City of Santa Fe

AGENDA

REGULAR MEETING OF THE PLANNING COMMISSION NOVEMBER 05, 2020 AT 6:00 PM ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR VIRTUAL ATTENDANCE AND PUBLIC COMMENT

Attendance: In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings of more than five (5) people, the Planning Commission meeting will be conducted using Zoom.

Viewing on YouTube: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at https://www.youtube.com/channel/UCuW5Fb7iWuKpTdsWYNDurgA. The YouTube live stream can be accessed at this address from most computers, mobile devices, or smartphones. A video recording of the meeting will be posted on YouTube and available for viewing after the meeting.

Attending on Zoom: Members of the public may attend the Zoom meeting on a computer, mobile device, or phone. The video conference link and teleconference number will be posted on the City of Santa Fe's Calendar of Events website at least seventy-two (72) hours before the meeting: https://www.santafenm.gov/events. The direct Zoom link is: https://us02web.zoom.us/j/83138050511?pwd=UlhueHUwd2VLUG5JM1c4RURFZ1NKdz09 and use password: 349362.

Attending Zoom by Phone: Members of the public can attend the Zoom meeting by phone by dialing:
US: 1 346 248 7799 or 1 669 900 6833 or 1 253 215 8782 or 1 312 626 6799 or 1 929 205 6099 or 1 301 715 8592
Webinar ID: 831 3805 0511

Public Comment:

- By video: A person attending the Zoom meeting by using a computer, mobile device, or smart phone may provide public comment during the meeting. Attendees should use the "Raise Hand" function to be recognized by the chair to speak at the appropriate time.
- By phone: A person attending the Zoom meeting by phone may provide public comment during the meeting but **must** provide advance notice to City staff. Please

contact Noah Berke (505-490-5930, nlberke@santafenm.gov) at least seventy-two (72) hours in advance of the meeting and provide your **full name, address, and the phone number** you will be using to call in to the teleconference. Without your phone number, the chair will not be able to recognize you to speak at the meeting.

- In writing: A person may submit written public comments in at least seventy-two (72) hours in advance of the meeting via the virtual comment "button" at https://santafe.primegov.com/public/portal.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES:

1. October 1, 2020

2. October 15, 2020

E. NEW BUSINESS

1. Consideration of Bill No. 2020-__: An Ordinance Amending Section 14-8.14(C) SFCC 1987 to Add a Reference to the Impact Fee Service Area; Amending Section 14-8.14(E) to Adopt a New Impact Fee Schedule and Clarify Appropriate Land Use Categories as They Relate to Impact Fee Collection; Amending Section 14-8.14(G) to Add a Reference to the Impact Fee Service Area; Amending Section 14-8.14(J) to Add a Reference to the Impact Fee Service Area; Adding a Service Area Map as Exhibit F in the Appendix to the Land Development Code; and Establishing an Effective Date. (Mayor Webber) (Carlos Gemora, Planner Senior, cegemora@santafenm.gov, 955-6670)

   Committee Review:
   Planning Commission: 11/5/20
   Public Works and Utilities Committee: 11/9/20
   Governing Body (request to publish): 11/10/20
   Finance Committee: 11/30/20

Governing Body (public hearing): 12/9/20

2. **Case # 2020-2645. 4000 and 4100 Geo Lane Final Subdivision.** John Reeder, Agent, for GEO Park, LLC, Owner, requests approval of a final subdivision plat for 42 single-family residential lots at 4000 and 4100 Geo Lane. The properties are zoned R-5 (Residential- five dwelling units per acre) and total approximately 8.59 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov , 955-6136).

3. **Case #2020-2643. 5201 Beckner Road Preliminary Subdivision**. JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a preliminary subdivision plat for five lots located at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov , 955-6136).

4. **Case #2020-2653. 5201 Beckner Road Slope Disturbance Variance.** JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a variance to SFCC Subsection 14-8.2(D)(2)(b) "Grading" for natural slope disturbance of 30% or greater at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov , 955-6136)

5. **Case #2020-2652. 5201 Beckner Road Final Development Plan**. JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a final development plan for two phases (Phase 1 for a 330-unit multi-family apartment community, and Phase 2 for commercial development) located at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov , 955-6136).

F. APPROVAL OF FINDINGS/CONCLUSIONS

G. OLD BUSINESS

H. STAFF COMMUNICATIONS

MATTERS FROM THE COMMISSION

I. ADJOURNMENT

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

SUMMARY INDEX
PLANNING COMMISSION MINUTES
OCTOBER 1, 2020

ITEM		ACTION TAKEN	PAGE(S)
A.	Roll Call	Quorum Present	1
B.	Pledge of Allegiance	Recited	1
C.	Approval of Agenda	Approved as amended	2
D.	Approval of Minutes August 6, 2020 August 20, 2020	Approved	2
E.	Findings/Conclusions	None	2
F.	Old Business:		2-3
G.	New Business		
	1) Case #2020-2499 1623 Camino de Cruz Blanca	Postponed	3
	2) Case #2020-2592 1623 Camino de Cruz Blanca	Postponed	3
	3) Case #2020-2500 1620 Agua Fria Street Findings /Conclusions	 Approved with conditions Approved	 3-14 14
H.	Staff Communications	Comments	14-17
I.	Matters from the Commission	Comments	17
J.	Adjournment	Adjourned at 8:00 pm	19

MINUTES OF THE CITY OF SANTA FE PLANNING COMMISSION
Thursday, October 1, 2020 - 6:00pm
VIRTUAL HEARING

CALL TO ORDER

A regular meeting of the City of Santa Fe Planning Commission was called to order by Chair Hiatt on the above date at approximately 6:00 p.m. at a virtual meeting held at https://www.youtube.com/user/cityofsantafe.

A. ROLL CALL

Roll Call indicated the presence of a quorum for the meeting.

