

Development Review Team (DRT) Comment Form

Date: 6/7/2024

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: Case #2024 - XX. Fiesta Hyundai Nissan

Case Planner: Dan Esquibel

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 development plan should show 10 bicycle parking spaces per business accomplished by 5 inverted U racks per business to meet Chapter 14 requirements	Prior to Public Hearing	
2. Dedicate a 10' trail easement along the eastern edge of the property to accommodate the planned Arroyo Chamiso Trail		
3. Dedicate a 10' trail easement along the southern boundary of the property to support trail connectivity to Cerrillos Road at the time of Arroyo Chamiso Trail development		

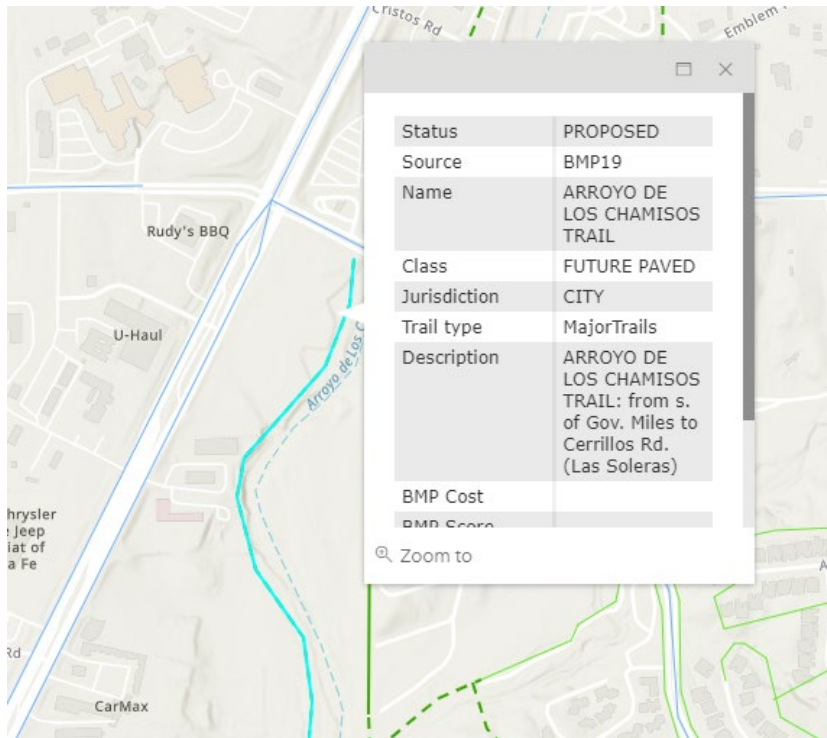
Technical Corrections:	Must be completed by:	Applicant Response:
1.		
2.		

Explanation of Conditions or Corrections (if needed):

1.

TABLE 14-8.6-3: General Off-Street Bicycle Parking For all uses except hotels or motels	
Automobile Parking Spaces Required	Bicycle Spaces Required
0—5	4
5—15	6
16—50	8
51—100	10
100 or more	12

2. A trail easement will reserve the right for trail development along the Arroyo Chamiso as planned by the Bicycle Master Plan.



3. Due to existing constraints along the western edge of the Arroyo Chamiso, trail passage will be difficult. Providing the option for the trail to connect to Cerrillos instead or in addition to along the Arroyo Chamiso will improve the feasibility of this trail.

Exhibit D Bicycle Rack Standards and Dimensions

(Subsection 14-8.6(E))

Racks:

- Inverted U type bicycle racks are the required bicycle parking rack.
- Each rack must be securely anchored and accommodate a bicycle frame where one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
- A space of two (2) feet by six (6) feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle six (6) feet long can be securely held with two points supported so that the bicycle cannot be pushed, or fall in a way that would damage the bicycle frame, wheel, or components.
- All racks must provide two points of contact with the frame at least 6" apart horizontally.
- If a bicycle corral is sought within a public street right-of-way, all design elements shall be developed in coordination with and approved by the city of Santa Fe public works department and parking division.

Distance to other racks:

- Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
- Racks aligned end to end must be at least ninety-six (96) inches apart.

Distance from wall:

- Racks placed perpendicular to a wall must be at least forty-eight (48) inches from the wall to the nearest vertical component of the rack.

- Racks parallel to a wall must be at least thirty-six (36) inches from the wall.

Distance from curb:

- Racks placed perpendicular to a curb must be at least forty-eight (48) inches from the curb to the nearest vertical component of the rack.
- Racks placed parallel to a curb must be at least twenty-four (24) inches from the curb to the rack.

Distance from pedestrian aisle:

- Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.

Parking and maneuvering areas:

- Each required bicycle parking space must be accessible without needing to move another bicycle.
- There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.
- The area devoted to bicycle parking must be hard surfaced.

Development Review Team (DRT) Comment Form

Date: 6/14/24

DRT Member: Clinton Peterson

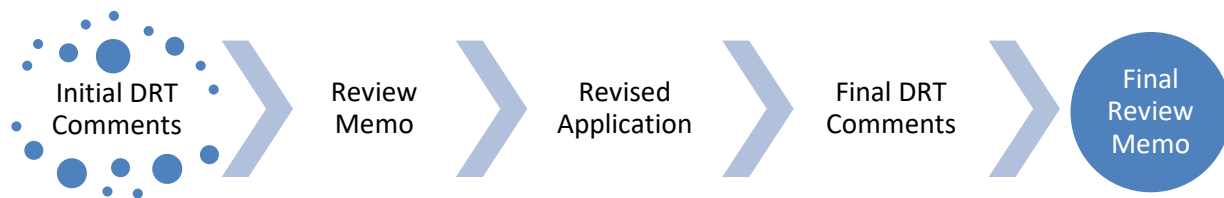
Dept/Div: Public Utilities/Water Division

Case No.: Case #2024-TBD: Fiesta Hyundai and Nissan Dealership (Development Plan)

Case Planner: Daniel Esquibel

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 Public Hearing	
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. A separate irrigation meter will be required for commercial lots if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	
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.

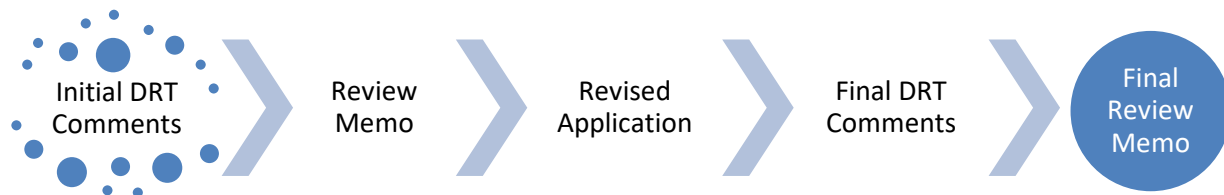
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT) Comment Form

DRT Review Schedule – 9-12+ weeks*

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- 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

Date: 5/17/24

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: #2024-XX

Case Planner: Daniel Esquibel

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. Must Comply with all ADA codes and standards.		
2. Must comply with SFCC Sec 17-9.2 (E) (2-3)		
3.		
4.		
5.		
6.		

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

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1. [list any additional items]
- 2.

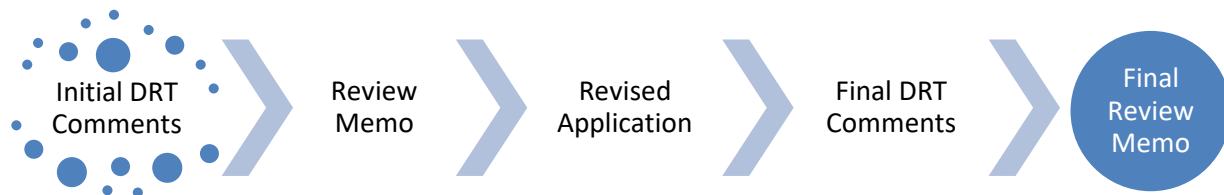
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT) Comment Form

DRT Review Schedule – 9-12+ weeks*

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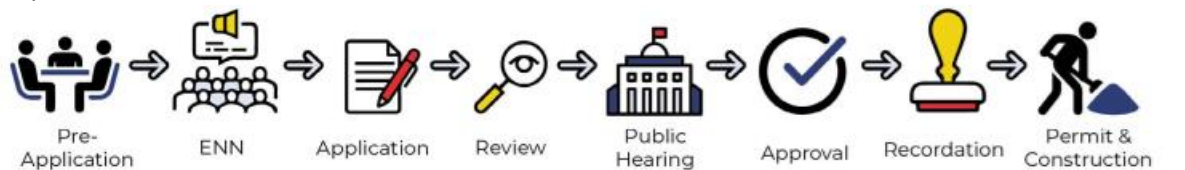


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Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Date: May 31, 2024

DRT Member: Geronimo Griego

Dept/Div: Fire Prevention Bureau

Case No.: 2024-(number not issued yet) FiestaHyundai_Nissan_DPSubmittal

Case Planner: Daniel Alvarado

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 verify whether fire sprinklered or not.	Prior to planning commission	
2. Shall provide location of Fire Department Connections for buildings.	Prior to Building Permit Approval.	
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.

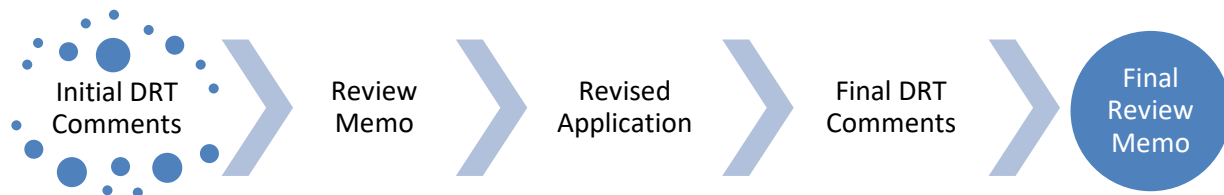
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT) Comment Form

DRT Review Schedule – 9-12+ weeks*

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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

Date: June 29, 2024

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, and Outdoor Lighting

Case No.: #2024-XX. Fiesta Hyundai Dealership Development Plan

Case Planner: Daniel Esquibel, Planner Senior, 505-955-6587 daesquibel@santafenm.gov

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.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. Photometric plan does not meet Code requirements. See Article 14-8.9 and revise for compliance. Sidewalks: 1.0, Pedestrian Area: 2.0, Parking Lots: 1.0, Building Entrances: 5.0, Building Grounds: 1.0, and Public Spaces: 3.0. The maximum illumination at any point shall not exceed the allowed average by more than 1.5 Foot-candles.	Prior to recordation	
2. Provide a professional landscape design which fulfills Section 14-8.4 of the City of Santa Fe Code. The landscape design is not very appealing and lacks symmetry, there is no scale on the landscape plan to measure plant placements but the trees seem to be planted to close to each other. Plant material heights and growth habits of the trees have not been accounted for. A cookie cutter approach was taken with the placement of the trees and shrubs. Cottonwood trees should never be planted near pedestrian walkways or parking lots due to their notorious limb dropping. Life and property damage are a real danger with the current placement. Crabbapple trees planted at the edge of parking lots are a threat to cars parked below them in the fall and winter, due to the acid in the fruit and the fruit dropping onto the vehicles. At the Cerrillos Road corridor the plan shows 24 Western Hackberry Trees, 2 Washington Hawthorn and 1 Chickapin Oak as street trees. The design is	Prior to recordation	

off balanced. Ensure all trees with in the Cerrillos Road Corridor have a 15-feet clearance on either side of utilities. North side landscape planter strip at Govenor Miles Road is over planted. The mature size of the existing Ash trees was not realized in the placement of the new plant material. This project requires an skilled Landscape Architect and certified Irrigation Designer.		
3. Landscape design shall have separate icons for each plant shown on the plan and referenced on the plant schedule. The plant location and species is critical for the landscape and irrigation system design. A selection of plant material for the contractor to pick from is not acceptable. Each Tree and shrub on the plan and species must be accounted for in the plant schedule.	Prior to recordation	
4. Provide the water use needs for each plant within the landscape schedule as shown in the city's approved plant material list. This information is critical for the irrigation design and review.	Prior to recordation	
5. 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, New Mexico.	Prior to recordation	
6. Provide a plant material demo list, provide the plant species and size. Caliper for deciduous, height for evergreen, and height and width for shrubs. Highlight all existing plant material to stay in the landscape and clearly identify the size and species.	Prior to recordation	
7. Due to the Shade Master Bore epidemic throughout Santa Fe, City Staff respectfully request the replacement of Honey Locust trees with another approved tree variety from the City of Santa Fe plant list.	Prior to recordation	
8. Salix exigua, Coyote Willow, is not on the city approved plant list.	Prior to recordation	
9. Alnus tenuifolia, Mountain Alder, is not on the City approved plant list.	Prior to recordation	
10. Provide landscape details.	Prior to recordation	
11. Provide ponding locations on the landscape plan. 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	

