

G. BUSINESS FROM THE FLOOR – None.

H. STAFF COMMUNICATIONS

Mr. Smith introduced Donna Wynant, new senior planner. She will begin presenting to the Commission as early as March 1st.

Mr. Smith recapped the cases that went to City Council the previous evening. He said the Old Taos Highway General Plan Amendment and Rezoning was postponed because the applicant wanted to revisit the schematic or conceptual plan prepared. He said it is still unclear if this case will have to return. The Pakin lot split appeal was postponed by the Council for two weeks to allow research on the validity of the multiple time extensions. The Zia Vista zoning was approved as recommended by the Commission, but the Council asked that the final development plan come back to them after the Commission to ensure there is adequate parking for the entire development.

I. MATTERS FROM THE COMMISSION

Chair Werner asked Commissioner Hughes for a summary of the annexation proposed.

Commissioner Hughes said the Municipal Boundary Commission voted once again not to accept the City's case. The petition was dismissed. The City today filed an appeal in District Court along with the Municipal League on the grounds that it is a catch 22 because the County does not want the roads so they cannot proceed.

Commissioner Hughes gave an overview of what is happening that could affect the Commission. There is a bill being considered which would require water conservation measures on projects.

Commissioner Heltman complained that the radio station that carries the City Council meetings cuts in an out. She does not think the City is getting a good value as the debate cuts off at 10 p.m.

Mr. Smith suggested contacting Constituent Services and the Public Information Office. He was unsure what the specifics of the contract are or what the public service requirements are.

Commissioner Trujillo reported that he is undergoing surgery again next week and will be out at least one meeting.

J. ADJOURNMENT

There being no further matters to come before the Commission, and the Commission having completed its agenda, Commissioner Trujillo moved, seconded by Commissioner Heltman adjourn the meeting. The motion passed unanimously on a voice vote and the meeting was adjourned at 7:40 p.m.

Approved by:

Robert J Werner 4-3-2007
Chair Robert Werner

Submitted by:

Denise Cox, Stenographer

City of Santa Fe, New Mexico

memo

DATE: January 23, 2007 for meeting of February 1, 2007

TO: Planning Commission

FROM: Jeanne Price, Legislative Liaison JP

ITEM & ISSUE
AMENDING SECTION 18-1.2 SFCC 1987 REGARDING THE DEFINITION OF DISTRESS MERCHANDISE SALE AND CREATING A NEW SECTION 14-8.10(H)(29) SFCC 1987 REGARDING THE PROHIBITION OF PRICE REDUCTION SIGNS IN THE HISTORIC DISTRICTS.

BACKGROUND & SUMMARY
Councilor Heldmeyer introduced this bill in response to numerous public complaints received at the Mayor's Coffees from downtown businesses about the proliferation of signs in the downtown area denoting price reductions. Many of these signs are large and continuously displayed in windows and may represent illegitimate sales practices.

The proposed ordinance amends the definition of distress merchandise sale to include an additional sign type ("everything must go") that has become prevalent in downtown sales. The distress merchandise code provision in Chapter 18 states "It shall be unlawful for any person to advertise or conduct a distress merchandise sale without having first obtained a license to do so in accordance with city law". Chapter 18 is not within the scope of the Planning Commission's review authority.

The proposed ordinance also amends Chapter 14 to prohibit signs that list an express price reduction stated in terms of either a percentage reduction or a dollar amount reduction which is visible from the public right-of-way, regardless of whether that sign is located inside or outside a structure, within a historic district.

The Historic Design Review Board recommended approval of the proposed ordinance on October 24, 2006. On January 17, the Business and Quality of Life Committee recognized the importance of signs to the businesses for legitimate sales and recommended the attached amendment to allow very small, temporary signs indicating a price reduction.

In response to the discussion at the Business and Quality of Life Committee, Councilor Heldmeyer and staff developed the attached substitute bill which allows a slightly larger temporary sign indicating a price reduction for four two-week periods per year.

REQUESTED ACTION
Please review the bill and make a recommendation to the Governing Body.

Attach: bill, BQLC amendment, substitute bill

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2006-____

INTRODUCED BY:

AN ORDINANCE

AMENDING SECTION 18-1.2 SFCC 1987 REGARDING THE DEFINITION OF DISTRESS MERCHANDISE SALE AND CREATING A NEW SECTION 14-8.10(H)(29) SFCC 1987 REGARDING THE PROHIBITION OF PRICE REDUCTION SIGNS IN THE HISTORIC DISTRICTS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. The following definition in Section 18-1.2 SFCC 1987 (being Ord. #1981-64, §2 as amended) is amended to read:

Distress merchandise sale means any offer to sell to the public, or sale to the public, of goods, wares or merchandise on the implied or direct representation that such sale is in anticipation of the termination of a business at its present location or that the sale is being held other than in the ordinary course of business. Distress merchandise sales shall include but are not limited to any sale advertised either specifically or in substance as a "fire sale," "smoke and water damage sale," "adjustment sale", "liquidation sale," "creditor's sale," "insolvent sale," "trustee's sale," "bankrupt sale," "save us from bankruptcy sale," "insurance salvage sale," "mortgage sale,"

"assignee's sale," "adjuster's sale," "must vacate sale," "quitting business sale," "receiver's sale," "loss of lease sale," "forced out of business sale," "removal sale," "change of ownership sale" [~~or~~] "new location sale", or "everything must go."

Section 2. **A new Section 14-8.10(H)(29) SFCC 1987 is ordained to read:**

(29) No sign located within a historic district which is visible from the public right-of-way, regardless of whether that sign is located inside or outside a structure, shall list an express price reduction stated in terms of either a percentage reduction or a dollar amount reduction.

APPROVED AS TO FORM:

FRANK D. KATZ, CITY ATTORNEY

Jp/shareddrive/2006 bills/price comparison signs bill

CITY OF SANTA FE, NEW MEXICO

PROPOSED AMENDMENT(S) TO BILL NO. 2007 -
(Price Comparison Signs)

Mayor and Members of the City Council:

I propose the following amendment(s) to Bill No. 2007 -:

1. On page 2, line 8, after the word "reduction" insert a new sentence as follows:
"Signs less than six inches by twelve inches displayed for one week are exempt t from this prohibition."

Respectfully submitted,

_____
Business and Quality of Life Committee

ADOPTED:_____
NOT ADOPTED:_____
DATE: _____

_____
Yolanda Y. Vigil, City Clerk

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2007-____

INTRODUCED BY:

AN ORDINANCE

AMENDING SECTION 18-1.2 SFCC 1987 REGARDING THE DEFINITION OF DISTRESS MERCHANDISE SALE; AMENDING SECTION 14-8.10(H)(28); AND CREATING A NEW SECTION 14-8.10(H)(29) SFCC 1987 REGARDING THE PROHIBITION OF PRICE REDUCTION SIGNS IN THE HISTORIC DISTRICTS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. The following definition in Section 18-1.2 SFCC 1987 (being Ord. #1981-64, §2 as amended) is amended to read:

Distress merchandise sale means any offer to sell to the public, or sale to the public, of goods, wares or merchandise on the implied or direct representation that such sale is in anticipation of the termination of a business at its present location or that the sale is being held other than in the ordinary course of business. Distress merchandise sales shall include but are not limited to any sale advertised either specifically or in substance as a "fire sale," "smoke and water damage sale," "adjustment sale", "liquidation sale," "creditor's sale," "insolvent sale," "trustee's sale," "bankrupt sale," "save us from bankruptcy sale," "insurance salvage sale," "mortgage sale,"

"assignee's sale," "adjuster's sale," "must vacate sale," "quitting business sale," "receiver's sale," "loss of lease sale," "forced out of business sale," "removal sale," "change of ownership sale" [~~or~~] "new location sale", or "everything must go."

Section 2. Section 14-8.10(H)(28) SFCC 1987 (being Ord. 2001-38, §2) is amended to read:

(28) Temporary Signs

(a) Duration of Permit; Advertising

(i) Except as set forth in paragraph (e) below, permits for temporary signs shall authorize the erection of such signs and their maintenance for a period not exceeding 30 days, in the discretion of the historical style committee.

(ii) The advertising contained on any temporary sign shall pertain only to the business, industry, or pursuit conducted on or within the premises on which such sign is erected or maintained. This provision shall not apply to signs of a civic, political, or religious nature.

(b) Construction Requirements

Except as set forth in paragraph (e) below, no temporary sign shall exceed four feet in one of its dimensions or 50 square feet in area. Every temporary sign weighing in excess of 50 pounds shall be approved by the Inspections and Enforcement Office as conforming to the safety requirements of the Building Code.

(c) Prohibited Locations

No temporary sign shall extend over or into any street, alley,

sidewalk or other public thoroughfare nor shall it be erected so as to prevent free ingress to or egress from any door, window or fire escape.

(d) Anchors and Supports

Every temporary sign shall be attached to the wall with wire or steel cables; no strings, ropes, or wood slats for anchorage or support purposes shall be permitted.

(e) Price Reduction Signs

Signs expressing a price reduction stated in terms of either a percentage reduction or a dollar amount reduction are permitted provided the following are met. The city may remove the sign if the following conditions are not met.

(i) A sign permit shall be obtained from the City.

(ii) The sign shall not exceed 12 inches by 18 inches.

(iii) Each business location is limited to four such signs per year not exceeding a two week duration each time.

Section 3. A new Section 14-8.10(H)(29) SFCC 1987 is ordained to read:

(29) No sign located within a historic district which is visible from the public right-of-way, regardless of whether that sign is located inside or outside a structure, shall list an express price reduction stated in terms of either a percentage reduction or a dollar amount reduction except as permitted in §14-8.10(H)(28)(e).

APPROVED AS TO FORM:

_____

APPROVED AS TO FORM:

_____

FRANK D. KATZ, CITY ATTORNEY

City of Santa Fe, New Mexico

memo

DATE: January 24 for the February 1, 2007 Planning Commission

TO: Planning Commission members

VIA: Jack Hiatt, Acting Director, Planning & Land Use
Greg Smith, Current Planning Division Director

FROM: Gary Park, Planner Senior, Current Planning 1/24/07

FEED BIN FINAL DEVELOPMENT PLAN

Case #M 2006-49. Feed Bin Final Development Plan. Clemens and Assoc., agent for Kim Szidon, requests Final Development Plan approval for the expansion of the existing Feed Bin store. The property is zoned C-2-PUD (General Commercial, Planned Unit Development) and is located on the south side of West Alameda Street, west of St. Francis Drive. The application also includes a variance to the setback from the arroyo top shoulder.

RECOMMENDATION:

Staff recommends Planning Commission approve the variance request and the Final Development Plan for the Feed Bin. The application is consistent with the General Plan Future Land Use Map, variance criteria, and neighborhood character. Approval should include the following conditions:

1. Permit and Development Review:
   a) outdoor sales and storage shall be limited to the areas shown on the final development plan.
   b) A note shall be placed on the final development plan stating that the use of the property shall be limited to the current uses of the Feed Bin store.
   c) The final development plan shall show compliance with:
      i. minimum parking and setback requirements,
      ii. and the channel setback except as approved under the variance herein.

d) The final development plan shall include a detailed grading and drainage plan, showing existing drainage and trail easement and including certified topography and slope analysis mapping.
e) Applicant shall install curb, gutter and sidewalk to City standards between the two driveways serving the site.
f) Comply with P&DR Landscape memo (Exhibit E)

2. Engineering Division traffic review memo (Exhibit F)
3. Wastewater Division review memo (Exhibit G)
4. Engineering Development Review comments (memo pending)

In order to approve the variance to the arroyo setback requirement, a determination must be made that the following finding is supported:

The following variance is approved based on the finding that it is appropriate in relation to the overall development and its purposes, and that it will not adversely affect surrounding properties (Section 14-2.3(C) SFCC 2001).

Variance requested: development of parking facilities and driveways within the arroyo setback as defined and required under §14-8.2(F)(2)(c)(iv)(A) of the Municipal Code.

Existing and historic use of the Feed Bin development has included utilization of the area within the arroyo setback for storage and parking. The current proposal will not intensive usage, but will make improvements to that use and improve compatibility with adjoining properties and the previously improved arroyo channel. Staff finds that the proposed development is appropriate in relation to the overall development.

I. EXECUTIVE SUMMARY

The applicant is requesting the following: 1) Final Development Plan approval for the Feed Bin site; and, 2) approval of a variance allowing a driveway and parking lot usage within the required setback from the arroyo channel top shoulder under §14-8.2(F)(2)(c)(iv)(A).

C-2-PUD zoning was granted by the Council at their meeting on February 24, 1999 for the Feed Bin property under case # ZA 1998-21. The applicant received development plan approval by the Planning Commission on February 1, 2001. Subsequently, however, the owners decided not to build the approved development, the Development Plan was not filed, and then expired. A time extension was granted with Preliminary Development Plan approval for the 1999 approved rezoning to C-2-PUD at the August 9, 2006 City Council meeting with conditions upon the Final Development Plan:

Subsequent to approval by the City Council, staff discovered the encroachment of the designed rear parking stall bays and adjoining drive aisle into the arroyo setback necessitating approval of a variance. Conditions of approval for the 1999 rezoning to

C-2-PUD included that the property shall be limited to the feed store use. The same conditions shall be placed on the final development plan. The property is served by City water and sewer.

II. COMMUNITY IMPACT

A. Physical Impact

The applicant's final development plan for expansion of the establishment is expected to have a limited impact in terms of intensity of use and to generate a small increase in vehicle and pedestrian traffic. The application is consistent with the historical uses of the site. The applicant, as noted, is also requesting a variance to the required arroyo, top of shoulder setback. The need for a variance request to this latter requirement was not discovered by staff until after the Planning Commission and City Council hearings on the time extension/preliminary development plan request. Otherwise, the application meets the dimensional and design standards for the C-2 zoning district.

B. Social Impact.

No significant social impact is anticipated with this request..

C. Economic Impact.

This commercial development is expected to contribute to city tax revenues.

D. Neighborhoood Organization Comments

An Early Neighborhood Notification (ENN) meeting was held January 9, 2007. Neighbors in attendance (two) expressed satisfaction with the design, and were particularly pleased that the architect has lowered the building ridgeline on the northerly portion of the building by approximately six feet. While this was not a requirement of the Preliminary Development Plan approval, it addressed concerns raised by neighbors about the building being too imposing from Alameda.

Attachments:

Exhibit A	Letters of Application
Exhibit B	Vicinity Map
ExhibitC	Neighborhood Map
Exhibit D	Early Neighborhood Notification meeting mailing log, sign-in sheet and memo
Exhibit E	Engineering Development Review memo
Exhibit F	Landscape memo
Exhibit G	Engineering Division traffic review memo
Exhibit H	Wastewater Management memo

CLEMENS
ASSOCIATES

RECEIVED
NOV 28 2006
DEVELOPMENT REVIEW

LETTER OF APPLICATION
FINAL DEVELOPMENT PLAN

November 27, 2006

NAME OF PROJECT: The Feed Bin
CASE NUMBER: ZA-2006-07
PROJECT LOCATION: 1202 West Alameda St.
ACREAGE: 1.604 Acres (includes recently purchased Tract A-1 from the City of Santa Fe)
NUMBER OF LOTS: One
NUMBER OF DWELLING UNITS: None
SQUARE FOOTAGE OF COMMERCIAL LOT: 73,852 SF

The Feed Bin respectfully requests approval for a Final Development Plan for the existing and proposed commercial retail and storage facilities with added parking and landscaping.