Members Present
Commissioner John B. (Jack) Hiatt, Chair
Commissioner Janet Clow
Commissioner Brian Patrick Gutierrez
Commissioner Jessica Lawrence
Commissioner Dominic Sategna

Members Absent
Commissioner Mark Hogan, Vice Chair (excused)
Commissioner Pilar Faulkner, Secretary (excused)
Commissioner Lee Garcia (excused)
(One Vacancy)

Others Present:
Mr. Elias Isaacson, Land Use Director
Mr. Noah Berke, Planner Manager and Staff Liaison
Mr. Carlos Gemora, Senior Planner
Ms. Sally Paez, Assistant City Attorney
Ms. Melissa D. Byers, Stenographer

NOTE: All items in the Committee packet for all agenda items are incorporated herewith by reference. The original Committee packet is on file in the Land Use Department.

B. PLEDGE OF ALLEGIANCE

Chair Hiatt led the pledge of allegiance.

C. APPROVAL OF AGENDA

Mr. Berke said that Cases #2020-2499 and #2020-2592 will be postponed to October 15, 2020.

MOTION: Commissioner Lawrence moved, seconded by Commissioner Sategna, to approve the agenda, as amended.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Gutierrez, Lawrence and Sategna voting in favor and none voting against.

D. APPROVAL OF MINUTES

1. August 6, 2020 and August 20, 2020

MOTION: Commissioner Lawrence moved, seconded by Commissioner Clow, to approve the Minutes of August 6, and August 20, 2020, as presented.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Gutierrez, Lawrence and Sategna voting in favor and none voting against.

E. APPROVAL OF FINDINGS/CONCLUSIONS

None.

F. OLD BUSINESS

Chair Hiatt recognized City Traffic Engineer John Romero and wanted to take this opportunity to thank him for his service. He appreciated his advice which proved to be very helpful, not just here at the Planning Commission but during the time the Chair served as Land Use Director. He was extremely grateful for that and Mr. Romero's professional acumen and that Mr. Romero occasionally gave his opinions from a personal side.

Chair Hiatt said he would personally miss Mr. Romero and wished him the best.

Mr. Berke also thanked Mr. Romero and said it had been a pleasure working with him.

Mr. Isaacson added his appreciation. He noted Mr. Romero's professionalism during the overlap in directors and his dedication to the Planning Commission, without which he could not have ultimately approved the important projects they have. He thanked Mr. Romero and wished him the best of luck and asked him to stay in touch.

Commissioner Gutierrez said he has been on the Commission for a while. Mr. Romero was always the one that gave them direction on traffic. Mr. Romero may have felt at times that his job was a thankless one when people disagreed with his professional opinion. But he appreciated Mr. Romero always giving the Commission straightforward and truthful information and not cutting corners. He thought Mr. Romero led the City in a good direction and wished him the best of luck. The person taking his place will have big shoes to fill.

Mr. Romero said the Planning Commission was the very first entity he presented to about 15 years ago and he was a nervous wreck. He would not have as much confidence if it weren't for the Planning Commission as he does now.

G. NEW BUSINESS

1. **Case #2020-2499. 1623 Camino de Cruz Blanca Variance to 14-7.2(B)(5).** James Siebert and Associates, Inc., Agent, for Alton Walpole, Owner, requests a variances to Subsection 14-7.2(B)(5) for calculation of dwellings within the Mountainous And Difficult Terrain (to eliminate the 0.75 reduction in density from the calculation of density). The property is approximately 5.63 acres, zoned R-1 (Residential - No City Utilities – 0.4 Dwellings per acre with a net lot area of 2.5 acres per single family dwellings), and is located within the Suburban Archaeological Review District and area mapped as the Mountainous and Difficult Terrain. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587)

Postponed to October 15, 2020.

2. **Case #2020-2592. 1623 Camino de Cruz Blanca Variance to Table 14-9.2-1.** James Siebert and Associates, Inc., Agent, for Alton Walpole, Owner, requests a variance to Table 14-9.2-1 "Design Criteria for Street Types" to allow 9 dwelling units on a Lot Access Driveway. The property is approximately 5.63 acres, zoned R-1 (Residential - No City Utilities - 0.4 Dwellings per acre with a net lot area of 2.5 acres per single family dwellings), and is located within the Suburban Archaeological Review District and area mapped as the Mountainous and Difficult Terrain. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587)

Postponed to October 15, 2020.

3. **Case #2020-2500. 1620 Agua Fria Street Romero Preliminary Subdivision.** Liaison Planning Services, Inc., Agent, for Carlos and John Romero, Owners, requests approval of a preliminary subdivision plat for 7

single-family residential lots located at 1620 Agua Fria Street. The property is zoned R-5 (Residential- five dwelling units per acre) and is approximately 1.47 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Commissioner Gutierrez noted he had recused himself from the previous case because he lived on the street. He felt he had no conflicts with Case #2500 but would let the Chair and other Commissioners make that decision.

Chair Hiatt was satisfied by Commissioner Gutierrez's representation that he could participate in this case. He asked if there were any objections from other Commissioners.

There were none.

Mr. Berke indicated that Vice Chair Hogan requested to be excused from this meeting via email.

Chair Hiatt recalled seeing that as well.

Staff Report

Lee Logston, Case Manager, presented the staff report. He explained it is a small subdivision with an existing home on the lot. The plan is to create six new building lots, with a lot for the existing home and a lot that serves as drainage for the adjacent Dos Acequias subdivision. Overlay pictures were shown with the surrounding area and the existing home and drainage area and Dos Acequias. All of the lots will access Prudencio, including the existing home. There was concern about the right-of-way dedicated during the approval of Dos Acequias. The applicant is to build a deceleration lane for eastbound traffic turning into Dos Acequias as a condition of approval.

Staff recommended approval of the subdivision. The Findings of Fact and motions were included in the packet.

Applicant's Presentation

Dolores Vigil, PO Box 1835, Santa Fe, Liaison Planning, was sworn. She represents the Romero family and indicated three John Romero's would be joining them. One was City Engineer John Romero, whom she would miss and has worked with on many projects. She said she appreciated his service. Also, two of the applicants are named John Romero, John Romero Sr. and Jr., who goes by Chris. They may want to speak during the presentation and appreciate all that the Commission does. Also, Eric Cornelius with Santa Fe Engineering was present to answer questions.

