




Planning and Land Use Department Planning Commission Staff Report

Case Numbers	#2025-11028 #2025-11029 #2025-11030	
Hearing Date	November 6, 2025	
Agent	JenkinsGavin, Inc	
Applicant	Girls, Inc of Santa Fe	
Request	General Plan Amendment, Rezoning, Master Plan	
Location	2904 Rufina St, Santa Fe, NM 87507	
Case Manager	Alexa Hempel	
Current Zoning	Light Industrial (I-1), General Industrial (I-2), General Commercial (C-2)	
Overlay	Suburban Archeological Review District	
Pre-App Meeting	December 12, 2024	
ENN Meeting	July 23, 2025	
Proposal	Applicant requests approval of a General Plan Amendment to change the Future Land Use of a parcel, a Rezoning of a parcel from I-1 and I-2 to C-2, and a Master Plan for a youth center.	

Case #2025-11028: 2904 Rufina General Plan Amendment. JenkinsGavin, “Agent,” for Girls, Inc of Santa Fe, “Applicant,” asks the Planning Commission recommend the Governing Body approve a General Plan amendment changing the Future Land Use Map designation for Lot 3, comprising approximately 3.87-acres, located at 2904 Rufina St., from a dual mapped area of “Industrial” and “Business Park” to “Community Commercial.” (Alexa Hempel, Case Manager, anhempel@santafenm.gov)

Case #2025-11029: 2904 Rufina Rezoning. JenkinsGavin, “Agent,” for Girls, Inc of Santa Fe, “Applicant,” asks the Planning Commission to recommend that the Governing Body approve a rezoning, changing the Official Zoning Land Use Map designation for Lot 3 at 2904 Rufina St., comprising approximately 3.87-acres, from a dual mapped area of “Light Industrial” (I-1) and “General Industrial” (I-2) to “General Commercial” (C-2). (Alexa Hempel, Case Manager, anhempel@santafenm.gov)

Case #2025-11030: 2904 Rufina Master Plan. JenkinsGavin, “Agent,” for Girls, Inc of Santa Fe, “Applicant,” asks the Planning Commission to recommend the Governing Body approve a Master Plan of a proposed youth center at 2904 Rufina St on Lots 3 and 2A, 2-2, totaling approximately 4.27-acres. Lot 3 is approximately 3.87-acres, and Lot 2A, 2-2 is approximately 0.399-acres and is located adjacent to the southwest side of Lot 3. (Alexa Hempel, Case Manager, anhempel@santafenm.gov)

I. RECOMMENDATION

Staff recommends that the **Planning Commission recommend the Governing Body APPROVE** the following cases, subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of this report.

1. **Case #2025-11028:** 2904 Rufina Lot 3 General Plan Amendment
2. **Case #2025-11029:** 2904 Rufina Lot 3 Rezoning
3. **Case #2025-11030:** 2904 Rufina Lot 2A, 2-2 and Lot 3 Master Plan

Three motions will be required for this case:

1. **Recommend the Governing Body APPROVE or DENY** Case #2025-11028, “*2904 Rufina Lot 3 General Plan Amendment.*”
2. **Recommend the Governing Body APPROVE or DENY** Case #2025-11029, “*2904 Rufina Lot 3 Rezoning.*”
3. **Recommend the Governing Body APPROVE or DENY** Case #2025-11030, “*2904 Rufina Lot 2A, 2-2 and Lot 3 Master 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 2904 Rufina St, at the intersection of Rufina St and Rufina Circle, north of Cerrillos Rd and west of Siler Rd (the "Property"). The Property is the site of a former retail plant nursery and greenhouse and is comprised of two (2) lots, totaling approximately 4.27-acres. The first lot, described as "Lot 3" is 3.877-acres, dually zoned I-1, "Light Industrial," and I-2, "General Industrial." The second lot, described as "Lot 2A, 2-2" is 0.398-acres, zoned C-2, "General Commercial."

Lot 3 has two (2) General Plan Future Land Use Map (FLUM) designations, "Industrial" and "Business Park." The applicant requests a general plan amendment to designate the entirety of Lot 3 to "Community Commercial" on the FLUM ("General Plan Amendment"). This General Plan Amendment supports the Applicant's concurrent application to rezone Lot 3 from I-1 and I-2 to C-2, "General Commercial" ("Rezoning"). This Rezoning would create zoning uniformity between Lots 3 and 2A, 2-2.

Collectively on the two (2) lots, Girls, Inc of Santa Fe (GISF), acting through its agent, JenkinsGavin (the "Applicant") proposes a master plan for a youth center. GISF is a non-profit corporation based at 310 Hillside Ave that provides educational, recreational, and mentorship activities to school-age children in Santa Fe. The proposed master plan ("Master Plan") of Lots 3 and 2A, 2-2 includes a 55,478 sq ft youth center including classrooms, a gymnasium, a gathering space, an entrepreneurship training center, a caretakers residence, and administrative offices. The Master Plan also designates 2.7-acres of the lot for open space, including areas for recreational activities, gardens, shade and fruit trees, a greenhouse, chicken coop, pavilion, and pathways. If the Master Plan is approved, the Applicant would be required to submit a Development Plan that provides further details for the youth center development, which would be reviewed and approved/denied by the Planning Commission.

The Applicant has complied with Subsections SFCC 14-3.1(E) "*Pre-Application Conferences*", SFCC 14-3.1(F) "*Early Neighborhood Notification Procedures*," and SFCC 14-3.1(H) "*Notice Requirements*."

Staff's analysis finds that the Applicant has addressed the necessary "*Approval Criteria*" per Subsections SFCC 14-3.2(E), SFCC 14-3.5(C), and SFCC 14-3.9(D) and **recommends that the Planning Commission recommend approval of all three (3) cases to the Governing Body**, with the Master Plan being subject to the "*Conditions of Approval*" & "*Technical Corrections*" identified in in Attachment A.

III. PROJECT ANALYSIS: GENERAL PLAN AMENDMENT & REZONING

Project Overview

The 1999 General Plan is a comprehensive, long-term plan for physical development and conservation in Santa Fe. It was intended to be a living document subject to amendments over time. The General Plan established the Future Land Use for parcels in the City in alignment with the themes of the plan. The two (2) parcels owned by GISF are designated “Industrial” and “Business Park” on the Future Land Use Map (FLUM).

Lot 3 is currently zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2A, 2-2 is currently zoned General Commercial (C-2). See future land use and current zoning maps in Figures 1 and 2.



Figure 1: Future Land Use. Gray is Industrial, Purple is Business Park, Red is Community Commercial.



Figure 2: Current Zoning. Gray is I-2, Light Purple is I-1, Red is C-2.

The Applicant requests to rezone Lot 3, 3.877-acres, from I-1 and I-2 to C-2 to create zoning uniformity with Lot 2A, 2-2 which is currently zoned C-2. This uniformity is needed for their project because the use proposed in the Master Plan, a youth center, is permitted in C-2 zoning, but not in I-1 or I-2 zoning (See table 1).

CATEGORY	RR	R-1	R-7	R-7	RC-5	R-10	MHP	RAC	AC**	C-1	C-2	C-4	HZ	BCD	I-1	I-2
Community Centers and Institutions																
Neighborhood and community centers, including youth and senior centers	S	S	S		S	S		S		P	P	P	P	P		

Table 1: SFCC Table 14-6.1-1, Table of Permitted Uses. “S” indicates Special Use Permit, “P” indicates Permitted, and a blank cell indicates Prohibited.

Due to the rezoning of Lot 3 going from Industrial to Commercial, the General Plan Amendment is first required because the Code requires that any rezoning be consistent with the General Plan, per SFCC 14-3.2(B)(2)(b):

“The general plan must first be amended before: approval of a change in zoning district designation that is inconsistent with the land use classification shown on the general plan’s future land use map.”

In compliance with this requirement, the applicant requests that the Future Land Use of Lot 3 be changed to “Community Commercial” to match the C-2 Rezoning request. A general plan amendment is not required for Lot 2A, 2-2 because a rezoning is not proposed for that parcel. See the General Plan Future Land Use definitions for Industrial, Business Park, and Community Commercial in Table 2.

Future Land Use Classification	General Plan Definition
Industrial	This classification provides and protects industrial lands for the full range of manufacturing, agricultural and industrial processing, general service, and distribution uses. Unrelated retail and commercial uses that could be more appropriately located elsewhere in the city would not be permitted. Performance standards in the Zoning Ordinance will minimize potential environmental impacts.
Business Park	<p>Business Parks shall provide areas appropriate for moderate- to low-intensity industrial and business park uses capable of being located next to commercial and residential areas with minimum buffering. Allowable uses include research and development related uses, light manufacturing, wholesaling, distribution and storage, retailing and small-scale restaurants as a related use only, and offices in a master planned landscaped setting. No raw materials processing or bulk handling would be allowed.</p> <p>The Business Park designation on the Future Land Use Map of the General Plan is intended to encompass the 11, Light Industrial District, and the IP, Industrial Park District, existing zoning categories. It is recommended that both districts be re-examined for allowable uses and appropriate standards. It is further recommended that the IP zoning district be restructured with a stronger emphasis on research and development, offices, and related uses, to be developed in a master planned landscaped setting, and that the district name be modified to Business and Industrial Park in order to reflect these changes.</p> <p>For new development and for rezonings within the Business Park designation, the appropriateness of 1 versus BIP (IP) is determined by the nature of adjacent land uses. Where an area designated Business Park on the Future Land Use map is adjacent to non-residential zoning, an existing non-residential use, or non-residential Future Land Use, then that area may be considered for 11 zoning. Where an area designated Business Park on the Future Land Use map is adjacent to residential zoning, an existing residential use, or residential Future Land Use, then that area may be considered for IP (BIP) zoning.</p>
Community Commercial	This classification provides sites for retail shopping areas, focus on a plaza, containing a wide variety of businesses, including retail stores; eating and drinking establishments; commercial recreation; service stations; automobile sales and repair services; financial, business, and personal services; and educational and social services.

Table 2: General Plan Future Land Use Classification Definitions

Figures 3 and 4 below demonstrate what the future land use and zoning of the property would look like if the Rezoning and General Plan Amendment are approved for Lot 3.



Figure 3: Future Land Use after General Plan Amendment. Gray is Industrial, Purple is Business Park, Red is Community Commercial.

Figure 4: Zoning after Rezoning. Red is C-2, Gray is I-2.

Review and Recommendation

Staff reviews General Plan Amendment and Rezoning applications for compliance with associated approval criteria (see SFCC 14-3.2(E) and 14-3.5(C)) and make recommendations to Planning Commission based on this compliance. Following a hearing, the Planning Commission makes a recommendation to Governing Body, who shall take final action to approve or deny cases. Conditions of Approval and Technical Corrections shall not be imposed on general plan amendments or rezonings.

IV. PROJECT ANALYSIS: MASTER PLAN

Project Description

The Applicant’s plan for the Property includes constructing a 55,478 square foot GISF youth center building including classrooms, gathering spaces, a gymnasium, and administrative offices (the “Project”). The Project also includes a separate teen enterprise space and caretaker’s residence. Outside, the space will house gardens, forested areas, a play field, greenhouse, chicken coop, pavilion, and connected pathways on 2.7-acres of the site. The main building is situated on the southeast corner of the property and parking is proposed off two (2) entrances along Rufina Circle.

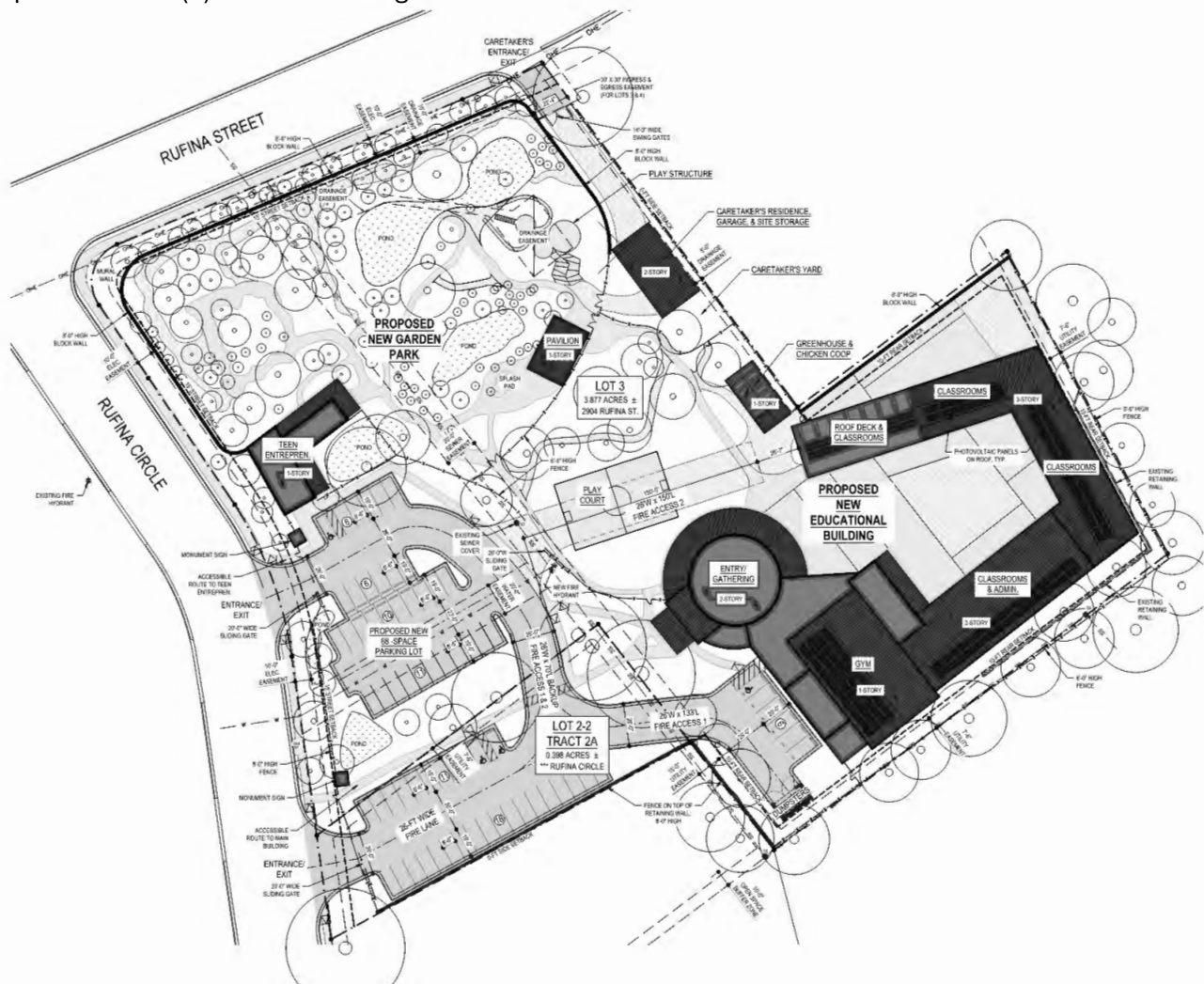


Figure 5: Proposed Site Master Plan. See full site plans in Attachment C-6.

Project Zoning

The Property is split between two (2) parcels. Lot 2A, 2-2 is currently zoned General Commercial (C-2) while Lot 3 is currently zoned Light Industrial (I-1) and General Industrial (I-2). This Project includes a rezoning request to change Lot 3 to C-2 to create uniformity between both parcels. This change will allow for the proposed youth center use. The Applicant has a Condition of Approval to either consolidate the two lots or ensure appropriate easements are in place in perpetuity at the time of Development Plan for this project.

For more information on the Rezoning request and General Plan Amendment, reference Section III of this Staff Report, *supra*.

In accordance with the rezoning request, the Project will meet all dimensional standards for C-2 zoning shown in Table 3.

Requirement	C-2	Proposed
Height	45 feet maximum	45 feet
Lot Coverage	60% maximum	24%
Open Space	25% non-residential and mixed use 0.25 x 186,291 sq ft = 46,555 sq ft	118,563 sq ft (63.7%)
Setbacks	Street: 15 feet Rear: 10 feet Side: 0 feet	Street: 15 feet + Rear: 10 feet + Side: 0 feet +

Table 3: C-2 Dimensional Standards

Surrounding Zoning and Land Use

The GISF site is outlined in yellow in Figure 6. Surrounding zoning includes primarily General Industrial (I-2) (Gray), with some areas of Light Industrial (I-1) (Purple) and General Commercial (C-2) (Red). The uses adjacent to the east of the Property include a variety of appliance, repair, and welding shops. South of the property are hotels along Cerrillos Rd and an auto repair shop along Rufina Circle. West of the property are mixed office buildings, and north is a bottling warehouse.

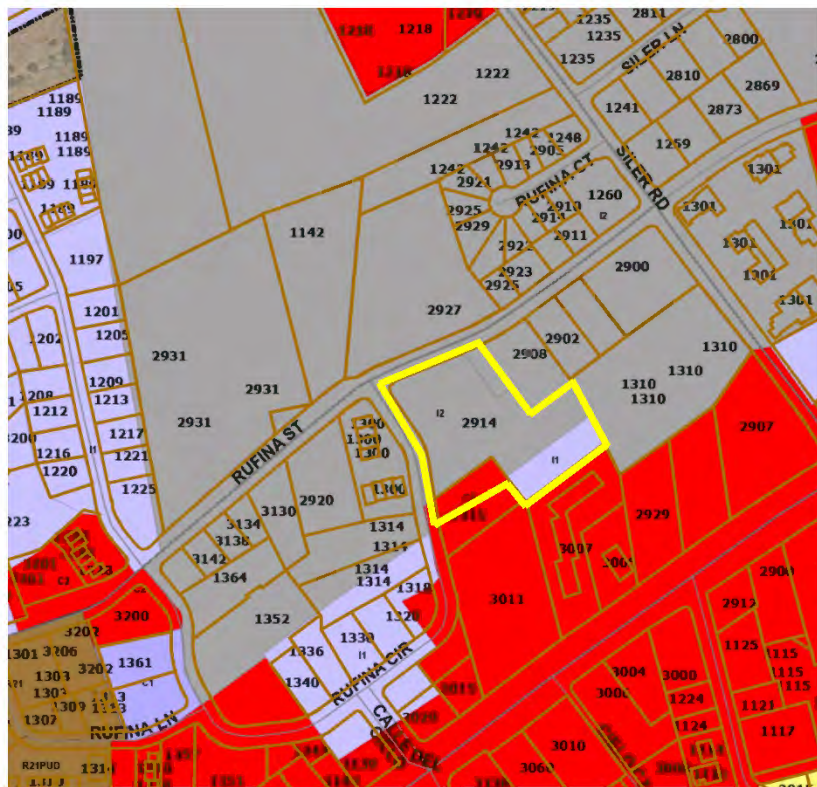


Figure 6: Surrounding zoning. 2904 Rufina outlined in yellow.

Existing Conditions and Terrain Management



The Property was previously used as a plant nursery but is currently vacant except for a few remaining greenhouses in the southeast of the Property (see Figure 7). The site slopes from southeast to northwest, with an overall grade change of approximately thirty-two (32) feet. There are no floodplains on the site and the Project includes passive storm water harvesting systems.

Figure 7: Oblique view of existing conditions. Yellow border approximates property boundaries.

In the past this area of town served as the industrial center for the community. Over time, many of the heavy industrial uses have moved from this area as it has urbanized in response to demand for more flex office, warehousing, and other commercial uses due to the site's proximity to Cerrillos Road and adjacency to properties in the General Commercial (C-2) zone district.

The applicant included a preliminary landscaping plan (Attachment C-6) that identifies the preservation of as many existing trees as feasible. The Applicant plans to incorporate landscaping into stormwater harvesting systems and included the planting of new trees on site and along adjacent streets.

Conditions of Approval and Technical Corrections for terrain management and landscaping can be found in Attachment A.

Traffic, Access, and Parking

The Project proposes the main entrances to the site be via two (2) driveways along Rufina Circle. A third access will exist along Rufina St to serve the caretakers residence.

A Traffic Impact Analysis (TIA) was completed by Bohannon Huston, Inc for this Project. In the 2038 Build scenario, the Rufina Street and Rufina Circle (east) intersection and two (2) new access driveways onto the property will operate acceptably. To mitigate the overall traffic impacts of this development, the TIA made the following recommendations:

- *Installation of a southbound left turn lane into the property off Rufina Circle,*
- *Installation of an eastbound right turn lane at the intersection of Rufina St and Siler Rd,*
- *Installation of a westbound left turn lane at Rufina Circle and Calle de Cielo,*

- Median modifications to the Cerrillos Rd and Calle de Cielo intersection,
- Restriping at the intersections of Rufina St and Rufina Cir E and Rufina St and Rufina Cir W,
- All designs for street improvements shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.

The applicant has conditions of approval from the Traffic Division to address at the time of Development Plan for this site (Attachment A). To view the TIA, see Attachment C-5.

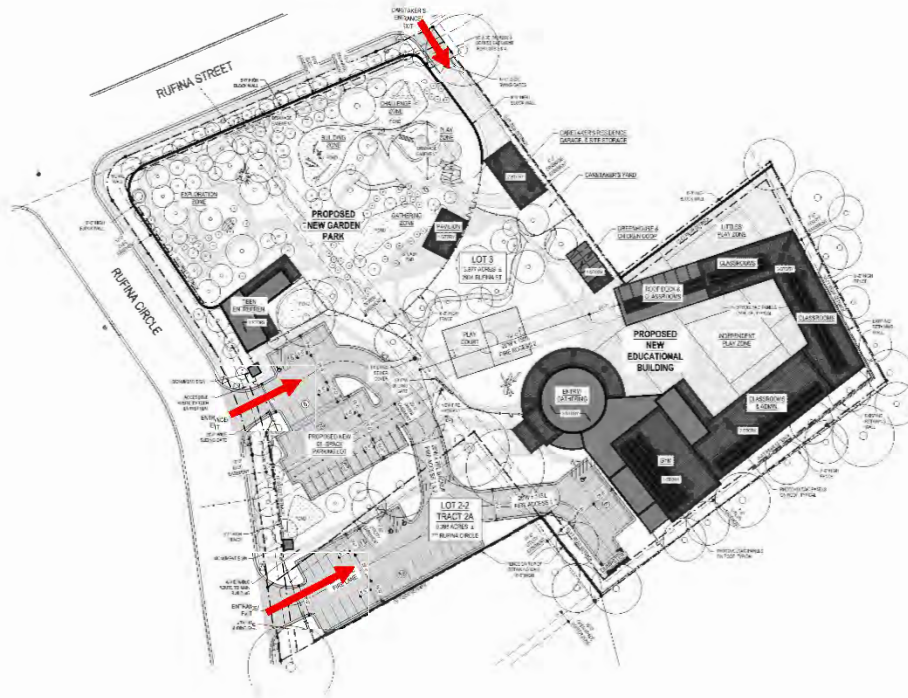


Figure 8: Red arrows showing site access. For more details view the TIA and Master Plan in Attachments C-5 and C-6.

The Master Plan proposes dedicated pickup and drop-off areas for students along the eastern edge of the parking area. To limit access and enhance safety of students, a mix of 8-foot-tall block walls, fences, and retaining walls with fences on top are proposed along the exterior of the property. Within the property, areas of 6-foot-tall fences are proposed to separate various spaces.

SFCC Table 14-8.6-1 does not define parking requirements for a youth center use. The applicant approximated a parking demand of 68 spaces, broken down in Table 4. To confirm the parking requirements for this development, a parking analysis will be required at time of Development Plan.

Parking Demand	Estimated Required Spaces
Peak Daily Staff Demand	42 spaces
Facility Vehicles	5 spaces
Guests/Overflow	21 spaces
Total Estimated Required Spaces	68 spaces
Total Parking Provided (Inc. 4 ADA)	68 spaces

Table 4: Estimated Parking Needs

Utilities

Water: There are existing 6-inch water mains along Rufina St and Rufina Circle. This property is serviced via a 2-inch water service line off Rufina Cir. The existing 5/8-inch water meter on the property is to be replaced by a double 1-inch meter. Additionally, a 6-inch public fire line will be connected off Rufina Cir into a new fire hydrant on the Property. The applicant has submitted a preliminary water budget and water plan with the City, subject to the Conditions of Approval from the City’s Water Division in Attachment A.

Existing Girls Inc. Hillside Facility - Average Annual Water Consumption	101,570	GPY
Existing Facility: Hillside Drive (GFA)	4,886	SF
Existing Facility Annual Usage:	20.8	Gal/SF
Proposed Facility: Rufina Street (GFA) =	55,478	Square Feet
Projected Annual Water Usage (20.8 Gal/SF) =	1,153,275	GPY
	3.54	AFY
Landscape Irrigation =	TBD	GPY
	TBD	AFY
Water Budget Subtotal =	3.54	AFY
Existing Rufina Water Usage Credit =	5.27	AFY
Per SFCC §14-8.13(B)(3)		
DEVELOPMENT WATER BUDGET =	(1.73)	AFY
9.8% Contingency per SFCC §14-8.13(E)(1)=	(0.17)	AFY
TOTAL WATER DEMAND OFFSET =	(1.90)	AFY

Figure 9: Preliminary Water Budget

Sewer: The Property is served by an existing 8-inch public sewer line that cuts north-south through the property via a 10-foot utility easement. The Applicant proposes installing a service connection to the main building and a 4-inch service line for the other structures. The City’s Wastewater Division has Conditions of Approval the applicant must satisfy Prior to Recordation of a future Development Plan for this Property (Attachment A).

Fire Prevention and Emergency Access

Fire and emergency access requirements will be satisfied by the project’s compliance with the International Fire Code 2021. All structures within the proposed development plan include fire alarm systems and sprinklers. The site access road is capable of supporting the load of a 75,000 lb fire apparatus and provides two remote exits. Two (2) fire hydrants (1 existing, 1 new) will serve the site.

Archaeology

The Project is within the Suburban Archaeological Review District, and will require archaeological clearance if the installation of subsurface utility lines will exceed 550-linear feet including water, gas, electric, power, sewer, etc (this may change to 200 linear feet with the adoption of the Land Development Code update).

Architecture, Lighting, and Signage

The Project does not include descriptions of the proposed architecture or elevations. Should the Master Plan be approved, the Applicant will be required to submit architectural drawings and descriptions detailing compliance with SFCC 14-8.7 at the time of Development Plan.

An outdoor lighting plan was not included with the Master Plan either, but the Applicant has a Condition of Approval to do so in compliance with SFCC 14-8.9(C), "*Outdoor Lighting*," Prior to Recordation of a Development Plan for this site (Attachment A).

Signage was not included in the Master Plan but is reviewed during the Building Permitting process – after the Master Plan and future Development Plan.

Review and Recommendation

Staff reviews Master Plan applications for compliance with associated approval criteria (see SFCC 14-3.9(D)) and completeness of submission requirements (see SFCC 14-3.9(C)). Based on this, Staff makes a recommendation to Planning Commission who then makes a recommendation to Governing Body. Governing Body takes final action to approve or deny Master Plan cases subject to Conditions of Approval and Technical Corrections.

V. GENERAL PLAN AMENDMENT APPROVAL CRITERIA SECTION SFCC 14-3.2(E)(1)

SFCC Section 14-3.2 governs the authority, procedures, and restrictions for amendments to the general plan. Prior to recommending approval of an amendment to the general plan, the Planning Commission must make certain findings based off the approval criteria. The Criteria for approval of General Plan Amendment are detailed below:

<p>14-3.2(E)(1)(a): Consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>Economic development goals are upheld by the provision of quality childcare programs that support working parents. The 2004 report, Cultivating Santa Fe’s Future Economy, by Angelou Economics, recognizes the important role of quality of life in economic development. In Strategy Four: Economic Development, the report states, “The most successful economic development regions in the U.S. also contain very high quality-of-life amenities. Quality of life encompasses many attributes, including healthcare, safety, parks and recreation, arts and culture, and environmental cleanliness. A quality environment plays a large part in the choice of young, skilled professionals in deciding where to locate. It also plays a significant role in retaining good citizens.” The GISF program is a quality-of-life amenity serving the Santa Fe community and young families, enhancing the attractiveness of Santa Fe for existing residents and newcomers, alike. In addition, GISF will employ approximately 45 staff persons. The new facility will serve the growing southwest part of town, home to a majority of Santa Fe’s families. Lastly, the site has existing access via two public rights-of-way and is currently served by public utility infrastructure.</i></p>	
<p>Staff Response: Staff concurs that the proposed amendment is consistent with Santa Fe's growth management and economic development goals as outlined in the General Plan, Angelou Report, and the 2008 Economic Development Strategy. The amendment supports the City's efforts to direct growth toward areas with existing infrastructure and services and encourages balanced economic development. Overall, the proposal aligns with the General Plan’s vision for sustainable coordinated urban growth and is consistent with Criterion 1.</p>	

<p>14-3.2(E)(1)(b): Consistency with other parts of the general plan;</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>This General Plan Amendment conforms to the following General Plan Themes and Policies:</i></p> <p>Themes <i>1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer</i></p>	

programming and enrichment for school age girls throughout Santa Fe.

1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe’s families, and educational equity that supports economic opportunities for local youth.

1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city’s vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood. Current zoning comprises Parcel #99309296. Lot 3, totaling 3.87 acres, is zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2, comprising 0.978 acres, is zoned C-2 (General Commercial).

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community’s quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

Staff Response:

Staff finds that reclassifying Lot 3 as ‘Community Commercial’ is consistent with the General Plan Themes and Policies listed by the Applicant. The reclassification will allow for a youth center that promotes quality of life for Santa Fe residents and economic diversity for the Siler-Rufina area. Additionally, this project will provide infill development consistent with General Plan Themes and Policies.

<p>14-3.2(E)(1)(c): The amendment does not:</p> <ul style="list-style-type: none">(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response:</p> <p><i>(i) The proposed youth center is consistent with the character of the diverse Siler-Rufina neighborhood, which is home to several non-profit community organizations, including The Food Depot, Kitchen Angels, and Homewise.</i></p> <p><i>(ii) The subject parcel comprises 3.87 acres. Nevertheless, the property is adjacent to the Community Commercial designation along its south boundary.</i></p> <p><i>(iii) Contrary to harming surrounding landowners or the general public, this General Plan Amendment, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service organization that mentors school-age girls with dynamic after school and summer programs.</i></p>	
<p>Staff Response:</p> <p>(i) The Siler-Rufina neighborhood is home to a mix of industrial, commercial, and non-profit organizations. Reclassifying Lot 3 will allow for continued infill development consistent with the character of this area. This reclassification will also create consistency with lots south of this property that are currently classified ‘Community Commercial.’</p> <p>(ii) Staff finds that the subject parcel is 3.87-acres, exceeding the required 2-acres.</p> <p>(iii) The General Plan Amendment to reclassify the lot to “Community Commercial” will create the ability to rezone the lot to “General Commercial,” which allows for a variety of uses that have potential to serve the community at large, including the proposed youth center in the Master Plan. Reclassifying this lot can also encourage the redevelopment of the infill site, stated as a priority in the General Plan under policy 3-G-3.</p>	

14-3.2(E)(1)(d): An amendment is not required to conform with Subsection 14-3.2(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;	Criterion Met: (Yes/No) YES
Applicant Response: <i>This General Plan Amendment promotes the general welfare, because it will enable the construction of a new GISF youth center, offering after school and summer programs for school-age girls and much-needed support for working parents.</i>	
Staff Response: The proposed amendment conforms to the requirements of 14-3.2(E)(1)(c), while also promoting general welfare by allowing for the proposed Master Plan use of a youth center, offering quality care to school aged children and accelerating infill development of this site.	

14-3.2(E)(1)(e): Compliance with extraterritorial zoning ordinances and extraterritorial plans;	Criterion Met: (Yes/No) YES
Applicant Response: N/A	
Staff Response: N/A	

14-3.2(E)(1)(f): Contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development;	Criterion Met: (Yes/No) YES
Applicant Response: <i>Redevelopment of this infill site provides for efficient and economic development, leveraging existing infrastructure, and supporting the harmonious development of Santa Fe. This request not only supports the general welfare of the community by providing Santa Fe families with a safe and reliable place to send their children but is the sole motivation for this effort.</i>	
Staff Response: Staff agrees with the applicant and finds that reclassifying Lot 3 to ‘Community Commercial’ supports harmonious infill development that is efficient and consistent with properties in the vicinity which have been rezoned from industrial to commercial and subsequently redeveloped (Ord. #2016-44, #2022-4).	

14-3.2(E)(1)(g): Consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	Criterion Met: (Yes/No) YES
Applicant Response: <i>The City of Santa Fe Land Use and Urban Design Plan recognizes the Siler Neighborhood as a Mixed-Use Corridor, stating, “Development and redevelopment along these corridors should be encouraged to</i>	

provide greater density of commercial uses...”. Furthermore, the Plan encourages the re–use of blighted or failing buildings and businesses. The redevelopment of a former, dilapidated nursery on an infill site in the Siler Neighborhood thoroughly aligns with these objectives. Furthermore, the City of Santa Fe Economic Development Department branded the subject neighborhood as the Siler-Rufina Nexus in a recent report issued to spur investment in the City’s Opportunity Zones. In keeping with this effort, the proposed GISF facility is a significant investment in the neighborhood, increasing job opportunities and redeveloping a deteriorated site.

Staff Response:

Staff agrees with the Applicant’s response while additionally acknowledging the previous references to the City’s General Plan policies. The proposed change does not conflict with existing city ordinances or regulations and the applicant’s Master Plan and future development plan of the site will conform with the City of Santa Fe’s Land Use Code and Policies.

VI. REZONING APPROVAL CRITERIA SECTION SFCC 14-3.5(C)

SFCC Section 14-3.5 governs the authority, procedures, and restrictions for Rezoning. Prior to recommending approval of a Rezoning, the Planning Commission must make certain findings based off the approval criteria. The Criteria for approval of Rezoning’s are detailed below:

<p>14-3.5(C)(1)(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:</p> <p>(a) one or more of the following conditions exist:</p> <p>(i) there was a mistake in the original zoning;</p> <p>(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</p> <p>(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response:</p> <p>(i) N/A</p> <p>(ii) <i>This area has evolved over the years into a diverse, mixed-use neighborhood of recreational uses, non-profit institutions, a mix of housing types, and various commercial enterprises. The rezone will support the construction of the proposed GISF facility, which aligns well with this current pattern of development.</i></p> <p>(iii) <i>Rezoning the property to C-2 is more advantageous to the community. A vacant site falling into disrepair creates no community benefit. Redevelopment of this infill site vitalizes the neighborhood and supports the provision of critical community services. Furthermore, the rezone request aligns with the Themes and Policies of the General Plan, as summarized below:</i></p> <p>Themes</p> <p><i>1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.</i></p> <p><i>1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe’s families, and educational equity that supports economic opportunities for local youth.</i></p> <p><i>1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.</i></p>	

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city’s vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood. Current zoning comprises Parcel #99309296. Lot 3, totaling 3.87 acres, is zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2, comprising 0.978 acres, is zoned C-2 (General Commercial).

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community’s quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

Staff Response:

- (i) Staff did not find a mistake in the original zoning.
- (ii) In recent years, the Siler-Rufina area has seen increasing multifamily residential developments and rezonings from industrial to commercial that have changed the character of the area (Ord. #2016-44, #2022-4). Commercial establishments and non-profit institutions have also come to occupy many industrial spaces surrounding the property. Staff recognizes a change in the character of the area.
- (iii) Staff finds the rezoning of this parcel to “General Commercial” to be more advantageous than the currently vacant industrial site. This change encourages redevelopment of the infill site, and the

associated Master Plan proposes a quality-of-life amenity to the community, supported by the General Plan.

<p>14-3.5(C)(1)(b): All the rezoning requirements of Chapter 14 have been met.</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>All the rezoning requirements of Chapter 14 have been met. A Pre-Application Conference was conducted with the Development Review Team on December 12, 2024, and the Early Neighborhood Notification Meeting was held on July 23, 2025.</i></p>	
<p>Staff Response: Staff finds that the rezoning requirements of Chapter 14 have been met, including SFCC 14-3.1 “Applicable General Provisions,” and SFCC 14-3.5 “Rezoning.” This rezoning application has also been reviewed by the Development review Team (DRT) for compliance with Chapter 14.</p>	

<p>14-3.5(C)(1)(c): The rezoning is consistent with the applicable policies of the general plan, including the future land use map.</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>A Request to amend the General Plan Future Land Use Map to Community Commercial accompanies this rezone application, which aligns with the requested C-2 zoning. Furthermore, the project conforms to the General Plan as outlined below:</i></p> <p>Themes</p> <p><i><u>1.7.2 Quality of Life.</u> GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.</i></p> <p><i><u>1.7.4 Economic Diversity.</u> GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe’s families, and educational equity that supports economic opportunities for local youth.</i></p> <p><i><u>1.7.5 Sustainable Growth.</u> The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.</i></p> <p><i><u>1.7.9 Urban Form.</u> The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city’s vision of creating a more sustainable urban environment.</i></p> <p><i><u>1.7.11 Community-Oriented Development.</u> As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the</i></p>	

community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood. Current zoning comprises Parcel #99309296. Lot 3, totaling 3.87 acres, is zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2, comprising 0.978 acres, is zoned C-2 (General Commercial).

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community’s quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

Staff Response:

The rezoning alone does not align with the Future Land Use designation of this parcel which currently includes “Industrial” and “Business Park.” However, the applicant is requesting a General Plan Amendment to designate the Future Land Use of this parcel “Community Commercial,” which would align with the rezoning and proposed Master Plan use of a youth center. The project aligns with other themes and policies of the General Plan including but not limited to quality of life, sustainable growth, urban form, and community-oriented development.

14-3.5(C)(1)(d):

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

Criterion Met:

(Yes/No)

YES

Applicant Response:

General Plan Figure 4-4, Urban Sub-Areas, designates the 3.87-acre 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 project is in alignment with

these strategic directives and is responsive to community needs for public 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:

SFCC Section 14-3.5(C)(2)(b) prohibits a rezoning if the rezoning will “affect an area of less than two acres.” This Parcel is 3.87-acres and therefore exceeds the required 2-acres.

The Project meets city policies regarding the provision of urban land sufficient to meet the amount, rate, and geographic location of growth of the city. The Project is located within an infill area and proposes to meet the needs of the community while being served by sufficient infrastructure.

14-3.5(C)(1)(e):

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

Criterion Met:

(Yes/No)

YES

Applicant Response:

The subject property is served by existing roadways and public water and sewer infrastructure. Since the program includes the development of over 2.7 acres of outdoor recreational space, the GISF facility will not affect the capacity of area parks.

Staff Response:

Staff from the relevant City departments, including water, wastewater, and traffic engineering have reviewed the zoning criteria as it relates to the Master Plan and determined that the property is sufficiently served by infrastructure so long as the Applicant meets the Conditions of Approval and Technical Corrections identified in Attachment A of this report.

14-3.5(C)(2)(a):

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:

Criterion Met:

(Yes/No)

YES

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 youth center is consistent with the character of the diverse Siler-Rufina neighborhood, which is home to several non-profit community organizations, including The Food Depot, Kitchen Angels, and Homewise.

Staff Response:

The Applicant stated in response to (1)(a)(iii) the General Plan Themes and Policies that this project aligns with. Staff finds that this use fits the surrounding Siler neighborhood which is currently a mix of industrial, commercial, and multi-family dwellings.

14-3.5(C)(2)(b): Affect an area of less than two acres, unless adjusting boundaries between districts; or	Criterion Met: (Yes/No) YES
Applicant Response: <i>The subject parcel is 3.87 acres.</i>	
Staff Response: The subject parcel is 3.87-acres, therefore exceeding the required 2-acres for a rezoning.	

14-3.5(C)(2)(c): Benefit one or a few landowners at the expense of the surrounding landowners or general public.	Criterion Met: (Yes/No) YES
Applicant Response: <i>Contrary to harming surrounding landowners or the general public, this rezone, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service organization that mentors school-age girls with dynamic after school and summer programs.</i>	
Staff Response: The C-2 Zoning for Lot 3 is consistent with the existing land use patterns in adjacent areas south of the parcel. This alignment indicates that the rezoning does not disproportionately benefit a select few at the expense of the wider community. Furthermore, the Master Plan of a youth center for this site is anticipated to bring broader economic benefits, such as increased employment and expanded services, which would serve the general public interest.	

SFCC 14-3.5(D): Additional Applicant Requirements

14-3.5(D)(1): If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;	Criterion Met: (Yes/No) YES
Applicant Response: <i>The property is currently served by existing public roadway and utility infrastructure. The Applicant is prepared to construct any necessary infrastructure upgrades at the time of property development, and these improvements will be documented in the approved development plans.</i>	
Staff Response: The Traffic Impact Analysis (TIA) submitted by the Applicant identified the need for various streets improvements to the area surrounding the proposed development due to the increased traffic volume a youth center will cause. The Applicant understands these infrastructure improvements and acknowledges that the City may require the developer to construct necessary infrastructure improvements.	

<p>14-3.5(D)(2): If the proposed rezoning creates a need for additional streets , sidewalks or curbs necessitated by and attributable to the new development , the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>The Traffic Impact Analysis identifies the need for a southbound left-turn lane on Rufina Circle serving the north access drive. No other off-site improvements are warranted. The developer is aware that required upgrades by the City of Santa Fe will be at the expense of the developer.</i></p>	
<p>Staff Response: Additional streets, sidewalks, and curb improvements shall be determined when the Applicant submits a Development Plan for this site. The Applicant acknowledges this criterion.</p>	

VII. MASTER PLAN APPROVAL CRITERIA SECTION SFCC 14-3.9(D)(1)

SFCC Section 14-3.9 governs the authority, procedures, and restrictions for Master Plans. Prior to recommending approval of a Master Plan, the Planning Commission must make certain findings based off the approval criteria. Per SFCC 14-3.9(D)(2), approval of the Master Plan may specify conditions of approval that are necessary to ensure compliance with the provisions of Chapter 14 and implement the policies of the general plan, including:

- (a) requirements for construction and funding of private or public infrastructure, including utilities, municipal buildings, roads, parks and trails;
- (b) provisions for the use and protection of areas of special hazards or environmental sensitivity;
- (c) modifications to the proposed plan, including changes to the boundaries of land use tracts, patterns of land uses, infrastructure plans, phasing plans and special development standards and guidelines.

The Criteria for approval of Master Plans are detailed below:

<p>14-3.9(D)(1)(a): The master plan is consistent with the general plan</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>The proposed Master Plan aligns with various Themes and Polices in the General Plan, as summarized below.</i></p> <p>Themes</p> <p><i>1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.</i></p> <p><i>1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe’s families, and educational equity that supports economic opportunities for local youth.</i></p> <p><i>1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.</i></p> <p><i>1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city’s vision of creating a more sustainable urban environment.</i></p> <p><i>1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the</i></p>	

community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood. Current zoning comprises Parcel #99309296. Lot 3, totaling 3.87 acres, is zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2, comprising 0.978 acres, is zoned C-2 (General Commercial).

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community’s quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

Staff Response:

The Master Plan is consistent with the General Plan themes and policies listed by the applicant, including quality of life, economic diversity, sustainable growth, urban Form, community oriented development, and mixed use. The proposed use is currently not supported on the Future Land Use Map, but would be if the General Plan Amendment to change Lot 3 to “Community Commercial” is approved.

14-3.9(D)(1)(b):

The master plan is consistent with the purpose and intent of the zoning districts that apply to, or will apply to, the master plan area, and with the applicable use regulations and development standards of those districts;

Criterion Met:

(Yes/No)

YES

Applicant Response:

The C-2 zoning district is a robust mixed-use zoning category that supports both commercial uses and residential development at higher densities. The proposed GISF youth center is a permissible use in the C-2 district and an appropriate commercial development in the Siler-Rufina neighborhood. Furthermore, the Master Plan demonstrates compliance with C-2 development standards with respect to height, lot coverage, open space, terrain management, and landscaping.

Staff Response:

The Master Plan is consistent with the purpose and intent of the proposed C-2 zoning district and has been conditioned to meet specific design criteria that shall apply when a Development Plan application is

submitted. The Master Plan conforms with dimensional standards for C-2 zoning including height, lot coverage, setbacks, and lot size.

<p>14-3.9(D)(1)(c): Development of the master plan area will contribute to the coordinated and efficient development of the community; and</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>The Master Plan includes provisions for pedestrian and vehicular connectivity to the surrounding area, as called for in the General Plan. In addition, the subject property makes efficient use of existing infrastructure as an infill site – a value repeatedly emphasized in the General Plan.</i></p>	
<p>Staff Response: The Master Plan proposes efficient use of an infill parcel within the diverse Siler-Rufina area, utilizing existing infrastructure and improving connectivity. This use is an asset to the general welfare of the community as it will allow a quality-of-life amenity to be in a more accessible location for the growing Santa Fe community.</p>	

<p>14-3.9(D)(1)(d): 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 planned development.</p>	<p>Criterion Met: (Yes/No) YES</p>
<p>Applicant Response: <i>The existing roadway and utility infrastructure are adequate to serve the project. The Traffic Impact Analysis (TIA) demonstrates that the roadway network has the capacity for the proposed development, with the inclusion of a new left-turn lane serving the north access drive on Rufina Circle.</i></p>	
<p>Staff Response: The proposed infrastructure has been reviewed based on the regulations established in Chapter 14 by Land Use Staff and the Development Review Team (DRT) encompassing fire, water, wastewater, public works, terrain management, traffic, and landscaping. Existing and proposed infrastructure can accommodate the development of this site as proposed, with street modifications as described in the Applicant’s Traffic Impact Analysis. Individual DRT comments can be found in Attachment A of this report.</p>	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

The Applicant conducted an Early Neighborhood Notification (ENN) meeting on July 23, 2025. Members of the Applicant’s team, City Staff, and a local news reporter were in attendance. The Applicant team presented an overview of the Project and did not receive any questions or comments. Meeting notes from the Early Neighborhood Notification meeting can be found in Attachment C-4.

IX. EXPIRATION

SFCC Section 14-3.19 sets expiration, extension, and amendment criteria for certain development approvals. Both General Plan Amendments and Rezonings are not included in this section and are therefore not associated with any expirations. Master Plans, however, are subject to SFCC 14-3.19(B)(1) which states:

“Approval of a master plan shall expire five years after all applicable appeal periods, and any appeals of the final action approving it unless:

- (a) approval is granted for a development plan or subdivision plat within the master plan boundaries; or*
- (b) actual development of the site or off-site improvements is begun and is continued pursuant to Subsection 14-3.19(B)(6).”*

X. ATTACHMENTS

ATTACHMENT A: Conditions of Approval & Technical Corrections

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

ATTACHMENT B: Maps & Photos

- 1. Aerial View
- 2. Existing Condition photos
- 3. Current Zoning Map
- 4. Future Land Use Zoning Map

ATTACHMENT C: Applicant Submittals

- C-1: Applications, Authorization Letter, Letter of Application, and Statements Addressing Approval Criteria, Lot Consolidation Letter
- C-2: Legal Lots of Record
- C-3: Utility Service Application & Preliminary Water Budget
- C-4: Early Neighborhood Notification Meeting Notes and Posting
- C-5: Traffic Impact Analysis
- C-6: Master Plan

ATTACHMENT D: General Plan 1999 Chapter 1: Introduction and General Plan Themes

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
Planner Manager	Daniel A Esquibel	DAE
Planner Senior	Alexa Hempel	ANH

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	<p>Archaeological review will be required if The applicant exceeds 550-linear feet of utility lines including but not limited to water, gas, sewer, electric, power, etc. 14-3.13(B)(3) Suburban Archaeological Review District In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects: All annexations, rezonings, subdivisions, planned unit developments , or other development requiring approval by the Planning Commission, having over ten (10) acres All city projects over two (2) acres in size. All city park projects over one (1) acre in size.</p> <p>(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: With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.</p>	Archaeology	Prior to building permit approval
2	Add all textures/symbols used on Proposed Site Master Plan (Sheet C-2) into legend (ex: gravel texture, utility lines, log shaped drawings, etc)	Current Planning	Prior to public hearing (COMPLETED)
3	<p>Appropriate easements must be in place to cross between Lot 3 and 2-2 in perpetuity Applicant shall consolidate Lots 3 and 2A, 2-2 concurrent with Development Plan review or place appropriate easements between Lots 3 and 2A, 2-2 in perpetuity concurrent with Development Plan review.</p>	Current Planning	<p>Prior to public hearing Prior to development plan approval</p>
4	Add Case #2025-11030 to Master Plan sheets	Current Planning	Prior to public hearing (COMPLETED)
5	Shall comply with the most currently adopted International Fire Code	Fire	Prior to public hearing (COMPLETED)
6	Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021	Fire	Prior to public hearing (COMPLETED)

Conditions of Approval			
#	Condition of Approval	Dept. or Division	To be completed:
7	Shall verify compliance with section D105 Aerial Fire Apparatus Access Road as per IFC 2021	Fire	Prior to public hearing (COMPLETED)
8	Historic drainage calcs should include offsite flows onto property (if applicable)	Rivers and Watershed	Prior to Development Plan approval (In drainage report)
9	Provide a full drainage report	Engineering	Prior to Development Plan approval
10	Grading and Drainage plan must accurately show locations and dimensions of existing versus new impervious surfaces for verification. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume.	Engineering	Prior to Development Plan approval
11	Include pond sections and show how ponds will overflow.	Engineering	Prior to Development Plan approval
12	Include lighting plan with photometrics	Engineering	Prior to Development Plan approval
13	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.	Engineering	Prior to Development Plan approval
14	The 6-inch sewer service line(s) will be required to connect to a sewer manhole	Wastewater	Prior to recordation
15	All 4-inch sewer lines shall connect directly to the public sewer lines	Wastewater	Prior to recordation
16	The Wastewater Division has concerns for the existing public sewer line with regards to the sites existing conditions. We are requesting to do a walk thru with the design engineer to discuss the landscaping, access and the condition of the sewer line in the field	Wastewater	Prior to recordation
17	An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Water	Prior to building permit approval
18	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water	Prior to development plan approval
19	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	At time of development

Conditions of Approval			
#	Condition of Approval	Dept. or Division	To be completed:
20	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	At time of development
21	Each lot shall be served by a separate City water service.	Water	At time of development
22	See attached comments response letter dated 9/25/25 from Wilson & Company regarding Bohannon Huston, initial draft Traffic Impact Study dated 8/725	Traffic	Prior to public hearing (COMPLETED)
23	See attached comments response letter dated 10/17/25 from Wilson & Company regarding Bohannon Huston, revised draft Traffic Impact Study dated 10/6/25	Traffic	Prior to Development Plan Approval
24	Elevations submitted for the development plan shall include a detailed Points analysis that is intergraded with the Elevations for review.	Current Planning	At time of Development Plan

Technical Corrections			
#	Technical Correction	Dept. or Division	To be completed:
1	Provide a landscape design compliant with City of Santa Fe Codes Chapter 14-8.4 Landscape and Site Design.	Landscape, Irrigation, Outdoor Lighting	Prior to recordation of Development Plan
2	Provide a landscape irrigation design compliant with City of Santa Fe Codes Chapter 14-8.4(E) Landscape and Site Design Water Harvesting and Irrigation Standards and the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual.	Landscape, Irrigation, Outdoor Lighting	Prior to recordation of Development Plan
3	Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. A lighting design with footcandle points is required.	Landscape, Irrigation, Outdoor Lighting	Prior to recordation of Development Plan
4	Include attached notes on development plan.	Engineering	Prior to recordation of Development Plan
5	The Wastewater Division shows all existing public sewer lines being 8-inch concrete pipe	Wastewater	-
6	Developer will work with CoSFW Engineering to appropriately size and locate meters and fire hydrants. CoSFW will not approve new public infrastructure on private property	Water	Prior to water plan approval



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

Date: September 8, 2025

Cases: #2025-11028, 2025-11029, 2025-11030

To: Angelica Wolff, JenkinsGavin, Inc

Via: Heather Lamboy, Planning and Land Use Director
Maggie Moore, Assistant Planning and Land Use Director
Daniel Esquibel, Planner Manager

From: Alexa Hempel, Senior Planner

Cases #2025-11028, 2025-11029, and 2025-110330. 2904 Rufina St General Plan Amendment, Rezoning, and Master Plan. JenkinsGavin, Inc, Agent, for Girls Inc of Santa Fe, Applicant, requests a General Plan Amendment, Rezoning, and Master Plan for the property at 2904 Rufina St. This property is comprised of 2 parcels totaling approximately 4.85 acres, currently zoned I-1 (Light Industrial), I-2 (General Industrial), and C-2 (General Commercial).

This application was received on August 11, 2025 and has been reviewed by Planning Division staff (Staff) and the City's Development Review Team (DRT). Attached are the initial DRT review comments including conditions of approval and technical corrections. I would like to highlight and summarize the following key items:

A. Initial Planning Division Review Summary

Your General Plan Amendment, Rezoning, and Master Plan applications have been reviewed by Planning Division staff and the following necessary revisions have been identified:

1. Add all textures/symbols used on Proposed Site Master Plan (Sheet C-2) into legend (ex: gravel texture, utility lines, log shaped drawings, etc)
2. ~~Appropriate easements must be in place to cross between Lot 3 and 2-2 in perpetuity~~
3. Add Case #2025-11030 to Master Plan sheets
4. Submit a parking analysis at time of Development Plan
5. All utilities shall be underground

↑
Applicant shall consolidate Lots 3 and 2A, 2-2 concurrent with Development Plan review or place appropriate easements between Lots 3 and 2A, 2-2 in perpetuity concurrent with Development Plan review

B. Initial DRT Review Summary

Your General Plan Amendment, Rezoning, and Master Plan applications have been reviewed by the DRT and the following necessary revisions have been identified:

1. Shall comply with the most currently adopted International Fire Code
2. Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021
3. Shall verify compliance with section D105 Aerial Fire Apparatus Access Roads as per IFC 2021
4. An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services
5. An approved Water Plan will be required for all new public water infrastructure and fire services.
6. 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
7. 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.
8. Each lot shall be served by a separate City water service.
9. Provide a landscape design compliant with City of Santa Fe Codes Chapter 14-8.4 Landscape and Site Design.
10. Provide a landscape irrigation design compliant with City of Santa Fe Codes Chapter 14-8.4(E) Landscape and Site Design Water Harvesting and Irrigation Standards and the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual.
11. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. A lighting design with footcandle points is required.
12. Archaeological review will be required if the applicant exceeds 550-linear feet of utility lines including but not limited to water, gas, sewer, electric, power, etc.
 - a. 14-3.13(B)(3) Suburban Archaeological Review District
 - i. In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects:
 - ii. All annexations, rezonings, subdivisions, planned unit developments , or other development requiring approval by the Planning Commission, having over ten (10) acres
 - iii. All city projects over two (2) acres in size.
 - iv. All city park projects over one (1) acre in size.
 - b. Utility Mains:
 - i. 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: With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.
13. Provide full drainage report.

September 8, 2025

Initial Review Memo for Cases #2025-11028, 2025-11029, 2025-11030

Page 3 of 4

14. Grading and Drainage plan must accurately show locations and dimensions of existing versus new impervious surfaces for verification. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume.
15. Include pond sections and show how ponds will overflow
16. Include lighting plan with photometrics
17. 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.
18. Include attached notes.
19. Historic drainage calcs should include offsite flows onto property (if applicable)
20. The 6-inch sewer service line(s) will be required to connect to a sewer manhole
21. All 4-inch sewer lines shall connect directly to the public sewer lines
22. The Wastewater Division has concerns for the existing public sewer line with regards to the sites existing conditions. We are requesting to do a walk thru with the design engineer to discuss the landscaping, access and the condition of the sewer line in the field
23. The Wastewater Division shows all existing public sewer lines being 8-inch concrete pipe

The following DRT members did not have comments at this time:

- Parks and Open Space
- Water resources
- Metropolitan Planning organization
- Traffic

The following DRT comments are pending at this time:

- ADA
- Santa Fe Public Schools

C. Prior to Planning Commission, the following DRT comments must be satisfied:

1. Add all textures/symbols used on Proposed Site Master Plan (Sheet C-2) into legend (ex: gravel texture, utility lines, log shaped drawings, etc)
2. ~~Appropriate easements must be in place to cross between Lot 3 and 2-2 in perpetuity~~
3. Add Case #2025-11030 to Master Plan sheets
4. Shall comply with the most currently adopted International Fire Code
5. Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021
6. Shall verify compliance with section D105 Aerial Fire Apparatus Access Roads as per IFC 2021
7. An approved Water Plan will be required for all new public water infrastructure and fire services.
8. Developer will work with CoSFW Engineering to appropriately size and locate meters and fire hydrants. CoSFW will not approve new public infrastructure on private property.

The full DRT memos are attached for your review. Once revised submittals to the application are accepted, a public hearing date may be scheduled. Please let me know if you have any questions or concerns.

Thank you,

September 8, 2025

Initial Review Memo for Cases #2025-11028, 2025-11029, 2025-11030

Page 4 of 4

Alexa Hempel

Senior Planner, Planning and Land Use Department

Attachments:

1. Fire DRT Memo
2. Water Utility DRT Memo
3. Landscape/Irrigation/Lighting DRT Memo
4. Archaeology DRT Memo
5. Technical Review Engineering DRT Memo
6. River and Watershed DRT Memo
7. Wastewater DRT memo

Development Review Team (DRT) Comment Form for Planning Commission

Date: August 19, 2025

DRT Member: Fire Marshal Geronimo Griego

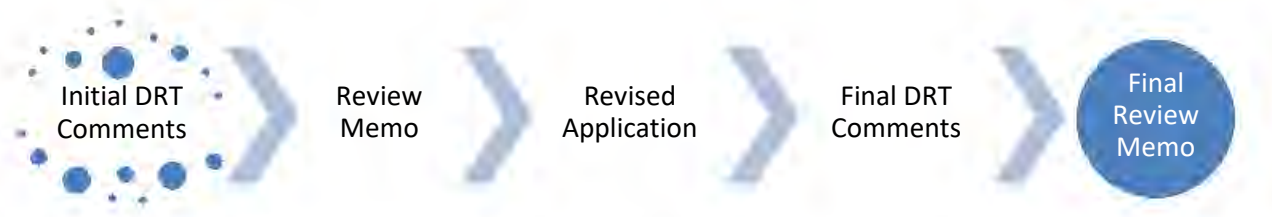
Dept/Div: Fire Marshal's Office

Case No.: 2025-11028, 11029, & 11030

Case Planner: Alexa Hempel, Senior 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



*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.	<i>Prior to Public Hearing</i>	
2. Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021.		
3. Shall verify compliance with section D105 Aerial Fire Apparatus Access Roads as per IFC 2021.		

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.

Explanation of Conditions or Corrections (if needed):

1. Verify that the right city adopted code is reference in documents for submission.
International Fire Code (IFC) 2021.
2. Shall verify that building is provided with automatic fire sprinklers for proposed layout.
3. Shall verify two points of access to ladder building for proposed site layout conditions.

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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- 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

Date: 8/18/2025

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2025-11028/11029/11030

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 # 2025-11028/11029/11030

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

Technical Corrections:	Must be completed by:	Applicant response**:
1. Developer will work with CoSFW Engineering to appropriately size and locate meters and fire hydrants. CoSFW will not approve new public infrastructure on private property.	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)

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

Date: August 28, 2025

DRT Member: Lawrence Rivera

Dept/Div: Land Use Engineering / Landscape, Irrigation, and Outdoor Lighting Review

Case No.: Girls Club 2025-11030. Master Plan

Case Planner: Alexa Hempel, Senior Planner, anhempel@santafenm.gov, 505-946-7072 (cell)

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**:

Technical Corrections:	Must be completed by:	Applicant response**:
1. Provide a landscape design compliant with City of Santa Fe Codes Chapter 14-8.4 Landscape and Site Design.	Prior to Recordation	
2. Provide a landscape irrigation design compliant with City of Santa Fe Codes Chapter 14-8.4(E) Landscape and Site Design Water Harvesting and Irrigation Standards and the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual.	Prior to Recordation	
3. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. A lighting design with footcandle points is required.	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):

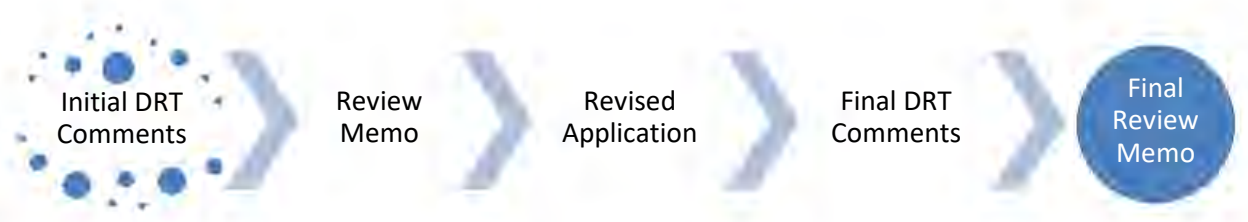
(see following pages for notes required)

Form Updated: April 2024

Development Review Team (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

Date: 09/03/2025

DRT Member: Paul A. Duran

Dept/Div: Land Use/ HPD

Case No.: Case #2025-11028. General Plan Amendment, Case #2025-11029. Rezoning, Case #2025-11030. Master 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 #

Conditions of Approval:	Must be completed by:	Applicant response**:
<p>1. Archaeological review will be required if The applicant exceeds 550-linear feet of utility lines including but not limited to water, gas, sewer, electric, power, etc.</p> <p>14-3.13(B)(3) Suburban Archaeological Review District</p> <p>In this district, an archaeological clearance <u>permit</u> shall be required prior to approval of the final <u>development</u> plan or <u>plat</u> for the following projects: All annexations, rezonings, subdivisions, planned unit <u>developments</u>, or other <u>development</u> requiring approval by the Planning Commission, having over ten (10) acres All <u>city</u> projects over two (2) acres in size. All <u>city</u> park projects over one (1) acre in size.</p> <p>(4) Utility Mains: An archaeological clearance <u>permit</u> 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: With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.</p>	Building permitting	
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)

Development Review Team (DRT) Comment Form

Date: 9/3/2025
 DRT Member: Dee Beingessner
 Dept/Div: Land Use Engineering
 Case No.: Case #2025-11030 Girls Inc
 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 full drainage report.	Prior to Development Plan approval	
2. Grading and Drainage plan must accurately show locations and dimensions of existing versus new impervious surfaces for verification. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume.		
3. Include pond sections and show how ponds will overflow.		
4. Include lighting plan with photometrics		
5. 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.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Include attached notes.		
2.		
3.		

***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, 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.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'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

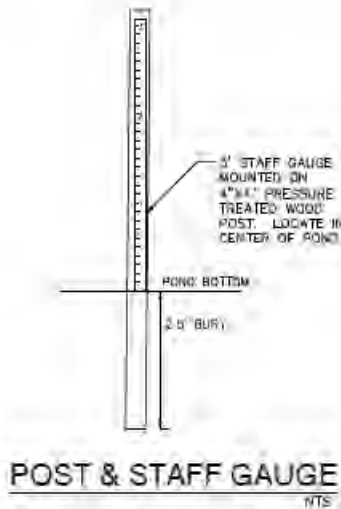
I, the undersigned professional engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition as of _____ is in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

Signature

NMPE # _____

Date

Example for pond measurement post



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

Date: 09/04/2025

DRT Member: Zoë Isaacson, River and Watershed Manager

Dept/Div: Public Works/Parks and Open Space

Case No.: 2025-11030

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. Historic drainage calcs should include offsite flows onto property (if applicable)	Include in drainage report with development plan	
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):

Existing vs Proposed Drainage Areas: looks like some ponding and drainages will be filled due to proposed building sites and new amenities; how is the developer planning to accommodate the excess water created by both the increase in imperviousness and the filling of these ponds? How do they plan to get the water to the new ponds, will it be piped? Will buildings have gutters and cisterns? Will landscaped areas be swaled to hold water? Etc...

Historical drainage: are they making sure to account for the entire basin in their drainage calcs, including offsite flows entering the property, esp. off the parking lot behind the school to the south if there is any?

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

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- 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

Date: 9/4/2025

DRT Member: Stan Holland

Dept/Div: Utilities/Wastewater Division

Case No.: 2025/11030

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. The 6-inch sewer service line(s) will be required to connect to a sewer manhole	Prior to Recordation	
2. All 4-inch sewer lines shall connect directly to the public sewer lines	Prior to Recordation	
3. The Wastewater Division has concerns for the existing public sewer line with regards to the sites existing conditions. We are requesting to do a walk thru with the design engineer to discuss the landscaping, access and the condition of the sewer line in the field	Prior to Recordation	
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. The Wastewater Division shows all existing public sewer lines being 8-inch concrete pipe		
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

Date: October 17, 2025
 DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson&Company)
 Dept/Div: Public Works Department – Traffic Engineering
 Case No.: Girl's Inc. - Case #2025-11028, 11029, and 11030. General Plan Amendment, Rezoning, and Master Plan

Case Planner: Land Use Department - 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:

Technical Corrections:	Must be completed by:	Applicant Response:
See attached comments response letter dated 10/17/25 from Wilson & Company regarding Bohannon Huston, revised draft Traffic Impact Study dated 10/6/25.	Prior to Development Plan Approval	

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

1. Any and all future proposed improvements of this site that affect public infrastructure will be subject to **City Code Chapter 23** and additional reviews and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. may be required at that time.