The existing property on which the Feed Bin store is located includes a retail/storage building which offers local sales of products related to pets, ranching, and small scale agriculture. At this time, the site does not provide for any permanent storage of hay products. Such products are currently stored in tractor trailers on site.

The proposed development includes a 2943 sf. free-standing hay storage barn and 1587 sf. of additional retail space proposed to be added to the existing structure. There is no change in use proposed for the property. The uses for the proposed elements are consistent with the historical use of the property. The owners have long recognized the need for covered hay storage to protect their product from weather damage and to reduce the hay from blowing into adjacent properties. This plan is consistent with Plan 83 of the General Plan and, historically, The FeedBin has been a vital part of the local community for the over 20 years. Site development has been coordinated with the adjacent police substation to improve parking and access for both properties.

History of approval process:

- On May 25, 2006, the Planning Commission recommended approval of the request for rezoning Tract A-1 (purchased from the City) to C1-PUD; a time extension for rezoning both Lot A-1 (original property) and Tract A-1. Approval of the Preliminary Development Plan was granted with the conditions as noted in the staff report and included herein for reference.

1012 Marquez Place, #201 · Santa Fe, New Mexico · 87505
TEL: 505.982.4005 FAX: 505.982.1924 · www.clemensandassociates.com
Landscape Architecture, Contracting, Maintenance, Fine Stonework

EXHIBIT A

- On August 9, 2006 the property received rezoning approval from RM-10 to C2- PUD from the City Council.

Landscaping and Screening:
A stucco wall is proposed along the west boundary with a planting buffer. The street appearance of the property will be enhanced with the requisite 3' parking lot screen wall and planting buffer as well. The parking areas will be enhanced as per city requirements. Landscaping along West Alameda will be improved consistent with the overall redevelopment of the site.

Request for Variance re: 15' Landscape Buffer:
Current code requirements dictate a 15' landscape buffer where commercial zoning is adjacent to residential zoning.

The properties adjacent to The Feedbin (now C2-PUD) to the east and west consist of a church (Westside) and police substation (Eastside). While these properties are currently zoned RM10, their uses are non-residential.

We request a variance to wave the 15' in favor of a 6' landscape buffer along the east and west property lines based upon the minimal impact it would have on the adjacent properties and the fact that their uses are non-residential. A 6' landscape buffer is appropriate in relation to the overall development and surrounding properties. Space constraints will not allow for project requirements including, but not limited to, truck turning radii and required customer parking without the requested variance. The property owners complied with the city's request for second ENN meeting to inform the neighborhood of the need for a variance to receive approval for the plan previously presented at the first ENN. No objections or concerns were recorded in relation to the variance.

Exterior Lighting:
Exterior lighting will be limited to fixtures and lamps designed to illuminate signage and to provide security. Under no circumstances will any artificial light sources spill onto adjacent public and private properties.

Fire Protection:
Currently there is an existing fire hydrant located across the street at Pine and W. Alameda. If the city requires, a new fire hydrant will be installed in front of the new hay barn as shown on the grading and drainage plan.

Grading and Water Harvesting:
The Feed Bin grading strategy is intended to maximize water catchment and retention utilizing passive harvesting techniques. The existing topography along West Alameda is relatively flat with a gentle slope from the northeast to the southwest culminating at a steep embankment running east/west along the Santa Fe River. The proposed buildings will be designed to harvest roof water and direct it via

canales and gutters (with downspouts) to large landscaped planters along West Alameda. These planters will be graded into swales and basins to collect run-off to the greatest extent possible. The planter along the western property line will incorporate check dams running north to south, culminating in a retention pond. The proposed parking lot will be composed of a permeable surface of compacted base course and gravel.

Traffic Impacts:
Based on available traffic studies supplied by the Santa Fe Traffic Engineering Dept. this Development Plan poses no significant impact on currant traffic flows (See attached letter from Walker Engineering). There are three existing curb cuts on the site. This plan proposes to relocate 2 of them in order to accommodate necessary vehicular access. The new curb cuts will remain the same size as the existing curb cuts, per meeting with John Nitzel on January 19, 2005; "the curb cuts can remain the same size based on existing uses". The plan was favorably reviewed by Transportation Engineer John Nitzel on January 19, 2005.

C2-Pud Zoning Language
The proposed plans illustrate improvements related to the existing feed store. The owners are amenable to zoning language illustrating that proposed and future uses for the site will be sensitive to the neighborhood scale. This would be inclusive of low-impact independent retail use such as feed store, art supplies, hardware, plant nursery, clothing shop, etc.

Uses such as gas stations, automotive repair, convenience stores, chain restaurants and the like are not proposed.

Catherine Clemens, ASLA (Agent)
Clemens & Associates, Inc.
1012 Marquez Place Ste. 201
Santa Fe, NM 87505

City of Santa Fe
New Mexico

Vicinity Map

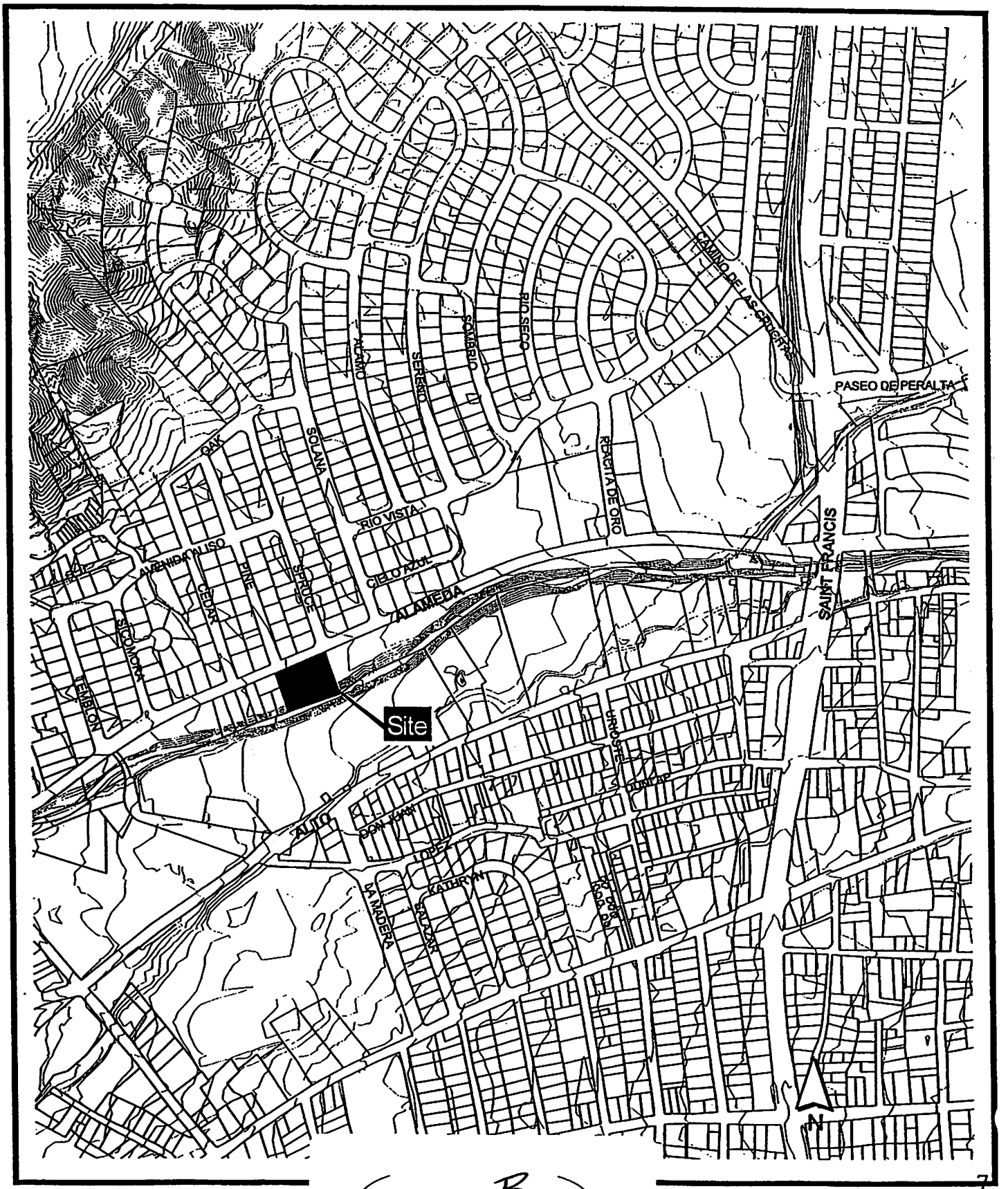


EXHIBIT B

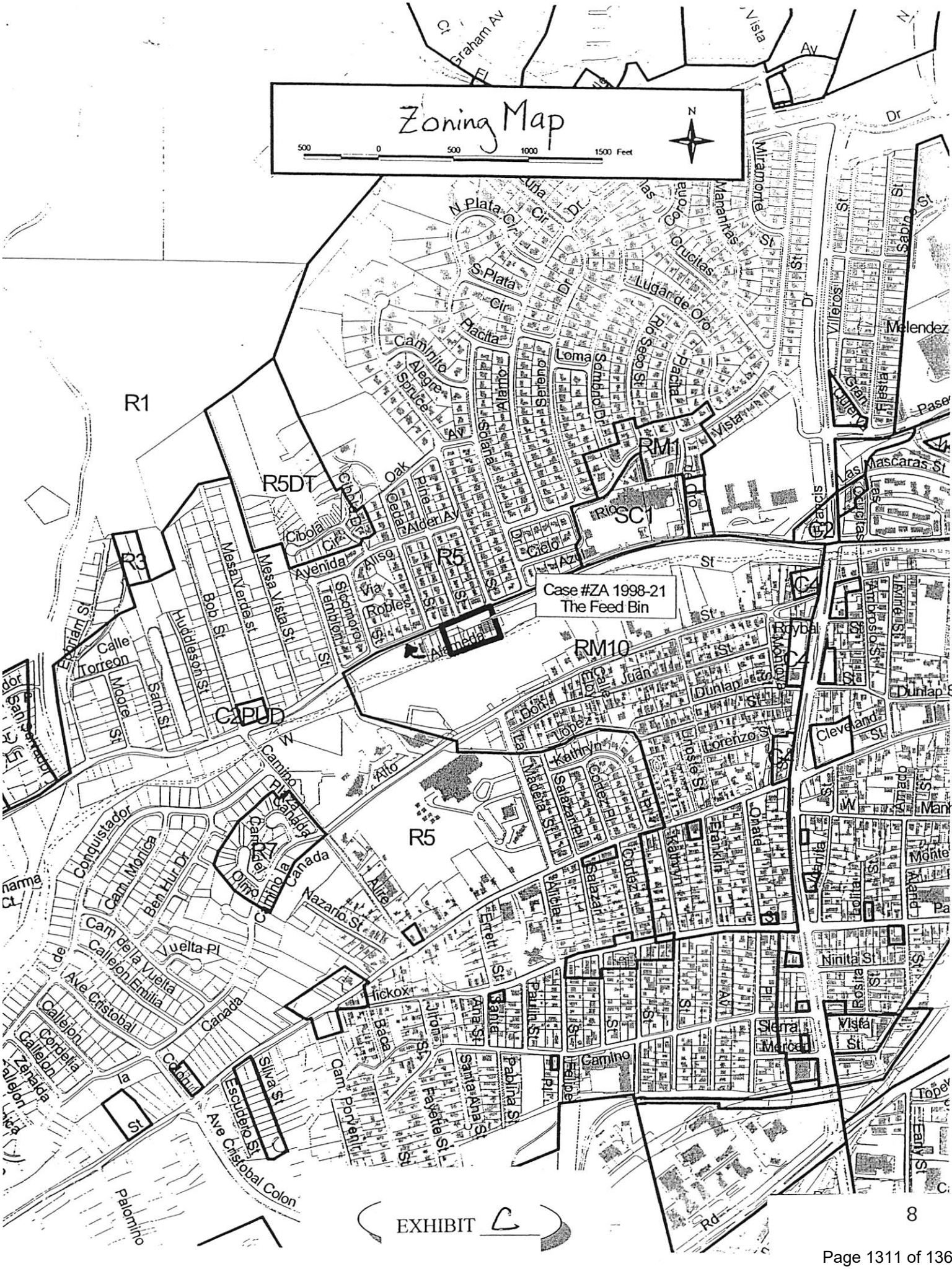

Zoning Map
500 0 500 1000 1500 Feet
N
R1
R3
R5DT
R5
RM1
SC1
RM10
C2PUD
R7
Case #ZA 1998-21
The Feed Bin
Alameda
Graham Av
Vista
Av
Dr
Miramonte
Manantias
Crucitas
Lugar de Oro
Rio Seco St
Pacita
Loma
Sombrio Dr
Sereno
Alamo
Solana
Caminito
Alegre
Spruce
Placita
S Plata
N Plata
Cir
Oak
Pine
Cedar
Alder Av
Cibola
Ayenida
Aliso
Via
Robles
Sicomoro
Tembion
Mesa Verde st
Mesa Vista St
Bob St
Huddleson St
Sam St
Moore
Calle Torreon
Epiriam St
Conquistador
Cam. Monica
Ben Hur Dr
Cam de la Vuelta
Callejon Emilia
Ave Cristobal
Vuelta Pl
Canada
Camino la Canada
Camino
Alto
Nazario St
Alire
Hickox
Baca
Jiron
Ana St
Santa
Paulin St
Pablina St
Santa Ana St
Fayette St
Cam. Porvenir
Silva St
Escudero St
Ave Cristobal Colon
Palomino
Cordelia
Callejon
Zenaida
Cam. Monica
Alicia
Salazar
Cortez
Kathryn
Lopez
Juan
Dunlap
Lorenzo St
Unoste St
Franklin
Onate
Cleveland
Roybal
Montoya
Ambrosio St
Irvine St
Las Mascaras St
Francis
Villeros
Melendez
Gran Quiera
Fiesta
Sabino St
Ninita St
Rosita St
Sierra Merced
Vista St
Monte
Lolita
Alaria
Amado
Early St
Topeka
Rd
Rio
Azul
Cielo
Oro
Alto
Errett St
Madera St
Salazar Pl
Cortez Pl
Lorenzo St
Dunlap St
Cleveland St
Ninita St
Vista St
Sierra Merced
Camino
Felipe
Pl
Av
St
Dr
Ct
Pase

EXHIBIT C

CERTIFICATE OF ENN NOTICE
MAILING, E-MAILING AND POSTING AFFIDAVIT

Case No. ZA 2006-07
Feed Bin Rezoning & Time Extension

Project Name _____

I hereby certify that the attached notice of Early Neighborhood Notification meeting was mailed to property owners, tenants and registered neighborhood associations within 200 feet of the proposed project site. Notices were mailed on Sept 18, 2006.

I hereby certify that the attached notice of Early Neighborhood Notification meeting was sent via e-mail to registered neighborhood associations within 200 feet excluding R-O-W of the proposed project site. Notices were e-mailed on Sept 18, 2006.

I hereby certify that the subject property was posted with a sign provided by the City on Sept 19, 2006. The sign was placed in a prominent position in public view.