Ms. Vigil said the applicant has reviewed the conditions and agreed with all the recommendations. They have been working with Dos Acequias and their developer to design something that works for both properties. There would be no problem for all of the units to access the lots from Prudencio.

She said she would like clarification on the deceleration lane and if the applicant would be required to build it out, or just provide right of way.

Chair Hiatt asked Mr. Logston to address the question.

Mr. Logston apologized that the condition wasn't clear. John Romero had recommended, and staff's intent was for the deceleration lane not only to be dedicated but built. Dos Acequias will dedicate their portion so it can be built.

Chair asked who would pay for that.

Mr. Logston replied he and Engineer Romero discussed that briefly and thought it fair for the Dos Acequias developers to pay. But that was not the condition and they didn't know at the time if the decel lane would ever be built. The applicant could negotiate with the Dos Acequias developers and it would be reasonable to share the cost. It would be difficult to impose cost on Dos Acequias post approval.

Traffic Engineer Romero agreed that Mr. Logston explained it correctly. The intent is for this applicant to dedicate the right-of-way but also to construct it. The decel lane is short and not a substantial improvement from a cost standpoint.

Chair Hiatt said unless the applicant could negotiate with Dos Acequias, it appeared the applicant would pay for the deceleration lane.

Ms. Vigil thought that was what the applicant also understood but she wanted to clarify it for the record.

John Christopher Romero, 632 Amherst Dr., SE. Albuquerque, was sworn in. He agreed they were aware of the proposal and the recommendation for the decel lane. He appreciated Ms. Vigil getting that on the record. They will discuss it with Dos Acequias, Mr. Cornelius and Ms. Vigil to make sure everything is in order to proceed.

Public Hearing

Rae Domenico, 817 Osito Place, Santa Fe, was sworn in. She informed the Commission there about six of them from Osito Place that have questions. She explained their questions are somewhat in order with hers closer to the end, so she asked to yield the floor.

Jane Buchsbaum, 821 Osito Place, Santa Fe, was sworn in. She voiced confusion about the new suggestion. There was a request for the Dos Acequias project that originally was for 80 houses and reduced to 60 over time. Now there is the request to add 7 houses. To her, the Dos Acequias project seems to be getting bigger. She said she has nothing against the Romero group but thought it strange that the whole neighborhood is getting to be a bigger project. Whether it is called the Romero Park, or the Dos Acequias Park, it is difficult to understand what is happening. The neighbors haven't been able to discuss it for 6 1/2 months with the pandemic. She raised the same issues at the last meeting but hasn't received any satisfactory answers.

She said she wanted to speak again about the drainage and water issue that will come up later in the hearing.

Chair Hiatt explained she would need to make all of her comments at the same time during the public hearing. If she has comments on drainage the Commission should hear them now.

Ms. Buchsbaum replied some had received a letter from a lawyer. The letter stated it is the owners' responsibility to remove debris from the end of Osito Place for the drainage for the development. Each owner on Osito is an individual, not an association or a group. They would discuss the debris and help in some way, but do not feel this is the owners' responsibility. The land belongs to "us" but there is no "us"; there is no association.

Dr. Jane Whitmore, 813 Osito Place, Santa Fe, was sworn in. She had two questions, 1) She is glad there would be a deceleration lane on Aqua Fria, but there is also a retention pond for the Dos Acequias subdivision on Agua Fria. Maps don't show how both will be positioned or the existing home's repositioned driveway on Aqua Fria. She asked how all of that would function. 2) Will there be two lanes all the way to the end of Prudencio, or only at the entrance to Agua Fria.

Anna Blyth, 836 Osito Place, was sworn in. Drainage, as touched on by other neighbors, was a large concern at the time Dos Acequias subdivision was approved. Now they are adding more homes to that. She asked if the developers would work together on drainage issues and coordinate construction simultaneously for that. After Dos Acequias was approved, there was still confusion about the impact of the drainage, which is a large impact. The acequia area will have significant work done and the area of the Acequia Medio. Adding the homes in the 1620 project will also add to that issue. It is difficult to discuss this now after Dos Acequias has been approved, which already will significantly impact the acequia. There are still concerns and she would reiterate points previously made: what will happen downstream because the acequia narrows and Dos Acequias is already a substantive impact; how will the Planning Commission work with the community to ensure what the major impact of Dos Acequias and what the additional

seven homes will look like and who is responsible; and how can we protect our existing properties before new ones come in.

Ms. Domenico, previously sworn, indicated she had questions she would ask for her neighbors who were not present: 1) Clarify all of the players involved in the project. The Romero brothers own the land, but what is the role of Liaison Planning, John Reeder from Geo Park LLC and are any of the parties associated with Nick Leric. 2) Criteria #2 states there is no problem with health, safety and welfare of the project, but neighbors would say the traffic on Agua Fria is already a hazard with Dos Acequias. Adding more homes will contribute to that and another subdivision is in the approval process directly north of Agua Fria. With the addition of those plus the 1620 homes and Dos Acequias along with the school within a few feet, will significantly reduce the health, safety and welfare of the Agua Fria area. 3) Criteria #4 states any nonconformity should not create more nonconformity. Code states that one entrance for up to 29 homes is required. Dos Acequias will have 68 homes,1620 will have an additional 6, making 75 homes with only one 24/7 open entrance. There will be two fire gates in the Dos Acequias subdivision that only open in an emergency. The project at 1620 definitely adds to the nonconformity created by Dos Acequias.

Chair allowed Ms. Domenico an additional two minutes because there was no objection.

Ms. Domenico continued her questions. 4) Will there be street parking on both sides of Prudencio; will the 1620 have driveways on Prudencio; where will additional parking for guests be for both 1620 and Dos Acequias; when is the groundbreaking and construction expected; will it be coordinated with Dos Acequias' three phases?

Also, it is concerning that the school has not replied or commented since they are directly affected. There was a lot of confusion during the Dos Acequias approval process. The neighborhood recommended the school be involved immediately. She thanked Chair Hiatt for the extra time.