City Code Chapter 23-3.18 City construction and assessment.

Nothing in subsections 23-3.12 and 23-3.15 SFCC 1987 prevents the city from ordering construction of curbs, gutters and sidewalks and assessing the cost thereof against the property benefited in any manner provided by the laws of the state. (Code 1953, § 24-28; Code 1973, § 30-29; SFCC 1981, § 4-13-18; Ord. #38-1987, § 8).

Memorandum

To: Leroy Pacheco, PE COSF

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

CC: Robert Luna, PE, PTOE, Traffic Engineering Practice Lead, SW Region

Date: 10/17/2025

Re: Girl's Inc. TIA Review

Wilson and Company has reviewed the Revised DRAFT TIA dated October 6, 2025 for the Girl's Inc. Development prepared by Bohannan Huston and have the following comments. Please let me know if you have any questions or require further information.

REPORT COMMENTS

- All original Comments have been addressed
- On page 48 the report states that the common crash type was rear-end collisions for Richards and Rufina however on table 24 the highest crash type is Another Vehicle at an Angle. This should be corrected in the narrative.
- There is a large percentage of crashes that were not classified by Crash Type. The Crash Summary Tables shall also include the percentage of crash types with the "not available or not classified" crash types removed from the total number of crashes. Therefore, showing percentages of total known crash types.
- All developer mitigations shall be shown on the developments site plan.
- For the intersection of Calle del Cielo and Cerrillos Road the report recommends evaluation of a cost share with the COSF due to the spillover occurring in existing condition. Since this LOS is made worse by the added traffic by the developer this mitigation shall be implemented by the developer.

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:

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- 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

Date: 8/20/25

DRT Member: Alexa Hempel

Dept/Div: Current Planning

Case No.: #2025-11028/11029/11030

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. Add all textures/symbols used on Proposed Site Master Plan (Sheet C-2) into legend (ex: gravel texture, utility lines, log shaped drawings, etc)	Planning Commission. Complete	
2. Appropriate easements must be in place to cross between Lot 3 and 2-2 in perpetuity Applicant shall consolidate Lots 3 and 2A, 2-2 concurrent with Development Plan review or place appropriate easements between Lots 3 and 2A, 2-2 in perpetuity concurrent with Development Plan review	Planning Commission Development Plan. Applicant submitted affidavit acknowledging condition.	
3. Add Case #2025-11030 to Master Plan sheets	Planning Commission. Complete	
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. Submit a parking analysis at time of Development Plan	Development Plan	
2. All utilities shall be underground	Development Plan	
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 for Planning Commission

Date: October 07, 2025

DRT Member: Fire Marshal Geronimo Griego

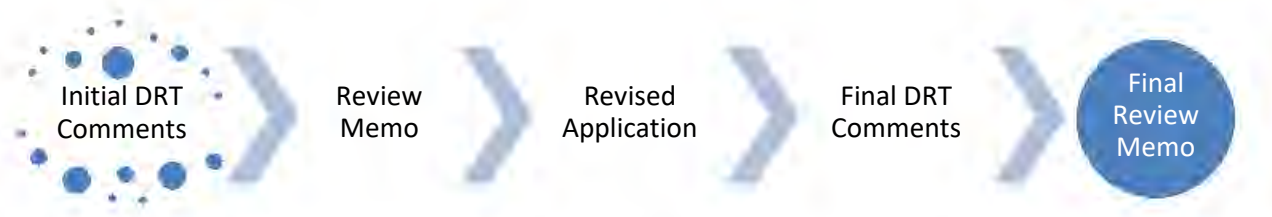
Dept/Div: Fire Marshal's Office

Case No.: 2025-11028, 11029, & 11030

Case Planner: Alexa Hempel, Senior 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.



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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 development* -

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. Shall comply with the most currently adopted International Fire Code.		

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:

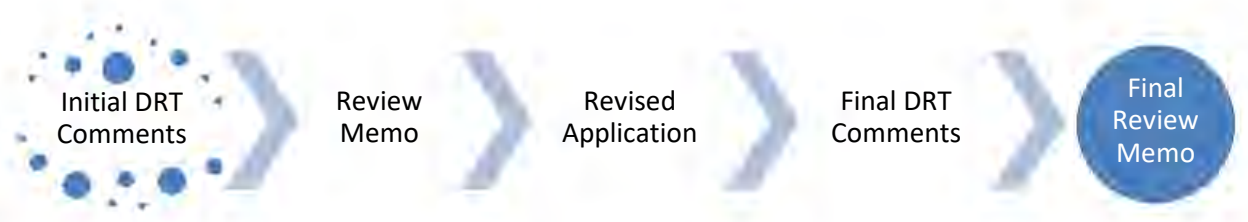
1. Notes on revised plans sheet C2 verify compliance with IFC 2021, Section 903, and Aerial Apparatus access road from 2 points of access to building.

Explanation of Conditions or Corrections (if needed):

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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- 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

Date: 8/18/2025

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2025-11028/11029/11030

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 # 2025-11028/11029/11030

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 approval of Development Plan	
3. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	
4. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
5. Each lot shall be served by a separate City water service.	At the time of development	

Technical Corrections:	Must be completed by:	Applicant response**:
1. Developer will work with CoSFV Engineering to appropriately size and locate meters and fire hydrants. CoSFV will not approve new public infrastructure on private property.	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, New Mexico

Attachment B Maps and Photos

- 1. Aerial View**
- 2. Existing Conditions Photos**
 - 3. Current Zoning Map**
 - 4. Future Land Use Map**

Aerial View

The property is at the intersection of Rufina St and Rufina Cir E, nearby the Cerrillos Rd and Siler Rd intersection. It is the site of a former greenhouse and nursery, totaling approximately 4.27-acres.



Existing Conditions



Photo standing on the property looking east at the existing greenhouses where the main facility is proposed.



Photo in same spot as previous, but facing west toward the current and proposed parking area.



Looking north into forested parts of lot.



Looking towards north side of property at manmade 30% or greater slopes.



Existing walkways on site.



Forested area on north side of property.



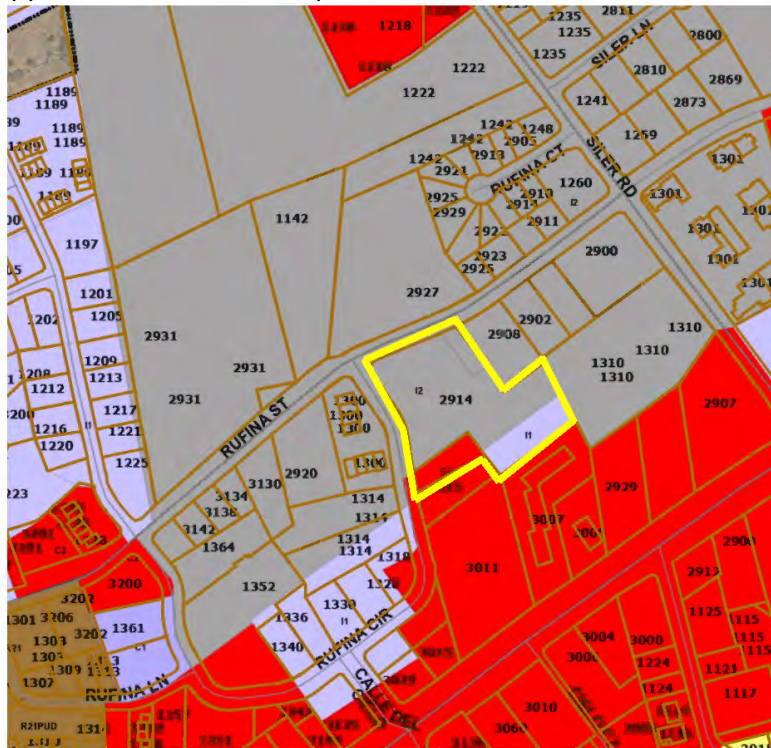
Current site access off Rufina St that is planned to be used for the caretakers residence.



Area planned to be used for parking.

Current Zoning Map

2904 Rufina is currently zoned I-1 (Light Industrial), I-2 (general Industrial), and C-2 (General Commercial). The application includes a request to rezone Lot 3 to C-2.



Future Land Use Map

The Future Land Use Map (FLUM) designates the parcels as “Industrial” (Gray) and “Business Park” (Purple). The applicant requests to change Lot 3’s designation to “Community Commercial” (Red) in order to support the rezone and master plan proposed.



City of Santa Fe, New Mexico

Attachment C Applicant Submittals

1. Applications, Authorization Letter, Letter of Application, and Statements Addressing Approval Criteria, Lot Consolidation Letter



(date stamp)

GENERAL PLAN AMENDMENT APPLICATION

Parcel Information

Project Name: Girls Inc of Santa Fe (Lot 3 + Lot 2A)

Address: 2904 Rufina Street Property Size: 4.27 acres

Current Use of Land: Nursery Proposed Use of Land: Commercial: Youth Center Facility

Does an annexation application accompany this application? YES NO Does a rezoning application accompany this application? YES NO

Early Neighborhood Notice (ENN) meeting date: 7/23/2025

Preapplication Conference Date: 12/12/2024

Property Owner Information

Name: Girls Inc of Santa Fe

Address: 301 Hillside Avenue

Street Address: Santa Fe Suite/Unit #: NM 87501

City: Santa Fe State: NM ZIP Code: 87501

Phone: 505-982-2042 E-mail Address: kbrown@girlsincofsantafe.org

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin, Inc.

Name: Jennifer Jenkins

Address: 130 Grant Avenue 101

Street Address: Santa Fe Suite/Unit #: NM 87501

City: Santa Fe State: NM ZIP Code: 87501

Phone: () 820-7444 E-mail Address: 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: _____

I/We authorize See attached letter. to act as my/our agent to execute this application.

Signed: _____ Date: _____

Signed: _____ Date: _____

Submittal Checklist (Requirements found in Section 14-3.2 SFCC 1987)

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

<input checked="" type="checkbox"/>	Letter of Application (intent, location, acreage)	<input checked="" type="checkbox"/>	Statement addressing approval criteria	<input checked="" type="checkbox"/>	Legal Lot of Record, Legal Description	<input checked="" type="checkbox"/>	Development Plan (as defined by Section 14-3.8 SFCC 1987, if applicable)	<input type="checkbox"/>	Proof of Compliance with Conditions of Annexation Approval (if applicable)
<input type="checkbox"/>	Letter of Water and Sewer Availability	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

General Plan Amendment Approval Criteria (Section 14-3.2(E) SFCC 1987)

(1) Criteria for All Amendments to the General Plan

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

- (a) consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;
- (b) consistency with other parts of the general plan;
- (c) the amendment does not:
 - (i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or
 - (ii) affect an area of less than two acres, except when adjusting boundaries between districts; or
 - (iii) benefit one or few landowners at the expense of the surrounding landowners or the general public;
- (d) an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) if it promotes the general welfare or has other adequate public advantage or justification;
- (e) compliance with the extraterritorial zoning ordinances and extraterritorial plans;
- (f) contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and
- (g) consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.

(2) Additional Criteria for Amendments to Land Use Policies

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

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

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 annexation requirements.

Signature: Jennifer Jenkins Date: _____

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After you 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.



(date stamp)

REZONING APPLICATION 14-3.5

Parcel Information

Project Name: Girls Inc of Santa Fe (Lot 3) Homewise - South Meadows Property Size: 3.877 acres 19.54 acres

Address: 2900 Rufina Street 3600 and 3740 South Meadows Road - TRACT 4 (per proposed Lot Line Adjustment Plat)

Current Zoning: Light Industrial (L1) + General Industrial (L2) Proposed Zoning: R-6 (General Commercial) (Tract 4, 19.54 acres)

Does a Development Plan application accompany this application? YES NO

Preapplication Conference Date: Sept. 24, 2021 UPC Code Number: 1051097210110000000 1-048-096-450-107 &

Early Neighborhood Notice (ENN) meeting date: Sept. 22 and Oct. 14, 2021 1-048-096-475-035

Property Owner Information

Name: Girls Inc of Santa Fe Homewise, Inc.

Address: 301 Siler Drive Bldg D
First Last
 Street Address Suite/Unit #
Santa Fe NM 87501
City State ZIP Code

Phone: 505-982-2042 E-mail Address: kbrown@girlsincofsantafe.org

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin Inc

Name: Angelica Wolff
First Last

Address: 130 Grant Ave Suite 101
 Street Address Suite/Unit #
Santa Fe NM 87501
 City State ZIP Code

Phone: 505-820-7444 E-mail Address: angelica@jenkinsgavin.com / 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: _____

I/We authorize See attached authorization letter to act as my/our agent to execute this application.

Signed: _____ Date: _____

Signed: _____ Date: _____

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, we will contact you regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6585 with any questions.

Submittal Checklist (Requirements found in Section 14-3.5 SFCC 1987)

Six (6) 24"x36" or 11"x17" scalable plan sets and 1 CD with a PDF copy are required. Submittal requirements may vary based on the individual application and the requested zoning district. The City reserves the right to request additional information at any time during the review process. See Section 14-4 and 14-5 SFCC 1987 for rezoning regulations related to specific zones. Please include the following and check box to indicate submittal:

<input checked="" type="checkbox"/> Letter of Application (intent, location, acreage)	<input checked="" type="checkbox"/> Narrative addressing approval criteria (see below)	<input checked="" type="checkbox"/> Legal Lot of Record, Legal Description	<input type="checkbox"/> Development Plan (see Section 14-3.8 SFCC 1987)	<input type="checkbox"/> Landscape, Parking and Lighting Plan, Signage Specifications
<input type="checkbox"/> Terrain Management Plans (as required by Section 14-8.2 SFCC 1987)	<input checked="" type="checkbox"/> Traffic Impact Analysis (if required)	<input type="checkbox"/> Archaeological Clearance (if applicable)	<input type="checkbox"/> Sewer and Water Plan (including profiles and details), letter of availability (if applicable)	<input type="checkbox"/> Phasing Plan (if applicable)

Rezoning Approval Criteria, Sections 14-3.5(C) and (D) SFCC 1987

(C) Approval Criteria

(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:

- (a) one or more of the following conditions exist:
 - (i) there was a mistake in the original zoning;
 - (ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or
 - (iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;
- (b) all the rezoning requirements of Chapter 14 have been met;
- (c) the rezoning is consistent with the applicable policies of the general plan, including the future land use map;
- (d) the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city; and
- (e) the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.

(2) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:

- (a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;
- (b) affect an area of less than two acres, unless adjusting boundaries between districts; or
- (c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

(D) Additional Applicant Requirements

- (1) If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;
- (2) If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

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 requirements.

Signature: Angelica Wolff

Date: 8/11/2021 November 22, 2021



(date stamp)

MASTER PLAN APPLICATION

Parcel Information

Project Name: Girls Inc of Santa Fe (Lot 3 + Lot 2A)

Address: 2904 Rufina Street Property Size: 4.27 acres

Current Use of Land: Nursery Proposed Use of Land: Commercial: Youth Center Facility

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

Preapplication Conference Date: 12/12/2024

Early Neighborhood Notice (ENN) meeting date: 7/23/2025 Zoning: Current: Light Industrial / General Industrial Proposed: C-2 General Commercial

Property Owner Information

Name: Girls Inc of Santa Fe

Address: 301 Hillside Avenue Suite/Unit # 87501

Street Address *City* *State* *ZIP Code*

Santa Fe NM 87501

Phone: 505-982-2042 E-mail Address: kbrown@girlsincofsantafe.org

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin, Inc.

Name: Angelica Wolff

Address: 130 Grant Avenue Suite 101

Street Address *City* *State* *ZIP Code*

Santa Fe NM 87501

Phone: (505)820-7444 E-mail Address: angelica@jenkinsgavin.com / 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: _____

I/We authorize <<See attached notarized owner authorization.>> to act as my/our agent to execute this application.

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:

<input checked="" type="checkbox"/>	Letter of Application (intent, location, acreage)	<input checked="" type="checkbox"/>	Statement addressing approval criteria	<input checked="" type="checkbox"/>	Legal Lot of Record, Legal Description	<input checked="" type="checkbox"/>	Los Prados Master Plan Set	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	Archaeological Clearance (if applicable)	<input checked="" type="checkbox"/>	Traffic Impact Analysis (if required)	<input checked="" type="checkbox"/>	Proof of Compliance with Conditions of Annexation Approval (if applicable)	<input checked="" type="checkbox"/>	Sewer and Water Plan (including profiles and details)	<input type="checkbox"/>	
<input type="checkbox"/>									

Master Plan Submittal Requirements, as defined by Section 14-3.9(C) SFCC 1987:

Applicants for developments that require master 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 the vicinity;
- (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) proposed changes to the zoning of land within the master plan area and the types, extent and intensity of land uses that are proposed;
- (d) the proposed boundaries of tracts comprising the various land use areas and development phases;
- (e) proposed modifications to the infrastructure serving the site, including locations of utilities and public and private streets and driveways and traffic control measures;
- (f) the phases of development, if applicable;
- (g) if public or private infrastructure is proposed to be constructed in phases, a plan for the timing, financing and responsibility for infrastructure construction;
- (h) a development water budget as required by Section 14-8.13;
- (i) for master plans involving five or more acres of land, the land use director may require an analysis of the fiscal impact to the city of providing utility and other municipal services to the area.

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: *Angelica Wolff*

Date: 8/11/2025

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 [Type Use] Department staff at (505) 955-6585 with any questions.

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 2914 Rufina St. & Tract 2A, Lot 2-2

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.

Girls Inc. Santa Fe

By: Kim Brown
Kim Brown, CEO

5 Dec 2024
Date

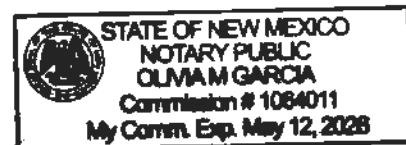
ACKNOWLEDGMENT

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 5 day of December, 2024

Olivia M. Garcia
Notary Public

May 12, 2028
My Commission Expires





JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

August 11, 2025

Alexa Hempel, Senior Planner
Current Planning Division
City of Santa Fe Land Use Department
200 Lincoln Ave.
Santa Fe, NM 87501

**RE: Letter of Application
Girls Inc. of Santa Fe
General Plan Amendments, Rezone & Master Plan**

Dear Alexa:

This letter is respectfully submitted on behalf of Girls Inc. of Santa Fe (the “Applicant”) in application for a General Plan Amendment, Rezone and Master Plan of the property located at 2904 Rufina Street, comprising two parcels – Lot 3, Parcel #18206951,00000000 and Tract 2A, Lot 2 (“Lot 2”), Parcel #99309296. Lot 3, totaling 3.87 acres, is zoned Light Industrial (I-1) and General Industrial (I-2), and Lot 2, comprising 0.978 acres, is zoned C-2 (General Commercial). This submittal includes the following requests:

1. General Plan Amendment to change the designations of Lot 3 from Industrial and Business Park to Community Commercial
2. Rezone of Lot 3 from I-1(Light Industrial) and I-2 (General Industrial) to C-2 (General Commercial)
3. Master Plan of Lots 2 and 3 for a 55,478-square foot Girls Inc. Youth Center

These applications will establish zoning conformity between the two subject parcels, allowing them to be consolidated as part of the overall development of the property.

Girls Inc. of Santa Fe

For more than 70 years, Girls Inc. of Santa Fe (GISF), a non-profit corporation, has been a beacon of empowerment for young people in the community. While inspiring all girls to be Strong, Smart, and Bold through programs that promote healthy living, academic enrichment, and life skills development, GISF equips girls with the tools and support they need to succeed in life.

GISF provides quality out-of-school time programs in a safe, nurturing environment that meets the needs of working parents. Additionally, GISF engages in advocacy efforts to address issues like bullying, sexual harassment, mental health support, and reproductive justice - all of which are essential to empowering girls and creating a more equitable future. GISF works closely with

the Santa Fe Public Schools, Santa Fe Indian School, and other community partners to provide this comprehensive support.

GISF's current home - the historic Hurley House on Hillside Ave., is bursting at the seams, with limited space and functionality to support the broad range of educational, recreational, and mentorship activities provided. The facility can no longer meet the growing demand for services, the building is not ADA-accessible, and its aging infrastructure requires constant maintenance. Additionally, the facility's location in north Santa Fe poses difficulties for families on the southside with limited transportation options. These challenges limit inclusivity and prevent GISF from reaching all community members. GISF is poised to address the urgent and growing needs of girls in our community and an additional facility is essential to meet the increasing demand for services and expand their impact within the City of Santa Fe.

Project Description

The 4.27-acre property, located at the corner of Rufina Street and Rufina Circle, is the site of a former nursery. This segment of Rufina Street is at the heart of the Siler-Rufina Nexus, a diverse, mixed-use neighborhood that is home to Meow Wolf, several non-profit institutions, a variety of housing, light manufacturing/maker spaces, and offices. This central location is proximate to the families and schools that GISF serves, creating convenience for parents and a more inclusive program for the community. The proposed Master Plan addresses the potential future development of a new 55,478-square foot Girls Inc. youth center, including outdoor recreational areas and a small retail/food service space to provide entrepreneurial training for teenage girls. The program includes a two and three-story building housing classrooms, a gymnasium, gathering space, and administrative offices. Over 2.7 acres of open space will be established, densely vegetated due to the previous nursery use, providing outdoor recreational and educational opportunities. The open space will consist of lush gardens, shade and fruit trees, a play field, greenhouse, chicken coop, pavilion, and connected pathways throughout the site.

General Plan Amendment

Lot 3 has two Future Land Use designations – Industrial and Business Park. An amendment to the Future Land Use Map is requested to designate the entire parcel Community Commercial, in support of the request to rezone the property to C-2. Responses to the approval criteria in SFCC §14-3.2(E)(1) are below.

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

Applicant Response: Economic development goals are upheld by the provision of quality childcare programs that support working parents. The 2004 report, *Cultivating Santa Fe's Future Economy*, by Angelou Economics, recognizes the important role of quality of life in economic development. In Strategy Four: Economic Development, the report states, "*The most successful economic development regions in the U.S. also contain very high quality-of-life amenities. Quality of life encompasses many attributes, including healthcare, safety, parks and recreation,*

arts and culture, and environmental cleanliness. A quality environment plays a large part in the choice of young, skilled professionals in deciding where to locate. It also plays a significant role in retaining good citizens.” The GISF program is a quality-of-life amenity serving the Santa Fe community and young families, enhancing the attractiveness of Santa Fe for existing residents and newcomers, alike. In addition, GISF will employ approximately 45 staff persons. The new facility will serve the growing southwest part of town, home to a majority of Santa Fe’s families. Lastly, the site has existing access via two public rights-of-way and is currently served by public utility infrastructure.

(b) *consistency with other parts of the general plan ;*

Applicant Response: This General Plan Amendment conforms to the following General Plan Themes and Policies:

Themes

1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.

1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe’s families, and educational equity that supports economic opportunities for local youth.

1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city’s vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that "enhance the quality of life" for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

(c) *the amendment does not:*

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

Applicant Response: The proposed youth center is consistent with the character of the diverse Siler-Rufina neighborhood, which is home to several non-profit community organizations, including The Food Depot, Kitchen Angels, and Homewise.

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

Applicant Response: The subject parcel comprises 3.87 acres. Nevertheless, the property is adjacent to the Community Commercial designation along its south boundary.

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

Applicant Response: Contrary to harming surrounding landowners or the general public, this General Plan Amendment, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service

organization that mentors school-age girls with dynamic after school and summer programs.

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

Applicant Response: This General Plan Amendment promotes the general welfare, because it will enable the construction of a new GISF youth center, offering after school and summer programs for school-age girls and much-needed support for working parents.

(e) compliance with extraterritorial zoning ordinances and extraterritorial plans;

Applicant Response: N/A

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

Applicant Response: Redevelopment of this infill site provides for efficient and economic development, leveraging existing infrastructure, and supporting the harmonious development of Santa Fe. This request not only supports the general welfare of the community, but is the sole motivation for this effort.

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

Applicant Response: The *City of Santa Fe Land Use and Urban Design Plan* recognizes the Siler Neighborhood as a Mixed-Use Corridor, stating, “Development and redevelopment along these corridors should be encouraged to provide greater density of commercial uses...”. Furthermore, the Plan encourages the re-use of blighted or failing buildings and businesses. The redevelopment of a former, dilapidated nursery on an infill site in the Siler Neighborhood thoroughly aligns with these objectives. Furthermore, the City of Santa Fe Economic Development Department branded the subject neighborhood as the *Siler-Rufina Nexus* in a recent report issued to spur investment in the City’s Opportunity Zones. In keeping with this effort, the proposed GISF facility is a significant investment in the neighborhood, increasing job opportunities and redeveloping a deteriorated site.

Rezone Request

Lot 3 is zoned I-1 (Light Industrial) and I-2 (General Industrial), and we are requesting to rezone the parcel to C-2 (General Commercial) to create uniformity with Lot 2, which is currently zoned C-2. Responses to the rezoning approval criteria in SFCC §14-3.5(C) and (D) are detailed below.

(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:

(a) *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: This area has evolved over the years into a diverse, mixed-use neighborhood of recreational uses, non-profit institutions, a mix of housing types, and various commercial enterprises. The rezone will support the construction of the proposed GISF facility, which aligns well with this current pattern of development.

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

Applicant Response: Rezoning the property to C-2 is more advantageous to the community. A vacant site falling into disrepair creates no community benefit. Redevelopment of this infill site vitalizes the neighborhood and supports the provision of critical community services. Furthermore, the rezone request aligns with the Themes and Policies of the General Plan, as summarized below:

Themes

1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.

1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe's families, and educational equity that supports economic opportunities for local youth.

1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city's vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

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

Applicant Response: All the rezoning requirements of Chapter 14 have been met. A Pre-Application Conference was conducted with the Development Review Team on December 12, 2024, and the Early Neighborhood Notification Meeting was held on July 23, 2025.

(c) *the rezoning is consistent with the applicable policies of the general plan, including the future land use map.*

Applicant Response: A Request to amend the General Plan Future Land Use Map to Community Commercial accompanies this rezone application, which aligns with the requested C-2 zoning. Furthermore, the project conforms to the General Plan as outlined below:

Themes

1.7.2 Quality of Life. GISF provides an important community service, offering after school and summer programming and enrichment for school age girls throughout Santa Fe.

1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe's families, and educational equity that supports economic opportunities for local youth.

1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city's vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community's quality

of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

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

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 project is in alignment with these strategic directives and is responsive to community needs for public 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...*”.

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

Applicant Response: The subject property is served by existing roadways and public water and sewer infrastructure. Since the program includes the development of over 2.7 acres of outdoor recreational space, the GISF facility will not affect the capacity of area parks.

- (2) *Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:*

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

Applicant Response: The proposed youth center is consistent with the character of the diverse Siler-Rufina neighborhood, which is home to several non-profit community organizations, including The Food Depot, Kitchen Angels, and Homewise.

(b) affect an area of less than two acres, unless adjusting boundaries between districts; or

Applicant Response. The subject parcel is 3.87 acres.

(c) 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, this rezone, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service organization that mentors school-age girls with dynamic after school and summer programs.

SFCC §14-3.5 (D): Additional Applicant Requirements

(1) If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;

Applicant Response: The property is currently served by existing public roadway and utility infrastructure. The Applicant is prepared to construct any necessary infrastructure upgrades at the time of property development, and these improvements will be documented in the approved development plans.

(2) If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

Applicant Response: The Traffic Impact Analysis identifies the need for a southbound left-turn lane on Rufina Circle serving the north access drive. No other off-site improvements are warranted.

Master Plan

A Master Plan is submitted with this application addressing the conceptual development program for a proposed youth facility for Girls Inc. of Santa Fe. The 55,478-square foot facility will be surrounded by lush gardens, trees, walking trails, and kid-friendly activities. A single main building is proposed with a combination of two and three stories. Additional structures include an outdoor pavilion, a small commercial teen enterprise space, a sport court, and a caretaker's residence. In keeping with the previous nursery use and working to preserve as many significant trees as possible, the building is sited in the back southeast corner, with the garden/open space occupying areas to the north/northwest, providing a buffer from the adjacent roadways.

Access and Traffic. The project has two proposed points of access via Rufina Circle, with a third access on Rufina St. to serve the caretaker’s residence. Per the attached Traffic Impact Analysis, a southbound left-turn lane serving the north access drive is warranted. There is adequate existing right-of-way to accommodate the proposed turn lane.

Parking. SFCC Table 14-8.6-1, Parking and Loading Requirements, does not include “youth center” as a land use category. Therefore, parking is provided in accordance with the needs of the proposed facility as outlined below:

Peak Daily Staff Demand	45 spaces
Facility Vehicles	5 spaces
<u>Guests/Overflow</u>	<u>18 spaces</u>
<i>Total Required Parking</i>	<i>68 spaces</i>
Total Provided Parking	68 spaces

Utilities

Water. The property is served by an existing 2-inch service line connected to the 6-inch main in Rufina Circle. The existing 5/8-inch water meter will be replaced with a new double 1-inch meter. In addition, a new 6-inch public fire line will be extended into the property from the same existing main, terminating in a new fire hydrant adjacent to the building.

Sewer. An existing 8-inch public sewer line within a 10-foot utility easement extends across the property from Rufina St. to the south boundary. A new 6-inch service connection will be installed to serve the main building and 4-inch service lines will serve the outdoor pavilion and the teen enterprise/commercial structure.

Terrain Management. The site slopes gently from the southeast to northwest. A series of decentralized stormwater detention ponds are proposed, with the most significant storage occurring at the north end of the site. The ponding will be incorporated into the landscaping to maximize passive stormwater harvesting/irrigation. Please refer to the attached Conceptual Terrain Management Plan for more information.

Landscaping. The Preliminary Landscaping Plan includes preservation of as many existing trees as is feasible, while enhancing the space with a palette of new deciduous trees, evergreens, and shrubs. Additional improvements include street trees along Rufina St. and Rufina Circle and walking paths throughout the open space. Please refer to the Preliminary Landscaping Plan for further details.

Master Plan Approval Criteria

The Master Plan approval criteria in §14-3.9(D) are addressed below:

- (a) The master plan is consistent with the general plan;*

Applicant Response: The proposed Master Plan aligns with various Themes and Polices in the General Plan, as summarized below.

1.7.2 Quality of Life. GISF provides an important community service, offering after-school and summer programming and enrichment for school age girls throughout Santa Fe.

1.7.4 Economic Diversity. GISF supports economic diversity goals through sustainable development, enhancing quality of life for Santa Fe's families, and educational equity that supports economic opportunities for local youth.

1.7.5 Sustainable Growth. The establishment of over 2.7 acres of open space within a dense existing neighborhood supports sustainability goals through preservation of natural outdoor space, enabling best practices with respect to stormwater management.

1.7.9 Urban Form. The rezone request supports the redevelopment of this infill site, which has access to existing transportation and utility infrastructure, maintaining a compact urban form. The requested rezone to C-2 maximizes land use efficiency in an urban setting, reducing urban sprawl. By promoting higher-density commercial development, the rezoning aligns with the city's vision of creating a more sustainable urban environment.

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the community, by providing quality out-of-school programs that meet the needs of working parents.

1.7.12 Mixed-Use. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina 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 Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF 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. As a local community service organization, GISF contributes to the community's quality of life

through mentoring school-age girls and serving working parents with quality after school and summer programming.

9-3-G5 through 9-3-G7 explicitly calls for programs and facilities that “enhance the quality of life” for children and youth, including grants and spaces for after-school, education, life-skills, and recreation. A Girls Inc. youth center directly fulfills these objectives.

- (b) The master plan is consistent with the purpose and intent of the zoning districts that apply to, or will apply to, the master plan area, and with the applicable use regulations and development standards of those districts;*

Applicant Response: The C-2 zoning district is a robust mixed-use zoning category that supports both commercial uses and residential development at higher densities. The proposed GISF youth center is a permissible use in the C-2 district and an appropriate commercial development in the Siler-Rufina neighborhood. Furthermore, the Master Plan demonstrates compliance with C-2 development standards with respect to height, lot coverage, open space, terrain management, and landscaping.

- (c) Development of the master plan area will contribute to the coordinated and efficient development of the community; and*

Applicant Response: The Master Plan includes provisions for pedestrian and vehicular connectivity to the surrounding area, as called for in the General Plan. In addition, the subject property makes efficient use of existing infrastructure as an infill site – a value repeatedly emphasized in the General Plan.

- (d) 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 planned development.*

Applicant Response: The existing roadway and utility infrastructure are adequate to serve the project. The Traffic Impact Analysis (TIA) demonstrates that the roadway network has the capacity for the proposed development, with the inclusion of a new left-turn lane serving the north access drive on Rufina Circle.

Archaeology

The subject parcel is located in the Suburban Archaeological Review District. As the property is less than 10 acres, an archaeological survey is not required.

Water Budget

A Preliminary Water Budget is submitted herewith for reference. The water usage for the proposed facility is based upon the usage at the existing GISF Hillside location. The gallons per square foot of current usage is then extrapolated based on the proposed square footage of the new

facility. In addition, since the project is the redevelopment of a former nursery, historic water usage is credited per the provisions of SFCC §14-8.13(E)(1).

Early Neighborhood Notification

The Early Neighborhood Notification Meetings were held on January 23, 2025. City staff, Applicant, consultants, and a member of the press 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. Master Plan Application | 7. Utility Service Application |
| 2. Rezone Application | 8. Preliminary Water Budget |
| 3. General Plan Amendment Application | 9. ENN Meeting Notes |
| 4. Agent Authorization Letter | 10. Traffic Impact Analysis |
| 5. Warranty Deed | 11. Master Plan Submittal Set |
| 6. Legal Lot of Record | |

The Development Review Fees are calculated as follows:

General Plan Amendment	\$1,000.00
Rezone	\$1,000.00
Master Plan:	\$ 500.00
TOTAL	- \$2,500.00

Please contact me should you have any questions or require additional information.

Thank you for your consideration.

Sincerely,



Jennifer Jenkins, Principal



of Santa Fe

Inspiring all girls to be strong, smart, and bold.

Girls Inc. of Santa Fe
301 Hillside Avenue
Santa Fe, NM 87501
(505) 982-2042
Girlsincofsantafe.org

Board of Directors

- Connie Burke, *Board Chair*
- Mary Kushnir, *Vice Chair*
- Alina Catanach, *Treasurer*
- Diane Ramsey, *Secretary*
- Markeeta McNatt Brown
- Linda DeWolf
- Glynis Dohn
- Haley Jenkins
- Suzanne Kern
- Ellen Marshall
- Sylvie Obledo
- Jenna Gruhala Oltersdorf
- Erica Ortiz-Berke
- Doris Page
- Linda Pak
- Barbara Seeley
- Sherry Snyder
- Renee Stevens
- Phyllis Subin
- Katie Thompson
- David Valdo

Staff

- Kim Brown,
Chief Executive Officer
- Carolyn Chambers,
Chief Finance & HR Officer
- Madonna Hernandez,
Chief Program Officer
- Adrienne Murray,
Chief Storyteller
- Araseli Varela,
Chief Connector
- Virginia Williams,
Chief Philanthropy Officer

September 26, 2025

Alexa Hempel, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Ave.
Santa Fe NM 87501

**RE: Girls Inc of Santa Fe
Lot Consolidation of Lot 3 and Lot 2A-2**

Dear Alexa:

This letter is respectfully submitted on behalf of Girls Inc. of Santa Fe (the "Applicant") as part of the application for a General Plan Amendment, Rezone and Master Plan of the property located at 2904 Rufina Street, comprising two parcels – Lot 3, Parcel #18206951,00000000 and Tract 2A, Lot 2 ("Lot 2"), Parcel #99309296.

While Lot 3 and Lot 2-2 are currently separate parcels with different zoning, following approval of the General Plan Amendment, Rezone and Master Plan applications, we plan to consolidate these parcels and will submit a Lot Consolidation Plat with the Development Plan application.

In lieu of the current Condition of Approval stating, "Appropriate easements must be in place to cross between Lot 3 and 2-2 in perpetuity, we request an amended Condition of Approval stating, "Applicant shall consolidate Lots 3 and 2-2 concurrent with Development Plan review **or** place appropriate easements between Lots 3 and 2-2 in perpetuity concurrent with Development Plan review.

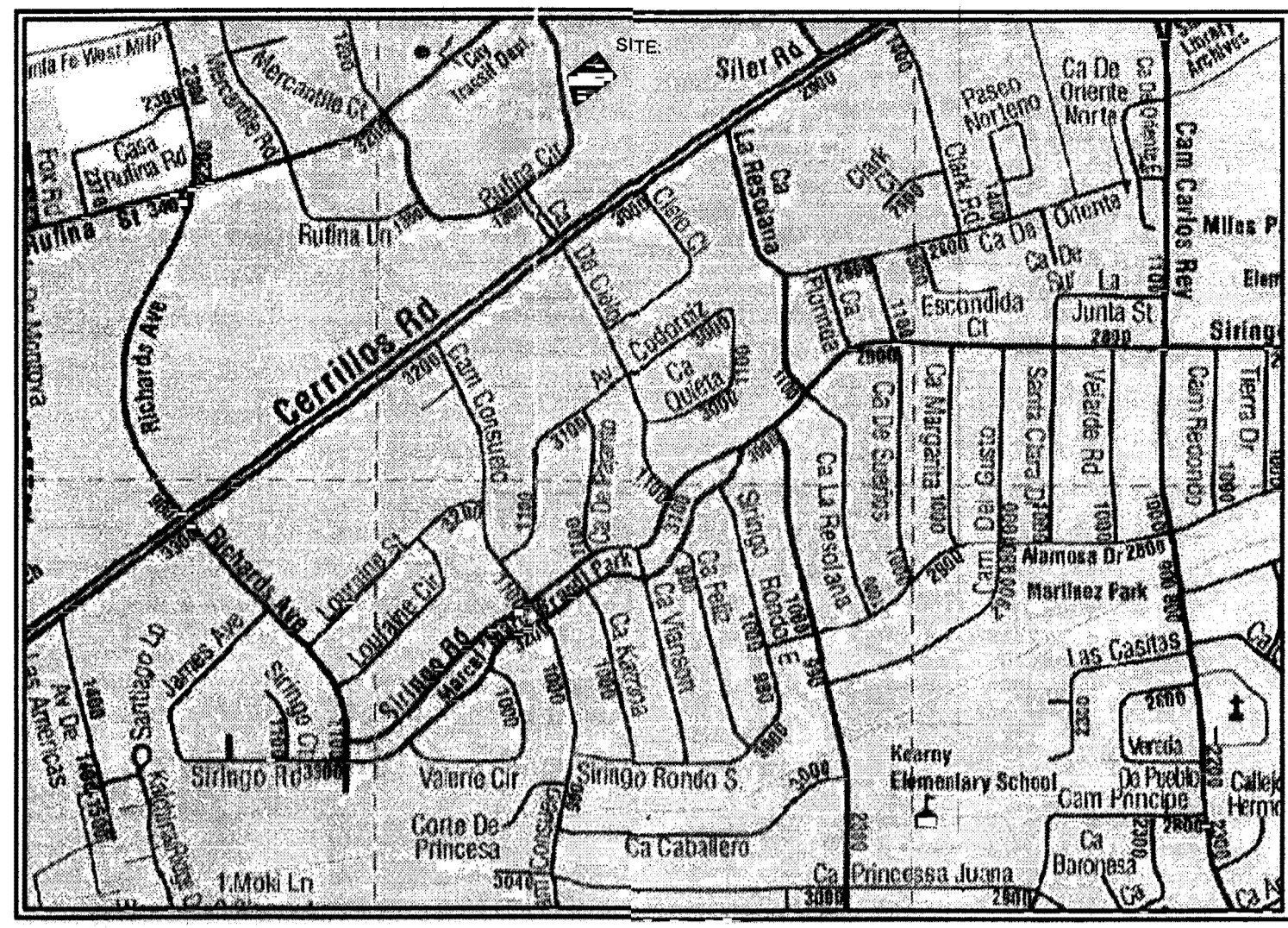
Respectfully,

Kim Brown, Executive Director
Girls Inc. of Santa Fe

City of Santa Fe, New Mexico

Attachment C **Applicant Submittals**

2. Legal Lots of Record



VICINITY MAP (NTS)

PLAT REFERENCE

#1 "LOT LINE ADJUSTMENT OF LOT 3 & LOT 4 AND BOUNDARY SURVEY OF TRACT 2A, LOT 2" BY DEAN L. SCHRADER NMP#12451 AND FILED IN PLAT BOOK 786, PG. 003 IN THE OFFICE OF THE SANTA FE COUNTY CLERK

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 CENTURY LINK 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. 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.
 - 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. Reagan 2-2-18
NEW MEXICO GAS COMPANY DATE

Danny Sale 2/2/2018
PNM ELECTRIC SERVICES DATE

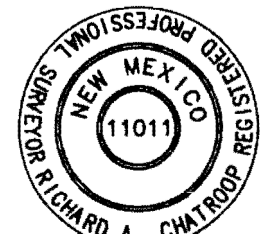
Danny Sale 2-2-2018
QWEST CORP. d/b/a CENTURY LINK QC DATE

R. A. Chatroop 2-2-2018
COMCAST DATE

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 SEPT. 11TH, 2017, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE MINIMUM STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

Richard A. Chatroop 2/15/18
RICHARD A. CHATROOP N.M.P.L.S.#11011



LEGEND AND NOTES

- DENOTES IRRIGATION BOX
- △ TEL RISER OR AS NOTED
- ▲ DENOTES WATER MTR.
- ▲ DENOTES GAS MTR.
- ▲ DENOTES ELEC. MTR.
- DENOTES POINT FOUND (SCHRADER CAPP UNLESS OTHERWISE NOTED)
- DENOTES POINT SET THIS SURVEY
- DENOTES POINT CALCULATED
- DENOTES CONCRETE IMPROVEMENTS PADS, WALKS & CURBING
- DENOTES ROCK WALL
- - - DENOTES EDGE OF EASEMENT
- - - DENOTES FENCE LINE

- BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 PLAT REFERENCE #1 LOT OF RECORD IS FROM "REPLAT OF TRACT 1, OF KIVA CENTER EAST AND EAST PORTION OF TRACT 2A, LOT 2, KIVA CENTER EAST" BY ROBERT L. BENAVIDES NMP#5824 AND FILED IN PLAT BOOK 583, PG. 008 IN THE OFFICE OF THE SANTA FE COUNTY CLERK
- THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.

FLOOD PLAIN NOTE:

TRACT 2A LOT 2 LIES WITHIN ZONE "X" AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN AS PER F.I.R.M. PANEL# 35049C0411E DATED 12/04/12.

N/F TR. 2A, LOT 3
STANLEY HANCOCK, LLC
UPC# 1-051-097-210-110,
DOC# 1832461

7.5' WIDE UTILITY ESMT. PLAT REF.#1

N/F TR. 2A, LOT 3
STANLEY HANCOCK, LLC
UPC# 1-051-097-210-110,
DOC# 1832461

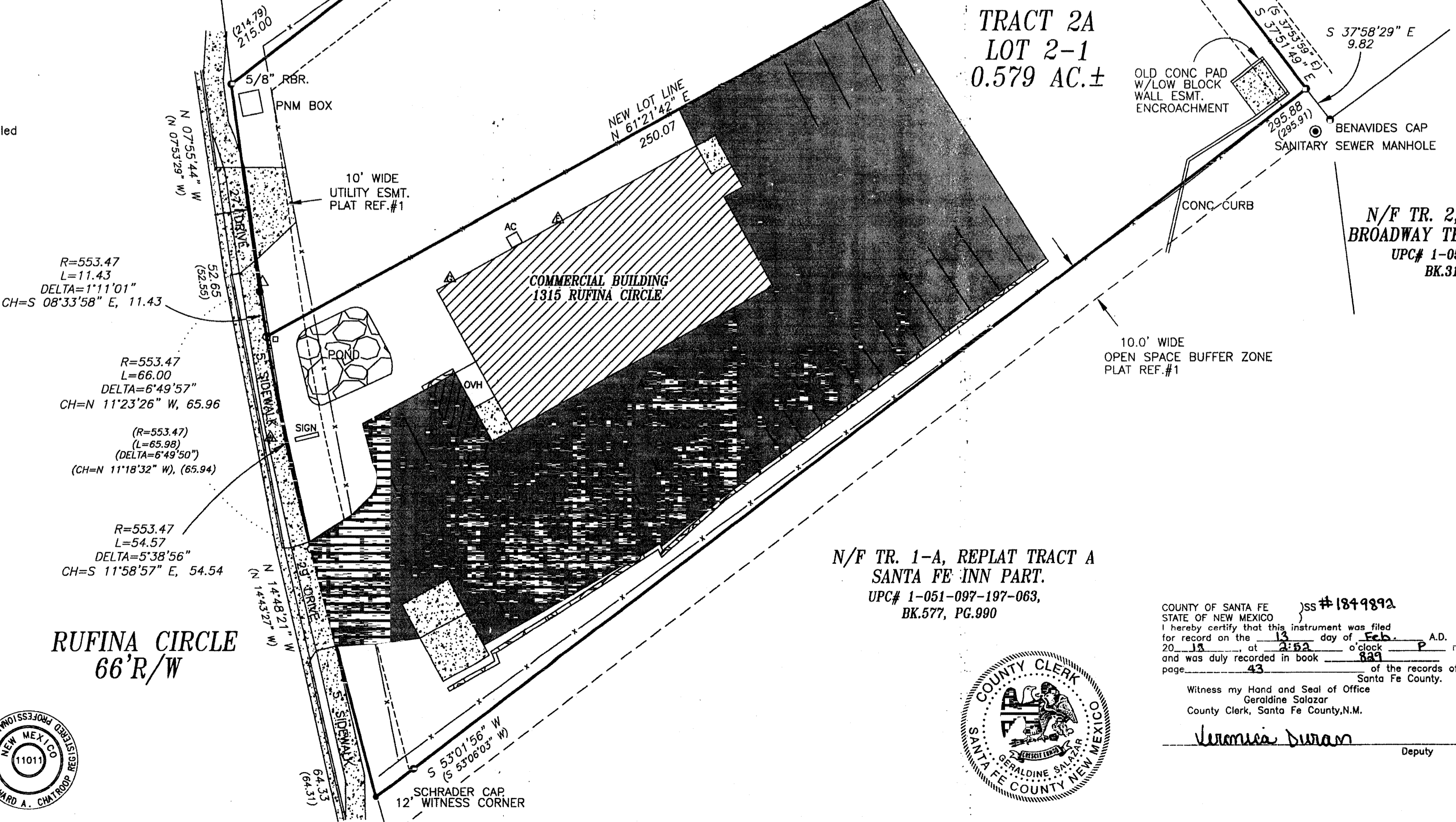
TRACT 2A
LOT 2-2
0.399 AC.±
RUFINA CIRCLE

TRACT 2A
LOT 2-1
0.579 AC.±

N/F TR. 2, REPLAT TRACT A
BROADWAY TERRACE ASSOCIATES
UPC# 1-051-097-222-086,
BK.317, PG.624

N/F TR. 1-A, REPLAT TRACT A
SANTA FE INN PART.
UPC# 1-051-097-197-063,
BK.577, PG.990

RUFINA CIRCLE
66'R/W



DEDICATION AND AFFIDAVIT

829043

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.

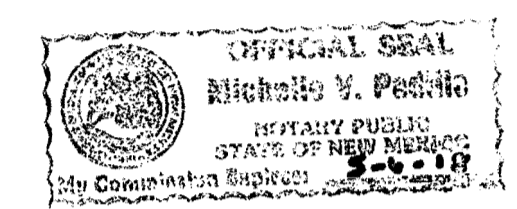
THIS DIVISION CONTAINS 0.978 AC.±, AND LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

by *Frances E. Sayre*
FRANCES E. SAYRE MANAGING MEMBER SAYRE & BEYER ENTERPRISES, LLC

STATE OF NEW MEXICO SS
COUNTY OF SANTA FE

THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY FRANCES E. SAYRE MANAGING MEMBER SAYRE & BEYER ENTERPRISES, LLC

THIS 7th DAY OF February 2018, *Michelle V. Doble*
MY COMMISSION EXPIRES 5-6-2018 NOTARY PUBLIC



COUNTY OF SANTA FE REVIEW

Michelle V. Doble 2-13-18
SANTA FE CO. TREASURER DATE

CITY OF SANTA FE REVIEW

Rosanna Zayas 02/09/18
CITY ENGINEER FOR LAND USE DATE
Michael Burke 2/8/18
CITY PLANNER DATE

CITY OF SANTA FE APPROVAL,

APPROVED BY THE CITY OF SANTA FE SUMMARY COMMITTEE AT THEIR MEETING OF 2017, AS CASE NO. 2017-92

Frances E. Sayre
SUMMARY COMMITTEE CHAIRPERSON DATE
Sueel Chait 2/9/18
SUMMARY COMMITTEE SECRETARY DATE

CONDITIONS OF APPROVAL:

- THE SIDEWALK AND DRIVE PAD AT THE WEST SIDE OF THE PROPERTY SHALL MEET THE MOST CURRENT STANDARDS OF THE AMERICAN WITH DISABILITIES ACT (ADA) AT THE TIME OF CONSTRUCTION PERMIT APPLICATION.
- THE ADA INSPECTION SHALL BE CONDUCTED AT THE TIME OF DEVELOPMENT AND PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- DEVELOPMENT OF THE PROPERTY SHOWN ON THIS PLAT IS SUBJECT TO PROVISIONS OF THE SANTA FE CITY CODE 1987 THAT ARE IN EFFECT AT THE TIME DEVELOPMENT OCCURS, INCLUDING BUT NOT LIMITED TO CHAPTER 7 BUILDING AND HOUSING; CHAPTER 10 ENVIRONMENTAL REGULATIONS; CHAPTER 12 FIRE PREVENTION; CHAPTER 14 LAND DEVELOPMENT; CHAPTER 22 SEWERS; CHAPTER 23 STREETS, SIDEWALKS AND PUBLIC PLACES; CHAPTER 24 TRAFFIC; CHAPTER 25 WATER, AND CHAPTER 26 HOUSING.
- PROVISIONS OF CHAPTER 12 FIRE PREVENTION THAT ARE IN EFFECT AT THE TIME OF RECORDING INCLUDING THE FOLLOWING:
 - ALL NEW CONSTRUCTION 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. (APPENDIX D TABLE 103.4)
 - FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION. (IFC 2009 SECTION 503.11)
 - ANY NEW DEVELOPMENT MUST MEET THE LANDSCAPE AND SITE DESIGN REQUIREMENTS OF SFCC SECTION 14-8.4 AS PART OF THE CONSTRUCTION PERMIT APPLICATION.
 - FIRE DEPARTMENT 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.
 - NEW DEVELOPMENT SHALL PROVIDE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC (APPENDIX B SECTION B105)
 - ALL DEVELOPMENT SHALL MEET ALL REQUIREMENTS SET FORTH BY THE IFC 2009 EDITION OR THE CODE ADOPTED BY THE GOVERNING BODY AT THE TIME OF SUBMITTING FOR PERMIT.
- WASTEWATER UEC FEES SHALL BE DUE AT THE TIME OF CONNECTION TO THE CITY SEWER SYSTEM.

LOT SPLIT OF

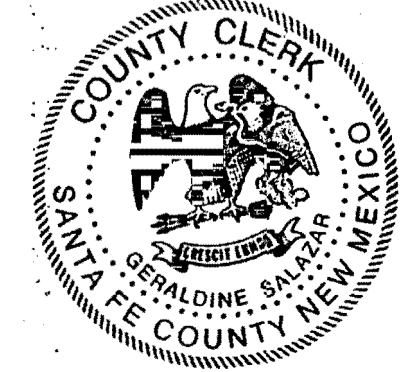
1315 RUFINA CIRCLE
TRACT 2A LOT 2
UPC# 1-051-097-187-004

LYING WITHIN SECTION 33, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO.

COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 13 day of Feb. A.D. 20 18 at 2:52 o'clock P.M. and was duly recorded in book 889 of page 43 of the records of Santa Fe County.

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

Veronica Duran Deputy



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: SAYRE & BEYER ENTERPRISES, LLC
LOCATION: LYING WITHIN SECTION 33, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO.

CASE# 2017-92 1315 RUFINA CIRCLE LOT SPLIT

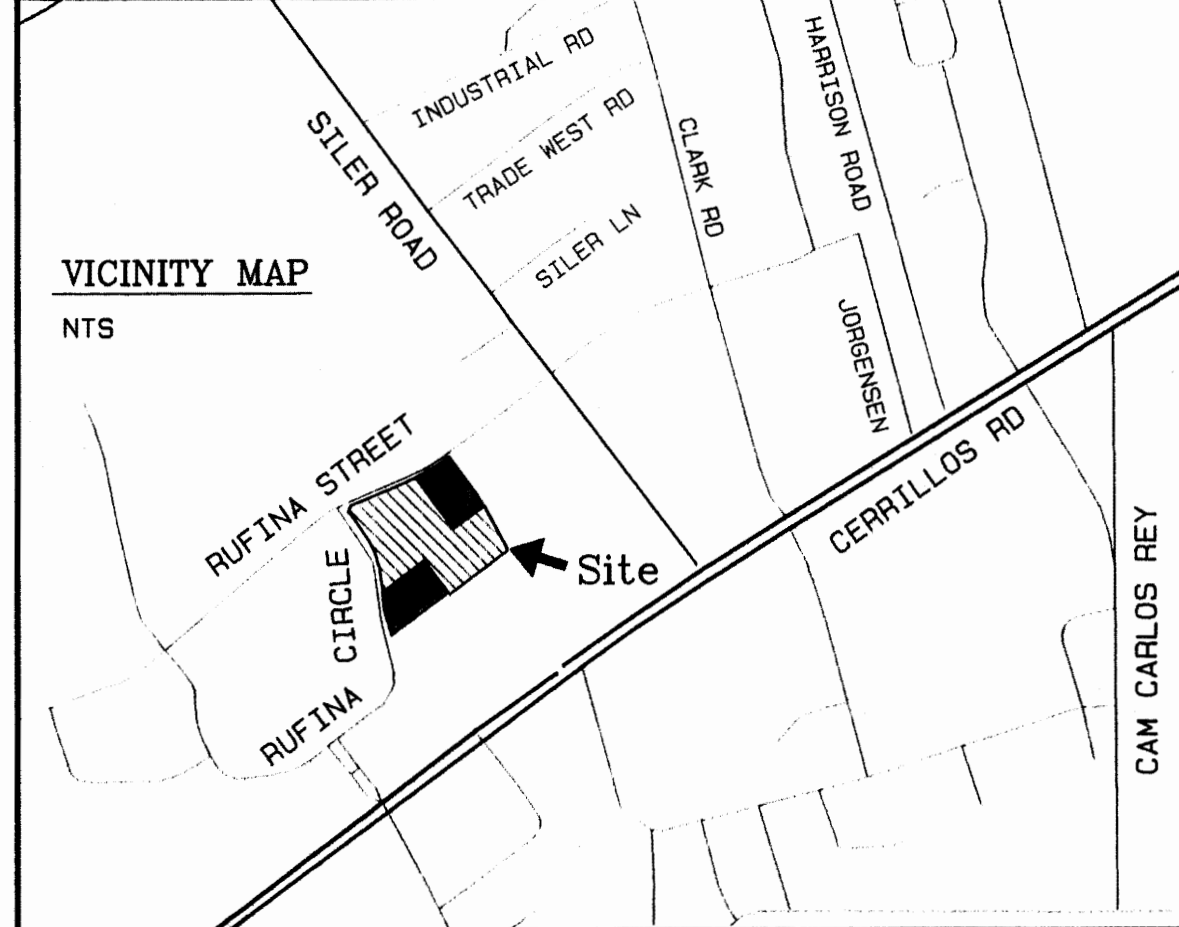
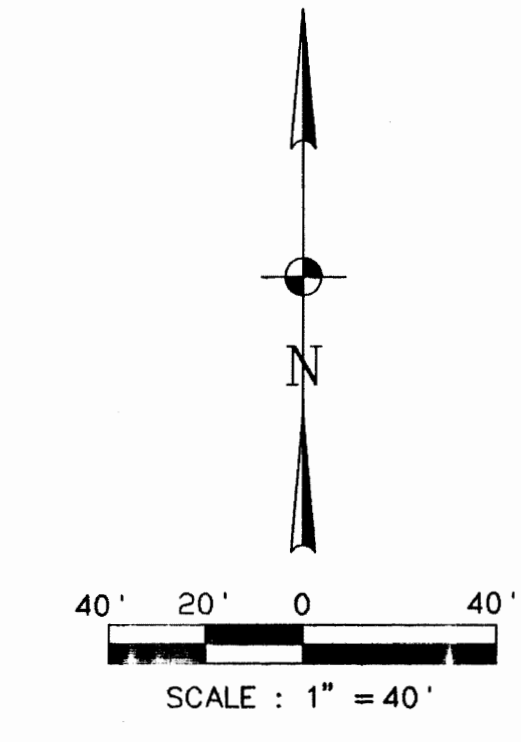
Lot Line Adjustment
of
LOT 3 & LOT 4
(formerly Tract 2A, Lot 1 & Tract A--1)

and
Boundary Survey
of

TRACT 2A, LOT 2

LYING & BEING SITUATE WITHIN
SECTION 33, T 17 N, R 9 E, NMP1M
2902 & 2904 Rufina Street
CITY AND COUNTY OF SANTA FE, NEW MEXICO
LOT 3 CONTAINING 3.877 ACRES ±
LOT 4 CONTAINING 0.929 ACRES ±
TRACT 2A, LOT 2 CONTAINING 0.978 ACRES

786003



CITY OF SANTA FE NOTES & CONDITIONS

RECORDING OF THIS PLAT DOES NOT CONSTITUTE THE APPROVAL BY THE CITY OF SANTA FE OF ANY ENCRoACHMENTS INTO PRIVATE PROPERTIES SHOWN, IF ANY.

EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 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 A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

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.

LOT 4 IS ZONED I2.
TRACT 2A, LOT 2 IS ZONED C2
A PORTION OF LOT 3 LIES WITHIN ZONE I2, THE REMAINING OF LOT 3 LIES WITHIN ZONE I1, AS SHOWN.

City of Santa Fe Review Case #2014-114

Risana Zaxum 03/25/15
CITY ENGINEER FOR LAND USE DATE

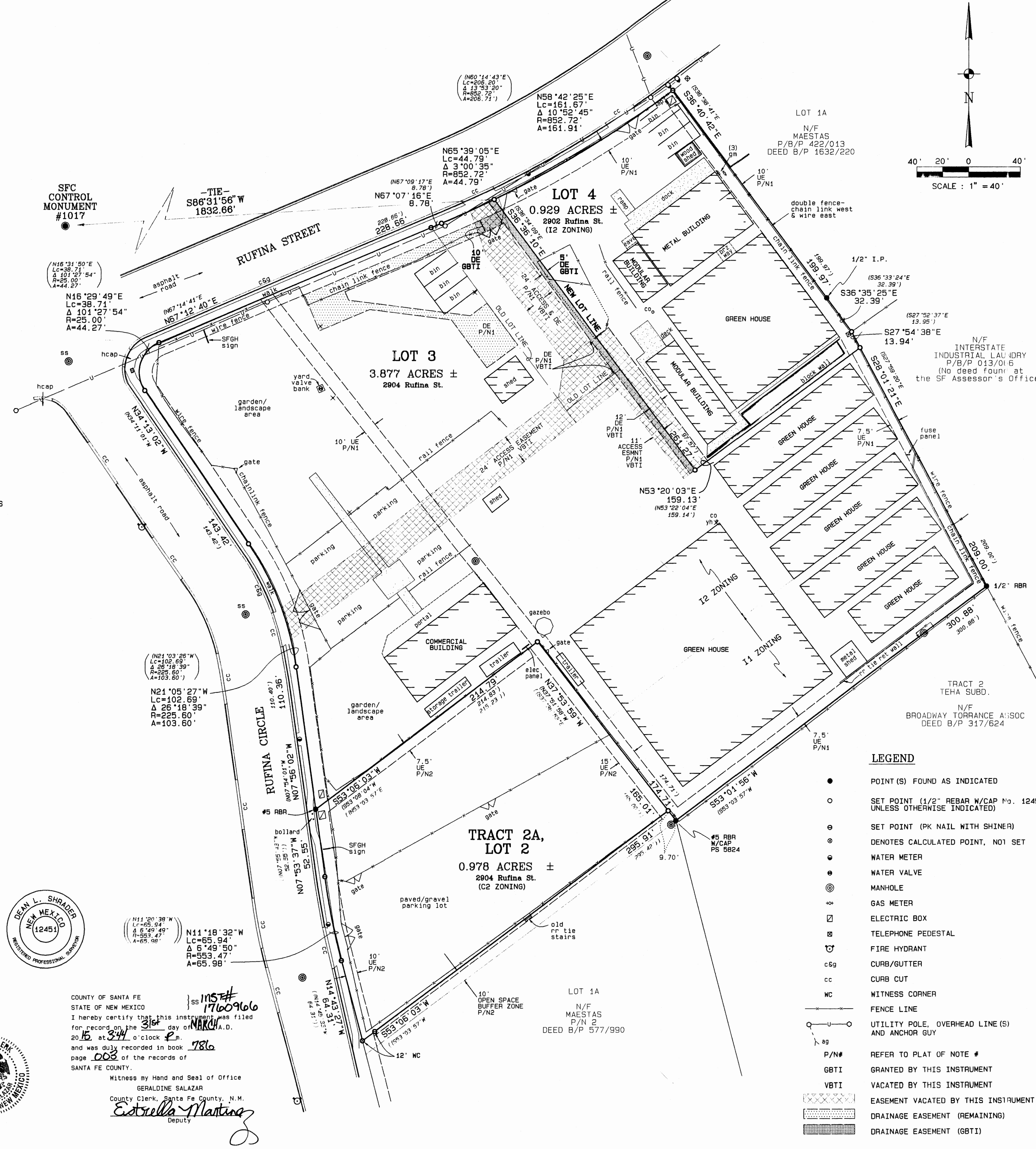
Jamara Bore 3/25/15
CITY PLANNER DATE

Eric J. Lopez 3/31/15
DATE

Surveyors Certificate

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES SHOWN HEREON WERE PREPARED BY ME OR UNDER MY PERSONAL DIRECTION AND ARE A TRUE AND ACCURATE REPRESENTATION OF A FIELD SURVEY WHICH WAS COMPLETED ON 3/17/2015. TO THE BEST OF MY INFORMATION, KNOWLEDGE AND BELIEF, THIS PLAT MEETS OR EXCEEDS THE "MINIMUM STANDARDS FOR LAND SURVEYING IN NEW MEXICO."

D. S. L.
DEAN L. SHRADER NEW MEXICO PROFESSIONAL SURVEYOR No. 12451



NOTES

1) REFER TO A "PLAT OF BOUNDARY SURVEY SHOWING LOT LINE ADJUSTMENT PREPARED BY ALLAN S. CURTIS, PS 13605, IN NOVEMBER OF 2000. RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER DOCUMENT NO. 1140,797 IN PLAT BOOK 463, PAGE 047 ON 1/2/2001. DATA SHOWN IN SINGLE () PARENTHESIS FROM SAID DOCUMENT.

2) REFER TO A "REPLAT OF TRACT 1 OF KIVA CENTER EAST AND EAST PORTION OF TRACT 2A, LOT 2 KIVA CENTER EAST" PREPARED BY ROBERT BENVI PS 5924, ON 12-15-2005, RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER DOCUMENT #1371005 ON MARCH 15, 2005 IN PLAT BOOK 593, PAGE 006 DATA SHOWN IN DOUBLE (()) PARENTHESIS FROM SAID DOCUMENT.

FLOOD NOTE:

THIS PROPERTY LIES WITHIN ZONE "X": AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
REFER TO FEMA FIRM MAP PANEL #35049C 0411E DATED 12/04/2012.