CATHERINE CLEMENS (Agent)
Applicant Name Printed

Applicant Signature

STATE OF NEW MEXICO)
)
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me this 18th day of Sept, 2006, by _____

Lucia Gonzales
Notary Public

My Commission Expires:

8-4-7

OFFICIAL SEAL
LUCIA GONZALES
NOTARY PUBLIC • STATE OF NEW MEXICO
My Commission Expires: 8-4-7

EXHIBIT D

9/18/06

RE: EARLY NEIGHBORHOOD NOTIFICATION MEETING

To whom it may concern,

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification ordinance, this is to inform you that a meeting is scheduled for Wednesday, October 4, 2006 at 6 pm at the Feed Bin, 1202 W. Alameda to discuss the following: a variance request for the previously proposed site improvements and development plans.

The existing property on which the Feed Bin store is located includes a retail/storage building which offers local sales of products related to pets, ranching, and small scale agriculture. At this time, the site cannot provide for any permanent storage of hay products. Such products are currently stored in tractor trailers on site. The proposed development includes a hay storage barn and 1587 sf. of additional retail space. The usages for the proposed elements are consistent with the historical use of the property. The owners have long recognized the need for covered hay storage to protect their product from weather damage and to reduce the hay from blowing into adjacent properties. A stucco wall is proposed along the west boundary with a planting buffer. The street appearance of the property will be enhanced with the requisite 3' wall and planting buffer as well. The parking areas will be enhanced as per city requirements. Site Development has been coordinated with the adjacent police substation to improve parking and access for both properties. The proposed hay barn has been moved further from the church property on the west side to address previous concerns over obstruction of view corridors.

On May 25, 2006, the Project received approval from the Planning Commission for the following:

- A time extension was granted for rezoning both the 1.6 acre parcel and the .92 acre parcel (recently purchased from the City) that constitute the Feedbin property to C2-PUD.
- The Preliminary Development Plan was approved.

On August 9, 2006 The City Council Approved the request for rezoning and time extension with preliminary development plan with various conditions of approval which may be viewed at the ENN meeting.

The Final Development Plan application has been submitted.

The Planning department staff has determined that in order to receive final city approval for the redevelopment plan as currently approved on the preliminary level, a setback variance is required. A 5' setback is currently shown on the plans on both the East and West side property boundaries. The city code requires a 15' setback on property lines adjacent to commercial properties, however, the adjacent properties (the Iglesia Bautista el Buen Pastor and the Police Substation) are actually zoned as residential properties, hence the 5'setback requirement. The variance request is to gain approval for the 5' setback as shown on the plans versus the 15' setback as required. The plans have not changed since the initial ENN meeting on July 19th, 2005.

The Early Neighborhood Notification provides for an exchange of information between prospective applicants for development projects and the people who will be neighbors to the projects.

Attached, please find a vicinity map and proposed site plan. If you have any questions or comments, please contact the applicant's representatives, Catherine Clemens from Clemens & Associates, at (505) 982-4005.

Sincerely,

Catherine Clemens (Agent)

Attachments:

Vicinity map
Site plan

Mailing Log

035-185	1302 Via Robles	Santa Fe	NM	87501	Darlene A. and Ronal Beingessner	Same				
028-150	1250 West Alameda Street	Santa Fe	NM	87501	Iglesia Bautista El Buen Pastor	PO Box 185	Chimayo	NM	87522	Pastor
Neighbor-hood Associat-ion--1	1109 Camino Allegre	Santa Fe	NM	87501	Susan McIntosh Casa Solana Neighborhood Assoc.	Same				
Neighbor-hood Associat-ion--2	PO Box 2655	Santa Fe	NM	87504	Mona Yardumian La Madera Neighborhood Assoc.	Same				
Neighbor-hood Associat-ion--3	985 Agua Fria #109	Santa Fe	NM	87501	Sally Ventres La Madera Neighborhood Assoc.	***Must also email letter to:** ssventres@juno.com				
Neighbor-hood Associat-ion--4	126 Pine Street	Santa Fe	NM	87501	Michael Gold La Nueva Casa Solana Neighborhood Assoc.	***Must also email letter to:** ~~mgold@state.nm.u~~ MICHAELGOLD@CYBERMESA.COM				
Project Name	1202 West Alameda	Santa Fe	NM	87501	**The Feed Bin**					
Page No.										
Property Owner Contact Information	PO Box 2026	Fort Collins	CO	80522	Kim Szidon Ranch-Way Santa Fe LLC					

*Owner as listed for 1-053-099-075-203 in Assessor's office is Ramona M. Dallege who is deceased as of 1999. For this reason, "Owner or Resident" is being used instead.

**Please Note—UPC code # 1-053-099-043-139 as shown on map was not found in system. County assessor's office was able to retrieve address. Correct UPC code # for this property is 1-053-099-043-192.

UPC/Map #	Physical Address				Assessed Property Owner	Property Owner Mailing Address				Tenant/Occupant
1-053-099-	Street	City	State	Zip		Street	City	State	Zip	
045-184	106 Cedar Street	Santa Fe	NM	87501	Mary Agnes J. Calles	Same				
041-173	1101 West Alameda	Santa Fe	NM	87501	Michael C. Garcia	Same				
048-175	1099 West Alameda	Santa Fe	NM	87501	Henry & Grace Vigil	Same				
054-196	109 Cedar Street	Santa Fe	NM	87501	Juanito Lucero	Same				
057-189	105 Cedar Street	Santa Fe	NM	87501	Fred P. & Vera V. Pacheco	Same				
061-180	101 Cedar Street	Santa Fe	NM	87501	Elena Esmerelda Cruz	Same				
060-159	West Alameda Street	Santa Fe	NM	87501	Home Missions Board SBC	1350 Spring Street NW	Atlanta	GA	30367-5601	
062-199	110 Pine Street	Santa Fe	NM	87501	Fred Bernardo Jr. & Terry Cruz	Same				
065-191	106 Pine Street	Santa Fe	NM	87501	Ann Yalman	441 Calle La Paz	Santa Fe	NM	87501	Resident
067-184	102 Pine Street	Santa Fe	NM	87501	Ernest J. Loomis	Same				
*075-203	109 Pine Street	Santa Fe	NM	87501	Owner or Resident	2 General Sage Drive	Santa Fe	NM	87505	Resident
077-196	105 Pine Street	Santa Fe	NM	87507	Randall Cooper c/o Danna Cooper	Same				
079-187	101 Pine Street	Santa Fe	NM	87501	Juan Lopez	Same				
082-208	108 Spruce Street	Santa Fe	NM	87501	Alke Selinger	Same				
083-203	106 Spruce Street	Santa Fe	NM	87501	Beverly J. Beisbier	Same				
086-197	104 Spruce Street	Santa Fe	NM	87501	David & Naomi Mine Dunn	Same				
088-191	102 Spruce Street	Santa Fe	NM	87501	Julio Jr. & Rafaelita Chavez	Same				
097-211	105 Spruce Street	Santa Fe	NM	87501	Thomas E. & Page P. Allen	Same				
099-204	103 Spruce Street	Santa Fe	NM	87501	Carol A. Bever	Same				
101-197	101 Spruce Street	Santa Fe	NM	87501	Yolanda M. Alarid	Same				
106-215	106 Solana Drive	Santa Fe	NM	87501	Deborah Salazar	1305 Camino Carlos Rael	Santa Fe	NM	87501	Resident
109-209	104 Solana Drive	Santa Fe	NM	87501	Miquelita M. Pacheco	Same				
111-202	102 Solana Drive	Santa Fe	NM	87501	Jose A. & Helen M. Armijo	Same				Resident
070-126	City Property	Santa Fe	NM	87501	City of Santa Fe	PO Box 909	Santa Fe	NM	87501	
**043-139 (192)	110 Cedar Street	Santa Fe	NM	87501	Manuel Rodriguez	Same				

12

1

CITY OF SANTA FE

EARLY NEIGHBORHOOD NOTIFICATION MEETING SIGN-IN SHEET

Development Name: Feed Bin
Meeting Date: 1/9/07 Time: 5:30pm Meeting Location: Feed Bin store

Name	Address	Phone #/E-mail
Nicole de Jucenev	201 Aurmo Dr	984-8020
Michael Gold	126 Pine St	988-1417
Mark Hogan	424 Acequia Mason	988-1913
Greg Gillespie	1202 W Alameda	982-0511
William Peterson	793 Cam Del Pourente	720-5246
Gary Park	200 Lincoln Pkwy	955-6954
Patti Bushnell	124 Mesa Vista St.	984-8744
Catherine Clemens	1012 Marquez Pl Ste 201	982-4005

FOR CITY USE: I hereby certify that the ENN meeting for the above named development took place at the time and place indicated.

Name: [signature] Date: 1/9/07

Page 15

City of Santa Fe, New Mexico

memo

DATE: January 16, 2007

TO: Gary Park, Case Manager
Land Use Senior Planner

FROM: Joe B. Barela, PE, CFM JBB 1/16/07
Independent Contractor on behalf of the City of Santa Fe

VIA: Wendy M. Blackwell, Director WB
Engineering Development Review Division

RE: Case # M 2006-49 Feed Bin Final Development Plan

I reviewed the plans and conducted a site inspection of the subject project and I have the following comments in reference to the 25 foot setback requirement referenced in Section 14-8.2 (F) (2) (iv). Minimum Standards for arroyo, streams and watercourses states the following;

> For arroyos, streams, or watercourses that carry 100 cubic feet per second or more of stormwater flow in a 100-year, 24-hour storm event, all structures, paved roads, driveways, and parking lots shall be set back a minimum of 25 feet from the top shoulder of the arroyo plus the depth of the arroyo channel. This setback does not apply to stormwater management structures or public access trails.

The Flood Insurance Rate Map (FIRM) community panel number 350070 0005 C (Exhibit A) shows that the site is located within Zone B, the area between 100-year and 500-year flood boundaries. The site is not within the 100-year floodplain limits. In addition, the 100-year floodplain is contained within the River's banks.

The site inspection conducted revealed the following:

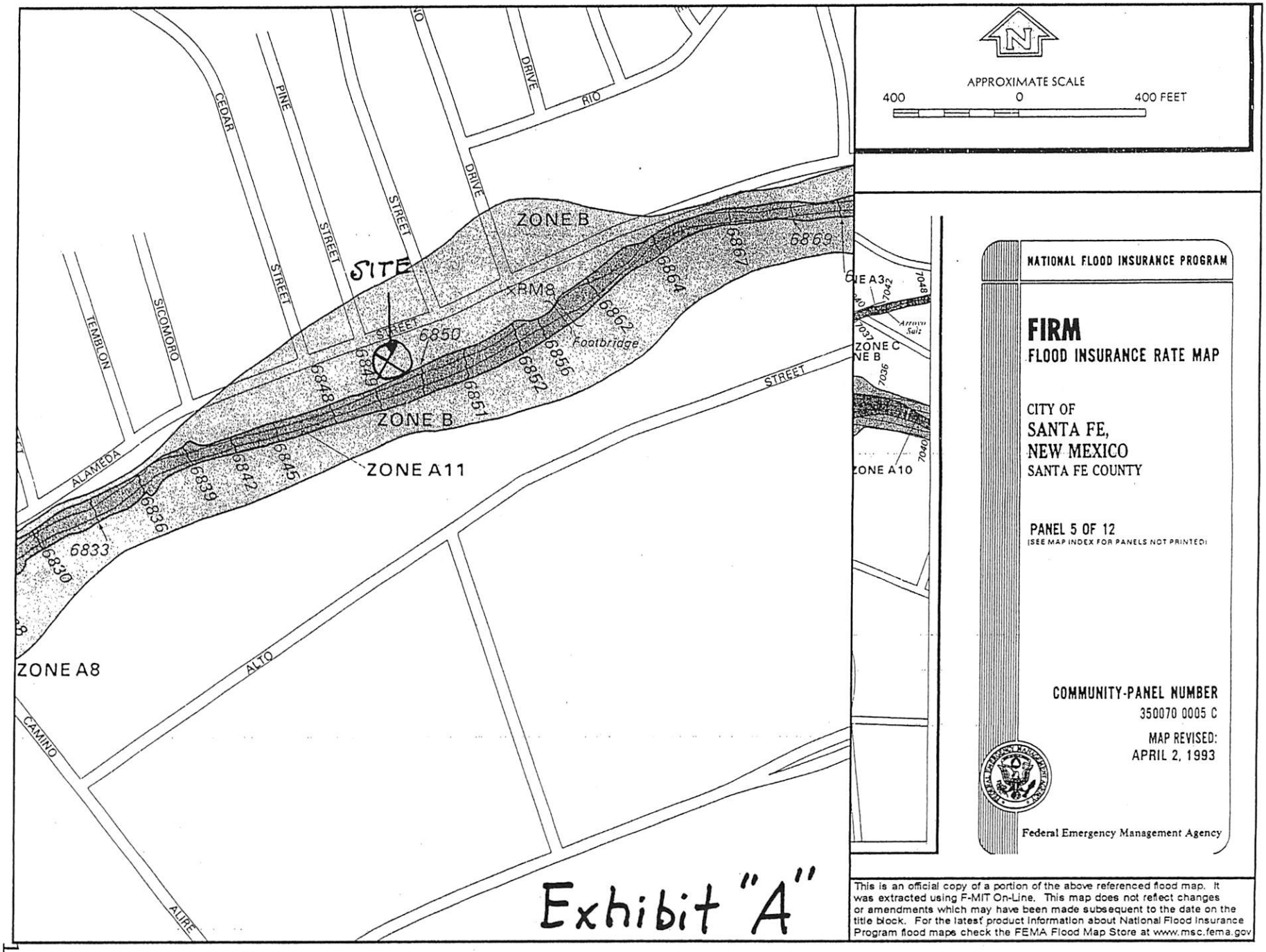
The project site is bound by West Alameda Street on the north, a Santa Fe Police Substation building on the east, a church building with paved parking lot on the west, and the Santa Fe River on the south. The area proposed to be developed contains a large building used as a feedstock retail store, and the adjacent area to the west is used as a stockyard containing hay, water tanks, and other related materials. The rear side of the existing building is located within a few feet of the top of the Santa Fe River's bank.

EXHIBIT E

SS001.PM5 - 7/95

The River's floodway has been stabilized with extremely large rock boulders that extend up the banks to about mid-level. The River's banks are steep and the upper part is comprised of un-compacted soil with sparse vegetation, small elms, mixed with some yard debris. Some protruding pieces of concrete, asphalt, and rock were also evident and mixed within the soil.

In summary, Staff should support the applicant's request for a variance from the 25-foot setback, provided that all yard debris, pieces of asphalt and concrete and loose soil is removed, and replaced with an engineered structural material to stabilize the area.


APPROXIMATE SCALE
400 0 400 FEET
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
SANTA FE,
NEW MEXICO
SANTA FE COUNTY
PANEL 5 OF 12
(SEE MAP INDEX FOR PANELS NOT PRINTED)
COMMUNITY-PANEL NUMBER
350070 0005 C
MAP REVISED:
APRIL 2, 1993
Federal Emergency Management Agency
SITE
ZONE B
ZONE A11
ZONE A8
ZONE A10
ZONE A3
ZONE C
Footbridge
Arroyo Salz
CEDAR STREET
PINE STREET
SYCAMORO STREET
TEMBLON STREET
ALAMEDA STREET
RIO DRIVE
ALTO
CAMINO ALIRE
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This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov
Exhibit "A"

16

HARNDEN, ANDREW C.