John Pitts, 941 Nicole Place, was sworn in. He asked if the plan is to build single family homes on the seven new lots. Also, a point was made about the construction of new houses and that an additional traffic study is needed. He asked Mr. Logston about that and was told it is too small a group of houses and it wouldn't make any difference. Mr. Pitts said it does make a difference when they are all being funneled onto an already dangerous highway. It could impact not just residents in the neighborhood but people who use the street as a major thoroughfare. He asked if traffic from the new development could be added to the traffic study done for Dos Acequias, and the development across the street be considered as well.

Chair Hiatt thanked everyone for their comments. The public hearing was closed. He indicated there would not be another opportunity to ask questions and if their question

was not covered, he apologizes.

Commission Discussion

Chair Hiatt asked Ms. Vigil if there was a connection between the Romero family and the applicant from Dos Acequias.

Ms. Vigil said there was not.

Chair Hiatt asked if Ms. Vigil understood and was prepared to answer the questions about the drainage.

Ms. Vigil said she did understand. She offered to answer the questions she could and defer those she couldn't to their engineer Eric Cornelius.

Chair Hiatt explained to Ms. Dominico there would be a couple of things they cannot answer. The Commission has no idea why the school does not answer. They rarely answer but the ordinance requires the City to ask them. The school does not have to respond.

Also, several questions were raised about the new project across the street. He didn't know anything about that, possibly other Commissioners, or Mr. Berke would.

He gave the floor to Ms. Vigil.

Ms. Vigil explained the Romero family has owned the property for many generations. Originally when discussing subdividing their land they had talked about doing a family transfer. But it made more sense to work with the developer putting in the street because it would lessen traffic on Agua Fria and the number of driveways on Prudencio. The only involvement the applicant has with the developer is to make the area cohesive and avoid all of the traffic being put on Agua Fria.

Also, the applicant is involved with the drainage and ponding mentioned. The area will be used for both subdivisions cohesively. It was designed by an engineer and makes sense for both properties. It is not the case that the Romero's and the developer are in cahoots on this project. It just made more sense to work with the neighboring development on the small details and design.

Regarding parking; there is parking on the property and Code requires at least two parking spaces per lot. The lots are larger than required, over 5,000 square feet. These will be single family homes and they are allowed ADU's (Additional Dwelling Units). Some street parking is available on the west side of Prudencio, and it will be a dedicated street. Property owners will be able to share the parking. Driveways will meet City standards and will go onto Prudencio with all lots accessed off of Prudencio, not Agua Fria, as previously

designed. The City engineer has asked that the applicant redesign all of the driveways to be on Prudencio.

Chair Hiatt indicated Anna Blythe talked about how the drainage narrows near her house. He assumed that had been considered.

Ms. Vigil indicated Mr. Cornelius, the designer, would answer that. The players in the project are Liaison Planning, which is her, the land planning consultant; Eric Cornelius, the grading and drainage engineer; David Cooper, the surveyor and the applicants, the Romero family.

Chair Hiatt asked if Prudencio is two lanes the entire way.

Mr. Logston offered to answer. Prudencio is a two-way street. He thought the questions were asking about where Prudencio meets Agua Fria. There it widens to three lanes; one lane in, a left turn and a right turn lane. The confusion was probably whether that will continue the whole way through. He confirmed it is a normal two-way street but will have the right and left turn lanes at Agua Fria.

Chair Hiatt asked Mr. Logston if there were other questions from the public he wanted to address.

Mr. Logston shared a screenshot of the applicant's property and pointed out areas to help people understand the drainage discussed. He noted the decel lane and the pond. Mr. Cornelius said the pond is designed to overcapacity. Dos Acequias stated it will be able absorb any redesign needed for the decel lane.

Mr. Logston noted in its undeveloped state, none of the acreage has drainage facilities currently. On the question of what the drainage would do when developed; the applicant is actually accommodating drainage that the properties do not currently have. Where the runoff goes for Osito Place and Nicole Place was noted to help people understand the parts of the property being discussed. He addressed the decel lane and the pond interaction and how drainage will be incorporated. As each property develops there are accommodations.

Regarding additional parking for guests, the Romero subdivision will each have two off-street parking spaces. Their guests will have the east side of Prudencio Street where parallel parking will be incorporated.

Chair Hiatt asked if Mr. Logston knew anything about the new north side subdivision.

Mr. Logston said he understood there was an ENN, but it is unlikely to proceed. He asked Mr. Berke to comment.

Mr. Berke said Land Use Department is reviewing an application for 5-6 lots that will not access Agua Fria. Also, another 4-lot subdivision further north is being reviewed but has not filed application yet. Other development is an apartment complex that has been approved along Agua Fria and a 2-lot subdivision further west. There is no development directly across from this other than this development will access Agua Fria.

Chair Hiatt asked Mr. Cornelius if he would address questions from the public.

Eric Cornelius, 1599 S. St. Francis Drive, was sworn in. He said one question was about Prudencio, which is designed as a City street. Prudencio will be dedicated to the City once Dos Acequias has completed construction. The roadway is classified as a sub-collector and will have parking on one side. It is a standard street section except for the intersection at Agua Fria. At that point they will widen the roadway to handle a right turn and left turn out. The two lanes will not go all the way down but taper after about 100 feet to standard. Parking is only on the east side of the road. That works well for Dos Acequias, who will have the driveways along the rear (or east side) of the lot. Also, it prevents the parking from interfering with the driveways for the Romero subdivision. The Romero driveways will access through Prudencio. That allows the parking on one side of the street and the free flow for the driveways for the Romero property.

He spoke with both Mr. Logston and Dee Beingessner on the pond near Agua Fria. The pond has the capacity to handle the development and has a minimum amount of drainage that heads north. The Romero property has only one or two lots that drain to the north. They have analyzed the pond since the requirement to put in the right turn deceleration lane. It does not show on the submitted plans because it wasn't a requirement at the start of the project. The subsequent submittals will show the right turn deceleration lane, the pond modifications, and the revised driveway location for lot number one. The analysis of the pond shows it has the capacity with minor modifications. That will be reflected in an updated drainage report as part of the subsequent submittals.