Owners Consent/Easement Vacation

THE UNDERSIGNED OWNERS & PROPRIETORS DO HEREBY CONSENT TO THE PLATTING OF LANDS AS SHOWN HEREON. THIS LOT LINE ADJUSTMENT IS BEING MADE WITH THE FREE CONSENT OF AND IS IN ACCORDANCE WITH THE DESIRES AND WISHES OF THE UNDERSIGNED. THE 24' ACCESS EASEMENT, THE 11' ACCESS EASEMENT AND THE 12' DRAINAGE EASEMENT ARE HEREBY VACATED AND EXTINGUISHED, AS SHOWN. A 5' DRAINAGE EASEMENT AND A 10' DRAINAGE EASEMENT ARE HEREBY GRANTED, AS SHOWN. THESE LANDS LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

David Salman 3/23/15
SALMAN ENTERPRISES, a New Mexico Limited Partnership DATE
DAVID SALMAN, GENERAL PARTNER

STATE OF NEW MEXICO }
COUNTY OF SANTA FE } SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23 DAY OF MARCH, 2015.
MY COMMISSION EXPIRES 11/18/2017

Mildred Hillstrom
NOTARY PUBLIC

- LEGEND**
- POINT (S) FOUND AS INDICATED
 - SET POINT (1/2" REBAR W/CAP No. 12451 UNLESS OTHERWISE INDICATED)
 - ⊙ SET POINT (PK NAIL WITH SHINER)
 - ⊙ DENOTES CALCULATED POINT, NOT SET
 - ⊙ WATER METER
 - ⊙ WATER VALVE
 - ⊙ MANHOLE
 - ⊙ GAS METER
 - ⊙ ELECTRIC BOX
 - ⊙ TELEPHONE PEDESTAL
 - ⊙ FIRE HYDRANT
 - csg CURB/GUTTER
 - cc CURB CUT
 - MC WITNESS CORNER
 - FENCE LINE
 - UTILITY POLE, OVERHEAD LINE(S) AND ANCHOR GUY
 - P/N# REFER TO PLAT OF NOTE #
 - GBTI GRANTED BY THIS INSTRUMENT
 - VBTI VACATED BY THIS INSTRUMENT
 - EASEMENT VACATED BY THIS INSTRUMENT
 - DRAINAGE EASEMENT (REMAINING)
 - DRAINAGE EASEMENT (GBTI)



COUNTY OF SANTA FE
STATE OF NEW MEXICO

I hereby certify that this instrument was filed for record on the 31st day of MARCH A.D. 2015 at 10:00 o'clock P.M. and was duly recorded in book 786 of the records of SANTA FE COUNTY.

Witness my Hand and Seal of Office
GERALDINE SALAZAR
County Clerk, Santa Fe County, N.M.
Estrella Mantano
Deputy

UPC #s:
1-051-097-187-094, LOT 3
1-051-097-203-136, LOT 4
1-051-097-210-110, TR 2-A LOT 2

INDEXING INFORMATION FOR COUNTY CLERK					CASE No.: 2014-
OWNER	SECTION	TWNSH.	RANGE	LOCATION	
SALMAN ENTERPRISES, a NM Limited Partnership	PROJ. S 33	T 17 N	R 9 E	2902 & 2904	ina : t.

HIGH DESERT SURVEYING, P.C.
PROFESSIONAL SURVEYING

1925 ASPEN DRIVE, SUITE 401
SANTA FE, NM. 87505
PHONE: (505) 438-8094
FAX: (505) 424-1709

DWG. NAME: Lot Line Adjust Lots 3 & 4 and Endry Tr 2A, Lot 2 12003

SPECIAL WARRANTY DEED

STANLEY HANCOCK, LLC, a New Mexico limited liability company, for consideration paid, grants to **GIRLS INCORPORATED OF SANTA FE, INC.**, a New Mexico nonprofit corporation, whose address is **301 Hillside Ave, Santa Fe, NM 87501**, the following real property in Santa Fe County, New Mexico:

Lot 3, as shown and delineated on plat of survey titled "Boundary Survey of Lot 3 & Lot 2-2, Tract 2A, for Girls Incorporated of Santa Fe, Inc.", filed in the office of the County Clerk, Santa Fe County, New Mexico on February 21, 2025 in Plat Book 921 page 37 as Instrument No. 2053251; and

Lot 2-2 of Tract 2A, as shown and delineated on plat of survey titled "Boundary Survey of Lot 3 & Lot 2-2, Tract 2A, for Girls Incorporated of Santa Fe, Inc.", filed in the office of the County Clerk, Santa Fe County, New Mexico on February 21, 2025 in Plat Book 921 page 37 as Instrument No. 2053251;

Subject to taxes for the year 2025 and subsequent years, not yet due and payable and to those matters shown on Exhibit A attached hereto;

With **special warranty covenants**.

Witness my hand and seal this 27th day of February, 2025.

Stanley Hancock, LLC, a New Mexico Limited Liability Company

By: 
Colin T. Cameron, Authorized Signatory

COUNTY OF SANTA FE } STATE OF NEW MEXICO } ss	SPECIAL WARRANTY DEED PAGES: 3
I Hereby Certify That This Instrument Was e-Recorded for Record On The 28TH Day Of February, A.D., 2025 at 08:50:20 AM And Was Duly Recorded as Instrument # 2053680 Of The Records Of Santa Fe County	
Deputy - CFIELDS	Witness My Hand And Seal Of Office Katharine E. Clark County Clerk, Santa Fe, NM



City of Santa Fe, New Mexico

Attachment C Applicant Submittals

3. Utility Service Application & Water Budget

**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
 - Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Girls Inc. of Santa Fe
Project Address: 2914 Rufina St.

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

Plat Filing Information: Year 2015 Book 786 Page 003 Township, Range, Section: SEC 33 T17N, R9E

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

Property Uniform Property Code: _____ **Existing Well:** Yes _____ No

Legal Description including lot size: Tract 2A, Lot 2-2 and Lot 3 consisting of approximately 4.275 acres NMPM 2902 & 2904 Rufina St. City and County of Santa Fe, New Mexico.

Short Description of Project: _____

Construction Start Date: Q1 2027

***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**
- _____ Single Family Dwelling Unit, lot size less than 6,000 sq. ft.
 - _____ Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft.
 - _____ Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.
 - _____ Mobile Home (in Mobile home park)
 - _____ Accessory Dwelling Unit
 - _____ Apartment/Condominium
 - _____ Senior Complex

_____ **Total**

--- COMPLETED BY STAFF ---

Water Use Factors	Annual Water Demand
.15 afy per d.u.	_____
.17 afy per d.u.	_____
.25 afy per d.u.	_____
.17 afy per d.u.	_____
.09 afy per d.u.	_____
.16 afy per d.u.	_____
.12 afy per d.u.	_____

Total Residential Water Demand _____ **AFY**

* Please see Preliminary Water Budget

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

***COMMERCIAL PROJECT - Complete the following**

Type of Project: (i.e. Office, Retail, Mixed, etc.) _____

Total gross floor area of building: _____ square feet

Total area of lot, tract or parcel: _____ acres

Automatic Fire Sprinkler System: _____ Yes _____ No

Building Construction Type: _____

Building Square Footage: _____

Site Plan Attached: _____ 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 ----

Check Type of Use **Gross Floor Area**

- Commercial**
- _____ Office – Non-medical _____
 - _____ Medical Office _____
 - _____ Office – City/State _____
 - _____ Research and Development Lab _____

 - _____ Manufacturing – Goods _____
 - _____ Manufacturing – Consumables _____

 - _____ Laundromat, Commercial _____
 - _____ Laundromat, Other _____
 - _____ Drycleaner _____

 - _____ Plant Nursery _____

 - _____ Gyms with showers _____
 - _____ Gyms without showers _____

 - _____ Salons _____

 - _____ Pet Grooming _____
 - _____ Pet Daycare _____

 - _____ Retail, Large _____
 (Individual stores or shopping areas > 75,000 sq ft)
 - _____ Neighborhood Center/Medium Retail _____
 (Individual stores or shopping areas 75,000-25,000 sq ft)
 - _____ Retail, Small _____
 (Individual stores or shopping areas < 25,000 sq ft)

 - _____ Gallery _____

 - _____ Grocery Store _____

 - _____ Restaurant (full service) _____
 - _____ Restaurant (limited service) _____

 - _____ Gasoline Station w/ Car Wash _____

---- COMPLETED BY STAFF ----

Water Use Factors **Annual Water Demand**

- (0.70 afy per 10,000 s.f.) _____
- (0.72 afy per 10,000 s.f.) _____
- (0.58 afy per 10,000 s.f.) _____
- (1.18 afy per 10,000 s.f.) _____

- (0.21 afy per site) _____
- (2.33 afy per site) _____

- (0.78 afy per machine) _____
- (0.22 afy per machine) _____
- (0.41 afy per site) _____

- (0.56 afy per 10,000 s.f.) _____

- (8.94 afy per site) _____
- (0.77 afy per site) _____

- (0.21 afy per site) _____

- (0.52 afy per site) _____
- (0.11 afy per site) _____

- (0.45 afy per 10,000 s.f.) _____
- (0.43 afy per 10,000 s.f.) _____
- (0.06 afy per site) _____

- (0.60 afy per site) _____

- (1.27 afy per 10,000 s.f.) _____

- (0.02 afy per seat) _____
- (1.63 afy per Site) _____

- (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.) _____

_____ 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 _____

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: _____ Mailing Address: _____ _____ _____ Phone Number: _____ Mobile Number: _____	*Only If Applicable AGENT: _____ Title: _____ Mailing Address: _____ _____ Phone Number: _____ Mobile Number: _____
---	---

Information Provided By: Check one: Owner _____ Agent

Signature:  **Date:** December 3, 2024

Technical Evaluation to be Sent to: Check one: Owner _____ Agent

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 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
- 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

Girls Inc. of Santa Fe

2904 Rufina St.

Preliminary Water Budget

Existing Girls Inc. Hillside Facility - Average Annual Water Consumption	101,570	GPY
Existing Facility: Hillside Drive (GFA)	4,886	SF
Existing Facility Annual Usage:	20.8	Gal/SF
Proposed Facility: Rufina Street (GFA) =	55,478	Square Feet
Projected Annual Water Usage (20.8 Gal/SF) =	1,153,275	GPY
	3.54	AFY
Landscape Irrigation =	TBD	GPY
	TBD	AFY
Water Budget Subtotal =	3.54	AFY
Existing Rufina Water Usage Credit =	5.27	AFY
Per SFCC §14-8.13(B)(3)		
DEVELOPMENT WATER BUDGET =	(1.73)	AFY
9.8% Contingency per SFCC §14-8.13(E)(1)=	(0.17)	AFY
TOTAL WATER DEMAND OFFSET =	(1.90)	AFY

City of Santa Fe, New Mexico

Attachment C Applicant Submittals

4. Early Neighborhood Notification Meeting Notes and Posting



JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

NOTICE OF EARLY NEIGHBORHOOD NOTIFICATION MEETING

July 8, 2025

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss pending development review applications to be submitted to the City of Santa Fe. The 4.28-acre subject property at 2904 Rufina St. comprises two parcels – Lot 3 totaling 3.877 acres and Lot 2-2 totaling 0.399 acres. Lot 3 is zoned I-1 & I-2 (Industrial), and Lot 2-2 is zoned C-2 (General Commercial). The applications will include a request to rezone Lot 3 to C-2 (General Commercial), along with amendments to the General Plan Future Land Use Map to change the Lot 3 land use designations from Industrial and Business Park to Community Commercial. In addition, a Master Plan will be submitted addressing the redevelopment of the property as a youth center for Girl's Inc. of Santa Fe. The facility will include approximately 49,000 sf of buildings and significant open space/outdoor recreation areas. Please refer to the attached Vicinity Map, Site Plan, and ENN Guidelines for more information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a virtual meeting is scheduled for **July 23, 2025 at 5:30 pm.**

The meeting link is below and can be accessed on the City's website at
<https://santafenm.portal.civicclerk.com/>

Join Zoom Meeting

<https://us02web.zoom.us/j/87370280781?pwd=mbc3ddQPerH2OnXcoIsItRgFBia68a.1>

Meeting ID: 873 7028 0781; Passcode: 529568

Call-in number: (669) 444 9171

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 Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

Sincerely,

Jennifer Jenkins

Attachments: Vicinity Map, Site Plan & ENN Guidelines

NAME	ADDRESS
TOOBIN, BERNARD I & CAROL S REVOC TRST	10 CLOVE CT
PEPSI COLA BOTTLING CO	10 INVERNESS DR E
CRIST WELDING, LLC	1009 FLORIDA ST SE
RED BOX LLC	1100 N MARKET ST
MILLIKEN, DAVID	1100 N MARKET ST
THE STUDIOS AT 1300 CONDOMINIUM ASSOCIATION	130 LINCOLN AVE K
1300 RUFINA CIRCLE, UNIT A-3, LLC	1300 RUFINA CIR A1
1300 RUFINA CIRCLE, UNIT A-3, LLC	1300 RUFINA CIR A2
1300 RUFINA CIRCLE, UNIT A-3, LLC	1300 RUFINA BLDG A
1300 RUFINA CIRCLE, UNIT A-3, LLC	1300 RUFINA CIR STE A3
1300 RUFINA CIRCLE, UNIT A-3, LLC	1300 RUFINA CIR A4
THE UP HOLDING COMPANY LLC	1300 RUFINA CIR BLDG B
THE UP HOLDING COMPANY LLC	1300 RUFINA CIR B1
THE UP HOLDING COMPANY LLC	1300 RUFINA CIR B3
THE UP HOLDING COMPANY LLC	1300 RUFINA CIR B2
QUEST JEWELRY INC	1310 SILER RD 2
QUEST JEWELRY INC	1310 SILER RD
QUEST JEWELRY INC	1310 SILER RD 1
QUEST JEWELRY INC	1310 SILER RD 3
QUEST JEWELRY INC	1310 SILER RD 4
QUEST JEWELRY INC	1310 SILER RD 5
TED G HOUSTON LLC	1314 RUFINA CIR 1
TED G HOUSTON LLC	1314 RUFINA CIR 2
TED G HOUSTON LLC	1314 RUFINA CIR 3
TED G HOUSTON LLC	1314 RUFINA CIR 4
TED G HOUSTON LLC	1314 RUFINA CIR 5
TED G HOUSTON LLC	1314 RUFINA CIR 6
TED G HOUSTON LLC	1314 RUFINA CIR 7
TED G HOUSTON LLC	1314 RUFINA CIR 8
TED G HOUSTON LLC	1314 RUFINA CIR 9
TED G HOUSTON LLC	1314 RUFINA CIR 10
TED G HOUSTON LLC	1314 RUFINA CIR 11
TED G HOUSTON LLC	1314 RUFINA CIR 12
TED G HOUSTON LLC	1314 RUFINA CIR 13
TED G HOUSTON LLC	1314 RUFINA CIR 14
TED G HOUSTON LLC	1314 RUFINA CIR 15
TED G HOUSTON LLC	1314 RUFINA CIR 16
TED G HOUSTON LLC	1314 RUFINA CIR 17
TED G HOUSTON LLC	1314 RUFINA CIR 18
TED G HOUSTON LLC	1314 RUFINA CIR 19
TED G HOUSTON LLC	1314 RUFINA CIR A1
TED G HOUSTON LLC	1314 RUFINA CIR A2
TED G HOUSTON LLC	1314 RUFINA CIR A3

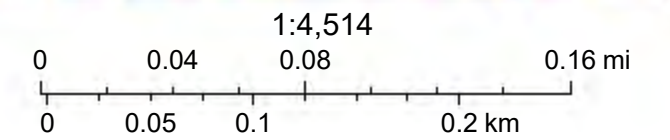
TED G HOUSTON LLC	1314 RUFINA CIR A4
TED G HOUSTON LLC	1314 RUFINA CIR A5
TED G HOUSTON LLC	1314 RUFINA CIR A6
TED G HOUSTON LLC	1314 RUFINA CIR A7
TED G HOUSTON LLC	1315 RUFINA CIR A8
SAYRE & BEYER ENTERPRISES, LLC	1315 RUFINA CIR A9
STEWART FAMILY PROPERTIES, LLC	1318 RUFINA CIR
RAINBOWE #4 LLC	1432 DON GASPAR AVE
DSH, LLC	1545 S SAINT FRANCIS DR
3005 CERRILLOS ROAD LLC	1545 S SAINT FRANCIS DR
MERRIMAK CAPITAL CO LLC	1611 N INTERSTATE 35E STE 428
YEUNG, JAN K & KA CHUEN	2133 FARRINGTON ST
THE FIRM LLC	2509 CAMINO ALFREDO
LANKER PROPERTIES LLC	2699 VIA CABALLERO DEL NORTE
KEEPING HOLDINGS LLC	2908 RUFINA ST
FLOORMART	2911 CERRILLOS RD
SHIHAN FINE KNIVES	2923 RUFINA ST
ROYBAL, MICHAEL A	2925 RUFINA ST
CORONADO REAL ESTATE LLC	2929 CERRILLOS RD
GOMEZ-ESTRADA, ALAN R & KAREN O	2929 RUFINA CT
DSH, LLC	3005 CERRILLOS RD
MVP HOSPITALITY LLC	3007 CERRILLOS RD
MOTEL 6 OPERATING LP	3007 CERRILLOS RD
GIRLS INCORPORATED OF SANTA FE INC	301 HILLSIDE AVE
GIRLS INCORPORATED OF SANTA FE INC	301 HILLSIDE AVE
TED G HOUSTON LLC	3101 OLD PECOS TRL UNIT 692
TED G HOUSTON LLC	3101 OLD PECOS TRL UNIT 692
TANREN LLC	3204 CALLE MARIE STE A
GREEVES, EDWARD J & DANA A	4 N BRISA FRESCA DR
MC OSLO SFQ LLC	461 E 200 S STE 102
CLEAN ENERGY	4675 MACARTHUR CT STE 800
INTERSTATE INDUSTRIAL LAUNDRY	68 JONSPIN RD
LOMONT INC	6812 ACADEMY PARKWAY EAST NE
UNITECH SERVICES GROUP	C/O TAX DEPT.
QUALITY INN DE SANTA FE (DBA)	ENTERPRISE INC (NICK PATEL)
CITY OF SANTA FE	P O BOX 909
CITY OF SANTA FE	P O BOX 909
WILSON, G ELTON & MARIE J	PO BOX 15489
1327 RUFINA CIRCLE, LLC	PO BOX 26
MAESTAS, RICK & ROSEMARY	PO BOX 483
KATIEBEAR 13 HOLDINGS LLC	PO BOX 5000
CITY OF SANTA FE	PO BOX 909
STEWART FAMILY PROPERTIES, LLC	PO BOX 92225
STEWART FAMILY PROPERTIES, LLC	PO BOX 92225

100' Mailing Notice

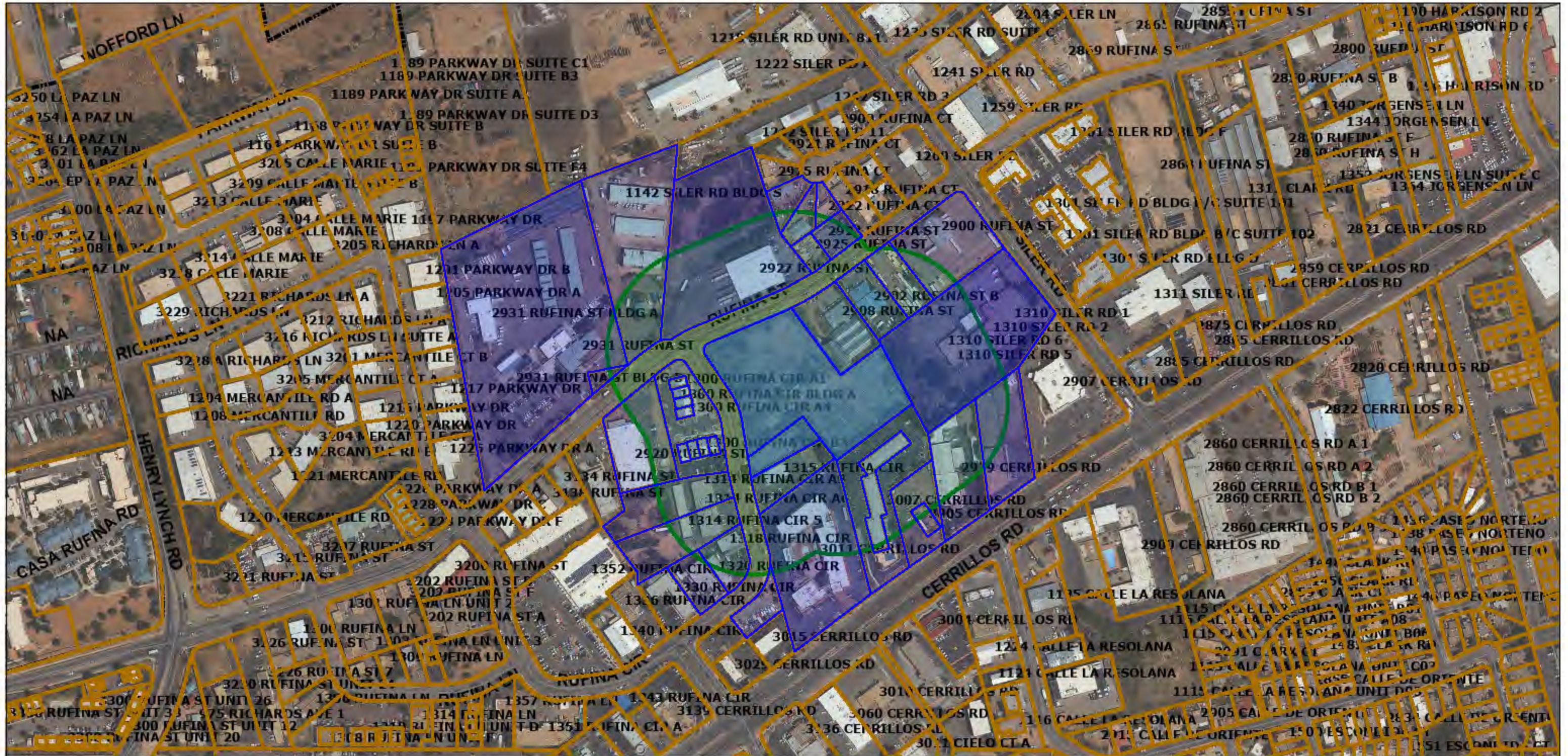


6/16/2025, 11:03:00 AM

- Santa Fe County Parcels
- Roads
- Address Points
- Major Roads
- Parcels
- City Limits

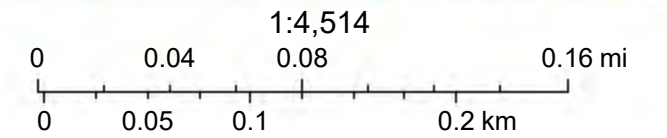


300' Mailing Notice



6/16/2025, 10:50:32 AM






- Santa Fe County Parcels
- Roads
- Address Points
- Major Roads
- Parcels
- City Limits

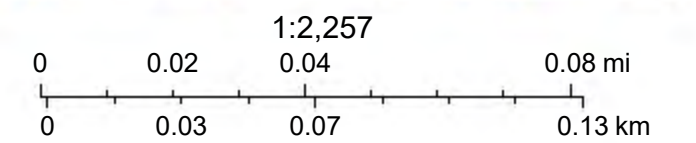


Web AppBuilder for ArcGIS



7/8/2025, 3:57:07 PM

-  Santa Fe County Parcels
-  Major Roads
-  Roads
-  Parcels
-  Address Points





PRIVATE PROPERTY

City of Austin, Texas
PUBLIC MEETING NOTICE
The City of Austin is currently in the process of reviewing a proposed development project located at the intersection of [Address] and [Address]. The project consists of [Project Description]. The City is holding a public meeting to discuss the project and gather input from the community. The meeting will be held on [Date] at [Time] at [Location]. For more information, please contact [Contact Information].

NO TRESPASSING
UNDER NEW OWNERSHIP
NO PUBLIC ACCESS

PRIVATE PROPERTY

City of Santa Fe, New Mexico
PUBLIC MEETING NOTICE
Master Plan for the redevelopment of the 4.28 acre subject property as a youth center for Girls Inc. including Lot 3 totaling 3.89 acres zoned I-1 (Industrial) & Lot 22 totaling 0.39 acres zoned C-2 (General Commercial) with a General Plan Amendment to change Lot 3 land use designation to Community Commercial & Rezone Lot 3 to C-2 (General Commercial).
2904 Archina St.
Project Location
Early Neighborhood Notification 5:30pm July 23, 2025
Type of Meeting Time Date
VIRTUAL @ <https://santafemunicipal.civicconnect.com/>
Meeting Location
DenkinsGavin Inc.
Applicant/Agent
For information call DenkinsGavin 505-820-7444
Phone #
Refer to Case Girls Inc of Santa Fe
Date 7/18/25 to 7/23/25
Required to be posted and visible from a public street from Date Date
PL022-10-100





1327 RUFINA CIRCLE, LLC X



- Layer List_3**
- Census Block Group 2010
 - Census Tracts 2010
 - City Limits
 - City Owned Land
 - (18-5.29) Native American Arts or Crafts District
 - Neighborhood Associations
 - Subdivisions
 - Urban Area
 - Land Status

Map navigation controls including a scale bar (300ft), a 300ft distance marker, and coordinate information: -105.999 35.659 Degrees.



Measurement

Feet (US)

Measurement Result

1,123.4 Feet (US)

Clear

App State

Click to restore the map extent and layers visibility where you left off.

Press CTRL to enable snapping

Jennifer Jenkins

From: Zoom <no-reply@zoom.us>
Sent: Wednesday, July 23, 2025 6:07 PM
To: Jennifer Jenkins
Subject: Meeting assets for Girls Inc. ENN Meeting are ready!



Meeting assets for Girls Inc. ENN Meeting are ready!

Hi Jennifer Jenkins

The following assets for the meeting - Girls Inc. ENN Meeting are now available.

Meeting summary

Quick recap

The meeting served as an early neighborhood notification session for a proposed rezoning and master plan for Girls Inc.'s new facility in Santa Fe, with introductions made between the project team and Alexa Hempel, a senior city planner. The team presented plans for developing a new 3.8-acre campus with various facilities including a gathering space, gymnasium, and classrooms, while Jennifer explained the proposed zoning changes and traffic impact analysis. The conversation ended with an invitation for public questions and comments, with next steps including submitting applications to the city and moving through various review processes if approved.

Next steps

- Jennifer to submit applications to the city next month for the Girls Inc. project.
- Alexa to review the submitted application once received on August 11th.
- Tyler to complete the traffic study for the project.
- Kim to follow up with Lily to schedule a time to talk tomorrow.
- Alexi to continue refining the conceptual design of the Girls Inc. facility.
- Jennifer to prepare for the Planning Commission hearing, likely in early November.
- Girls Inc. team to proceed with detailed project design after obtaining approvals for rezoning and master plan.
- Jennifer to prepare for a future early neighborhood notification meeting for the development plan.

Summary

New Senior Planner Team Introduction

The meeting began with introductions, where Alexa, a new senior planner from the city, met the project team consisting of Kim, Jennifer, Alexander, Oralynn, and Tyler. Alexa shared her background working for the National Park Service in Santa Fe. The team discussed the possibility of having a low attendance for the meeting, with Jennifer noting that the protocol is to wait for 15 minutes before calling the meeting if there are no external attendees.

Girls Inc. Rezoning Community Meeting

The meeting served as an early neighborhood notification session for a proposed rezoning and master plan for Girls Inc.'s new facility in Santa Fe. Alexa Hempel, a senior planner with the city, explained the purpose of the meeting, emphasizing the importance of community input before the project advances. Jennifer Jenkins and Angelica Wolf, representing Jenkins Gavin, introduced the project and highlighted Girls Inc.'s mission to empower girls through educational and life skills programs. Kim Brown, the executive director of Girls Inc., expressed excitement about expanding their services to a new, more central location to address their extensive waitlist and meet community needs. The team also introduced Alexa Dzurek, the architect, Orlin Gurutis, the civil engineer, and Tyler Smith, who provided traffic engineering services. The conversation ended with an invitation for public questions and comments, which attendees could submit via chat or the raise-hand feature.

Girls Inc. Campus Zoning Proposal

Jennifer presented a proposal for Girls Inc. to develop a new campus on a 3.8-acre property located at the southeast corner of Rufina and Rufina Circle. She explained the current zoning and land use designations of the property and outlined the requested changes, including a rezone from I-1 and I-2 to C-2 zoning and an amendment to the general plan to change the designation to community commercial. The proposed changes aim to align with neighboring zoning and support the development of the new youth center facility.

Girls Inc. Campus Site Plan

Jennifer presented a site plan for the former nursery property, which will be redeveloped as the new Girls Inc. campus. She explained the proposed layout, including preserved areas for an outdoor classroom and recreational space, as well as areas suitable for development. Jennifer outlined the master plan, which will be submitted alongside a general plan amendment and rezone request, detailing the conceptual development intent. The plan includes two access points off Rufina Circle, parking areas for buses and staff, and a drop-off/pickup zone for parents.

Girls Inc. Facility Expansion Plan

Jennifer presented a plan for expanding Girls Inc.'s facility, which would include a gathering space, gymnasium, classrooms, and potential entrepreneurial training space. The project would cover 4.2 acres, with 3 acres of preserved open space, and would require rezoning of Lot 3 to C2 General Commercial. The facility would serve more families in the community by expanding program offerings and centralizing operations, making it more financially sustainable.

Traffic Study and Approval Process

Jennifer presented a traffic study for a proposed development, explaining how intersections are analyzed using a level of service grading system. She reported that most intersections showed good levels of service, with the exception of Rufina and Sila during the afternoon rush hour. Jennifer outlined the next steps in the approval process, including submitting applications to the city, going through reviews, and holding public hearings at the planning commission and city council levels. If approved, the project would move to the development plan phase, involving further design work and additional public meetings.

Project Submission and Follow-Up Discussion

Jennifer opened the meeting by inviting questions and offering to address any concerns, both during and after the meeting. She clarified that Alexa, who handles city processes, would be unable to answer detailed questions about the project until a submission is made, which is planned for August 11th. Alexa confirmed she had no immediate questions and expressed

anticipation for the submission. Kim concluded by arranging a follow-up conversation with Lily and mentioned she would be in touch via text or email. The conversation ended with expressions of gratitude and goodbyes.

AI can make mistakes. Review for accuracy.

Please rate the accuracy of this summary.

Edit summary Share



[Zoom.com](https://zoom.us) 55 Almaden Blvd
San Jose, CA 95113

[+1.888.799.9666](tel:+18887999666)

© 2025 Zoom Communications, Inc.

City of Santa Fe, New Mexico

Attachment C Applicant Submittals

5. Traffic Impact Analysis

GIRL'S INC DEVELOPMENT
TRAFFIC IMPACT STUDY

INITIAL DRAFT SUBMITTAL | OCTOBER 6, 2025

GIRL'S INC DEVELOPMENT TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

Date:

October 6, 2025

Prepared by:

Bohannon Huston, Inc.

7500 Jefferson St NE

Courtyard Two

Albuquerque, NM 87109

Prepared for:

Kim Brown, Executive Director

Girl's Inc.

301 Hillside Ave.

Santa Fe, NM 87501

Carl D. Vermillion, PE, PTOE, RSP1

Date

TABLE OF CONTENTS

I.	INTRODUCTION AND SUMMARY	1
A.	Study Purpose	1
B.	Executive Summary	1
1.	Site Location and Study Area	1
2.	Principal Findings	2
3.	Recommendations	3
II.	PROPOSED DEVELOPMENT.....	6
A.	Land Use and Intensity	6
B.	Development Phasing and Timing	6
III.	STUDY AREA CONDITIONS	6
A.	Study Area.....	6
B.	Site Accessibility	6
C.	Data Sources.....	7
IV.	EXISTING CONDITIONS ANALYSIS	8
A.	Background.....	8
1.	Adjacent Roadways	8
2.	Multi-Modal Conditions	9
B.	Existing Traffic Conditions.....	9
C.	Level of Service Definitions	9
D.	Existing Intersection Capacity Analysis.....	10
V.	PROJECTED TRAFFIC	15
A.	Site Traffic Forecasting	15
1.	Trip Generation.....	15
2.	Trip Distribution and Assignment	16
3.	Traffic Projections	16
VI.	TRAFFIC AND IMPROVEMENT ANALYSIS	19
A.	Level of service analysis	19
1.	2028 No Build Intersection Capacity Analysis	19
2.	2028 Build Intersection Capacity Analysis	24
3.	2038 No Build Intersection Capacity Analysis	30

4. 2038 Build Intersection Capacity Analysis 36

 B. Auxiliary Lane Evaluation 42

VII. CRASH ANALYSIS 46

 A. Cerrillos and Calle Del Cielo 46

 B. Rufina and Siler 47

 C. Rufina and Richards 48

 D. Rufina Street and Rufina Circle (East) 51

 E. Rufina Street and Rufina Circle (West) 51

 F. Rufina Circle and Calle Del Cielo 53

VIII. CONCLUSIONS AND RECOMMENDATIONS 53

 A. Conclusions 53

 B. Recommendations 54

FIGURES

Figure 1 | Vicinity Map 5

Figure 2 | 2025 AM(PM) Existing Peak Hour Traffic Volumes 14

Figure 3 | Trip Assignment Percentages 17

Figure 4 | Trip Assignment Volumes 18

Figure 5 | 2028 AM(PM) No Build Peak Hour Traffic Volumes 23

Figure 6 | 2028 AM(PM) Build Peak Hour Traffic Volumes 29

Figure 7 | 2038 AM(PM) No Build Peak Hour Traffic Volumes 35

Figure 8 | 2038 AM(PM) Build Peak Hour Traffic Volumes 41

TABLES

Table 1 | LOS Definitions 10

Table 2 | Existing Signalized Intersection Results 11

Table 3 | Existing Signalized Intersection Queue Summary 12

Table 4 | Existing Unsignalized Intersection Results 13

Table 5 | Trip Generation 16

Table 6 | 2028 No Build Signalized Intersection Results 20

Table 7 | 2028 No Build Signalized Intersection Queue Summary 21

Table 8 2028 No Build Unsignalized Intersection Results	22
Table 9 2028 Build Signalized Intersection Results	25
Table 10 2028 Build Signalized Intersection Results - Mitigated	26
Table 11 2028 Build Signalized Intersection Queue Summary	27
Table 12 2028 Build Unsignalized Intersection Results	28
Table 13 2038 No Build Signalized Intersection Results	32
Table 14 2038 No Build Signalized Intersection Queue Summary	33
Table 15 2038 No Build Unsignalized Intersection Results	34
Table 16 2038 Build Signalized Intersection Results	37
Table 16 2038 Build Signalized Intersection Results - Mitigated	38
Table 17 2038 Build Signalized Intersection Queue Summary	39
Table 18 2038 Build Unsignalized Intersection Results	40
Table 19 Left Turn Lane Warrants	44
Table 20 Right Turn Lane Warrants.....	45
Table 21 Cerrillos and Calle Del Cielo Crash Summary.....	47
Table 22 Rufina and Siler Crash Summary	48
Table 23 Rufina and Richards Crash Summary	50
Table 24 Rufina Street and Rufina Circle (East) Crash Summary	51
Table 25 Rufina Street and Rufina Circle (West) Crash Summary	52

APPENDICES

Appendix A: Santa Fe Roadway Functional Classifications

Appendix B: Existing Data

Appendix C: 2025 Existing Intersection Capacity Analysis

Appendix D: Turning Movement Development

Appendix E: 2028 No Build Intersection Capacity Analysis

Appendix F: 2028 Build Intersection Capacity Analysis

Appendix G: 2038 No Build Intersection Capacity Analysis

Appendix H: 2038 Build Intersection Capacity Analysis

Appendix I: Santa Fe Turn Lane Requirements

I. INTRODUCTION AND SUMMARY

Girl's Inc. proposes developing a youth center, situated southeast of the Rufina Street and Rufina Circle (east) intersection. The proposed development will include a 5,000 square-foot facility with the ability to enroll 250 children.

A. STUDY PURPOSE

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

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located at 2904 Rufina Street on the southeast corner of the Rufina Street and Rufina Circle intersection in Santa Fe, New Mexico. A vicinity map is shown in Figure 1.

The study area consists of the following intersections:

- Siler Road and Rufina Street (existing 4-way signalized intersection)
- Calle del Cielo and Cerrillos Road (existing 4-way signalized intersection)
- Rufina Street and Parkway Drive/Rufina Circle (west) (existing 4-way unsignalized intersection)
- Rufina Street and Rufina Circle (east) (existing 4-way unsignalized intersection)
- Rufina Street & Richards Avenue (existing 4-way signalized intersection)
- Rufina Circle and Calle del Cielo (existing 4-way unsignalized intersection)
- Rufina Circle and Access 1 (future 3-way unsignalized intersection)
- Rufina Circle and Access 2 (future 3-way unsignalized intersection)

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

- Existing traffic (2025)
- 2028 Completion Year without the proposed site development (2028 No Build)
- 2028 Completion Year with the proposed site development (2028 Build)

- 2038 Horizon Year without the proposed site development (2038 No Build)
- 2038 Horizon Year with the proposed side development (2038 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found that all intersections operate acceptably overall in the 2028 Build scenario. The eastbound left, eastbound thru/right, and the northbound left turning movements at the signalized intersection of Rufina Street and Siler Road operate at LOS E in the PM peak hour. To improve the eastbound movement, this approach should be restriped to remove on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at LOS E during both peak hours, while the southbound left turn movement degrades to LOS E in the AM peak hour due to the development traffic. With this decline and increase in queue distance needed, it is recommended to complete median modifications on the north side of this intersection along Calle del Cielo to adequately store the queue that will develop. The median should be a maximum of 5' with a 10' left turn lane, a 10' southbound through lane, and a 10' dedicated right turn lane. Additionally, traffic signal timing adjustments should be completed at the intersection to help address this issue. As this storage length was not adequate prior to the development, a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares.

In the 2038 Build scenario, the Rufina Street and Rufina Circle (east) intersection and the two new access driveways on Rufina Circle will operate overall acceptably. The northbound left turn lane at both the East and West intersections of Rufina Street and Rufina Circle is recommended to be installed to address City of Santa Fe turn lane warrants.

At the Rufina Circle and Calle del Cielo the westbound left turn lane is warranted and should be installed. This lane should be a minimum of 50' and include a taper length as determined by the MUTCD and prescribed in the City of Sanat Fe standards.

Lastly, Rufina Circle and Access 1 meets warrants for a left turn lane at the entrance to the development. This left turn lane should be 50 feet in length for storage with a taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

3. RECOMMENDATIONS

- Install a southbound left turn lane at Rufina Circle and Access 1 with striping modifications. This will include removal of on-street parking and installation of the left turn lane by shifting the northbound lane, southbound lane, and bike lanes to incorporate an 11 foot left turning lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as prescribed in the City of Santa Fe standards.
- Install an Eastbound dedicated right turn lane at the intersection of Rufina Street and Siler Road. This lane should be accomplished by striping by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 225 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- Median modifications should be completed at the Cerrillos and Calle de Cielo intersection. The median should be a maximum of 5 feet and the southbound lanes should include a 10' right turn lane, a 10' through lane, and a 10' left turn lane. These lanes should extend the full length of Calle de Cielo from Cerrillos to Rufina Circle.
- The northbound approach at the intersection of Rufina Street and Rufina Circle (West) should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- At the intersection of Rufina Street and Rufina Circle (East), the northbound approach should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- Rufina Circle and Calle del Cielo warrants a westbound left turn lane. This lane should be included at this intersection through restriping. On street parking would be removed approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a

5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.



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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development is a 5,000 square-foot facility.

The development is located southeast of the Rufina Street and Rufina Circle (east) intersection. The study area is partially developed.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2028.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Siler Road and Rufina Street (existing 4-way signalized intersection)
- Calle del Cielo and Cerrillos Road (existing 4-way signalized intersection)
- Rufina Street and Parkway Drive/Rufina Circle (west) (existing 4-way unsignalized intersection)
- Rufina Street and Rufina Circle (east) (existing 4-way unsignalized intersection)
- Rufina Street & Richards Avenue (existing 4-way signalized intersection)
- Rufina Circle and Calle del Cielo (existing 4-way unsignalized intersection)
- Rufina Circle and Access 1 (future 3-way unsignalized intersection)
- Rufina Circle and Access 2 (future 3-way unsignalized intersection)

B. SITE ACCESSIBILITY

The development will include two accesses on Rufina Circle, approximately 300 feet and 550 feet south of the Rufina Street and Rufina Circle (east) intersection. The site access locations being proposed on Rufina Circle are existing driveways and the development plan to utilize these as their future access points.

The primary routes to the site are anticipated to be either Cerrillos Road, Siler Road or Rufina Road.

C. DATA SOURCES

The data used in this report consists of the traffic volumes described below, aerial photography and mapping from Google Earth®, as well as information provided by IDAX Traffic Counts.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Santa Fe Metropolitan Planning Organization (SFMPPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The SFMPPO Roadway Functional Classification Map classifies 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.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

- Cerrillos Road is a principal arterial with three lanes in each direction and dedicated left and right turn lanes. Cerrillos Road has a posted speed limit of 40 miles per hour (MPH). Cerrillos Road provides regional connectivity within the greater Santa Fe area, serving as a link between major/minor roadways which travel in north-south directions, including Highway 285 and I-25. Sidewalks and bicycle lanes exist along Cerrillos Road in this area.
- Siler Road is a minor arterial, with one lane in each direction and a two-way left turn lane. Siler Road has a posted speed limit of 30 MPH. Siler Road provides regional connectivity within Santa Fe, serving as a crossing of the Santa Fe river to the north. Sidewalks exist along Siler Road in this area as well as designated bike lanes/shoulders.
- Richards Avenue is a major collector roadway with one lane in each direction. Richards Avenue has a posted speed limit of 35 MPH. Richards Avenue has sidewalks and bicycle lanes in this area.
- Calle del Cielo is classified as a local roadway by the SFMPPO. Calle del Cielo doesn't have a posted speed limit within the section of roadway of the study although the City of Santa Fe statute states if unposted, the speed limit is 25 MPH. To the south of Cerrillos this roadway is classified as a major collector that is posted at 25 MPH, although this portion of the roadway was not included in this study limits. Calle del Cielo has sidewalks, curb, and gutter. Calle del Cielo intersects Cerrillos Road approximately 200-ft south of the Rufina Circle intersection.
- Rufina Street is a minor arterial roadway with one lane in each direction and a posted speed limit of 30 MPH. Sidewalks and bicycle lanes exist along Rufina Street in this area.

- Rufina Circle is a local roadway with speed humps and one lane in each direction. Rufina Circle does not have a posted speed limit; however, the City of Santa Fe statutes state if unposted, the speed limit is 25 MPH. Additional advisory signs designating speed humps ahead specify a 20 MPH advisory speed. Sidewalks and bicycle lanes exist along Rufina Circle in this area.

The City of Santa Fe Roadway Classification map is included in Appendix A.

Additionally, bike lanes, pedestrian facilities, and bus stop locations were assessed based on existing conditions.

2. MULTI-MODAL CONDITIONS

The Santa Fe Bikeways and Trails map includes designated bicycle lanes on many of the roadways as noted in the roadways section. This map also notes Richards Road, and Clark include either a bike lane or designated as a shared-lower traffic/speed corridor.

The Santa Fe trails bus system also runs through the area of the development. Route 2 runs along Cerrillos Road with the nearest stop near the intersection of Calle del Cielo and Cerrillos Road. This route will take a rider to the Santa Fe Place transit Center as well as the Downtown Transit Center, with stops at several rail runner locations.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected on July 9, 2025. Existing traffic counts are included in Appendix B. The counts included 6-hour turning movement counts. Build traffic for the proposed facility was estimated by taking the maximum enrollment for the new facility, developing trip generation, and distributing those trips onto the Build roadway network.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Seventh Edition* (HCM) defines Level of Service (LOS) for signalized and unsignalized intersections in Table 1 as follows:

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

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

D. EXISTING INTERSECTION CAPACITY ANALYSIS

The traffic volume for all existing intersections were analyzed using Highway Capacity Software version 8.4 (HCS 2025), which uses the intersection methodology from the Seventh Edition of the Highway Capacity Manual (HCM). Existing traffic volumes are shown in Figure 2. Individual intersection output for the existing conditions analysis is included in Appendix C. The results for the signalized intersections are summarized in Table 2.

All signalized intersections operate at an overall acceptable level of service in the AM and PM peak hours. The northbound through/right turn movement at the Calle del Cielo and Cerrillos Road intersection operates at a LOS E in both the AM and PM peak hours.

At the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue resulting from the analysis using the HCS software is 85 feet during the AM peak hour and 140 feet during the PM peak hour. The 95th percentile queue lengths are included in the results in Appendix C. The available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. The City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this occurs in existing conditions.

Table 2 Existing Signalized Intersection Results						
Intersection	2025 AM Peak			2025 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	18.6		B	25.7		C
Eastbound Left	17.4	0.470	B	26.5	0.545	C
Eastbound Thru/Right	22.0	0.616	C	37.0	0.887	D
Westbound Left	21.2	0.166	C	29.4	0.394	C
Westbound Thru	24.1	0.253	C	33.1	0.412	C
Northbound Left	12.0	0.291	B	27.7	0.760	C
Northbound Thru	12.5	0.566	B	14.7	0.497	B
Southbound Left	10.4	0.075	B	12.5	0.058	B
Southbound Thru	23.2	0.885	C	25.7	0.943	C
Calle del Cielo & Cerrillos Rd	10.1		B	12.1		B
Eastbound Left	3.8	0.098	A	6.7	0.220	A
Eastbound Thru	6.8	0.424	A	7.7	0.424	A
Eastbound Right	3.5	0.019	A	4.0	0.015	A
Westbound Left	4.5	0.104	A	5.1	0.169	A
Westbound Thru	6.0	0.263	A	8.9	0.539	A
Westbound Right	3.4	0.037	A	3.6	0.057	A
Northbound Left	50.4	0.191	D	50.3	0.236	D
Northbound Thru/Right	59.2	0.729	E	58.7	0.705	E
Southbound Left	50.6	0.404	D	51.9	0.567	D
Southbound Thru	52.4	0.133	D	52.4	0.286	D
Southbound Right	48.9	0.250	D	49.7	0.461	D
Rufina St & Richards Ave	17.0		B	18.1		B
Eastbound Left	8.6	0.148	A	13.1	0.345	B
Eastbound Thru/Right	16.7	0.887	B	18.9	0.767	B
Westbound Left	12.1	0.213	B	13.4	0.306	B
Westbound Thru/Right	11.7	0.213	B	19.9	0.822	B
Northbound Left	15.8	0.171	B	14.0	0.426	B
Northbound Thru/Right	20.6	0.695	C	16.1	0.486	B
Southbound Left	16.4	0.143	B	14.7	0.088	B
Southbound Thru/Right	22.5	0.769	C	21.6	0.836	C

Table 3 Existing Signalized Intersection Queue Summary			
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	125	175
Westbound Left	200	25	75
Northbound Left	220	50	125
Southbound Left	100	25	25
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	25
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	50	75
Southbound Left	70	100	150
Southbound Thru	210	25	75
Southbound Right	210	75	125
Rufina St & Richards Ave			
Eastbound Left	100	25	50
Westbound Left	175	25	50
Northbound Left	75	25	75
Southbound Left	90	25	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The unsignalized intersections also operate at acceptable levels of service in the AM and PM peak hours with all intersections at LOS C or better. The results for the unsignalized intersections are shown in Table 4.

Table 4 Existing Unsignalized Intersection Results									
Intersection	Provided Queue	2025 AM Peak				2025 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.2	0.01	0	A
Westbound Approach	TWLT	8.8	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	16.3	0.14	25	C	18.6	0.30	50	C
Southbound Approach	N/A	15.7	0.07	25	C	16.4	0.24	25	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.4	0.00	0	A
Westbound Approach	TWLT	8.8	0.04	25	A	8.3	0.04	25	A
Northbound Approach	N/A	12.9	0.07	25	B	12.4	0.12	25	B
Southbound Approach	N/A	12.8	0.00	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.02	25	A	7.7	0.05	25	A
Northbound Left	210	10.3	0.10	25	B	12.2	0.22	25	B
Northbound Thru/Right	210	8.9	0.07	25	A	9.1	0.05	25	A
Southbound Approach	N/A	9.8	0.01	0	A	10.9	0.04	25	B

* - HCM 95th percentile queue rounded to next 25-foot increment

The existing access points that will be utilized by the proposed development are in place although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational tables due to no turning movements into the existing site.



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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

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

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were used in this analysis.
- **Diverted Linked Trips** – These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study evaluates primary trips only.

The trip generation is generally based on the 11th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual which estimates trips by land use characteristics. Trip generation for this study was determined by counting the existing trips to the existing location of Girl's Inc. in Santa Fe. The existing Girl's Inc has an enrollment of 85 students, whereas the proposed Girl's Inc will have a maximum enrollment of 250 students. Therefore, the existing trips at the existing Girl's Inc were multiplied by a factor of 2.94 (250/85). Based on this it is anticipated that there will be 388 AM peak hour trips (200 entering and 188 exiting) and 388 PM peak hour trips (188 entering and 200 exiting). The site-specific trip generation is shown in Table 5.

Table 5 Trip Generation						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Existing Girl's Inc	68	64	132	64	68	132
Proposed Girl's Inc	200	188	388	188	200	388

2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was determined within the existing roadway network to and from the development based on the proportions of existing turning movement counts.

Spreadsheets showing the development of the trip distribution are included in Appendix D. Trip assignment percentages are shown in Figure 3 with the trip assignment volumes shown in Figure 4.

3. TRAFFIC PROJECTIONS

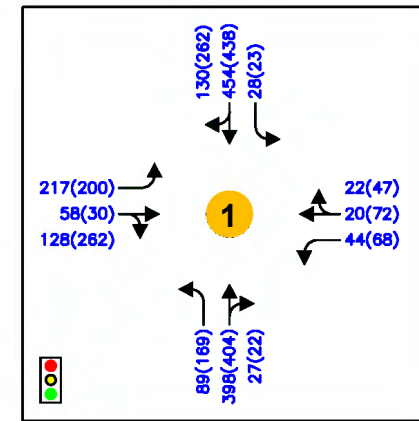
A background growth rate of 2% was applied to provide an estimate of potential future growth of traffic at all intersections evaluated. The growth rate determination and data are summarized in the spreadsheets included in Appendix D.

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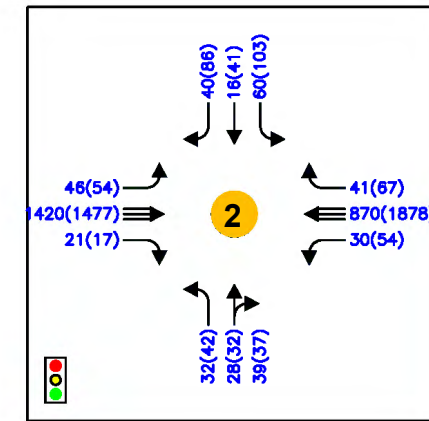


LEGEND

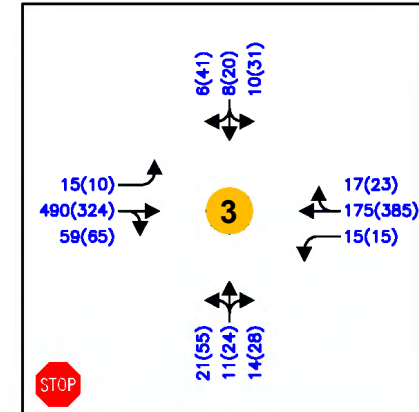
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(# as indicated)
- ↔ Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



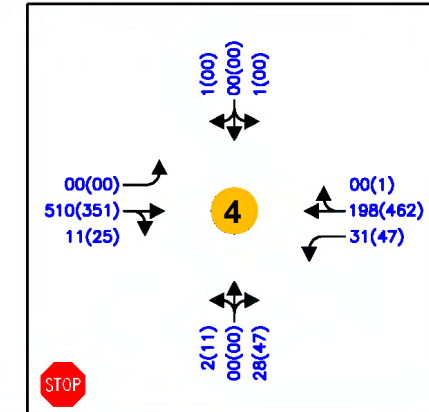
Rufina St / Siler Rd



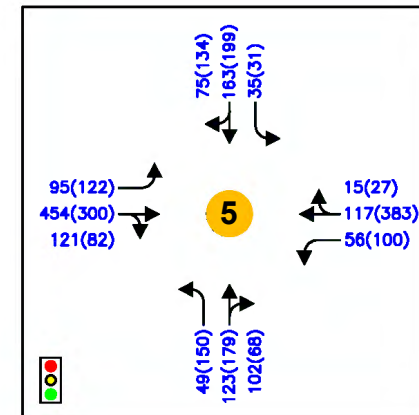
Calle Del Cielo / Cerrillos Rd



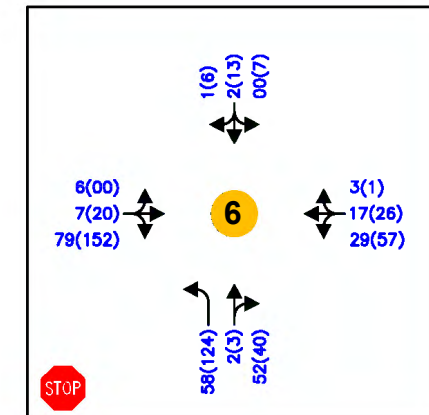
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



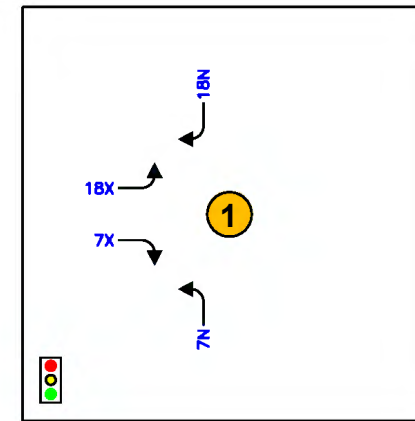
Rufina Circle / Calle del Cielo

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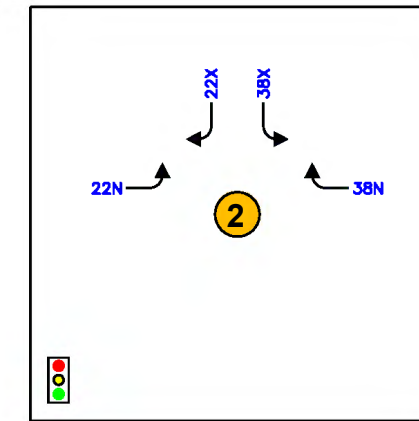


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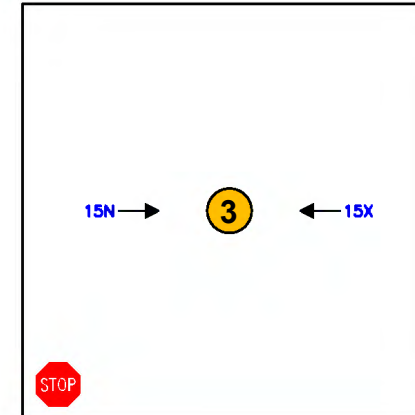
- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting



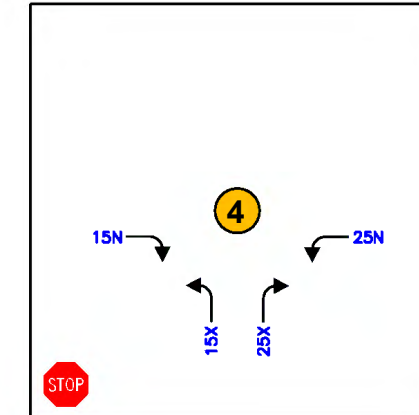
Rufina St / Siler Rd



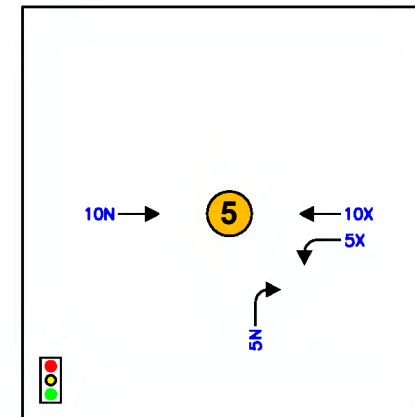
Calle Del Cielo / Cerrillos Rd



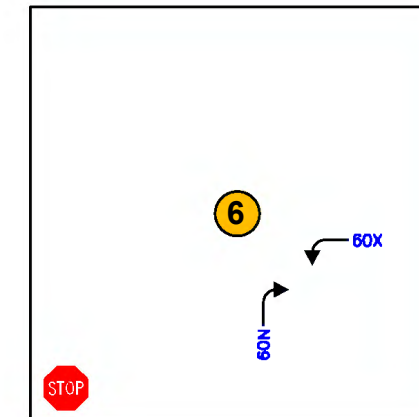
Rufina St / Rufina Circle (west)/Parkway Dr



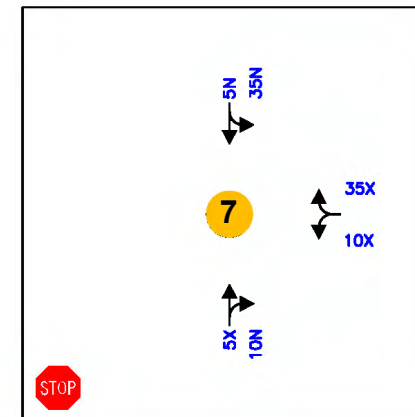
Rufina St / Rufina Circle (east)



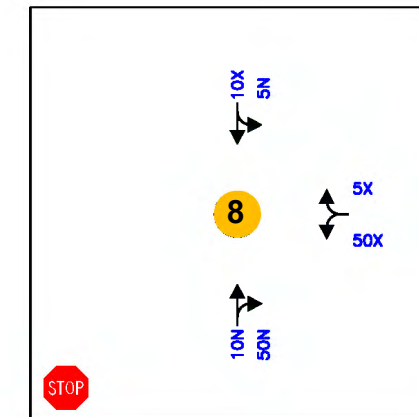
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

A. LEVEL OF SERVICE ANALYSIS

The following section discusses the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS 2025 which implements the Highway Capacity Manual procedures.

1. 2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2028 No Build analysis assumes that the proposed development is not completed in the 2028 time period. Figure 5 shows the 2028 No Build Peak Hour Traffic Volumes. The HCS outputs are included in Appendix E.

For the 2028 No Build scenario all signalized intersections operate at an acceptable level of service in the AM and PM peak hours. The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at a level of service E in both the AM and PM peak hours. Table 6 summarizes the 2028 No Build Signalized Results.

During this scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 100 feet during the AM peak hour and 150 feet during the PM peak hour. Again, the available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. As this continues to occur during no build scenarios, the City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this is first shown in existing conditions. If the development does move forward mitigation measures are shown in the build scenario.

Table 6 2028 No Build Signalized Intersection Results						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	16.9		B	30.0		C
Eastbound Left	19.5	0.547	B	36.4	0.614	D
Eastbound Thru/Right	24.5	0.753	C	43.7	0.902	D
Westbound Left	21.3	0.207	C	34.2	0.475	C
Westbound Thru	24.1	0.265	C	37.0	0.375	D
Northbound Left	11.7	0.303	B	29.3	0.855	C
Northbound Thru	12.2	0.572	B	16.1	0.501	B
Southbound Left	9.7	0.078	A	13.7	0.060	B
Southbound Thru	17.1	0.887	B	29.9	0.951	C
Calle del Cielo & Cerrillos Rd	10.5		B	12.6		B
Eastbound Left	4.1	0.110	A	7.6	0.249	A
Eastbound Thru	7.4	0.454	A	8.1	0.452	A
Eastbound Right	3.6	0.020	A	4.0	0.016	A
Westbound Left	5.0	0.119	A	5.5	0.190	A
Westbound Thru	6.3	0.281	A	9.5	0.574	B
Westbound Right	3.6	0.039	A	3.7	0.061	A
Northbound Left	50.0	0.195	D	50.0	0.249	D
Northbound Thru/Right	59.0	0.739	E	58.6	0.716	E
Southbound Left	50.1	0.419	D	53.3	0.600	D
Southbound Thru	52.0	0.133	D	52.4	0.295	D
Southbound Right	48.4	0.250	D	49.7	0.480	D
Rufina St & Richards Ave	18.0		B	18.8		B
Eastbound Left	8.8	0.157	A	13.8	0.379	B
Eastbound Thru/Right	17.8	0.899	B	19.5	0.780	B
Westbound Left	13.0	0.234	B	14.0	0.333	B
Westbound Thru/Right	12.0	0.214	B	20.4	0.832	C
Northbound Left	17.0	0.189	B	15.0	0.473	B
Northbound Thru/Right	21.9	0.706	C	17.1	0.506	B
Southbound Left	17.5	0.154	B	15.3	0.095	B
Southbound Thru/Right	23.3	0.781	C	22.6	0.848	C

Table 7 2028 No Build Signalized Intersection Queue Summary			
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	125	100
Westbound Left	200	25	100
Northbound Left	220	25	125
Southbound Left	100	25	25
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	25
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	50	75
Southbound Left	70	100	150
Southbound Thru	210	25	75
Southbound Right	210	75	125
Rufina St & Richards Ave			
Eastbound Left	100	50	50
Westbound Left	175	25	50
Northbound Left	75	25	75
Southbound Left	90	25	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The study found that all unsignalized intersections operate at acceptable levels of service in the 2028 No Build condition with all movements at LOS C or better for both AM and PM peak hours.

For the 2028 No Build condition, the Rufina Street and Rufina Circle (west) intersection has eastbound and westbound approaches that are expected to operate at LOS A in the AM and PM peak hours. The northbound and southbound approaches are expected to operate at a LOS C in the AM and PM peak hours.

The Rufina Street and Rufina Circle (east) intersection has eastbound and westbound approaches that are expected to operate at LOS A in the AM and PM peak hours while the northbound approach operates at LOS B in the AM and PM peak hours. The southbound approach operates at a LOS B in the AM peak hour and LOS A in the PM peak hour.

The Rufina Circle and Calle del Cielo intersection is expected to operate at a LOS A for the eastbound approach, westbound approach, and northbound thru/right movement in both the AM and PM peak hours. The northbound left turning movement operates at LOS B in the AM and PM peak hours. The southbound approach operates at LOS A in the AM peak hour and LOS B in the PM peak hour. Table 8 shows the 2028 No Build Unsignalized Results.

Table 8 2028 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.3	0.01	0	A
Westbound Approach	TWLT	9.0	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	17.3	0.16	25	C	20.2	0.34	50	C
Southbound Approach	N/A	16.6	0.08	25	C	17.6	0.26	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.0	0.04	25	A	8.4	0.05	25	A
Northbound Approach	N/A	13.4	0.08	25	B	12.8	0.13	25	B
Southbound Approach	N/A	13.2	0.01	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.03	25	A	7.7	0.05	25	A
Northbound Left	210	10.4	0.10	25	B	12.6	0.23	25	B
Northbound Thru/Right	210	9.0	0.07	25	A	9.2	0.05	25	A
Southbound Approach	N/A	9.9	0.01	0	A	11.1	0.05	25	B

* - HCM 95th percentile queue rounded to next 25-foot increment

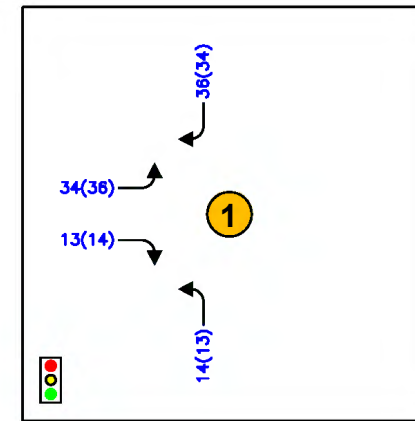
Again, the existing access points that will be utilized by the proposed development are in place in existing conditions although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational table above due to no turning movements into the existing site.