From: THOMPSON, RANDALL W.
Sent: Wednesday, April 19, 2006 8:25 AM
To: HARNDEN, ANDREW C.
Subject: FW: Feed Bin

Andrew,
I went through the Feed Bin application last week and gave the following comments to the applicant. She was getting sweaty since she had heard nothing from us. She stated she would be making revisions and getting them to us but I do not know a time frame.
Randy

-----Original Message-----
From: THOMPSON, RANDALL W.
Sent: Tue 4/11/2006 1:54 PM
To: robin@clemensandassociates.com
Cc: SMITH, GREGORY T.
Subject: Feed Bin

Robin,
I have reviewed Sheet DP-1 and have the following comments.

1. The parking area between the hay barn and the river measures 39 feet +/- (this includes an allowance for overhang as drawn) and 42 feet is required by code.
2. East parking lot scales at 41' instead of 42' and will be further reduced by item three below.
3. The landscape bed along the east side must be 6' wide not 5' as shown. See 14-8.4(I)(c).
4. A 10' landscape bed is required along Alameda. This is allowed to be reduced to 5' if in conjunction with a 3' wall. The eastern parking lot encroaches into this required landscape area. Please adjust the wall and sidwalk inward to provide the required landscape bed on-site.

Notes on the Landscape Plan indicate that the plan will be more fully developed at the time of Building Permit application. The Landscape Plan in considered part of the Development Plan and must be filed at the same time. It is the filed Landscape Plan that must be submitted for building permit. Please bring the Landscape Plan up to standard required by code,
showing all screen plantings, interior island plantings, names, sizes, etc.

Provide completed evaluation form for architectural design on each building.

Should you have questions, please do not hesitate to call me at 955-6955.

Randy

City of Santa Fe, New Mexico

memo

DATE: January 11, 2007

TO: Gary Park, Planning and Land Use Department

FROM: John Romero, Public Works Dpt/Engineering Div/Traffic Impacts Section JR

SUBJECT: **Case #M-2006-49, Feed Bin Final Development Plan**

ISSUE

Request for Final Development Plan approval for the expansion of the existing Feed Bin store. The property is zoned C-2-PUD (General Commercial, Planned Unit Development) and is located on the south side of West Alameda Street, west of St. Francis Drive. The application also includes a variance to the minimum 15' landscape buffer, and to setback from the waterway at the top of bank.

RECOMMENDED ACTION:

Review comments are based on submittals received on December 13, 2006. The comments below should be considered as Conditions of Approval to be addressed in a satisfactory manner prior to final signoff unless otherwise indicated.

1. The Feed Bin use, including the addition of 1587 s.f. of "new retail" (per the plans) does not generate 25 or more peak hour trips and therefore a traffic study is not required. However it appears that the configuration and number of access locations onto West Alameda is proposed to be changed, therefore the applicant is required under SFCC Chapter 23 to apply for and obtain the appropriate access permits from our Traffic Engineering Section, and street cut permits from our Streets, Drainage, & Fleet Management Division prior to alteration of access locations.
2. Sheet C-1 includes one minimal "Handicap Access" detail that interfaces with a base course roadway section. All accessibility details and construction will need to conform with the standard details being required now by the Permit & Development Review Division (I believe they are the 10 sheets ("PAD Drawings") originated by the NMDOT).

If you have any questions or need any more information, feel free to contact me at 955-6638. Thank you.

M:\Traffic Impacts\01-TIAs\2006\Feed Bin\Feed Bin 01-11-07.doc

EXHIBIT G

SS001.PM5 - 7/95

City of Santa Fe
New Mexico

MEMO

Wastewater Management Division
DEVELOPMENT REVIEW COMMENTS

E-MAIL

Date: January 11, 2007

To: Gary Park
Permit and Development Review

From: Stan Holland, PE
Wastewater Management Division

Subject: DRT Comments for the Feed Bin

---

1. The sewer line serving this site in Alameda is a 15 inch trunk line. The applicant's engineer has indicated that there will be no new plumbing fixtures added as part of this project and that the existing sewer service connection will be utilized. Therefore, there are no design issues to address for the Wastewater Division. **Any new sewer service connections will require review and approval by the Wastewater Division.**

Please contact me at 955-4637 if you have any questions.

cc: Greg Smith

File

EXHIBIT H 19

City of Santa Fe, New Mexico

memo

DATE: Prepared January 24 for February 1, 2007 Planning Commission Meeting

TO: City Planning Commission

VIA: Jack Hiatt, Acting Planning and Land Use Department Director
Greg Smith, Permit and Development Review Division Director

FROM: Katherine Mortimer, Supervising Planner, Long Range Planning

M 2006-54 SIGNAGE DEVELOPMENT PLAN VARIANCE
Kohl's Department Store

REQUEST:
James W. Siebert agent for Kohl's Retail Department Store, requests approval of an amendment to the development plan for the Kohl's Department Store. The plan includes a variance to the permitted wall mounted sign from 80 square feet to 155 square feet. The property is located on the south side of Camino Entrada, west of Cerrillos Road in the Valdes Industrial Park and is zoned I-1 (Light Industrial) and is located within the Cerrillos Road Highway Corridor Protection Overlay District.

RECOMMENDATION
Staff does not recommend approval of the sign variance.

CONDITIONS OF APPROVAL
If the Planning Commission chooses to approve the variance, the staff has no recommended conditions of approval.

EXECUTIVE SUMMARY
The Planning Commission approved a development plan for this project on September 28, 2006. At that time the applicant also requested two sign variances; one for the size of a support structure for a free-standing sign and one for size of the sign in the front of the building. The planning commission did not approve the variance as requested at that time. The applicant has redesigned the signs so there is no need for the variance to the support structure of the free-standing sign and reduced the size of the sign on the front of the building from 5-foot high letter to 4.5-foot letters which totals 155 square feet. This is still greater than the 80-foot limitation included in the code. The applicant is requesting a variance to this size limitation.

EVALUATION

Variances must meet the following criteria:

1. Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures, or buildings in the same district, and which do not result from the actions of the applicant;
2. Literal interpretation of the provision of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this chapter;
3. Granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to owners of other lands, structures or buildings in the same district. No nonconforming use of neighboring lands, structures or buildings in the same district, and no permitted use of lands, structures or buildings in other districts shall be considered grounds for the issuance of a variance.
4. The variance is the minimum variance that will make possible the reasonable use of the land, building or structure;
5. Granting the variance will be in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The applicant has addressed each of these criteria. That analysis is included as Exhibit D. The need for a larger sign generally stems from the distance the building is set back from Cerrillos Road and the internal facing design of the Valdez Industrial Park.

Signs at the C2-PUD zoned San Isidro Village have received variances to both the number and size of signs allowed. However, as far as staff is aware, other retail businesses within the Valdez Industrial Park have not requested variances to the sign standards.

COMMUNITY IMPACT EVALUATION

A. Physical Impact
The variance will allow for installation of 155 square foot sign on the south side of the department store.

B. Economic Impact
The sign variance is not expected to have any direct economic impact on the City of Santa Fe. However, to the extent the sign makes the department store more visible and increases sales, there would be a commensurate increase in gross receipts tax revenue.

C. Social Impact
No significant social impact is expected to result form this variance.

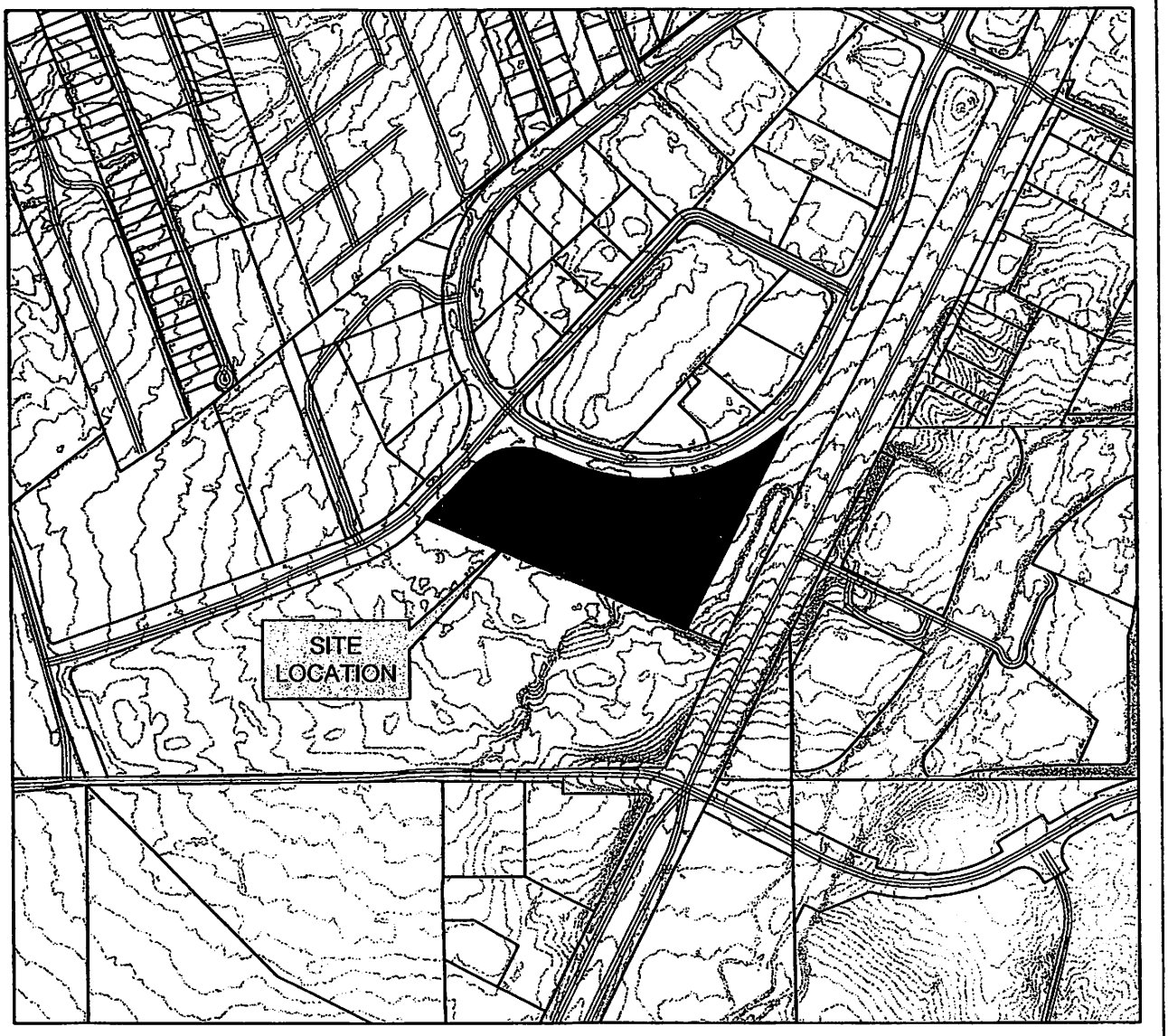
D. Neighborhood Comments

An early neighborhood notification (ENN) meeting was held on September 15, 2005 with the original submittal. There were no major concerns brought up by those in attendance about the sign variance

EXHIBITS:

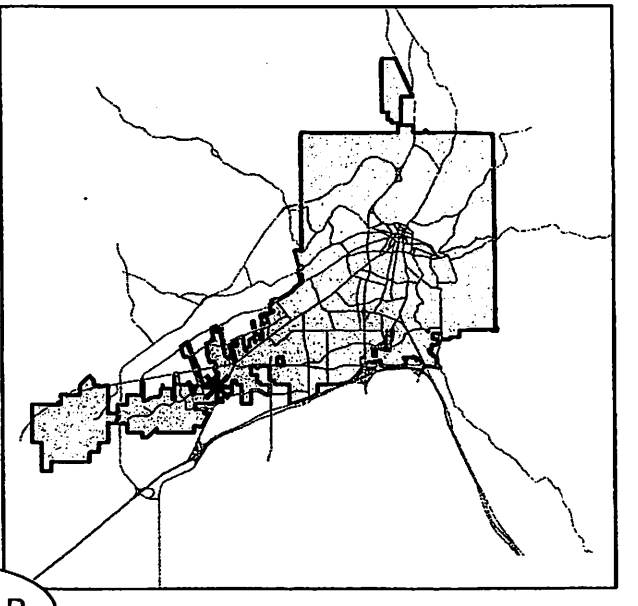
Exhibit A	Color Rendered Elevations*
Exhibit B	Vicinity Map
Exhibit C	Letter of Application
Exhibit D	Applicant's explanation of how the request meets the variance criteria
Exhibit E	Santa Fe City Code Section 14-8.10(G)(7)(e)

* Distributed in Commission packets only. Available for review at City Hall, 200 Lincoln Avenue, Permit and Development Review, first floor, west wing



VICINITY MAP





Case # M 2006-54
Kohl's Department Store
Signage Development Plan Variance

P.C. Exhibit B

JAMES W. SIEBERT
AND ASSOCIATES, INC.

915 MERCER STREET * SANTA FE, NEW MEXICO 87505
(505) 983-5588 * FAX (505) 989-7313
siebert.associates@comcast.net

December 11, 2006

Greg Smith,
Planning Division Director
City of Santa Fe
P.O. Box 909
Santa Fe, NM 87505

Re: Amendment to Kohl's Department Store approved development plan for variance to sign regulations (Case # M 2006-33)

Dear Mr. Smith:

On behalf of Kohl's Department Store I am submitting a request for consideration of an amendment to the approved development plan for Case # M 2006-333 requesting a variance to the permitted wall mounted sign from 80 square feet to 155 square feet. A variance to the wall-mounted sign regulations was submitted with the previous development plan application. The Planning Commission denied the request for a letter set five feet in height with a total of 190 square feet of sign area. This request reduces the letter set to 4.5 feet with a sign area of 155 square feet.

There seemed to be some confusion about the sign variances that were submitted for consideration by the Planning Commission. With one sign variance hopefully the issues can be better defined and more clearly presented to the Planning Commission.

The following items are submitted with this transmittal letter:

- Check for $120.00 for development review fee.
- Completed application for Planning Commission review.

- 15 reports addressing variance criteria.
- 15 legal size colored façade drawing showing location of building-mounted sign.

Sincerely,

James W. Siebert

Xc: Joe Janusz
Jackie Rosiak
Sara Levy

JAMES W. SIEBERT
AND ASSOCIATES, INC.

915 MERCER STREET * SANTA FE, NEW MEXICO 87505
(505) 983-5588 * FAX (505) 989-7313
siebert.associates@comcast.net

December 11, 2006

Attn: Greg Smith,
Planning Division Director
City of Santa Fe
P.O. Box 909
Santa Fe, NM 87505.

Re: Kohl's Department Store, Variance Request

SFCC Section 14-8.10 (8) (a) Wall-mounted signs not to exceed 80 square feet. The variance is from 80 square feet to 155 square feet.

The response to the variance criteria is provided below.

1.) *Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures or buildings in the same district and which do not result from the actions of the applicant.*

This property and proposed building is located at a substantial distance from Cerrillos Road. There is a 150 foot landscape strip adjacent to Cerrillos Road that has been retained by the City of Santa Fe. The original intent of the Valdes Economic Development Center was to limit the Center to uses more industrial in nature. Visibility from Cerrillos Road, therefore, was not a factor in the development of the Park. When the management of the Park was turned over to Santa Fe Economic Development Inc. the Park became more retail and service oriented. Opening of the Park to a broader variety of users than was previously possible created the need for greater visibility from Cerrillos Road. Most I-1, light industrial, land is located adjacent to or within a close distance of a collector or arterial street. These properties have the advantage of higher visibility from the adjoining streets and do not have the disadvantage of a building that is set back over 600 feet from Cerrillos Road

2.) Literal interpretation of the provisions of this ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this chapter.