Regarding drainage on the rest of the project. The applicant is meeting all drain management and drainage requirements, as is Dos Acequias. He is familiar with both projects as he was also the engineer on Dos Acequias. Dos Acequias had a substantial amount of infrastructure installed that far exceeds City drainage standards. In addition, there is adequate capacity for any sedimentation resulting from storms. With Dos Acequias there will be a reduction in peak stormwater discharge that flows down the acequia. The Romero subdivision further compliments that drainage design and overall will result in a reduction.

Mr. Cornelius noted a comment on the narrowing of the channel further downstream. He said they couldn't do anything about that as it is not on their property. The best they can do is ensure the water is slowed down as much as possible to improve the situation compared to how it is currently.

He confirmed again these are two separate projects. He believed Dos Acequias was in the process of obtaining grading and drainage permits. He noted winter is approaching and Dos Acequias would break ground soon. Also, the Romero project is close to approval. That means a possibility some construction could happen concurrently. That would reduce the construction time overall for both subdivisions and benefit the City and surrounding area. The projects could accommodate one another, i.e., the Romero's could get their sewer services installed prior to Dos Acequias paving the road. That would minimize the number of contractors involved, but they realize sometimes it does not happen that way. They will do their best.

Mr. Cornelius offered to remain available for questions.

Chair Hiatt asked City Traffic Engineer John Romero his opinion of the need for an additional traffic study.

Mr. Romero said he appreciates the concern of added traffic and the cumulative effect of adding subdivisions. The City looks at capacity when looking at traffic and how long it will take to get through intersections. A subdivision as small as this has negligible impact on the change in operation. The City takes into consideration: (1) that this project is not a full development; and (2) the City made improvements to accommodate the cumulative traffic, especially pertaining to Agua Fria. The improvement to the Siler bridge that crosses the Santa Fe River substantially effected Agua Fria, as does 599. There are plans to make the intersection up the hill from Siler and Alameda an interchange and more attractive way to get to this part of town. Opposed to consistently coming through Agua Fria.

They are also making improvements such as on Cerrillos Road. The City added auxiliary lanes and access control to allow smoother travel. Signals were timed on Cerrillos which has improved operation resulting in more people using Cerrillos than side streets. The portion of Cerrillos from St. Michael's to St. Francis is not constructed yet. DOT is managing the project and currently it is in the preliminary design stages with the first phase of construction projected in 3-5 years. These improvements and those that will be done will help to improve traffic flow in the area.

Commissioner Gutierrez noted the mention of an attorney sending a letter about the Acequia. He asked Ms. Vigil to provide more information if she knew.

Mr. Berke indicated City Engineer Dee Beingessner could possibly address issues related to drainage at the acequias.

Ms. Beingessner said she was not aware of a letter from a lawyer on the acequia. Neither were Ms. Vigil nor Mr. Cornelius aware of a letter.

Commissioner Gutierrez said he was okay if the letter was not sent by the applicant.

Commissioner Gutierrez asked Mr. Cornelius if there are drawings on the drainage shared by Dos Acequias and the Romero property to show what was done that was above and beyond standard requirements.

Mr. Cornelius explained it was detailed in his Terrain Management Report submitted with the preliminary plat submittal. The report is currently being reviewed by Ms. Beingessner. He clarified any issues, he believed, to her satisfaction. He noted that in addition, the Commission should know Dos Acequias is willing to accept the minimal amount of draining for the Romero property that flows onto the street and afterwards out into the Romero pond. The applicant additionally plans rain gardens in the landscape buffer between the sidewalk and curbing. That will further mitigate stormwater runoff and be a beautification and benefit overall.

Commissioner Gutierrez explained he was looking for something on screen that shows the current area and what the applicant is doing in conjunction with Dos Acequias.

Mr. Cornelius shared a map from his drainage report. He indicated the basins before Dos Acequias came in, Agua Fria St. and the roadway from Mandela School along the boundary that ties to Agua Fria. The roadway currently acts as a drainage boundary and flows over the road further down. He described three drainage basins: Q1 drains onto Agua Fria, Q2 drains onto a gravel road, and Q3 is a small portion that drains onto the acequia in question.

The next phase the applicant had to consider is the pending, adjacent construction. Dos Acequias, with the construction of Prudencio Street acts as another drainage divide. It further reduces the drainage areas for the basins to flow off site resulting in substantial reduction in stormwater runoff. What is left on the Romero portion then becomes substantially smaller.

The next step is the developed conditions, considering all the proposed improvements. They are all modeled in the same way; how much water is flowing onto Agua Fria; how much flows to the west onto the adjacent roadway; and how much is flowing into the acequia. The report shows an overall reduction even though they are adding area to the basins because they are also slowing it down with the construction of the pond.

Commissioner Gutierrez thanked Mr. Cornelius for the summary. He referred to the drainage on Agua Fria and said that would come from the existing house and Lot 2 heading north.

Mr. Cornelius clarified it was Lot 2 and part of Lot 3 and Lot 1 has always drained to Agua Fria and therefore is not a change.

Commissioner Gutierrez referred to QD4. He asked if that acequia was the one that would back up to Osito Place.

Mr. Cornelius explained the project limits do not touch the acequia, they go to the bank of the acequia and stop. The pond is within the overbank of the acequia.

Commissioner Gutierrez asked if he had numbers when the acequia ran before and what the numbers will be after the developments are completed.

Mr. Cornelius replied he didn't have those this evening. The drainage analysis for the Romero project did not need to model the entire acequia. He did, however, model the entire acequia as part of the Dos Acequias subdivision and the drainage basin is substantial. It goes all the way up to the east across St. Francis Drive into Railyard Park.

Commissioner Gutierrez addressed Ms. Vigil and Mr. Romero and noted that condition #2 requires all entrance and exits to be through Prudencio. He asked the alternative plan if Dos Acequias didn't happen.

Ms. Vigil replied they have not thought that through. She thought at first there could be an easement from the west side of the property onto Agua Fria. The utilities would be placed underground in that easement. But Dos Acequias is approved and she hopes, breaking ground soon and why it makes more sense to tie into that.

Commissioner Gutierrez addressed Mr. Logston. He asked if the Romero's went through faster, or something happened with Dos Acequias, would Condition 2 access through Prudencio be a problem with what the Commission decides tonight.