12. Provide notes, description, and quantity of mulches to be use in the landscape within the Plant Schedule. Show mulch type and locations mulch materials on the landscape plan or provide a separate Mulch Plan.	Prior to recordation	
13. Provide notations of native seeding areas on the Landscape plan. 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. The seed rate shall be 2 lbs. per 1,000 sf. Seeded areas shall be graded two inches (2") below top of concrete curbs and sidewalks. Disk or rototill soil to a depth of 4-6" depth. Grade prepared soil level removing all stones $\frac{3}{4}$ " and larger.	Prior to recordation	
14. 14-8.4(l)(2)(c) The parking <i>lot</i> shall be <i>screened</i> from all public <i>streets</i> and adjacent <i>properties</i> by a continuous <i>wall</i> or berm four (4) feet or more in height, a hedge a minimum four (4) feet high at maturity, other vegetative <i>screening</i> appropriate to the <i>landscape design intent</i> or any combination of these so long as the <i>screening</i> objective is achieved. Topography and adjacent uses shall be taken into account to determine the most effective means of <i>screening</i> .	Prior to recordation	
15. 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. The 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	

16. City staff respectfully requests that trees be planted to the greatest extent possible in <i>swales</i> or basins that collect run-off and precipitation; trees be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination; trees be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation; trees located under utility lines shall be a species that maintains a minimum of five (5) feet of clearance from overhead utility lines at maturity.	Prior to recordation	
17. Provide a landscape irrigation plan by a qualified irrigation designer per COSF code Chapter 14-8.4(E) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards. The irrigation design is to generalized and lacks vital information. A certified irrigation designer is needed.	Prior to recordation	
18. 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. Irrigation design plan shall be overlayed on top of the landscape plan to show the plant locations. Irrigation lateral lines shall be shown within the plant material showing the respective zone areas.	Prior to recordation	
20. Provide a complete set of installation details, notes, and specifications for the irrigation system. Show on the detail drawings the installation of all assemblies without any questions for size or type of materials to use for said irrigation system.	Prior to recordation	
21. 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 in a separate zone. Separate zones are required for permanent and temporary irrigation lines.	Prior to recordation	
22. 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. 5.6 Landscape Irrigation Design Standards. City of Santa Fe	Prior to recordation	
23. Provide temporary irrigation for seeded areas on the irrigation design.	Prior to recordation	

4. STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS.		
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The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):
(see following pages for notes required)

Development Review Team (DRT)

Comment Form

Date: June 25, 2024

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

Dept/Div: Public Works

Case No.: Case #2024-XX: Fiesta Nissan/Hyundai Dealership Development Plan

Case Planner: Dan Esquibel, Planner Senior and Case Manager

Conditions of Approval and Technical Corrections

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 (and email from Wilson&Co dated 6/24/24).		
2.		
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. 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.*

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Santa Fe Nissan/Hyundai TIA Review

From Gallegos, Phil <Philip.Gallegos@wilsonco.com>
To engineer@leroypacheco.com<Engineer@leroypacheco.com>
CC Audra Gallegos (audra.gallegos@wilsonco.com)<Audra.Gallegos@wilsonco.com>
Date Monday, June 24th, 2024 at 7:36 AM

Leroy, attached is a marked up version of the TIA and below is a summary of my comments. Please let me know if you have any questions or need more information. As discussed last week I cross checked both submittals and there were no significant differences. Thanks, Phil

The Executive Summary should include more information

- Should have introductory paragraph stating the purpose of the study to evaluate traffic conditions before and after implementation and to determine the impact of the site on the transportation system and recommended mitigation measures if necessary
- Should include site location and study area
- Should include the square footage of the buildings here as well as in the Trip Generation Section so calculations can be verified.
- Should include section on recommendations for mitigation measures in the executive summary. There also isn't a recommendations section in the body of the report. As stated in the report a right turn decel lane will be required for the northbound entrance on Cerrillos Road

All of the appendices in the report are blank. There was not way of checking calculations etc. On the next submission all appendices data should be included.

Introduction

Should include the square footage of the buildings in this section

The 70 foot long left turn lane for the westbound driveway into site should be evaluated to insure that the length is adequate.

On page IV-8

should explain in more detail why this signal warrant analysis was not done for the Jaguar/South Meadows Intersection. There are failing movements in the 2026 implementation year and it is stated later in the report that this intersection operates at a marginal rate in the build year and horizon year

Page VI-1 Item 5: Which intersection is referred to here this is a vague sentence

Page VI-3 Item D: refers to sign warrant should be signal warrant and as stated above should explain in more detail why this wasn't done.

Section VII Summary of Deficiencies, Anticipated Impacts, Recommendations.

There are no mitigation recommendations here for the recommended right turn deceleration lane required for the northbound entrance on Cerrillos Road. Should include all mitigation recommendations here.

Civil Engineer

Wilson & Company, Inc., Engineers & Architects

4401 Masthead Street NE, Suite 150 | Albuquerque, NM 87109

505-348-4126 (direct)

wilsonco.com

We bring people together to practice their craft, to create value, and to accomplish great things.

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12.68 MB 1 file attached

Fiesta Nissan. TIA Mark Up 6 24 24.pdf 12.68 MB

**TRAFFIC IMPACT ANALYSIS
FOR
FOR FIESTA NISSAN / FIESTA HYUNDAI
4994 AND 6590 CERRILLOS ROAD
SANTA FE, NEW MEXICO**

Prepared For:

**Wayne Lloyd and Associates Architects
740 Saint Michaels Drive, Suite 4A
Santa Fe, NM 87505**

Prepared By:

**Santa Fe Engineering Consultants, LLC.
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico 87505**

May 2024

Should have introductory paragraph stating the purpose of the study to evaluate traffic conditions before and after implementation and to determine the impact of the site on the transportation system and recommended mitigation measures if necessary

**TRAFFIC IMPACT ANALYSIS
FOR
FOR FIESTA NISSAN / FIESTA HYUNDAI
4994 AND 6590 CERRILLOS ROAD
SANTA FE, NEW MEXICO**

Should include site location and study area

Should include the square footage of the buildings here as well as in the Trip Generation Section so calculations can be verified.

EXECUTIVE SUMMARY

Fiesta Nissan and Hyundai car dealerships are to be developed on a 11.99 ± acre site in Santa Fe, New Mexico. The project site is located in Section 7, Township 16 North, Range 9 East, N.M.P.M. at 35.6266 degrees latitude and -106.0243 degrees longitude.

A. Existing Conditions

The intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has a failing level of service F for the eastbound thru / right turn movement for the P.M. Peak Hour. All other intersections and conditions operate at a level of satisfactory level of service D or better.

B. Implementation Year 2026 – No Build

There is a failing movement on the eastbound thru / right movement in the PM. The background traffic increase at Jaguar Road / South Meadows cause failures on the eastbound thru and on the northbound thru / right turn movement.

C. Implementation Year – Build 2026

There is a failing movement on the eastbound thru / right movement in the AM and PM. At Jaguar Road / South Meadows there are failures on the eastbound thru in the AM and on the westbound thru / right turn movement in the PM.

D. Horizon Year 2036 – No Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM..

E. Horizon Year 2036 - Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

Should include section on recommendations for mitigation measures in the executive summary. There also isn't a recommendations section in the body of the report. As stated in the report a right turn decel lane will be required for the northbound entrance on Cerrillos Road

**TRAFFIC IMPACT ANALYSIS
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SANTA FE, NEW MEXICO**

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**TRAFFIC IMPACT ANALYSIS
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SANTA FE, NEW MEXICO**

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**TRAFFIC IMPACT ANALYSIS
FOR FIESTA NISSAN / FIESTA HYUNDAI
4994 AND 6590 CERRILLOS ROAD
SANTA FE, NEW MEXICO**

I. INTRODUCTION

A. Purpose

The Fiesta Nissan and Hyundai car dealerships are proposing to develop a new facility on a 11.99 ± acre vacant site at the intersection of Cerrillos Road and Governor Miles Road, in Santa Fe, New Mexico. The site had been approved for the same car dealership with a similar plan in July 2020. However, the project was not constructed, and the approvals have lapsed. The plan has been revised slightly and is now seeking development plan approval.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by this 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 on February 27, 2024, with Mr. Leroy Pacheco, PE, City of Santa Fe Public Works department and Phil Gallegos PE, of Wilson, and Company (City Traffic Engineering Consultant) to discuss the project and to determine which intersections should be analyzed.

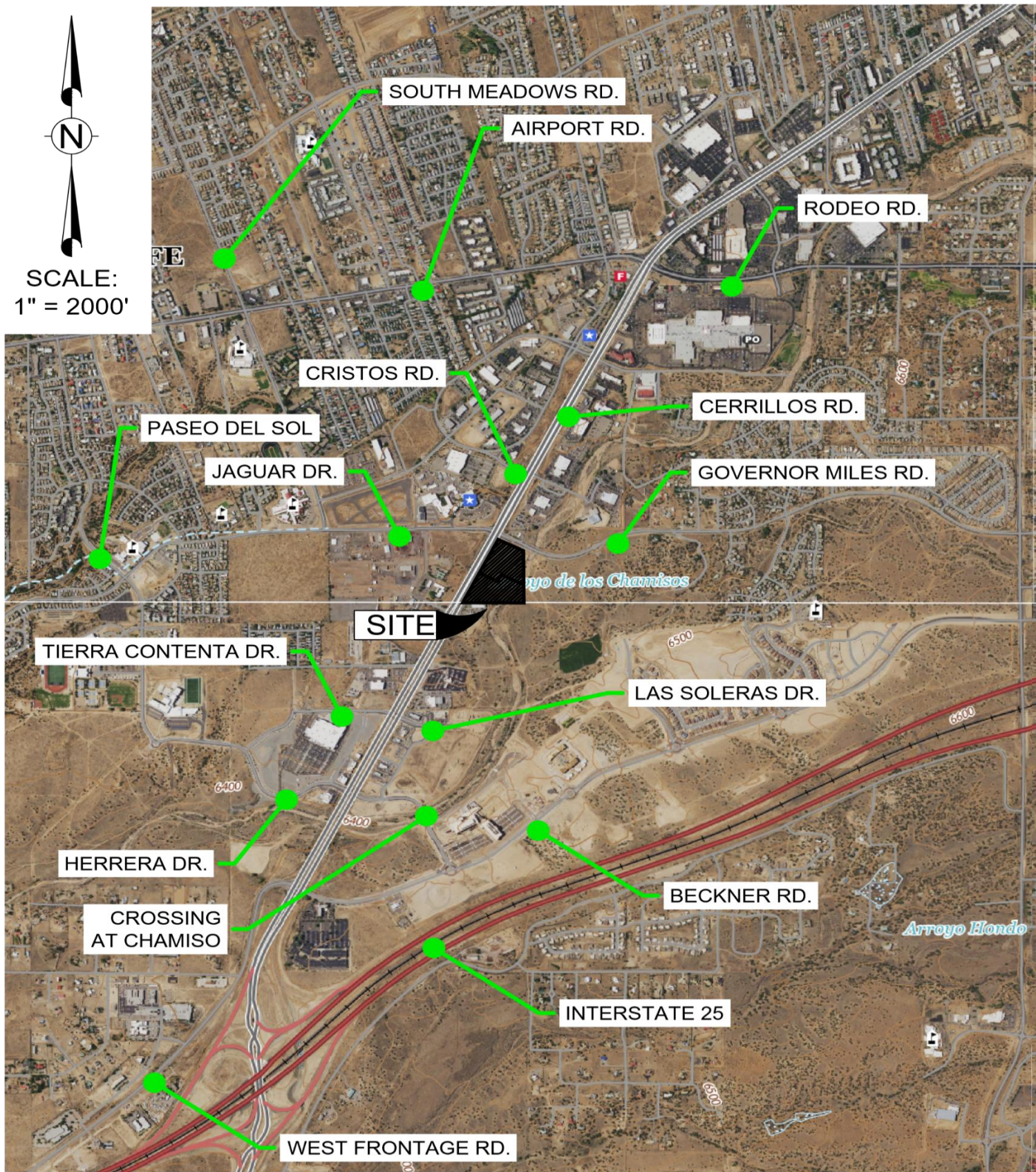
B. Project Location

The site is located within Section 7, Township 16 North, Range 9 East, NMPM. (The latitude is 35.6266 degrees; the longitude is 106.0243 degrees.) The development is in the City of Santa Fe. The project is at 4994 Governor Miles Road.

C. Vicinity Map

The Vicinity Map is presented in Figure 1.

Should
include the
square
footage of
the
buildings



REFERENCE:
USGS Quadrangle Maps Entitled
"Agua Fria, NM" and "Turquoise Hill, NM" both Dated 2020

VICINITY MAP
FIGURE 1

II. DESCRIPTION OF PROPOSED DEVELOPMENT

The existing site is currently vacant land. In the past the site had been approved for a multi-use project consisting of restaurants, a gas station, and a hotel. It was later approved for a bank. Recently, the site had been approved for the Fiesta Nissan / Hyundai dealership, however the approvals have lapsed. The current plan is to obtain development plan approval and to move into construction.