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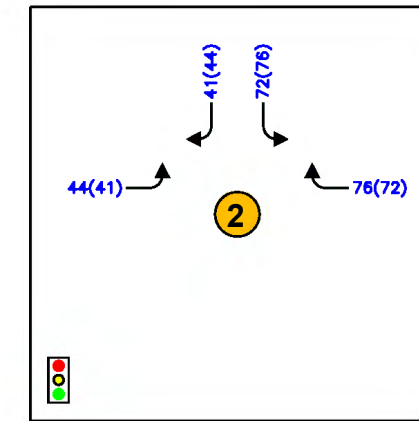


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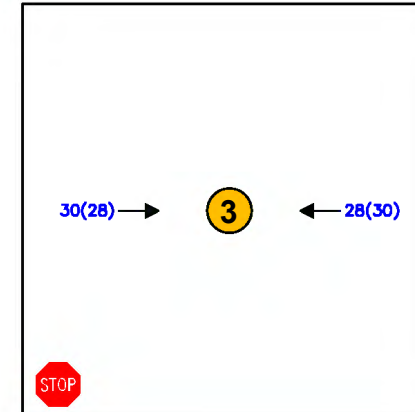
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(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



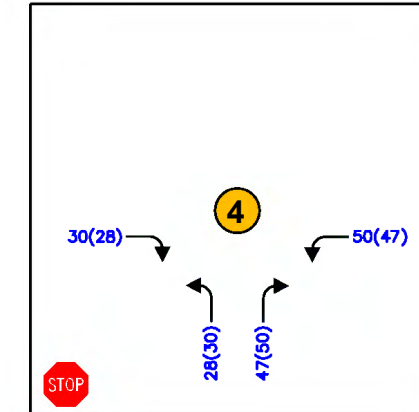
Rufina St / Siler Rd



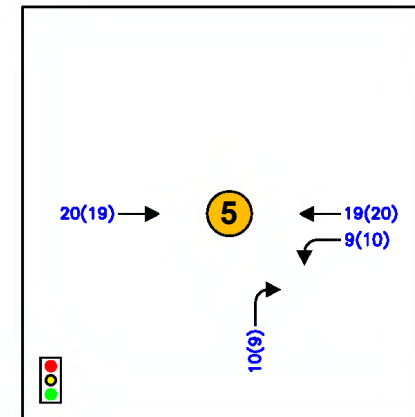
Calle Del Cielo / Cerrillos Rd



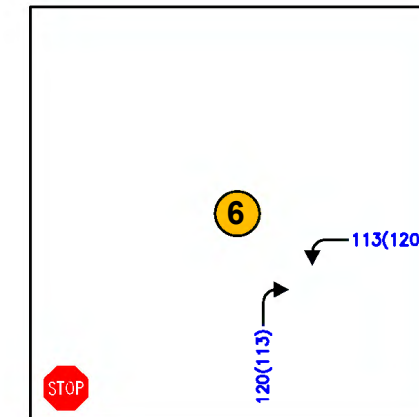
Rufina St / Rufina Circle (west)/Parkway Dr



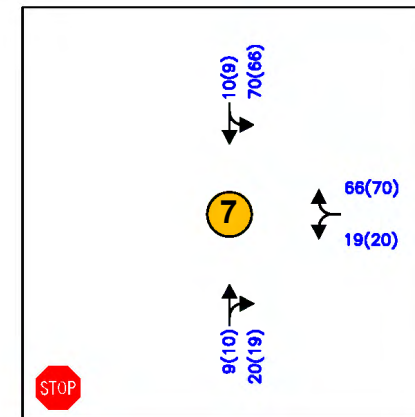
Rufina St / Rufina Circle (east)



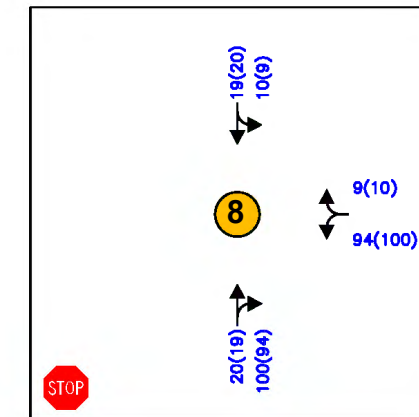
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

2. 2028 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 5) were assigned to the intersections using the trip assignment volumes shown in Figure 4. These trips were added to the 2028 No Build traffic projections to calculate the 2028 Build volumes. The 2028 Build Traffic Volumes are illustrated in Figure 6.

The study found that all signalized intersections operate at an overall acceptable level of service in the AM and PM peak hours. While the intersections operate at overall acceptable conditions, some individual movements see LOS E in the 2028 Build condition.

The Rufina Street and Siler Road intersection continues to operate with acceptable level of service with overall LOS B in the AM peak hour and LOS D during the PM peak hour. This intersection will see the eastbound left, eastbound through/right and northbound left turn movements decline in operation to LOS E during the PM peak hour. The northbound left turning movement 95th percentile queues extend past the developed left turn lane although a two way left turn lane exists for another 200 feet which can hold this queue.

Mitigation efforts were completed for the Rufina Street and Siler Road intersection by adding a dedicated eastbound right turn lane at the intersection. A summary of the mitigation operations is included in Table 10. This improved the overall operations to LOS C in the PM peak hour. The addition of this eastbound right turn lane is recommended for the future of this intersection. Additionally, signal timing adjustment should be considered to further improve the intersections operations.

The intersection of Calle del Cielo and Cerrillos Road also is expected to have turning movements that operate at LOS E and LOS F. The northbound thru/right turn movement continues to operate at LOS E in both the AM and PM peak hours and the southbound left movement declines to LOS E in the AM peak hour and LOS F during the PM peak hour for the 2028 Build condition. All other movements operate at LOS D or better. Even though the southbound left turning movement declined to LOS E, the 95th percentile queueing length was 94 feet in the AM peak hour and 229 feet during the PM peak hour. This is still comparable to the existing 95th percentile queue lengths associated with this movement. Because queue spillover occurred during the existing conditions, the development is not fully responsible although a portion is added to this movement through the intersection. It is recommended to redesign the median on Calle del Cielo to lengthen the southbound left turn movement storage. If the median is adjusted to be four to five feet for the entire length of the roadway, the southbound left turn lane could be lengthened to approximately 200 feet in length which would accommodate and AM peak 95th percentile queue but leave some of the PM peak queue beyond this storage lane.

Additional signal timing adjustments were completed on the PM peak hour of this intersection which is shown in Table 10. This signal adjustment helped to improve the southbound left turning 95th percentile queue length to a length of 200 feet. It is recommended to update the median on Calle del Cielo and complete signal timing adjustments at this intersection prior to the 2028 build scenario.

The Rufina Street and Richards Avenue intersection operates at an overall LOS B in the AM and PM peak hours for the 2028 Build condition. All movements at this intersection will operate at LOS C or better for both the AM and PM peak hours.

The 2028 Build capacity analysis for the signalized intersections is shown in Table 9 with the full intersection output included in Appendix F.

Table 9 2028 Build Signalized Intersection Results						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	18.6		B	44.9		D
Eastbound Left	23.6	0.642	C	57.1	0.770	E
Eastbound Thru/Right	27.3	0.806	C	66.2	0.927	E
Westbound Left	22.4	0.223	C	45.9	0.576	D
Westbound Thru	25.1	0.252	C	45.2	0.354	D
Northbound Left	12.8	0.366	B	59.8	0.891	E
Northbound Thru	11.9	0.552	B	17.3	0.469	B
Southbound Left	9.7	0.075	A	15.8	0.057	B
Southbound Thru	19.1	0.914	B	45.2	0.964	D
Calle del Cielo & Cerrillos Rd	13.3		B	15.9		B
Eastbound Left	4.6	0.209	A	11.0	0.430	B
Eastbound Thru	7.9	0.460	A	9.2	0.465	A
Eastbound Right	4.0	0.021	A	4.7	0.016	A
Westbound Left	5.4	0.121	A	6.4	0.195	A
Westbound Thru	7.1	0.288	A	11.2	0.595	B
Westbound Right	4.1	0.110	A	4.8	0.127	A
Northbound Left	50.0	0.182	D	47.8	0.217	D
Northbound Thru/Right	63.5	0.737	E	54.2	0.542	D
Southbound Left	71.4	0.798	E	84.2	0.889	F
Southbound Thru	50.8	0.117	D	50.0	0.237	D
Southbound Right	48.3	0.438	D	48.6	0.592	D
Rufina St & Richards Ave	18.7		B	19.3		B
Eastbound Left	8.8	0.158	A	14.0	0.386	B
Eastbound Thru/Right	18.3	0.905	B	20.0	0.796	B
Westbound Left	13.4	0.271	B	14.2	0.368	B
Westbound Thru/Right	12.1	0.232	B	21.0	0.841	C
Northbound Left	17.9	0.195	B	15.5	0.482	B
Northbound Thru/Right	24.1	0.746	C	17.9	0.530	B
Southbound Left	18.4	0.164	B	15.7	0.099	B
Southbound Thru/Right	24.4	0.788	C	23.1	0.851	C

Table 10 2028 Build Signalized Intersection Results - Mitigated						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd – Mitigated	17.8		B	33.5		C
Eastbound Left	23.7	0.625	C	48.1	0.761	D
Eastbound Thru	21.9	0.216	C	37.7	0.087	D
Eastbound Right	24.1	0.604	C	50.2	0.905	D
Westbound Left	21.9	0.142	C	38.8	0.209	D
Westbound Thru	25.2	0.274	C	45.9	0.474	D
Northbound Left	12.5	0.361	B	35.7	0.877	D
Northbound Thru	11.6	0.554	B	15.3	0.471	B
Southbound Left	9.5	0.084	A	13.5	0.056	B
Southbound Thru	18.4	0.914	B	30.4	0.950	C
Calle del Cielo & Cerrillos Rd - Mitigated	14.1		B	22.3		C
Eastbound Left	6.4	0.226	A	22.7	0.531	C
Eastbound Thru	11.0	0.497	B	18.8	0.579	B
Eastbound Right	5.8	0.022	A	10.3	0.020	B
Westbound Left	7.8	0.131	A	13.8	0.245	B
Westbound Thru	9.8	0.311	A	22.8	0.743	C
Westbound Right	4.8	0.113	A	4.9	0.127	A
Northbound Left	47.7	0.157	D	47.5	0.191	D
Northbound Thru/Right	54.2	0.557	D	53.9	0.531	D
Southbound Left	43.8	0.546	D	34.2	0.421	C
Southbound Thru	45.0	0.073	D	36.0	0.101	D
Southbound Right	42.5	0.314	D	33.9	0.310	C

Table 11 2028 Build Signalized Intersection Queue Summary				
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak	2025 PM Peak Mitigation
		Queue* (ft)	Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd				
Eastbound Left	200	175	275	150
Eastbound Right	N/A	N/A	N/A	375
Westbound Left	200	50	125	100
Northbound Left	220	50	350	275
Southbound Left	100	25	25	25
Calle del Cielo & Cerrillos Rd				
Eastbound Left	160	25	50	75
Eastbound Right	270	25	25	25
Westbound Left	200	25	25	50
Westbound Right	150	50	50	50
Northbound Left	200	50	75	75
Southbound Left	70	100	250	200
Southbound Thru	210	25	75	50
Southbound Right	210	125	175	150
Rufina St & Richards Ave				
Eastbound Left	100	50	50	
Westbound Left	175	25	50	
Northbound Left	75	25	75	
Southbound Left	90	25	25	
* - HCM 95 th percentile queue rounded to next 25-foot increment				

The traffic analysis for the 2028 Build scenario found that all unsignalized intersections operate acceptably overall, with LOS C or better for all movements.

Table 12 summarizes the results for the unsignalized intersections for the 2028 Build scenario with the individual intersection output included in Appendix F.

Table 12 | 2028 Build Unsignalized Intersection Results

Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.8	0.01	0	A	8.4	0.01	0	A
Westbound Approach	TWLT	9.1	0.02	25	A	8.3	0.02	0	A
Northbound Approach	N/A	18.3	0.17	25	C	21.8	0.36	50	C
Southbound Approach	N/A	17.6	0.09	25	C	18.7	0.28	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.4	0.11	25	A	8.6	0.10	25	A
Northbound Approach	N/A	17.8	0.31	50	C	17.3	0.35	50	C
Southbound Approach	N/A	16.2	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.8	0.12	25	A	8.0	0.14	25	A
Northbound Left	210	15.1	0.18	25	C	21.1	0.39	50	C
Northbound Thru/Right	210	9.7	0.23	25	A	9.8	0.19	25	A
Southbound Approach	N/A	12.2	0.01	0	B	15.4	0.08	25	C
Rufina Circle & Access 1									
Westbound Approach		9.4	0.10	25	A	9.7	0.11	25	A
Southbound Left		7.5	0.05	25	A	7.5	0.05	25	A
Rufina Circle & Access 2									
Westbound Approach		10.3	0.14	25	B	10.8	0.16	25	B
Southbound Left		7.6	0.01	0	A	7.6	0.01	0	A

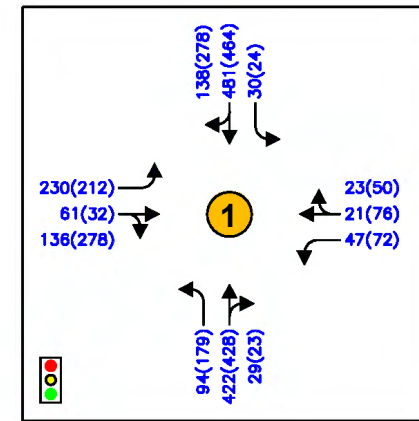
* - HCM 95th percentile queue rounded to next 25-foot increment

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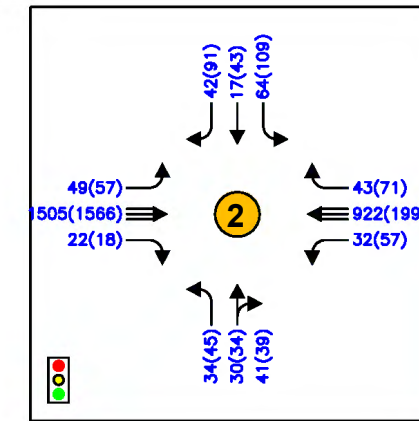


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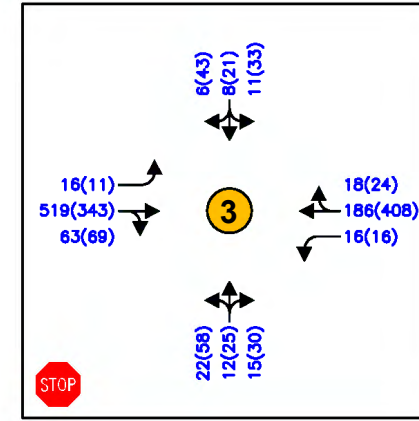
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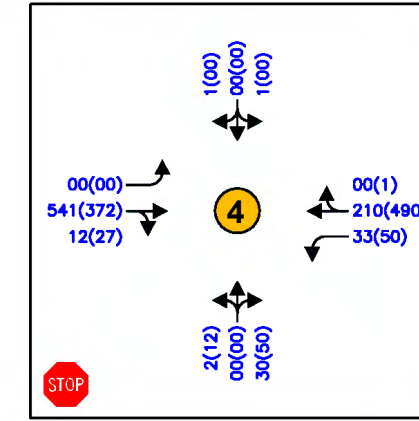
Rufina St / Siler Rd



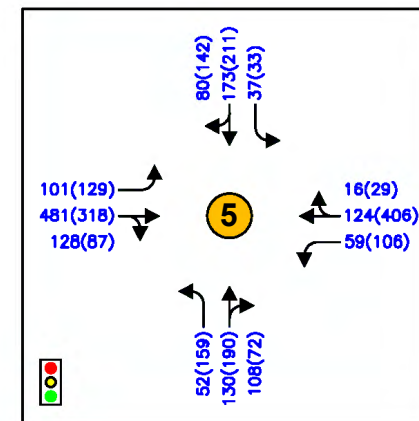
Calle Del Cielo / Cerrillos Rd



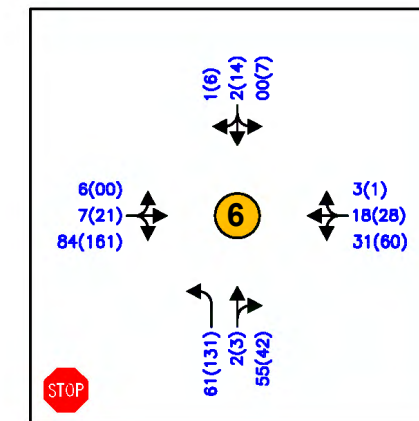
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

3. 2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2038 Horizon Year No Build analysis assumes the proposed development is not completed. Figure 7 shows the 2038 Horizon Year No Build peak hour volumes.

The traffic analysis found that all signalized intersections, except for the Rufina and Siler intersection, are expected to operate at an acceptable level of service in both the AM and PM peak hours. While these intersections operate overall acceptably, some individual movements are expected to operate at LOS E in the 2038 No Build conditions due to background traffic growth.

The Rufina and Siler intersection is expected to operate at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. During the AM peak hour all movements will operate at LOS D or better. The PM peak hour contains the eastbound left, eastbound through/right, westbound left, northbound left, and southbound through that will operate at LOS F. The westbound through/right will also operate at LOS E during the PM peak hour. Due to these deficiencies occurring in the no build scenario, the decline in operation is not due to the development traffic. The main issue driving this decline is the significant volume of northbound and southbound traffic at the intersection. In the no build a dedicated southbound right turn lane is warranted.

With this southbound right turn lane included in the no build scenario, all movements return to acceptable level which shows that if this was done prior to this development, no additional mitigations would need to be considered. In this area, Siler Road is fully developed on either side of the roadway and right-of-way appears to be exhausted by the roadway and sidewalks. If the City of Santa Fe desires to improve the operations of this intersection, additional right-of-way will be required. Because this all occurs prior to the development, this is the responsibility of the City. If the City requires the development to participate, it should be evaluated by all participants to determine the amount each party should contribute. This report shows that in 2028 build conditions, existing traffic makes up approximately 79% of this and development traffic adds 21%.

The intersection of Calle del Cielo and Cerrillos Road will continue to see the northbound through/right movement operate at LOS E during both peak hours. Recall that this movement in existing conditions was operating at LOS E.

At the Rufina and Richards intersection, all movements during both peak hours will operate at LOS D or better.

During the 2038 No build scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 117 feet during the AM peak hour and 181 feet during the PM peak hour. Again, the available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. If the development moves

forward mitigation strategies will improve this issue. If the development does not move forward, the City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this is present in existing conditions and no build scenarios. If the development does move forward mitigations are shown in the build scenario of this report.

Table 13 summarizes the results for the 2038 No Build Signalized Intersection Results. The HCS outputs are included in Appendix G.

Table 13 2038 No Build Signalized Intersection Results						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	21.5		C	83.7		F
Eastbound Left	24.7	0.624	C	74.8	0.892	F
Eastbound Thru/Right	30.7	0.764	C	116.1	1.004	F
Westbound Left	30.3	0.260	C	152.3	0.987	F
Westbound Thru	34.7	0.427	C	59.8	0.394	E
Northbound Left	17.0	0.458	B	167.9	1.117	F
Northbound Thru	15.1	0.622	B	21.7	0.529	C
Southbound Left	11.4	0.099	B	20.0	0.075	B
Southbound Thru	21.7	0.935	C	83.9	1.040	F
Rufina St & Siler – Add Southbound Right				24.2		C
Eastbound Left				25.7	0.605	C
Eastbound Thru/Right				33.2	0.900	C
Westbound Left				25.2	0.458	C
Westbound Thru				27.4	0.378	C
Northbound Left				20.0	0.727	C
Northbound Thru				16.6	0.366	B
Southbound Left				15.8	0.078	B
Southbound Thru				27.1	0.876	C
Southbound Right				22.6	0.599	C
Calle del Cielo & Cerrillos Rd	12.3		B	14.7		B
Eastbound Left	4.9	0.154	A	14.7	0.359	B
Eastbound Thru	9.4	0.554	A	9.7	0.545	A
Eastbound Right	4.2	0.025	A	4.3	0.019	A
Westbound Left	7.0	0.174	A	7.5	0.275	A
Westbound Thru	7.6	0.343	A	12.0	0.693	B
Westbound Right	3.9	0.048	A	4.1	0.073	A
Northbound Left	49.0	0.207	D	49.1	0.285	D
Northbound Thru/Right	70.1	0.773	E	58.2	0.750	E
Southbound Left	48.7	0.460	D	61.2	0.716	E
Southbound Thru	50.5	0.133	D	52.0	0.332	D
Southbound Right	47.0	0.263	D	49.4	0.534	D
Rufina St & Richards Ave	22.9		C	26.5		C
Eastbound Left	9.8	0.183	A	17.2	0.530	B
Eastbound Thru/Right	22.1	0.931	C	27.2	0.834	C
Westbound Left	17.5	0.334	B	16.8	0.450	B
Westbound Thru/Right	13.2	0.215	B	30.2	0.881	C
Northbound Left	22.5	0.267	C	22.0	0.657	C
Northbound Thru/Right	29.3	0.770	C	20.6	0.568	C
Southbound Left	22.9	0.211	C	17.0	0.120	B
Southbound Thru/Right	30.8	0.829	C	34.9	0.895	C

Table 14 2038 No Build Signalized Intersection Queue Summary			
Intersection	Provided Queue	2038 AM Peak	2038 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	225	442
Westbound Left	200	50	184
Northbound Left	220	50	600
Southbound Left	100	25	50
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	50
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	75	75
Southbound Left	70	125	175
Southbound Thru	210	50	75
Southbound Right	210	75	150
Rufina St & Richards Ave			
Eastbound Left	100	50	75
Westbound Left	175	50	75
Northbound Left	75	50	125
Southbound Left	90	50	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The traffic analysis found in the 2038 No Build condition all unsignalized intersections operate at acceptable Levels of Service in both the AM and PM peak hours. While all unsignalized intersections are expected to operate overall acceptably in the horizon no build, the northbound approach for the Rufina Street and Rufina Circle (West) intersection is expected to operate at LOS E in the PM peak hour. Due to this deficiency occurring in the no build scenario, the decline in operation is not due to the development traffic.

All other movements for unsignalized intersection will operate at LOS C or better.

Table 15 summarizes the results for the 2038 No Build Unsignalized Intersection Results. The HCS outputs are included in Appendix G.

Again, the existing access points that will be utilized by the proposed development are in place in existing conditions although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational table above due to no turning movements into the existing site.

Table 15 2038 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2038 AM Peak				2038 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.9	0.02	25	A	8.8	0.02	0	A
Westbound Approach	TWLT	9.8	0.03	25	A	8.7	0.02	25	A
Northbound Approach	N/A	26.1	0.30	50	D	45.5	0.67	125	E
Southbound Approach	N/A	23.9	0.17	25	C	31.2	0.51	75	D
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.9	0.00	0	A	9.1	0.00	0	A
Westbound Approach	TWLT	9.9	0.07	25	A	8.9	0.07	25	A
Northbound Approach	N/A	17.0	0.14	25	C	16.0	0.22	25	C
Southbound Approach	N/A	16.7	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.01	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.6	0.04	25	A	8.0	0.07	25	A
Northbound Left	210	11.4	0.16	25	B	16.3	0.38	50	C
Northbound Thru/Right	210	9.2	0.10	25	A	9.5	0.08	25	A
Southbound Approach	N/A	10.6	0.01	0	B	12.3	0.08	25	B

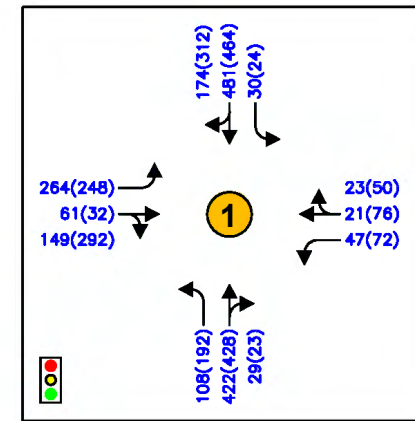
* - HCM 95th percentile queue rounded to next 25-foot increment

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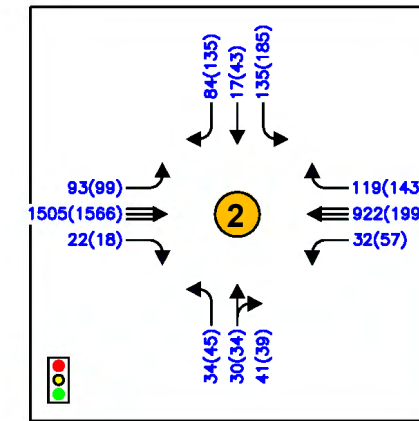


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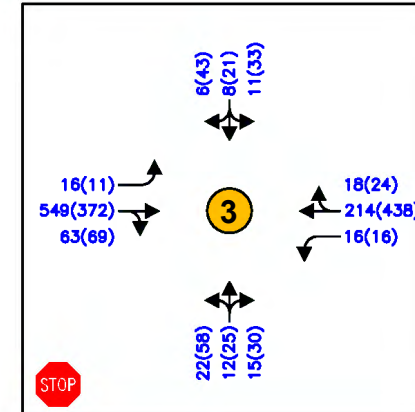
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234)** AM(PM) Traffic Counts



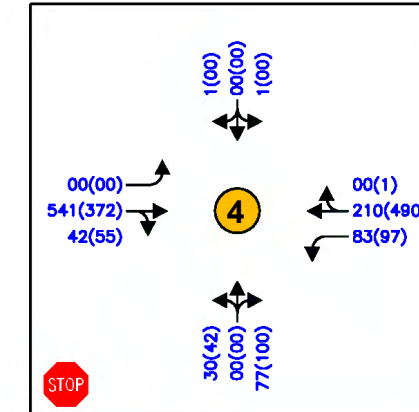
Rufina St / Siler Rd



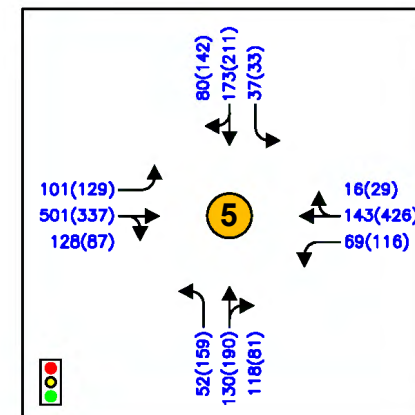
Calle Del Cielo / Cerrillos Rd



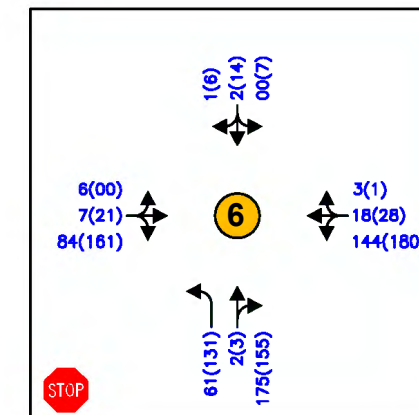
Rufina St / Rufina Circle (west)/Parkway Dr



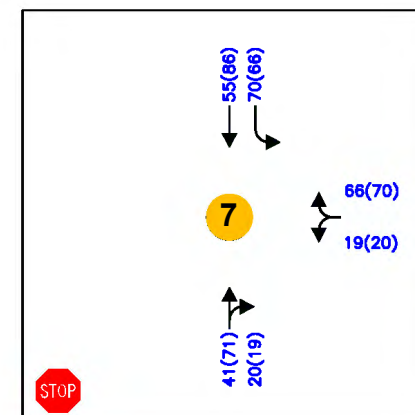
Rufina St / Rufina Circle (east)



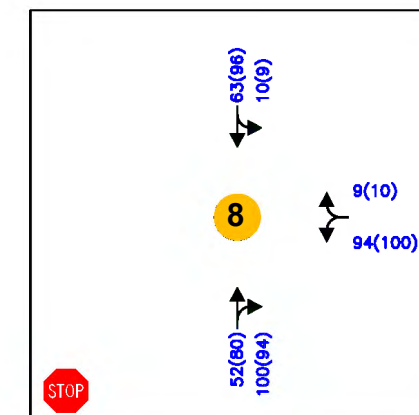
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

4. 2038 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 5) were assigned to the intersections using the trip assignment volumes, shown in Figure 4. These trips were added to the 2038 Horizon Year No Build traffic projections to calculate the 2038 Build volumes. Figure 8 shows the 2038 Build Traffic Volumes.

The traffic analysis found that all signalized intersections, except for the Rufina and Siler intersection, are expected to operate at an overall acceptable level of service in both the AM and PM peak hours. While these intersections operate overall acceptably, some individual movements continue to operate at LOS E in the 2038 Build conditions, some due to background traffic growth that was introduced for the horizon year.

The Rufina and Siler intersection continues to operate at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. During the AM peak hour all movements operate at LOS D or better. The PM peak hour contains the eastbound left, eastbound through/right, westbound left, northbound left, and southbound through that will operate at LOS F. The westbound through/right will operate at LOS E during the PM peak hour. Due to these deficiencies presenting themselves in the no build scenario, the decline in operation is from the background traffic and not due to the development traffic. Mitigation was presented in the 2028 build scenario that added a dedicated eastbound right turn lane. This mitigation will be analyzed here as well.

The intersection of Calle del Cielo and Cerrillos Road will continue to see the northbound through/right movement operate at LOS E during both peak hours. The southbound left will decline to LOS E as well during the AM peak hour.

At the Rufina and Richards intersection all movements will operate at LOS D or better during both AM and PM peak hours.

During the 2038 build scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 229 feet during the AM peak hour and 269 feet during the PM peak hour. Mitigation was completed which improved the PM peak hour 95th percentile queue to 225 which is an improvement although additional improvements would require analysis of the Cerrillos Road signal system. Since the horizon year includes estimates of growth, these mitigation measures should be verified as this time gets closer. To improve the southbound left turn queue, additional queue storage should be constructed by adjustments to the existing median along Calle Del Cielo. As this storage length was not adequate prior to the development a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares. This report shows that in 2028 build conditions, existing traffic makes up approximately 47% of this and development traffic adds 53%.

The 2038 Build capacity analysis summary for the signalized intersections is shown in Table 16 with the individual intersection output included in Appendix H.

Table 16 2038 Build Signalized Intersection Results						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	23.9		C	96.9		F
Eastbound Left	30.2	0.695	C	128.3	1.019	F
Eastbound Thru/Right	33.8	0.771	C	126.7	1.043	F
Westbound Left	34.8	0.274	C	152.3	0.987	F
Westbound Thru	39.9	0.478	D	59.8	0.394	E
Northbound Left	19.8	0.567	B	191.9	1.185	F
Northbound Thru	15.5	0.601	B	21.7	0.529	C
Southbound Left	11.8	0.096	B	20.0	0.075	B
Southbound Thru	23.5	0.944	C	98.6	1.084	F
Calle del Cielo & Cerrillos Rd	16.2		B	18.9		B
Eastbound Left	7.5	0.289	A	23.6	0.577	C
Eastbound Thru	13.0	0.600	B	11.2	0.564	B
Eastbound Right	4.9	0.025	A	5.1	0.019	A
Westbound Left	9.9	0.190	A	8.8	0.284	A
Westbound Thru	10.7	0.374	B	14.3	0.721	B
Westbound Right	4.4	0.120	A	5.3	0.141	A
Northbound Left	53.7	0.349	D	46.5	0.243	D
Northbound Thru/Right	58.7	0.771	E	53.1	0.561	D
Southbound Left	55.9	0.834	E	102.6	0.967	F
Southbound Thru	48.2	0.108	D	49.1	0.261	D
Southbound Right	52.0	0.586	D	49.5	0.623	D
Rufina St & Richards Ave	23.6		C	27.9		C
Eastbound Left	9.8	0.182	A	17.7	0.543	B
Eastbound Thru/Right	22.4	0.928	C	28.8	0.845	C
Westbound Left	18.3	0.375	B	17.2	0.494	B
Westbound Thru/Right	13.2	0.230	B	32.1	0.890	C
Northbound Left	23.8	0.239	C	23.3	0.673	C
Northbound Thru/Right	31.7	0.811	C	21.7	0.591	C
Southbound Left	24.3	0.228	C	17.6	0.125	B
Southbound Thru/Right	32.1	0.824	C	36.3	0.897	D

Table 17 2038 Build Signalized Intersection Results - Mitigated						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd – Mitigated	23.5		C	85.2		F
Eastbound Left	30.1	0.696	C	103.7	0.980	F
Eastbound Thru	28.5	0.202	C	44.3	0.091	D
Eastbound Right	31.2	0.551	C	61.1	0.939	E
Westbound Left	34.6	0.218	C	39.7	0.209	D
Westbound Thru	39.8	0.478	D	46.4	0.365	D
Northbound Left	19.8	0.567	B	174.1	1.181	F
Northbound Thru	15.5	0.601	B	21.5	0.564	C
Southbound Left	11.8	0.096	B	18.9	0.082	B
Southbound Thru	23.5	0.944	C	118.2	1.149	F
Calle del Cielo & Cerrillos Rd - Mitigated	19.1		B	23.7		C
Eastbound Left	11.0	0.324	B	28.3	0.664	C
Eastbound Thru	18.6	0.671	B	18.9	0.661	B
Eastbound Right	9.0	0.029	A	9.1	0.022	A
Westbound Left	14.5	0.214	B	15.4	0.332	B
Westbound Thru	15.1	0.419	B	24.8	0.845	C
Westbound Right	6.5	0.129	A	5.0	0.138	A
Northbound Left	43.1	0.146	D	47.5	0.222	D
Northbound Thru/Right	49.2	0.440	D	54.9	0.633	D
Southbound Left	36.2	0.430	D	37.5	0.534	D
Southbound Thru	37.8	0.056	D	38.8	0.138	D
Southbound Right	40.1	0.305	D	37.0	0.386	C

Table 18 2038 Build Signalized Intersection Queue Summary				
Intersection	Provided Queue	2038 AM Peak	2038 PM Peak	2038 PM Peak Mitigation
		Queue* (ft)	Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd				
Eastbound Left	200	275	600	
Westbound Left	200	75	200	
Northbound Left	220	75	650	
Southbound Left	100	25	50	
Calle del Cielo & Cerrillos Rd				
Eastbound Left	160	50	100	100
Eastbound Right	270	25	25	25
Westbound Left	200	25	50	50
Westbound Right	150	50	50	50
Northbound Left	200	75	75	75
Southbound Left	70	225	275	225
Southbound Thru	210	50	75	75
Southbound Right	210	150	200	175
Rufina St & Richards Ave				
Eastbound Left	100	50	75	
Westbound Left	175	50	75	
Northbound Left	75	50	125	
Southbound Left	90	50	25	
* - HCM 95 th percentile queue rounded to next 25-foot increment				

For the 2038 Build condition, the study found that the Rufina and Rufina Circle (West) intersection saw a LOS F in the northbound approach and the Rufina and Calle del Cielo unsignalized intersection saw: LOS E on the northbound left movement. All other intersections operate overall acceptably in the AM and PM peak hours.

For the Rufina and Rufina Circle (West) intersection, the northbound approach will operate at LOS F during the PM peak hour. All other movements during both peak hours will operate at LOS D or better. This deficiency is also noted in the 2038 No Build condition and therefore is not caused by the development traffic.

The Rufina and Rufina Circle (East) intersection is expected to operate with all movements at LOS D or better in the AM and PM peak hour.

The northbound left turn movement at the Rufina Circle and Calle del Cielo intersection is expected to operate at LOS C in the AM peak hour and LOS E in the PM peak hour. Since this event only occurs for one hour out of the entire day in the future 2038 Build condition, the City should monitor this movement to determine the need for improvements.

The movements at both access driveways on Rufina Circle are expected to operate at LOS B or better in the AM and PM peak hour for the 2038 Build scenario.

Table 19 summarizes the 2038 Build Unsignalized Intersection Results with the HCS outputs included in Appendix H.

Table 19 2038 Build Unsignalized Intersection Results										
Intersection		2038 AM Peak				2038 PM Peak				
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS	
Rufina St & Rufina Circle (West)	Eastbound Approach	TWLT	8.0	0.02	25	A	8.9	0.02	0	A
	Westbound Approach	TWLT	10.0	0.03	25	A	8.8	0.02	25	A
	Northbound Approach	N/A	28.3	0.33	50	D	53.5	0.72	125	F
	Southbound Approach	N/A	25.7	0.18	25	D	35.0	0.54	100	D
Rufina St & Rufina Circle (East)	Eastbound Approach	TWLT	7.9	0.00	0	A	9.1	0.00	0	A
	Westbound Approach	TWLT	10.5	0.14	25	B	9.3	0.13	25	A
	Northbound Approach	N/A	26.1	0.45	75	D	25.8	0.51	75	D
	Southbound Approach	N/A	25.0	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo	Eastbound Approach	N/A	7.3	0.01	0	A	7.3	0.00	0	A
	Westbound Approach	N/A	8.0	0.14	25	A	8.3	0.17	25	A
	Northbound Left	210	17.8	0.27	50	C	37.3	0.65	125	E
	Northbound Thru/Right	210	10.1	0.26	50	B	10.3	0.22	25	B
	Southbound Approach	N/A	13.7	0.01	0	B	18.2	0.13	25	C
Rufina Circle & Access 1	Westbound Approach	N/A	9.5	0.10	25	A	9.9	0.12	25	A
	Southbound Left	N/A	7.5	0.05	25	A	7.6	0.05	25	A
Rufina Circle & Access 2	Westbound Approach	N/A	10.5	0.15	25	B	11.3	0.17	25	B
	Southbound Left	N/A	7.6	0.01	0	A	7.7	0.01	0	A

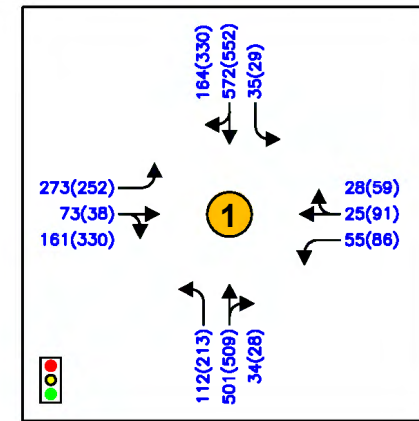
* - HCM 95th percentile queue rounded to next 25-foot increment

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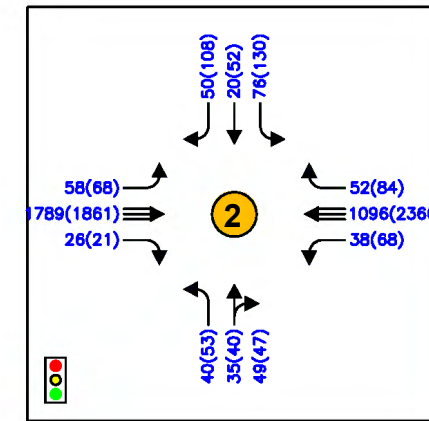


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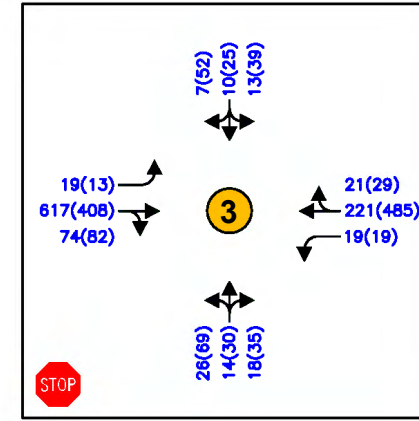
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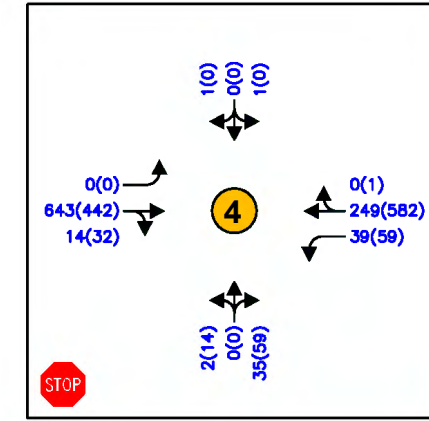
Rufina St / Siler Rd



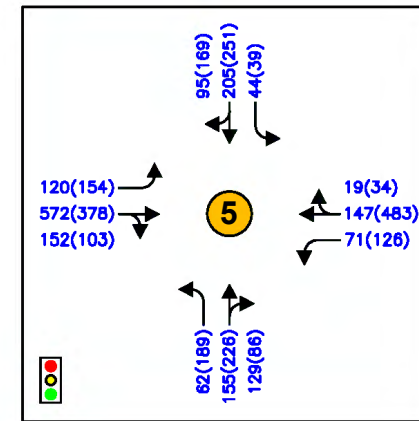
Calle Del Cielo / Cerrillos Rd



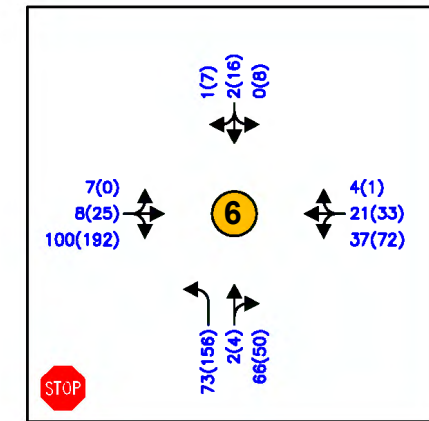
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Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

B. AUXILIARY LANE EVALUATION

Analyses of the Transportation Impact Analysis (TIA) Guidelines by the City of Santa Fe, were completed to determine the need to install new right turn or left turn lanes at any intersection as part of this study. Information to check these warrants is provided in Table 20 and Table 21.

The intersection of Rufina and Siler includes dedicated left turn lanes in all directions. Based on the volumes seen at the intersection during the peak hours, all left turn lanes are warranted and should remain. As discussed in the level of service analysis, the eastbound through movement falls to LOS E which indicates that mitigation may be required for this movement. As the volume of eastbound right turning traffic is high at this location, adding a dedicated eastbound right turning lane will improve the operations of this movement. Even though the right turn criteria is not met, it is recommended to install a dedicated right turning lane. This should be completed by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The Calle del Cielo and Cerrillos intersection currently includes all dedicated left turning lanes as shown in existing conditions. Additionally, all right turn lanes are warranted based on the volume of the major roadway (Cerrillos) in this area. Because the through movements northbound and southbound at this intersection are very minimal during both peak hours it is not necessary to add dedicated right turn lanes northbound or southbound. They are not warranted based on the operations of the signalized intersection.

At the intersection of Rufina and Richards, no additional turning lanes are warranted based on the warrant evaluation. The left turn lanes should remain in place at the intersection.

Rufina Street and Rufina Circle (West) includes an eastbound/westbound two way left turn lane on Rufina Street. This lane satisfies the warrant for the eastbound and westbound turn lanes at this intersection. The northbound and southbound left turn lanes are warranted but only the northbound is considered in this report due to the development having no additional trips associated with this movement. The northbound approach to this intersection should be restriped to include a dedicated left turning lane and a shared through/right turn lane to address the left turn lane warrant criteria. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

Rufina Street and Rufina Circle (East) also includes the eastbound/westbound two way left turn lane on Rufina Street. This lane satisfies the warrant for the westbound turn lane at this intersection. The northbound left turn lane is warranted and should be restriped to include a dedicated left turning lane and a shared through/right turn lane to address the left turn lane warrant criteria. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

Rufina Circle does not have a posted speed limit; however, the assumed speed limit is 25 MPH. The entire circle does not include any turn lanes at any of the driveways or intersections along it. Rufina Street includes a two-way left turn lane that operates as a dedicated left at both the intersections with Rufina Circle.

Rufina Circle and Calle del Cielo warrants a northbound left turn lane and a westbound left turn lane in the build scenario. The intersection has two lanes entering northbound which effectively makes one a dedicated left turn lane and the other a dedicated right turn lane based on the existing volumes at the intersection. A westbound left turn lane should be included at this intersection by restriping this area. On street parking would be effected as this area would end approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a 5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The development will see a maximum of 70 southbound vehicles turning left into Access 1 and a maximum of 20 vehicles turning northbound right. For Access 2, a maximum of 100 vehicles are expected to turn right into the site and a maximum of 10 vehicles are anticipated to turn left into the site. Based on the Santa Fe TIA Guidelines a right turn lane is not typically provided for speeds of 25 mph, which is the posted speed limit on Rufina Street. Additionally, because Rufina Circle includes bike lanes and on street parking it would impact these features to include right turn lanes. Right turn lanes are not recommended at these accesses. Based on The Santa Fe TIA Guidelines, a southbound left turn lane is warranted at Access 1 due to the southbound left turning volumes being greater than 30 vehicles during both peak hours. Therefore, it is recommended that a southbound left turn lane be striped and designated at Access 1 with project construction.

The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

The applicable tables from Santa Fe TIA Guidelines criteria are included in Appendix I for reference.

Table 20 Left Turn Lane Warrants						
Intersection/Movement	Build AM Peak			Build PM Peak		
	Turning Volume	Opposing Volume Per Lane	Warrant	Max Turning Volume	Opposing Volume Per Lane	Warrant
Rufina St & Siler Rd						
Eastbound Left	307	25	Yes	288	91	Yes
Westbound Left	55	73	Yes	86	38	Yes
Northbound Left	125	572	Yes	226	552	Yes
Southbound Left	35	501	Yes	29	509	Yes
Calle del Cielo & Cerrillos Rd						
Eastbound Left	102	365	Yes	109	789	Yes
Westbound Left	38	596	Yes	68	620	Yes
Northbound Left	40	20	Yes	53	52	Yes
Southbound Left	147	35	Yes	206	40	Yes
Rufina St & Richards Ave						
Eastbound Left	120	166	Yes	154	503	Yes
Westbound Left	80	592	Yes	136	397	Yes
Northbound Left	62	205	Yes	189	251	Yes
Southbound Left	44	155	Yes	39	226	Yes
Rufina St & Rufina Circle (West)						
Eastbound Left	19	249	Yes	13	515	Yes
Westbound Left	19	647	Yes	19	436	Yes
Northbound Left	26	10	No	69	25	Yes
Southbound Left	13	14	No	39	30	Yes
Rufina St & Rufina Circle (East)						
Westbound Left	89	643	Yes	106	442	Yes
Northbound Left	31	0	Yes	44	0	Yes
Rufina Circle & Calle del Cielo						
Eastbound Left	7	21	No	0	33	No
Westbound Left	149	8	Yes	192	25	Yes
Northbound Left	73	2	Yes	156	16	Yes
Rufina Circle & Access 1						
Southbound Left	70	52	Yes	66	92	Yes
Rufina Circle & Access 2						
Southbound Left	10	63	No	9	101	No

Table 21 Right Turn Lane Warrants						
Intersection/Movement	Build AM Peak			Build PM Peak		
	Turning Volume	Major-Road Volume (one direction)	Warrant	Max Turning Volume	Major-Road Volume (one direction)	Warrant
Rufina St & Siler Rd						
Eastbound Right	174	572	No	344	552	No
Westbound Right	28	501	No	59	509	No
Northbound Right	34	501	No	28	509	No
Southbound Right	200	572	No	364	552	No
Calle del Cielo & Cerrillos Rd						
Eastbound Right	26	1,789	Yes	21	1,861	Yes
Westbound Right	128	1,096	Yes	156	2,366	Yes
Northbound Right	49	1,789	Yes	47	1,861	Yes
Southbound Right	92	1,096	Yes	152	2,366	Yes
Rufina St & Richards Ave						
Eastbound Right	152	592	No	103	397	No
Westbound Right	19	166	No	34	503	No
Northbound Right	139	592	No	95	397	No
Southbound Right	95	166	No	169	503	No
Rufina St & Rufina Circle (West)						
Eastbound Right	74	647	No	82	436	No
Westbound Right	21	249	No	29	515	No
Northbound Right	18	647	No	35	436	No
Southbound Right	7	249	No	52	515	No
Rufina St & Rufina Circle (East)						
Eastbound Right	44	643	No	60	442	No
Northbound Right	82	643	No	109	442	No
Rufina Circle & Calle del Cielo						
Eastbound Right	100	2	No	192	16	No
Westbound Right	4	2	No	1	4	No
Northbound Right	186	2	No	163	4	No
Rufina Circle & Access 1						
Westbound Right	66	52	No	70	92	No
Northbound Right	20	52	No	19	92	No
Rufina Circle & Access 2						
Westbound Right	9	63	No	10	101	No
Northbound Right	100	63	No	94	101	No

VII. CRASH ANALYSIS

Crash data was collected for the years 2019 to 2023 for all intersections included in the scope of this study.

A. CERRILLOS AND CALLE DEL CIELO

The intersection of Cerrillos and Calle Del Cielo shows a total of 88 crashes occurring in the 5-year span. Crash trends were relatively consistent across the years, with the highest number occurring in 2019. Rear-end collisions were the most common crash type accounting for 31% of all crashes although a large portion of crash types were listed as not available. Crash severity was predominantly property damage only crashes with 39 crashes involving injury. No reports documented fatalities at this intersection during these years. The majority of the crashes occurred during daylight hours, while night time crashes were relatively infrequent.

Contributing factors suggest that following too closely and failure to yield right-of-way were the leading causes. Overall, the crash history indicates that congestion related behaviors, particularly rear-end collisions and right-of-way conflicts are the most significant safety concerns at this intersection.

A summary of these crash statistics for this intersection are included in Table 22.

Table 22 Cerrillos and Calle Del Cielo Crash Summary		
Category	Description	No. Crashes
	Total Crashes	88
Year	2019	22
	2020	17
	2021	21
	2022	12
	2023	16
Crash Type	Front-to-Rear	27
	Front-to-Side	14
	Sideswipe Collision	4
	Not Available	39
	Collision with Pedestrian(s)	3
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	20%
% Collisions with Pedestrian / Fixed Object	5%	
% Rear-End Collisions	31%	
Crash Severity	Property Damage Only	49
	Injury	39
	Fatality	0
Lighting Conditions	Daylight	73
	Night-Time - Lighted	13
	Night-Time - Not Lighted	2
Contributing Factors*	Cell Phone	3
	Failed to Yield Right of Way	22
	Improper Lane Change / Overtaking	7
	Disregarded Traffic Signal	4
	Excessive Speed	3
	Alcohol Involved	1
	Avoid Contact	3
	Driver Inattention	14
	Pedestrian Error	1
	Following too Closely	35

B. RUFINA AND SILER

The Rufina and Siler intersection saw a total of 33 crashes during the 5-year span. The majority of the crashes were rear-end collisions while sideswipes and front-to-side crashes were relatively infrequent although a notable number did not specify the crash type. Most crashes resulted in property damage only while 8 crashes involved injuries with no fatalities reported at the intersection. The majority of crashes occurred

during the daylight. Contributing factor data indicates that following too closely and driver inattention were the most frequent causes.

Overall, the crash data suggests that congestion related driver behaviors, particularly tailgating and inattention, are the primary safety issues at this intersection.

A summary of these crash statistics for this intersection are included in Table 23

Table 23 Rufina and Siler Crash Summary		
Category	Description	No. Crashes
		Total Crashes
Year	2019	8
	2020	5
	2021	8
	2022	5
	2023	6
Crash Type	Front-to-Rear	15
	Front-to-Side	1
	Sideswipe Collision	2
	Not Available	13
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	9%
	% Collisions with Pedestrian / Fixed Object	3%
% Rear-End Collisions	17%	
Crash Severity	Property Damage Only	24
	Injury	8
	Fatality	0
Lighting Conditions	Daylight	28
	Night-Time - Lighted	3
	Dusk	1
Contributing Factors*	Following too Closely	14
	Failed to Yield Right of Way	5
	Improper Brakes / Overtaking	2
	Disregarded Traffic Signal	2
	Excessive Speed	1
	Other Improper Driving	2
	Other , No Driver Error	21
	Driver Inattention	13

C. RUFINA AND RICHARDS

Between 2019 and 2023, a total of 42 crashes occurred at the intersection of Rufina and Richards. The highest year was 2021 which included 12 crashes. The most common crash types were rear-end collisions. There were also two pedestrian crashes and one crash with a fixed object, while 18 crashes were reported with unspecified

crash types. Overall, 29% of crashes involved angle collisions, 7% involved a pedestrian or fixed object, and 10% were rear-end collisions. In terms of severity, most crashes were property damage only, while 15 crashes resulted in injuries, and no fatalities were recorded. Lighting conditions indicate that the majority of crashes occurred in daylight, with fewer crashes reported at night, dawn, or in unlit conditions. Contributing factors highlight following too closely, driver inattention, and failure to yield right-of-way as the primary causes, with smaller contributions from improper driving, excessive speed, and traffic signal violations.

Overall, the crash history suggests that driver behavior-related issues, particularly tailgating, inattention, and right-of-way conflicts, are the main safety concerns at this location.

A summary of these crash statistics for this intersection are included in Table 24.

Table 24 Rufina and Richards Crash Summary		
Category	Description	No. Crashes
	Total Crashes 42	
Year	2019	8
	2020	8
	2021	12
	2022	8
	2023	6
Crash Type	Front-to-Rear	9
	Front-to-Side	7
	Sideswipe Collision	4
	Rear-to-Side	1
	Not Available	18
	Collision with Pedestrian	2
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	29%
	% Collisions with Pedestrian / Fixed Object	7%
	% Rear-End Collisions	10%
Crash Severity	Property Damage Only	27
	Injury	15
	Fatality	0
Lighting Conditions	Daylight	28
	Dawn	2
	Night-Time - Lighted	10
	Night-Time - Not Lighted	2
Contributing Factors*	Following too Closely	12
	Failed to Yield Right of Way	10
	Improper Driving	6
	Disregarded Traffic Signal	1
	Excessive Speed	2
	Pedestrian Error	1
	Driver Inattention	11
	Other , No Driver Error	30

D. RUFINA STREET AND RUFINA CIRCLE (EAST)

The intersection of Rufina Street and Rufina Circle had 3 crashes that occurred in the 5-year time frame. The only documented crash type was one crash with a fixed object. Two crashes occurred with property damage only and one occurred with injury. All crashes occurred during daylight.

A summary of these crash statistics for this intersection are included in Table 25.

Table 25 Rufina Street and Rufina Circle (East) Crash Summary		
Category	Description	No. Crashes
		Total Crashes
Year	2019	1
	2020	1
	2021	0
	2022	1
	2023	0
Crash Type	Not Available	2
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	0%
	% Collisions with Pedestrian / Fixed Object	33%
	% Rear-End Collisions	0%
Crash Severity	Property Damage Only	2
	Injury	1
	Fatality	0
Lighting Conditions	Daylight	3
Contributing Factors*	Other Improper Driving	1
	Not Available	2

E. RUFINA STREET AND RUFINA CIRCLE (WEST)

From 2019 to 2023, a total of 16 crashes were reported at the intersection of Rufina Street and Rufina Circle (West). The most common crash type was front-to-side collisions, followed by sideswipe collisions and one rear-end collision, while 6 crashes were reported with no crash type available. There was also one pedestrian crash, representing 6% of all crashes. Overall, half of all crashes (50%) involved angle collisions, while rear-end crashes were relatively rare (6%). Most crashes resulted in property damage only while 4 crashes involved injuries, and no fatalities were recorded. The majority occurred during daylight with a smaller number happening at

night under both lighted and unlighted conditions. Contributing factors show that failure to yield right-of-way and improper overtaking/driving were the leading causes, with additional contributions from driver inattention, following too closely, speeding, and stop sign violations.

Overall, the crash history suggests that angle-related conflicts and right-of-way issues are the primary safety concerns at this intersection, with driver errors and aggressive maneuvers contributing to crash risk.

A summary of these crash statistics for this intersection are included in Table 26.

Table 26 Rufina Street and Rufina Circle (West) Crash Summary		
Category	Description	No. Crashes
	Total Crashes 16	
Year	2019	3
	2020	2
	2021	2
	2022	3
	2023	6
Crash Type	Front-to-Rear	1
	Front-to-Side	5
	Sideswipe Collision	3
	Not Available	6
	Collision with Pedestrian	1
	% Collisions with Another Vehicle at an Angle	50%
	% Collisions with Pedestrian / Fixed Object	6%
	% Rear-End Collisions	6%
Crash Severity	Property Damage Only	12
	Injury	4
	Fatality	0
Lighting Conditions	Daylight	11
	Night-Time - Lighted	3
	Night-Time - Not Lighted	2
Contributing Factors*	Following too Closely	2
	Failed to Yield Right of Way	6
	Improper Overtaking / Driving	5
	Disregarded Stop Sign	1
	Excessive Speed	2
	Drove Left of Center	1
	Driver Inattention	2
	Other , No Driver Error	13

F. RUFINA CIRCLE AND CALLE DEL CIELO

The intersection of Rufina Circle and Calle Del Cielo had no reported traffic collisions from 2019 to 2023.

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found that all intersections operate acceptably overall in the 2028 Build scenario. The eastbound left, eastbound thru/right, and the northbound left turning movements at the signalized intersection of Rufina Street and Siler Road operate at LOS E in the PM peak hour. To improve the eastbound movement, this approach should be restriped to remove on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at LOS E during both peak hours, while the southbound left turn movement degrades to LOS E in the AM peak hour due to the development traffic. With this decline and increase in queue distance needed, it is recommended to complete median modifications on the north side of this intersection along Calle del Cielo to adequately store the queue that will develop. The median should be a maximum of 5' with a 10' left turn lane, a 10' southbound through lane, and a 10' dedicated right turn lane. Additionally, traffic signal timing adjustments should be completed at the intersection to help address this issue. As this storage length was not adequate prior to the development, a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares.

In the 2038 Build scenario, the Rufina Street and Rufina Circle (east) intersection and the two new access driveways on Rufina Circle will operate overall acceptably. The northbound left turn lane at both the East and West intersections of Rufina Street and Rufina Circle is recommended to be installed to address City of Santa Fe turn lane warrants.

At the Rufina Circle and Calle del Cielo the westbound left turn lane is warranted and should be installed. This lane should be a minimum of 50' and include a taper length as determined by the MUTCD and prescribed in the City of Sanat Fe standards.

Lastly, Rufina Circle and Access 1 meets warrants for a left turn lane at the entrance to the development. This left turn lane should be 50 feet in length for storage with a

taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

B. RECOMMENDATIONS

- Install a southbound left turn lane at Rufina Circle and Access 1 with striping modifications. This will include removal of on-street parking and installation of the left turn lane by shifting the northbound lane, southbound lane, and bike lanes to incorporate an 11 foot left turning lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as prescribed in the City of Santa Fe standards.
- Install an Eastbound dedicated right turn lane at the intersection of Rufina Street and Siler Road. This lane should be accomplished by striping by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 225 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards
- Median modifications should be completed at the Cerrillos and Calle de Cielo intersection. The median should be a maximum of 5 feet and the southbound lanes should include a 10' right turn lane, a 10' through lane, and a 10' left turn lane. These lanes should extend the full length of Calle de Cielo from Cerrillos to Rufina Circle.
- The northbound approach at the intersection of Rufina Street and Rufina Circle (West) should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- At the intersection of Rufina Street and Rufina Circle (East), the northbound approach should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the

taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

- Rufina Circle and Calle del Cielo warrants a westbound left turn lane. This lane should be included at this intersection through restriping. On street parking would be removed approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a 5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.