Mr. Logston thought it would not affect approval because if Prudencio never happens the applicant would have to redesign their subdivision. That would be a different, and new approval that nullifies the old one. If the road didn't happen for another year for reasons stated by the applicant and the engineer on the benefit to tie into the utilities, he assumed the applicant would wait. It would be the most cost-effective thing to do.

Mr. Logston thought that wouldn't affect the Commission's decision tonight. The alternative would be to delay or design a project that would nullify this.

Commissioner Gutierrez asked if Mr. Romero, Sr. and Ms. Vigil were willing to wait.

Mr. Romero, Sr. replied he would be willing to delay if Dos Acequias was delayed also. He said we want to coordinate with Dos Acequias and avoid cutting through the asphalt when putting in the utilities. The plan is to collaborate with Dos Acequias and

align with their timeline. He and his brother would continue if the effort failed or was nullified, but he would need to submit additional plans. Also, as Ms. Vigil indicated, possibly use the easement to put utilities underground.

Commissioner Gutierrez thought if the applicant were ready to do things in conjunction and at the same time as Dos Acequias, it would be benefit everyone.

MOTION: In Case #2020-2500, 1620 Agua Fria Street Romero Preliminary Subdivision, Commissioner Clow moved to approve subject to the conditions of approval and technical corrections recommended by staff. The motion was seconded by Commissioner Lawrence.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Gutierrez, Lawrence and Sategna voting in favor and none voting against.

MOTION: In Case #2020-2500, 1620 Agua Fria Street Romero Preliminary Subdivision, Commissioner Clow moved to approve the Findings of Fact and Conclusions of Law, attached as Exhibit A2 to the case report. The motion was seconded by Commissioner Lawrence.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Gutierrez, Lawrence and Sategna voting in favor and none voting against.

H. STAFF COMMUNICATIONS

1. Informational/Discussion Item: Chapter 14 Amendment to 14-8.14 Impact Fees

Carlos Gemora provided a brief report.

He explained impact fees were developed because new growth doesn't pay for new infrastructure. The solution was to make new development pay for itself. Four types of impact fees are assessed: Roads, Parks, Fire, and Police. There are various charges for housing; single family, Accessory Dwelling Units (ADUs), multifamily, noncommercial. State permission is needed to use the fees and New Mexico is very restricted on how the impact fees can be used and what can be charged. The need for collection must be justified and the City must actively use the fees collected.

Mr. Gemora said the Impact Fee Capital Improvement Plan (IFCIP) should be thought of as a State outlined formula. The maximum amount of impact fees charged is calculated by the formula and establishes a list of potentially eligible funds. A key point is that the plan does not establish or prioritize what, how, or where the City spends money. That is a political process left to staff. This plan cannot be used to encourage/discourage particular types of development.

Mr. Gemora noted the three stages of approval for the plan. First, the Capital Improvement Advisory Committee (CIAC), of which Jack Hiatt is also the chair, looks at the details and ensures the City follows the legal and financial practices. They develop a recommended plan and number of fees and review for approval in a general concept. The plan only comes to the Planning Commission if they have to change Chapter 14. The Commission is only asked to recommend the plan reviewed by CIAC and pass that on to the Governing Body.

What is not part of the Planning Commission is how fees are collected or how the State calculation is used to determine fees. He noted a table with the maximum amount of fees the City could collect for the total cost of development for Roads, Parks, Fire and Police. The fee could be set up to 100% of the maximum amount of fees calculated. The political process is determined by the recommendation of the CIAC, then the Planning Commission and on to the Governing Body.

Mr. Gemora said the purpose of this is to determine today what the Commission would want to see before or at the time he brings this forward. CIAC will review the details and recommend a number to the Planning Commission who will make a similar recommendation to the Governing Body.

Commissioner Sategna asked Mr. Gemora for an explanation of the formula used.

Mr. Gemora replied that a list of all the capital facilities and equipment would be developed. Using Fire as an example, a valuation for the fire stations, fire trucks and various equipment over $10,000 with a lifespan of over 10 years would be evaluated. Then the service area is determined, and they would determine how many people use the services. They would create a unit of development; what the cost on that system is for single family homes, large homes, small or multifamily, commercial, industrial, etc. All will have different numbers.

The system for Roads is a different development and VMT (Vehicle Miles Traveled). Industrial would be a higher VMT than commercial and use is divided by the valuation to determine the cost for each home that uses the services.

Commissioner Lawrence said she had a similar question as Commissioner Sategna. She appreciated that answer but also wanted to respond to his question about how much information the Commission would like. She said she wanted as much background information in the packet as possible to understand the formulas, and CIAC's determination. She indicated she was unsure what the Planning Commission would be reviewing or recommending, whether just the previous CIAC's work specifically affecting changes to Chapter 14, or if other changes are part of the task.

Mr. Gemora offered to provide the background information and send the 2014 plan to the Commission. He indicated the Commission could engage at any level they want. This will be a proposed ordinance and will change Chapter 14. Currently Chapter 14

states that the single-family, detached impact fees for a structure of 1500-2000 ft.^{2} is $3,303. The ordinance will have to be changed when the City changes that number, and the Planning Commission will review proposed changes to the ordinance.

Director Isaacson said the Land-Use fees were updated recently and came before the Planning Commission and were adopted by the Governing Body. The process for changing the impact fees will be similar to the amendment of the Land Use fee table.

Chair Hiatt said he thought they were only going to do a percentage but seems they will get deeper into the weeds.

Mr. Gemora explained in the end, CIAC will review the plan in detail and recommend the plan and a percentage of reduction. Just the percentage and a number will come before the Planning Commission. He offered to provide background on the decisions or rationale for CIAC determining a specific number. The Planning Commission review will be a recommendation from CIAC of the percentage of reduction and final fees. The Planning Commission can recommend changes to that.

Chair Hiatt asked to clarify. He asked if the current reduction is 70%, would the Planning Commission be recommending a single percentage up/down to all of the categories, or will they have to look at each category and recommend a different percentage for each.