A. Land Use and Intensity

The proposed land uses are as follows:

- * Fiesta Nissan car dealership 23,050 Square Feet
- * Fiesta Hyundai car dealership 20,900 Square Feet

The Proposed activities consist of new and used sales, servicing parts sales, and other car related facilities.

B. Phasing and Timing

The project will be completed in one phase. It is anticipated that construction will begin in the year 2024 and will be completed by 2026.

C. Zoning

The existing property is zoned C-2 (General Commercial).

D. Access Points

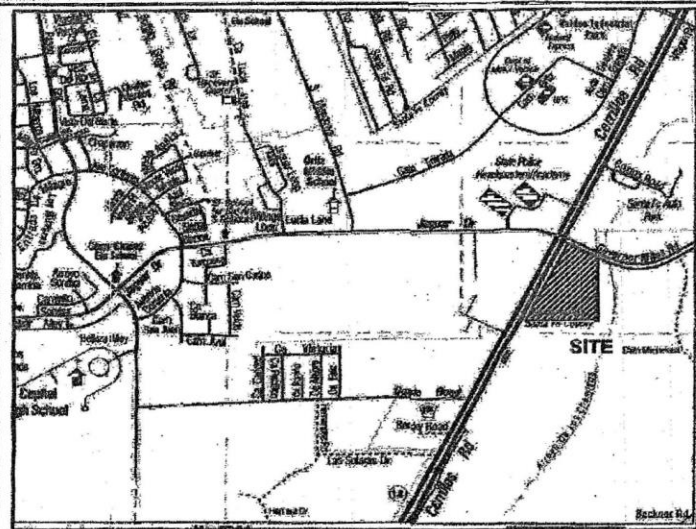
Access will be provided by two existing driveway turnouts, one on Cerrillos Road and one on Governor Miles Road. The turnout on Cerrillos Road was completed as a part of the 1998 Cerrillos Road Improvement Project, New Mexico Department of Transportation Project No. TPS-001-4(21) 48. The driveway turnout on Governor Miles Road was built as a part of the City of Santa Fe's Governor Miles Road Project in 2003. The construction costs for the portion of Governor Miles Road through the development was paid for by the original developer, who also dedicated the right-of-way for the roadway. This was done in the original approvals for this parcel.

The existing access points are as follows:

- Governor Miles Road / Entrance Driveway– This driveway is a full access driveway onto Governor Miles, and lines up with the Capitol Ford entrance to provide a two-way stop-controlled intersection, with the stop control on the Entrance Driveways of the intersection. A 70-foot long, left turn lane is provided for westbound lefts into the site.
- Cerrillos Road / Main Entrance Driveway - This driveway is the northernmost driveway on Cerrillos Road into the development. This driveway is a full access driveway stop controlled intersection, with the stop control on the Main Entrance Driveway leg of the intersection, with a 150-foot long, left turn lane provided for southbound lefts into the site. The improvement included median improvements to serve the driveway turnout on Cerrillos Road, including a left turn lane.
- The entry Driveway on Cerrillos on the south side of the site will be permanently closed.

E. Site Plan

The legal lot of record is presented in Figure 2. The Civil Site Plan South is shown in Figure 3 and the Civil Site Plan North is shown in Figure 4.



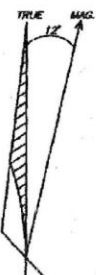
VICINITY MAP (NTS)

KEY TO LETTERED NOTES
FLOOD PLAIN BOUNDARY

- (A) 7.17 S 07°12'51" E, TO PROPERTY CORNER
(B) 6.36 S 84°58'55" W
(C) 122.74 S 03°18'06" W
(D) 111.56 S 01°15'00" E
(E) 95.66 S 12°25'16" W
(F) 106.01 S 43°56'43" W
(G) 84.12 S 49°10'43" W
(H) 107.29 S 20°00'19" E
(I) 110.87 S 15°57'16" W
(J) 94.59 N 04°39'59" W
(K) 52.00 S 68°48'17" W
(L) 153.84 S 23°24'36" E
(M) 144.30 S 36°18'40" W
(N) 104.60 S 49°22'00" W
(O) 36.10 S 57°21'03" W
(P) 16.31 S 70°53'14" W
(Q) 13.56 S 10°34'18" W
(R) 373.53 N 89°32'15" W, TO S.W. PROPERTY COR.

CENTERLINE DATA 20' PUBLIC SANITARY SEWER EASEMENT

LINE	LENGTH	BEARING
L1	321.03	S62°58'34"E
L2	78.01	S25°33'04"W
L3	165.03	S46°59'35"W
L4	246.51	S26°58'02"W
L5	200.37	S63°01'58"E
L6	11.74	N06°11'31"E
L7	14.45	N06°11'31"E
L8	50.82	S63°01'43"E



NORTH
SCALE 1"=100'

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 NOV. 18TH, 2016, 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 3/9/17
RICHARD A. CHATROOP N.M.P.L.S.#11011

DEDICATION AND AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER HAS CAUSED TO BE DIVIDED THOSE LANDS SHOWN HEREON. THIS DIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. EASEMENTS ARE GRANTED AS SHOWN. ALL UTILITY EASEMENTS SHOWN HEREON ARE GRANTED TO THE UTILITY COMPANIES AND THE CITY OF SANTA FE FOR THE PURPOSE OF INSTALLING, OPERATING, MAINTAINING, REPAIRING AND REPLACING SUCH PUBLIC OR PRIVATE UTILITIES AS ELECTRIC POWER, CABLE TELEVISION, TELEPHONE, WATER, SEWER & GAS. SUCH EASEMENTS 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. ALL OTHER EASEMENTS SHOWN GRANTED FOR THE PURPOSE STATED. EASEMENTS GRANTED FOR EXISTING OVERHEAD AND UNDERGROUND UTILITIES.

THIS SUBDIVISION CONTAINS 11.991 AC +/- AND LIES WITHIN THE PLANNING AND PLATING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

BY FOR 2015 CERRILLOS ROAD PROPERTIES, LLC

STATE OF NEW MEXICO SS
COUNTY OF SANTA FE

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME

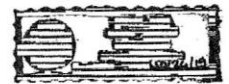
BY *Jamie Dick* for 2015 Cerrillos Road Properties, LLC

THIS 10th DAY OF March 2017.

NOTARY PUBLIC

10/26/2017

MY COMMISSION EXPIRES



PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS shown on this plat are granted for the common and joint use of:

- NEW MEXICO GAS COMPANY for installation, maintenance and service of natural gas lines, valves and other equipment and facilities reasonably necessary to provide natural gas.
- PUBLIC SERVICE COMPANY OF NEW MEXICO for the installation, maintenance, and service of overhead and underground electrical lines, transformers, and other equipment, fixtures, structures and related facilities reasonably necessary to provide electrical service.
- QWEST CORP. d/b/a CENTURYLINK QC for installation, maintenance and service of all buried and aerial communication lines and other related equipment and facilities reasonably necessary to provide communication services, including but not limited to above ground pedestals and closures.
- CABLE TV for the installation, maintenance, and service of such lines, cable and other related equipment and facilities reasonably necessary to provide Cable TV services.

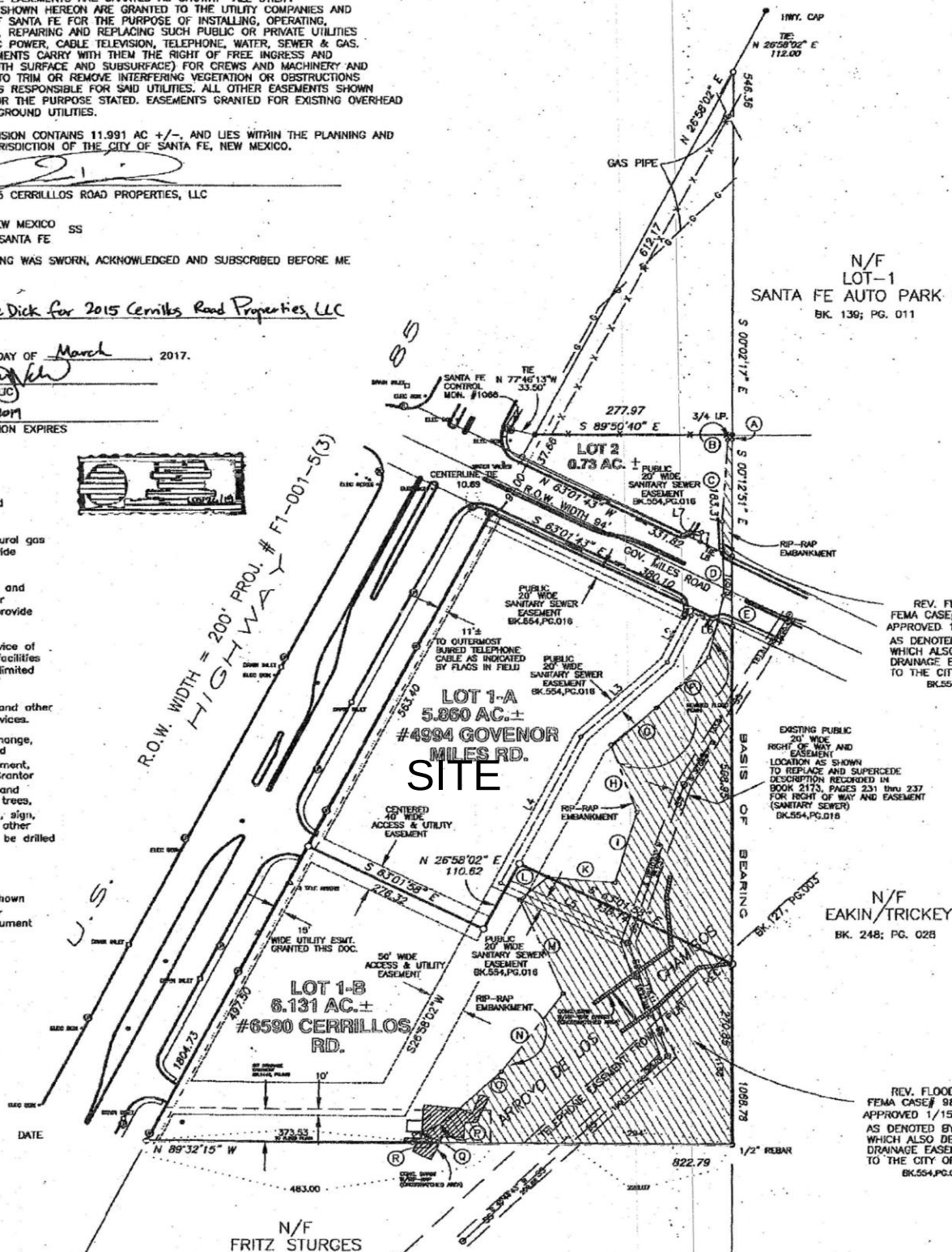
Included, is the right to build, rebuild, construct, reconstruct, locate, relocate, change, remove, modify, renew, operate and maintain facilities for the purposes described above, together with free access to, from, and over said right of way and easement, with the right and privilege of going upon, over and across adjoining lands of Grantor for the purposes set forth herein and with the right to utilize the right of way and easement to extend services to customers of Grantee, and to trim and remove trees, shrubs or bushes which interfere with the purpose set forth herein. No building, sign, pool (above ground or subsurface), hot tub, concrete or wood pool decking, or other structure shall be erected or constructed on said easements, nor shall any well be drilled or operated thereon.

Disclaimer

In approving this plat, Public Service Company of New Mexico (PNM) and New Mexico Gas Company (NMGC) did not conduct a Title Search of the properties shown hereon. Consequently, PNM and NMGC do not waive or release any easement or easement rights which may have been granted by prior plat, replat or other document and which are not shown on this plat.