**APPENDIX A:
SANTA FE ROADWAY FUNCTIONAL CLASSIFICATIONS**

**FUNCTIONAL CLASSIFICATION OF ROADWAYS
IN THE SANTA FE MPO PLANNING AREA
APPROVED BY FHWA ON 3/15/16**

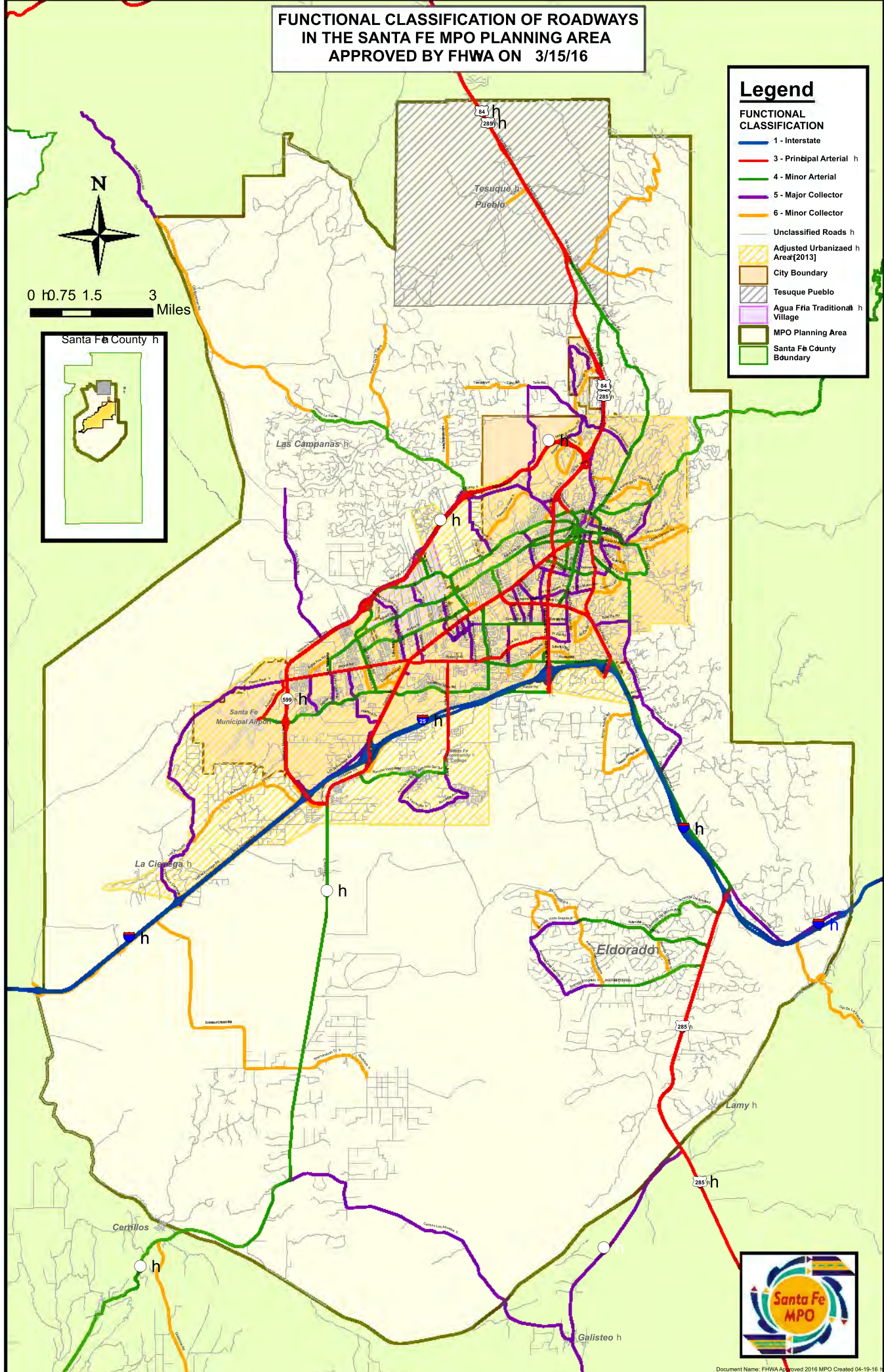
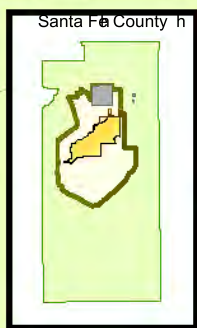
Legend

FUNCTIONAL CLASSIFICATION

- 1 - Interstate
- 3 - Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- Unclassified Roads
- Adjusted Urbanized Area (2013)
- City Boundary
- Tesuque Pueblo
- Agua Fria Traditional Village
- MPO Planning Area
- Santa Fe County Boundary



0 0.75 1.5 3 Miles

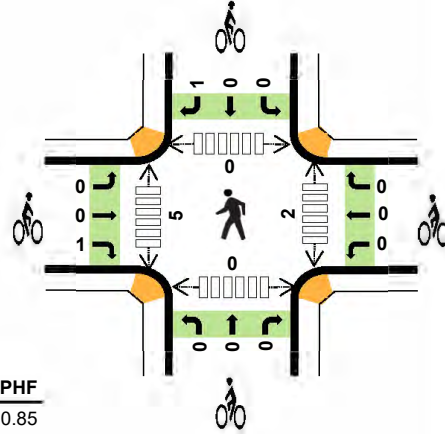
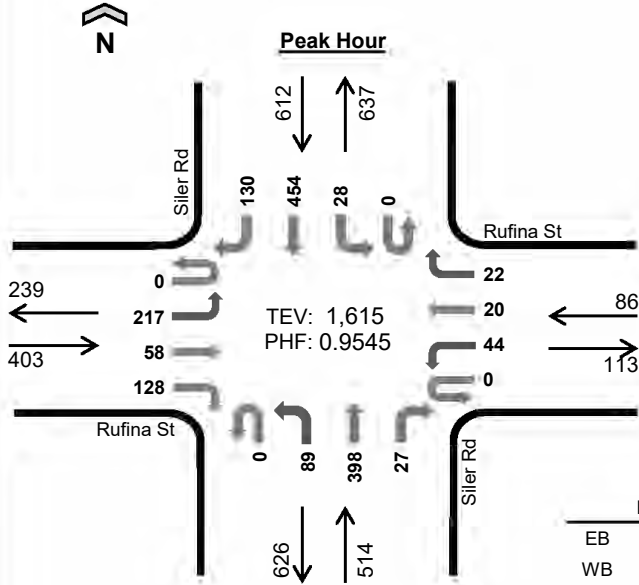


APPENDIX B: EXISTING DATA

Siler Rd Rufina St



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	3%	0.85
WB	8%	0.65
NB	4%	0.87
SB	5%	0.94
TOTAL	4%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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			
7:45 AM	0	56	9	34	0	9	4	2	0	31	111	6	0	4	114	36	416	0	
8:00 AM	0	66	19	33	0	7	4	7	0	20	102	3	0	11	118	33	423	0	
8:15 AM	0	54	18	31	0	8	7	5	0	18	91	10	0	7	96	31	376	0	
8:30 AM	0	41	12	30	0	20	5	8	0	20	94	8	0	6	126	30	400	1,615	
Pk Hr	All	0	217	58	128	0	44	20	22	0	89	398	27	0	28	454	130	1,615	
	HV	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	68	
	HV%	-	5%	0%	3%	-	9%	0%	14%	-	0%	5%	4%	-	4%	5%	5%	4%	

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
7:45 AM	0	2	4	9	15	0	0	0	0	0	1	1	0	0	2
8:00 AM	2	1	4	4	11	0	0	0	0	0	0	2	0	0	2
8:15 AM	6	1	7	8	22	0	0	0	0	0	0	1	0	0	1
8:30 AM	6	3	4	7	20	1	0	0	1	2	1	1	0	0	2
Peak Hour	14	7	19	28	68	1	0	0	1	2	2	5	0	0	7

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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	8	0	10	0	4	2	0	0	2	21	1	0	0	22	10	80	0	
6:15 AM	0	15	1	4	0	0	0	0	0	11	18	1	0	1	30	4	85	0	
6:30 AM	0	23	1	6	0	1	2	0	0	9	35	2	0	2	26	6	113	0	
6:45 AM	0	16	11	17	0	5	2	1	0	19	52	3	0	2	48	16	192	470	
7:00 AM	0	30	5	18	0	7	0	6	0	13	53	1	0	4	56	18	211	601	
7:15 AM	0	48	11	13	0	3	1	1	0	15	67	5	0	4	61	13	242	758	
7:30 AM	0	63	8	25	0	4	4	2	0	12	76	4	0	8	92	25	323	968	
7:45 AM	0	56	9	34	0	9	4	2	0	31	111	6	0	4	114	36	416	1,192	
8:00 AM	0	66	19	33	0	7	4	7	0	20	102	3	0	11	118	33	423	1,404	
8:15 AM	0	54	18	31	0	8	7	5	0	18	91	10	0	7	96	31	376	1,538	
8:30 AM	0	41	12	30	0	20	5	8	0	20	94	8	0	6	126	30	400	1,615	
8:45 AM	0	44	12	35	0	13	3	3	0	27	100	6	0	3	123	35	404	1,603	
Count Total	0	464	107	256	0	81	34	35	0	197	820	50	0	52	912	257	3,265		
Pk Hr	All	0	217	58	128	0	44	20	22	0	89	398	27	0	28	454	130	1,615	
	HV	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	68	
	HV%	-	5%	0%	3%	-	9%	0%	14%	-	0%	5%	4%	-	4%	5%	5%	4%	

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	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	1	2	5	0	0	0	0	0	0	0	0	1	1
6:30 AM	1	1	2	4	8	0	0	0	0	0	1	0	0	0	1
6:45 AM	1	0	2	7	10	0	0	0	0	0	0	0	1	0	1
7:00 AM	1	2	7	4	14	0	0	0	0	0	0	2	1	0	3
7:15 AM	0	0	2	4	6	6	1	0	5	12	1	1	0	0	2
7:30 AM	3	1	5	7	16	0	0	1	0	1	1	0	0	0	1
7:45 AM	0	2	4	9	15	0	0	0	0	0	1	1	0	0	2
8:00 AM	2	1	4	4	11	0	0	0	0	0	0	2	0	0	2
8:15 AM	6	1	7	8	22	0	0	0	0	0	0	1	0	0	1
8:30 AM	6	3	4	7	20	1	0	0	1	2	1	1	0	0	2
8:45 AM	5	1	6	12	24	0	0	0	0	0	0	0	0	0	0
Count Total	28	12	44	70	154	7	1	1	6	15	5	8	2	1	16
Peak Hour	14	7	19	28	68	1	0	0	1	2	2	5	0	0	7

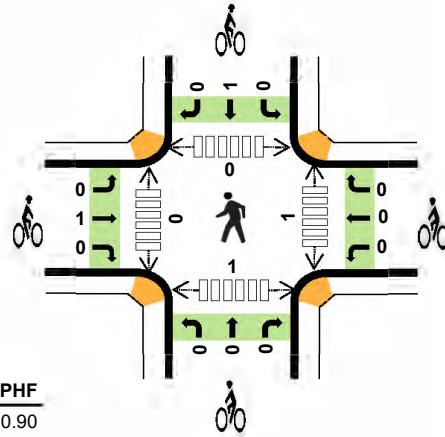
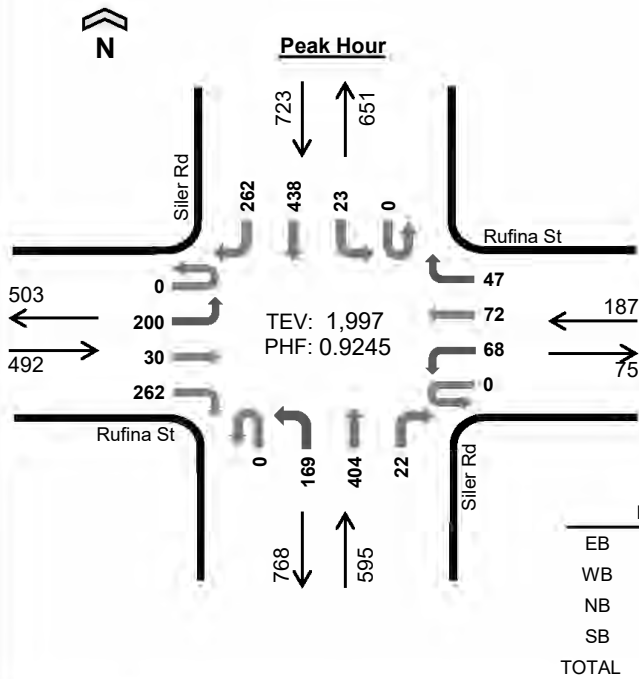
Count Summaries - Heavy Vehicles																			
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0
6:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	5	0	
6:30 AM	0	0	0	1	0	0	1	0	0	0	2	0	0	0	3	1	8	0	
6:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	1	5	1	10	26	
7:00 AM	0	1	0	0	0	1	0	1	0	0	7	0	0	0	4	0	14	37	
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	6	38	
7:30 AM	0	0	1	2	0	1	0	0	0	0	5	0	0	1	4	2	16	46	
7:45 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	7	2	15	51	
8:00 AM	0	2	0	0	0	0	0	1	0	0	4	0	0	1	3	0	11	48	
8:15 AM	0	3	0	3	0	1	0	0	0	0	7	0	0	0	5	3	22	64	
8:30 AM	0	5	0	1	0	2	0	1	0	0	3	1	0	0	6	1	20	68	
8:45 AM	0	2	0	3	0	1	0	0	0	2	4	0	0	0	9	3	24	77	
Count Total	0	15	1	12	0	7	1	4	0	4	39	1	0	3	53	14	154		
Pk Hr Heavy	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	68		

Count Summaries - Bikes																			
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	5	12	12	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Count Total	0	0	0	7	0	0	0	1	0	0	1	0	0	0	0	6	15		
Pk Hr Bike	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2		

Siler Rd Rufina St



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.90
WB	2%	0.75
NB	2%	0.85
SB	1%	0.92
TOTAL	1%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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			
4:30 PM	0	57	6	59	0	13	17	13	0	46	88	6	0	3	119	59	486	0	
4:45 PM	0	53	10	59	0	19	12	19	0	39	93	4	0	8	104	59	479	0	
5:00 PM	0	37	7	67	0	24	26	12	0	32	106	6	0	6	102	67	492	0	
5:15 PM	0	53	7	77	0	12	17	3	0	52	117	6	0	6	113	77	540	1,997	
Pk Hr	All	0	200	30	262	0	68	72	47	0	169	404	22	0	23	438	262	1,997	
	HV	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	
	HV%	-	2%	3%	0%	-	0%	1%	4%	-	1%	2%	0%	-	9%	1%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	2	1	1	3	7	0	0	0	1	1	1	0	0	1	2
4:45 PM	2	1	1	4	8	0	0	0	0	0	0	0	0	0	
5:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	
5:15 PM	1	0	7	2	10	1	0	0	0	1	0	0	0	0	
Peak Hour	5	3	12	9	29	1	0	0	1	2	1	0	0	1	2

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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	43	16	54	0	17	11	5	0	35	101	5	0	7	96	54	444	0	
3:15 PM	0	51	6	40	0	20	9	6	0	48	99	7	0	3	115	40	444	0	
3:30 PM	0	48	10	41	0	9	11	5	0	36	84	3	0	5	95	41	388	0	
3:45 PM	0	35	12	70	0	15	11	7	0	37	92	6	0	7	117	70	479	1,755	
4:00 PM	0	46	8	50	0	19	20	11	0	47	102	5	0	3	93	50	454	1,765	
4:15 PM	0	51	10	58	0	23	15	5	0	47	103	5	0	5	116	58	496	1,817	
4:30 PM	0	57	6	59	0	13	17	13	0	46	88	6	0	3	119	59	486	1,915	
4:45 PM	0	53	10	59	0	19	12	19	0	39	93	4	0	8	104	59	479	1,915	
5:00 PM	0	37	7	67	0	24	26	12	0	32	106	6	0	6	102	67	492	1,953	
5:15 PM	0	53	7	77	0	12	17	3	0	52	117	6	0	6	113	77	540	1,997	
5:30 PM	0	41	6	60	0	18	19	6	0	59	77	5	0	1	98	60	450	1,961	
5:45 PM	0	37	5	34	0	13	12	5	0	41	69	5	0	3	91	35	350	1,832	
Count Total	0	552	103	669	0	202	180	97	0	519	1,131	63	0	57	1,259	670	5,502		
Pk Hr	All	0	200	30	262	0	68	72	47	0	169	404	22	0	23	438	262	1,997	
	HV	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	
	HV%	-	2%	3%	0%	-	0%	1%	4%	-	1%	2%	0%	-	9%	1%	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	0	2	8	6	16	0	0	1	0	1	1	0	0	0	1
3:15 PM	5	2	2	5	14	0	0	0	0	0	0	1	0	0	1
3:30 PM	4	0	4	5	13	0	0	0	0	0	0	0	0	1	1
3:45 PM	7	1	5	6	19	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	3	2	7	0	0	0	0	0	1	1	0	0	2
4:15 PM	3	2	5	3	13	0	0	0	0	0	0	1	0	0	1
4:30 PM	2	1	1	3	7	0	0	0	1	1	1	0	0	1	2
4:45 PM	2	1	1	4	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	7	2	10	1	0	0	0	1	0	0	0	0	0
5:30 PM	3	2	1	4	10	0	0	0	0	0	0	1	0	0	1
5:45 PM	1	2	1	2	6	0	0	0	0	0	0	1	0	0	1
Count Total	30	14	41	42	127	1	0	1	1	3	3	5	0	2	10
Peak Hour	5	3	12	9	29	1	0	0	1	2	1	0	0	1	2

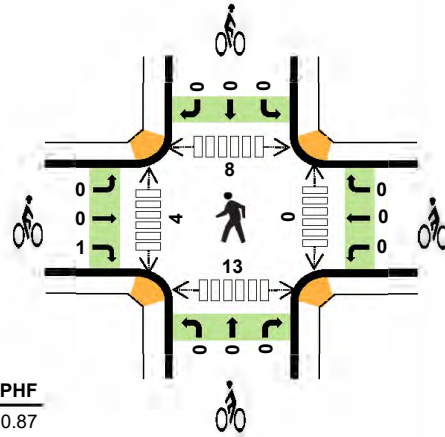
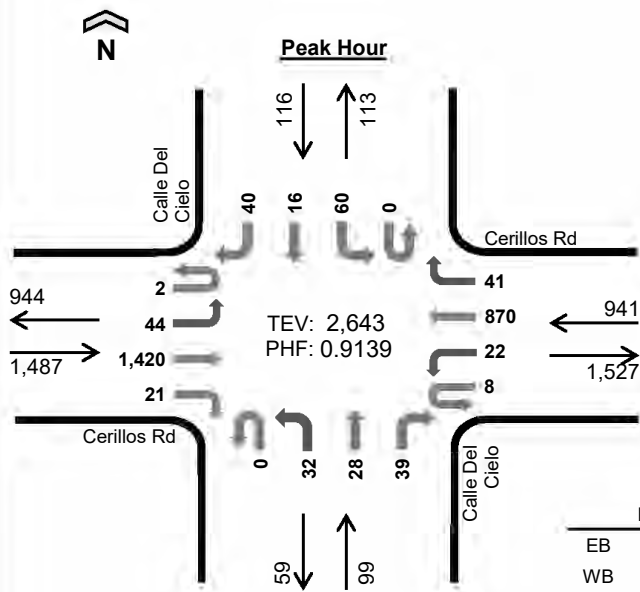
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	1	1	0	0	7	1	0	0	6	0	16	0
3:15 PM	0	3	0	2	0	2	0	0	0	0	2	0	0	0	3	2	14	0
3:30 PM	0	1	0	3	0	0	0	0	0	1	3	0	0	0	2	3	13	0
3:45 PM	0	2	1	4	0	1	0	0	0	1	4	0	0	0	2	4	19	62
4:00 PM	0	1	0	1	0	0	0	0	0	2	1	0	0	0	1	1	7	53
4:15 PM	0	0	2	1	0	2	0	0	0	1	4	0	0	0	2	1	13	52
4:30 PM	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3	0	7	46
4:45 PM	0	1	0	1	0	0	0	1	0	1	0	0	0	1	2	1	8	35
5:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4	32
5:15 PM	0	0	1	0	0	0	0	0	0	0	7	0	0	1	1	0	10	29
5:30 PM	0	1	0	2	0	0	1	1	0	1	0	0	0	0	1	3	10	32
5:45 PM	0	0	0	1	0	1	1	0	0	1	0	0	0	0	1	1	6	30
Count Total	0	11	4	15	0	6	4	4	0	9	31	1	0	2	24	16	127	
Pk Hr Heavy	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	

Count Summaries - Bikes																		
Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				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	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1
Count Total	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	

Calle Del Cielo Cerillos Rd



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	3%	0.87
WB	4%	0.82
NB	4%	0.85
SB	3%	0.94
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				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			
8:00 AM	1	20	404	4	1	3	180	12	0	6	11	12	0	14	6	11	685	0	
8:15 AM	1	1	312	7	2	3	197	5	0	3	7	10	0	12	3	11	574	0	
8:30 AM	0	12	342	6	3	9	230	9	0	11	4	6	0	17	3	9	661	0	
8:45 AM	0	11	362	4	2	7	263	15	0	12	6	11	0	17	4	9	723	2,643	
Pk Hr	All	2	44	1,420	21	8	22	870	41	0	32	28	39	0	60	16	40	2,643	
	HV	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	
	HV%	0%	7%	3%	0%	0%	0%	4%	0%	-	3%	4%	5%	-	5%	0%	3%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	13	12	0	2	27	1	0	0	0	1	0	2	1	4	7
8:15 AM	7	8	2	0	17	0	0	0	0	0	0	0	0	3	3
8:30 AM	10	6	0	1	17	0	0	0	0	0	0	1	2	5	
8:45 AM	13	9	2	1	25	0	0	0	0	0	0	1	5	10	
Peak Hour	43	35	4	4	86	1	0	0	0	1	0	4	8	25	

Count Summaries - All Vehicles																			
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				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	3	92	0	0	1	57	4	0	1	1	1	0	4	1	1	166	0	
6:15 AM	1	3	146	1	0	1	56	1	0	1	2	2	0	2	0	3	219	0	
6:30 AM	0	5	165	2	1	0	78	0	0	4	1	1	0	3	1	4	265	0	
6:45 AM	0	3	220	0	0	2	118	5	0	2	1	3	0	4	0	0	358	1,008	
7:00 AM	1	11	224	0	0	4	106	4	0	0	5	2	0	7	1	3	368	1,210	
7:15 AM	0	11	321	1	2	1	137	7	0	5	6	8	0	2	2	2	505	1,496	
7:30 AM	0	11	369	2	1	2	165	9	0	4	7	9	0	9	2	6	596	1,827	
7:45 AM	0	4	456	7	2	2	203	4	0	5	10	7	0	16	1	3	720	2,189	
8:00 AM	1	20	404	4	1	3	180	12	0	6	11	12	0	14	6	11	685	2,506	
8:15 AM	1	1	312	7	2	3	197	5	0	3	7	10	0	12	3	11	574	2,575	
8:30 AM	0	12	342	6	3	9	230	9	0	11	4	6	0	17	3	9	661	2,640	
8:45 AM	0	11	362	4	2	7	263	15	0	12	6	11	0	17	4	9	723	2,643	
Count Total	4	95	3,413	34	14	35	1,790	75	0	54	61	72	0	107	24	62	5,840		
Pk Hr	All	2	44	1,420	21	8	22	870	41	0	32	28	39	0	60	16	40	2,643	
	HV	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	
	HV%	0%	7%	3%	0%	0%	0%	4%	0%	-	3%	4%	5%	-	5%	0%	3%	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	3	1	0	0	4	0	0	0	0	0	0	0	2	2	4
6:15 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	2	2
6:30 AM	5	1	0	1	7	0	1	0	0	1	0	0	2	2	4
6:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	2	0	2
7:00 AM	9	5	0	1	15	0	0	0	0	0	2	2	1	3	8
7:15 AM	7	4	0	0	11	0	0	0	0	0	0	0	1	4	5
7:30 AM	9	8	1	1	19	0	0	0	0	0	0	0	1	1	2
7:45 AM	10	10	1	0	21	0	0	0	0	0	0	0	6	1	7
8:00 AM	13	12	0	2	27	1	0	0	0	1	0	2	1	4	7
8:15 AM	7	8	2	0	17	0	0	0	0	0	0	0	0	3	3
8:30 AM	10	6	0	1	17	0	0	0	0	0	0	1	2	2	5
8:45 AM	13	9	2	1	25	0	0	0	0	0	0	1	5	4	10
Count Total	94	69	6	7	176	1	1	0	0	2	2	6	23	28	59
Peak Hour	43	35	4	4	86	1	0	0	0	1	0	4	8	13	25

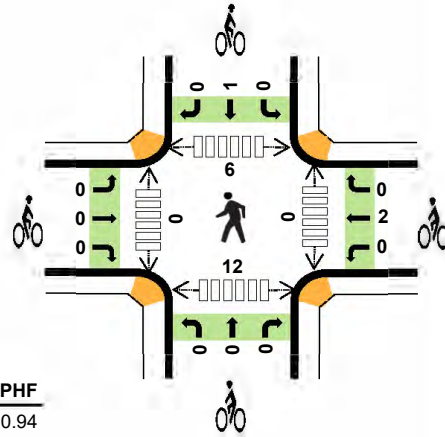
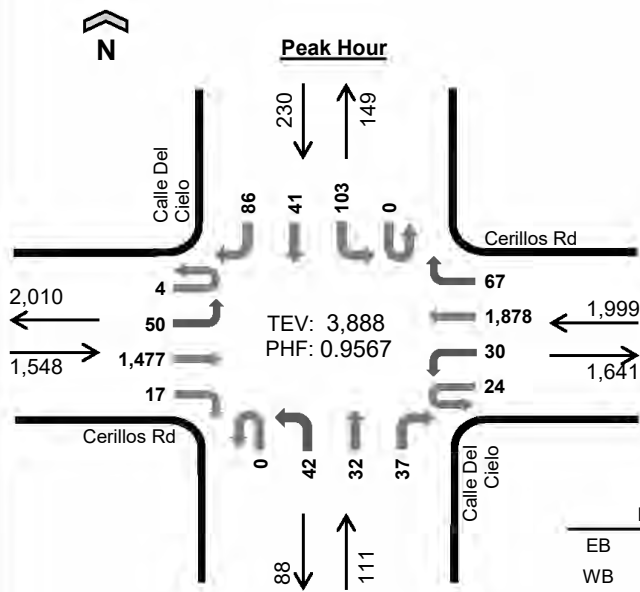
Count Summaries - Heavy Vehicles																		
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
6:15 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
6:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	1	7	0	
6:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	24	
7:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	1	15	35	
7:15 AM	0	0	6	1	0	0	4	0	0	0	0	0	0	0	0	11	38	
7:30 AM	0	0	9	0	0	0	8	0	0	0	0	1	0	0	1	19	50	
7:45 AM	0	0	9	1	0	0	10	0	0	0	0	1	0	0	0	21	66	
8:00 AM	0	1	12	0	0	0	12	0	0	0	0	0	0	1	1	27	78	
8:15 AM	0	0	7	0	0	0	8	0	0	0	0	2	0	0	0	17	84	
8:30 AM	0	0	10	0	0	0	6	0	0	0	0	0	0	1	0	17	82	
8:45 AM	0	2	11	0	0	0	9	0	0	1	1	0	0	1	0	25	86	
Count Total	0	4	88	2	0	0	69	0	0	1	1	4	0	3	1	3	176	
Pk Hr Heavy	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	

Count Summaries - Bikes																		
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				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	1	0	0	0	0	0	0	0	0	1	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	0	0	0	0	0	0	0	0	0	0	0	1	1	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	1
Count Total	0	0	0	1	0	0	1	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	

Calle Del Cielo Cerillos Rd



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.94
WB	1%	0.97
NB	0%	0.90
SB	1%	0.96
TOTAL	1%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	3	11	336	9	7	9	478	18	0	17	4	10	0	27	15	17	961	0	
4:45 PM	1	14	380	1	6	6	440	17	0	6	10	11	0	23	6	28	949	0	
5:00 PM	0	15	396	2	6	6	483	19	0	9	12	8	0	29	11	20	1,016	0	
5:15 PM	0	10	365	5	5	9	477	13	0	10	6	8	0	24	9	21	962	3,888	
Pk Hr	All	4	50	1,477	17	24	30	1,878	67	0	42	32	37	0	103	41	86	3,888	
	HV	0	0	10	0	0	1	16	0	0	0	0	0	0	0	0	2	29	
	HV%	0%	0%	1%	0%	0%	3%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	6	0	0	7	0	0	0	1	1	0	0	1	7	8
4:45 PM	2	5	0	2	9	0	0	0	0	0	0	0	3	3	6
5:00 PM	4	2	0	0	6	0	2	0	0	2	0	0	1	0	1
5:15 PM	3	4	0	0	7	0	0	0	0	0	0	0	1	2	3
Peak Hour	10	17	0	2	29	0	2	0	1	3	0	0	6	12	18

Count Summaries - All Vehicles																			
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				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	2	7	335	6	2	6	422	19	0	13	6	11	0	17	4	12	862	0	
3:15 PM	0	15	390	6	8	8	394	16	0	13	10	12	0	17	6	21	916	0	
3:30 PM	1	7	365	10	5	11	430	15	0	6	13	11	0	23	8	12	917	0	
3:45 PM	0	11	398	6	5	6	439	13	0	18	13	6	0	15	2	11	943	3,638	
4:00 PM	0	12	389	5	2	3	401	20	0	14	7	12	0	19	10	19	913	3,689	
4:15 PM	2	9	349	5	12	13	457	25	0	12	16	4	0	19	5	20	948	3,721	
4:30 PM	3	11	336	9	7	9	478	18	0	17	4	10	0	27	15	17	961	3,765	
4:45 PM	1	14	380	1	6	6	440	17	0	6	10	11	0	23	6	28	949	3,771	
5:00 PM	0	15	396	2	6	6	483	19	0	9	12	8	0	29	11	20	1,016	3,874	
5:15 PM	0	10	365	5	5	9	477	13	0	10	6	8	0	24	9	21	962	3,888	
5:30 PM	1	9	336	5	4	7	422	15	0	11	9	7	0	11	7	8	852	3,779	
5:45 PM	1	18	359	4	2	7	456	20	0	9	6	3	0	11	3	16	915	3,745	
Count Total	11	138	4,398	64	64	91	5,299	210	0	138	112	103	0	235	86	205	11,154		
Pk Hr	All	4	50	1,477	17	24	30	1,878	67	0	42	32	37	0	103	41	86	3,888	
	HV	0	0	10	0	0	1	16	0	0	0	0	0	0	0	0	2	29	
	HV%	0%	0%	1%	0%	0%	3%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	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	6	6	0	0	12	0	0	0	0	0	0	0	0	0	0
3:15 PM	7	8	0	0	15	0	0	0	0	0	0	1	1	2	4
3:30 PM	5	5	1	0	11	0	0	0	0	0	0	0	1	2	3
3:45 PM	7	4	0	0	11	0	0	0	0	0	0	0	0	4	4
4:00 PM	7	5	1	1	14	0	0	0	0	0	0	0	1	3	4
4:15 PM	3	5	0	1	9	0	0	0	0	0	0	0	0	1	1
4:30 PM	1	6	0	0	7	0	0	0	1	1	0	0	1	7	8
4:45 PM	2	5	0	2	9	0	0	0	0	0	0	0	3	3	6
5:00 PM	4	2	0	0	6	0	2	0	0	2	0	0	1	0	1
5:15 PM	3	4	0	0	7	0	0	0	0	0	0	0	1	2	3
5:30 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	2	2
5:45 PM	3	6	0	0	9	0	0	0	0	0	0	0	4	1	5
Count Total	53	61	2	4	120	0	2	0	1	3	0	1	13	27	41
Peak Hour	10	17	0	2	29	0	2	0	1	3	0	0	6	12	18

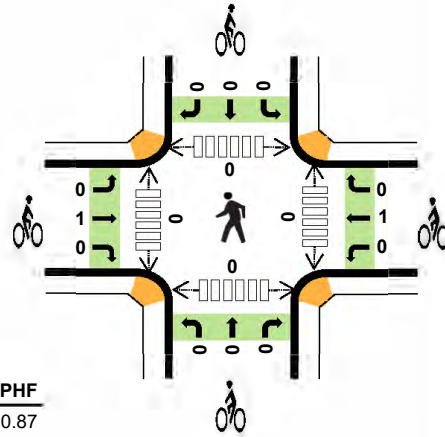
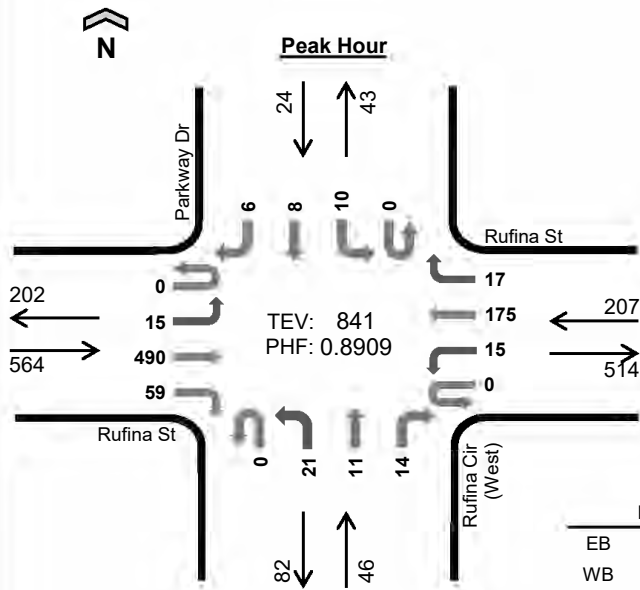
Count Summaries - Heavy Vehicles																		
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	12	0	
3:15 PM	0	0	7	0	0	0	7	1	0	0	0	0	0	0	0	15	0	
3:30 PM	0	0	4	1	0	0	4	1	0	0	1	0	0	0	0	11	0	
3:45 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	11	49	
4:00 PM	0	1	6	0	0	0	4	1	0	0	1	0	0	1	0	14	51	
4:15 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	1	9	45	
4:30 PM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	7	41	
4:45 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	2	9	39	
5:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	6	31	
5:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	29	
5:30 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	10	32	
5:45 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	9	32	
Count Total	0	1	51	1	0	1	57	3	0	0	2	0	0	1	1	120		
Pk Hr Heavy	0	0	10	0	0	1	16	0	0	0	0	0	0	0	2	29		

Count Summaries - Bikes																		
Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				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	
3:15 PM	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	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	3	
5:15 PM	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	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3		
Pk Hr Bike	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3		

Parkway Dr Rufina St



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	2%	0.87
WB	3%	0.89
NB	9%	0.88
SB	13%	0.46
TOTAL	3%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway 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			
7:45 AM	0	4	141	11	0	9	46	3	0	7	1	2	0	4	0	0	228	0	
8:00 AM	0	3	137	22	0	3	52	2	0	7	3	3	0	1	3	0	236	0	
8:15 AM	0	6	105	11	0	2	36	7	0	4	5	4	0	1	1	1	183	0	
8:30 AM	0	2	107	15	0	1	41	5	0	3	2	5	0	4	4	5	194	841	
Pk Hr	All	0	15	490	59	0	15	175	17	0	21	11	14	0	10	8	6	841	
	HV	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	
	HV%	-	0%	2%	2%	-	0%	3%	0%	-	10%	0%	14%	-	20%	13%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	2	1	7	1	0	0	0	1	0	0	0	0	0
8:15 AM	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	1	2	7	0	1	0	0	1	0	0	0	0	0
Peak Hour	10	6	4	3	23	1	1	0	0	2	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway 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	25	6	0	1	9	1	0	2	0	2	0	1	0	1	48	0	
6:15 AM	0	0	33	1	0	0	9	1	0	1	0	0	0	0	0	0	45	0	
6:30 AM	0	0	50	2	0	1	10	2	0	0	0	1	0	1	1	0	68	0	
6:45 AM	0	1	70	9	0	2	31	5	0	1	3	2	0	1	0	1	126	287	
7:00 AM	0	2	48	8	0	0	24	3	0	2	3	0	0	1	2	0	93	332	
7:15 AM	0	7	116	9	0	1	18	0	0	1	3	1	0	2	1	0	159	446	
7:30 AM	0	6	128	10	0	2	25	6	0	4	3	2	0	1	2	0	189	567	
7:45 AM	0	4	141	11	0	9	46	3	0	7	1	2	0	4	0	0	228	669	
8:00 AM	0	3	137	22	0	3	52	2	0	7	3	3	0	1	3	0	236	812	
8:15 AM	0	6	105	11	0	2	36	7	0	4	5	4	0	1	1	1	183	836	
8:30 AM	0	2	107	15	0	1	41	5	0	3	2	5	0	4	4	5	194	841	
8:45 AM	0	5	97	14	0	0	50	4	0	1	6	6	0	1	3	2	189	802	
Count Total	0	36	1,057	118	0	22	351	39	0	33	29	28	0	18	17	10	1,758		
Pk Hr	All	0	15	490	59	0	15	175	17	0	21	11	14	0	10	8	6	841	
	HV	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	
	HV%	-	0%	2%	2%	-	0%	3%	0%	-	10%	0%	14%	-	20%	13%	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	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
7:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	2	1	7	1	0	0	0	1	0	0	0	0	0
8:15 AM	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	1	2	7	0	1	0	0	1	0	0	0	0	0
8:45 AM	3	4	1	0	8	0	0	0	0	0	0	0	0	0	0
Count Total	16	21	5	3	45	1	8	0	0	9	0	0	0	0	0
Peak Hour	10	6	4	3	23	1	1	0	0	2	0	0	0	0	0

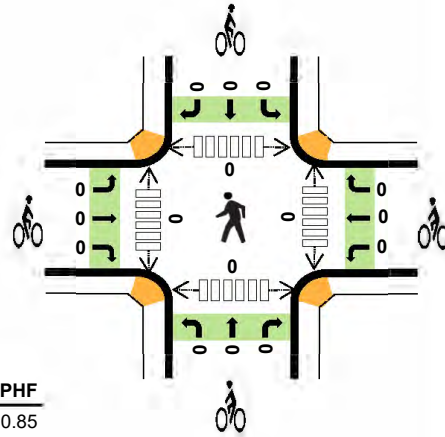
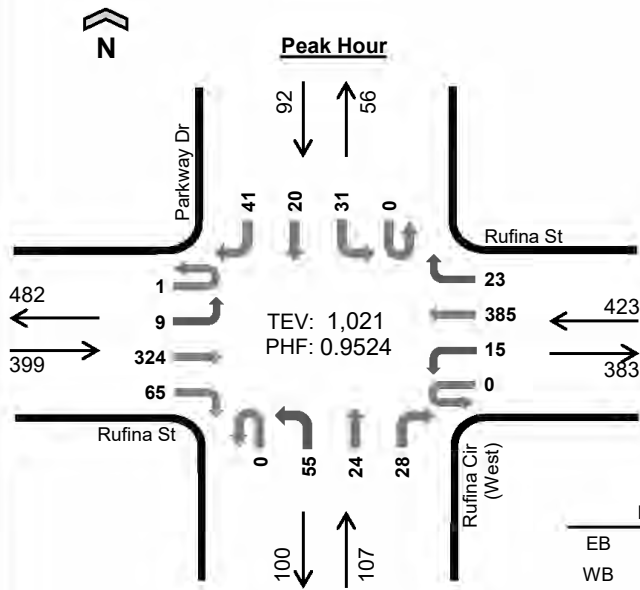
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	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	1	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	5	9
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	10
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	3	1	0	0	0	0	0	1	0	1	0	1	0	0	7	13
8:15 AM	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	7	20
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	1	0	1	1	0	7	23
8:45 AM	0	0	2	1	0	0	4	0	0	0	0	1	0	0	0	0	8	29
Count Total	0	0	14	2	0	3	18	0	0	2	0	3	0	2	1	0	45	
Pk Hr Heavy	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	

Count Summaries - Bikes																		
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway 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	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
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	1	0	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	9	
Pk Hr Bike	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	

Parkway Dr Rufina St



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 3:45 PM to 4:45 PM



	HV%	PHF
EB	3%	0.85
WB	0%	0.96
NB	5%	0.84
SB	4%	0.64
TOTAL	2%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:45 PM	0	5	93	18	0	4	91	5	0	13	4	8	0	12	6	9	268	0	
4:00 PM	0	1	67	12	0	6	98	6	0	14	8	5	0	8	8	20	253	0	
4:15 PM	1	2	71	12	0	3	98	5	0	18	8	6	0	4	2	4	234	0	
4:30 PM	0	1	93	23	0	2	98	7	0	10	4	9	0	7	4	8	266	1,021	
Pk Hr	All	1	9	324	65	0	15	385	23	0	55	24	28	0	31	20	41	1,021	
	HV	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	
	HV%	0%	0%	4%	2%	-	0%	1%	0%	-	2%	4%	11%	-	13%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	4	1	3	3	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	2	5	4	24	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway 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	5	65	14	0	6	81	1	0	11	1	8	0	2	0	1	195	0	
3:15 PM	0	4	74	11	0	5	83	6	0	15	4	5	0	3	2	4	216	0	
3:30 PM	0	2	72	16	0	1	71	6	0	18	5	6	0	3	3	5	208	0	
3:45 PM	0	5	93	18	0	4	91	5	0	13	4	8	0	12	6	9	268	887	
4:00 PM	0	1	67	12	0	6	98	6	0	14	8	5	0	8	8	20	253	945	
4:15 PM	1	2	71	12	0	3	98	5	0	18	8	6	0	4	2	4	234	963	
4:30 PM	0	1	93	23	0	2	98	7	0	10	4	9	0	7	4	8	266	1,021	
4:45 PM	0	1	70	12	0	6	92	3	0	7	4	8	0	3	3	7	216	969	
5:00 PM	0	1	64	23	0	7	119	3	0	23	5	6	0	2	4	8	265	981	
5:15 PM	0	4	90	13	0	8	122	6	0	13	3	6	0	2	4	1	272	1,019	
5:30 PM	0	1	61	9	0	1	125	9	0	8	2	4	0	0	3	2	225	978	
5:45 PM	0	6	67	13	0	3	70	9	0	16	2	4	0	4	0	3	197	959	
Count Total	1	33	887	176	0	52	1,148	66	0	166	50	75	0	50	39	72	2,815		
Pk Hr	All	1	9	324	65	0	15	385	23	0	55	24	28	0	31	20	41	1,021	
	HV	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	
	HV%	0%	0%	4%	2%	-	0%	1%	0%	-	2%	4%	11%	-	13%	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
3:00 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	4	4	1	1	10	0	0	0	0	0	0	0	0	0	0
3:30 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	4	1	3	3	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	1	0	3
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	26	15	8	5	54	1	0	0	0	1	2	0	1	0	3
Peak Hour	13	2	5	4	24	0	0	0	0	0	0	0	0	0	0

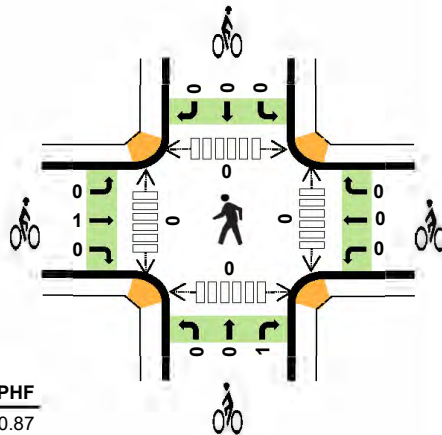
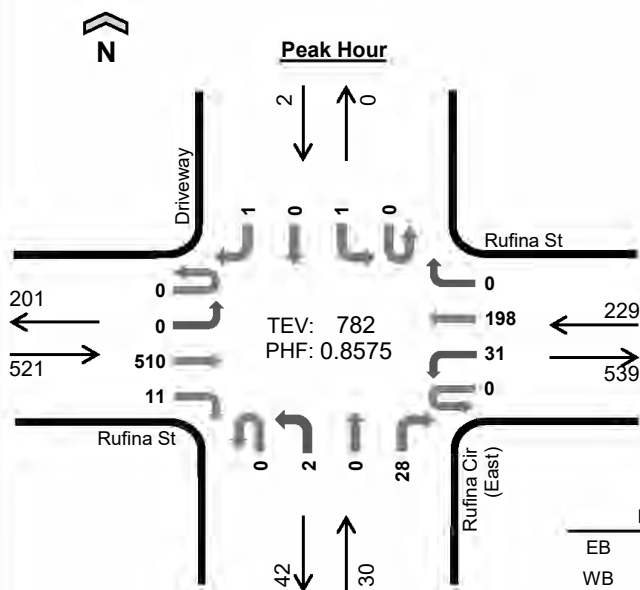
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
3:15 PM	0	2	2	0	0	0	3	1	0	0	0	1	0	1	0	0	10	0
3:30 PM	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4	0
3:45 PM	0	0	4	0	0	0	1	0	0	0	1	2	0	3	0	0	11	29
4:00 PM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4	29
4:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	24
4:30 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	4	24
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	11
5:15 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4	10
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	10
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11
Count Total	0	3	20	3	0	0	14	1	0	2	2	4	0	5	0	0	54	
Pk Hr Heavy	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	

Count Summaries - Bikes																		
Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1
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	

Rufina Cir (East) Rufina St



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	2%	0.87
WB	3%	0.77
NB	0%	0.54
SB	50%	0.50
TOTAL	2%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	127	2	0	5	32	0	0	0	0	8	0	0	0	0	174	0	
7:45 AM	0	0	146	3	0	10	64	0	0	1	0	4	0	0	0	0	228	0	
8:00 AM	0	0	133	2	0	7	55	0	0	1	0	13	0	1	0	0	212	0	
8:15 AM	0	0	104	4	0	9	47	0	0	0	0	3	0	0	0	1	168	782	
Pk Hr	All	0	0	510	11	0	31	198	0	0	2	0	28	0	1	0	1	782	
	HV	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	18	
	HV%	-	-	2%	0%	-	3%	3%	-	-	0%	-	0%	-	0%	-	100%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0
8:15 AM	4	4	0	1	9	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	7	0	1	18	1	0	1	0	2	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				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	16	0	0	1	7	0	0	1	0	0	0	0	0	0	0	26	0
6:15 AM	0	0	30	0	0	1	12	0	0	0	0	1	0	0	0	0	0	44	0
6:30 AM	0	0	54	0	0	2	14	0	0	0	0	3	0	0	0	0	0	73	0
6:45 AM	0	0	70	0	0	1	40	0	0	0	0	3	0	0	1	0	0	115	258
7:00 AM	0	1	51	0	0	4	24	0	0	0	0	11	0	0	0	0	0	91	323
7:15 AM	0	0	117	3	0	1	23	0	0	0	0	8	0	0	0	0	0	152	431
7:30 AM	0	0	127	2	0	5	32	0	0	0	0	8	0	0	0	0	0	174	532
7:45 AM	0	0	146	3	0	10	64	0	0	1	0	4	0	0	0	0	0	228	645
8:00 AM	0	0	133	2	0	7	55	0	0	1	0	13	0	1	0	0	0	212	766
8:15 AM	0	0	104	4	0	9	47	0	0	0	0	3	0	0	0	1	0	168	782
8:30 AM	0	0	107	3	0	8	48	0	0	0	0	8	0	0	0	0	0	174	782
8:45 AM	0	1	88	6	0	10	55	0	0	1	0	12	0	0	0	0	0	173	727
Count Total	0	3	1,043	23	0	59	421	0	0	4	0	74	0	1	1	1	0	1,630	
Pk Hr	All	0	0	510	11	0	31	198	0	0	2	0	28	0	1	0	1	782	
	HV	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	18	
	HV%	-	-	2%	0%	-	3%	3%	-	-	0%	-	0%	-	0%	-	100%	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	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	1	1
6:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0
7:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0
8:15 AM	4	4	0	1	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	1	0	0	6	0	1	0	0	1	0	0	0	0	0
8:45 AM	3	4	0	0	7	0	0	0	0	0	1	0	0	0	1
Count Total	28	17	1	2	48	1	8	1	0	10	1	0	0	1	2
Peak Hour	10	7	0	1	18	1	0	1	0	2	0	0	0	0	0

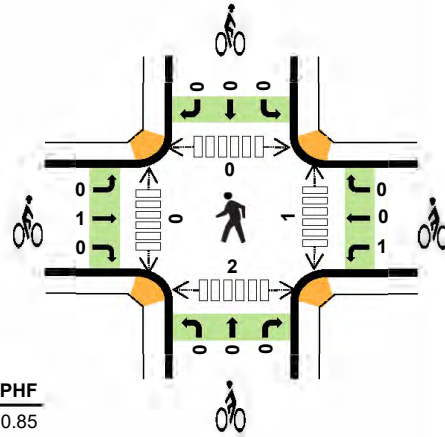
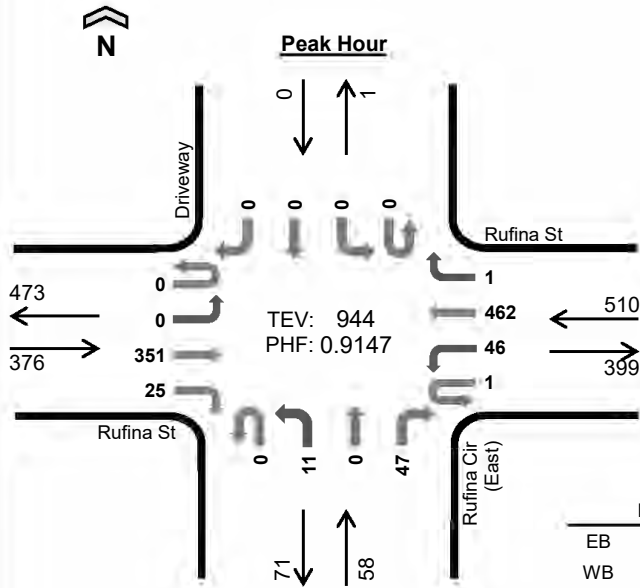
Count Summaries - Heavy Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	0
6:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	12
7:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	13
7:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
8:15 AM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	1	9	18	
8:30 AM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6	20	
8:45 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	25	
Count Total	0	2	25	1	0	3	14	0	0	1	0	0	0	0	0	1	48		
Pk Hr Heavy	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	18		

Count Summaries - Bikes																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				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	0
6:15 AM	0	0	0	0	0	0	1	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	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	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	6	0	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	8	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Count Total	0	0	1	0	0	0	8	0	0	0	0	1	0	0	0	0	10		
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2		

Rufina Cir (East) Rufina St



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.85
WB	1%	0.87
NB	2%	0.81
SB	--	--
TOTAL	1%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				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			
4:30 PM	0	0	103	7	0	11	111	0	0	2	0	13	0	0	0	0	247	0	
4:45 PM	0	0	77	10	0	10	99	1	0	4	0	14	0	0	0	0	215	0	
5:00 PM	0	0	74	6	1	12	119	0	0	4	0	8	0	0	0	0	224	0	
5:15 PM	0	0	97	2	0	13	133	0	0	1	0	12	0	0	0	0	258	944	
Pk Hr	All	0	0	351	25	1	46	462	1	0	11	0	47	0	0	0	0	944	
	HV	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	
	HV%	-	-	1%	8%	0%	0%	1%	100%	-	0%	-	2%	-	-	-	-	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
4:45 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
Peak Hour	5	6	1	0	12	1	1	0	0	2	1	0	0	2	3

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				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	73	2	0	13	87	0	0	2	0	13	0	0	0	1	191	0	
3:15 PM	0	1	80	3	0	8	87	0	0	5	0	14	0	0	0	0	198	0	
3:30 PM	0	0	82	2	0	12	77	0	0	2	0	10	0	0	0	0	185	0	
3:45 PM	0	1	100	7	0	10	105	0	0	4	0	9	0	0	0	0	236	810	
4:00 PM	0	0	72	9	0	13	111	0	0	2	0	10	0	0	0	0	217	836	
4:15 PM	0	0	76	5	0	14	108	0	0	3	0	16	0	0	0	0	222	860	
4:30 PM	0	0	103	7	0	11	111	0	0	2	0	13	0	0	0	0	247	922	
4:45 PM	0	0	77	10	0	10	99	1	0	4	0	14	0	0	0	0	215	901	
5:00 PM	0	0	74	6	1	12	119	0	0	4	0	8	0	0	0	0	224	908	
5:15 PM	0	0	97	2	0	13	133	0	0	1	0	12	0	0	0	0	258	944	
5:30 PM	0	0	70	3	0	7	136	1	0	1	0	12	0	0	0	0	230	927	
5:45 PM	0	0	72	3	0	2	84	0	0	0	0	3	0	0	0	0	164	876	
Count Total	0	2	976	59	1	125	1,257	2	0	30	0	134	0	0	0	1	2,587		
Pk Hr	All	0	0	351	25	1	46	462	1	0	11	0	47	0	0	0	0	944	
	HV	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	
	HV%	-	-	1%	8%	0%	0%	1%	100%	-	0%	-	2%	-	-	-	-	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	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	7	5	0	0	12	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	2	2	0	6	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0
4:30 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
4:45 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
5:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	24	28	3	1	56	1	2	0	0	3	1	0	1	2	4
Peak Hour	5	6	1	0	12	1	1	0	0	2	1	0	0	2	3

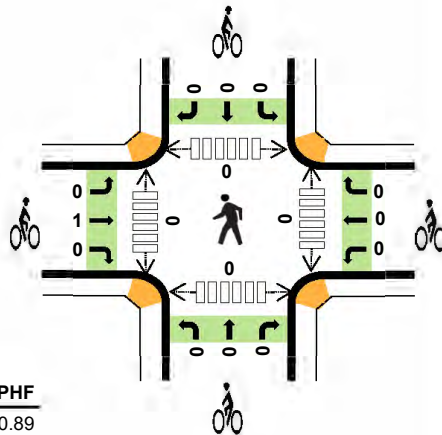
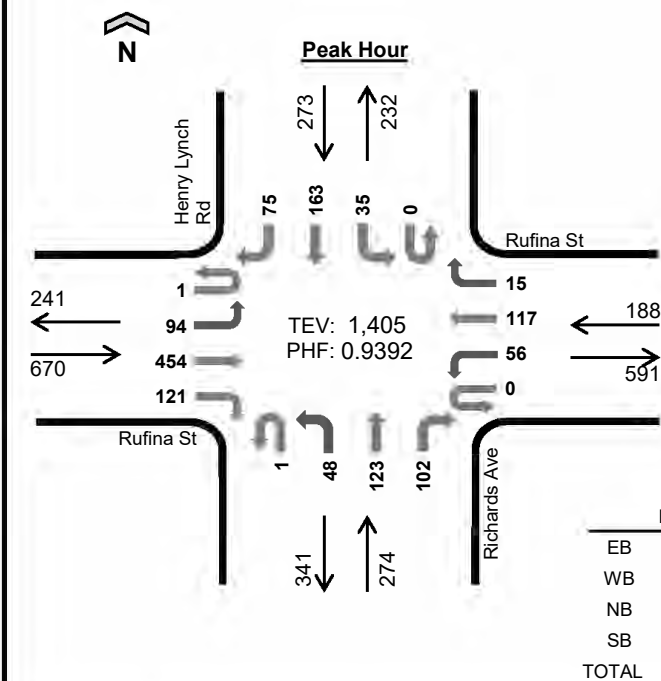
Count Summaries - Heavy Vehicles																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0
3:15 PM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0
3:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0
3:45 PM	0	1	5	1	0	1	4	0	0	0	0	0	0	0	0	0	0	12	26
4:00 PM	0	0	1	1	0	0	2	0	0	0	0	2	0	0	0	0	0	6	28
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	26
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	24
4:45 PM	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	6	18
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	14
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
5:30 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	5	15
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	12
Count Total	0	2	18	4	0	3	24	1	0	0	0	3	0	0	0	1	56		
Pk Hr Heavy	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12		

Count Summaries - Bikes																			
Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				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	0
3:15 PM	0	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	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	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	1
Count Total	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3		
Pk Hr Bike	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2		

Henry Lynch Rd Rufina St



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	1%	0.89
WB	3%	0.85
NB	1%	0.80
SB	2%	0.92
TOTAL	1%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				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			
7:30 AM	0	31	120	30	0	9	20	4	1	11	35	15	0	8	30	22	336	0	
7:45 AM	0	26	128	35	0	18	30	5	0	9	33	18	0	7	44	18	371	0	
8:00 AM	0	15	116	32	0	20	33	2	0	19	29	38	0	15	44	11	374	0	
8:15 AM	1	22	90	24	0	9	34	4	0	9	26	31	0	5	45	24	324	1,405	
Pk Hr	All	1	94	454	121	0	56	117	15	1	48	123	102	0	35	163	75	1,405	
	HV	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	
	HV%	0%	0%	1%	1%	-	4%	3%	0%	0%	2%	2%	0%	-	0%	1%	4%	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	3	3	1	2	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0
8:15 AM	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	6	3	5	20	1	0	0	0	1	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				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	3	26	9	0	3	9	2	0	2	5	4	0	3	5	3	74	0	
6:15 AM	0	5	26	9	0	1	7	1	0	4	8	7	0	2	20	2	92	0	
6:30 AM	0	7	50	9	0	0	8	3	0	5	6	4	0	1	18	8	119	0	
6:45 AM	0	7	66	10	0	13	17	3	0	2	15	14	0	4	18	10	179	464	
7:00 AM	0	11	55	22	0	10	18	3	0	8	17	7	0	4	19	11	185	575	
7:15 AM	0	18	110	20	0	2	17	0	0	7	21	22	0	6	33	10	266	749	
7:30 AM	0	31	120	30	0	9	20	4	1	11	35	15	0	8	30	22	336	966	
7:45 AM	0	26	128	35	0	18	30	5	0	9	33	18	0	7	44	18	371	1,158	
8:00 AM	0	15	116	32	0	20	33	2	0	19	29	38	0	15	44	11	374	1,347	
8:15 AM	1	22	90	24	0	9	34	4	0	9	26	31	0	5	45	24	324	1,405	
8:30 AM	0	16	102	25	0	16	26	4	0	10	32	17	0	8	48	27	331	1,400	
8:45 AM	0	21	95	24	0	16	31	5	1	18	41	21	0	4	48	22	347	1,376	
Count Total	1	182	984	249	0	117	250	36	2	104	268	198	0	67	372	168	2,998		
Pk Hr	All	1	94	454	121	0	56	117	15	1	48	123	102	0	35	163	75	1,405	
	HV	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	
	HV%	0%	0%	1%	1%	-	4%	3%	0%	0%	2%	2%	0%	-	0%	1%	4%	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
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	2	2	2	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	0	1	4	0	6	0	0	6	0	0	0	0	0
7:30 AM	3	3	1	2	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0
8:15 AM	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	3	2	0	8	0	1	0	0	1	0	2	0	0	2
8:45 AM	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	16	19	10	10	55	1	7	0	0	8	0	2	0	0	2
Peak Hour	6	6	3	5	20	1	0	0	0	1	0	0	0	0	0

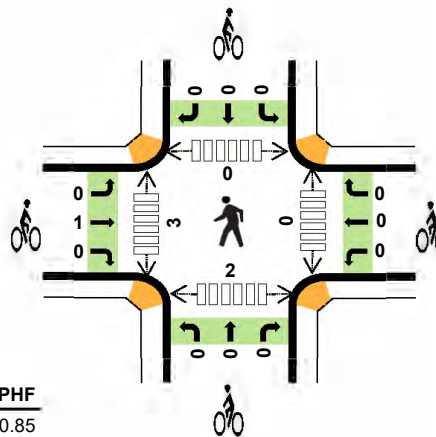
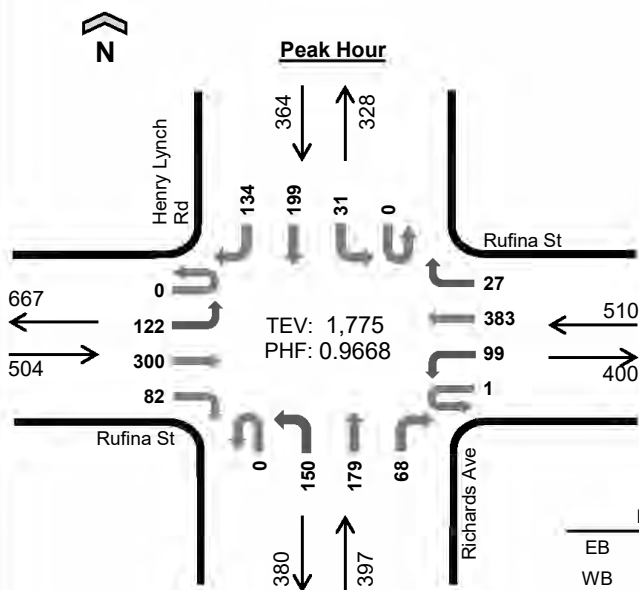
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
6:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
6:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	5	11	
7:00 AM	0	0	0	1	0	1	0	1	0	1	1	0	0	0	0	7	16	
7:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	4	17	
7:30 AM	0	0	2	1	0	0	3	0	0	0	1	0	0	0	1	9	25	
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	22	
8:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	18	
8:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	6	20	
8:30 AM	0	0	1	2	0	2	0	1	0	0	2	0	0	0	0	8	19	
8:45 AM	0	0	0	0	0	1	2	0	0	0	1	1	0	0	0	5	22	
Count Total	0	3	8	5	0	8	8	3	0	3	6	1	0	0	5	55		
Pk Hr Heavy	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	

Count Summaries - Bikes																		
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				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	
6:15 AM	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	
6:45 AM	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	
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	6	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
8:15 AM	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	1	0	0	0	0	0	0	0	0	1	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	8		
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		

Henry Lynch Rd Rufina St



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.85
WB	1%	0.93
NB	1%	0.86
SB	0%	0.86
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	33	93	22	0	29	83	10	0	36	36	19	0	8	48	28	445	0	
4:45 PM	0	32	62	19	0	20	97	3	0	45	42	21	0	6	51	38	436	0	
5:00 PM	0	24	61	15	1	30	99	7	0	45	62	9	0	13	54	39	459	0	
5:15 PM	0	33	84	26	0	20	104	7	0	24	39	19	0	4	46	29	435	1,775	
Pk Hr	All	0	122	300	82	1	99	383	27	0	150	179	68	0	31	199	134	1,775	
	HV	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	
	HV%	-	0%	1%	1%	0%	1%	0%	7%	-	1%	0%	3%	-	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	2	1	0	4	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:15 PM	3	1	1	0	5	1	0	0	0	1	0	1	0	0	1
Peak Hour	4	4	3	0	11	1	0	0	0	1	0	3	0	2	5

Count Summaries - All Vehicles																			
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				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	30	56	21	0	29	64	3	0	26	36	19	0	9	44	29	366	0	
3:15 PM	0	44	64	30	0	27	77	7	0	26	43	17	0	9	47	36	427	0	
3:30 PM	0	22	65	21	0	21	68	13	0	23	55	19	0	9	34	25	375	0	
3:45 PM	0	27	78	24	0	24	83	5	0	34	44	26	0	14	45	32	436	1,604	
4:00 PM	0	21	52	22	0	27	87	7	0	35	55	23	0	7	44	31	411	1,649	
4:15 PM	0	35	59	18	0	24	88	15	0	28	44	16	0	6	47	32	412	1,634	
4:30 PM	0	33	93	22	0	29	83	10	0	36	36	19	0	8	48	28	445	1,704	
4:45 PM	0	32	62	19	0	20	97	3	0	45	42	21	0	6	51	38	436	1,704	
5:00 PM	0	24	61	15	1	30	99	7	0	45	62	9	0	13	54	39	459	1,752	
5:15 PM	0	33	84	26	0	20	104	7	0	24	39	19	0	4	46	29	435	1,775	
5:30 PM	0	27	55	21	0	24	108	8	0	33	46	13	0	5	53	33	426	1,756	
5:45 PM	0	28	68	17	0	19	65	5	0	43	54	16	0	7	38	14	374	1,694	
Count Total	0	356	797	256	1	294	1,023	90	0	398	556	217	0	97	551	366	5,002		
Pk Hr	All	0	122	300	82	1	99	383	27	0	150	179	68	0	31	199	134	1,775	
	HV	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	
	HV%	-	0%	1%	1%	0%	1%	0%	7%	-	1%	0%	3%	-	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	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2
3:15 PM	1	3	4	4	12	0	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	1	1
3:45 PM	2	3	0	1	6	0	0	0	0	0	0	1	0	0	1
4:00 PM	3	0	2	2	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
4:30 PM	1	2	1	0	4	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:15 PM	3	1	1	0	5	1	0	0	0	1	0	1	0	0	1
5:30 PM	0	3	2	1	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1
Count Total	12	16	14	12	54	1	0	0	0	1	0	8	0	4	12
Peak Hour	4	4	3	0	11	1	0	0	0	1	0	3	0	2	5

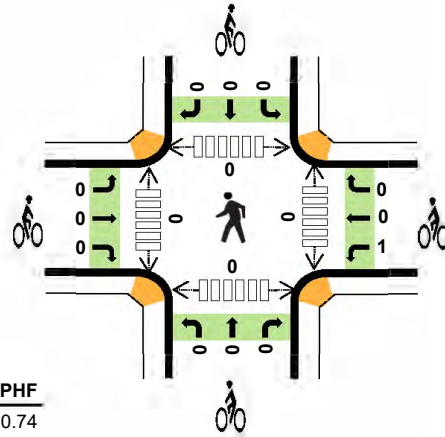
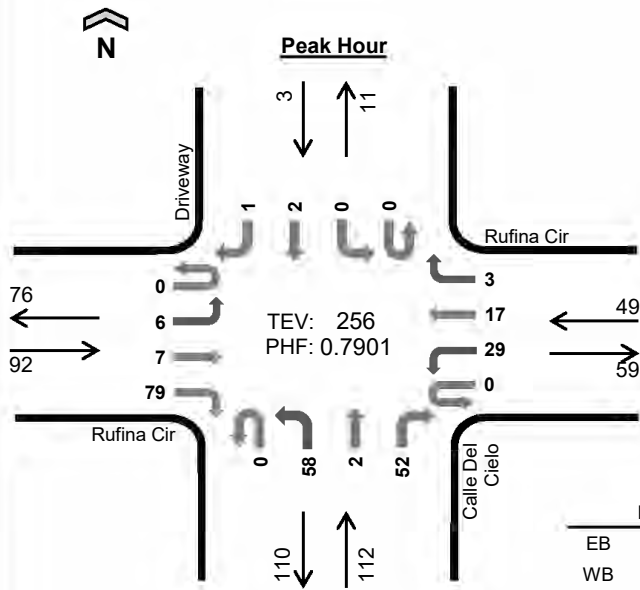
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	1	0	0	1	2	0	0	0	1	3	0	0	2	2	12	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3	0
3:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	24
4:00 PM	0	0	2	1	0	0	0	0	0	0	1	1	0	0	2	0	7	28
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	19
4:30 PM	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	4	20
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	15
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
5:15 PM	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	5	11
5:30 PM	0	0	0	0	0	1	2	0	0	0	1	1	0	0	1	0	6	13
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	15
Count Total	0	0	10	2	0	4	10	2	0	2	3	9	0	2	7	3	54	
Pk Hr Heavy	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	

Count Summaries - Bikes																		
Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Calle Del Cielo Rufina Cir



Date: 7/9/2025
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	4%	0.74
WB	4%	0.77
NB	4%	0.68
SB	33%	0.38
TOTAL	4%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				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			
8:00 AM	0	4	1	26	0	7	0	1	0	24	2	15	0	0	0	1	81	0	
8:15 AM	0	0	0	18	0	8	4	1	0	11	0	7	0	0	0	0	49	0	
8:30 AM	0	1	2	17	0	9	2	1	0	9	0	16	0	0	2	0	59	0	
8:45 AM	0	1	4	18	0	5	11	0	0	14	0	14	0	0	0	0	67	256	
Pk Hr	All	0	6	7	79	0	29	17	3	0	58	2	52	0	0	2	1	256	
	HV	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	
	HV%	-	0%	14%	4%	-	0%	6%	33%	-	5%	0%	2%	-	-	0%	100%	4%	

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
8:00 AM	2	0	0	1	3	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	2	4	1	11	0	1	0	0	1	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				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	2	6	0	0	0	0	0	5	0	3	0	0	0	0	16	0	
6:15 AM	0	0	0	4	0	2	0	0	0	5	0	1	0	0	0	0	12	0	
6:30 AM	0	0	0	6	0	1	1	0	0	2	0	4	0	0	0	0	14	0	
6:45 AM	0	1	1	5	0	0	0	0	0	7	0	1	0	0	0	0	15	57	
7:00 AM	0	0	1	9	0	2	0	0	0	11	0	8	0	0	0	0	31	72	
7:15 AM	0	1	1	3	0	1	0	0	0	13	1	9	0	0	0	0	29	89	
7:30 AM	0	2	2	17	0	1	1	2	0	18	2	7	0	0	0	0	52	127	
7:45 AM	0	0	0	16	0	4	1	7	0	10	2	7	0	0	0	0	47	159	
8:00 AM	0	4	1	26	0	7	0	1	0	24	2	15	0	0	0	1	81	209	
8:15 AM	0	0	0	18	0	8	4	1	0	11	0	7	0	0	0	0	49	229	
8:30 AM	0	1	2	17	0	9	2	1	0	9	0	16	0	0	2	0	59	236	
8:45 AM	0	1	4	18	0	5	11	0	0	14	0	14	0	0	0	0	67	256	
Count Total	0	10	14	145	0	40	20	12	0	129	7	92	0	0	2	1	472		
Pk Hr	All	0	6	7	79	0	29	17	3	0	58	2	52	0	0	2	1	256	
	HV	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	
	HV%	-	0%	14%	4%	-	0%	6%	33%	-	5%	0%	2%	-	-	0%	100%	4%	

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	1	0	1	0	2	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	1	0	1
6:30 AM	1	1	0	0	2	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
7:00 AM	0	1	0	0	1	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	1	0	0	0	1	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
8:00 AM	2	0	0	1	3	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	7	4	5	1	17	0	1	0	0	1	0	0	1	0	1
Peak Hour	4	2	4	1	11	0	1	0	0	1	0	0	0	0	0

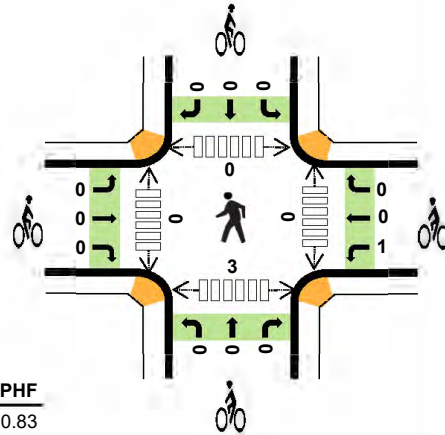
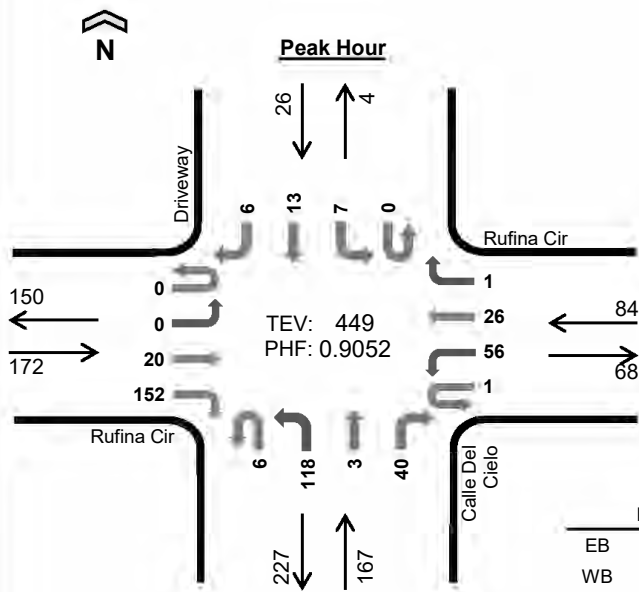
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	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	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	4
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
8:30 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3	7
8:45 AM	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	4	11
Count Total	0	0	2	5	0	1	2	1	0	3	0	2	0	0	0	1	17	
Pk Hr Heavy	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	