Mr. Gemora explained only one percentage could be applied across the board. The Planning Commission cannot get into decisions where they want more housing or less industrial, etc. This plan will only allow them to apply 100% of the impact fees or some other type of reduction, across the board.

Chair Hiatt thought it would be helpful for the Commission to see the previous report to help them understand CIAC. He explained generally, CIAC meets three to five times a year. Staff from one of the various departments will state a need such as a new fire station at South Meadows. They explain why it is needed and explain the numbers. CIAC approves the request 9 out of 10 times and the request then goes on to the Governing Body for approval. He noted this is the first time they have delved this far since 2014 and it would be a substantial amount of work for the CIAC. He hoped the Planning Commission would get a good product that makes a lot of sense.

He added he would love to see one of the Commissioners be interested in serving on the CIAC.

Commissioner Clow said she likes summary, and she assumes that fees will go up, not down. She wanted a summary of the effect of the fee on construction, why the fee needs to be increased, and the rationale behind increasing the fee to that percentage.

Mr. Gemora said he could provide that. There is a report that looks at past impact fee reductions and increases he thought came from 2015. The City paid a lot of money to the contractor to provide the report and he might be able to get something similar. He reminded the Commission in the 2015 report, it stated changing the impact fees had no

statistically significant effect on development, regardless if it was in other states or in New Mexico or in different years. That could be the case again, but he will provide as much information as possible.

Chair Hiatt asked the timetable for getting the recommendation to the Governing Body.

Mr. Gemora replied he wants to take the recommendation to the last Governing Body meeting of the year, which is on December 9, but procedurally that might be impossible. They are working as quickly as possible to introduce it.

Commissioner Sategna also wanted summaries. He wanted to understand CIAC's recommendations and feeld he is fulfilling his duties as a Commissioner.

Chair Hiatt asked Mr. Gemora to get the 2015 report out as soon as possible.

I. MATTERS FROM THE COMMISSION

Mr. Berke showed the "Residential Development Pipeline" in Santa Fe broken down to what was approved, but the plat may not be recorded; what was approved and under review; and what is under construction and building permits have been pulled. This illustrates growth in all areas of the City, although not where they should be for affordable housing. Around 1700 multifamily units were being built with the rest for single family. The report Mr. Gemora mentioned will include growth projections and construction is not slowing down. This is a good benchmark showing how Santa Fe is growing, the type of growth and where the growth is happening. Of all the units, only about 200 are affordable units but they are a large part of what the market is demanding. He offered to send the report to anyone wanting a copy if they email him.

Chair Hiatt asked Mr. Berke to send all the Commissioners a copy because he thought all of them will want one. He thanked Mr. Berke, Director Isaacson and Mr. Gemora. He thought it helpful if they take a snapshot from time to time.

He said on the point of affordable housing, the City is not doing the job and he wasn't sure how to do that. There are 1200 building lots in Tiera Contenta and they are working hard to get the project going. He is on the Board of Directors of Tierra Contenta and plans to go out there tomorrow to see if he could get them going. That is where they could do inroads with affordable housing.

Mr. Berke indicated there will be a case regarding Tierra Contenta on the next agenda. He asked Commissioners to email him if they could not attend, so he could ensure there is a quorum.

Commissioners Clow, Sategna, Lawrence and Gutierrez all indicated they will be present. Chair Hiatt will contact Commissioner Hogan and let him know he will need to chair the meeting.

Mr. Berke said Alexander Dzurec will represent the owner. Also, on the agenda is the Short-Term Rental Ordinance amendment and a case that had been postponed. The agenda has been published and Short-Term Rentals is the first item.

Director Isaacson said when talking about affordable housing, they also have to talk about the amount of money in the Affordable Housing Trust Fund, which is over $900,000. Even when projects don't have an affordable component they are required to contribute to the Trust. The fund makes it easier to provide affordable housing in Santa Fe.

He said he mentioned earlier the updated Land Use fees were passed. They will be effective January 1, 2021 and half a million dollars a year in additional revenues is anticipated through the application of those fees. The hope is the fees will enable the Land Use Department to hire additional staff. The Department is excited that was approved.

The next Planning Commission meeting will be October 15th and the Planning Commission, the Board of Adjustment and the Historic Preservation will continue to be busy for the rest of the year. He asked Commissioners as they know their availability to let staff know so they could organize the agendas accordingly.

Director Isaacson said the July short-term rental ordinance has been re-drafted by Sally Paez, himself and the legislative sponsors, Mayor Webber and City Councilors Lindell, Villarreal and Romero-Wirth. The hope is to route the ordinance through the committee process with a public hearing ideally by the end of the year or early 2021.

He said staff in the coming weeks will begin to think about the legislative calendar in 2021 and schedule the text amendments and other code changes as well as new ordinances applicable to Land Use.

Chair Hiatt presumed there was no information on a new member since it wasn't mentioned.

Director Isaacson responded, not at the moment. He and Ms. Paez did meet with the Mayor and City Manager. They will announce to the community the existing vacancies for Planning Commission, the Board of adjustments and the CIAC. Progress is being made but no one has been identified at this time.

Commissioner Gutierrez thanked staff for the presentation and sending a copy to the Commissioners. He thanked Director Isaacson for the reminder about the money in

the Affordable Housing Trust Fund. He asked Mr. Berke to send him an email when packets are posted online.

J. ADJOURNMENT

Chair Hiatt adjourned the meeting at 8:00 p.m.

Submitted by:

Melissa D. Byers

Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

_____

John B. Hiatt, Chair

SUMMARY INDEX
PLANNING COMMISSION MINUTES
OCTOBER 15, 2020

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B. Pledge of Allegiance	Recited	1
C. Approval of Agenda	Approved as published	2
D. Approval of Minutes	None	2
Findings/Conclusions	None	2
E. Old Business	None	2
F. New Business		
1) Consideration of Bill No. 2020_	Recommended Approval	2-23
2) Case #2020-2499 1623 Camino de Cruz Blanca	Postponed to December 3, 2020	24-37
3) Case #2020-2592 1623 Camino de Cruz Blanca	Postponed December 3, 2020	44-37
4) Case #2020-2498 Plaza Contenta Development Plan	Approved with conditions	37-45
G. Staff Communications	Comments	45
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I. Adjournment	Adjourned at 10:06 pm	46

MINUTES OF THE CITY OF SANTA FE
PLANNING COMMISSION
Thursday, October 15s, 2020 - 6:00pm
VIRTUAL HEARING

CALL TO ORDER

A regular meeting of the City of Santa Fe Planning Commission was called to order by Chair Hiatt on the above date at approximately 6:00 p.m. at a virtual meeting held at https://www.youtube.com/user/cityofsantafe.