UTILITIES APPROVAL

Frank A. Quinn 3-10-17
NEW MEXICO GAS COMPANY DATE
Samuel P. J. 3/10/2017
PNM ELECTRIC SERVICES DATE
Dan J. Smith 3-10-17
QWEST CORP. d/b/a CENTURYLINK QC DATE
R.A.C. 3-10-2017
COMCAST DATE



REV. FLOOD PLAN
FEMA CASE# 98-06-1839R
APPROVED 1/15/99 (CLOMR)
AS DENOTED BY GREY CROSSHATCHING
WHICH ALSO DENOTES A
DRAINAGE EASEMENT GRANTED
TO THE CITY OF SANTA FE
BK.554,PG.018

N/F
EAKIN/TRICKEY
BK. 248; PG. 028

REV. FLOOD PLAN
FEMA CASE# 98-06-1839R
APPROVED 1/15/99 (CLOMR)
AS DENOTED BY GREY SHADING
WHICH ALSO DENOTES A
DRAINAGE EASEMENT GRANTED
TO THE CITY OF SANTA FE
BK.554,PG.018

LEGEND AND NOTES

- 817018
- DENOTES POINT FOUND (11011 CAP UNLESS OTHERWISE NOTED)
 - DENOTES POINT SET THIS SURVEY
 - DENOTES POINT CALCULATED
 - ⊙ DENOTES BRASS MONUMENT
 - DENOTES MANHOLE
 - △ DENOTES TEL. RISER
 - DENOTES DRAIN GRATE
 - ⊙ DENOTES TRAFFIC LIGHT
 - ⊙ DENOTES LIGHT POLE
 - ⊙ DENOTES UTILITY POLE
 - SS — DENOTES SANITARY SEWER LINE
 - — — DENOTES EDGE OF EASEMENT
 - — — DENOTES OVERHEAD LINES
 - X — X — DENOTES FENCE LINE

- BASIS OF BEARING IS FROM "ROAD DEDICATION AND LOT LINE ADJUSTMENT FOR BURRO ALLEY PART," BY RICHARD A. CHATROOP, NMPLS # 11011 AND FILED IN THE OFFICE OF THE SANTA FE CO. CLERK IN BK.529, PG.040.
- THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.
- LOT 1 REFERENCE IS FROM PLAT ENTITLED "EASEMENT SURVEY WITHIN LOTS 1 AND 2 FOR CORRECTION OF RIGHT OF WAY AND EASEMENT (SANITARY SEWER) AND GRANTING OF PUBLIC SANITARY SEWER EASEMENT AND DRAINAGE EASEMENT" BY RICHARD A. CHATROOP, NMPLS #11011 AND RECORDED IN PLAT BK. 554, PG. 016 IN THE OFFICE OF THE SANTA FE COUNTY CLERK. THIS PLAT IS FOR

FLOOD NOTE: THIS PROPERTY LIES WITHIN ZONE "X" AREAS DETERMINED TO BE OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN F.I.R.M. PANEL 35049C0411E, DATED 12/04/2012.

CITY OF SANTA FE REVIEW

Ricardo Zayas 03/24/17
CITY ENGINEER FOR LAND USE DATE
Greg Smith 4/26/2017
CITY PLANNER DATE

CITY OF SANTA FE APPROVAL,

NOTES AND CONDITIONS:

APPROVED BY THE CITY OF SANTA FE SUMMARY COMMITTEE AT THEIR MEETING OF FEBRUARY 2017, AS CASE NO. 2016-141
Brian J. Stearns 04.20.2017
SUMMARY COMMITTEE CHAIRPERSON DATE
Samuel P. J. 4/24/17
SUMMARY COMMITTEE SECRETARY DATE
Julie S. 4.5.2017
SANTA FE COUNTY TREASURER DATE

NOTES

- PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
- WASTEWATER UTILITY EXPANSION CHARGES (UEC) FOR EACH LOT SHALL BE PAID AT THE TIME OF CONSTRUCTION PERMIT APPLICATION.
- NO FENCES, WALLS, OR OTHER OBSTRUCTIONS SHALL BE PLACED OR CONSTRUCTED ACROSS OR WITHIN PUBLIC SANITARY SEWER OR UTILITY EASEMENTS.
- EACH LOT SHALL BE SERVED BY ITS OWN SEPARATE SEWER SERVICE LINE.
- SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC.
- FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.
- MUST MEET ALL FIRE PROTECTION REQUIREMENTS SET FORTH BY IFC 2009 EDITION FOR ITS CLASSIFIED OCCUPANCY.
- SHALL MEET 150 FOOT DRIVEWAY REQUIREMENTS PER IFC, OR AN EMERGENCY TURN-AROUND THAT MEETS IFC REQUIREMENTS SHALL BE PROVIDED.
- ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT.
- FIRE DEPARTMENT ACCESS SHALL BE NO LESS THAN 20 FEET IN WIDTH THROUGHOUT.

CONDITIONS

- A. ANY NEW CONSTRUCTION, ADDITIONS, OR REMODELS ON LOTS 1-A OR 1-B WILL BE REQUIRED TO SATISFY ALL CURRENT REGULATIONS OF THE LAND USE DEVELOPMENT CODE.

LOT SPLIT OF
LOT 1
#4994 GOVERNOR MILES RD.

LYING WITHIN SECTION 7, T16N, R9E, N.M.P.M.
SANTA FE COUNTY, NEW MEXICO.

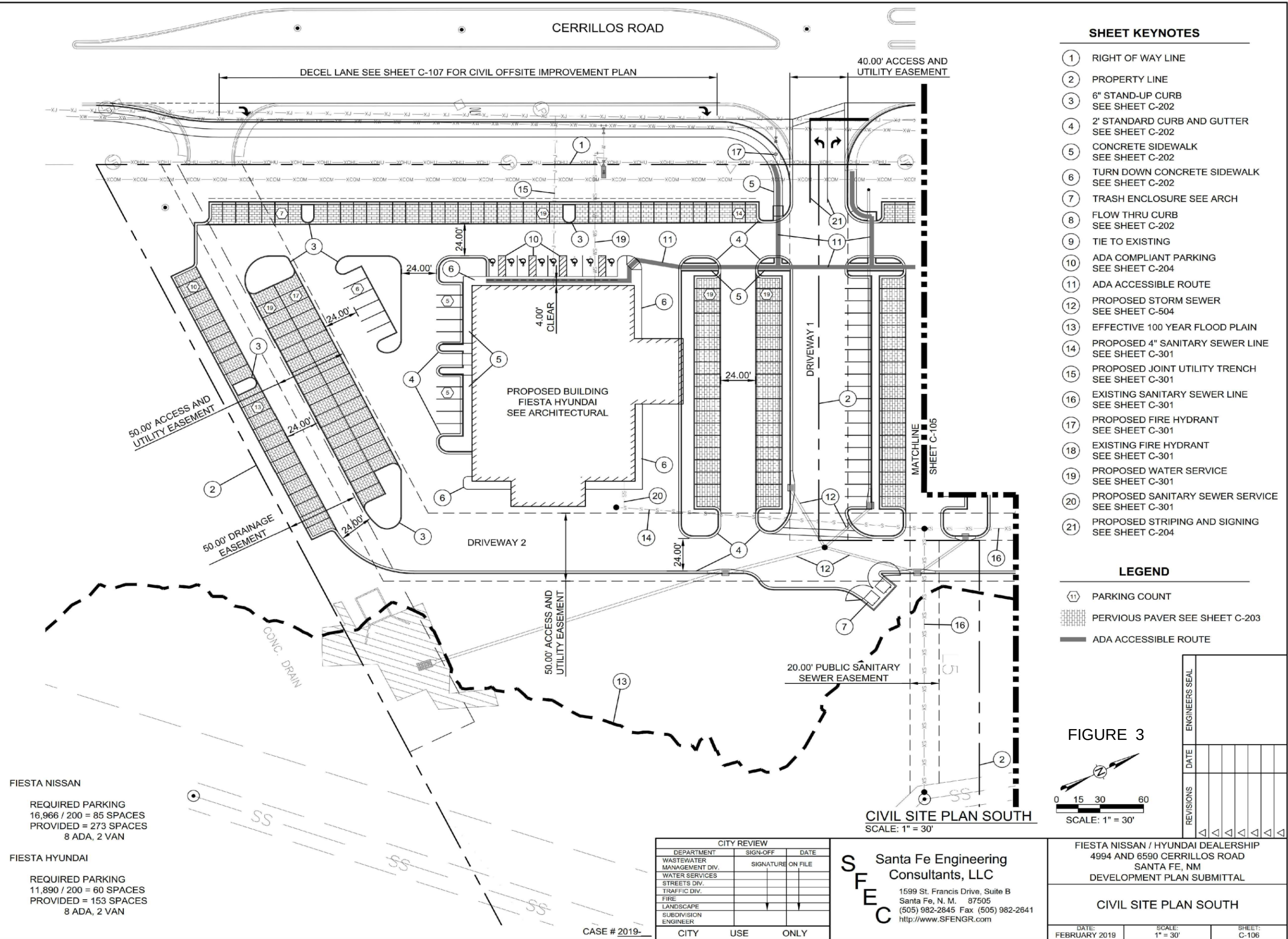
RICK CHATROOP
PROFESSIONAL LAND SURVEYOR
NEW MEXICO REGISTRATION NO. 11011
(505) 470-0037 110 WAGON TRAIL RD. CERRILLOS, NM 87010

INDEXING INFORMATION FOR THE COUNTY CLERK
OWNER: 2015 CERRILLOS ROAD PROPERTIES, LLC
LOCATION: LYING WITHIN SECTION 7, T16N, R9E, NMPLS, SANTA FE COUNTY, NEW MEXICO.

COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed
for record on this 17th day of April A.D.
2017 at 2:17 PM
and was duly recorded in book
18-17-18-17-18 of the records of
Santa Fe County.

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

Ne. 218
Deputy



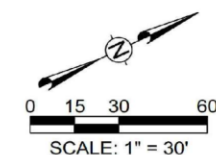
SHEET KEYNOTES

- ① RIGHT OF WAY LINE
- ② PROPERTY LINE
- ③ 6" STAND-UP CURB
SEE SHEET C-202
- ④ 2' STANDARD CURB AND GUTTER
SEE SHEET C-202
- ⑤ CONCRETE SIDEWALK
SEE SHEET C-202
- ⑥ TURN DOWN CONCRETE SIDEWALK
SEE SHEET C-202
- ⑦ TRASH ENCLOSURE SEE ARCH
- ⑧ FLOW THRU CURB
SEE SHEET C-202
- ⑨ TIE TO EXISTING
- ⑩ ADA COMPLIANT PARKING
SEE SHEET C-204
- ⑪ ADA ACCESSIBLE ROUTE
- ⑫ PROPOSED STORM SEWER
SEE SHEET C-504
- ⑬ EFFECTIVE 100 YEAR FLOOD PLAIN
- ⑭ PROPOSED 4" SANITARY SEWER LINE
SEE SHEET C-301
- ⑮ PROPOSED JOINT UTILITY TRENCH
SEE SHEET C-301
- ⑯ EXISTING SANITARY SEWER LINE
SEE SHEET C-301
- ⑰ PROPOSED FIRE HYDRANT
SEE SHEET C-301
- ⑱ EXISTING FIRE HYDRANT
SEE SHEET C-301
- ⑲ PROPOSED WATER SERVICE
SEE SHEET C-301
- ⑳ PROPOSED SANITARY SEWER SERVICE
SEE SHEET C-301
- ㉑ PROPOSED STRIPING AND SIGNING
SEE SHEET C-204

LEGEND

- ⑪ PARKING COUNT
- [Pattern] PERVIOUS PAVER SEE SHEET C-203
- [Line] ADA ACCESSIBLE ROUTE

FIGURE 3



FIESTA NISSAN
 REQUIRED PARKING
 16,966 / 200 = 85 SPACES
 PROVIDED = 273 SPACES
 8 ADA, 2 VAN

FIESTA HYUNDAI
 REQUIRED PARKING
 11,890 / 200 = 60 SPACES
 PROVIDED = 153 SPACES
 8 ADA, 2 VAN

CASE # 2019-

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>

FIESTA NISSAN / HYUNDAI DEALERSHIP
 4994 AND 6590 CERRILLOS ROAD
 SANTA FE, NM
 DEVELOPMENT PLAN SUBMITTAL

CIVIL SITE PLAN SOUTH

DATE:	SCALE:	SHEET:
FEBRUARY 2019	1" = 30'	C-106

III. AREA CONDITIONS

A. Study Area

The area of influence consists of Cerrillos Road, Governor Miles Road, and Jaguar Drive. The area of significant impact is to the immediate area on Cerrillos Road and the entrance driveway on Cerrillos Road and Governor Miles Road. The Existing Road Network is presented in Figure 5.