A building-mounted sign of 80 square feet would have a very limited visibility from Cerrillos Road. Most I-1, Light Industrial properties would have a free-standing sign setback of 45 feet along this section of Cerrillos Road, which is Zone 4 of the Cerrillos Road Highway Corridor District.

3.) Granting the variance requested will not confer on the applicant any special privilege that is denied by this ordinance to owners of other lands, structures, or buildings in the same district, and no permitted use of lands, structures or buildings in other districts shall be considered grounds for the issuance of a variance.

This property is unique due to the depth of the lot from Cerrillos Road and lack of available land for large scale commercial uses, such as department stores. Infill sites, not requiring annexation would be extremely difficult to locate since the majority of vacant land, especially parcels with larger acreage, is not available within the city limits. Stores wishing to locate within a reasonable driving distance of the major residential areas have very few options. Special privilege is not conferred to the applicant since there are so few sites with similar sign limitations. Stores live and die by their marketing efforts and signage is a critical factor in the marketing of a retailer's merchandise. It is important for the City to have viable and healthy retail establishments.

4.) The variance is the minimum variance that will make possible the reasonable use of the land, building or structure;

A 155 square foot sign at 600 feet from the southbound driving lane of Cerrillos Road would have approximately the same visual effect as an 80 square foot sign 45 from the right-of-way from Cerrillos Road.

5.) Granting the variance will be in harmony with the general purpose and intent of This chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

It has always been the intent of the Santa Fe Industrial Park to promote economic development, to enhance job opportunities and bring gross receipts to the City. This project accomplishes these goals. This project also gives the citizens of Santa Fe and the region an opportunity to purchase goods which are different in pricing and quality from other department stores in Santa Fe.

Sincerely,

James W. Siebert

(6) The BCD district shall be governed by "H" zone sign regulations for that part of the BCD district included in the "H" districts.

(7) For those portions of SC, C-2, I-1, I-2 and Business and Industrial Park districts that are not located within the Cerrillos Road Highway Corridor Protection district, and that portion of the BCD district not located within the "H" districts, the following standards shall apply:

(a) For one business establishment on the premises, not more than three signs are allowed, no one of which shall exceed 80 square feet and all three of which shall not exceed 150 square feet;

(b) For two business establishments on the premises, no more than four signs total are allowed, no one of which shall exceed 80 square feet in area and all of which, for any one business establishment, shall not exceed 80 square feet;

(c) For three or more business establishments on the premises, one sign for the purpose of general identification of the entire premises, not to exceed 150 square feet is allowed. In addition, one sign is allowed with one square foot of surface area for each one lineal foot of building frontage not to exceed 80 square feet per business establishment;

(d) No such sign shall exceed 25 feet in height;

(e) For SC and Business and Industrial Park districts, in addition to one identification sign not to exceed 150 square feet, one sign for each full line department store, junior department store and supermarket with one square foot of surface area for each one lineal foot of building frontage is permitted, providing it does not exceed 80 square feet;

(f) Only one free standing sign is allowed per premises in the SC, C-2, I-1, I-2 and Business and Industrial Park districts; and

(g) For buildings with two front facades an additional sign is allowed. The maximum sign size for one facade is 100 percent of the allowed sign size and for the second facade the maximum sign size is 50 percent of the allowed sign size.

(8) For C-2, SC, and I properties located within the Cerrillos Road Highway Corridor Protection district, the following standards shall apply:

(a) For one business establishment on a legal lot of record, not more than three signs are allowed, no one of which shall exceed 50 square feet in area in Corridor Zone One, 60 square feet in Corridor Zone Two, 70 square feet in Corridor Zone Three, and 80

P.C. Exhibit E

City of Santa Fe, New Mexico

memo

DATE: Jan. 19, 2007 for the Feb. 1, 2007 Planning Commission Meeting

TO: The Planning Commission

VIA: Jack Hiatt, Acting Director, Planning & Land Use Dept.
Greg Smith, Director, Current Planning Division
Katherine Mortimer, Supervising Planner, Long Range Planning

FROM: Richard Macpherson, Senior Planner, Long Range Planning Div.

VIGIL OFFICE BUILDING DEVELOPMENT PLAN # M 2006-55

Case #M 2006-55 Vigil Office Building Development Plan. Conron and Woods Architects, agent for Blue Sky Investments LLC, request development plan approval of approximately 1.408 acres. The site will consist of the existing office building and an additional newly constructed 7814 square foot building. The application includes a request for variance to the 25 foot right-of- way setback requirement. The property is located at the northwest corner of St. Michael's Drive and Hospital Drive, and is zoned HZ (Hospital Zone) within the South Central Highway Corridor Overlay Zone.

RECOMMENDATION:

Staff recommends approval of this requested development plan. It is consistent with the underlying city zoning designation of HZ (Hospital Zone) and is compatible with adjacent neighborhood character as well as traffic circulation. A variance is being requested to the setback dimension along St. Michael's Drive. Staff does not recommend approval of the variance. Staff recommends the following conditions of approval:

Conditions:

1. Comply with the Engineering Div. review -Exhibit E
2. Comply with the Landscape review - Exhibit F
3. Comply with the Wastewater Div. review - Exhibit G
4. Comply with the Subdivision review - Exhibit H
5. Comply with the Water Div. review - Exhibit I
6. Comply with the Solid Waste Div. review - Exhibit J
7. Comply with : Provide bicycle racks as required by Code section14-8.6(D)

Case #M 2006-55 Vigil Office Building Development Plan
Planning Commission meeting, Feb. 1, 2007

EXECUTIVE SUMMARY:

This request is for development plan approval to construct a new 10,130 square foot, two story office building and parking lot. The new building would be adjacent to an existing 7,814 square foot office building on a single, 1.40 acre lot located at 1692 Hospital Drive. Both buildings combined will have a net leasable area of 15,425 square feet. An Early Neighborhood Notification (ENN) meeting was held on August 14, 2006.

A variance is being requested to a 25 foot setback required by the South Central Highway overlay zoning district. The right-of-way on St. Michaels's Drive, adjacent to the project site, is currently 150 feet deep. The applicant is requesting the building setback be reduced to 5'-0", since the existing right-of-way along St. Michael's is so expansive. Only the parking lot will be on the portion of the adjacent to the highway set back. The neighboring buildings have the same setback to St. Michael's Drive as is being requested.

SITE PLANNING ANALYSIS:

This site is within the HZ zoning district. The building setbacks shown are: 30 ft. front (east), 5 ft. side (south), 15 ft. side (north), and rear 25 ft. These dimensions meet code if the variance request is approved. Slightly more than 35% of the lot will be open space with a minimum dimension of 10 ft. Maximum building height by code is 25 ft., which is what is shown for the proposed office building structure.

78 parking spaces will serve this site, 4 spaces will be for disabled parking which includes 2 van-sized spaces to meet the requirements of Section 8.6 SFCC 2001. Neighboring properties include to the north and west are one and two-story office and medical buildings. On the east side of this site across Hospital Drive is St. Vincent's Hospital. .

The development plan meets the dimensional and design standards for the HZ Districts. The project will result a small increase in vehicle and pedestrian traffic, however, the increase is not sufficient enough to warrant preparation of a traffic impact assessment.

COMMUNITY IMPACT EVALUATION:

A. Physical Impact

This development will consist of a new 10,130 square foot, two-story, Pueblo-Spanish Revival style office building, with landscaping and a parking lot in the HZ zoning district, across Hospital Drive from St. Vincent's Hospital. The applicant is requesting one variance for a setback along St. Michael's Drive from 25' to 5'.

B. Economic Impact

The project is not expected to have a significant economic impact. It will slightly increase the tax base.

C. Social Impact

No broad social impacts are anticipated. Tax revenues from development typically do not cover the full cost of public services. The development will add to the availability of office space in the HZ zone.

D. Neighborhood Impact

An Early Neighborhood Notification (ENN) Meeting was held August 14, 2006 (Exhibit D).

SITE PLANNING AND SITE DEVELOPMENT PLAN EVALUATION

A. Density

The surrounding area is zoned HZ. The development of this lot in compliance with the density, zoning and land uses established by HZ zoning.

B. Traffic/Transportation, Roads

The development will add traffic to Hospital Drive and ultimately St. Michael's Drive. The Public Works Dept. has determined that a traffic study is not needed.

C. Grading and Drainage

The development will have a centralized storm water detention pond to mitigate increased storm water runoff from development.

D. Services and Utilities

The project will result in a minor increase the need for police, fire, and other public services. It will also result in an increased demand for infrastructure such as water, sewer, power, communications and public transit. The developer is responsible for the cost of installing all infrastructure.

E. Variances

A setback variance along St. Michael's Drive is being requested, from 25 feet to 5 feet.

Variances must meet the following criteria:

1. Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures, or buildings in the same district, and which do not result from the actions of the applicant;
2. Literal interpretation of the provision of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this chapter;
3. Granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to owners of other lands, structures or buildings in the same district. No nonconforming use of neighboring lands, structures or buildings in the same district, and no permitted use of lands, structures or buildings in other districts shall be considered grounds for the issuance of a variance.
4. The variance is the minimum variance that will make possible the reasonable use of the land, building or structure;
5. Granting the variance will be in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Attachments:

Exhibit A	Development Plan*
Exhibit B	Application letter
Exhibit C	Location map
Exhibit D	ENN report
Exhibit E	Engineering Div. review
Exhibit F	Landscape review*
Exhibit G	Wastewater Div. review
Exhibit H	Subdivision Engineer review
Exhibit I	Water Div. review*
Exhibit J	Solid Waste Div. review

RECEIVED
DEC 11 2006
DEVELOPMENT REVIEW

28 November 06

City of Santa Fe
Development Plan Review
200 Lincoln Ave.
Santa Fe, NM 87501

RE: New Office Building – 1692 Hospital Drive, Santa Fe, NM
Letter of Application for Development Plan

To whom it may concern:

A. The intent of this project is to construct a new office building next to an existing office building on a lot at 1692 Hospital Drive, Santa Fe NM.
B. The name of the project is the Vigil Office Building.
C. The location of the project is 1692 Hospital Drive, Santa Fe NM, LOT 7, Recorded in book 325, Page 046, Section 35, Township 17 North, Range 9 East.
D. The acreage for the project is 1.408 acres. (61,333 square feet)
E. The project is located on one lot.
F. This question is not applicable. There are no dwelling units on the lot.
G. The commercial, leasable area of the building is 10,130 square feet.

The pre-application meeting was held with Randy Thompson on June 6, 2006.

The early neighborhood notification meeting was held on August 14, 2006.

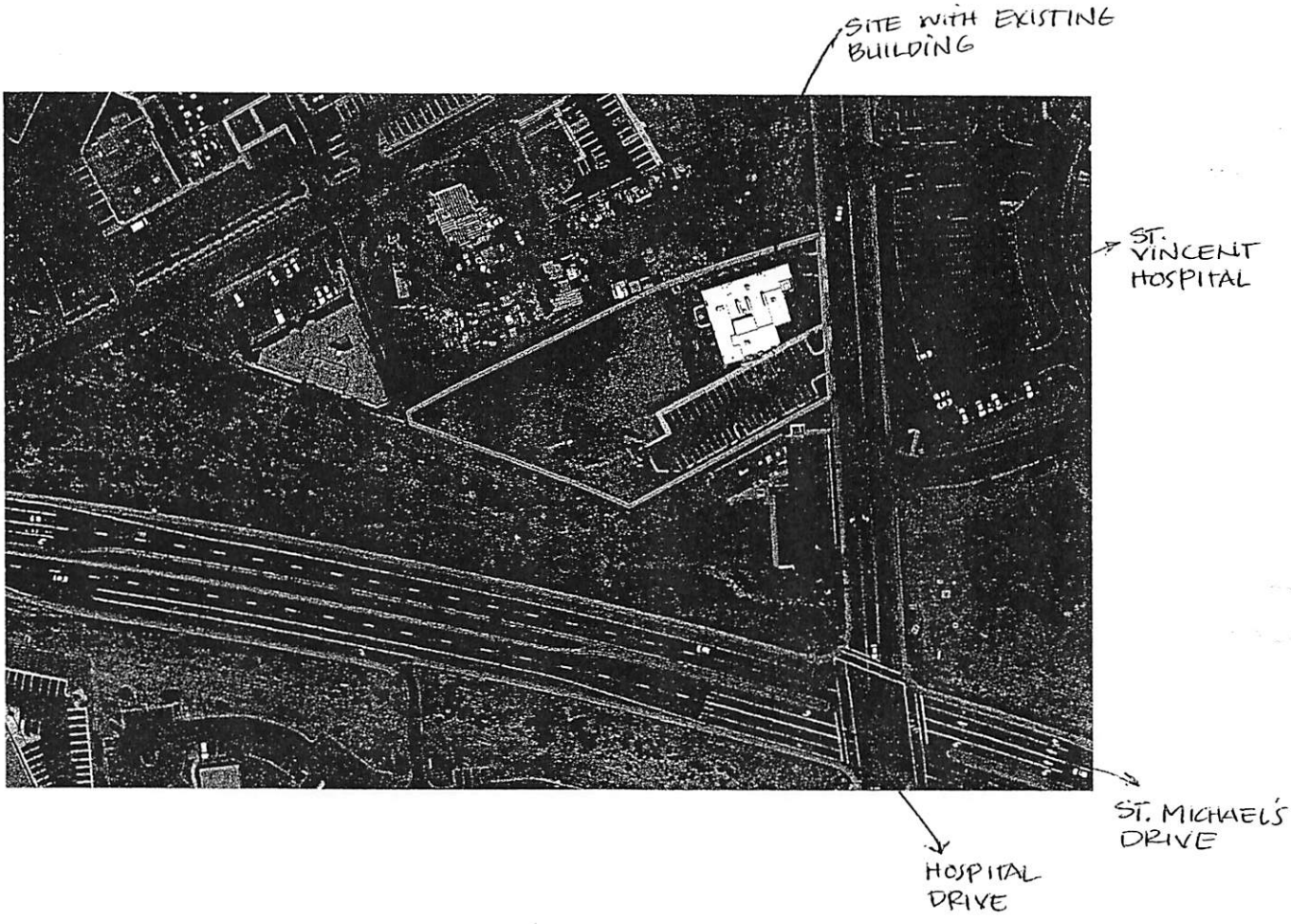
It was discussed with the Santa Fe Planning Department that a variance is being requested. The project site abuts a New Mexico State Highway right of way. Per the planning code a 25'-0" set back is required next to that right of way. However, the right of way adjacent to the project site is 150'-0" deep. It is a definite hardship to develop the site while adhering to the 25'-0" set back. We respectfully request the set back be reduced to a standard 5'-0". Only the parking lot will be on the portion of the site adjacent to the highway department set back. The parking lot will be screened with plantings. The new office building will be positioned at the back (north) end of the site.

Please contact me if you have any questions.

Sincerely,

David Martin

David Martin
Conron and Woods Architects
(505) 983-6948



SITE PHOTO:
1692 HOSPITAL DRIVE

North

EXHIBIT 6

CERTIFICATE OF ENN NOTICE
MAILING, E-MAILING AND POSTING AFFIDAVIT

Project Name: Vigil Office Building

I hereby certify that the attached notice of Early Neighborhood Notification meeting was mailed to property owners, tenants and registered neighborhood associations within 200 feet of the proposed project site. Notices were mailed on 7/27/06, 200__.