Count Summaries - Bikes																		
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				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	1	0	0	0	0	0	0	0	0	0	0	1	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	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	

Calle Del Cielo Rufina Cir



Date: 7/9/2025
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	1%	0.83
WB	4%	0.88
NB	0%	0.84
SB	0%	0.54
TOTAL	1%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:15 PM	0	0	3	31	0	13	11	0	2	35	1	12	0	6	4	2	120	0	
4:30 PM	0	0	6	43	0	8	6	1	3	19	1	9	0	1	5	3	105	0	
4:45 PM	0	0	7	30	1	19	3	0	0	27	0	11	0	0	1	1	100	0	
5:00 PM	0	0	4	48	0	16	6	0	1	37	1	8	0	0	3	0	124	449	
Pk Hr	All	0	0	20	152	1	56	26	1	6	118	3	40	0	7	13	6	449	
	HV	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	-	0%	1%	0%	4%	4%	0%	0%	0%	0%	0%	-	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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	3	0	0	4	0	1	0	0	1	0	0	0	3	3

Count Summaries - All Vehicles																			
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				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	4	13	0	17	5	2	0	17	0	12	0	0	0	0	70	0	
3:15 PM	0	0	11	24	0	18	2	0	2	25	0	15	0	0	0	1	98	0	
3:30 PM	0	0	6	24	0	16	8	0	1	24	0	11	0	0	0	0	90	0	
3:45 PM	0	0	7	18	0	12	7	0	0	23	2	13	0	0	0	1	83	341	
4:00 PM	0	1	10	27	0	16	5	0	2	22	2	12	0	0	2	0	99	370	
4:15 PM	0	0	3	31	0	13	11	0	2	35	1	12	0	6	4	2	120	392	
4:30 PM	0	0	6	43	0	8	6	1	3	19	1	9	0	1	5	3	105	407	
4:45 PM	0	0	7	30	1	19	3	0	0	27	0	11	0	0	1	1	100	424	
5:00 PM	0	0	4	48	0	16	6	0	1	37	1	8	0	0	3	0	124	449	
5:15 PM	0	0	5	32	0	19	7	0	3	16	0	10	0	0	0	0	92	421	
5:30 PM	0	0	5	13	0	11	2	0	2	21	0	11	0	0	0	0	65	381	
5:45 PM	0	0	2	20	0	4	5	0	2	32	0	8	0	0	1	0	74	355	
Count Total	0	1	70	323	1	169	67	3	18	298	7	132	0	7	16	8	1,120		
Pk Hr	All	0	0	20	152	1	56	26	1	6	118	3	40	0	7	13	6	449	
	HV	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	-	0%	1%	0%	4%	4%	0%	0%	0%	0%	0%	-	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	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4
3:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	1	
3:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	
4:00 PM	2	0	3	0	5	0	0	0	0	0	0	0	0	0	
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	1	
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	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	
Count Total	4	6	6	0	16	0	1	1	0	2	0	0	4	4	8
Peak Hour	1	3	0	0	4	0	1	0	0	1	0	0	0	3	3

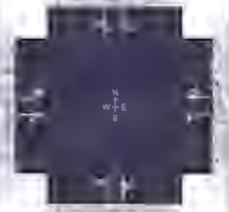
Count Summaries - Heavy Vehicles																		
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0
3:45 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	7
4:00 PM	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	5	11
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
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	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	1	3	0	2	3	1	0	5	0	1	0	0	0	0	16	
Pk Hr Heavy	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	

Count Summaries - Bikes																		
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				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	1	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	1
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	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	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	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	

**APPENDIX C:
2025 EXISTING INTERSECTION CAPACITY ANALYSIS**

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2025		Analysis Period	1 > 7:00	
Intersection	Rufina St & Siler Rd		File Name	1_EXAM Siler-Rufina.xus			
Project Description	2025 Existing AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	217	58	128	44	20	22	89	398	27	28	454	130

Signal Information													
Cycle, s	57.6	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.2	1.2	6.0	2.3	2.4	22.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

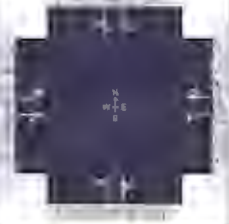
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.3	15.2	7.2	10.0	8.7	29.0	6.3	26.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g _s), s	8.2	8.3	3.3	3.4	3.7	12.6	2.6	20.7
Green Extension Time (g _e), s	0.3	0.5	0.0	0.5	0.1	2.2	0.0	1.9
Phase Call Probability	0.97	1.00	0.52	1.00	0.78	1.00	0.38	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.15

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	228	196		46	44		94	447		29	615	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1638		1753	1682		1753	1820		1753	1770	
Queue Service Time (g _s), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Cycle Queue Clearance Time (g _c), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Green Ratio (g/C)	0.28	0.19		0.16	0.10		0.48	0.43		0.43	0.39	
Capacity (c), veh/h	486	318		280	175		322	790		395	695	
Volume-to-Capacity Ratio (X)	0.470	0.616		0.166	0.253		0.291	0.566		0.075	0.885	
Back of Queue (Q), ft/ln (95 th percentile)	106	106		24	25		26	173		9	319	
Back of Queue (Q), veh/ln (95 th percentile)	4.1	4.1		0.9	1.0		1.0	6.7		0.3	12.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.61	0.00		0.14	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d ₁), s/veh	17.1	21.3		21.1	23.8		11.8	12.2		10.4	16.3	
Incremental Delay (d ₂), s/veh	0.3	0.7		0.1	0.3		0.2	0.2		0.0	6.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.4	22.0		21.2	24.1		12.0	12.5		10.4	23.2	
Level of Service (LOS)	B	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	19.5		B	22.6		C	12.4		B	22.6		C
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.91	B	1.92	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.19	A	0.64	A	1.38	A	1.55	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_EXPM Siler-Rufina.xus				
Project Description	2025 Existing PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	200	30	262	68	72	47	169	404	22	23	438	262

Signal Information													
Cycle, s	90.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.1	3.9	16.5	2.8	3.9	42.3			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

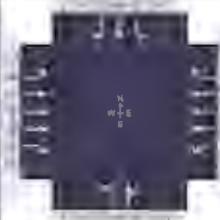
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	13.0	24.4	9.1	20.5	10.7	50.2	6.8	46.3
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	11.0	19.6	5.0	8.0	6.6	17.1	2.7	40.1
Green Extension Time (g _e), s	0.0	0.7	0.0	0.0	0.1	0.0	0.0	1.9
Phase Call Probability	1.00	1.00	0.85	1.00	0.99	1.00	0.47	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	217	317		74	129		184	463		25	761	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1719		1753	1824		1753	1725	
Queue Service Time (g _s), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Cycle Queue Clearance Time (g _c), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Green Ratio (g/C)	0.30	0.23		0.24	0.18		0.56	0.51		0.50	0.47	
Capacity (c), veh/h	399	358		188	314		242	931		430	807	
Volume-to-Capacity Ratio (X)	0.545	0.887		0.394	0.412		0.760	0.497		0.058	0.943	
Back of Queue (Q), ft/ln (95 th percentile)	173	290		60	117		104	256		12	550	
Back of Queue (Q), veh/ln (95 th percentile)	6.7	11.2		2.3	4.5		4.0	9.9		0.4	21.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.99	0.00		0.35	0.00		0.52	0.00		0.12	0.00	
Uniform Delay (d ₁), s/veh	25.6	34.0		28.9	32.8		20.2	14.6		12.5	23.0	
Incremental Delay (d ₂), s/veh	0.9	3.0		0.5	0.3		7.5	0.2		0.0	2.7	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	26.5	37.0		29.4	33.1		27.7	14.7		12.5	25.7	
Level of Service (LOS)	C	D		C	C		C	B		B	C	
Approach Delay, s/veh / LOS	32.7		C	31.8		C	18.4		B	25.3		C
Intersection Delay, s/veh / LOS				25.7						C		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.93	B	1.93	B
Bicycle LOS Score / LOS	1.37	A	0.82	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2025		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_EXAM Calle del Cielo-Cerrillos.xus				
Project Description	2025 Existing AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	46	1420	21	30	870	41	32	28	39	60	16	40

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.0	0.9	86.4	4.1	1.3	7.2			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

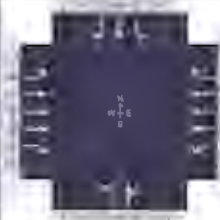
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.9	91.3	8.0	90.4	8.1	11.2	9.5	12.5
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	2.8		2.5		4.2	7.2	6.2	5.1
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.81		0.67		0.69	1.00	0.89	1.00
Max Out Probability	0.00		0.00		0.01	0.83	1.00	0.02

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	51	1560	23	33	956	45	35	74		66	18	44
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1680		1767	1856	1572
Queue Service Time (g _s), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Cycle Queue Clearance Time (g _c), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Green Ratio (g/C)	0.76	0.73	0.76	0.76	0.72	0.77	0.09	0.06		0.11	0.07	0.11
Capacity (c), veh/h	513	3677	1198	317	3640	1204	184	101		163	132	176
Volume-to-Capacity Ratio (X)	0.098	0.424	0.019	0.104	0.263	0.037	0.191	0.729		0.404	0.133	0.250
Back of Queue (Q), ft/ln (95 th percentile)	11	202	5	7	111	10	45	104		85	23	55
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.9	0.2	0.3	4.3	0.4	1.7	4.1		3.3	0.9	2.2
Queue Storage Ratio (RQ) (95 th percentile)	0.07	0.00	0.00	0.04	0.00	0.00	0.28	0.00		1.21	0.00	0.00
Uniform Delay (d ₁), s/veh	3.8	6.4	3.4	4.5	5.8	3.4	50.2	55.4		50.0	52.3	48.7
Incremental Delay (d ₂), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.7		0.6	0.2	0.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	3.8	6.8	3.5	4.5	6.0	3.4	50.4	59.2		50.6	52.4	48.9
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	6.7		A	5.8		A	56.3		E	50.3		D
Intersection Delay, s/veh / LOS				10.1						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.39	A	1.06	A	0.67	A	0.70	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2025		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_EXPM Calle del Cielo-Cerrillos.xus				
Project Description	2025 Existing PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	54	1477	17	54	1878	67	42	32	37	103	41	86

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	84.8	4.6	2.4	7.1	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.1	88.8	9.1	88.8	8.6	11.1	11.0	13.5
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	3.0		3.0		4.7	6.9	8.7	8.3
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.85		0.85		0.77	1.00	0.97	1.00
Max Out Probability	0.00		0.00		0.00	0.06	1.00	0.02

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	56	1539	18	56	1956	70	44	72		107	43	90
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1719		1795	1885	1598
Queue Service Time (g _s), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Cycle Queue Clearance Time (g _c), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Green Ratio (g/C)	0.75	0.71	0.75	0.75	0.71	0.77	0.10	0.06		0.12	0.08	0.12
Capacity (c), veh/h	255	3629	1190	333	3629	1222	186	102		189	149	194
Volume-to-Capacity Ratio (X)	0.220	0.424	0.015	0.169	0.539	0.057	0.236	0.705		0.567	0.286	0.461
Back of Queue (Q), ft/ln (95 th percentile)	14	212	4	14	284	16	55	100		140	55	113
Back of Queue (Q), veh/ln (95 th percentile)	0.5	8.4	0.2	0.5	11.3	0.6	2.2	4.0		5.6	2.2	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.00	0.07	0.00	0.00	0.34	0.00		2.00	0.00	0.00
Uniform Delay (d ₁), s/veh	6.5	7.4	3.9	5.0	8.3	3.5	50.1	55.4		49.4	52.0	49.0
Incremental Delay (d ₂), s/veh	0.2	0.4	0.0	0.1	0.6	0.1	0.2	3.3		2.5	0.4	0.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	6.7	7.7	4.0	5.1	8.9	3.6	50.3	58.7		51.9	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.7		A	8.6		A	55.5		E	51.2		D
Intersection Delay, s/veh / LOS				12.1						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.37	A	1.63	B	0.68	A	0.88	A

HCS Two-Way Stop-Control Report

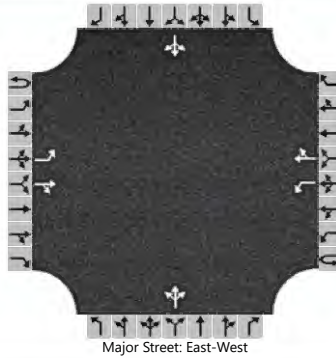
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		15	490	59		15	175	17		21	11	14		10	8	6	
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
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)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

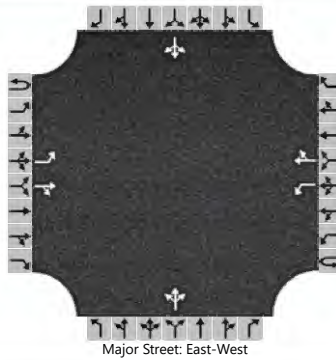
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				17					52					27	
Capacity, c (veh/h)		1348				958					370					362	
v/c Ratio		0.01				0.02					0.14					0.07	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.5					0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6					12.8					5.1	
Control Delay (s/veh)		7.7				8.8					16.3					15.7	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.2				0.6				16.3				15.7			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr				
Agency/Co.	BHI	Jurisdiction	Santa Fe				
Date Performed	7/16/2025	East/West Street	Rufina Street				
Analysis Year	2025	North/South Street	Rufina Circle (west)				
Time Analyzed	PM	Peak Hour Factor	0.95				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	2025 Existing PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		10	324	65		15	385	23		55	24	28		31	20	41	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				16						113				97	
Capacity, c (veh/h)		1130				1149						376				411	
v/c Ratio		0.01				0.01						0.30				0.24	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0						1.2				0.9	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0						30.5				22.9	
Control Delay (s/veh)		8.2				8.2						18.6				16.4	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.2				0.3				18.6				16.4			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

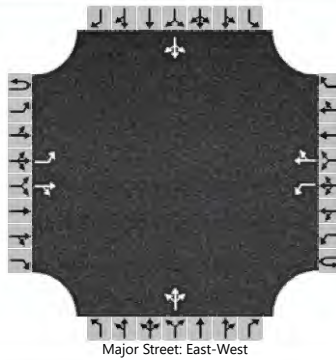
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	510	11		31	198	0		2	0	28		1	0	1	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

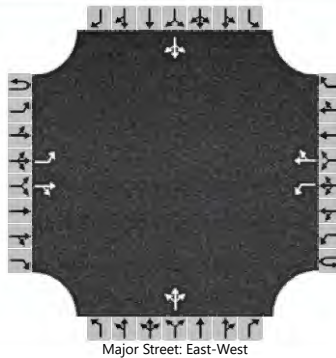
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				36					35					2	
Capacity, c (veh/h)		1338				972					489					465	
v/c Ratio		0.00				0.04					0.07					0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2					0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.1					0.0	
Control Delay (s/veh)		7.7				8.8					12.9					12.8	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)		0.0				1.2				12.9				12.8			
Approach LOS		A				A				B				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)				
Agency/Co.	BH	Jurisdiction	Santa Fe				
Date Performed	7/16/2025	East/West Street	Rufina Street				
Analysis Year	2025	North/South Street	Rufina Circle (east)				
Time Analyzed	PM	Peak Hour Factor	0.91				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	2025 Existing PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	351	25		47	462	1		11	0	47		0	0	0	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

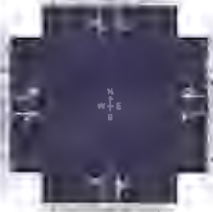
Critical and Follow-up Headways

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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

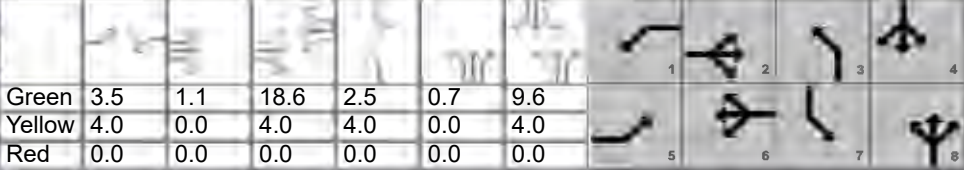
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				52						64				0
Capacity, c (veh/h)		1061				1151						553				0
v/c Ratio		0.00				0.04						0.12				
95% Queue Length, Q ₉₅ (veh)		0.0				0.1						0.4				
95% Queue Length, Q ₉₅ (ft)		0.0				2.5						10.1				
Control Delay (s/veh)		8.4				8.3						12.4				
Level of Service (LOS)		A				A						B				
Approach Delay (s/veh)		0.0				0.8				12.4						
Approach LOS		A				A				B						

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_EXAM Rufina-Richards.xus			
Project Description	2025 Existing AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	95	454	121	56	117	15	49	123	102	35	163	75

Signal Information													
Cycle, s	51.9	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		3.5	1.1	18.6	2.5	0.7	9.6				
		Yellow		4.0	0.0	4.0	4.0	0.0	4.0				
		Red		0.0	0.0	0.0	0.0	0.0	0.0				

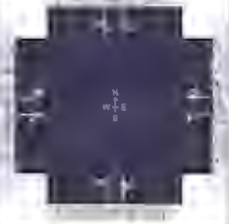
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.6	23.7	7.5	22.6	7.2	14.3	6.5	13.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	3.7	18.4	3.0	4.7	3.2	8.6	2.8	9.0
Green Extension Time (g _e), s	0.0	1.3	0.0	0.3	0.0	0.6	0.0	0.6
Phase Call Probability	0.77	1.00	0.58	1.00	0.53	1.00	0.42	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.29	1.00	0.36

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	101	612		60	140		52	239		37	253	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g _s), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Cycle Queue Clearance Time (g _c), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Green Ratio (g/C)	0.45	0.38		0.42	0.36		0.25	0.20		0.23	0.18	
Capacity (c), veh/h	683	690		280	661		305	344		261	329	
Volume-to-Capacity Ratio (X)	0.148	0.887		0.213	0.213		0.171	0.695		0.143	0.769	
Back of Queue (Q), ft/ln (95 th percentile)	25	250		16	45		20	114		14	129	
Back of Queue (Q), veh/ln (95 th percentile)	1.0	9.9		0.6	1.8		0.8	4.5		0.6	5.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	8.5	15.1		12.0	11.6		15.7	19.4		16.3	20.1	
Incremental Delay (d ₂), s/veh	0.0	1.6		0.1	0.1		0.1	1.2		0.1	2.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.6	16.7		12.1	11.7		15.8	20.6		16.4	22.5	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	15.5		B	11.8		B	19.7		B	21.7		C
Intersection Delay, s/veh / LOS				17.0						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.66	B	0.82	A	0.97	A	0.97	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97		
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	Rufina St & Richards Ave	File Name	5_EXPM Rufina-Richards.xus				
Project Description	2025 Existing PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	122	300	82	100	383	27	150	179	68	31	199	134

Signal Information													
Cycle, s	54.1	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.7	0.4	14.9	2.3	3.1	12.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.1	19.3	8.7	18.9	9.4	19.7	6.3	16.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.6	12.7	4.1	13.5	5.3	8.3	2.7	12.1
Green Extension Time (g _e), s	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.6
Phase Call Probability	0.85	1.00	0.79	1.00	0.90	1.00	0.38	1.00
Max Out Probability	1.00	0.06	1.00	0.05	1.00	1.00	0.82	0.05

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	126	394		103	423		155	255		32	343	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g _s), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Cycle Queue Clearance Time (g _c), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Green Ratio (g/C)	0.37	0.28		0.36	0.28		0.35	0.29		0.28	0.23	
Capacity (c), veh/h	364	513		337	514		363	523		365	411	
Volume-to-Capacity Ratio (X)	0.345	0.767		0.306	0.822		0.426	0.486		0.088	0.836	
Back of Queue (Q), ft/ln (95 th percentile)	41	187		34	204		53	106		12	177	
Back of Queue (Q), veh/ln (95 th percentile)	1.6	7.4		1.3	8.1		2.1	4.2		0.5	7.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	12.9	17.8		13.2	18.3		13.7	15.8		14.7	19.7	
Incremental Delay (d ₂), s/veh	0.2	1.1		0.2	1.6		0.3	0.3		0.0	1.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	13.1	18.9		13.4	19.9		14.0	16.1		14.7	21.6	
Level of Service (LOS)	B	B		B	B		B	B		B	C	
Approach Delay, s/veh / LOS	17.5		B	18.6		B	15.3		B	21.0		C
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.34	A	1.36	A

HCS Two-Way Stop-Control Report

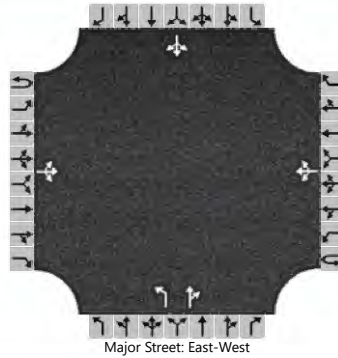
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR			LTR		
Volume (veh/h)		6	7	79		29	17	3	58	2	52		0	2	1	
Percent Heavy Vehicles (%)		4				4			4	4	4		4	4	4	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
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)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				37				73		68			4	
Capacity, c (veh/h)		1576				1469				758		985			747	
v/c Ratio		0.00				0.02				0.10		0.07			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.3		0.2			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				7.7		5.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.5	0.2	0.2		10.3		8.9			9.8	
Level of Service (LOS)		A	A	A		A	A	A		B		A			A	
Approach Delay (s/veh)		0.5				4.5				9.6				9.8		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

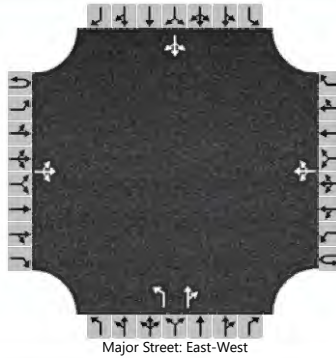
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2025 Existing PM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR			LTR		
Volume (veh/h)		0	20	152		57	26	1	124	3	40		7	13	6	
Percent Heavy Vehicles (%)		1				1			1	1	1		1	1	1	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				63				136		47				29	
Capacity, c (veh/h)		1590				1391				633		917				639	
v/c Ratio		0.00				0.05				0.22		0.05				0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.8		0.2				0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				20.2		5.0				2.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.7	0.4	0.4		12.2		9.1				10.9	
Level of Service (LOS)		A	A	A		A	A	A		B		A				B	
Approach Delay (s/veh)		0.0				5.3				11.4				10.9			
Approach LOS		A				A				B				B			

**APPENDIX D:
TURNING MOVEMENT DEVELOPMENT**

**GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS**

INTERSECTION: SILER ROAD & RUFINA STREET

AM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	217	58	128	44	20	22	89	398	27	28	454	130
Background Growth	13	3	8	3	1	1	5	24	2	2	27	8
2028 No Build	230	61	136	47	21	23	94	422	29	30	481	138
Entering							14					36
Exiting	34		13									
2028 Build	264	61	149	47	21	23	108	422	29	30	481	174
Horizon Year Background Growth	43	12	26	9	4	4	18	80	5	6	91	26
2038 Horizon Year No Build	273	73	161	55	25	28	112	501	34	35	572	164
Entering							14					36
Exiting	34		13									
2038 Horizon Year Build	307	73	174	55	25	28	126	501	34	35	572	200

PHF 0.95 0.95 0.95 0.95
 HV % 4 4 4 4

PM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	200	30	262	68	72	47	169	404	22	23	438	262
Background Growth	12	2	16	4	4	3	10	24	1	1	26	16
2028 No Build	212	32	278	72	76	50	179	428	23	24	464	278
Entering							13					34
Exiting	36		14									
2028 Build	248	32	292	72	76	50	192	428	23	24	464	312
Horizon Year Background Growth	40	6	52	14	14	9	34	81	4	5	88	52
2038 Horizon Year No Build	252	38	330	86	91	59	213	509	28	29	552	330
Entering							13					34
Exiting	36		14									
2038 Horizon Year Build	288	38	344	86	91	59	226	509	28	29	552	364

PHF 0.92 0.92 0.92 0.92
 HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter							7.00%					18.00%
Trip Distribution % Exit	18.00%		7.00%									

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (WEST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	15	490	59	15	175	17	21	11	14	10	8	6
Background Growth	1	29	4	1	11	1	1	1	1	1		
2028 No Build	16	519	63	16	186	18	22	12	15	11	8	6
Entering		30										
Exiting					28							
2028 Build	16	549	63	16	214	18	22	12	15	11	8	6
Horizon Year Background Growth	3	98	12	3	35	3	4	2	3	2	2	1
2038 Horizon Year No Build	19	617	74	19	221	21	26	14	18	13	10	7
Entering		30										
Exiting					28							
2038 Horizon Year Build	19	647	74	19	249	21	26	14	18	13	10	7

PHF 0.89 0.89 0.89 0.89
HV % 3 3 3 3

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	10	324	65	15	385	23	55	24	28	31	20	41
Background Growth	1	19	4	1	23	1	3	1	2	2	1	2
2028 No Build	11	343	69	16	408	24	58	25	30	33	21	43
Entering		28										
Exiting					30							
2028 Build	11	372	69	16	438	24	58	25	30	33	21	43
Horizon Year Background Growth	2	65	13	3	77	5	11	5	6	6	4	8
2038 Horizon Year No Build	13	408	82	19	485	29	69	30	35	39	25	52
Entering		28										
Exiting					30							
2038 Horizon Year Build	13	436	82	19	515	29	69	30	35	39	25	52

PHF 0.95 0.95 0.95 0.95
HV % 2 2 2 2

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		15.00%										
Trip Distribution % Exit					15.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (EAST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		510	11	31	198		2		28	1		1
Background Growth		31	1	2	12				2			
2028 No Build		541	12	33	210		2		30	1		1
Entering			30	50								
Exiting							28		47			
2028 Build		541	42	83	210		30		77	1		1
Horizon Year Background Growth	0	102	2	6	40	0	0	0	6	0	0	0
2038 Horizon Year No Build		643	14	39	249		2		35	1		1
Entering			30	50								
Exiting							28		47			
2038 Horizon Year Build		643	44	89	249		31		82	1		1

PHF 0.86 0.86 0.86 0.86
HV % 2 2 2 2

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		351	25	47	462	1	11		47			
Background Growth		21	2	3	28		1		3			
2028 No Build		372	27	50	490	1	12		50			
Entering			28	47								
Exiting							30		50			
2028 Build		372	55	97	490	1	42		100			
Horizon Year Background Growth	0	70	5	9	92	0	2	0	9	0	0	0
2038 Horizon Year No Build		442	32	59	582	1	14		59			
Entering			28	47								
Exiting							30		50			
2038 Horizon Year Build		442	60	106	582	1	44		109			

PHF 0.91 0.91 0.91 0.91
HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter			15.00%	25.00%								
Trip Distribution % Exit							15.00%		25.00%			

**GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS**

INTERSECTION: RUFINA STREET & RICHARDS AVENUE

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	95	454	121	56	117	15	49	123	102	35	163	75
Background Growth	6	27	7	3	7	1	3	7	6	2	10	5
2028 No Build	101	481	128	59	124	16	52	130	108	37	173	80
Entering		20							10			
Exiting				9	19							
2028 Build	101	501	128	69	143	16	52	130	118	37	173	80
Horizon Year Background Growth	19	91	24	11	23	3	10	25	20	7	33	15
2038 Horizon Year No Build	120	572	152	71	147	19	62	155	129	44	205	95
Entering		20							10			
Exiting				9	19							
2038 Horizon Year Build	120	592	152	80	166	19	62	155	139	44	205	95

PHF 0.94 0.94 0.94 0.94
 HV % 1 1 1 1

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	122	300	82	100	383	27	150	179	68	31	199	134
Background Growth	7	18	5	6	23	2	9	11	4	2	12	8
2028 No Build	129	318	87	106	406	29	159	190	72	33	211	142
Entering		19							9			
Exiting				10	20							
2028 Build	129	337	87	116	426	29	159	190	81	33	211	142
Horizon Year Background Growth	24	60	16	20	77	5	30	36	14	6	40	27
2038 Horizon Year No Build	154	378	103	126	483	34	189	226	86	39	251	169
Entering		19							9			
Exiting				10	20							
2038 Horizon Year Build	154	397	103	136	503	34	189	226	95	39	251	169

PHF 0.97 0.97 0.97 0.97
 HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		10.00%							5.00%			
Trip Distribution % Exit				5.00%	10.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & CALLE DEL CIELO

AM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	6	7	79	29	17	3	58	2	52		2	1
Background Growth			5	2	1		3		3			
2028 No Build	6	7	84	31	18	3	61	2	55		2	1
Entering									120			
Exiting				113								
2028 Build	6	7	84	144	18	3	61	2	175		2	1
Horizon Year Background Growth	1	1	16	6	3	1	12	0	10	0	0	0
2038 Horizon Year No Build	7	8	100	37	21	4	73	2	66		2	1
Entering									120			
Exiting				113								
2038 Horizon Year Build	7	8	100	149	21	4	73	2	186		2	1

PHF 0.79 0.79 0.79 0.79
HV % 4 4 4 4

PM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		20	152	57	26	1	124	3	40	7	13	6
Background Growth		1	9	3	2		7		2		1	
2028 No Build		21	161	60	28	1	131	3	42	7	14	6
Entering									113			
Exiting				120								
2028 Build		21	161	180	28	1	131	3	155	7	14	6
Horizon Year Background Growth	0	4	30	11	5	0	25	1	8	1	3	1
2038 Horizon Year No Build		25	192	72	33	1	156	4	50	8	16	7
Entering									113			
Exiting				120								
2038 Horizon Year Build		25	192	192	33	1	156	4	163	8	16	7

PHF 0.91 0.91 0.91 0.91
HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter									60.00%			
Trip Distribution % Exit				60.00%								

**GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS**

INTERSECTION: RUFINA CIRCLE & ACCESS 1 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								0	20	70	10	
Exiting				19		66		9				
2028 Build				19		66		41	20	70	55	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering									20	70	10	
Exiting				19		66		9				
2043 Horizon Year Build				19		66		52	20	70	70	

PHF 0.94 0.94 0.94 0.94
 HV % 2 2 2 2

PM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering									19	66	9	
Exiting				20		70		10				
2028 Build				20		70		71	19	66	86	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering									19	66	9	
Exiting				20		70		10				
2043 Horizon Year Build				20		70		92	19	66	112	

PHF 0.94 0.94 0.94 0.94
 HV % 2 2 2 2

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter				10.00%					10.00%	35.00%	5.00%	
Trip Distribution % Exit				10.00%		35.00%		5.00%				

**GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS**

INTERSECTION: RUFINA CIRCLE & ACCESS 2 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								20	100	10		
Exiting				94		9					19	
2028 Build				94		9		52	100	10	63	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering								20	100	10		
Exiting				94		9					19	
2043 Horizon Year Build				94		9		63	100	10	78	

PHF 0.94 0.94 0.94 0.94
 HV % 2 2 2 2

PM Peak Hour

	Eastbound 0			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering								19	94	9		
Exiting				100		10					20	
2028 Build				100		10		80	94	9	96	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering								19	94	9		
Exiting				100		10					20	
2043 Horizon Year Build				100		10		101	94	9	122	

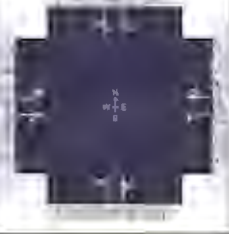
PHF 0.94 0.94 0.94 0.94
 HV % 2 2 2 2

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter								10.00%	50.00%	5.00%		
Trip Distribution % Exit				50.00%		5.00%					10.00%	

**APPENDIX E:
2028 NO BUILD INTERSECTION CAPACITY ANALYSIS**

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_NBAM Siler-Rufina.xus				
Project Description	2028 No Build AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	230	61	136	47	21	23	94	422	29	30	481	138

Signal Information													
Cycle, s	57.7	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.3	3.7	6.0	2.4	2.4	24.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

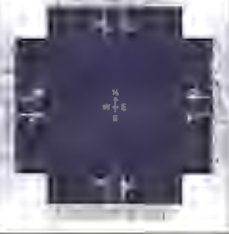
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.7	7.3	10.0	8.8	30.4	6.4	28.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g _s), s	8.9	9.0	3.4	3.5	3.7	13.1	2.6	21.7
Green Extension Time (g _e), s	0.0	0.3	0.0	0.1	0.0	2.3	0.0	2.3
Phase Call Probability	0.98	1.00	0.55	1.00	0.80	1.00	0.40	1.00
Max Out Probability	1.00	0.05	1.00	1.00	1.00	0.06	0.64	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	242	207		49	46		99	475		32	652	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1637		1753	1682		1753	1820		1753	1770	
Queue Service Time (g _s), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Cycle Queue Clearance Time (g _c), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Green Ratio (g/C)	0.25	0.17		0.16	0.10		0.50	0.46		0.46	0.42	
Capacity (c), veh/h	442	275		239	175		327	831		405	735	
Volume-to-Capacity Ratio (X)	0.547	0.753		0.207	0.265		0.303	0.572		0.078	0.887	
Back of Queue (Q), ft/ln (95 th percentile)	122	121		25	26		25	180		9	293	
Back of Queue (Q), veh/ln (95 th percentile)	4.7	4.7		1.0	1.0		1.0	7.0		0.3	11.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00		0.15	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d ₁), s/veh	18.7	22.9		21.2	23.8		11.5	11.5		9.7	15.6	
Incremental Delay (d ₂), s/veh	0.8	1.6		0.2	0.3		0.2	0.6		0.0	1.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	19.5	24.5		21.3	24.1		11.7	12.2		9.7	17.1	
Level of Service (LOS)	B	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	21.8		C	22.7		C	12.1		B	16.8		B
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.23	A	0.65	A	1.43	A	1.61	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2028		Analysis Period	1 > 7:00	
Intersection	Rufina St & Siler Rd		File Name	1_NBPM Siler-Rufina.xus			
Project Description	2028 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	212	32	278	72	76	50	179	428	23	24	464	278

Signal Information													
Cycle, s	108.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.5	2.5	22.9	3.3	0.9	53.2			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

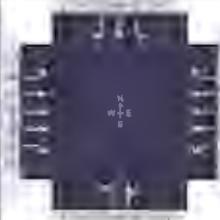
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	29.5	9.5	26.9	12.2	62.1	7.3	57.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	10.0	24.5	5.8	9.4	7.9	20.6	2.8	50.6
Green Extension Time (g _e), s	0.0	0.8	0.0	0.0	0.3	3.2	0.0	2.1
Phase Call Probability	1.00	1.00	0.91	1.00	1.00	1.00	0.55	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.02	0.94	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	230	337		78	137		195	490		26	807	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1718		1753	1824		1753	1724	
Queue Service Time (g _s), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Cycle Queue Clearance Time (g _c), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Green Ratio (g/C)	0.29	0.24		0.26	0.21		0.59	0.54		0.53	0.49	
Capacity (c), veh/h	375	374		165	365		228	979		433	848	
Volume-to-Capacity Ratio (X)	0.614	0.902		0.475	0.375		0.855	0.501		0.060	0.951	
Back of Queue (Q), ft/ln (95 th percentile)	90	359		76	146		125	310		14	698	
Back of Queue (Q), veh/ln (95 th percentile)	3.5	13.9		2.9	5.7		4.9	12.0		0.6	27.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.52	0.00		0.44	0.00		0.63	0.00		0.14	0.00	
Uniform Delay (d ₁), s/veh	34.2	40.4		33.4	36.7		25.3	16.0		13.7	26.4	
Incremental Delay (d ₂), s/veh	2.2	3.3		0.8	0.2		3.9	0.2		0.0	3.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	36.4	43.7		34.2	37.0		29.3	16.1		13.7	29.9	
Level of Service (LOS)	D	D		C	D		C	B		B	C	
Approach Delay, s/veh / LOS	40.8		D	35.9		D	19.9		B	29.4		C
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.42	A	0.84	A	1.62	B	1.86	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.91	
Urban Street	CALLE DEL CIELO		Analysis Year	2028		Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C...		File Name	2_NBAM Calle del Cielo-Cerrillos.xus			
Project Description	2028 No Build AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	49	1505	22	32	922	43	34	30	41	64	17	42

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	0.9	85.7	4.3	1.5	7.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

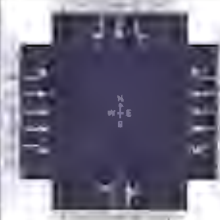
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	90.5	8.1	89.7	8.3	11.5	9.8	13.1
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	2.9		2.6		4.3	7.5	6.4	5.2
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.83		0.69		0.71	1.00	0.90	1.00
Max Out Probability	0.00		0.00		1.00	0.55	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	54	1654	24	35	1013	47	37	78		70	19	46
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g _s), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Cycle Queue Clearance Time (g _c), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Green Ratio (g/C)	0.76	0.72	0.76	0.76	0.71	0.76	0.10	0.06		0.11	0.08	0.12
Capacity (c), veh/h	488	3644	1190	296	3608	1199	191	106		168	140	184
Volume-to-Capacity Ratio (X)	0.110	0.454	0.020	0.119	0.281	0.039	0.195	0.739		0.419	0.133	0.250
Back of Queue (Q), ft/ln (95 th percentile)	12	222	6	8	124	11	47	110		90	24	58
Back of Queue (Q), veh/ln (95 th percentile)	0.5	8.7	0.2	0.3	4.8	0.4	1.9	4.3		3.5	0.9	2.3
Queue Storage Ratio (RQ) (95 th percentile)	0.08	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.28	0.00	0.00
Uniform Delay (d ₁), s/veh	4.0	6.9	3.6	4.9	6.1	3.5	49.8	55.3		49.5	51.8	48.2
Incremental Delay (d ₂), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.8		0.6	0.2	0.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.1	7.4	3.6	5.0	6.3	3.6	50.0	59.0		50.1	52.0	48.4
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.2		A	6.2		A	56.1		E	49.8		D
Intersection Delay, s/veh / LOS				10.5						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.44	A	1.09	A	0.68	A	0.71	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96		
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	CALLE DEL CIELO & C...	File Name	2_NBPM Calle del Cielo-Cerrillos.xus				
Project Description	2028 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	57	1566	18	57	1991	71	45	34	39	109	43	91

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	84.4	4.7	2.3	7.4	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.2	88.4	9.2	88.4	8.7	11.4	11.0	13.7
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	3.0		3.0		4.9	7.2	9.0	8.6
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.86		0.86		0.79	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.08	1.00	0.04

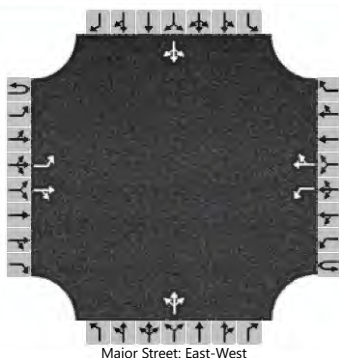
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	59	1631	19	59	2074	74	47	76		114	45	95
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g _s), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Cycle Queue Clearance Time (g _c), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Green Ratio (g/C)	0.75	0.70	0.74	0.75	0.70	0.76	0.10	0.06		0.12	0.08	0.12
Capacity (c), veh/h	239	3613	1187	313	3613	1217	188	106		189	152	198
Volume-to-Capacity Ratio (X)	0.249	0.452	0.016	0.190	0.574	0.061	0.249	0.716		0.600	0.295	0.480
Back of Queue (Q), ft/ln (95 th percentile)	15	230	5	15	312	18	59	105		151	58	120
Back of Queue (Q), veh/ln (95 th percentile)	0.6	9.1	0.2	0.6	12.4	0.7	2.3	4.2		6.0	2.3	4.8
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00	0.00	0.07	0.00	0.00	0.37	0.00		2.16	0.00	0.00
Uniform Delay (d ₁), s/veh	7.4	7.7	4.0	5.4	8.8	3.6	49.8	55.3		49.6	52.0	49.0
Incremental Delay (d ₂), s/veh	0.2	0.4	0.0	0.1	0.7	0.1	0.3	3.3		3.7	0.4	0.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.6	8.1	4.0	5.5	9.5	3.7	50.0	58.6		53.3	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	8.1		A	9.2		A	55.3		E	51.8		D
Intersection Delay, s/veh / LOS				12.6						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.43	A	1.70	B	0.69	A	0.91	A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr				
Agency/Co.	BHI	Jurisdiction	Santa Fe				
Date Performed	7/16/2025	East/West Street	Rufina Street				
Analysis Year	2028	North/South Street	Rufina Circle (west)				
Time Analyzed	AM	Peak Hour Factor	0.89				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	2028 No Build AM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		16	519	63		16	186	18		22	12	15		11	8	6	
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
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)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

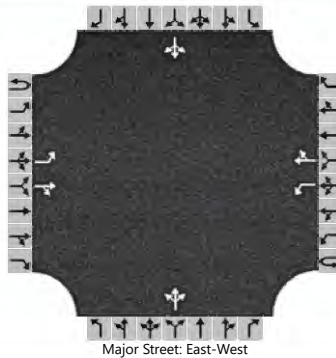
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18						55				28	
Capacity, c (veh/h)		1333				928						349				338	
v/c Ratio		0.01				0.02						0.16				0.08	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1						0.6				0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6						15.4				7.7	
Control Delay (s/veh)		7.7				9.0						17.3				16.6	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.2				0.7				17.3				16.6			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina St & Rufina Circle (west)/Parkway Dr		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/16/2025			East/West Street	Rufina Street		
Analysis Year	2028			North/South Street	Rufina Circle (west)		
Time Analyzed	PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2028 No Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		11	343	69		16	408	24		58	25	30		33	21	43	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17						119				102	
Capacity, c (veh/h)		1106				1126						355				388	
v/c Ratio		0.01				0.01						0.34				0.26	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0						1.4				1.0	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0						35.6				25.4	
Control Delay (s/veh)		8.3				8.2						20.2				17.6	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.2				0.3				20.2				17.6			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

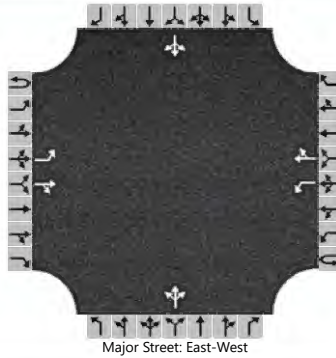
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 No Build AM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	541	12		33	210	0		2	0	30		1	0	1	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				38					37				2		
Capacity, c (veh/h)		1322				942					467				441		
v/c Ratio		0.00				0.04					0.08				0.01		
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.3				0.0		
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					7.6				0.0		
Control Delay (s/veh)		7.7				9.0					13.4				13.2		
Level of Service (LOS)		A				A					B				B		
Approach Delay (s/veh)		0.0				1.2				13.4				13.2			
Approach LOS		A				A				B				B			

HCS Two-Way Stop-Control Report

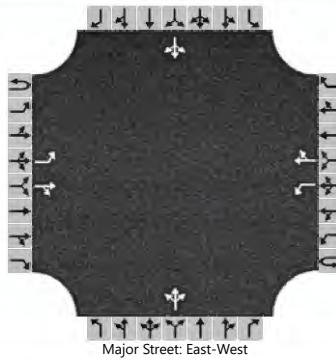
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 No Build PM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	1	0	0	1	1	0	0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	27		50	490	1		12	0	50		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type Storage						Left Only								1		

Critical and Follow-up Headways

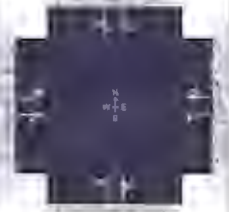
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				55					68				0	
Capacity, c (veh/h)		1034				1127					529				0	
v/c Ratio		0.00				0.05					0.13					
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.4					
95% Queue Length, Q ₉₅ (ft)		0.0				5.0					10.1					
Control Delay (s/veh)		8.5				8.4					12.8					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.8				12.8						
Approach LOS		A				A				B						

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	Rufina St & Richards Ave	File Name	5_NBAM Rufina-Richards.xus				
Project Description	2028 No Build AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	101	481	128	59	124	16	52	130	108	37	173	80

Signal Information													
Cycle, s	56.7	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.8	1.1	21.4	2.8	0.7	10.9			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

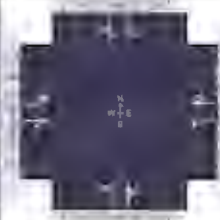
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.9	26.5	7.8	25.4	7.5	15.7	6.8	14.9
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	3.9	21.0	3.1	5.1	3.3	9.7	3.0	10.1
Green Extension Time (g _e), s	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.8
Phase Call Probability	0.82	1.00	0.63	1.00	0.58	1.00	0.46	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.10	1.00	0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	107	648		63	149		55	253		39	269	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g _s), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Cycle Queue Clearance Time (g _c), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Green Ratio (g/C)	0.46	0.40		0.44	0.38		0.26	0.21		0.24	0.19	
Capacity (c), veh/h	686	721		268	697		293	359		255	344	
Volume-to-Capacity Ratio (X)	0.157	0.899		0.234	0.214		0.189	0.706		0.154	0.781	
Back of Queue (Q), ft/ln (95 th percentile)	29	286		18	51		23	134		17	148	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	11.4		0.7	2.0		0.9	5.3		0.7	5.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	8.8	16.1		12.9	12.0		16.9	21.0		17.4	21.8	
Incremental Delay (d ₂), s/veh	0.0	1.7		0.2	0.1		0.1	1.0		0.1	1.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	17.8		13.0	12.0		17.0	21.9		17.5	23.3	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	16.5		B	12.3		B	21.0		C	22.5		C
Intersection Delay, s/veh / LOS	18.0			18.0			B			B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.73	B	0.84	A	1.00	A	1.00	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2028		Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus				
Project Description	2028 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	318	87	106	406	29	159	190	72	33	211	142

Signal Information												
Cycle, s	57.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.0	0.3	16.6	2.5	3.0	14.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.0	9.0	20.6	9.6	21.1	6.5	18.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.8	14.1	4.3	15.0	5.7	9.2	2.8	13.4
Green Extension Time (g _e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.88	1.00	0.83	1.00	0.93	1.00	0.42	1.00
Max Out Probability	1.00	0.02	1.00	0.02	1.00	1.00	0.95	0.02

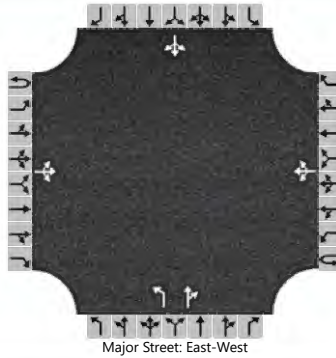
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	133	418		109	448		164	270		34	364	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g _s), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Cycle Queue Clearance Time (g _c), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Green Ratio (g/C)	0.38	0.29		0.38	0.29		0.36	0.30		0.29	0.24	
Capacity (c), veh/h	351	536		329	539		347	533		358	429	
Volume-to-Capacity Ratio (X)	0.379	0.780		0.333	0.832		0.473	0.506		0.095	0.848	
Back of Queue (Q), ft/ln (95 th percentile)	46	208		38	226		62	123		14	199	
Back of Queue (Q), veh/ln (95 th percentile)	1.8	8.2		1.5	9.0		2.4	4.9		0.5	7.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	13.6	18.6		13.8	19.1		14.6	16.7		15.2	20.7	
Incremental Delay (d ₂), s/veh	0.3	0.9		0.2	1.3		0.4	0.3		0.0	1.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	13.8	19.5		14.0	20.4		15.0	17.1		15.3	22.6	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.2		B	19.2		B	16.3		B	21.9		C
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.40	A	1.41	A	1.20	A	1.14	A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina Circle & Calle del Cielo		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/17/2025			East/West Street	Rufina Circle		
Analysis Year	2028			North/South Street	Calle del Cielo		
Time Analyzed	AM			Peak Hour Factor	0.79		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2028 No Build AM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0	
Configuration			LTR				LTR			L		TR			LTR		
Volume (veh/h)		6	7	84		31	18	3		61	2	55		0	2	1	
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
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)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
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)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

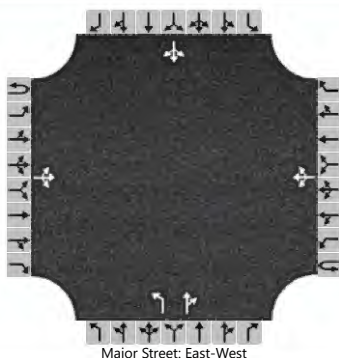
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				39				77		72				4
Capacity, c (veh/h)		1574				1461				746		982				737
v/c Ratio		0.00				0.03				0.10		0.07				0.01
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.3		0.2				0.0
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				7.7		5.2				0.0
Control Delay (s/veh)		7.3	0.0	0.0		7.5	0.2	0.2		10.4		9.0				9.9
Level of Service (LOS)		A	A	A		A	A	A		B		A				A
Approach Delay (s/veh)		0.5				4.6				9.7				9.9		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina Circle & Calle del Cielo		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/17/2025			East/West Street	Rufina Circle		
Analysis Year	2028			North/South Street	Calle del Cielo		
Time Analyzed	PM			Peak Hour Factor	0.91		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2028 No Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0	
Configuration			LTR				LTR			L		TR			LTR		
Volume (veh/h)		0	21	161		60	28	1		131	3	42		7	14	6	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

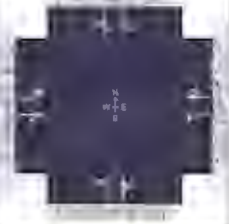
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				66				144		49				30
Capacity, c (veh/h)		1587				1378				615		910				619
v/c Ratio		0.00				0.05				0.23		0.05				0.05
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.9		0.2				0.2
95% Queue Length, Q ₉₅ (ft)		0.0				5.0				22.7		5.0				5.0
Control Delay (s/veh)		7.3	0.0	0.0		7.7	0.4	0.4		12.6		9.2				11.1
Level of Service (LOS)		A	A	A		A	A	A		B		A				B
Approach Delay (s/veh)		0.0				5.3				11.8				11.1		
Approach LOS		A				A				B				B		

**APPENDIX F:
2028 BUILD INTERSECTION CAPACITY ANALYSIS**

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina.xus				
Project Description	2028 Build AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

Signal Information												
Cycle, s	60.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.4	3.6	6.6	2.5	2.6	26.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

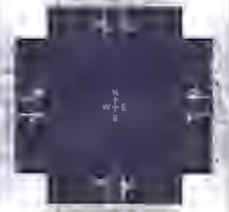
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	14.2	7.4	10.6	9.1	32.8	6.5	30.1
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	9.0	9.9	3.5	3.5	4.0	13.3	2.6	24.5
Green Extension Time (g _e), s	0.0	0.3	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.57	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.11	1.00	1.00	1.00	0.08	0.66	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	278	221		49	46		114	475		32	689	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1632		1753	1682		1753	1820		1753	1757	
Queue Service Time (g _s), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Cycle Queue Clearance Time (g _c), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Green Ratio (g/C)	0.25	0.17		0.17	0.11		0.52	0.47		0.47	0.43	
Capacity (c), veh/h	433	274		222	184		311	860		420	754	
Volume-to-Capacity Ratio (X)	0.642	0.806		0.223	0.252		0.366	0.552		0.075	0.914	
Back of Queue (Q), ft/ln (95 th percentile)	164	143		27	28		30	185		9	335	
Back of Queue (Q), veh/ln (95 th percentile)	6.4	5.6		1.0	1.1		1.2	7.2		0.4	13.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.94	0.00		0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d ₁), s/veh	21.1	24.4		22.2	24.9		12.5	11.5		9.7	16.3	
Incremental Delay (d ₂), s/veh	2.5	2.9		0.2	0.3		0.3	0.5		0.0	2.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	23.6	27.3		22.4	25.1		12.8	11.9		9.7	19.1	
Level of Service (LOS)	C	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	25.2		C	23.7		C	12.1		B	18.7		B
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2028		Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd		File Name	1_BPM Siler-Rufina.xus			
Project Description	2028 Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

Signal Information																
Cycle, s	137.3	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	2.0	30.9	3.8	4.7	69.9						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
				Red	0.0	0.0	0.0	0.0	0.0	0.0						

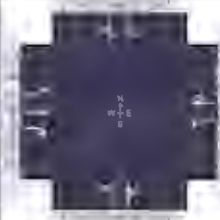
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	36.9	10.0	34.9	16.5	82.6	7.8	73.9
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	10.0	32.0	6.7	11.3	12.3	23.6	3.0	67.3
Green Extension Time (g _e), s	0.0	0.7	0.0	0.0	0.2	3.2	0.0	2.3
Phase Call Probability	1.00	1.00	0.95	1.00	1.00	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.09	0.05	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	270	352		78	137		209	490		26	843	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1584		1753	1718		1753	1824		1753	1716	
Queue Service Time (g _s), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Cycle Queue Clearance Time (g _c), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Green Ratio (g/C)	0.28	0.24		0.27	0.22		0.62	0.57		0.54	0.51	
Capacity (c), veh/h	350	380		136	387		234	1045		461	875	
Volume-to-Capacity Ratio (X)	0.770	0.927		0.576	0.354		0.891	0.469		0.057	0.964	
Back of Queue (Q), ft/ln (95 th percentile)	259	503		102	186		340	361		18	990	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	19.5		4.0	7.2		13.2	14.0		0.7	38.4	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00		0.60	0.00		1.70	0.00		0.18	0.00	
Uniform Delay (d ₁), s/veh	47.9	51.2		42.0	45.0		40.6	17.2		15.8	32.6	
Incremental Delay (d ₂), s/veh	9.1	15.0		3.9	0.2		19.2	0.1		0.0	12.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	57.1	66.2		45.9	45.2		59.8	17.3		15.8	45.2	
Level of Service (LOS)	E	E		D	D		E	B		B	D	
Approach Delay, s/veh / LOS	62.2		E	45.4		D	30.0		C	44.3		D
Intersection Delay, s/veh / LOS				44.9						D		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.51	B	0.84	A	1.64	B	1.92	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2028		Analysis Period	1 > 7:00	
Intersection	Rufina St & Siler Rd		File Name	1_BAM Siler-Rufina_Mitigation.xus			
Project Description	2028 Build AM Mitigation						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	59.7	Reference Phase	2	Green	3.4	3.6	6.0	2.4	2.6	25.6	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

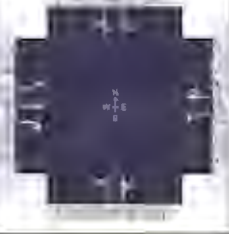
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.6	7.4	10.0	9.1	32.3	6.4	29.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	9.0	7.4	3.5	3.5	4.0	13.1	2.6	24.0
Green Extension Time (g _e), s	0.0	0.4	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.56	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.01	1.00	1.00	1.00	0.07	0.64	0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	278	64	157	49	46		114	475		32	689	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1682		1753	1820		1753	1757	
Queue Service Time (g _s), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Cycle Queue Clearance Time (g _c), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Green Ratio (g/C)	0.25	0.16	0.16	0.16	0.10		0.53	0.47		0.47	0.43	
Capacity (c), veh/h	426	297	260	347	169		315	862		423	754	
Volume-to-Capacity Ratio (X)	0.652	0.216	0.604	0.142	0.274		0.361	0.551		0.075	0.914	
Back of Queue (Q), ft/ln (95 th percentile)	163	35	89	26	27		29	180		9	325	
Back of Queue (Q), veh/ln (95 th percentile)	6.3	1.3	3.5	1.0	1.1		1.1	7.0		0.3	12.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.93	0.00	0.00	0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d ₁), s/veh	20.9	21.8	23.3	21.9	24.9		12.3	11.2		9.5	16.0	
Incremental Delay (d ₂), s/veh	2.8	0.1	0.8	0.1	0.3		0.3	0.4		0.0	2.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	23.7	21.9	24.1	21.9	25.2		12.5	11.6		9.5	18.4	
Level of Service (LOS)	C	C	C	C	C		B	B		A	B	
Approach Delay, s/veh / LOS	23.6		C	23.5		C	11.8		B	18.0		B
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	2.08	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina_Mitigation.xus				
Project Description	2028 Build PM Mitigation						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

Signal Information													
Cycle, s	120.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	2.0	20.1	3.5	2.5	62.2			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

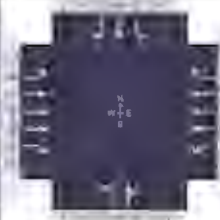
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.0	30.2	10.0	24.1	14.0	72.7	7.5	66.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	14.0	25.2	6.4	10.7	9.7	21.1	2.8	58.4
Green Extension Time (g _e), s	0.0	0.8	0.0	0.5	0.3	3.5	0.0	3.5
Phase Call Probability	1.00	1.00	0.93	1.00	1.00	1.00	0.58	1.00
Max Out Probability	1.00	0.00	1.00	0.60	0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	270	35	317	78	137		209	490		26	843	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1718		1753	1824		1753	1716	
Queue Service Time (g _s), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Cycle Queue Clearance Time (g _c), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Green Ratio (g/C)	0.29	0.22	0.22	0.22	0.17		0.62	0.57		0.55	0.52	
Capacity (c), veh/h	354	401	351	374	289		238	1041		467	888	
Volume-to-Capacity Ratio (X)	0.761	0.087	0.905	0.209	0.474		0.877	0.471		0.056	0.950	
Back of Queue (Q), ft/ln (95 th percentile)	130	39	368	89	175		274	318		15	790	
Back of Queue (Q), veh/ln (95 th percentile)	5.0	1.5	14.7	3.5	6.8		10.6	12.3		0.6	30.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.74	0.00	0.00	0.53	0.00		1.37	0.00		0.15	0.00	
Uniform Delay (d ₁), s/veh	39.7	37.7	46.1	38.7	45.5		31.7	15.2		13.5	27.7	
Incremental Delay (d ₂), s/veh	8.4	0.0	4.1	0.1	0.5		4.0	0.1		0.0	2.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	48.1	37.7	50.2	38.8	45.9		35.7	15.3		13.5	30.4	
Level of Service (LOS)	D	D	D	D	D		D	B		B	C	
Approach Delay, s/veh / LOS	48.6		D	43.3		D	21.4		C	29.9		C
Intersection Delay, s/veh / LOS	33.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.95	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	1.51	B	0.84	A	1.64	B	1.92	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2028		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos.xus				
Project Description	2028 Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	1.7	83.6	4.3	2.7	7.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

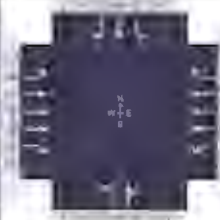
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	89.3	8.1	87.6	8.3	11.6	11.0	14.3
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	3.9		2.6		4.3	7.5	9.0	8.5
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.03		0.00		1.00	1.00	1.00	0.36

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g _s), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Cycle Queue Clearance Time (g _c), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Green Ratio (g/C)	0.75	0.71	0.75	0.75	0.70	0.76	0.10	0.06		0.13	0.09	0.13
Capacity (c), veh/h	488	3593	1174	292	3523	1188	206	106		186	159	211
Volume-to-Capacity Ratio (X)	0.209	0.460	0.021	0.121	0.288	0.110	0.182	0.737		0.798	0.117	0.438
Back of Queue (Q), ft/ln (95 th percentile)	26	232	6	9	135	34	47	116		94	24	117
Back of Queue (Q), veh/ln (95 th percentile)	1.0	9.1	0.2	0.3	5.3	1.3	1.8	4.5		3.7	0.9	4.6
Queue Storage Ratio (RQ) (95 th percentile)	0.17	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.34	0.00	0.00
Uniform Delay (d ₁), s/veh	4.6	7.5	3.9	5.3	6.9	3.9	49.8	55.2		51.7	50.7	47.8
Incremental Delay (d ₂), s/veh	0.1	0.4	0.0	0.1	0.2	0.2	0.2	8.2		19.8	0.1	0.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.6	7.9	4.0	5.4	7.1	4.1	50.0	63.5		71.4	50.8	48.3
Level of Service (LOS)	A	A	A	A	A	A	D	E		E	D	D
Approach Delay, s/veh / LOS	7.6		A	6.7		A	59.1		E	61.7		E
Intersection Delay, s/veh / LOS				13.3						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.47	A	1.14	A	0.68	A	0.92	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2028		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del Cielo-Cerrillos.xus				
Project Description	2028 Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	0.6	76.8	4.7	4.9	7.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

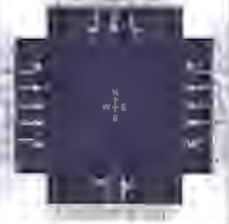
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	81.5	9.2	80.8	8.7	11.7	17.7	20.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	4.3		3.3		4.9	7.2	13.6	11.4
Green Extension Time (g _e), s	0.2	0.0	0.1	0.0	0.0	0.5	0.1	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g _s), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Cycle Queue Clearance Time (g _c), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Green Ratio (g/C)	0.69	0.65	0.69	0.69	0.64	0.75	0.10	0.06		0.19	0.14	0.19
Capacity (c), veh/h	227	3316	1095	287	3288	1205	219	110		292	261	298
Volume-to-Capacity Ratio (X)	0.454	0.492	0.017	0.207	0.631	0.124	0.214	0.692		0.659	0.172	0.471
Back of Queue (Q), ft/ln (95 th percentile)	47	283	6	20	392	39	58	105		229	53	168
Back of Queue (Q), veh/ln (95 th percentile)	1.9	11.2	0.3	0.8	15.6	1.5	2.3	4.2		9.1	2.1	6.7
Queue Storage Ratio (RQ) (95 th percentile)	0.32	0.00	0.00	0.10	0.00	0.00	0.36	0.00		3.27	0.00	0.00
Uniform Delay (d ₁), s/veh	13.5	11.0	6.0	8.0	13.0	4.0	49.5	55.0		43.9	45.6	43.5
Incremental Delay (d ₂), s/veh	0.5	0.5	0.0	0.1	0.9	0.2	0.2	2.9		2.9	0.1	0.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.0	11.6	6.0	8.2	13.9	4.2	49.7	57.9		46.7	45.7	43.9
Level of Service (LOS)	B	B	A	A	B	A	D	E		D	D	D
Approach Delay, s/veh / LOS	11.6		B	13.2		B	54.8		D	45.6		D
Intersection Delay, s/veh / LOS				16.4						B		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.88	B	2.07	B
Bicycle LOS Score / LOS	1.45	A	1.74	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91		
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos_Mitigation.xus				
Project Description	2028 Build AM Mitigation						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	1.7	77.3	4.3	2.6	10.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

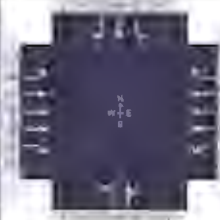
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	82.9	8.1	81.3	8.3	14.0	14.9	20.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	4.3		2.7		4.3	7.4	10.9	8.1
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.2	0.1	0.3
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.01	0.09	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g _s), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Cycle Queue Clearance Time (g _c), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Green Ratio (g/C)	0.69	0.66	0.69	0.69	0.64	0.74	0.12	0.08		0.19	0.14	0.19
Capacity (c), veh/h	452	3325	1090	268	3255	1156	238	140		271	257	294
Volume-to-Capacity Ratio (X)	0.226	0.497	0.022	0.131	0.311	0.113	0.157	0.557		0.546	0.073	0.314
Back of Queue (Q), ft/ln (95 th percentile)	35	282	8	12	170	39	46	105		178	22	108
Back of Queue (Q), veh/ln (95 th percentile)	1.4	11.0	0.3	0.5	6.6	1.5	1.8	4.1		7.0	0.9	4.2
Queue Storage Ratio (RQ) (95 th percentile)	0.23	0.00	0.00	0.06	0.00	0.00	0.29	0.00		2.55	0.00	0.00
Uniform Delay (d ₁), s/veh	6.6	10.4	5.7	7.7	9.5	4.6	47.6	52.9		43.1	45.0	42.1
Incremental Delay (d ₂), s/veh	0.1	0.5	0.0	0.1	0.2	0.2	0.1	1.3		0.6	0.0	0.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	6.7	11.0	5.8	7.8	9.8	4.8	47.7	54.2		43.8	45.0	42.4
Level of Service (LOS)	A	B	A	A	A	A	D	D		D	D	D
Approach Delay, s/veh / LOS	10.7		B	9.1		A	52.1		D	43.4		D
Intersection Delay, s/veh / LOS				14.1						B		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.88	B	2.07	B
Bicycle LOS Score / LOS	1.47	A	1.14	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96		
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus				
Project Description	2028 Build PM Mitigation						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	0.6	65.2	4.7	14.2	10.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	69.9	9.2	69.2	8.7	14.0	27.0	32.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	5.0		3.7		4.8	7.1	12.2	10.3
Green Extension Time (g _e), s	0.2	0.0	0.1	0.0	0.0	0.5	0.2	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g _s), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Cycle Queue Clearance Time (g _c), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Green Ratio (g/C)	0.59	0.55	0.59	0.59	0.54	0.73	0.12	0.08		0.29	0.24	0.28
Capacity (c), veh/h	194	2819	940	243	2791	1174	245	143		458	443	453
Volume-to-Capacity Ratio (X)	0.531	0.579	0.020	0.245	0.743	0.127	0.191	0.531		0.421	0.101	0.310
Back of Queue (Q), ft/ln (95 th percentile)	69	369	9	29	514	44	57	100		198	46	144
Back of Queue (Q), veh/ln (95 th percentile)	2.7	14.6	0.4	1.2	20.4	1.8	2.3	4.0		7.8	1.8	5.7
Queue Storage Ratio (RQ) (95 th percentile)	0.46	0.00	0.00	0.15	0.00	0.00	0.36	0.00		2.82	0.00	0.00
Uniform Delay (d ₁), s/veh	21.9	17.9	10.3	13.6	21.0	4.6	47.4	52.7		34.0	36.0	33.8
Incremental Delay (d ₂), s/veh	0.8	0.9	0.0	0.2	1.8	0.2	0.1	1.1		0.2	0.0	0.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	22.7	18.8	10.3	13.8	22.8	4.9	47.5	53.9		34.2	36.0	33.9
Level of Service (LOS)	C	B	B	B	C	A	D	D		C	D	C
Approach Delay, s/veh / LOS	18.9		B	21.4		C	51.5		D	34.3		C
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.45	A	1.74	B	0.69	A	1.11	A