B. Existing Land Use

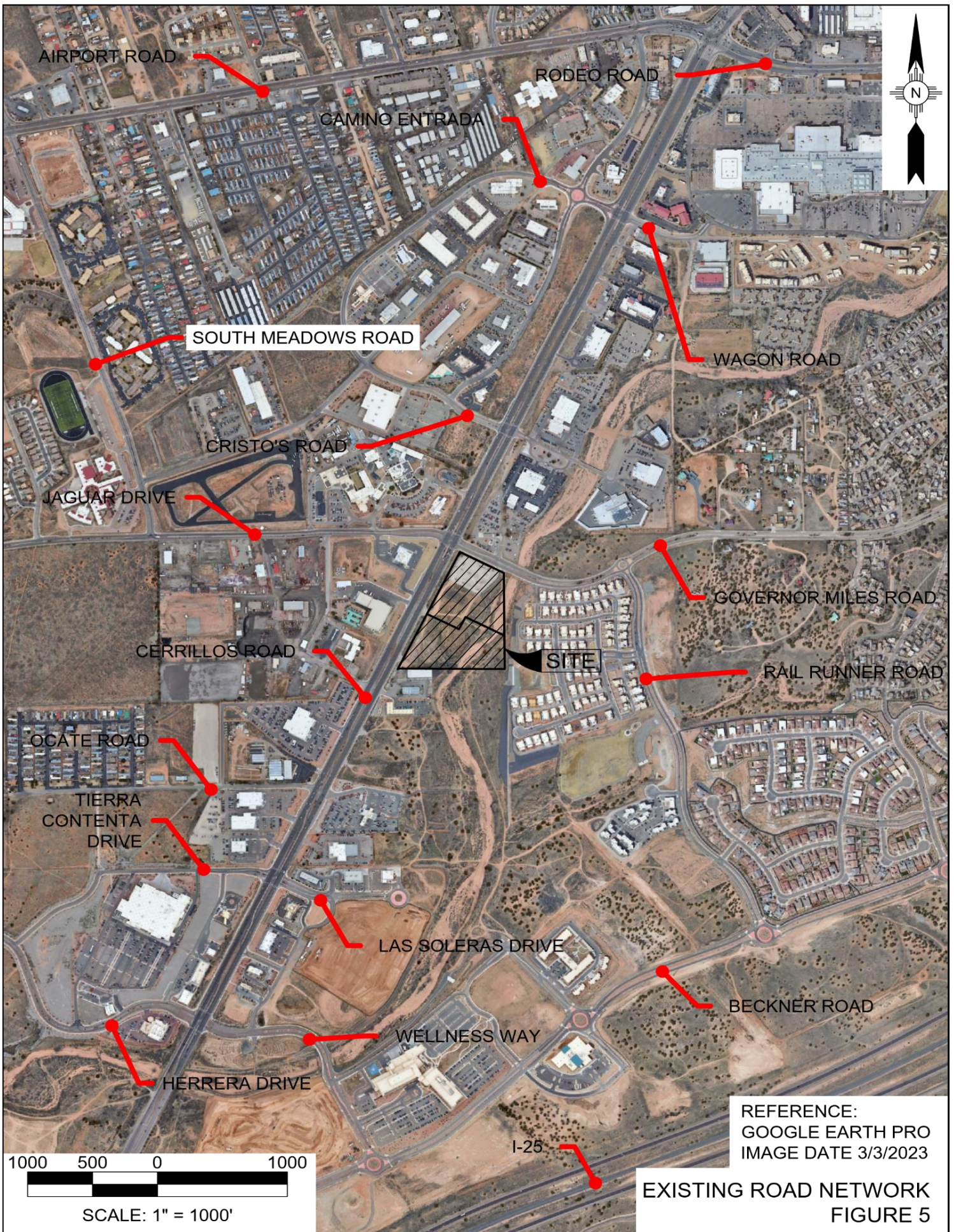
The site is bordered by Governor Miles Road on the north, Cerrillos Road on the west, developed land on the south, and the Arroyo de Los Chamisos on the east. Capitol Ford is located on the north side of Governor Miles Road. Rudy's Barbeque is west of Cerrillos Road. The Hope US Church, Rocky Tops Stone, Southwest Financial services and several other small offices and businesses are south of the subject property. The Existing Conditions Map is presented in Figure 6. The development is located in a C2 (PUD) General Commercial sub-districts of the Highway Corridor Protection Districts.

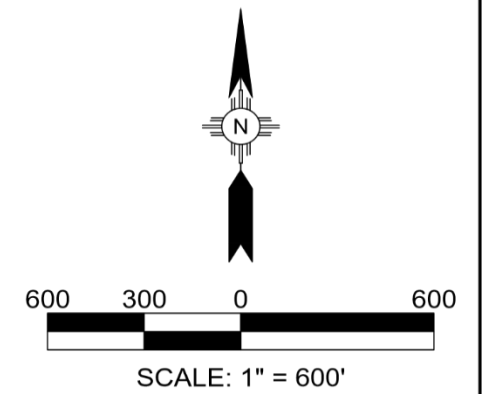
C. Other Known Development Activity

The Las Soleras development is the largest development in the area. Las Soleras is a 545-acre Master Planned Development, approved in 2008. It has developed slowly over the past 16 years. Eventually land uses in Los Soleras will include a hospital, medical buildings, offices, restaurants, residential dwelling units, apartments, and a gas station.

The other major development in the area is the Tierra Contenta development on the west side of Cerrillos Road. It was approved in 1994 and has developed slowly over the past 30 years. Land uses include a Walmart Supercenter, an elementary school, high school, apartments, and residential lots.

Both projects have taken years to develop and will require years to be fully developed.





LEGEND

- S DENOTES SIGNALIZED INTERSECTION
- U DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS
- R DENOTES ROUNDABOUT

REFERENCE:
GOOGLE EARTH PRO
IMAGE DATE 3/3/2023

EXISTING CONDITIONS MAP
FIGURE 6

D. Existing Roadway System Characteristics

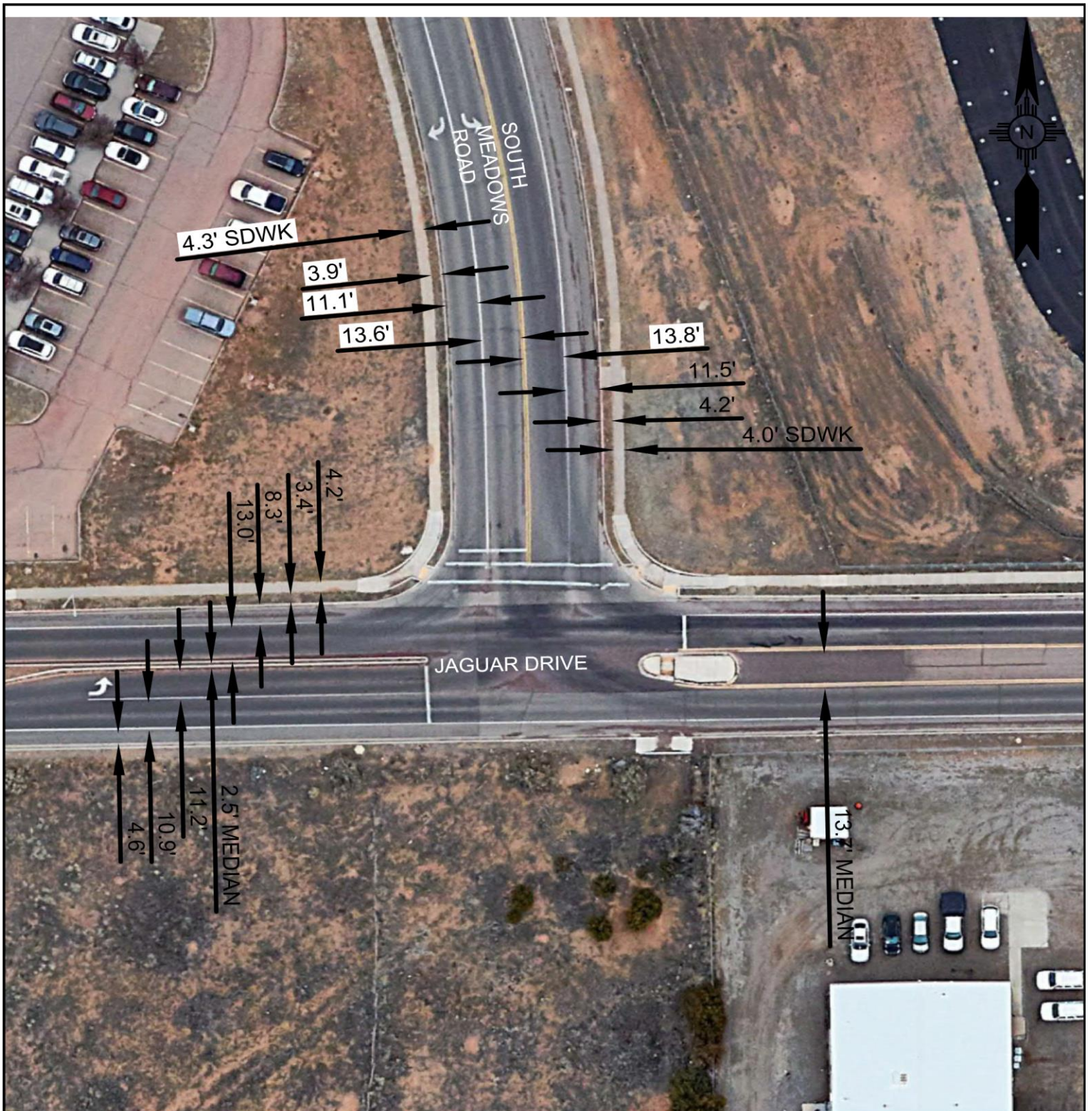
1. Cerrillos Road

Cerrillos Road is classified as an urban principal arterial, according to the "Recommended Changes to the Function Classification of Roadways in the Santa Fe MPO Planning Area," approved by the Santa Fe MPO Transportation Policy Board on August 27, 2015. This portion of Cerrillos Road consists of a six lane, divided, two-way, multilane urban highway. The roadway includes raised medians, curb and gutter, and sidewalks. The posted speed limit on Cerrillos Road in the vicinity of the site is 45 M.P.H.

The intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road is a signalized intersection. Left turn storage lanes are provided on all legs of the intersection to allow left turn movements. For northbound left turns, the storage length is 220-feet long and, for southbound left turns, the storage length is 380-feet long. For eastbound left turns, the storage length is 200-feet long and for westbound left turns, the storage length is 170 feet long. The intersection geometrics are presented in Figure 7.

2. Governor Miles Road

Governor Miles Road is an east / west roadway that connects Cerrillos Road to Richards Avenue and further to the east, connects to Camino Carlos Rey. Governor Miles Road is classified as an urban minor arterial, according to the "Recommended Changes to the Function Classification of Roadways in the Santa Fe MPO Planning Area," approved by the Santa Fe MPO Transportation Policy Board on March 27, 2014. This portion of Governor Miles Road consists of one-eleven-foot lane in each direction, (except in the vicinity of its intersection with Cerrillos Road where Governor Miles Road consists of two-eleven-foot lanes in each direction), bicycle lanes, curb and gutter, and sidewalk on both sides of the road. The posted speed limit on Governor Miles Road in the vicinity of the project is 30 M.P.H. Intersection geometrics are presented in 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.

INTERSECTION GEOMETRICS
JAGUAR DRIVE/SOUTH MEADOWS ROAD
FIGURE 8

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2023

3. Jaguar Drive

Jaguar Drive is an east-west roadway, which provides access through Tierra Contenta from NM 599 to Cerrillos Road to Avenida El Nido. Jaguar Drive is classified as an urban minor arterial, according to the "Recommended Changes to the Function Classification of Roadways in the Santa Fe MPO Planning Area," approved by the Santa Fe MPO Transportation Policy Board on March 27, 2014.

This portion Jaguar Drive consists of one eleven-foot lane in each direction, (except in the vicinity of its intersection with Cerrillos Road where Jaguar Drive consists of two eleven-foot lanes in each direction), bicycle lanes, curb and gutter, and sidewalk on both sides of the road. The posted speed limit on Jaguar Drive in the vicinity of the project is 30 M.P.H.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 9. According to the Santa Fe MPO, this site is not impacted by any planned transportation improvements.

F. Alternative Travel Modes

The development is currently served by the City of Santa Fe Trails Bus System. There are also bicycle lanes constructed on Governor Miles Road and Jaguar Drive. For conservative analysis, no reduction or adjustment of trip generation numbers was made for this report for alternative travel modes.