I hereby certify that the attached notice of Early Neighborhood Notification meeting was sent via e-mail to registered neighborhood associations within 200 feet excluding R-O-W of the proposed project site. Notices were e-mailed on _____, 200__.

I hereby certify that the subject property was posted with a sign provided by the City on 7/29/06, 200__. The sign was placed in a prominent position in public view.

Michael W Whitney
Applicant Name Printed

Applicant Signature

STATE OF NEW MEXICO)
)
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me this 31st day of July, 2006 by Michael Whitney.

Karen Tiegler
Notary Public

My Commission Expires:

4/19/2010

Official Seal
KAREN W. TIEGLER
Notary Public- State of New Mexico
My Commission Expires
4-19-2010

EXHIBIT 19

27 July 06

ADDRESS BLOCK

RE: Early Neighborhood Notification Meeting

Dear

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification ordinance, this is to inform you that a meeting is scheduled for Monday, August 14, 2006 at 5:30 PM at 1692 Hospital Drive to discuss a proposed new 12,500 square foot, two story office building on the vacant lot adjacent to 1692 Hospital Drive. The applicant will be applying for a variance of the set back from the State Highway Department Right of Way. The code requires a 25'-0" setback from the property line shared with the Right of Way. The Right of Way at the applicant's property is 120'-0" feet deep along St. Michael's Drive. The additional 25'-0" set back seems excessive. The applicant is applying to change that set back to a standard 7'-0". The building will not be at that side of the site. Only parking and landscaping is proposed near the Right of Way.

The Early Neighborhood Notification ordinance provides for an exchange of information between prospective applicants for development projects and the people who will be neighbors to the project.

Attached, please find a vicinity map and proposed site plan. If you have any questions or comments please contact applicant's representative David Martin, Conron & Woods Architects at (505) 983-6948.

Sincerely,

David A. Martin
Conron and Woods Architects

Attachments: vicinity map
site plan

ENN letter mailing list

Certified mail:

Barbara McCandlish
Susan Blacker
546 Harkle Rd, Suite C
Santa Fe, NM 87501

Maria Dolores Sena
Maria Christina Sena
Diego Sena
534 Harkle Rd.
Santa Fe, NM 87505

530A Harkle Rd LLC
PO Box 803
Tesuque, NM 87574

El Paseo Galisteo Inc.
PO Box 2265
Santa Fe, NM 87501

Bisti Boys LLC
530B Harkle Rd.
Santa Fe NM 87501

Robert E. Lockhart
Theresa I. Lockhart
PO Box 96
Santa Fe, NM 87501

John D. Reeder
PO Box 1523
Santa Fe, NM 87504

Edward J. Urig
Deborah C. Urig
1842 Sun Mountain Dr.
Santa Fe, NM 87505

Office Court Development II, LTD
A NM Limited Liability Co.
1850 Old Trail, Suite A
Santa Fe, NM 87505

Office Court Development LTD
1660 Old Pecos Trail, Suite A
Santa Fe, NM 87505

Agua Fria Properties LLC
460 St. Michael's Dr.
Building 300
Santa Fe, NM 87505

Ease West Investments LLC
404 Brunn School Rd.
Santa Fe, NM 87505

Superior Properties LLC
460 St. Michael's Dr.
Building 400
Santa Fe, NM 87505

Houston Medical Properties LLC
455 St. Michael's Drive
Santa Fe, NM 87505

National Education Association
2007 Botulph Rd.
Santa Fe, NM 87505

First Class Mail:

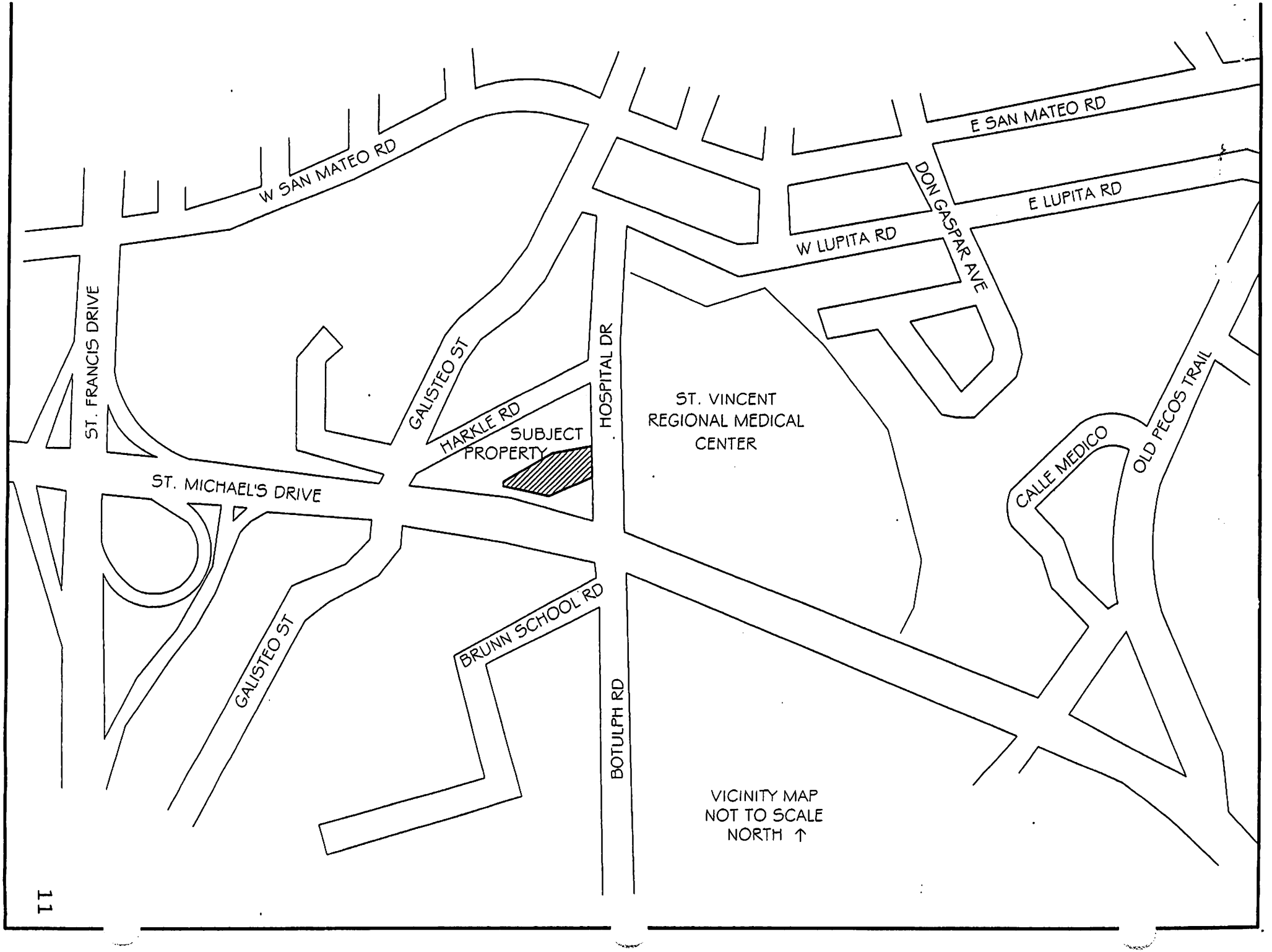
Puerta de la Luna
546 Harkle Rd.
Santa Fe, NM 87505

Office Court Development
460 St. Michael's Dr.
Santa Fe, NM 87505

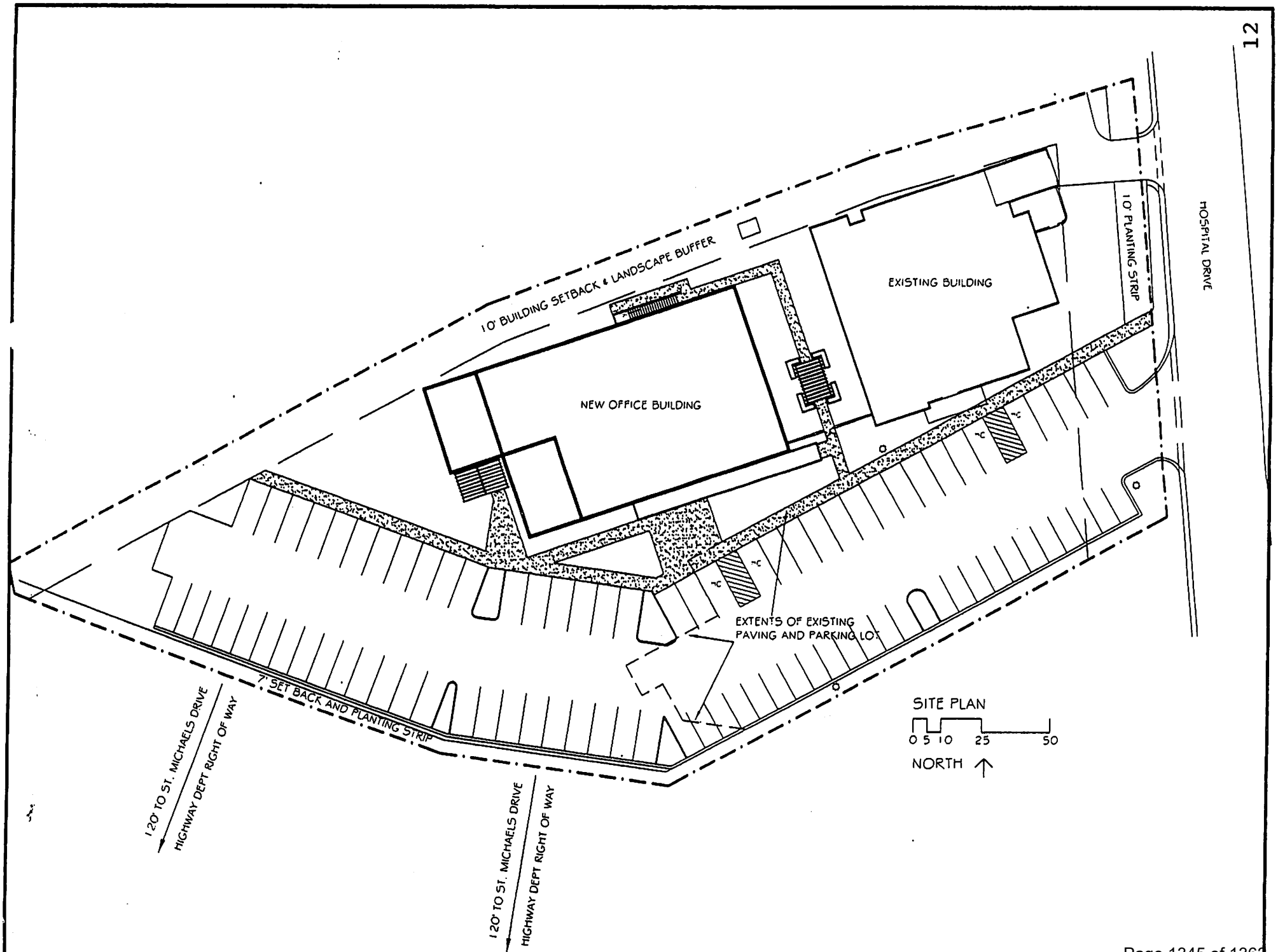
Technology Funding
460 St. Michael's Dr.
Building 1000
Santa Fe, NM 87505

St. Vincent's Hospital
455 St. Michael's Dr.
Santa Fe, NM 87505

Hobrev LLC
465 St. Michael's Dr.
Santa Fe, NM 87505


W SAN MATEO RD
E SAN MATEO RD
DON GASPAR AVE
E LUPITA RD
W LUPITA RD
ST. FRANCIS DRIVE
GALISTEO ST
HARKLE RD
SUBJECT PROPERTY
HOSPITAL DR
ST. VINCENT REGIONAL MEDICAL CENTER
CALLE MEDICO
OLD PECOS TRAIL
ST. MICHAEL'S DRIVE
GALISTEO ST
BRUNN SCHOOL RD
BOTULPH RD
VICINITY MAP
NOT TO SCALE
NORTH ↑

11


10' BUILDING SETBACK & LANDSCAPE BUFFER
NEW OFFICE BUILDING
EXISTING BUILDING
10' PLANTING STRIP
HOSPITAL DRIVE
EXTENTS OF EXISTING
PAVING AND PARKING LOT
7' SET BACK AND PLANTING STRIP
120' TO ST. MICHAELS DRIVE
HIGHWAY DEPT RIGHT OF WAY
120' TO ST. MICHAELS DRIVE
HIGHWAY DEPT RIGHT OF WAY
SITE PLAN
0 5 10 25 50
NORTH

City of Santa Fe, New Mexico

memo

DATE: January 8, 2007

TO: Richard Macpherson, Planning and Land Use Department

FROM: John Romero, Public Works Dpt/Engineering Div/Traffic Impacts Section JR

SUBJECT: **Case #M-2006-55, Vigil Office Building Development Plan**

ISSUE

Request for development plan approval of approximately 1.408 acres. The site will consist of the existing office building and an additional newly constructed 7,814 square foot building. The application includes a request for variance to the 25 foot right-of-way setback requirement. The property is located at the northwest corner of St. Michael's Drive and Hospital Drive and is zoned HZ (Hospital Zone) within the South Central Highway Corridor Overlay Zone.

RECOMMENDED ACTION:

Review comments are based on submittals received on December 13, 2006. The comments below should be considered as Conditions of Approval to be addressed in a satisfactory manner prior to final signoff:

1. The proposed 7,814 square foot development will generate less the 25 peak hour trips, therefore a Traffic Impact Analysis is not needed. It is understandable, however, that an increase in development will have a minimal immediate impact, but may have a cumulative impact as other areas of the city grow or become denser.
2. Future development of the St. Vincent's Hospital is currently being planned. Part of these plans includes better access control along Hospital Drive. During the course of future development along Hospital Drive, improvements may be made to Hospital Drive. These improvements may limit access to the subject site, giving as little as right-in right-out privileges only. By approval of this development plan, the owner of the subject property shall acknowledge the City's intent and not provide any opposition towards the City's future plans as they relate to access onto Hospital Drive.

If you have any questions or need any more information, feel free to contact me at 955-6638. Thank you.