HCS Two-Way Stop-Control Report

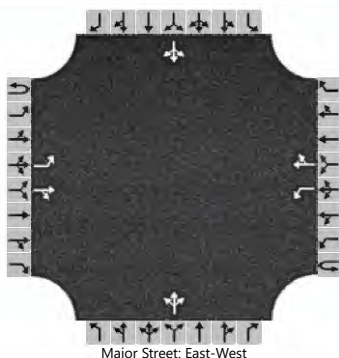
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		16	549	63		16	214	18		22	12	15		11	8	6	
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
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)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

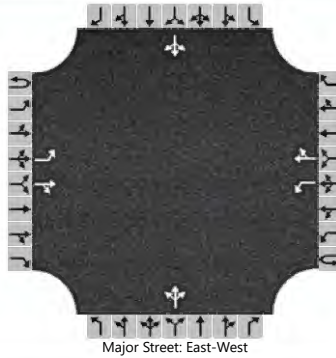
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18						55				28	
Capacity, c (veh/h)		1298				902						326				314	
v/c Ratio		0.01				0.02						0.17				0.09	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1						0.6				0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6						15.4				7.7	
Control Delay (s/veh)		7.8				9.1						18.3				17.6	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.2				0.6				18.3				17.6			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina St & Rufina Circle (west)/Parkway Dr		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/16/2025			East/West Street	Rufina Street		
Analysis Year	2028			North/South Street	Rufina Circle (west)		
Time Analyzed	PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2028 Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		11	372	69		16	438	24		58	25	30		33	21	43	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17						119				102	
Capacity, c (veh/h)		1077				1097						332				363	
v/c Ratio		0.01				0.02						0.36				0.28	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0						1.6				1.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0						40.6				27.9	
Control Delay (s/veh)		8.4				8.3						21.8				18.7	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.2				0.3				21.8				18.7			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

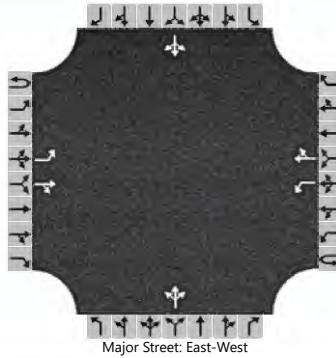
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	541	42		83	210	0		30	0	77		1	0	1	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				97						124				2	
Capacity, c (veh/h)		1322				914						405				325	
v/c Ratio		0.00				0.11						0.31				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4						1.3				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.2						33.0				0.0	
Control Delay (s/veh)		7.7				9.4						17.8				16.2	
Level of Service (LOS)		A				A						C				C	
Approach Delay (s/veh)		0.0				2.7				17.8				16.2			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

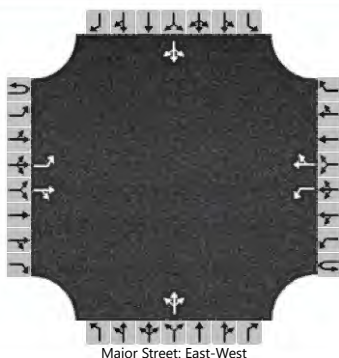
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 Build PM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	1	0	0	1	1	0	0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	55		97	490	1		42	0	100		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type Storage						Left Only										1

Critical and Follow-up Headways

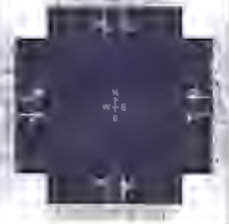
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				107					156					0
Capacity, c (veh/h)		1034				1098					447					0
v/c Ratio		0.00				0.10					0.35					
95% Queue Length, Q ₉₅ (veh)		0.0				0.3					1.5					
95% Queue Length, Q ₉₅ (ft)		0.0				7.6					37.8					
Control Delay (s/veh)		8.5				8.6					17.3					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)		0.0				1.4				17.3						
Approach LOS		A				A				C						

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	Rufina St & Richards Ave	File Name	5_BAM Rufina-Richards.xus				
Project Description	2028 Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	101	501	128	69	143	16	52	130	118	37	173	80

Signal Information													
Cycle, s	59.1	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.2	0.8	23.3	2.9	0.7	11.3			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

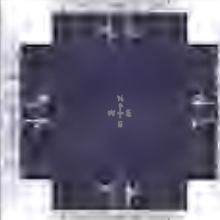
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.0	28.0	8.2	27.3	7.6	16.0	6.9	15.3
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.0	22.5	3.4	5.6	3.4	10.5	3.0	10.5
Green Extension Time (g _e), s	0.0	1.5	0.0	0.1	0.0	0.7	0.0	0.8
Phase Call Probability	0.83	1.00	0.70	1.00	0.60	1.00	0.48	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.16	1.00	0.10

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	107	669		73	169		55	264		39	269	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1819		1795	1852		1795	1736		1795	1784	
Queue Service Time (g _s), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Cycle Queue Clearance Time (g _c), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Green Ratio (g/C)	0.48	0.41		0.47	0.39		0.25	0.20		0.24	0.19	
Capacity (c), veh/h	682	739		271	729		284	354		239	341	
Volume-to-Capacity Ratio (X)	0.158	0.905		0.271	0.232		0.195	0.746		0.164	0.788	
Back of Queue (Q), ft/ln (95 th percentile)	30	307		21	60		25	153		18	156	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	12.2		0.8	2.4		1.0	6.1		0.7	6.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	8.7	16.5		13.2	12.0		17.7	22.1		18.3	22.8	
Incremental Delay (d ₂), s/veh	0.0	1.8		0.2	0.1		0.1	2.0		0.1	1.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	18.3		13.4	12.1		17.9	24.1		18.4	24.4	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	17.0		B	12.5		B	23.0		C	23.6		C
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	1.77	B	0.89	A	1.01	A	1.00	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97		
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	Rufina St & Richards Ave	File Name	5_BPM Rufina-Richards.xus				
Project Description	2028 Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	337	87	116	426	29	159	190	81	33	211	142

Signal Information												
Cycle, s	58.8	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.2	0.2	17.6	2.6	3.0	14.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.8	9.2	21.6	9.6	21.3	6.6	18.3
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.9	15.0	4.6	15.9	5.8	9.7	2.8	13.6
Green Extension Time (g _e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.89	1.00	0.86	1.00	0.93	1.00	0.43	1.00
Max Out Probability	1.00	0.03	1.00	0.03	1.00	1.00	0.99	0.02

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	133	437		120	469		164	279		34	364	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1864		1795	1789		1795	1758	
Queue Service Time (g _s), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Cycle Queue Clearance Time (g _c), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Green Ratio (g/C)	0.39	0.30		0.39	0.30		0.36	0.29		0.29	0.24	
Capacity (c), veh/h	344	549		325	558		340	527		345	428	
Volume-to-Capacity Ratio (X)	0.386	0.796		0.368	0.841		0.482	0.530		0.099	0.851	
Back of Queue (Q), ft/ln (95 th percentile)	47	221		42	240		64	133		14	204	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	8.8		1.7	9.5		2.5	5.3		0.6	8.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	13.7	18.9		14.0	19.3		15.1	17.3		15.6	21.2	
Incremental Delay (d ₂), s/veh	0.3	1.1		0.3	1.7		0.4	0.5		0.0	1.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	14.0	20.0		14.2	21.0		15.5	17.9		15.7	23.1	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.6		B	19.6		B	17.0		B	22.5		C
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.43	A	1.46	A	1.22	A	1.14	A

HCS Two-Way Stop-Control Report

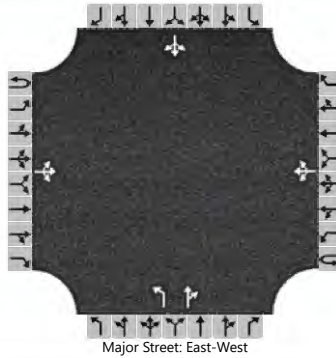
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR			LTR		
Volume (veh/h)		6	7	84		144	18	3	61	2	175		0	2	1	
Percent Heavy Vehicles (%)		4				4			4	4	4		4	4	4	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
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)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				182				77		224			4	
Capacity, c (veh/h)		1574				1461				433		982			501	
v/c Ratio		0.00				0.12				0.18		0.23			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4				0.6		0.9			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.0				15.5		23.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.8	1.0	1.0		15.1		9.7			12.2	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)		0.5				6.9				11.1				12.2		
Approach LOS		A				A				B				B		

HCS Two-Way Stop-Control Report

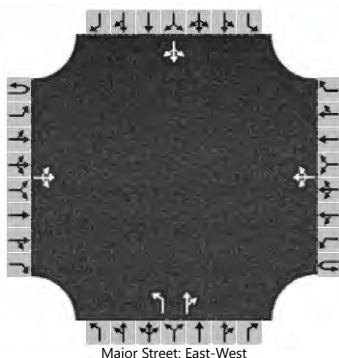
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 Build PM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR			LTR		
Volume (veh/h)		0	21	161		180	28	1	131	3	155		7	14	6	
Percent Heavy Vehicles (%)		1				1			1	1	1		1	1	1	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				198				144		174				30
Capacity, c (veh/h)		1587				1378				365		919				376
v/c Ratio		0.00				0.14				0.39		0.19				0.08
95% Queue Length, Q ₉₅ (veh)		0.0				0.5				1.8		0.7				0.3
95% Queue Length, Q ₉₅ (ft)		0.0				12.5				45.4		17.6				7.6
Control Delay (s/veh)		7.3	0.0	0.0		8.0	1.2	1.2		21.1		9.8				15.4
Level of Service (LOS)		A	A	A		A	A	A		C		A				C
Approach Delay (s/veh)		0.0				7.1				15.0				15.4		
Approach LOS		A				A				B				C		

HCS Two-Way Stop-Control Report

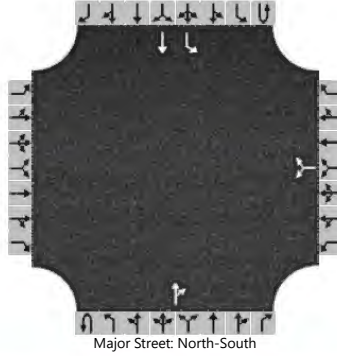
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	2028 Build AM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			41	20		70	55	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.52		3.32							2.22	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							92								76	
Capacity, c (veh/h)							914								1535	
v/c Ratio							0.10								0.05	
95% Queue Length, Q ₉₅ (veh)							0.3								0.2	
95% Queue Length, Q ₉₅ (ft)							7.6								5.1	
Control Delay (s/veh)							9.4								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.4								4.2			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

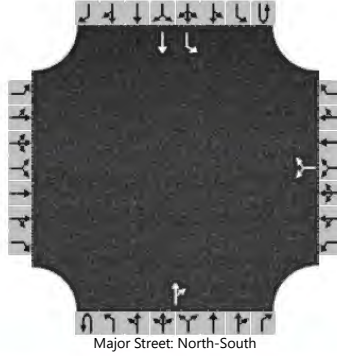
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	2028 Build PM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			71	19		66	86	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.52		3.32							2.22	

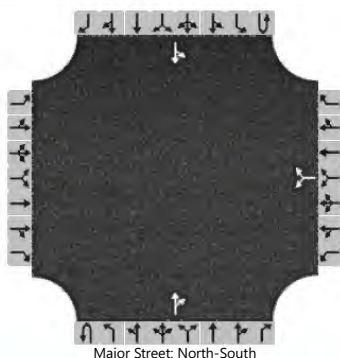
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						98									72	
Capacity, c (veh/h)						870									1495	
v/c Ratio						0.11									0.05	
95% Queue Length, Q ₉₅ (veh)						0.4									0.2	
95% Queue Length, Q ₉₅ (ft)						10.2									5.1	
Control Delay (s/veh)						9.7									7.5	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					9.7								3.3			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina Circle & Access 2				
Agency/Co.	BHI	Jurisdiction	Santa Fe				
Date Performed	7/18/2025	East/West Street	Access 2				
Analysis Year	2028	North/South Street	Rufina Circle				
Time Analyzed	AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	2028 Build AM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						94		9			52	100		10	63	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

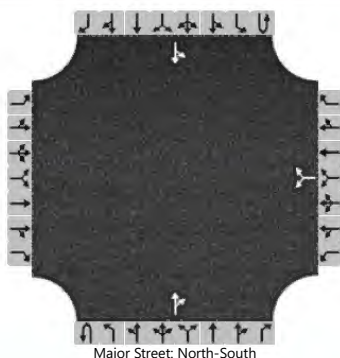
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						112									11		
Capacity, c (veh/h)						793									1413		
v/c Ratio						0.14									0.01		
95% Queue Length, Q ₉₅ (veh)						0.5									0.0		
95% Queue Length, Q ₉₅ (ft)						12.7									0.0		
Control Delay (s/veh)						10.3								7.6	0.1		
Level of Service (LOS)						B								A	A		
Approach Delay (s/veh)					10.3								1.1				
Approach LOS					B								A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2028	North/South Street	Rufina Circle
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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)						100		10			80	94		9	96	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

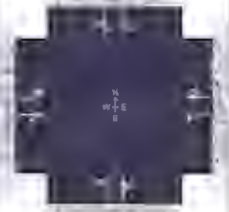
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120									10		
Capacity, c (veh/h)						735									1385		
v/c Ratio						0.16									0.01		
95% Queue Length, Q ₉₅ (veh)						0.6									0.0		
95% Queue Length, Q ₉₅ (ft)						15.2									0.0		
Control Delay (s/veh)						10.8									7.6	0.1	
Level of Service (LOS)						B									A	A	
Approach Delay (s/veh)						10.8								0.7			
Approach LOS						B								A			

**APPENDIX G:
2038 NO BUILD INTERSECTION CAPACITY ANALYSIS**

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_NBAM Siler-Rufina.xus				
Project Description	2038 No Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	273	73	161	55	25	28	112	501	34	35	572	164

Signal Information													
Cycle, s	76.9	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.3	5.1	6.0	3.3	2.2	36.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

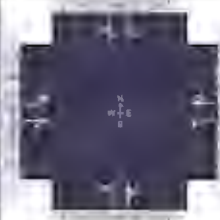
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	17.4	19.1	8.3	10.0	9.5	42.2	7.3	40.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g _s), s	12.9	13.0	4.3	4.4	4.5	19.4	2.8	33.9
Green Extension Time (g _e), s	0.5	0.6	0.0	0.2	0.0	0.0	0.0	2.0
Phase Call Probability	1.00	1.00	0.71	1.00	0.92	1.00	0.55	1.00
Max Out Probability	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	287	246		58	56		118	563		37	775	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1638		1753	1681		1753	1820		1753	1770	
Queue Service Time (g _s), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Cycle Queue Clearance Time (g _c), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Green Ratio (g/C)	0.28	0.20		0.13	0.08		0.54	0.50		0.51	0.47	
Capacity (c), veh/h	460	323		223	131		257	905		374	829	
Volume-to-Capacity Ratio (X)	0.624	0.764		0.260	0.427		0.459	0.622		0.099	0.935	
Back of Queue (Q), ft/ln (95 th percentile)	201	198		44	47		42	282		13	465	
Back of Queue (Q), veh/ln (95 th percentile)	7.8	7.7		1.7	1.8		1.6	10.9		0.5	18.0	
Queue Storage Ratio (RQ) (95 th percentile)	1.15	0.00		0.26	0.00		0.21	0.00		0.13	0.00	
Uniform Delay (d ₁), s/veh	24.2	29.3		30.0	33.9		16.5	14.1		11.4	19.4	
Incremental Delay (d ₂), s/veh	0.5	1.4		0.2	0.8		0.5	1.0		0.0	2.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	24.7	30.7		30.3	34.7		17.0	15.1		11.4	21.7	
Level of Service (LOS)	C	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	27.5		C	32.5		C	15.4		B	21.2		C
Intersection Delay, s/veh / LOS				21.5						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.37	A	0.68	A	1.61	B	1.83	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd		File Name	1_NBPM Siler-Rufina.xus			
Project Description	2038 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	252	38	330	86	91	59	213	509	28	29	552	330

Signal Information													
Cycle, s	187.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	2.0	45.0	4.8	9.2	100.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

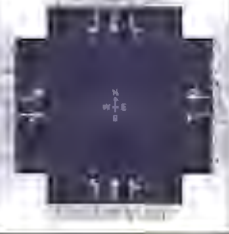
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	0.83	1.00	1.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h	274	400		93	163		232	584		32	959		
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1719		1753	1824		1753	1725		
Queue Service Time (g _s), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0		
Cycle Queue Clearance Time (g _c), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0		
Green Ratio (g/C)	0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53		
Capacity (c), veh/h	307	398		95	414		207	1104		418	922		
Volume-to-Capacity Ratio (X)	0.892	1.004		0.987	0.394		1.117	0.529		0.075	1.040		
Back of Queue (Q), ft/ln (95 th percentile)	442	836		184	280		590	557		30	1718		
Back of Queue (Q), veh/ln (95 th percentile)	17.1	32.4		7.2	10.8		22.9	21.6		1.2	66.6		
Queue Storage Ratio (RQ) (95 th percentile)	2.52	0.00		1.09	0.00		2.95	0.00		0.30	0.00		
Uniform Delay (d ₁), s/veh	69.4	70.0		64.6	59.6		70.4	21.4		19.9	43.5		
Incremental Delay (d ₂), s/veh	25.4	46.1		87.7	0.2		97.5	0.2		0.0	40.4		
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Control Delay (d), s/veh	94.8	116.1		152.3	59.8		167.9	21.7		20.0	83.9		
Level of Service (LOS)	F	F		F	E		F	C		B	F		
Approach Delay, s/veh / LOS	107.5		F	93.5		F	63.2		E	81.9		F	
Intersection Delay, s/veh / LOS				83.7							F		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.60	B	0.91	A	1.83	B	2.12	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd		File Name	1_NBPM Siler-Rufina.xus			
Project Description	2038 No Build PM - Add SBR						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	252	38	330	86	91	59	213	509	28	29	552	330

Signal Information													
Cycle, s	87.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.4	2.6	21.8	3.2	1.8	32.4			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

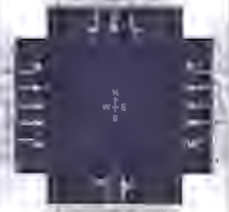
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	28.4	9.4	25.8	13.0	42.2	7.2	36.4
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	10.0	23.3	5.4	8.9	8.7	11.4	2.9	28.6
Green Extension Time (g _e), s	0.0	0.9	0.0	0.0	0.3	3.6	0.0	3.6
Phase Call Probability	1.00	1.00	0.90	1.00	1.00	1.00	0.54	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.01	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	274	400		93	163		232	294	290	32	600	359
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1719		1753	1841	1807	1753	1841	1610
Queue Service Time (g _s), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Cycle Queue Clearance Time (g _c), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Green Ratio (g/C)	0.35	0.28		0.31	0.25		0.50	0.44	0.44	0.41	0.37	0.37
Capacity (c), veh/h	452	444		204	431		318	807	792	402	685	599
Volume-to-Capacity Ratio (X)	0.605	0.900		0.458	0.378		0.727	0.364	0.366	0.078	0.876	0.599
Back of Queue (Q), ft/ln (95 th percentile)	59	332		65	130		120	176	169	17	435	243
Back of Queue (Q), veh/ln (95 th percentile)	2.3	12.9		2.5	5.0		4.6	6.8	6.7	0.7	16.8	9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.34	0.00		0.38	0.00		0.60	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d ₁), s/veh	24.1	30.4		24.6	27.2		18.9	16.5	16.5	15.8	25.7	22.2
Incremental Delay (d ₂), s/veh	1.7	2.8		0.6	0.2		1.2	0.1	0.1	0.0	1.4	0.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	25.7	33.2		25.2	27.4		20.0	16.6	16.6	15.8	27.1	22.6
Level of Service (LOS)	C	C		C	C		C	B	B	B	C	C
Approach Delay, s/veh / LOS	30.1		C	26.6		C	17.6		B	25.1		C
Intersection Delay, s/veh / LOS				24.2						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.29	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	0.91	A	1.16	A	2.12	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2038		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_NBAM Calle del Cielo-Cerrillos.xus				
Project Description	2038 No Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	58	1789	26	38	1096	52	40	35	49	76	20	50

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	0.8	83.4	4.6	2.1	8.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

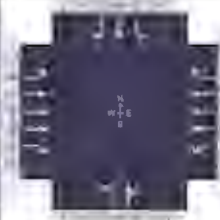
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.3	88.2	8.5	87.4	8.6	12.5	10.7	14.7
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	3.2		2.8		4.7	8.5	7.2	5.8
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Phase Call Probability	0.88		0.75		0.77	1.00	0.94	1.00
Max Out Probability	0.02		0.00		1.00	1.00	1.00	0.03

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	64	1966	29	42	1204	57	44	92		84	22	55
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g _s), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Cycle Queue Clearance Time (g _c), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Green Ratio (g/C)	0.74	0.70	0.74	0.74	0.70	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (c), veh/h	414	3547	1164	239	3515	1182	212	119		181	165	209
Volume-to-Capacity Ratio (X)	0.154	0.554	0.025	0.174	0.343	0.048	0.207	0.773		0.460	0.133	0.263
Back of Queue (Q), ft/ln (95 th percentile)	17	300	8	11	169	15	55	148		105	28	68
Back of Queue (Q), veh/ln (95 th percentile)	0.6	11.7	0.3	0.4	6.6	0.6	2.2	5.8		4.1	1.1	2.6
Queue Storage Ratio (RQ) (95 th percentile)	0.11	0.00	0.00	0.05	0.00	0.00	0.34	0.00		1.50	0.00	0.00
Uniform Delay (d ₁), s/veh	4.9	8.7	4.1	6.9	7.3	3.8	48.8	54.8		48.0	50.4	46.7
Incremental Delay (d ₂), s/veh	0.1	0.6	0.0	0.1	0.3	0.1	0.2	15.4		0.7	0.1	0.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.9	9.4	4.2	7.0	7.6	3.9	49.0	70.1		48.7	50.5	47.0
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	9.2		A	7.4		A	63.3		E	48.4		D
Intersection Delay, s/veh / LOS				12.3						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.62	B	1.20	A	0.71	A	0.75	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.96	
Urban Street	CALLE DEL CIELO		Analysis Year	2038		Analysis Period	1 > 7:00
Intersection	CALLE DEL CIELO & C...		File Name	2_NBPM Calle del Cielo-Cerrillos.xus			
Project Description	2038 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	68	1861	21	68	2366	84	53	40	47	130	52	108

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	83.1	5.0	2.0	8.4	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.4	87.1	9.4	87.1	9.0	12.4	11.0	14.4
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	3.3		3.3		5.4	8.2	9.0	9.9
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.91		0.91		0.84	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.25	1.00	0.19

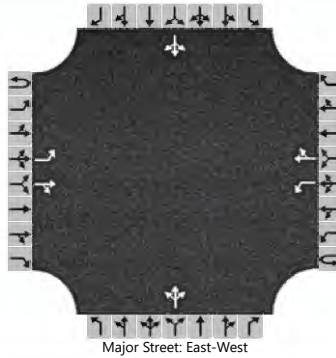
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	71	1939	22	71	2465	88	55	91		135	54	113
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g _s), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Cycle Queue Clearance Time (g _c), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Green Ratio (g/C)	0.74	0.69	0.73	0.74	0.69	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (c), veh/h	197	3557	1174	258	3557	1200	194	121		189	163	211
Volume-to-Capacity Ratio (X)	0.359	0.545	0.019	0.275	0.693	0.073	0.285	0.750		0.716	0.332	0.534
Back of Queue (Q), ft/ln (95 th percentile)	42	298	6	18	422	22	68	125		50	70	142
Back of Queue (Q), veh/ln (95 th percentile)	1.7	11.8	0.2	0.7	16.8	0.9	2.7	5.0		2.0	2.8	5.7
Queue Storage Ratio (RQ) (95 th percentile)	0.28	0.00	0.00	0.09	0.00	0.00	0.43	0.00		0.71	0.00	0.00
Uniform Delay (d ₁), s/veh	14.3	9.1	4.3	7.3	10.9	3.9	48.8	54.7		50.6	51.5	48.6
Incremental Delay (d ₂), s/veh	0.4	0.6	0.0	0.2	1.1	0.1	0.3	3.5		10.6	0.4	0.8
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.7	9.7	4.3	7.5	12.0	4.1	49.1	58.2		61.2	52.0	49.4
Level of Service (LOS)	B	A	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	9.8		A	11.6		B	54.8		D	55.1		E
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.60	B	1.93	B	0.73	A	0.99	A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina St & Rufina Circle (west)/Parkway Dr		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/16/2025			East/West Street	Rufina Street		
Analysis Year	2038			North/South Street	Rufina Circle (west)		
Time Analyzed	AM			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2038 No Build AM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		19	617	74		19	221	21		26	14	18		13	10	7	
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
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)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

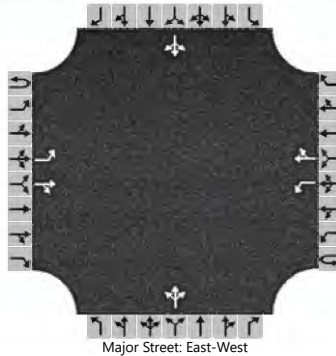
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65					34	
Capacity, c (veh/h)		1286				835					287					268	
v/c Ratio		0.02				0.03					0.23					0.13	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.9					0.4	
95% Queue Length, Q ₉₅ (ft)		2.6				2.6					23.0					10.2	
Control Delay (s/veh)		7.8				9.4					21.2					20.3	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.2				0.7				21.2				20.3			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina St & Rufina Circle (west)/Parkway Dr		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/16/2025			East/West Street	Rufina Street		
Analysis Year	2038			North/South Street	Rufina Circle (west)		
Time Analyzed	PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2038 No Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		13	408	82		19	485	29		69	30	35		39	25	52	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

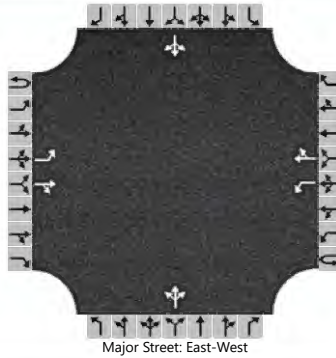
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20						141				122	
Capacity, c (veh/h)		1028				1050						286				319	
v/c Ratio		0.01				0.02						0.49				0.38	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1						2.6				1.7	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5						66.0				43.2	
Control Delay (s/veh)		8.6				8.5						29.2				23.1	
Level of Service (LOS)		A				A						D				C	
Approach Delay (s/veh)		0.2				0.3				29.2				23.1			
Approach LOS		A				A				D				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina St & Rufina Circle (east)		
Agency/Co.	BH			Jurisdiction	Santa Fe		
Date Performed	7/16/2025			East/West Street	Rufina Street		
Analysis Year	2038			North/South Street	Rufina Circle (east)		
Time Analyzed	AM			Peak Hour Factor	0.86		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2038 No Build AM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	643	14		39	249	0		2	0	35		1	0	1	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				45					43					2	
Capacity, c (veh/h)		1272				849					400					366	
v/c Ratio		0.00				0.05					0.11					0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.4					0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				5.1					10.2					0.0	
Control Delay (s/veh)		7.8				9.5					15.1					14.9	
Level of Service (LOS)		A				A					C					B	
Approach Delay (s/veh)		0.0				1.3				15.1				14.9			
Approach LOS		A				A				C				B			

HCS Two-Way Stop-Control Report

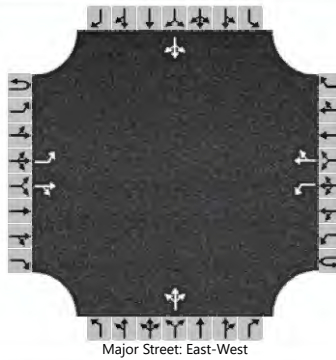
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 No Build PM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	442	32		59	582	1		14	0	59		0	0	0	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

Critical and Follow-up Headways

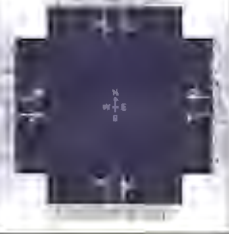
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				65					80					0
Capacity, c (veh/h)		948				1051					465					0
v/c Ratio		0.00				0.06					0.17					
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.6					
95% Queue Length, Q ₉₅ (ft)		0.0				5.0					15.1					
Control Delay (s/veh)		8.8				8.7					14.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.8				14.4						
Approach LOS		A				A				B						

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2038		Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave		File Name	5_NBAM Rufina-Richards.xus			
Project Description	2038 No Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	572	152	71	147	19	62	155	129	44	205	95

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	77.1	Reference Phase	2	Green	4.8	0.8	34.3	3.8	0.7	16.6	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

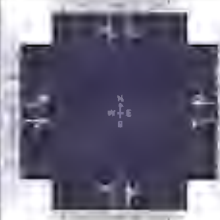
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.6	39.1	8.8	38.3	8.6	21.3	7.8	20.6
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.9	33.0	3.7	6.5	4.1	14.6	3.5	15.2
Green Extension Time (g _e), s	0.0	1.9	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.80	1.00	0.76	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	128	770		76	177		66	302		47	319	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1817		1795	1847		1795	1743		1795	1784	
Queue Service Time (g _s), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Cycle Queue Clearance Time (g _c), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Green Ratio (g/C)	0.52	0.46		0.51	0.44		0.28	0.22		0.27	0.22	
Capacity (c), veh/h	699	828		226	823		247	393		222	385	
Volume-to-Capacity Ratio (X)	0.183	0.931		0.334	0.215		0.267	0.770		0.211	0.829	
Back of Queue (Q), ft/ln (95th percentile)	47	455		28	81		40	224		29	240	
Back of Queue (Q), veh/ln (95th percentile)	1.9	18.1		1.1	3.2		1.6	8.9		1.1	9.5	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	9.8	19.9		17.1	13.2		22.3	28.1		22.7	29.0	
Incremental Delay (d ₂), s/veh	0.0	2.2		0.3	0.0		0.2	1.2		0.2	1.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	9.8	22.1		17.5	13.2		22.5	29.3		22.9	30.8	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.3		C	14.5		B	28.1		C	29.8		C
Intersection Delay, s/veh / LOS				22.9						C		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.90 / B	1.90 / B	1.92 / B	1.92 / B
Bicycle LOS Score / LOS	1.97 / B	0.90 / A	1.09 / A	1.09 / A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2038		Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus				
Project Description	2038 No Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	154	378	103	126	483	34	189	226	86	39	251	169

Signal Information													
Cycle, s	69.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.5	0.2	22.5	3.2	2.8	19.1			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	26.7	9.5	26.5	10.0	25.8	7.2	23.1
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	6.0	19.5	5.2	20.7	7.3	12.3	3.1	18.4
Green Extension Time (g _e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.95	1.00	0.92	1.00	0.98	1.00	0.54	1.00
Max Out Probability	1.00	0.18	1.00	0.20	1.00	1.00	1.00	0.24

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	159	496		130	533		195	322		40	433	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g _s), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Cycle Queue Clearance Time (g _c), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Green Ratio (g/C)	0.41	0.33		0.40	0.32		0.37	0.32		0.32	0.28	
Capacity (c), veh/h	300	595		289	605		297	566		334	484	
Volume-to-Capacity Ratio (X)	0.530	0.834		0.450	0.881		0.657	0.568		0.120	0.895	
Back of Queue (Q), ft/ln (95 th percentile)	70	312		56	347		106	189		19	312	
Back of Queue (Q), veh/ln (95 th percentile)	2.8	12.4		2.2	13.8		4.2	7.5		0.8	12.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	16.4	21.5		16.4	22.1		17.9	19.8		17.0	24.1	
Incremental Delay (d ₂), s/veh	0.8	5.7		0.4	8.0		4.2	0.9		0.1	10.7	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.2	27.2		16.8	30.2		22.0	20.6		17.0	34.9	
Level of Service (LOS)	B	C		B	C		C	C		B	C	
Approach Delay, s/veh / LOS	24.8		C	27.5		C	21.2		C	33.3		C
Intersection Delay, s/veh / LOS	26.5			26.5			21.2			33.3		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.57	B	1.58	B	1.34	A	1.27	A

HCS Two-Way Stop-Control Report

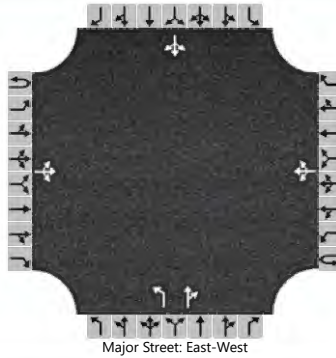
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 No Build AM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0	
Configuration			LTR				LTR			L		TR			LTR		
Volume (veh/h)		7	8	100		37	21	4		73	2	66		0	2	1	
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
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)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
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)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

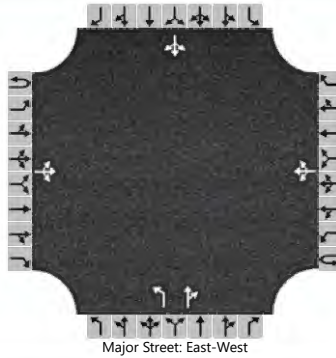
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				47				92		86				4
Capacity, c (veh/h)		1568				1435				704		968				701
v/c Ratio		0.01				0.03				0.13		0.09				0.01
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.5		0.3				0.0
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				12.9		7.7				0.0
Control Delay (s/veh)		7.3	0.0	0.0		7.6	0.3	0.3		10.9		9.1				10.2
Level of Service (LOS)		A	A	A		A	A	A		B		A				B
Approach Delay (s/veh)		0.5				4.6				10.0				10.2		
Approach LOS		A				A				B				B		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG			Intersection	Rufina Circle & Calle del Cielo		
Agency/Co.	BHI			Jurisdiction	Santa Fe		
Date Performed	7/17/2025			East/West Street	Rufina Circle		
Analysis Year	2038			North/South Street	Calle del Cielo		
Time Analyzed	PM			Peak Hour Factor	0.91		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	2038 No Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0	
Configuration			LTR				LTR			L		TR			LTR		
Volume (veh/h)		0	25	192		72	33	1		156	4	50		8	16	7	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

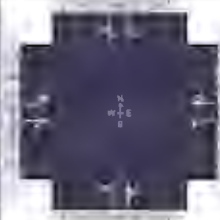
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				79				171		59				34
Capacity, c (veh/h)		1580				1334				554		877				565
v/c Ratio		0.00				0.06				0.31		0.07				0.06
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				1.3		0.2				0.2
95% Queue Length, Q ₉₅ (ft)		0.0				5.0				32.8		5.0				5.0
Control Delay (s/veh)		7.3	0.0	0.0		7.9	0.5	0.5		14.4		9.4				11.8
Level of Service (LOS)		A	A	A		A	A	A		B		A				B
Approach Delay (s/veh)		0.0				5.5				13.1				11.8		
Approach LOS		A				A				B				B		

**APPENDIX H:
2038 BUILD INTERSECTION CAPACITY ANALYSIS**

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina.xus				
Project Description	2038 Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information													
Cycle, s	86.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.5	7.8	6.0	3.5	2.2	42.2			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

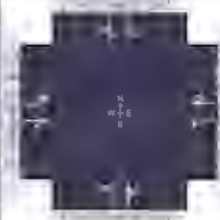
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.4	7.5	46.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	16.0	15.0	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g _e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	323	260		58	56		133	563		37	813	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1634		1753	1681		1753	1820		1753	1759	
Queue Service Time (g _s), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g _c), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (g/C)	0.28	0.21		0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (c), veh/h	465	337		212	117		234	937		385	861	
Volume-to-Capacity Ratio (X)	0.695	0.771		0.274	0.478		0.567	0.601		0.096	0.944	
Back of Queue (Q), ft/ln (95 th percentile)	259	228		51	54		58	304		15	544	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	8.9		2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00		0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d ₁), s/veh	27.5	32.4		34.6	38.8		19.0	14.7		11.8	21.0	
Incremental Delay (d ₂), s/veh	2.7	1.4		0.3	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	30.2	33.8		34.8	39.9		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C		C	D		B	B		B	C	
Approach Delay, s/veh / LOS	31.8		C	37.3		D	16.3		B	23.0		C
Intersection Delay, s/veh / LOS				23.9						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.45	A	0.68	A	1.64	B	1.89	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd		File Name	1_BPM Siler-Rufina.xus			
Project Description	2038 Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information														
Cycle, s	187.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	2.0	45.0	4.8	9.2	100.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

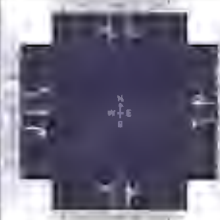
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	0.84	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	313	415		93	163		246	584		32	996	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1584		1753	1719		1753	1824		1753	1718	
Queue Service Time (g _s), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Cycle Queue Clearance Time (g _c), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Green Ratio (g/C)	0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53	
Capacity (c), veh/h	307	398		95	414		207	1104		418	919	
Volume-to-Capacity Ratio (X)	1.019	1.043		0.987	0.394		1.185	0.529		0.075	1.084	
Back of Queue (Q), ft/ln (95 th percentile)	585	892		184	280		649	557		30	1886	
Back of Queue (Q), veh/ln (95 th percentile)	22.7	34.6		7.2	10.8		25.2	21.6		1.2	73.1	
Queue Storage Ratio (RQ) (95 th percentile)	3.34	0.00		1.09	0.00		3.25	0.00		0.30	0.00	
Uniform Delay (d ₁), s/veh	72.0	70.0		64.6	59.6		70.4	21.4		19.9	43.5	
Incremental Delay (d ₂), s/veh	56.3	56.7		87.7	0.2		121.5	0.2		0.0	55.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	128.3	126.7		152.3	59.8		191.9	21.7		20.0	98.6	
Level of Service (LOS)	F	F		F	E		F	C		B	F	
Approach Delay, s/veh / LOS	127.4		F	93.5		F	72.1		E	96.2		F
Intersection Delay, s/veh / LOS				96.9						F		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.69	B	0.91	A	1.86	B	2.18	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd		File Name	1_BAM Siler-Rufina_Mitigation.xus			
Project Description	2038 Build AM Mitigated						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information													
Cycle, s	86.2	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.5	7.8	6.0	3.5	2.2	42.1			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

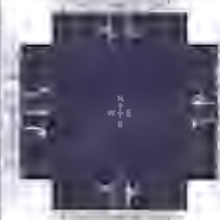
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.3	7.5	46.1
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	16.0	10.8	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g _e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	323	77	183	58	56		133	563		37	813	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1681		1753	1820		1753	1759	
Queue Service Time (g _s), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g _c), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (g/C)	0.28	0.21	0.21	0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (c), veh/h	465	380	332	266	117		234	937		384	860	
Volume-to-Capacity Ratio (X)	0.696	0.202	0.551	0.218	0.478		0.567	0.601		0.096	0.944	
Back of Queue (Q), ft/ln (95 th percentile)	258	61	152	51	54		57	304		15	544	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	2.4	6.1	2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00	0.00	0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d ₁), s/veh	27.5	28.4	30.7	34.4	38.7		19.0	14.7		11.8	20.9	
Incremental Delay (d ₂), s/veh	2.7	0.1	0.5	0.2	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	30.1	28.5	31.2	34.6	39.8		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C	C	C	D		B	B		B	C	
Approach Delay, s/veh / LOS	30.3		C	37.1		D	16.3		B	23.0		C
Intersection Delay, s/veh / LOS			23.5						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.93	B	1.94	B
Bicycle LOS Score / LOS	1.45	A	0.68	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92		
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1 > 7:00		
Intersection	Rufina St & Siler Rd		File Name	1_BPM Siler-Rufina_Mitigation.xus			
Project Description	2038 Build PM Mitigated						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information													
Cycle, s	152.6	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	6.0	1.9	37.7	4.4	5.6	77.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0			

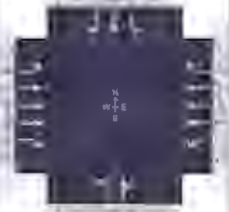
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	41.7	11.9	43.6	18.0	90.6	8.4	81.0
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	8.0	36.8	8.0	13.8	16.0	33.1	3.3	79.0
Green Extension Time (g _e), s	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00	1.00	0.74	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	313	41	374	93	163		246	584		32	996	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1719		1753	1824		1753	1718	
Queue Service Time (g _s), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Cycle Queue Clearance Time (g _c), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Green Ratio (g/C)	0.29	0.25	0.25	0.30	0.26		0.61	0.57		0.53	0.50	
Capacity (c), veh/h	319	455	398	447	446		208	1034		384	867	
Volume-to-Capacity Ratio (X)	0.980	0.091	0.939	0.209	0.365		1.181	0.564		0.082	1.149	
Back of Queue (Q), ft/ln (95 th percentile)	501	57	524	123	229		447	501		25	1802	
Back of Queue (Q), veh/ln (95 th percentile)	19.4	2.2	20.9	4.8	8.9		17.3	19.4		1.0	69.9	
Queue Storage Ratio (RQ) (95 th percentile)	2.86	0.00	0.00	0.73	0.00		2.24	0.00		0.25	0.00	
Uniform Delay (d ₁), s/veh	59.0	44.2	56.3	39.6	46.2		54.2	21.0		18.8	37.8	
Incremental Delay (d ₂), s/veh	44.8	0.0	4.8	0.1	0.2		119.9	0.4		0.0	80.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	103.7	44.3	61.1	39.7	46.4		174.1	21.5		18.9	118.2	
Level of Service (LOS)	F	D	E	D	D		F	C		B	F	
Approach Delay, s/veh / LOS	78.5		E	44.0		D	66.7		E	115.1		F
Intersection Delay, s/veh / LOS			85.2							F		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.90	B	2.11	B
Bicycle LOS Score / LOS	1.69	B	0.91	A	1.86	B	2.18	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other		
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91		
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00		
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos.xus				
Project Description	2038 Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	1.3	76.4	13.2	8.6	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

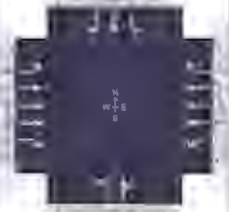
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		10.0		9.0
Phase Duration, s	9.9	81.8	8.5	80.4		12.6		17.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.1		3.1
Queue Clearance Time (g _s), s	4.6		2.9			8.5		12.7
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.2		0.4
Phase Call Probability	0.98		0.75			0.99		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g _s), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Cycle Queue Clearance Time (g _c), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Green Ratio (g/C)	0.69	0.65	0.72	0.69	0.64	0.75	0.07	0.07		0.11	0.11	0.11
Capacity (c), veh/h	387	3276	1131	220	3219	1174	126	120		194	203	172
Volume-to-Capacity Ratio (X)	0.289	0.600	0.025	0.190	0.374	0.120	0.349	0.771		0.834	0.108	0.586
Back of Queue (Q), ft/ln (95 th percentile)	40	365	9	14	212	40	58	130		218	27	134
Back of Queue (Q), veh/ln (95 th percentile)	1.6	14.2	0.3	0.6	8.3	1.5	2.3	5.1		8.5	1.1	5.2
Queue Storage Ratio (RQ) (95 th percentile)	0.27	0.00	0.00	0.07	0.00	0.00	0.36	0.00		3.11	0.00	0.00
Uniform Delay (d ₁), s/veh	7.4	12.2	4.8	9.8	10.4	4.2	53.1	54.8		52.3	48.1	50.8
Incremental Delay (d ₂), s/veh	0.2	0.8	0.0	0.2	0.3	0.2	0.6	3.9		3.6	0.1	1.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.5	13.0	4.9	9.9	10.7	4.4	53.7	58.7		55.9	48.2	52.0
Level of Service (LOS)	A	B	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	12.6		B	10.1		B	57.1		E	53.9		D
Intersection Delay, s/veh / LOS				16.2						B		

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.88		B	2.07		B	2.75		C	2.74		C
Bicycle LOS Score / LOS	1.65		B	1.25		A	0.71		A	0.96		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2038		Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del Cielo-Cerrillos.xus				
Project Description	2038 Build PM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	0.4	79.9	5.0	2.0	11.3			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

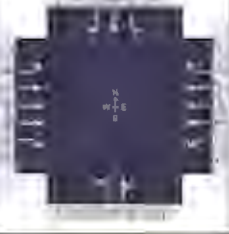
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	84.3	9.4	83.9	9.0	15.3	11.0	17.2
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	4.3		3.4		5.3	8.1	9.0	13.1
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.3	0.0	0.1
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.01		0.00		0.00	0.25	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g _s), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Cycle Queue Clearance Time (g _c), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Green Ratio (g/C)	0.71	0.67	0.71	0.71	0.67	0.72	0.14	0.09		0.15	0.11	0.16
Capacity (c), veh/h	197	3436	1136	249	3417	1156	227	161		222	208	254
Volume-to-Capacity Ratio (X)	0.577	0.564	0.019	0.284	0.721	0.141	0.243	0.561		0.967	0.261	0.623
Back of Queue (Q), ft/ln (95 th percentile)	100	326	7	21	470	52	66	119		254	67	201
Back of Queue (Q), veh/ln (95 th percentile)	3.9	12.9	0.3	0.8	18.6	2.0	2.6	4.7		10.1	2.7	8.0
Queue Storage Ratio (RQ) (95 th percentile)	0.66	0.00	0.00	0.11	0.00	0.00	0.41	0.00		3.64	0.00	0.00
Uniform Delay (d ₁), s/veh	22.6	10.6	5.1	8.6	12.9	5.1	46.2	52.0		52.1	48.9	47.1
Incremental Delay (d ₂), s/veh	1.0	0.7	0.0	0.2	1.3	0.3	0.2	1.1		50.5	0.2	2.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	23.6	11.2	5.1	8.8	14.3	5.3	46.5	53.1		102.6	49.1	49.5
Level of Service (LOS)	C	B	A	A	B	A	D	D		F	D	D
Approach Delay, s/veh / LOS	11.8		B	13.6		B	50.6		D	76.2		E
Intersection Delay, s/veh / LOS				18.9						B		

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.63	B	1.97	B	0.73	A	1.19	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.91	
Urban Street	CALLE DEL CIELO		Analysis Year	2038		Analysis Period	1 > 7:00
Intersection	CALLE DEL CIELO & C...		File Name	2_BAM Calle del Cielo-Cerrillos_Mitigation.xus			
Project Description	2038 Build AM Mitigations						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	1.3	68.2	4.6	6.3	15.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

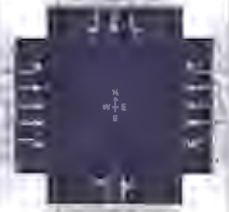
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	73.6	8.5	72.2	8.6	19.0	18.9	29.3
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	5.1		3.1		4.6	8.1	10.9	8.5
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.0	0.3	0.2	0.4
Phase Call Probability	0.98		0.75		0.77	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g _s), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Cycle Queue Clearance Time (g _c), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Green Ratio (g/C)	0.62	0.58	0.62	0.62	0.57	0.69	0.16	0.12		0.27	0.21	0.21
Capacity (c), veh/h	346	2930	972	195	2873	1090	300	210		376	391	332
Volume-to-Capacity Ratio (X)	0.324	0.671	0.029	0.214	0.419	0.129	0.146	0.440		0.430	0.056	0.305
Back of Queue (Q), ft/ln (95 th percentile)	52	446	13	19	254	52	51	118		174	24	115
Back of Queue (Q), veh/ln (95 th percentile)	2.1	17.4	0.5	0.7	9.9	2.0	2.0	4.6		6.8	0.9	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.35	0.00	0.00	0.09	0.00	0.00	0.32	0.00		2.49	0.00	0.00
Uniform Delay (d ₁), s/veh	10.8	17.3	8.9	14.3	14.7	6.2	43.1	48.6		35.9	37.8	39.9
Incremental Delay (d ₂), s/veh	0.2	1.2	0.1	0.2	0.5	0.2	0.1	0.5		0.3	0.0	0.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	11.0	18.6	9.0	14.5	15.1	6.5	43.1	49.2		36.2	37.8	40.1
Level of Service (LOS)	B	B	A	B	B	A	D	D		D	D	D
Approach Delay, s/veh / LOS	18.1		B	14.2		B	47.2		D	37.7		D
Intersection Delay, s/veh / LOS			19.1						B			

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.89	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.65	B	1.25	A	0.71	A	0.96	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 16, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2038		Analysis Period	1 > 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus				
Project Description	2038 Build PM Mitigation						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	0.4	68.2	5.0	10.9	10.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	72.6	9.4	72.2	9.0	14.0	24.0	28.9
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	5.1		3.9		5.3	8.1	13.9	11.8
Green Extension Time (g _e), s	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.6
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.02	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g _s), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Cycle Queue Clearance Time (g _c), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Green Ratio (g/C)	0.62	0.57	0.61	0.62	0.57	0.73	0.13	0.08		0.27	0.21	0.26
Capacity (c), veh/h	171	2935	980	213	2916	1173	249	143		402	392	410
Volume-to-Capacity Ratio (X)	0.664	0.661	0.022	0.332	0.845	0.138	0.222	0.633		0.534	0.138	0.386
Back of Queue (Q), ft/ln (95 th percentile)	84	436	10	32	639	49	67	121		225	59	172
Back of Queue (Q), veh/ln (95 th percentile)	3.3	17.3	0.4	1.3	25.4	1.9	2.7	4.8		8.9	2.3	6.8
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.00	0.00	0.16	0.00	0.00	0.42	0.00		3.22	0.00	0.00
Uniform Delay (d ₁), s/veh	26.7	17.7	9.1	15.0	21.5	4.7	47.4	53.2		37.0	38.8	36.8
Incremental Delay (d ₂), s/veh	1.7	1.2	0.0	0.3	3.2	0.2	0.2	1.7		0.6	0.1	0.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	28.3	18.9	9.1	15.4	24.8	5.0	47.5	54.9		37.5	38.8	37.0
Level of Service (LOS)	C	B	A	B	C	A	D	D		D	D	D
Approach Delay, s/veh / LOS	19.3		B	23.3		C	52.1		D	37.5		D
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.89	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.63	B	1.97	B	0.73	A	1.19	A

HCS Two-Way Stop-Control Report

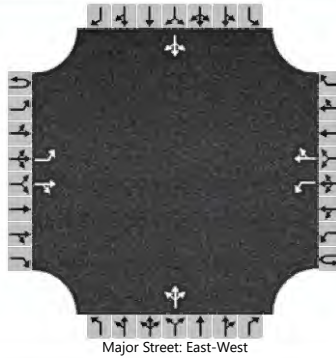
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		19	647	74		19	249	21		26	14	18		13	10	7	
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
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)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65					34	
Capacity, c (veh/h)		1252				811					268					249	
v/c Ratio		0.02				0.03					0.24					0.14	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.9					0.5	
95% Queue Length, Q ₉₅ (ft)		2.6				2.6					23.0					12.8	
Control Delay (s/veh)		7.9				9.6					22.7					21.7	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.2				0.6				22.7				21.7			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

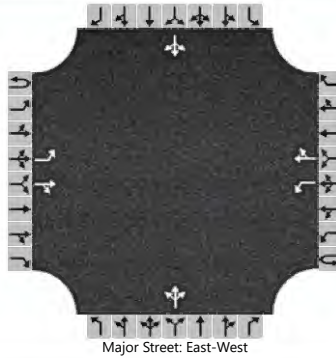
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		13	436	82		19	515	29		69	30	35		39	25	52	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20						141				122	
Capacity, c (veh/h)		1000				1024						267				299	
v/c Ratio		0.01				0.02						0.53				0.41	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1						2.8				1.9	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5						71.1				48.3	
Control Delay (s/veh)		8.6				8.6						32.6				25.1	
Level of Service (LOS)		A				A						D				D	
Approach Delay (s/veh)		0.2				0.3				32.6				25.1			
Approach LOS		A				A				D				D			

HCS Two-Way Stop-Control Report

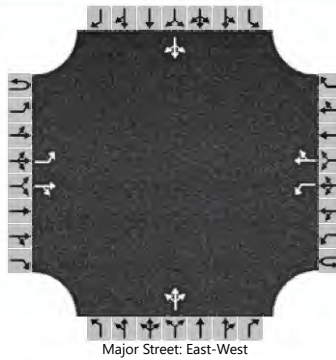
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	643	44		89	249	0		31	0	82		1	0	1	
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

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)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
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)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				103					131					2	
Capacity, c (veh/h)		1272				824					345					246	
v/c Ratio		0.00				0.13					0.38					0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4					1.7					0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.2					43.2					0.0	
Control Delay (s/veh)		7.8				10.0					21.7					19.8	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.0				2.6				21.7				19.8			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

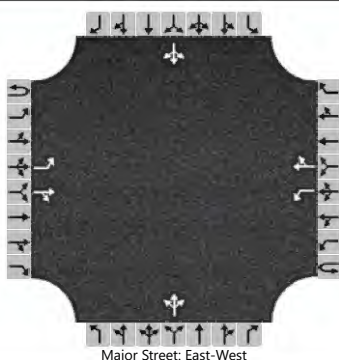
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

Intersection	Rufina St & Rufina Circle (east)
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (east)
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration		L		TR		L		TR			LTR				LTR		
Volume (veh/h)		0	442	60		106	582	1		44	0	109		0	0	0	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized																	
Median Type Storage					Left Only								1				

Critical and Follow-up Headways

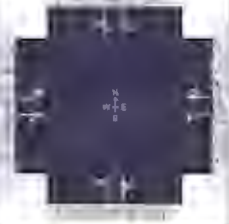
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				116					168				0	
Capacity, c (veh/h)		948				1023					389				0	
v/c Ratio		0.00				0.11					0.43					
95% Queue Length, Q ₉₅ (veh)		0.0				0.4					2.1					
95% Queue Length, Q ₉₅ (ft)		0.0				10.1					52.9					
Control Delay (s/veh)		8.8				9.0					21.1					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)		0.0				1.4				21.1						
Approach LOS		A				A				C						

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM		PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2038		Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave		File Name	5_BAM Rufina-Richards.xus			
Project Description	2038 Build AM						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	120	592	152	80	166	19	53	155	139	44	205	95

Signal Information													
Cycle, s	80.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.2	0.5	37.3	4.0	0.4	17.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

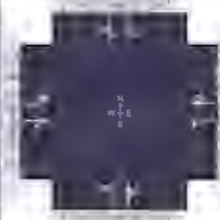
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	41.8	9.2	41.3	8.4	21.9	8.0	21.5
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	4.9	35.4	3.9	7.2	3.9	15.9	3.6	15.9
Green Extension Time (g _e), s	0.0	2.0	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.85	1.00	0.72	1.00	0.65	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	128	791		85	197		56	313		47	319	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1851		1795	1737		1795	1784	
Queue Service Time (g _s), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Cycle Queue Clearance Time (g _c), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Green Ratio (g/C)	0.54	0.47		0.53	0.46		0.27	0.22		0.27	0.22	
Capacity (c), veh/h	702	853		227	856		235	386		205	387	
Volume-to-Capacity Ratio (X)	0.182	0.928		0.375	0.230		0.239	0.811		0.228	0.824	
Back of Queue (Q), ft/ln (95 th percentile)	48	487		33	93		36	245		30	251	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	19.3		1.3	3.7		1.4	9.7		1.2	10.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	9.7	20.4		17.9	13.2		23.6	30.1		24.1	30.4	
Incremental Delay (d ₂), s/veh	0.0	2.1		0.4	0.1		0.2	1.6		0.2	1.7	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	9.8	22.4		18.3	13.2		23.8	31.7		24.3	32.1	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.7		C	14.8		B	30.5		C	31.1		C
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.93	B	1.93	B
Bicycle LOS Score / LOS	2.00	B	0.95	A	1.10	A	1.09	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BHI			Duration, h	0.250		
Analyst	MG	Analysis Date	Jul 17, 2025		Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM		PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2038		Analysis Period	1 > 7:00	
Intersection	Rufina St & Richards Ave		File Name	5_BPM Rufina-Richards.xus			
Project Description	2038 Build PM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	154	397	103	136	503	34	189	226	95	39	251	169

Signal Information													
Cycle, s	70.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.6	0.1	23.6	3.3	2.7	19.4			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.8	27.8	9.6	27.6	10.0	26.1	7.3	23.4
Change Period, (Y+R _c), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g _s), s	6.0	20.6	5.5	21.9	7.4	13.0	3.1	18.8
Green Extension Time (g _e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.96	1.00	0.94	1.00	0.98	1.00	0.55	1.00
Max Out Probability	1.00	0.28	1.00	0.30	1.00	1.00	1.00	0.29

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	159	515		140	554		195	331		40	433	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1864		1795	1790		1795	1758	
Queue Service Time (g _s), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Cycle Queue Clearance Time (g _c), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Green Ratio (g/C)	0.42	0.34		0.41	0.33		0.37	0.31		0.32	0.27	
Capacity (c), veh/h	293	610		284	622		290	560		321	482	
Volume-to-Capacity Ratio (X)	0.543	0.845		0.494	0.890		0.673	0.591		0.125	0.897	
Back of Queue (Q), ft/ln (95 th percentile)	71	335		61	374		112	201		20	321	
Back of Queue (Q), veh/ln (95 th percentile)	2.8	13.3		2.4	14.9		4.4	8.0		0.8	12.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	16.7	21.8		16.7	22.4		18.4	20.5		17.5	24.7	
Incremental Delay (d ₂), s/veh	1.0	7.0		0.5	9.7		4.9	1.1		0.1	11.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.7	28.8		17.2	32.1		23.3	21.7		17.6	36.3	
Level of Service (LOS)	B	C		B	C		C	C		B	D	
Approach Delay, s/veh / LOS	26.2		C	29.1		C	22.3		C	34.7		C
Intersection Delay, s/veh / LOS	27.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	1.63	B	1.36	A	1.27	A

HCS Two-Way Stop-Control Report

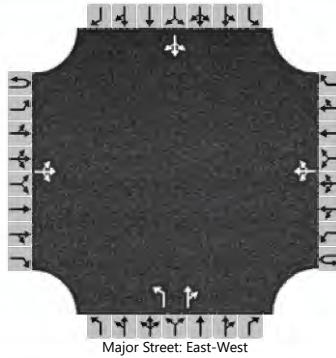
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR				LTR	
Volume (veh/h)		7	8	100		149	21	4	73	2	186		0	2	1	
Percent Heavy Vehicles (%)		4				4			4	4	4		4	4	4	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
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)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				189				92		238			4	
Capacity, c (veh/h)		1568				1435				409		968			475	
v/c Ratio		0.01				0.13				0.23		0.25			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.5				0.9		1.0			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				12.5				23.2		25.8			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.9	1.1	1.1		16.4		9.9			12.6	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)		0.5				6.9				11.7				12.6		
Approach LOS		A				A				B				B		

HCS Two-Way Stop-Control Report

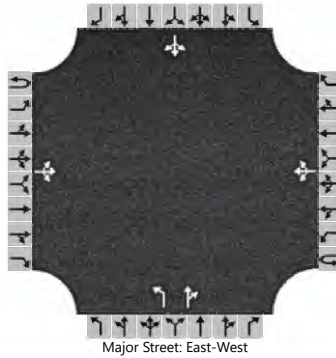
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration			LTR				LTR		L		TR			LTR		
Volume (veh/h)		0	25	192		192	33	1	156	4	163		8	16	7	
Percent Heavy Vehicles (%)		1				1			1	1	1		1	1	1	
Proportion Time Blocked																
Percent Grade (%)									0				0			
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				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				211				171		184				34
Capacity, c (veh/h)		1580				1334				326		885				338
v/c Ratio		0.00				0.16				0.53		0.21				0.10
95% Queue Length, Q ₉₅ (veh)		0.0				0.6				2.9		0.8				0.3
95% Queue Length, Q ₉₅ (ft)		0.0				15.0				73.1		20.2				7.6
Control Delay (s/veh)		7.3	0.0	0.0		8.2	1.3	1.3		27.7		10.1				16.8
Level of Service (LOS)		A	A	A		A	A	A		D		B				C
Approach Delay (s/veh)		0.0				7.2				18.6				16.8		
Approach LOS		A				A				C				C		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 1
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 1
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			52	20		70	70	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

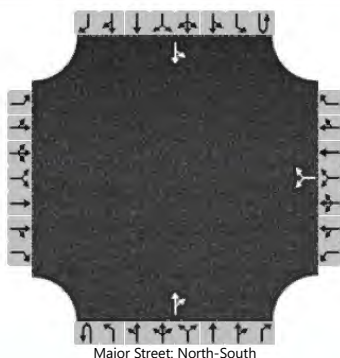
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						92									76		
Capacity, c (veh/h)						895									1520		
v/c Ratio						0.10									0.05		
95% Queue Length, Q ₉₅ (veh)						0.3									0.2		
95% Queue Length, Q ₉₅ (ft)						7.6									5.1		
Control Delay (s/veh)						9.5									7.5		
Level of Service (LOS)						A									A		
Approach Delay (s/veh)						9.5									3.7		
Approach LOS						A									A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina Circle & Access 2				
Agency/Co.	BHI	Jurisdiction	Santa Fe				
Date Performed	7/18/2025	East/West Street	Access 2				
Analysis Year	2038	North/South Street	Rufina Circle				
Time Analyzed	PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	2038 Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
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	1	0		0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						100		10			101	94		9	122		
Percent Heavy Vehicles (%)						2		2						2			
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)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

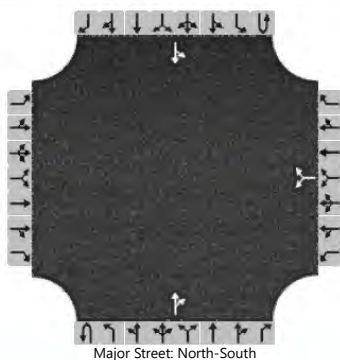
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120								10		
Capacity, c (veh/h)						689								1358		
v/c Ratio						0.17								0.01		
95% Queue Length, Q ₉₅ (veh)						0.6								0.0		
95% Queue Length, Q ₉₅ (ft)						15.2								0.0		
Control Delay (s/veh)						11.3								7.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)						11.3									0.6	
Approach LOS						B									A	

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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)						94		9			63	100		10	78	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

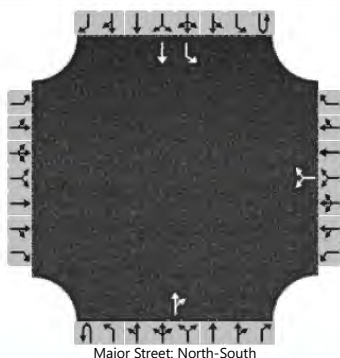
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						112									11		
Capacity, c (veh/h)						765									1399		
v/c Ratio						0.15									0.01		
95% Queue Length, Q ₉₅ (veh)						0.5									0.0		
95% Queue Length, Q ₉₅ (ft)						12.7									0.0		
Control Delay (s/veh)						10.5									7.6	0.1	
Level of Service (LOS)						B									A	A	
Approach Delay (s/veh)						10.5								0.9			
Approach LOS						B								A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MG	Intersection	Rufina Circle & Access 1				
Agency/Co.	BHI	Jurisdiction	Santa Fe				
Date Performed	7/18/2025	East/West Street	Access 1				
Analysis Year	2038	North/South Street	Rufina Circle				
Time Analyzed	PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	2038 Build PM						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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	1	0		0	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			92	19		66	112	
Percent Heavy Vehicles (%)						2		2						2		
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)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						98									72		
Capacity, c (veh/h)						835									1467		
v/c Ratio						0.12									0.05		
95% Queue Length, Q ₉₅ (veh)						0.4									0.2		
95% Queue Length, Q ₉₅ (ft)						10.2									5.1		
Control Delay (s/veh)						9.9									7.6		
Level of Service (LOS)						A									A		
Approach Delay (s/veh)					9.9								2.8				
Approach LOS					A								A				

**APPENDIX I:
SANTA FE TURN LANE REQUIREMENTS**

through traffic. The relative risk to speed differential increases exponentially and those rates are presented in **Table 1**.