Legend

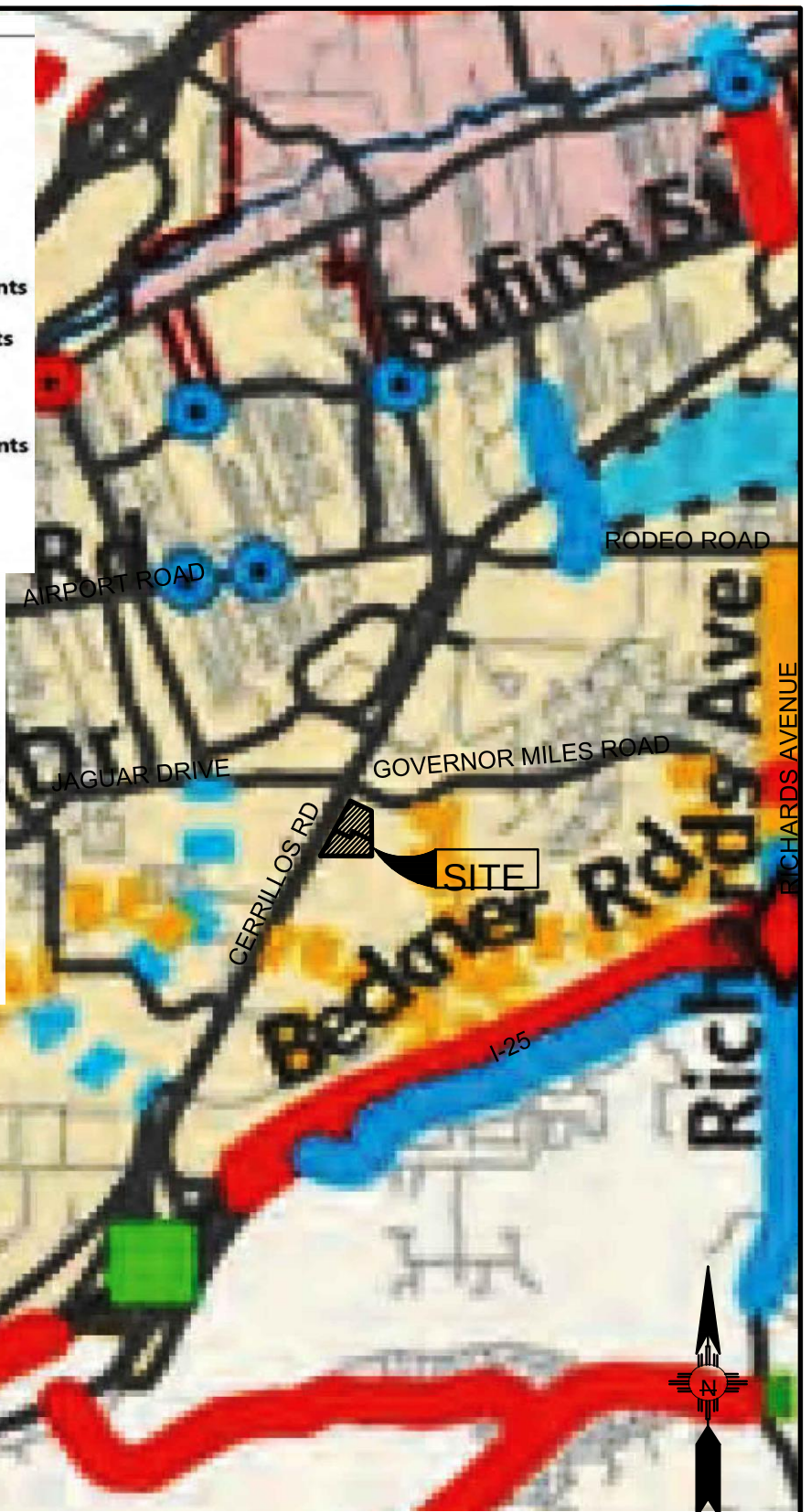
Intersection/Interchange Improvements

- 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



REFERENCE:

Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

SCALE:
1" = 3000'

FUTURE ROAD NETWORK
FIGURE 9

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections to sample background traffic:

- Cerrillos Road / Governor Miles Road / Jaguar Drive
Count conducted on Thursday, March 13, 2024 - See Figure 10.
- Jaguar Drive / South Meadows
Count conducted on March 13, 2024 - See Figure 11.

Tabulated traffic counts are presented in Appendix A.

B. Level of Service Criteria

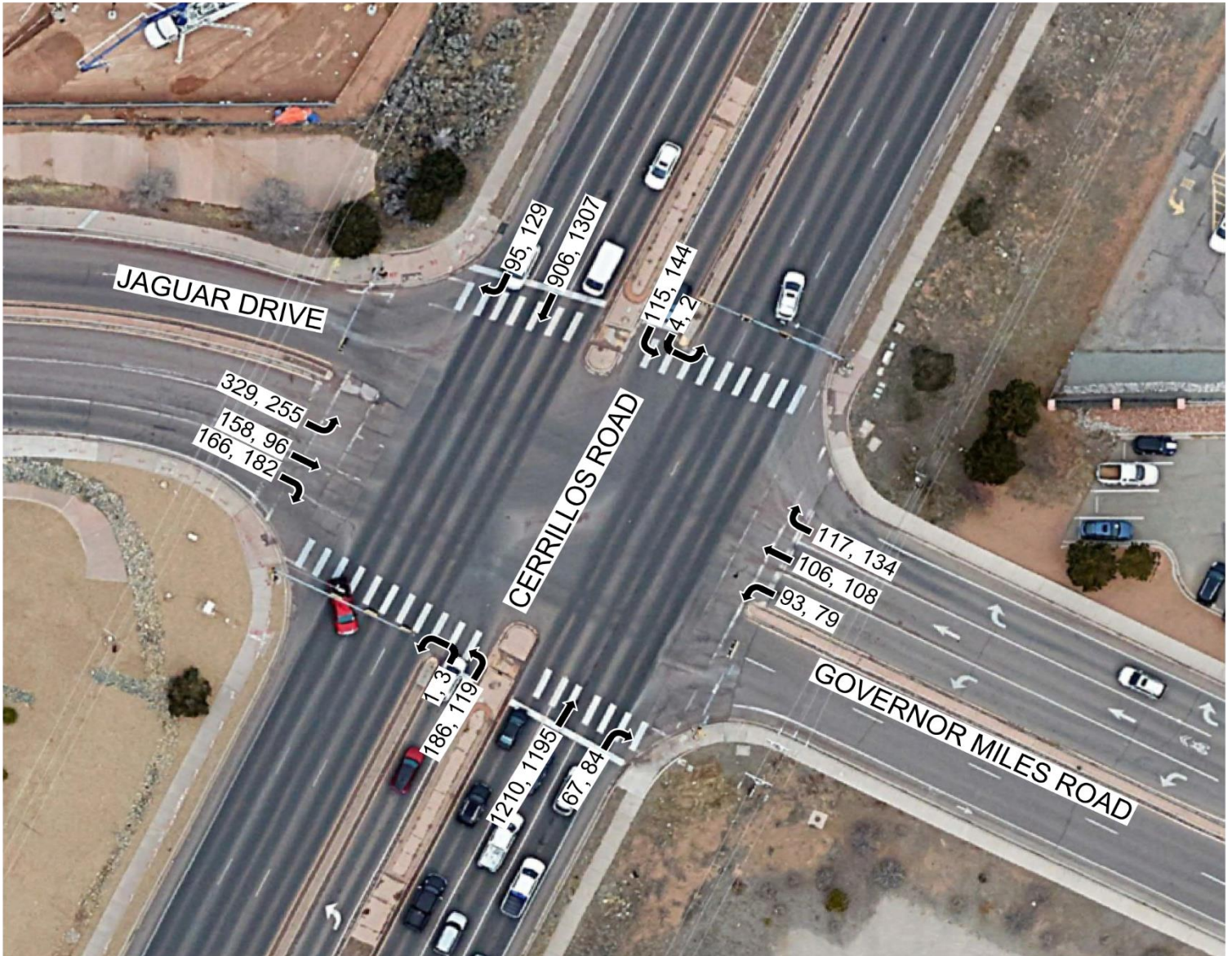
Minimum Acceptable Table 1 Level of Service								
Facility Type	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Weaving Areas	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Multi-lane Highways	-	D	D	C	-	C	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.

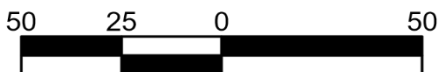
C. Existing Level of Service

The City of Santa Fe Public Works Staff does not have a traffic model for Cerillos Road. The existing capacity of the intersections was calculated using Highway Capacity Software 2023, Version 8.3. The existing conditions capacity calculations were performed using the site-specific traffic counts conducted for the project. Capacity reports are presented in Appendix B and are summarized in Table 2.



PEAK HOURS FOR TRAFFIC COUNT DATED March 13, 2024 (Wednesday)

AM	PM
7:45 AM to 8:45 AM	3:15 PM to 4:15 PM



SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR
TRAFFIC VOLUME
AM, PM

11, 23

DENOTES MOVEMENT



EXISTING TRAFFIC VOLUMES
CERRILLOS ROAD
/ GOVERNOR MILES ROAD
/ JAGUAR DRIVE
FIGURE 10



PEAK HOURS FOR TRAFFIC COUNT DATED March 13, 2024 (Wednesday)

AM	PM
7:45 AM to 8:45 AM	5:00 PM to 6:00 PM



SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR
 TRAFFIC VOLUME
 AM, PM

11, 23

DENOTES MOVEMENT



EXISTING TRAFFIC VOLUMES
 JAGUAR DRIVE /SOUTH MEADOWS ROAD
 FIGURE 11

TABLE 1 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2024						
Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Ft/ln)	Delay (Veh / sec)	LOS	95% Queue (Ft/ln)	Delay (Veh / sec)	LOS
Cerrillos Road / Jaguar Drive / Governor Miles Road						
Eastbound Left	184	32.5	C	174	42.9	D
Eastbound Thru / Right	486	72.2	E	554	119.5	F
Westbound Left	147	61.4	E	138	67.7	E
Westbound Thru	136	41.4	D	166	51.9	D
Westbound Right	151	42.3	D	210	55.7	E
Northbound Left	131	18.0	B	74	16.0	B
Northbound Thru	362	24.1	C	338	18.9	B
Northbound Thru / Right	358	25.3	C	330	19.7	B
Southbound Left	82	19.5	B	89	14.6	B
Southbound Thru	295	24.3	C	382	19.3	B
Southbound Thru / Right	286	25.3	C	369	20.3	C
Intersection	N/D	31.2	C	N/D	31.1	C
Jaguar Drive / South Meadows Road						
Eastbound Left	128.5	24.1	C	35.3	13.4	B
Eastbound Thru	289.8	49.1	E	128.5	22.1	C
Westbound Thru / Right	143.6	24.1	C	297.4	45.1	E
Southbound Left	78.1	19.7	C	50.4	16.1	C
Southbound Right	47.9	14.0	B	37.8	12.7	B
Intersection	N/D	29.6	D	N/D	27.8	D

N/D indicates no data.

There is a failing movement on the eastbound thru / right movement in the PM. All other movements and intersections meet NMDOT requirements.

D. Safety Analysis

Traffic crash data was obtained from the NMDOT for the years 2016 through 2022 for this analysis. See Figure 12.

1. Cerillos Road / Governor Miles Road / Jaguar Drive

The crash data is presented in Figure 12. The crash data shows that in the seven-year period from 2016 to 2022 there were a total of 106 crashes at the intersection of Cerrillos Road / Governor Miles Road / Jaguar. The crashes per year vary from a high of 22 in 2016 to a low of 7 in 2020. There were no crashes that involved fatalities. Of the 106 crashes, 74 crashes involved another vehicle. The severity of injuries ranged from suspected minor injuries to no apparent injuries.

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND GOVERNOR MILES ROAD AND JAGUAR DRIVE, 2016 - 2022

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND GOVERNOR MILES ROAD AND JAGUAR DRIVE, 2016 - 2022

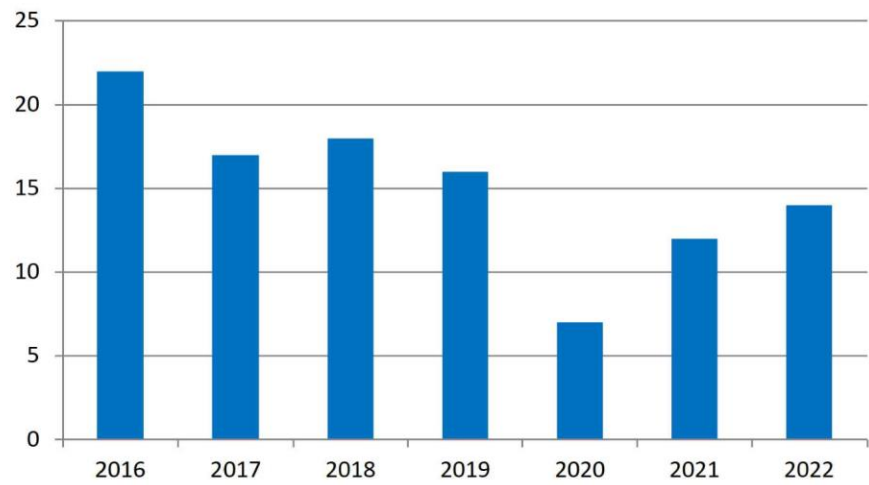


TABLE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND GOVERNOR MILES ROAD AND JAGUAR DRIVE, 2016 - 2022

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	10	29.4%	12	16.7%	22	20.8%
2017	0	0.0%	3	8.8%	14	19.4%	17	16.0%
2018	0	0.0%	5	14.7%	13	18.1%	18	17.0%
2019	0	0.0%	6	17.6%	10	13.9%	16	15.1%
2020	0	0.0%	4	11.8%	3	4.2%	7	6.6%
2021	0	0.0%	4	11.8%	8	11.1%	12	11.3%
2022	0	0.0%	2	5.9%	12	16.7%	14	13.2%
GRAND TOTAL	0	0.0%	34	100.0%	72	100.0%	106	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND GOVERNOR MILES ROAD AND JAGUAR DRIVE BY SEVERITY OF INJURY, 2016 - 2022

YEAR	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	3	0.9%	9	2.7%	61	18.5%	73	22.1%
2017	0	0.0%	0	0.0%	0	0.0%	8	2.4%	48	14.5%	56	17.0%
2018	0	0.0%	0	0.0%	0	0.0%	9	2.7%	50	15.2%	59	17.9%
2019	0	0.0%	0	0.0%	1	0.3%	8	2.4%	33	10.0%	42	29.6%
2020	0	0.0%	0	0.0%	0	0.0%	5	1.5%	15	4.5%	20	6.9%
2021	0	0.0%	0	0.0%	1	0.3%	7	2.1%	32	9.7%	40	12.1%
2022	0	0.0%	0	0.0%	1	0.3%	2	0.6%	37	11.2%	40	12.1%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND GOVERNOR MILES ROAD AND JAGUAR DRIVE BY CRASH CLASSIFICATION, 2016 - 2022

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	2021	2022	7-YEAR TOTAL
OTHER VEHICLE	21	17	17	15	4	0	0	74
LEFT BLANK	0	0	0	0	3	12	14	29
FIXED OBJECT	1	0	0	0	0	0	0	1
OTHER OBJECT	0	0	1	0	0	0	0	1
OTHER (NON-COLLISION)	0	0	0	1	0	0	0	1
GRAND TOTAL	22	17	18	16	7	12	14	106

SOURCE: NMDOT CRASH DATABASE AS OF MARCH 24, 2024

NMDOT CRASH DATA
FIGURE 12

2. Jaguar Drive / South Meadows Road

The crash data is presented in Figure 13. The crash data shows that in a seven-year period from 2016 to 2022 there were a total of 16 crashes at the intersection of Jaguar Drive / South Meadows Road. The crashes per year vary from a high of 4 in 2017 and 2022 to a low of 1 in 2019 and there were no fatalities. Of the 16 crashes, 9 crashes involved another vehicle, 4 crashes occurring with a fixed object. The severity of the injuries ranged from possible injuries to no apparent injuries.