M:\Traffic Impacts\01-TIAs\2006\Vigil Office Building\Vigil Office Building 01-08-06.doc

SS001.PM5 - 7/96

CONRON & WOODS, ARCHITECTS
1222 Luisa St., Ste. A Santa Fe, NM 87505
(505) 983-6948 - (505) 983-1721 - FAX office@conronandwoods.com

LETTER OF TRANSMITTAL

To: **City of Santa Fe Development Plan Review 200 Lincoln Ave Santa Fe, NM 87501**	DATE **11/28/06**
Copy To:	ATTENTION
	RE: **Vigil Office Building, 1692 Hospital Drive**

WE ARE SENDING YOU

- [x] Attached
- [ ] Hand Delivered

the following items:

- [ ] Submittals
- [x] Prints
- [ ] Samples
- [ ] Specifications
- [ ] Changer order
- [ ] Pay Application

THESE ARE TRANSMITTED as checked below

- [ ] For approval
- [ ] Approved as submitted
- [ ] Resubmit__copies for approval
- [ ] Approved as noted
- [ ] For your use
- [ ] As requested
- [ ] Submit_copies for distribution
- [ ] Returned for corrections
- [ ] Return ____corrected prints
- [ ] For review and comments
- [ ] For Change Order Proposal
- [ ] FOR BIDS DUE
- [ ] Prints Returned After Loan To Us

COPIES	DATE	NO.	DESCRIPTION
1			**Building Elevations**

SIGNED David Martin

REMARKS

CN 4009

City of Santa Fe
New Mexico

MEMO

Wastewater Management Division
DEVELOPMENT REVIEW COMMENTS

E-MAIL DELIVERY

Date: December 26, 2006

To: Richard Macpherson, Planner
Planning and Land Use

From: Nicholas Schiavo, PE
Wastewater Management Division

Subject: Case #M 2006-55 Vigil Office Building Development Plan

---

Applicant to address the following comment(s):

1. Check list items attached.

2. Industrial Pretreatment Sampling Points ("IPSP") shall be provided as follows:
   Each separate building or leased/rented area within a building shall have its own Industrial Pre-treatment Sampling Point (IPSP). The IPSP is similar to a cleanout except it has a tee fitting instead of a sweep. Note that sampling at a manhole is no longer allowed. The IPSP is in addition to the cleanouts shown on the plans. The IPSP shall be located in an easily accessible area for possible future sampling. The IPSP must also be located in an unobstructed area that will allow the placement of a 2'x2'x2' sampler that will need to be in-place for a week. The IPSP can be located inside or outside of the building. If the IPSP is located outside the building, it must be in area where there is no vehicular traffic and in area which the sampler will not impede pedestrian traffic. The IPSP must be located where the entire wastewater discharge of the building or leased/rented area is flowing and where no other outside wastewater flows are introduced. The IPSP must be located downstream of any Industrial Pre-treatment facilities (such as grease trap). If you have any question regarding the Industrial Pre-treatment requirements or question about the sampling point locations, call the Industrial Pre-treatment Section at 955-4635 (Raul Martinez). **Show the IPSP on the plans.**

3. Provide the current plat showing all legal lots of record.

Please contact me at 955-4616 if you have any questions.

Attachment: Check List

cc: Greg Smith – Senior Planner

Ellery Biathrow – City Subdivision Engineer
George Langdon – Conron & Woods
File

CHECK LIST FOR SANITARY SEWER PROJECTS

ITEMS CHECKED NEED TO BE CORRECTED

I. Apply for Technical Evaluation Report (TER).

1.☒ Utility service application must be filled out completely.
2.☒ Must provide copy of current legal lot of record.
3.☐ If the TER application is for a lot split or subdivision, a copy of the proposed plat must be included with the application.

II. Plan Set

1.☒ Verify that a TER has been issued for the project.
2.☐ Design must meet TER guidelines.
3.☒ Incorporate a copy of the current legal lot of record as part of the plan set.
4.☐ Incorporate a copy of the proposed plat as part of the plan set.
5.☐ The Development plan and sewer plans must show all sanitary sewer easements.
6. The plan set must include;
   a. ☒Master utility plan showing water and sewer.
   b. ☐Master sewer plan showing other utilities and structures (such as culverts, etc.).
   c. ☐Sewer plan and profiles.
7. Sewer plan and profiles sheets must include;
   a. ☐Manhole type (reference COSF Standard Sanitary Sewer Drawings).
   b. ☐Manhole number.
   c. ☐Stationing.
   d. ☐Manholes must be marked as new or existing.
   e. ☐Incorporate build/construct notes as needed.
   f. ☐Pipe diameter.
   g. ☐Pipe material (SDR-35 PVC, SDR-21 PVC, etc.).

h. ☐ Show structures and all utility crossings and note vertical separation distance on profile.

8. ☐ All curvilinear sewers must show radius and chord measure for each curve.

9. ☐ The plan set must include the latest City of Santa Fe Standard Sanitary Sewer Details.

10. ☐ The plan set must include the Wastewater Management Division Standard General Notes.

11. ☐ Where grinder pumps are used to serve lots, each lot shall be served by a separate grinder pumps (no duplex pumps in single housing serving two lots). All grinder pumps are to be E-One units or equivalent as approved by the WWMD.

12. ☐ New Mexico Engineer seal on all required drawings.

13. ☒ Verify no encroachments are shown into sewer easements such as buildings, fences, landscaping features, drainage ponds or structures.

14. ☐ Utility easements are 20' wide for sewer lines alone and 25' wide for combined sewer and water lines. These are minimum widths.

15. ☐ The plan set design must comply with the Wastewater Division Standard General Notes.

III. Proposed Plat

1. The proposed final plat shall contain the following notes;
   a. ☐ Fences, walls or other obstructions shall not be placed or constructed across public sanitary sewer easements.
   b. ☐ Utility expansion charges shall be paid at the time of building permit application for each lot. Contact the City of Santa Fe Permit and Development review Division to pay these charges.
   c. ☐ Each lot shall be served through separate sewer and water.

2. ☐ All sanitary sewer easements shall be called out as "public sanitary sewer easement".

3. ☐ All utility easements shall be identified as public or private.

4.☐ Within the Dedication Statement on the plat, does it indicate that all public utility easements (or sanitary sewer easements) and ROW are granted to the City of Santa Fe for the purpose of installing, operating and maintaining such public utilities and that the said easements carry with them the right of ingress and egress (both surface and subsurface) for crews and machinery and the right to trim or remove interfering vegetation or obstructions by agencies responsible for said utilities.

City of Santa Fe, New Mexico

memo

DATE: January 19, 2007

TO: Richard MacPherson, Case Manager
Senior Planner

FROM: Joe B. Barela, PE, CFM JBB 1/19/07
Independent Contractor on behalf of the City of Santa Fe

VIA: Wendy M. Blackwell, Director WB
Engineering Development Review Division

RE: Case # M 2006-55 Vigil Office Building Development Plan

Pursuant to request for additional submittals, the applicant shall address the following:

- Provide construction notes (include the following):
  - Language regarding schedule/sequence of construction.
  - Temporary erosion and sediment control BMPs shall be installed prior to commencing grading operations.
  - Compliance with Gunnison's Prairie Dog Ordinance shall be completed prior to grading operations
  - Americans with Disabilities Act (ADA) inspection shall be conducted prior to issuance of a certificate of occupancy. The contractor shall contact city staff to schedule an inspection.
  - Add language regarding the long-term maintenance that complies with the requirement outlined in (H) (2) ((b) of Exhibit "A".
  - Electrical and mechanical plans for the cistern are to be reviewed by the building permits section. Cistern shall be inspected by city staff prior to certificate of occupancy.
- Add as-built certification signature block (for future signature) that complies with the requirement outlined in (H) (2) (c) of Exhibit "A".
- Add notes 1, 2, 4, 5, and 6 on Sub-Exhibit "C" to the Development Plan.
- Provide an erosion and sediment control plan addressing the following:
  - Temporary and permanent erosion control BMPs.
  - Dust control.
  - Debris control and disposal.
  - Maintenance schedule for temporary BMPs.
  - Inspections as outlined in (I) (1) of Exhibit "A".

SS001.PM5 - 7/95

EXHIBIT H

- Provide a site restoration plan.
- Provide a landscaping plan.
- Compaction requirements for construction materials specified on sheet C-501 are needed. Address compaction requirements for the bedding and backfill material for the cistern.
- Provide cross-sectional drawing of detention pond.

Please contact me at 955-6822 or 204-2265 or Wendy Blackwell at 955-6127 if you have any questions.

CC: File

(d) A water availability and conservation plan shall be submitted for all new subdivisions of 15 or more dwelling units which are sited, in whole or in part, on natural sloped areas greater than 20 percent.

(H) Final Development Plans and Subdivision Plats

(1) Minimum standards. Final development plans and subdivision plats shall meet the minimum standards described in §§ 14-8.2(D), 14-8.2(F), and 14-8.2(G).

(2) Submittals. Submittals for final development plans and subdivision plats shall include:

(a) All submittals required in § § 14-8.2(D) and 14-8.2(F);

(b) A long-term maintenance schedule for the life of the stormwater management measures including the time frame for completion and the responsible party who shall perform the maintenance; and

(c) An as-built certification signature block to be executed by a New Mexico professional engineer after the project completion to ensure that the constructed stormwater management systems comply with the approved stormwater plans.

(I) Inspections and Violations During Construction Process

(1) Inspections

(a) For all non-residential projects and all residential projects that do not qualify as minor development, an applicant shall notify the City to set up a City inspection at the following times:

(i) When the temporary best management practices are completed;

(ii) When final stormwater management measures are completed; and

(iii) When the final site restoration measures are completed, however, if final site restoration measures are being delayed due to the season, the applicant shall notify the City when temporary erosion control measures, for use until site restoration is complete, in place and ready for inspection; and

(iv) Further construction or issuance of any permits shall not occur until written approval has been granted by the inspector after each inspection that the best management practices and stormwater management control methods have been completed in accordance with approved plans;

Exhibit "A"

(b) The City Engineer or code enforcement officer may enter upon any property subject to this section at reasonable times to conduct inspections of grading, erosion and stormwater management measures to determine compliance with City policies and procedures and to carry out duties in the enforcement of this section; and

(c) The applicant shall perform regular inspections of all grading, erosion control, and stormwater management measures. All inspections shall be documented in written form and shall be made available to the City Engineer or code enforcement officer upon request.

(2) Violations

Any violation of this section shall be subject to the provisions of §§ 14-11.5(A) and 14-11.5(B).

(J) Dedications, Easements and Right-of-Ways

(1) All land below the base flood elevation for a 100 year, 24 hour storm event shall be dedicated to the City as public open space, drainage easement and public right-of-way depending on the nature of the development and the hydrology of the area. Under no circumstances shall pedestrian or other public easements or open space be precluded for purely non-hydrologic reasons.

(2) Irrevocable dedications to the City may be required by the City Engineer for the components of the stormwater drainage system including access for maintenance. The types of all easements and open space dedications shall be determined by the City Engineer. If a dedication is required, it shall be designated on the plan or plat and in effect prior to building permit approval.

(3) An applicant may make requests for dedications of a stormwater drainage system to the City, however, the City is not obligated to accept a dedication offer. Only the Planning Commission or the Governing Body, whichever is the appropriate body hearing the matter, may accept dedications to the City. If a dedication is offered to and accepted by the City, it shall be designated on the plan or plat and in effect prior to building permit approval.

(K) Long Term Maintenance Responsibilities and Inspections

(1) Responsibilities

All stormwater management measures and facilities shall be maintained by the fee simple owner of the property or a homeowners association, unless a dedication of the stormwater management system has been required or accepted by the City, in which case, the City shall be responsible for maintenance. For developments of 15 or more dwelling units, developers shall provide liability and property damage insurance, in a form approved in

Sub-Exhibit C

A. Plat and Development Plan Notes and Content:

1. Add note stating "Property development is required to comply with applicable provisions of Chapter 14, Land Development Code, SFCC 1987 and subsequent amendments."
2. Add note stating "Property development is required to comply with the provisions of each applicable City of Santa Fe Ordinance adopted prior to final Plat and/or Development Plan recording with the County Clerk or submittal with a Building Permit Application that modifies any provision of requirements called for in Chapter 14, Land Development Code, SFCC 1987 and subsequent amendments."
3. [redacted]
4. Add agreement stating "**STORMWATER AGREEMENT**: Property Owner(s) hereby agree that all stormwater easements and any other drainage improvements on private property will be maintained and kept fully functional as originally designed and constructed within private property boundaries by the property owner and subsequent heirs, assigns, and future owners. The City is hereby granted the following: (1) access for inspection of said improvements; (2) in the event of drainage improvement maintenance deficiency and after ten (10) days written notice to the respective property owner, to enter and restore full functional capacity of the drainage improvements; and (3) to lien the property for both direct and indirect costs associated with such work. By signature affixed to this instrument, the property owner(s) approve and agree that this AGREEMENT is binding perpetually, running with the land, on present and future owners, heirs, and assigns.

_____ _____

Owner's Printed Name Owner's Signature / Date

The foregoing instrument was acknowledged before me this _____ day of

_____, 200____. (or equal)

_____ _____

Notary Public My Commission Expires"

[Document preparation note: The above signature and notary lines for Note No. 4 may be omitted on the development plan where a plat is also provided; also said signature and notary lines need not be provided on plats since the Owner's signature is notarized as part of the Dedication/Consent statement..]

5. Provide for Franchise Utility Approval Block having signature/date lines for PNM Electric Services, PNM Gas Services, Qwest Communications, Inc., and Comcast Cable.
6. Provide for approval block for Planning Commission containing the following:
   Approved by the Santa Fe Planning Commission at their meeting of _____, 20__ at as P & DR Case No. _____.

_____

Planning Commission Chairperson Date

_____

Planning Commission Secretary Date

[Document preparation note: The words "Summary Committee" shall be substituted for "Planning Commission" for all documents where approval action if provided by the Summary Committee in the above note.

Sub-Exhibit "C"

City of Santa Fe
New Mexico

DEVELOPMENT REVIEW TEAM TRANSMITTAL FORM

Case #M 2006-55. Vigil Office Building Development Plan. Conron and Woods Architects, agent for Blue Sky Investments LLC requires development plan approval of approximately 1.408 acres. The site will consist of the existing office building and an additional newly constructed 7,814 square foot building. The application includes a request for variance to the 25 foot right-of-way setback requirement. The property is located at the northwest corner of St. Michael's Drive and Hospital Drive and is zoned HZ (Hospital Zone) within the South Central Highway Corridor Overlay Zone.

EXHIBIT J

Name: David Martin
Conron and Woods Architects
Submittal date **December 11, 2006**
DRT final Comments by January 8, 2007

Agent/ Owner **#983-6948 FAX 983-1721** sent 12/28/06

Email david@conronandwoods.com
Planning Commission date **February 1, 2007**

- ☐ **PDR Case File/Case Manager**
- ☐ **Fire Inspector(s)**
- ☐ **Traffic Division Engineer**
- ☐ **Waste Water Division Engineer**
- ☐ **PW/ Engineering Division**
- ☐ **Landscaping**
- ☐ **Water Division Engineer**
- ☐ **Subdivision Engineer**
- ☐ **Office of Affordable Housing**
- ☒ **Solid Waste Division Engineer**
- ☐ **Trails & Open Space**

COMMENTS: ① Relocate Dumpster Enclosure.
② possible curb cut
③ Contact RANDALL LARCO @ 955-2228

Case Manager: Richard Macpherson x6609

Ellery B. Biathrow x 6583 eabiathrow@ci.santa-fe.nm.us
Daniel A. Esquibel x 6587 daesquibel@ci.santa-fe.nm.us
Wendy M. Blackwell x 6127 wmblackwell@ci.santa-fe.nm.us
Greg T. Smith x 6957 gtsmith@ci.santa-fe.nm.us

City of Santa Fe, New Mexico

memo

Application Name/ Address: **Vigil Office Building**

Case/Permit No.: **M 2006-55**

Applicant Requested Action: **Development Plan**

Review Date: **1/31/07**

Reviewed Documents dated: **11/8/06**

Case Manager: **Richard Macpherson**

Reviewed By: **Katherine Mortimer, Supervising Planner, Long Range Planning**

LANDSCAPE REVIEW

Plant selection: Please include the botanic names of all plants and include the trees and shrubs you show in the revegetation area. The Arizona Sycamore is not included in the City's recommended plant list. The American Sycamore is so you can either change it or provide evidence that the Arizona Sycamore is xeric in this ecosystem. Also, [London Plane Tree & Pyracantha Firethorn]

Streets trees are required at a rate of 1 tree every 25-35 feet average. There appears to be about 160 linear feet of street frontage on Hospital Drive. That would require 5 street trees. None are shown on the plan.