Table 1. Relative Crash Rates for A-Grade Arterials¹

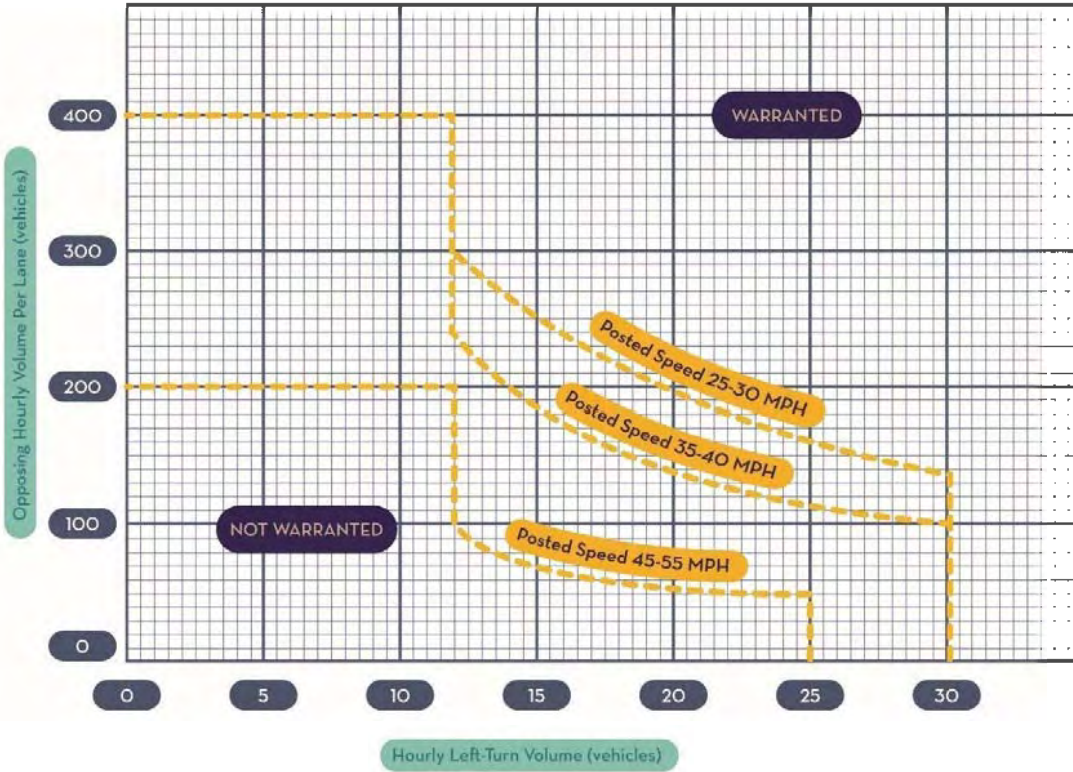
Speed Differential (mph)	Relative Crash Rate
0	1
10	2
20	6.5
30	45
35	180

¹Data from ITE, Traffic Engineering Handbook, 5th Edition (1999)

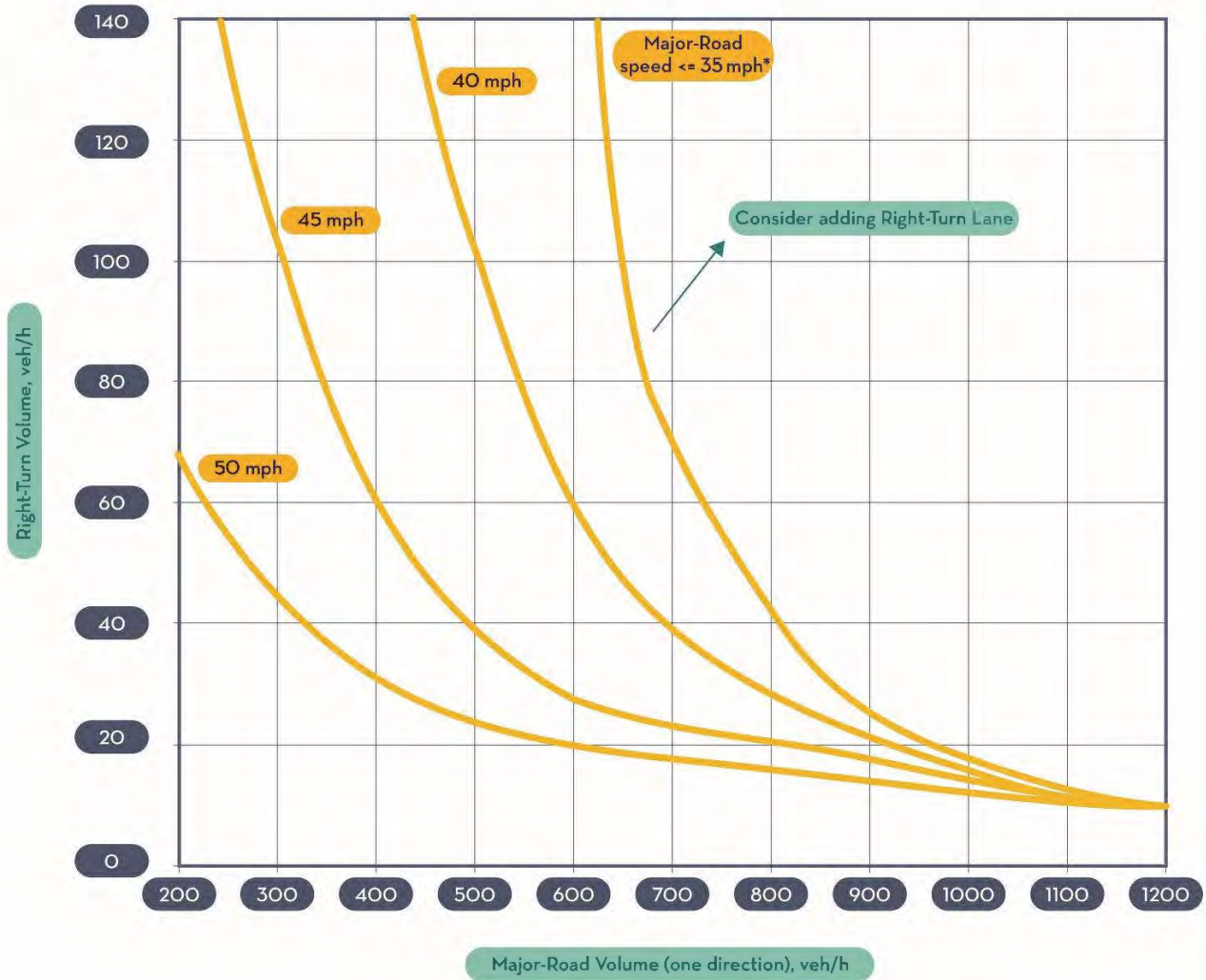
Turn Lane Requirements

Figure 1 provides City of Santa Fe Transportation Department left turn lane width requirements, based upon findings of the National Cooperative Highway Research Program (NCHRP) 348. **Figure 2** and **Figure 3** provide right turn lane width requirements, based upon the Right Turn Lane Guide. Alternatives to these requirements shall be supported by traffic analysis. Right turns are not typically provided for speeds of 25 mph due to the minimal speed differential created by turning vehicles, however they may be considered at these lower speeds if the discretion of the City Traffic Engineer, or designee.

FIGURE 1. FURN ANEWARRANTCRIRIA



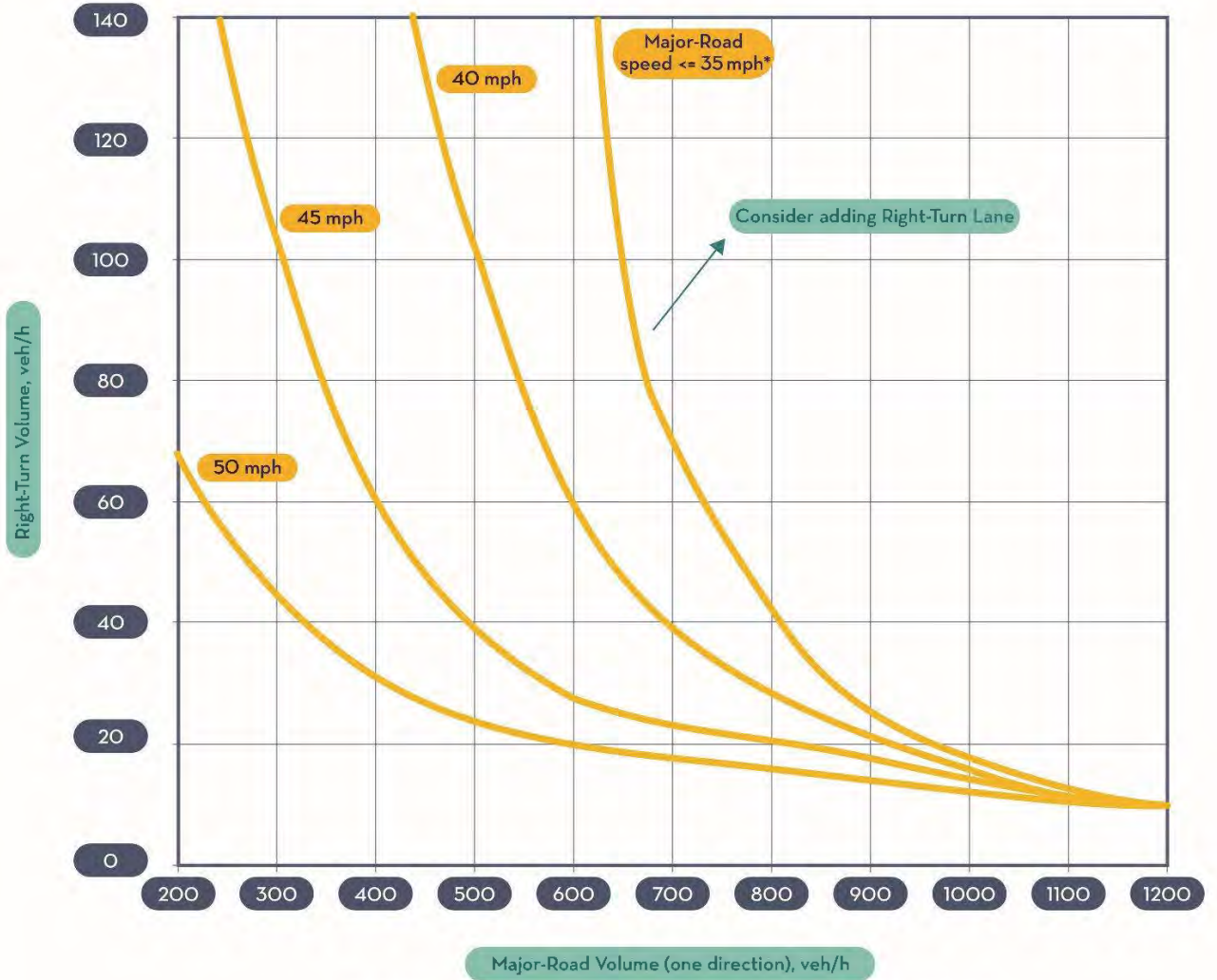
FIGUR RIG URN LAN ECRI RIA FOR WO-LAN EROADWAY



**Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:*

- *Right-turning volume of 50 vph or greater*
- *At the City Traffic Engineer, or designee's discretion*

FIGURE 10-11. CRITERIA FOR RIGHT-TURN LANE ON FOUR-LANE ROADWAY



*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion

City of Santa Fe, New Mexico

Attachment C **Applicant Submittals**

6. Master Plan

MASTER PLAN GIRLS INC. OF SANTA FE

2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507

MASTER PLAN
2904 RUFINA STREET

BUILDING CODE & ZONING INFORMATION

- 2021 International Building Code (IBC) amended by NMAC Title 14 Chapter 7 Part 2
- 2021 International Energy Conservation Code (IECC) amended by NMAC Title 14 Chapter 7 Part 9
- 2021 Uniform Plumbing Code (UPC) amended by NMAC Title 14 Chapter 8 Part 2
- 2021 Uniform Mechanical Code (UMC) amended by NMAC Title 14 Chapter 9 Part 2
- 2020 National Electrical Code (NEC) amended by NMAC Title 14 Chapter 10 Part 4
- 2012 National Electrical Safety Code (NEC) amended by NMAC Title 14 Chapter 10 Part 5

EITHER NMCBC (2021 IBC CH. 11 & 2017 ICC A117.1) OR DOJ 2010 STANDARDS FOR ACCESSIBLE

TRACT 2A, LOT 2-2);

VICINITY MAP



DRAWINGS INDEX

- C-0 COVER SHEET
- C-1 EXISTING CONDITIONS SITE PLAN
- C-2 PROPOSED SITE MASTER PLAN
- C-3 PROPOSED PRELIMINARY LANDSCAPE PLAN
- C-4 CONCEPTUAL TERRAIN MANAGEMENT
- C-5 CONCEPTUAL UTILITY PLAN

DRAWINGS INFO

MASTER PLAN DRAWINGS DATE: SEPTEMBER 25, 2025
 ARCHITECT'S PROJECT NUMBER: 2502

CITY OF SANTA FE APPROVALS

GOVERNING BODY APPROVAL, CASE NO. 2025-_____
 APPROVED BY THE GOVERNING BODY AT THEIR MEETING ON _____

 MAYOR DATE _____

ATTEST: _____
 CITY CLERK DATE _____

CITY OF SANTA FE LAND USE APPROVAL:

 CITY PLANNER DATE _____

 CITY ENGINEERING FOR LAND USE DATE _____

NOT FOR CONSTRUCTION



No.	DESCRIPTION	DATE

**GIRLS INC OF SANTA FE
 MASTER PLAN**

2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507

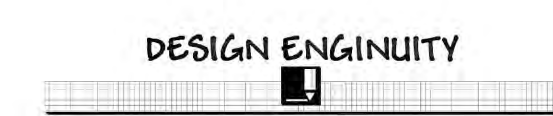
CASE # 2025-11030

COVER SHEET

ARCHITECT'S PROJECT NUMBER: 2502

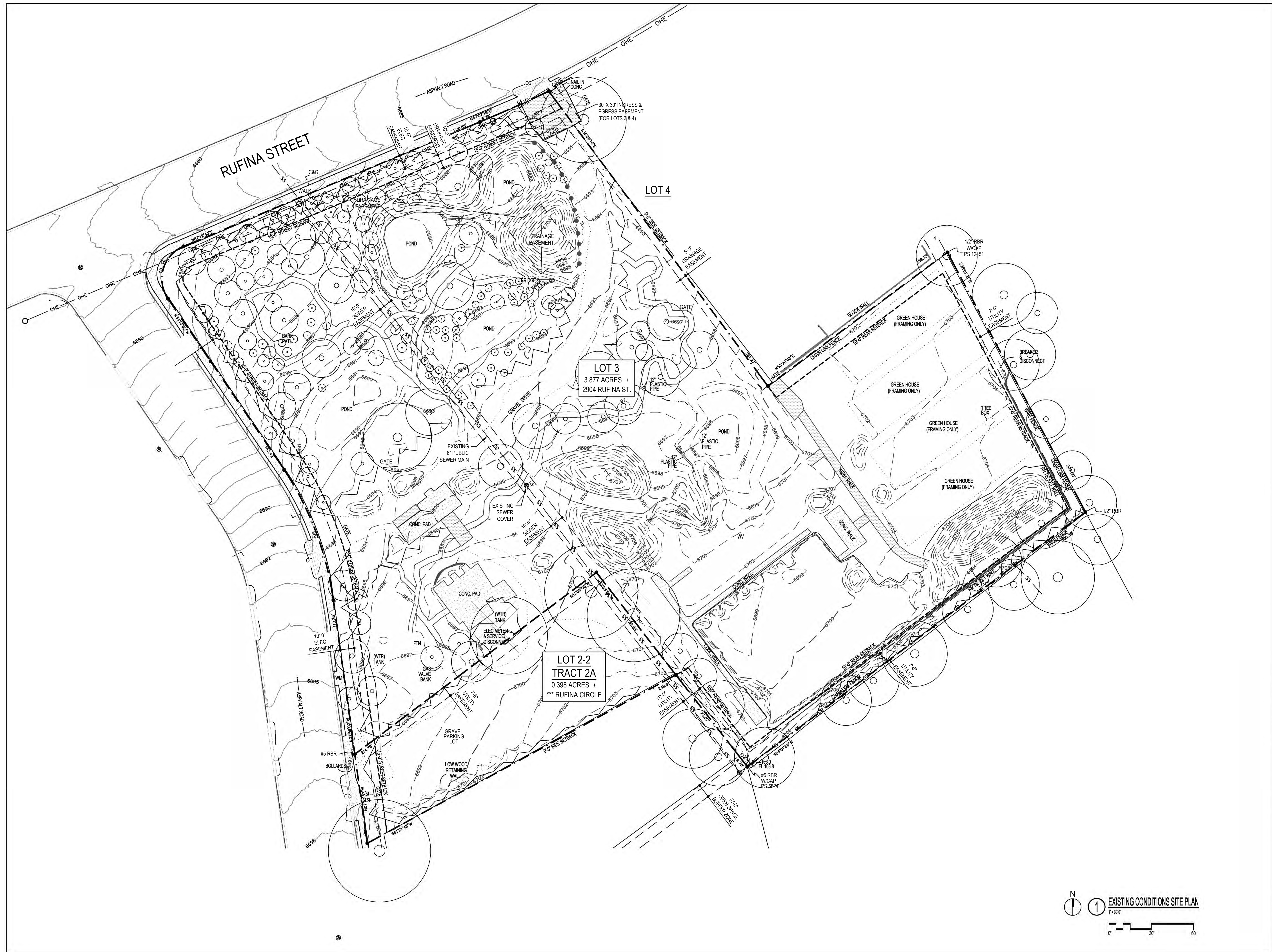
FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-0



222 EAST MARCY STREET, SUITE 19
 SANTA FE, NEW MEXICO 87507
 (505) 216-7555
 WWW.AUTOTROPHDESIGN.COM

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LEGEND

- PROPERTY LINES
- - - EASEMENT LINES
- EXISTING LARGE & MEDIUM SIZE TREES
- - - 5' CONTOUR LINES
- - - 1' CONTOUR LINES
- ▨ EXISTING CONCRETE

NOT FOR CONSTRUCTION

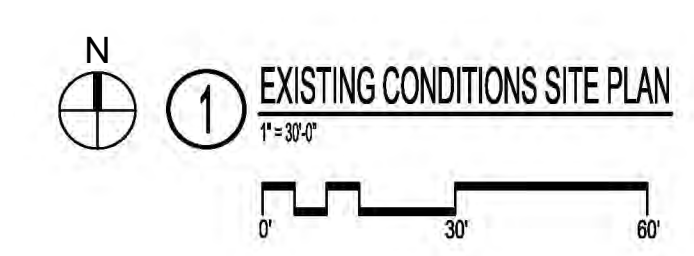


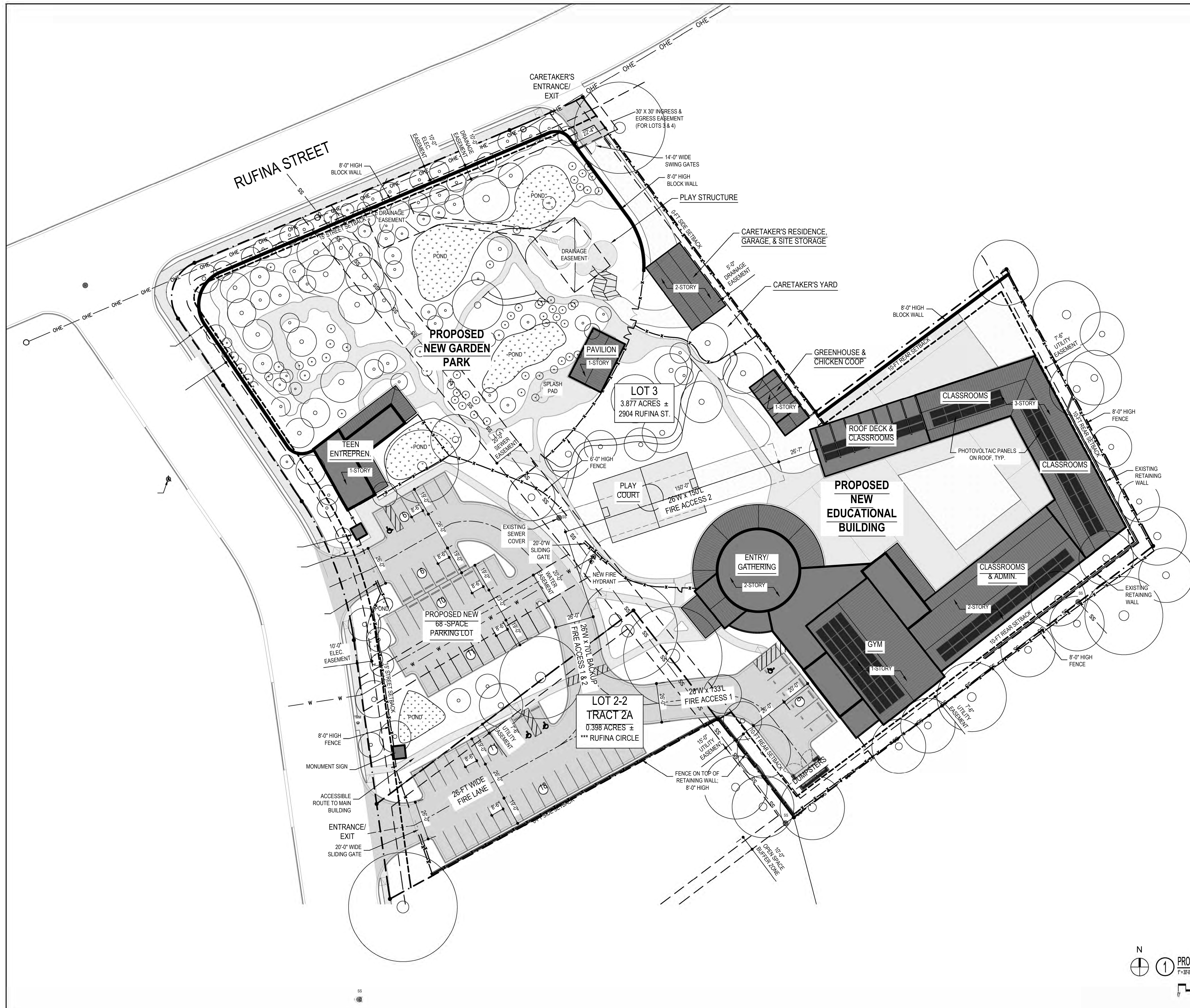
No.	DESCRIPTION	DATE

GIRLS INC OF SANTA FE MASTER PLAN
 2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507
 CASE # 2025-11030
EXISTING CONDITIONS SITE PLAN

ARCHITECT'S PROJECT NUMBER: 2502
 FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-1





PERMISSIBLE USES

- PUBLIC, INSTITUTIONAL, AND CIVIC:**
- COMMUNITY CENTERS AND INSTITUTIONS
 - RECREATION, PARKS, AND ENTERTAINMENT
- COMMERCIAL:**
- ARTS ACTIVITIES
 - FOOD AND BEVERAGE
 - SINGLE FAMILY DWELLINGS
 - RECREATION AND ENTERTAINMENT
 - RETAIL AND SERVICES
 - AGRICULTURAL USES
 - ACCESSORY USES

SITE DATA

PROPOSED ZONING:
TRACT 2A, LOT 2-2: C-2, GENERAL COMMERCIAL

LOT SIZE:
4.275 ACRES (186,219 SQ. FT.)

FOOTPRINT:
33,378 SF

GROSS FLOOR AREA (GFA):
PROPOSED MAX: 55,478 SF

LOT COVERAGE:
MAXIMUM: 60%
PROVIDED: 24%

OPEN SPACE:
REQUIRED: 25% NON-RESIDENTIAL & MIXED-USE = 46,554.75
PROVIDED: 63.7% = 118,963 SF

BUILDING HEIGHT:
C-2 ZONING MAXIMUM ALLOWABLE HEIGHT: 45'-0"
MAXIMUM PROPOSED BUILDING HEIGHT: 45'-0"

PARKING

CUSTOM PARKING REQUIREMENTS - YOUTH CENTER

STAFF: 1/STAFF = 1x42 = 42

GUESTS / OVERFLOW: 21

FACILITY VANS: 1/VAN = 1x5 = 5

TOTAL PARKING REQUIRED: 68

TOTAL PARKING PROVIDED (INCL. 4 ADA): 68

LEGEND

- PROPERTY LINES
- EASEMENT LINES
- SETBACK LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING SANITARY SEWER LINES
- PROPOSED WATER LINE
- FENCE
- YARDWALL
- EXISTING LARGE OR MEDIUM TREE
- SIDEWALKS
- PARKING LOT
- STRUCTURE ROOF
- COMPACTED CRUSHER FINES (WITH REINFORCED SUBSTRATE AT FIRE ACCESS LANE)
- STORM WATER RETENTION POND

GENERAL NOTES

- 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 SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OR REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
- THE PROJECT SHALL COMPLY WITH THE CURRENTLY ADOPTED INTERNATIONAL FIRE CODE, INCLUDING SECTION 903 AUTOMATIC SPRINKLER SYSTEM & SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS.
- PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO 2002-29 AND RESOLUTION 2002-55 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 PROVISIONS OF 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.
- FENCES, WALLS, OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS, EXCEPT WHERE SHOWN AS NEEDED.
- UTILITY EXPANSION CHARGES (UEC) SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT BY CONTACTING THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION.
- ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENTS PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE.
- ALL PROPOSED IMPROVEMENTS WILL COMPLY WITH THE CURRENT CASF WATER CONSERVATION STAGE.
- LANDSCAPE DESIGN SHALL COMPLY WITH APPLICABLE PROVISIONS OF SFCC SECTION 14-8.4.
- PROPERTY DEVELOPMENT MAY BE SUBJECT TO THE PROVISIONS OF SECTION 14.8.4(F)(5) "PRESERVATION OF EXISTING TREES" PER THE LAND USE DIRECTOR.
- PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORD. NO. 2008-02 (IMPACT FEES).
- PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO 2002-07 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
- FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES, PER IFC 1410.1.
- AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE, PER IFC 1412.1.
- PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED BY THE DEVELOPER PER APPROVED PLAN.
- THIS DEVELOPMENT LIES OUTSIDE OF A CITY OF SANTA FE HISTORIC DISTRICT.
- THE LAYOUT SHOWN HEREON IS CONCEPTUAL AND MAY BE MODIFIED AS PART OF THE DEVELOPMENT PLAN PROCESS WITHOUT THE NEED FOR A MASTER PLAN AMENDMENT.

NOT FOR CONSTRUCTION



No.	DESCRIPTION	DATE

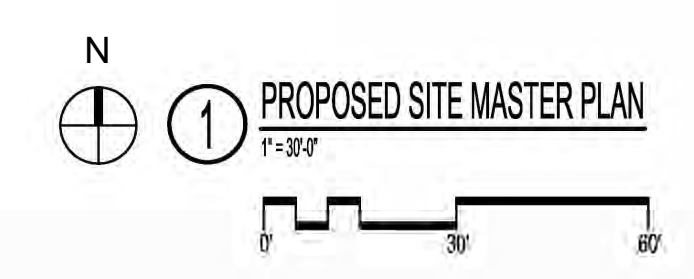
GIRLS INC OF SANTA FE MASTER PLAN
2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507

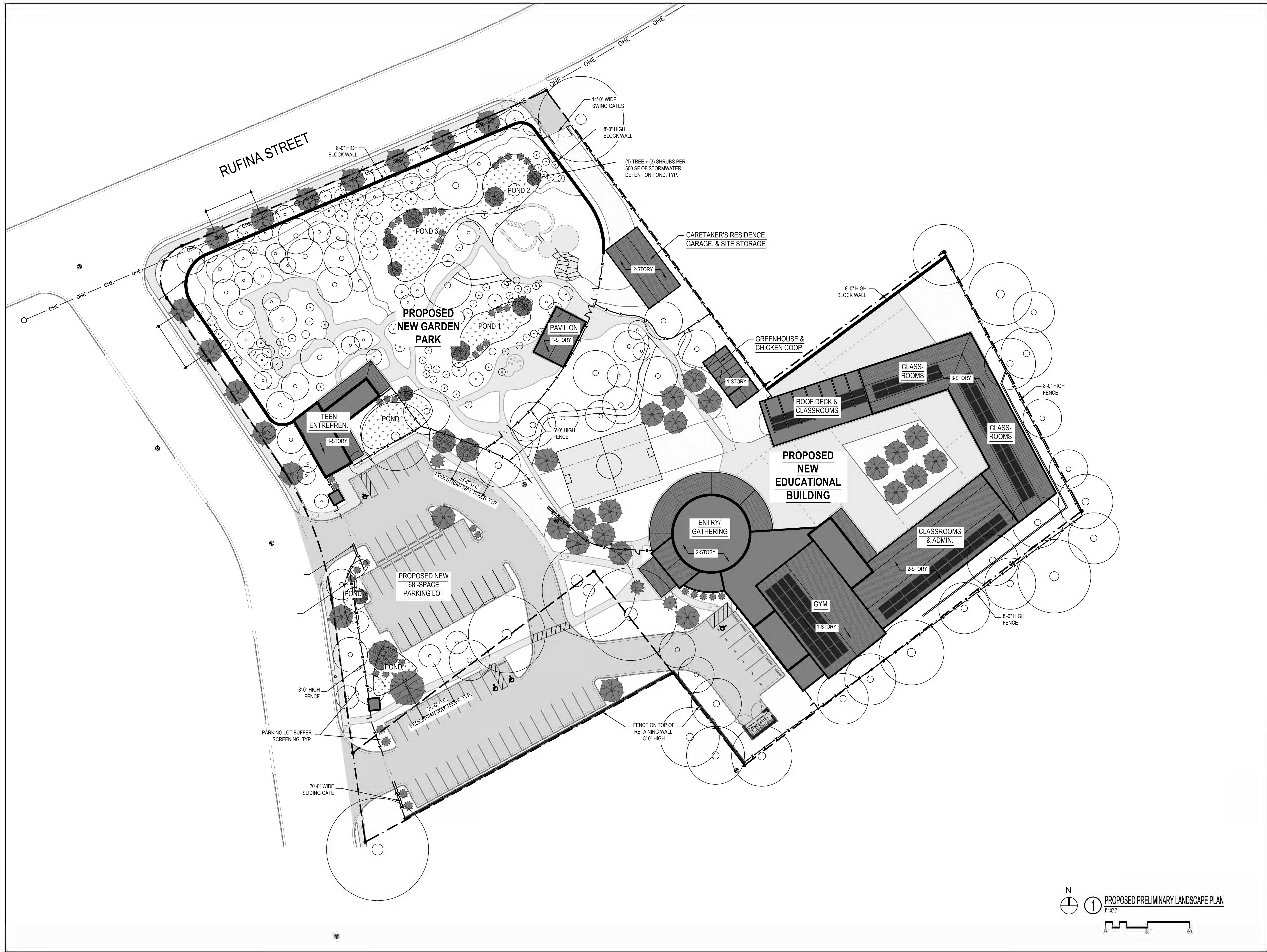
CASE # 2025-11030

PROPOSED SITE MASTER PLAN

ARCHITECT'S PROJECT NUMBER: 2502
FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-2





GENERAL NOTES

1. LANDSCAPE DESIGN SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF SFGCC SECTION 14-8.4.
2. ALL DECIDUOUS TREES TO BE 2-INCH MINIMUM CALIPER.
3. ALL EVERGREEN TREES TO BE 6- FEET MINIMUM IN HEIGHT.
4. NEW PLANTS TO BE WATER-WISE CITY APPROVED PLANTS.
5. ALL PLANT MATERIAL SHALL BE COLD-HARDY TO USDA CLASSIFICATION ZONE 5.
6. NEW PLANT MATERIAL TO BE MULCHED TO A 2-INCH MINIMUM DEPTH.
7. A MINIMUM OF ONE TREE AND THREE SHRUBS SHALL BE PLANTED PER 500 SF OF REQUIRED PONDING AREA.
8. STREET TREES AND PEDESTRIAN WAY TREES SHALL BE PLANTED WITHIN THE ACCEPTABLE SPACING RANGE DESCRIBED IN SFGCC SECTION 14-8.4.
9. THE LAYOUT SHOWN HEREON IS CONCEPTUAL AND MAY BE MODIFIED AS PART OF THE DEVELOPMENT PLAN PROCESS WITHOUT THE NEED FOR MASTER PLAN AMENDMENT.

PLANT LEGEND

- PROPOSED NEW TREE - DECIDUOUS
- PROPOSED NEW TREE - CONIFEROUS
- PROPOSED NEW SHRUB
- EXISTING TREE

NOT FOR CONSTRUCTION

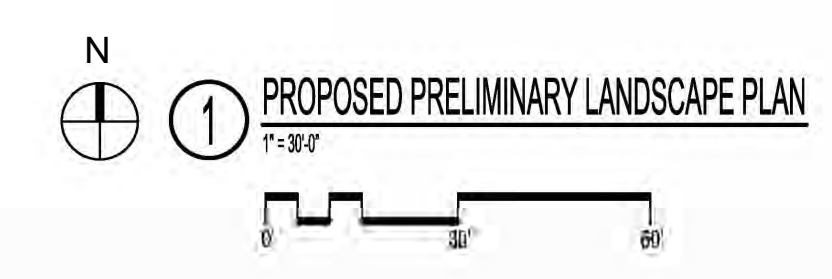


No.	DESCRIPTION	DATE

**GIRLS INC OF SANTA FE
MASTER PLAN**
2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507
CASE # 2025-11030
**PROPOSED PRELIMINARY
LANDSCAPE PLAN**

ARCHITECT'S PROJECT NUMBER: 2502
FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-3



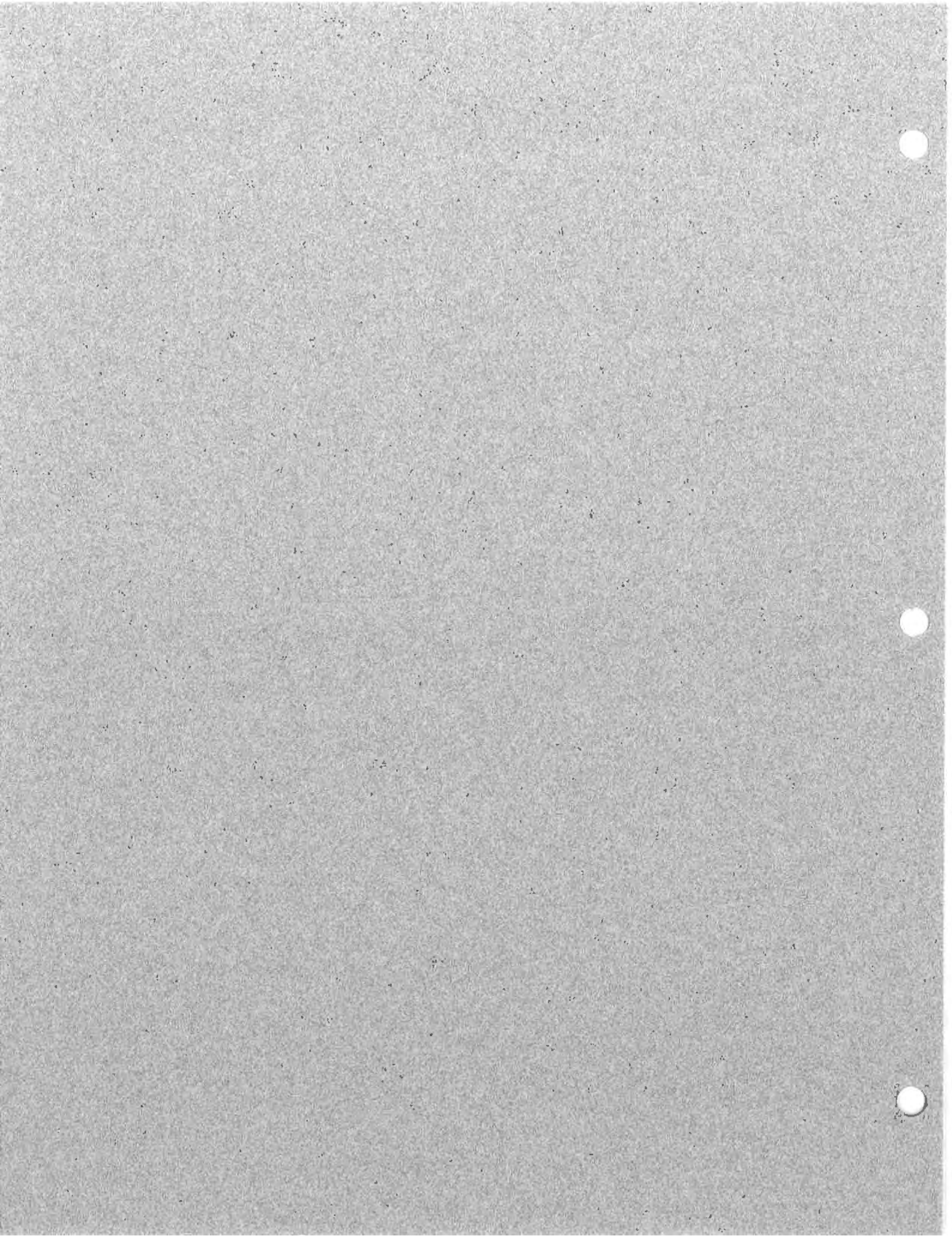
City of Santa Fe, New Mexico

Attachment D

General Plan 1999 Chapter 1

Introduction and General Plan Themes

**INTRODUCTION AND
GENERAL PLAN THEMES**



1 INTRODUCTION AND GENERAL PLAN THEMES

The City of Santa Fe and its surrounding region face many pressing planning challenges—from protecting a rich cultural heritage and magnificent physical setting to meeting the demand for affordable housing and reducing traffic congestion. This document attempts to embrace all segments of the city's population and guide the city toward its four-hundredth anniversary. This document replaces the *1983 General Plan* as amended and serves as the city's statement of direction for physical development and conservation.

1.1 SCOPE AND PURPOSE

Because this is a comprehensive, long-term plan for the physical development and conservation of Santa Fe, it lies at the heart of community decisionmaking. It provides guidance for development proposals, capital improvements, annexation, and extension of services.

This General Plan:

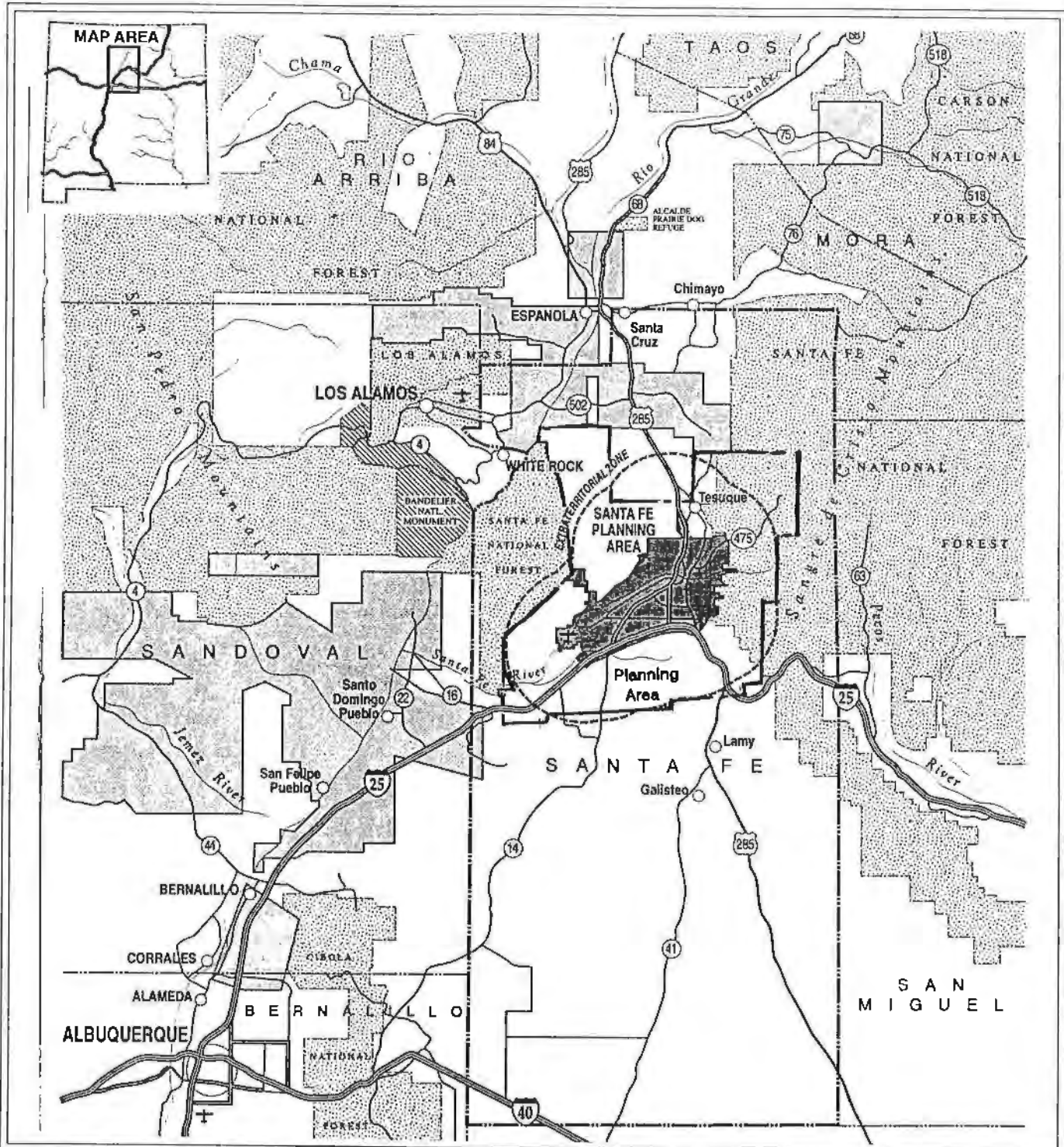
- Outlines a vision through the Plan themes that reflects the aspirations of the community;
- Establishes a basis for judging whether development proposals and public projects are consistent with the Plan themes;
- Provides for projects that will enhance the character of the community, preserve critical environmental resources, and minimize hazards;
- Provides the basis for establishing and setting priorities for implementing programs and regulations; and
- Provides the basis for nurturing a vital community and reaching out to all segments of the population.

To ensure that a variety of city actions are consistent with the General Plan, regular on-going use of the Plan is essential. Because the Plan is both general and long-range, there will be circumstances and instances when detailed studies are necessary to implement it.




This document represents the goals and desires of the Santa Fe community as a whole and should be recognized as the city's foremost public statement about Santa Fe's future.

1.2 PLANNING AREA BOUNDARIES

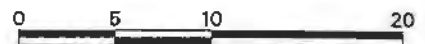
- Figure 1-1 depicts the regional location of the planning area, and Figure 1-2 depicts the urban planning area and urban growth boundary which includes:
- All land within the current city limits;
- Land to the north adjacent to Highway 285;
- Land to the east between the city limits and Santa Fe National Forest;
- Land to the south between the city limits and along Interstate-25; and



Regional Location

-  Indian Reservation
-  National Forest
-  National Monument

 Major Roads

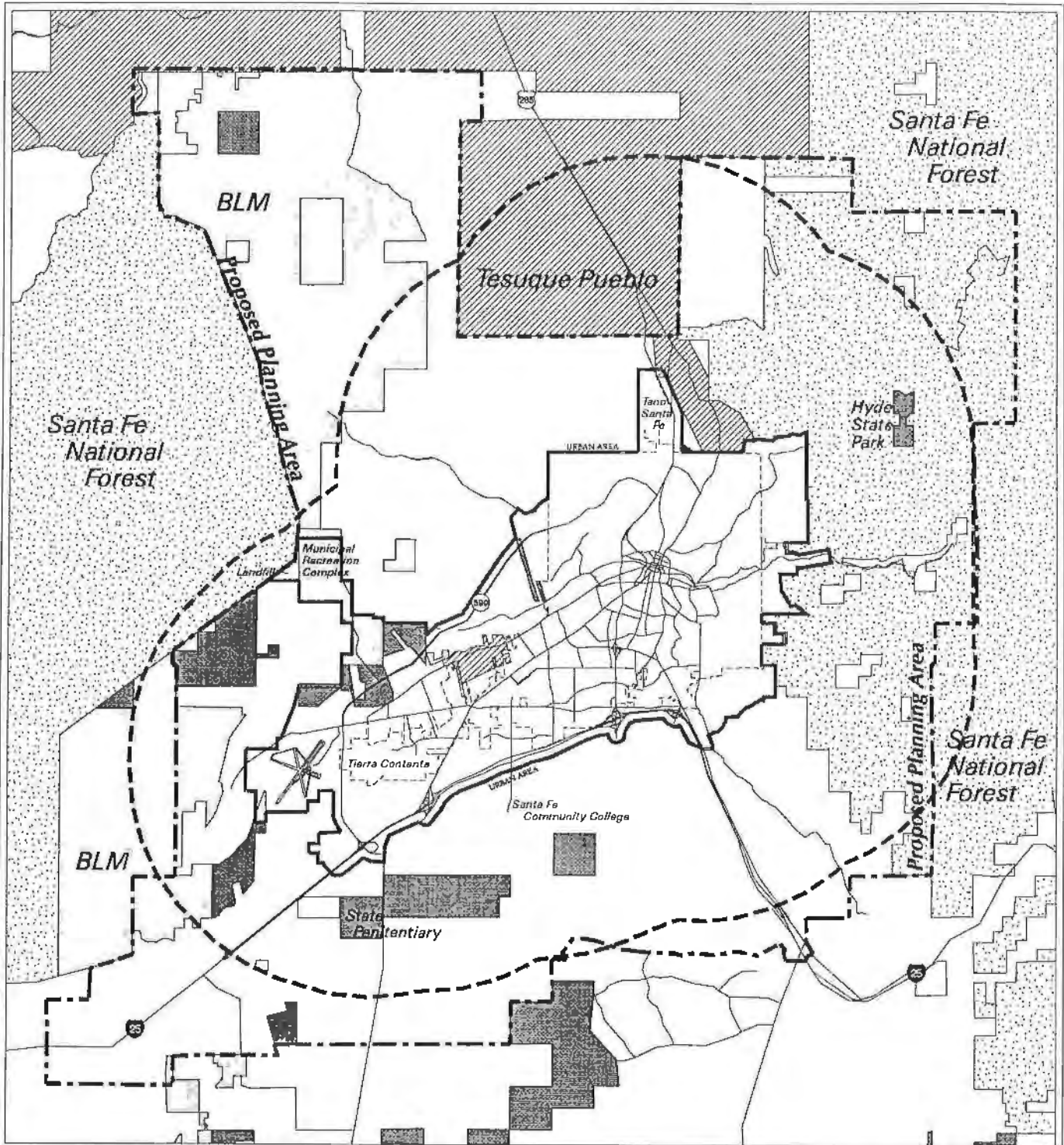


Scale in Miles









City of Santa Fe GENERAL PLAN

April 1999

Figure 1-1



Boundaries

-  Proposed Urban Area Boundary
-  National Forest
-  Bureau of Land Management
-  State Lands
-  Native American Lands and Traditional Communities
-  Extraterritorial Zone (5 Mile)
-  Proposed Planning Area Boundary
-  City Limits



0 1.75 3.5 7

Scale in Miles

City of Santa Fe GENERAL PLAN

April 1999

Figure 1-2

- Land to the west including the Municipal Airport, Regional Landfill, Municipal Recreation Complex, and along the Santa Fe Relief Route, Agua Fria Area, excluding the Agua Fria Traditional Historic Community.

1.3 PLAN ORGANIZATION

- **Themes.** The policies within this document reflect 14 overall themes that closely track public comments. The themes are representative of citywide concerns and lay the foundations for the guiding and implementing policies.
- **Guiding Policies** are at the beginning of each chapter and state the city's goals and philosophy. The guiding policies describe ways or methods that the themes listed in each chapter can be achieved.
- **Implementing Policies** are at the end of each chapter and represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.
- **Standards** are set out in certain chapters and represent policies that can be mapped or measured.

Together, themes, guiding and implementing policies, and standards articulate the vision for the City of Santa Fe.

- **Policy Numbering System.** Policies in this document are organized using a numbering system tied to sections, with a letter designation to distinguish guiding policies from implementing policies. For example, the first guiding policy in Section 3.4 is numbered 3-4-G-1 and the first implementing policy is 3-4-I-1. Thus, each policy in the General Plan has a discrete number. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.
- **Explanatory Material or Commentary**, set in *italic*, accompanies some policies. This explanatory material provides background information or guides General Plan implementation.

1.4 PLANNING PROCESS

The city's planning process includes monitoring and updating the General Plan and preparing more detailed plans, such as resource management plans, neighborhood plans, and other special plans. An Annual General Plan Report will provide an overview of the status of the General Plan and its implementation programs.

Amendments to the General Plan

This document is the heart of the planning process. It is intended to be a living document and, as such, will be subject to more site-specific and comprehensive amendments over time. Amendments also may be needed from time to time to conform to state or federal law passed since adoption and to eliminate or modify policies that may have become obsolete or unrealistic because of changed conditions (such as completion of a task or project, development on a site, or adoption of an ordinance or plan). This document may also incorporate by reference other detailed studies and plans that may be prepared.

While the General Plan should be flexible enough to respond to changed conditions and amended over time to keep it current, it should not be amended so frequently as to diminish its authority. Amendments to the Plan should be limited to twice a year, although each amendment may include more than one change.

Neighborhood and Community Planning

To provide specific direction for development in certain geographic areas, this document calls for preparation of detailed community plans and neighborhood plan districts.

Community plans and neighborhood plan districts will provide specific design guidelines and standards for the conservation and enhancement of neighborhoods and other areas possessing distinctive features, opportunities, or characters. Community plans and neighborhood plan districts would be tailored to individual areas and needs. All community plans will have authority only upon adoption by the City Council and will still be required to be consistent with the General Plan. A neighborhood plan district requires considerable community consensus and planning effort with regulatory power.

Resource Management Plans

To protect sensitive environmental resources, this document requires preparation of resource management plans before any subdivision or development may be approved that would affect certain sensitive biological resources. The locations of these resources are mapped in Chapter 8, Natural Resource Management and Conservation. If these plans are prepared as part of specific plans, the City Council may establish fees to recoup plan preparation costs.

Annual General Plan Report

An annual progress report focusing on implementation of the Plan will be prepared by the Planning and Land Use Department and submitted to the Planning Commission, the Joint Planning Policy Commission, and City Council. The Annual Report should include a summary of all General Plan amendments adopted during the preceding year, an outline of upcoming projects, and General Plan issues to be addressed in the coming year, along with a work program and budget.

Public review and comment on the Annual Report can be heard by the Planning Commission and City Council at regularly scheduled public hearings.

Five-year Review

The city will undertake a comprehensive review of the General Plan every five years after adoption. The five-year review will include:

- Comprehensive evaluation of General Plan policies;
- Analysis of the effectiveness of implementation programs and strategies initiated to carry out the Plan;
- Review of five-year growth trends and reassessment of future urban land needs in light of the Urban Area's carrying capacity and available land inventory; and

- Systematic assessment of the resource based threshold, environmental standards, and resource management plans.

The focus of this Five-year Review will be to determine how well the General Plan has performed—whether policies related to development and environmental conservation have been effective. A report summarizing city staff findings and recommendations will be circulated for public comment and then presented to the Planning Commission. The Planning Commission will review the Five-year Review report and make a recommendation to the City Council. Public review and comment on the Five-year Review can be heard by the Planning Commission and City Council at regularly scheduled public hearings.

1.5 BACKGROUND STUDIES

A comprehensive analysis of existing conditions and major planning options for the City of Santa Fe Urban Area, and the Extraterritorial Zone was performed prior to the preparation of this document (1994 - 1995). Major documents produced as a result of the process leading to the General Plan include:

- *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994;
- *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Extraterritorial Area*, December 1994;
- *Working Paper: Existing Conditions and Planning Issues – Urban Area and Extraterritorial Zone*, June 1995. This 600-page illustrated report provides an evaluation of existing conditions and planning issues in the Urban Area and the Extraterritorial Zone. Analysis and conclusions in the *Working Paper* are based on technical work, including original data collection and fieldwork, and an extensive process of public outreach. Results of the public outreach process are also summarized. A summary version of the *Working Paper* is also available from the city.
- *Sketch Plans*, October 1995. This document includes three sketch plans showing how alternative scenarios or sets of development policies would be reflected in a future land use pattern. It also includes an analysis of the transportation impacts of the alternatives and estimates of infrastructure costs. The *Sketch Plans* were presented to the public in a series of five meetings, some of which were also televised on local cable channel 6.

While these background studies and working papers have guided General Plan preparation, **they do not represent adopted city policy.**

1.6 PUBLIC PARTICIPATION

Throughout the preparation of the General Plan, the city has been committed to active public outreach and participation. Plan policies have been shaped by comments made in public surveys and meetings. Public participation has included:

- **Community Meetings.** At the outset of the General Plan process, in the summer and fall of 1994, 20 public meetings were held (some televised) to receive residents' priorities for the General Plan. Five meetings were held in the fall of 1995 to present the alternative

Sketch Plans to the public. These meetings were attended by over 2,000 people. Comments made at these meetings were recorded and published, and forwarded to the City Council, Planning Commission, and appropriate city departments.

- **Newsletters and Survey.** Newsletters were prepared periodically and distributed to all households and other groups and interested parties. A postage-paid survey questionnaire was sent to each household in the Urban Area and the Extraterritorial Zone as part of the first newsletter, to which over 3,800 households (representing over 9,000 people) responded. The results of the survey were summarized, and all responses collected and made available at libraries and City Hall.
- **Open Houses.** These provided information about the Plan update and were held throughout the process. All public meetings were preceded by open houses, which were also held at high visibility locations such as Villa Linda and De Vargas malls.
- **Cable TV and Video.** Many public meetings were broadcast on local cable channel 6. Tapes of meetings were also made available at libraries and City Hall.
- **Meetings and Hearings.** The public participation process for the General Plan has been extensive. Public meetings were held to receive comments on the draft document; in addition, a public hearing regarding the Plan was held by the Planning Commission and City Council.

1.6.1 RESIDENTS' PRIORITIES FOR THE GENERAL PLAN

Policies have been shaped by active public participation and have resulted from the concerns and ideas presented at numerous public forums. Responses to the survey sent to all addresses in the city and the five-mile Extraterritorial Zone expressed the concerns of the residents. The following tables summarize residents' likes and dislikes about Santa Fe (Tables 1.1 and 1.2), trends that concern them (Table 1.3), and priorities for the General Plan (Table 1.4).

TABLE 1.1 WHAT DO YOU LIKE MOST ABOUT LIVING AND/OR WORKING IN SANTA FE?			
URBAN AREA		EXTRATERRITORIAL ZONE	
Trait	Percent of Responses	Trait	Percent of Responses
1. Cultures/Tradition/People	25.5	1. Environment and Landscape	28.3
2. City Character	20.5	2. Cultures/Tradition/People	22.4
3. Climate and Weather	16.4	3. Community/Character/ Quality of Life	21.1
4. Environment and Landscape	12.8	4. Climate and Weather	16.4
5. Economic/Employment Opportunities	7.1	5. Recreational Opportunities	4.9

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area, August 1994*; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area, December 1994*

TABLE 1.2 WHAT DO YOU LIKE LEAST ABOUT SANTA FE?			
URBAN AREA		EXTRATERRITORIAL ZONE	
Trait	Percent of Responses	Trait	Percent of Responses
1. Social Divisiveness	15.2	1. Traffic Congestion and Parking	18.4
2. Traffic Congestion and Parking	14.6	2. Unplanned Growth and Development	17.4
3. High Cost of Living	13.4	3. Social Divisiveness and Loss of Culture	15.8
4. Uncontrolled Growth and Development	11.2	4. Crime	12.2
5. Crime and Vandalism	9.7	5. Lack of Affordable Housing/ High Cost of Living	9.9

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area, August 1994*; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area, December 1994*

URBAN AREA		EXTRATERRITORIAL ZONE	
Concern	Percent of Responses	Concern	Percent of Responses
1. Uncontrolled Growth and Development	20.7	1. Uncontrolled Growth and Development	27.6
2. Loss of Tradition/Culture	16.5	2. Water and Quality	13.2
3. Environmental and Open Space Degradation	15.6	3. Loss of Culture/Community	13.1
4. Traffic Congestion and Parking	14.4	4. Traffic Congestion and Parking	9.1
5. Quality of Education	14.2	5. Lack of Law Enforcement	8.7

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area, August 1994*; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area, December 1994*

URBAN AREA		EXTRATERRITORIAL ZONE	
Priority	Percent of Responses	Priority	Percent of Responses
1. Affordable Housing/Cost of Living	18.0	1. Managed Growth and Development	28.3
2. Schools/Opportunities for Youth	15.2	2. Traffic and Congestion	16.8
3. Traffic and Congestion	12.8	3. Water and Conservation	15.2
4. Economic Development	12.8	4. Environmental Protection and Conservation	5.9
5. Managed Growth and Development	11.8	5. Preservation of Character	5.4

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area, August 1994*; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area, December 1994*

1.6.2 ROUNDTABLE REPORT, VISION SANTA FE, AND URBAN DESIGN GUIDELINES

The issues of concern to Santa Feans today are quite similar to those raised eight years ago when an update to the 1983 Comprehensive Plan was being considered. A brief review of these issues, and questions raised by Vision Santa Fe, a set of goals and policies for the Comprehensive Plan adopted in 1990, provided a useful perspective. These issues along with the Visual Preference Study for the Urban Design Guidelines are used through this document. The Vision Santa Fe states that:

We must assure that the community's resources and opportunities are distributed more equitably; and that adequate employment opportunities, decent shelter, excellent education, ample recreational opportunities, and other basic human services are provided to nurture all of us. We believe that the beauty and visual resources of our natural environment need to be preserved, protected, enhanced, and made more accessible to all. The tolerance with which we have lived together must be nurtured as part of our great social legacy. We believe it to be essential that growth in and around our city should be complemented by the preservation of neighborhoods and traditional social and cultural patterns.

In conjunction with Santa Fe County and our regional neighbors, diversification of economic resources must be pursued; fulfilling jobs must be created. We want to involve more people in community decision-making, planning, and leadership. We ask to give our children the strength of our traditions as well as broad options for future personal opportunity. Implicit in these concerns is a vision for Santa Fe of what we cherish and wish to preserve.

1.7 GENERAL PLAN THEMES

The policies of this document reflect 14 overall themes that track the results of the public survey. These themes are followed by discussion in *italics*. For purposes of this section the themes are equally weighted. However, the Planning Commission and the governing body have the right to prioritize these themes, either within specific cases or as a matter of general policy.

1.7.1 AFFORDABLE HOUSING

Actively participate in the creation of affordable housing.

Opportunities are provided for housing for all income segments of the population in all areas of the city, while restricting the supply of large lot housing, which belongs in rural areas outside the city and not inside it. Housing affordability will also be aided by not artificially limiting the supply of land or the rate of growth. Active efforts to increase the supply of affordable housing are outlined. Affordable housing is provided close to jobs to promote transit use.

1.7.2 QUALITY OF LIFE

Enhance the quality of life of the community and ensure the availability of community services for residents.

The General Plan seeks to promote interests of the community-at-large over private ones. Tools are provided for the public to be meaningfully involved in ongoing planning and decision making.

1.7.3 TRANSPORTATION ALTERNATIVES

Reduce automobile dependence and dominance.

The General Plan outlines a comprehensive strategy, including structuring of land uses to reduce automobile dependence and policies for neighborhood design which promote transit and alternative modes. The Plan delineates Transit Intensive Corridors that will have high frequency bus service, and locates sites for two intermodal (rail and bus) stations. The Plan also calls for preparation of a Transportation Demand Management Program and parking policies that make Downtown more accessible to local residents.

1.7.4 ECONOMIC DIVERSITY

Develop and implement a comprehensive strategy to increase job opportunities, diversify the economy, and promote arts and small businesses.

The General Plan includes policies to promote economic development and the arts; a strategy is outlined in the Community Economic Development Plan, a separate document maintained by the city. Themes of the strategy include regionalism, sustainability, quality of life, equity of education, economic opportunities, and diversification. The General Plan locates sites for arts and new businesses in a variety of settings.

1.7.5 SUSTAINABLE GROWTH

Ensure that development is sustainable and that growth, conservation, redevelopment, and natural resource protection are balanced.

There is clear consensus that growth should not diminish the quality and diversity of natural resources. Sensitive resources that require protection are mapped in the Plan, and resource-based development standards and project review procedures are established. The General Plan seeks to permit development only upon known and certain availability of water, and requires new growth to pay the costs of securing additional water rights. The Plan calls for adoption of an adequate public facilities ordinance.

1.7.6 REGIONAL PERSPECTIVE

Maintain a regional growth management perspective and work with other private and governmental entities towards that goal.

The destinies of the city and the surrounding areas are intertwined. The General Plan encourages city and other local, state, and federal agencies to work together on policies that are mutually supportive and to maintain consistent standards in the area surrounding the city. The Plan outlines a structure for long-range planning to be anticipatory and for the phasing of growth to minimize infrastructure costs. The Plan calls for preparation and implementation of a Growth Monitoring Program with both short-term and long-term elements.

1.7.7 WATER

Undertake comprehensive efforts to conserve water and ensure adequate supplies with growth.

Growth is likely to increase reliance on imported surface water and require active steps to increase the available water supply. The Plan provides a comprehensive strategy to promote conservation, recycling, and recharge. In addition, the Plan requires the adoption of a Comprehensive Impact Fees Program to pay the costs of capital facilities including water supply. Alternative methods of allocating the costs of securing and providing additional water to new water system customers will be examined in terms of those alternatives' projected impact on existing and new residents and businesses, impacts on affordability and other growth management objectives expressed in this plan, requirements for additional customers, and ways cost impacts could be mitigated.

1.7.8 CHARACTER

Maintain and respect Santa Fe's unique personality, sense of place, and character.

Increasing travel and communication have diminished the remoteness that Santa Fe's high desert location once afforded. One of the country's oldest cities, the city today faces the prospect of being overwhelmed by run-of-the-mill late twentieth century development. Residents have unequivocally stated that new growth should not erode the qualities that contribute to Santa Fe's unique character and ambiance. The General Plan delineates an Urban Growth Boundary and calls for stronger urban/rural edges. Land use and urban design standards, and guidelines for new and infill development are also included.

1.7.9 URBAN FORM

Promote a compact urban form and encourage sensitive/compatible infill development.

Promotion of a compact urban form has been a major criteria in selecting new growth areas. Growth and reintensification areas have been selected to minimize distances between different parts of the city, and between job centers and residential areas. Incentives are provided to promote infill development.

1.7.10 COMMUNITY-ORIENTED DOWNTOWN

Put community activities back into Downtown.

The loss of the Plaza area as a center of community activity and services is a major concern of many residents. While establishments such as drug, grocery, and small-scale service stores serve residents and office workers, they are unable to survive given the high rents that proliferation of tourism-oriented establishments have caused. The Plan outlines economic development components and steps to ensure that these vital activities can return to and survive in Downtown and are easily accessible to residents. Creation of a Public Market in Downtown is also identified.

1.7.11 COMMUNITY-ORIENTED DEVELOPMENT

Orient new development to the community; foster public life, vitality, and community spirit.

Plan policies call for new development to be oriented to established neighborhoods, to urban context, to pedestrians, and to promote active street and outdoor life. Urban design standards are offered that seek to prevent neighborhoods from being isolated from each other but to maintain a continuum of urban fabric, particularly regarding public access and vehicular/pedestrian circulation. Parks, open space, and neighborhood services are located within neighborhoods.

1.7.12 MIXED USE

Provide a mix of land uses in all areas of the city.

The General Plan provides a mix of compatible uses that fulfill everyday retail and service needs in existing and new neighborhoods. This urban structure affirms Santa Fe's traditional development pattern.

1.7.13 REVIEW PROCESS

Streamline the planning and development review processes.

Greater certainty in the planning process will benefit residents and project proponents, and facilitate long-range capital improvements planning. The General Plan proposes establishing thresholds and procedures for detailed environmental and neighborhood impact analysis. The approval process for small and routine projects that do not exceed the minimum thresholds will be "streamlined" by requiring only administrative review tracks rather than public hearings.

Neighborhood participation in the planning process is assured through public review and approval of projects by the Planning Commission, Summary Committee, Board of Adjustment, and the Governing Body.

1.7.14 IMPLEMENTATION

Ensure consistency between the General Plan, implementing ordinances (including zoning and impact fees), and the Capital Improvements Program (CIP).

With this General Plan, the city is committing itself to consistency between the General Plan and the implementing programs and regulations, including zoning and subdivision regulations and the CIP. Criteria and procedures to ensure consistency between the General Plan and Zoning Ordinance are also established, including an orderly process for General Plan amendments.