CRASHES NEAR THE INTERSECTION OF JAGUAR DRIVE AND SOUTH MEADOWS ROAD, 2016 - 2022

FIGURE 1: CRASHES NEAR THE INTERSECTION OF JAGUAR DRIVE AND SOUTH MEADOWS ROAD, 2016 - 2022

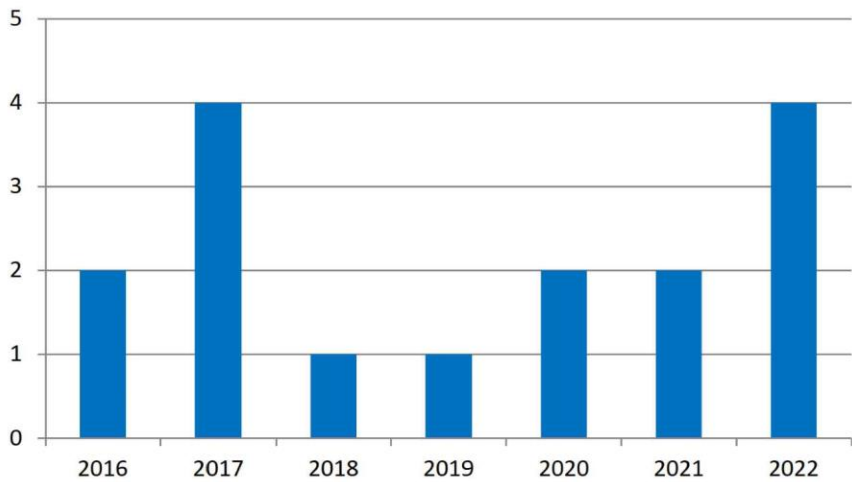


TABLE 1: CRASHES NEAR THE INTERSECTION OF JAGUAR DRIVE AND SOUTH MEADOWS ROAD, 2016 - 2022

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	1	20.0%	1	9.1%	2	12.5%
2017	0	0.0%	2	40.0%	2	18.2%	4	25.0%
2018	0	0.0%	0	0.0%	1	9.1%	1	6.3%
2019	0	0.0%	1	20.0%	0	0.0%	1	6.3%
2020	0	0.0%	1	20.0%	1	9.1%	2	12.5%
2021	0	0.0%	0	0.0%	2	18.2%	2	12.5%
2022	0	0.0%	0	0.0%	4	36.4%	4	25.0%
GRAND TOTAL	0	0.0%	5	100.0%	11	100.0%	16	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF NOVEMBER 28, 2023

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF JAGUAR DRIVE AND SOUTH MEADOWS ROAD BY SEVERITY OF INJURY, 2016 - 2022

YEAR	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	1	2.6%	4	10.3%	5	12.8%
2017	0	0.0%	0	0.0%	0	0.0%	2	5.1%	9	23.1%	11	28.2%
2018	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.6%	1	2.6%
2019	0	0.0%	0	0.0%	0	0.0%	1	2.6%	1	2.6%	2	9.1%
2020	0	0.0%	0	0.0%	0	0.0%	1	2.6%	4	10.3%	5	12.8%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%	6	15.4%	6	17.6%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	9	23.1%	9	23.1%

TABLE 3: CRASHES NEAR THE INTERSECTION OF JAGUAR DRIVE AND SOUTH MEADOWS ROAD BY CRASH CLASSIFICATION, 2016 - 2022

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	2021	2022	7-YEAR TOTAL
OTHER VEHICLE	2	4	0	1	2	0	0	9
LEFT BLANK	0	0	0	0	0	2	4	6
FIXED OBJECT	0	0	1	0	0	0	0	1
GRAND TOTAL	2	4	1	1	2	2	4	16

SOURCE: NMDOT CRASH DATABASE AS OF MARCH 24, 2024

NMDOT CRASH DATA
FIGURE 13

E. Warrant Analysis

should explain in more detail why this signal warrant analysis was not done. There are failing movements in the 2026 implementation year and it is stated later in the report that this intersection operates at a marginal rate in the build year and horizon year

The intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road is already signalized. A warrant analysis of the intersection of Jaguar Drive / South Meadows Road was not performed because of the low traffic volumes.

F. Speed Change Lanes

According to Table 17.B-2 of the NMDOT State Access Management Manual, speed change lanes are not required for the existing driveway on Governor Miles Road.

G. Operational and Safety Deficiencies

The intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has a failing level of service F for the eastbound thru / right movement for the PM Peak Hours. All other intersections and conditions operate at a level of service of D or better. Capacity reports are presented in Appendix B.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS (2027)

The project is anticipated to be fully operational in 2027. The following conditions were to be analyzed for this project. The following conditions were to be analyzed for this project:

- Implementation Year without the Proposed Development – 2027
- Implementation Year with the Proposed Development – 2027

A. Traffic Projections

1. Background Traffic

In the past the City of Santa Fe Public work department has used a growth rate of 1% per year on Cerrillos Road. It is assumed that the background traffic at the intersection of Cerrillos Road / Jaguar Drive / Governor Miles and Jaguar Drive / South Meadows Road will increase at a rate of 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that build out of the proposed project will occur as anticipated.

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 utilizing the Online Traffic Impact Study Software by Transoft Inc. (OTISS), dated 2012. The OTISS software is based upon the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 9th Edition. Trip generation calculations utilized equations when available and ITE rates in all other cases. Pass-by and internal capture trips are not appropriate for this land use.

TABLE 2 SUMMARY OF TRIP GENERATION CALCULATIONS (ITE CODE: 840) NEW VEHICLE TRIPS				
	AM Peak		PM Peak	
	Entry	Exit	Entry	Exit
Nissan	31	12	25	38
Hyundai	28	10	23	35
Total	59	22	48	73

Source: Institute of Transportation Engineers
Trip Generation, 11th Edition, 2021

4. Trip Distribution and Assignment

The proposed directions of approach and return for the approaching and departing patterns were estimated based upon the location of residential and business districts, see Figures 14. The site-generated traffic is presented in Figure 15.

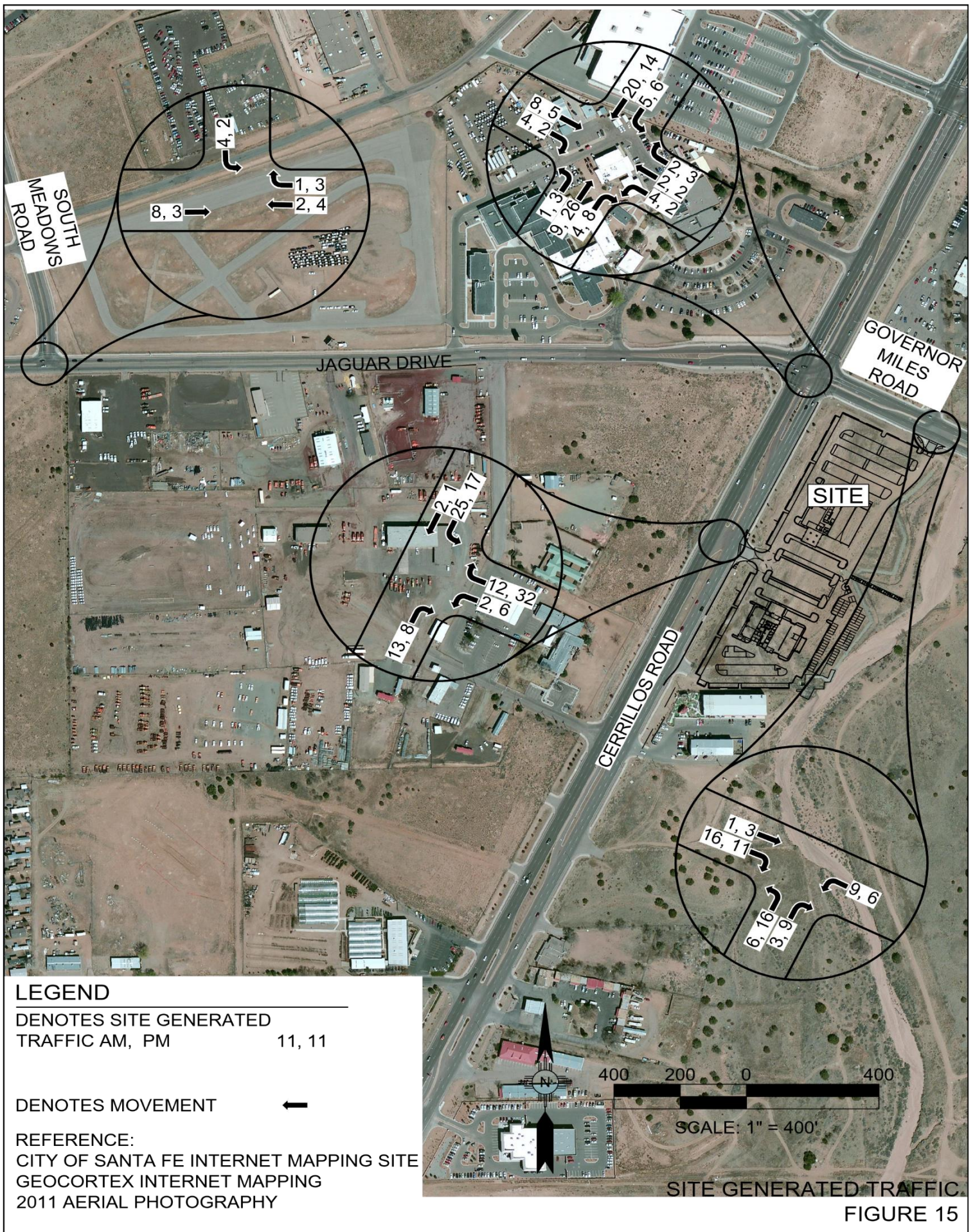
5. Background Traffic without the Proposed Development / No Build Conditions

It is assumed that the background traffic will increase at a rate of 1% per year on all streets analyzed for this report, compounded yearly.

6. Proposed Development / Build Conditions

The site-generated traffic was added to the background traffic calculated for the no build condition.





B. Traffic Analysis – Implementation Year 2026

1. No Build Conditions – Implementation Year 2026

The traffic was analyzed to determine the level of service at each intersection for the 2026 no build condition. Capacity analysis reports are presented in Appendix D, and the results are summarized in in Table 3.

TABLE 3 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2026						
Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (ft/ln)	Delay (Veh / sec)	LOS	95% Queue (ft/ln)	Delay (Veh / sec)	LOS
Cerrillos Road / Jaguar Drive / Governor Miles						
Eastbound Left	188	32.6	C	178	43.0	D
Eastbound Thru / Right	510	77.5	E	583	129.0	F
Westbound Left	152	62.3	E	142	68.1	E
Westbound Thru	140	41.6	D	170	52.2	D
Westbound Right	154	42.6	D	215	56.6	E
Northbound Left	134	18.2	B	75	16.4	B
Northbound Thru	372	24.3	C	346	19.1	B
Northbound Thru / Right	367	25.7	C	338	20.0	B
Southbound Left	84	19.8	B	91	14.9	B
Southbound Thru	302	24.6	C	391	19.5	B
Southbound Thru / Right	293	25.6	C	379	20.6	C
Intersection	N/D	31.9	C	N/D	30.3	C
Jaguar Drive / South Meadows						
Eastbound Left	136.1	25.4	D	37.8	13.6	B
Eastbound Thru	312.5	54.6	F	138.6	23.4	C
Westbound Thru / Right	153.7	25.5	D	322.6	50.5	F
Southbound Left	83.2	20.3	C	52.9	16.4	C
Southbound Right	50.4	14.3	B	37.8	12.9	B
Intersection	N/D	31.9	D	N/D	30.3	D

N/D indicates no data.