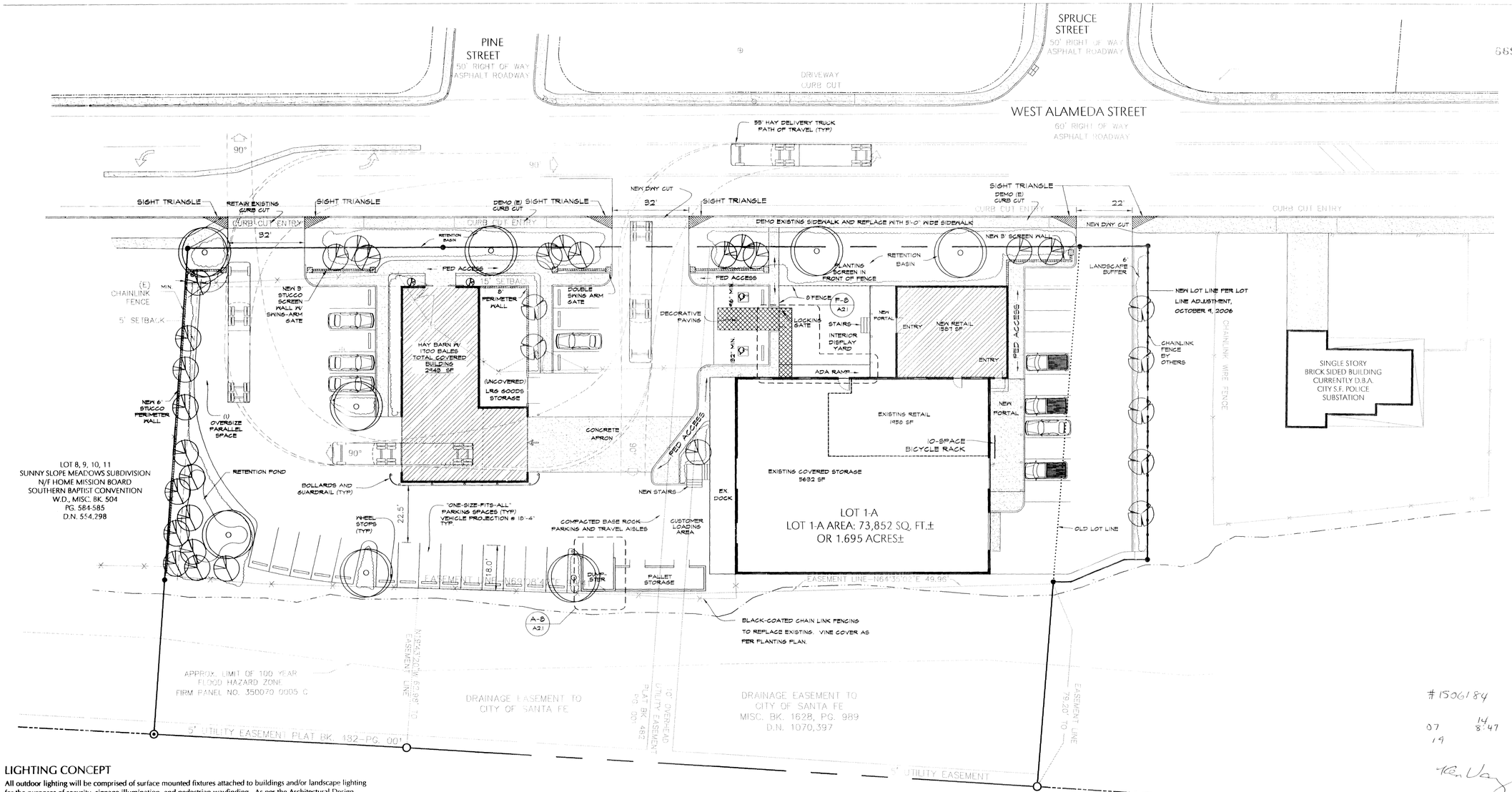
A tree preservation plan is required which identifies existing significant trees and plans for their relocation or replacement.

Revegetation seed and rate of the "wildflower/Grass Mix" needs to be specified. Please note that this is a performance standard and reseeding may need to occur until the seed has taken sufficiently to establish erosion control

Open Space is required at 25% of the lot area or 15,255 sf with a 10-ft. min. dim. and at least 300 sf per area. The site plan incorrectly states this requirement at 35% of the lot area without indicating the minimum dimensions required. This open space needs to planted at a rate of 1 tree (2" caliper deciduous or 6' tall evergreen) and 2 shrubs (5 gallon) for every 500 sf. 25% of the trees and 25% of the shrubs need to be evergreen. The plant list does not include any evergreen trees though the plan shows revegetation including pinon-jumper. Please include the pinons and junipers in the plant list in sufficient quantities to meet the 25% requirement and specify that they must be 6-feet tall min. at planting. Additionally, please demonstrate that the plan meets these requirements. (The required open space can be reduced to 20% with passive irrigation or as low as 15% with both passive and active irrigation. If it is the intent to take advantage of this reduction, please demonstrate how the irrigation system meets either or both of these requirements.)

Parking lot screening is required for 10 spaces or more. This requirement applies to all parking when 10 spaces are provided so the four spaces located north of the main parking lot must also bee screened. Screening must consist of either by either a 3-foot high continuous wall and trees every 25 feet ave. or a 4-foot hedge or other planting material that create the same screening effect or a combination of the two. This screening requirement is not met by the plan provided.

Parking lot interior landscaping is required for 40 spaces or more. A minimum of 10 sf of permeable landscaped area is required per parking space. A minimum on one deciduous tree shall be planted per 90 sf of landscaped area. Parking islands shall have a 6-ft min. dim. No more than 20 cars may be parked in a row without a parking island adjacent to the length of the parking space. There are 78 parking spaces on the plan which requires 9 parking islands with trees. Only four are shown on the plan.



LIGHTING CONCEPT

All outdoor lighting will be comprised of surface mounted fixtures attached to buildings and/or landscape lighting for the purposes of security, signage illumination, and pedestrian wayfinding. As per the Architectural Design Standards set forth in Table 14-8.7-2 of the City of Santa Fe Development Code, all light sources (i.e. bulbs and elements) shall be shielded from public view, except for low density decorative lighting not exceeding 15 watts per source. The Feed Bin's hours of operation are M-F AM - 6 PM, Sat 9AM-5PM. Streetlight fixtures mounted on pole-light standards will not be required. All lighting will be installed to direct beams on site only, where no beams will spill onto adjacent public or private properties as per the Architectural Design Standards set forth in Table 14-8.7-2.

NOTES:

Plat, survey, and topographical data derived from Lot Consolidation Survey prepared for Robert Romero, et al. by Armijo Surveys and filed in Plat Book 482 Page 001 on August 29, 2001.
Supplemental survey and topographical data derived from survey performed in May 2005 by Armijo Surveys.

- Variance obtained for flood plain setback requirements 14-8.2(F)(2)c(iv) from Planning Commission February 1st, 2007
- Variance obtained for side setback requirements #14-7.4(D)(4)(e)from Planning Commission February 1st, 2007
- Parking and drive surface to meet city standards of less than 40 spaces per #14-8.6.8
- The use of this property shall be limited to similar uses of the Feed Bin store
- Business will encourage customers, large & small, to cover loads with tarps
- Herbicides and pesticides are not to be stored in open areas
- Outdoor sales and storage shall be limited to the areas shown
- Contractor to obtain appropriate access permits and street cut permits prior to alteration of access locations
- Water harvesting to be implemented through use of rain barrels of the type sold by Feedbin. Rain barrels shall be used on downspouts wherever practical
- The Feedbin will encourage delivery trucks to proceed directly to/from property using West Alameda and St. Francis and not to cut through the neighborhood.
- "One-size-fits-all" parking space dimensions as per Development and Design Standards chapter 14-8.6-2 parking mod. din., Table LD:853
- ADA inspection shall be conducted prior to issuance of a certificate of occupancy. Contractor shall contact city staff to schedule an inspection.
- Property development is required to comply with applicable provisions of Chapter 14, Land Development Code, SFCC 1987 and subsequent amendments.
- Property development is required to comply with the provisions of each applicable City of Santa Fe Ordinance adopted prior to final Plat and/or Development Plan recording with the County Clerk or submittal with Building Permit Application that modifies any provision of requirements called for in Chapter 14, Land Development Code, SFCC 1987 and subsequent amendments.

All slopes within the project area under 20% as per the topographical survey shown on C-1

PNM Electric Services, Approval Signature — Date: 10-1-2007
PNM Gas Services, Approval Signature — Date: 10-1-2007
Qwest Communications, Inc., Approval Signature — Date: 10/1/07
Comcast Cable, Approval Signature — Date: 10-1-07

Approved by the Santa Fe Planning Commission at their meeting of Feb. 1, 2007 at as P & DR Case No. M-2006-49.

Planning Commission Chairperson — Date: 10/4/07
Planning Commission Secretary — Date: 10/10/07

Reviewed by the Santa Fe Permit and Development Department:

City Planner — Date: 10/3/07
Permit and Development Review — Date: 10/04/07

PARKING STATISTICS

EXISTING AND PROPOSED PUBLIC ACCESS HEATED: 3545 SF
1 SPACE @ 200 SF = 17.72 SPACES

EXISTING COVERED STORAGE: 5632 SF
PROPOSED NEW COVERED STORAGE: 2943 SF
1 SPACE @ 500 SF = 17.15 SPACES

= 34.87 SPACES
+ 2 HC SPACES

* TOTAL SPACES THIS DESIGN: 35 + 2 HC
ALL SPACES EXCEPT HC ARE " ONE-SIZE-FITS-ALL"
PARKING SPACE SIZE = 8'-4" X 18'-0"

10 OFF-STREET BICYCLE SPACES PROVIDED

OPEN SPACE STATISTICS

OPEN SPACE EXISTING: 32.42%
OPEN SPACE PROPOSED 40.75%
MINIMUM REQUIRED: 25%

LOT COVERAGE STATISTICS

LOT COVERAGE EXISTING: 10.8%
LOT COVERAGE PROPOSED 17.0%
MAXIMUM ALLOWED: 60.0%

LEGEND
CONCRETE
PROPOSED NEW BUILDING

NEW TREE PLANTINGS
REFERENCE L-1

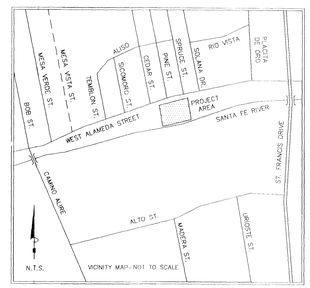
STORMWATER AGREEMENT

Property Owner(s) hereby agree that all stormwater easements and any other drainage improvements on private property will be maintained and kept fully functional as originally designed and constructed within private property boundaries by the property owner and subsequent heirs, assigns, and future owners. The City is hereby granted the following: (1) access for inspection of said improvements; (2) in the event of drainage improvement maintenance deficiency and after ten (10) days written notice to the respective property owner, to enter and restore full functional capacity of the drainage improvements; and (3) to lien the property for both direct and indirect costs associated with such work. By signature affixed to this instrument, the property owner(s) approve and agree that this AGREEMENT is binding perpetually, running with the land, on present and future owners, heirs, and assigns.

Ranch-Way Santa Fe LLC by
Bonnie Butler Stetson Manager

SHANA JUREK NOTARY PUBLIC STATE OF NEW MEXICO

VICINITY MAP



0 5' 10' 20' 40' 50'
SCALE: 1" = 20'-0" (IN FEET)

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07 14 November
19 8:47 AM
669

CLEMENS ASSOCIATES
1012 MARQUEZ PL. STE 201 SANTA FE, NM 87505
PHONE 505 . 984 . 1444 FAX 505 . 982 . 1744

The Feed Bin
1202 West Alameda Santa Fe, NM
Client: Ranchway Feeds
Box 2026 Fort Collins, CO 80522

FINAL DEVELOPMENT PLAN

STAMP:
STATE OF NEW MEXICO
CATHERINE CLEMENS
No. 245
REGISTERED LANDSCAPE ARCHITECT
10-2-07

CITY REVIEW:

DEPT:	SIGN OFF:	DATE:

REVISIONS:

DATE:	BY:	APP:
4-20-2007	NT	
6-28-2007	TH	
1 8-22-2007	RA	

PROJECT MANAGER: CATHERINE CLEMENS
DRAWN BY: ROBIN SOLARI
JOB NUMBER: FEE 040
DATE: MAY 4 2006
NORTH
SCALE: 1" = 20'-0"

SHEET TITLE: DEVELOPMENT PLAN
SHEET NUMBER:

DP-1

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Monday, August 3, 2026 1:23:08 PM

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Submitted on: Monday, August 3, 2026 at 1:22pm

- First Name: Cecilia
- Last Name: Keough
- Land Use Board: Planning Commission
- Case Number: 2026-12047 and 2026-12048
- Your Comment: I live in Casa Solana and several neighbors and N.A. Board Members have been watching the Feed Bin development process. It looks like a great project and we are thankful for such a complementary addition to our neighborhood. There are 2 items we would like the Planning Commission to be aware of. The height proposed for the building with the added second story is 30'3". This building will have 3 residential units on that proposed second story. The current zoning allows a building height of up to 45'. We are concerned that the height of building 1A-2, could be increased by adding yet another additional story above the proposed living units. Such a building height, 45' would certainly be out of character with the neighborhood and would be an eyesore. We would ask that the height limitation remain what is currently requested, 30'3" so that another owner down the line would be made aware of this height limitation being in place. Please make this a condition of final approval.

  Also, we are concerned that the proposed Northern Italian restaurant might choose to add a drive-through window. This would greatly increase traffic and is not anticipated by the traffic study. We would like to have a prohibition of a drive-through window added as a condition of final approval.

  Thank you for your kind consideration.

  Cecilia Keough, V. Pres.

  La Nueva Casa Solana N.A.

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Monday, August 3, 2026 3:31:08 PM

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Submitted on: Monday, August 3, 2026 at 3:30pm

- First Name: Michael
- Last Name: Gold
- Land Use Board: Planning Commission
- Case Number: 2026-12047, 2026-12048
- Your Comment: I am a long-time resident of the Casa Solana neighborhood and a neighbor of the Feed Bin. My daughter also lives in the neighborhood near the Feed Bin. I am pleased at the prospect that the property will no longer remain vacant. However, I have some concerns that I would like the Planning Commission to address.

  From the Planning Commission Staff Report, Page 13: "[T]he Applicant anticipates replacing the existing light fixtures with a different fixture type..." I am concerned that any change to lighting does not increase fugitive light spilling into the neighborhood, create a traffic hazard, or otherwise become a nuisance. I ask the applicant for assurance that light from the new fixtures will not be intrusive into the neighborhood. My concern extends also to any illuminated signage that might be added to the project.

  The height of building 1A-2 could conceivably be increased by adding an additional story to the planned structure. Such a structure would be much higher than the buildings on adjacent lots to the east and to the west and also taller than the buildings at the Solana Shopping Center just down the street. A three-story building would certainly not fit well into what is mostly a neighborhood of single-story housing. I ask the Commission to place a limitation on any future construction to the height of what is now proposed for Building 1A-2 as a condition of final approval.

  If the proposed restaurant chose to add a drive-through window, a future restaurant at this location could become a fast-food establishment and add to traffic in the neighborhood. I ask the Commission to specifically prohibit the addition of a drive-through window as a condition of final approval.