There is a failing movement on the eastbound thru / right movement in the PM. The background traffic increase at Jaguar Road / South Meadows cause failures on the eastbound thru and on the northbound thru / right turn movement.

2. Build Conditions – Implementation Year 2026

The traffic was analyzed to determine the level of service at each intersection for the 2026 no build condition. Capacity analysis reports are presented in Appendix D, and the results are summarized in in Table 3.

TABLE.4 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2026						
Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (ft/ln)	Delay (Veh / sec)	LOS	95% Queue (ft/ln)	Delay (Veh / sec)	LOS
Cerrillos Road / Jaguar Drive / Governor Miles Road						
Eastbound Left	188	32.7	C	178	43.1	D
Eastbound Thru / Right	556	88.1	F	616	140.1	F
Westbound Left	159	63.6	E	148	69.3	E
Westbound Thru	142	41.7	D	173	52.3	D
Westbound Right	157	42.7	D	218	57.0	E
Northbound Left	135	18.4	B	78	16.7	B
Northbound Thru	377	24.6	C	359	19.5	B
Northbound Thru / Right	372	26.0	C	350	20.4	C
Southbound Left	88	20.1	C	94	15.5	B
Southbound Thru	308	24.7	C	397	19.7	B
Southbound Thru / Right	299	25.8	C	385	20.8	C
Intersection	N/D	33.4	C	N/D	33.2	C
Governor Miles Entrance						
Westbound Left	0.0	8.1	A	0.0	8.1	A
Northbound Thru	2.5	11.2	B	5.0	11.2	B
Jaguar Drive / South Meadows Road						
Eastbound Left	138.6	25.7	D	37.8	13.7	B
Eastbound Thru	332.6	60.0	F	143.6	24.3	C
Westbound Thru / Right	156.2	26.1	D	342.7	55.2	F
Southbound Left	85.7	20.9	C	55.4	16.7	C
Southbound Right	50.4	14.3	B	37.8	13.0	B
Intersection	N/D	34.2	D	N/D	32.3	D
Cerrillos Road Entrance						
Westbound Thru	5.0	25.0	C	22.7	27.3	D
Southbound Left	12.6	27.1	D	7.6	24.0	C

N/D indicates no data.

There is a failing movement on the eastbound thru / right movement in the AM and PM. At Jaguar Road / South Meadows there are failures on the eastbound thru in the AM and on the westbound thru / right turn movement in the PM.

3. Speed Change Lanes – Implementation Year 2026

According to Table 17.B-2 of the NMDOT State Access Management Manual, a right turn deceleration lane is required for the intersection of Cerrillos Road / Main Site Driveway for northbound right-turns into the development. Speed change lanes are not required for the other intersections.

4. Traffic Signal Warrant Review – Implementation Year 2026

As pervious explained in Section IV.E., no warrant analyses were conducted for this analysis.

C. LOS Results, Identified Deficiencies, Proposed Improvements – Implementation Year 2026

5. Implementation Year 2026 – No Build

For the Implementation Year 2026 – No Build condition, the intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has a failing level of service F for the eastbound Thru / Right turn leg of the intersection for AM and PM Peak Hours. The intersection of Jaguar Drive / South Meadows Road has failing movements for the eastbound thru and the westbound thru / right turn movements. All other movements meet NMDOT requirements Capacity reports are presented in Appendix E.

6. Implementation Year – Build 2026

For the Implementation Year 2026 – build condition, the intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has failing movement for the eastbound thru / right turn movements both in the AM and PM. The intersection of Jaguar Drive / South Meadows has failing movements for the eastbound thru and westbound thru / right turn movements.

VI. ANALYSIS OF HORIZON YEAR (2036)

The following conditions were analyzed for the Horizon Year. According to SAMM, the Horizon year is the implementation year plus 10 years.

- Horizon Year without the Proposed Development – 2036
- Horizon Year with the Proposed Development - 2036

A. Traffic Projections

1. Background Traffic

It is assumed that the background traffic will increase at a rate of 1% per year on all streets analyzed for this report, compounded yearly.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the Horizon year is 10 years after the implementation year.

3. Trip Generation

No additional Trip Generation calculations are needed.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2026 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated at 1% per year for leg of the intersection.

which intersections?
should be specific here
more than one sentence

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic as calculated for the no build condition.

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. The results are presented in Tables 5 and 6.

TABLE.5 SUMMARY OF LEVELS OF SERVICE NO BUILD CONDITIONS 2036						
Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (ft/ln)	Delay (veh / sec)	LOS	95% Queue (ft/ln)	Delay (veh / sec)	LOS
Cerrillos Road / Jaguar Drive / Governor Miles Road						
Eastbound Left	204	32.8	C	196	43.3	D
Eastbound Thru / Right	665	115.4	F	738	182.1	F
Westbound Left	176	66.4	E	163	72.5	E
Westbound Thru	157	43.0	D	192	53.7	D
Westbound Right	176	44.1	D	245	62.9	E
Northbound Left	150	19.9	B	85	19.6	B
Northbound Thru	421	26.1	C	392	20.4	C
Northbound Thru / Right	418	27.8	C	384	21.4	C
Southbound Left	96	21.9	C	102	17.3	B
Southbound Thru	341	26.1	C	445	21.0	C
Southbound Thru / Right	330	27.4	C	432	22.3	C
Intersection	N/D	36.9	D	N/D	37.5	D
Jaguar Drive/ South Meadows Road						
Eastbound Left	186.5	34.1	D	45.4	14.4	B
Eastbound Thru	448.6	94.1	F	181.4	29.6	D
Westbound Thru / Right	199.1	32.2	D	466.2	87.2	F
Southbound Left	100.8	22.8	C	63.0	17.6	C
Southbound Right	60.5	15.3	C	45.4	13.6	B
Intersection	N/D	47.4	E	N/D	46.0	E

N/D indicates no data.

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

TABLE.6 SUMMARY OF LEVELS OF SERVICE BUILD CONDITIONS 2036						
Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (ft/ln)	Delay (Veh / sec)	LOS	95% Queue (ft/ln)	Delay (Veh / sec)	LOS
Cerrillos Road / Jaguar Drive / Governor Miles Road						
Eastbound Left	205	33.9	C	196	43.4	D
Eastbound Thru / Right	720	129.7	F	778	196.2	F
Westbound Left	183	67.6	E	168	73.5	E
Westbound Thru	160	43.1	D	194	53.7	D
Westbound Right	178	44.2	D	249	63.7	E
Northbound Left	151	20.2	C	88	20.3	C
Northbound Thru	427	26.4	C	406	20.8	C
Northbound Thru / Right	424	28.2	C	397	21.9	C
Southbound Left	98	22.3	C	109	19.0	B
Southbound Thru	346	26.3	C	451	21.2	C
Southbound Thru / Right	337	27.7	C	439	22.5	C
Intersection	N/D	38.9	D	N/D	38.9	D
Governor Miles Entrance						
Westbound Left	0.0	8.2	A	0.0	8.2	A
Northbound Thru	2.5	11.5	B	5.0	11.5	B
Jaguar Drive / South Meadows Road						
Eastbound Left	186.5	34.5	D	45.4	14.4	B
Eastbound Thru	476.3	102.2	F	186.5	30.6	D
Westbound Thru / Right	206.6	33.3	D	491.4	94.2	F
Southbound Left	103.3	23.3	C	63.0	17.8	C
Southbound Right	60.5	15.3	C	45.4	13.7	B
Intersection	N/D	50.4	F	N/D	49.0	E
Cerrillos Road Entrance						
Westbound Thru	7.6	29.5	D	27.7	33.1	D
Southbound Left	15.1	32.9	D	10.1	28.4	D

N/D indicates no data.

There is a failing movement on the eastbound thru / right movement in the PM.

At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

C. Speed Change Lanes

Speed change lanes are the same as required in the Implementation Year 2036 Build Condition.

D. Traffic Signal Warrant Review

No traffic sign warrant review was conducted as previously explained in this study. signal

E. LOS Results, Identified Deficiencies, Proposed Improvements

1. Horizon Year 2036 – No Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

2. Horizon Year 2036 - Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

Where are the recommendations for the required speed change lane on Cerrillos road mentioned previously in the report on page v-7 etc.?

VII. SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS, RECOMMENDATIONS

A. Existing Conditions

The intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has a failing level of service for the eastbound thru / right turn movement for the PM Peak Hour. The intersection of Jaguar Drive / South Meadows operates at marginal level of service but has no failures.

B. Implementation Year 2026 – No Build

For the Implementation Year 2026 – No Build condition, the intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has a failing level of service F for the eastbound Thru / Right turn leg of the intersection for AM and PM Peak Hours. The intersection of Jaguar Drive / South Meadows Road has failing movements for the eastbound thru and the westbound thru / right turn movements. All other movements meet NMDOT requirements Capacity reports are presented in Appendix E.

C. Implementation Year – Build 2026

For the Implementation Year 2026 – build condition, the intersection of Cerrillos Road / Jaguar Drive / Governor Miles Road has failing movement for the eastbound thru / right turn movements both in the AM and PM. The intersection of Jaguar Drive / South Meadows has failing movements for the eastbound thru and westbound thru / right turn movements.

D. Horizon Year 2036 – No Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

E. Horizon Year 2036 - Build

There is a failing movement on the eastbound thru / right movement in the PM. At Jaguar Road / South Meadows There are failures on the eastbound in the AM thru and on the westbound thru / right turn movement in the AM.

APPENDIX A
TRAFFIC COUNTS

APPENDIX B
PERTINENT DATA

APPENDIX C
EXISTING CONDITIONS CAPACITY CALCULATIONS

APPENDIX D
TRIP GENERATION CALCULATIONS

APPENDIX E
IMPLEMENTATION YEAR – 2015 CALCULATIONS

APPENDIX F
HORIZON YEAR – 2027 CALCULATIONS

Development Review Team (DRT) Comment Form

Date: 8-16-2024

DRT Member: Stan Holland

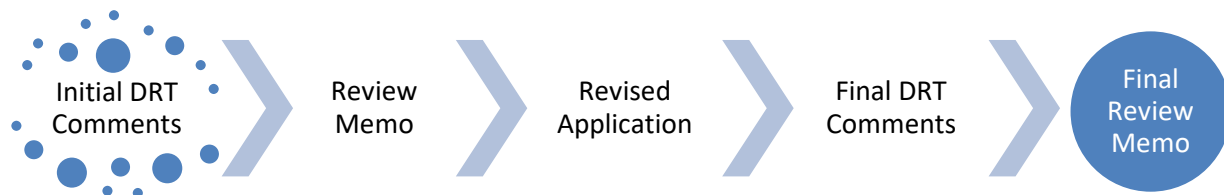
Dept/Div: Utilities/Wastewater

Case No.: 2024-June

Case Planner: Daniel Esquibel

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.

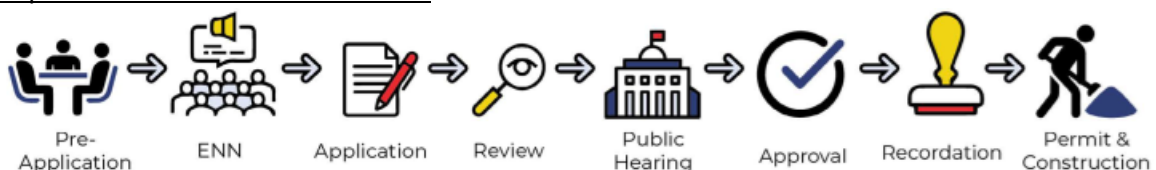


Timing of Conditions of Approval + Technical Corrections

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:

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

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:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. No landscape plantings shall occur within the public sanitary sewer easements and we would request that no trees be planted proximate to the easements. Roots are very destructive to gravity sewers. 2. The proposed Nissan building is shown up against the existing sanitary sewer easement at the rear of the building. The gravity sewer running within this easement is between 12' and 16' deep. If a repair of this sewer line requiring excavation was to occur, it is possible it could result in damage to the building. The City of Santa Fe will not be responsible for any damage incurred as a result of repair or maintenance activities on this public sewer line. 3. The WWMD prefers that the access road for the existing sanitary sewer be the same width as the easement or 20 feet. 4. Sheet C-100 shows a future trail fence crossing or entering the public sewer easement. A full width gate is required wherever a fence crosses a sewer easement. No fencing shall encroach within the easement as this limits access for maintenance. 5. Sheet C-300, Note 22 references Doug Flores. Luke Gray should be listed. His phone is 505-955-4626. 6. Sheet C-300, Note 26 requires low-pressure sewers to be "air or hydrostatically tested @ 120 psi". No air testing at high pressures is allowed. All low-pressure lines shall be hydrostatically tested only. 7. The Sheet Keynotes 18 in SheetC-100, the gravel road shall be 18 feet wide	Prior to Recordation	
8.		
9.		

10.		
11.		
12.		

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)