A. ROLL CALL

Roll Call indicated the presence of a quorum for the meeting.

Members Present
Commissioner John B. (Jack) Hiatt, Chair
Commissioner Mark Hogan, Vice Chair
Commissioner Janet Clow
Commissioner Pilar Faulkner, Secretary
Commissioner Lee Garcia
Commissioner Brian Patrick Gutierrez
Commissioner Jessica Lawrence
Commissioner Dominic Sategna

Members Absent
(One Vacancy)

Others Present:
Mr. Elias Isaacson, Land Use Director
Mr. Noah Berke, Planner Manager and Staff Liaison
Ms. Sally Paez, Assistant City Attorney
Ms. Melissa D. Byers, Stenographer

NOTE: All items in the Committee packet for all agenda items are incorporated herewith by reference. The original Committee packet is on file in the Land Use Department.

B. PLEDGE OF ALLEGIANCE

Chair Hiatt led the pledge of allegiance.

C. APPROVAL OF AGENDA

MOTION: Commissioner Faulkner moved, seconded by Commissioner Lawrence to approve the agenda, as presented.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Faulkner, Garcia, Gutierrez, Hogan, Lawrence and Sategna voting in favor and none voting against.

D. APPROVAL OF MINUTES

None

E. APPROVAL OF FINDINGS/CONCLUSIONS

None

F. OLD BUSINESS:

None

G. NEW BUSINESS

1. **Consideration of Bill No. 2020-__:** An Ordinance Amending Section 14-6.2 SFCC 1987 to Adopt by Ordinance a Maximum of One Thousand (1000) Short-Term Rental Permits in the City, to Prospectively Limit the Number of Short-Term Rental Permits to One Per Natural Person, to Prospectively Limit the Proximity of Short-Term Rental Units, to Require a Local Operator for Short-Term Rental Units, to Adopt Record-Keeping and Reporting Requirements for Short-Term Rental Unit Owners and Host Platforms, and to Clarify Other Provisions of the Short-Term Rental Ordinance; Amending the Land Use Code Definitions in Section 14-12.1 SFCC 1987 as They Relate to Short-Term Rental Units; and Amending Section 12-2.3 SFCC 1987 to Clarify That a Short-Term Rental Unit is not a Group R-1 Occupancy for Purposes of Fire Inspections. (Mayor Webber and Councilors Lindell, Romero-Wirth, and Villarreal) (Elias Isaacson, Planning and Land Use Director, esiasaacson@santafenm.gov, 955-6730; Sally Paez, Assistant City Attorney, sapaez@santafenm.gov, 955-6501)

Written public comment from the Santa Fe Association of Realtors is attached hereto as Exhibit "1" and Exhibit "2".

Chair Hiatt thanked Director Isaacson and Ms. Paez for their work on the bill. He said he is pleased with the comments received.

Mr. Berke provided an update on public comments received. The 72-hour deadline fell on a holiday and he contacted everyone who submitted comments after the deadline. All the material was compiled, and the City Attorney will pass that on to the Boards and Commissions. Everyone who emailed comments was contacted and he explained how they could participate in the public meeting tonight.

Mr. Berke indicated 60 people were in attendance. He explained the process for participating in the public comment on any business item on the agenda.

Ms. Paez said people commenting on the consideration of the bill do not need to be sworn in because this is a legislative matter.

Chair Hiatt confirmed speakers will be given two minutes to comment and everyone must speak for themselves. The Commission will not recognize someone else speaking on their behalf.

Mr. Berke reminded everyone there will be other opportunities with other boards and committees to speak, including at City Council.

Commissioner Clow recalled at their last meeting the Commission determined they would not allow public comment.

Chair Hiatt said that was correct, but there were substantive changes in the second draft. He and Assistant City Attorney Paez and Director Isaacson thought it helpful to allow public comment.

Ms. Paez added that sponsors have introduced essentially what is a new bill, which restarts the legislative process and why there should be a new public hearing.

Chair Hiatt asked those speaking to respect the two-minute limit.

STAFF REPORT

Director Isaacson asked Ms. Paez to present an overview of the draft, the process and changes and the next steps in the legislative process.

Ms. Paez said this is the second draft to amend the existing Short-Term Rental (STR) ordinance. Many features of the original draft were retained but there have been many changes in response to comments. The legislation would be amended to adopt a 1,000 STR permit limit on residentially zoned property. The Ordinance prospectively

limits one permit per natural person but would not apply to existing permits that are compliant and renewed timely. The Ordinance also would adopt new proximity limitations, record keeping and recording and inspection requirements, and clarifies some areas.

Ms. Paez explained the legislation previously came before the Planning Commission on June 18, 2020 for a public hearing. With it came a companion bill for civil penalties and general amendments to the Land Use Code Enforcement Ordinance. Based on the significant input received, the sponsors chose to pause the process on the STR ordinance. The companion bill and Enforcement Ordinance moved forward and was adopted by the Governing Body.

This is the first public hearing for people to provide formal input for the record on the second draft of the STR Bill. Highlights of the biggest changes from the first to the second draft were described.

The first draft created more restrictions for non-residentially zoned properties, specifically on the permit limitations for STRs in the City not grandfathered that applied in the Business Capital and Commercial Districts. That was withdrawn due to input and the permit limits will remain only on residentially zoned properties.

Existing provisions limit the number of rentals in a week to 1 rental in 7 days. The first draft applied Citywide and the new draft is the seven-day provision applied only to the residentially zoned property. Clarifications were added based on public input and language suggestions were made by the Planning Commission on the "natural person" provision. The provision clarifies a permit needs to be held by an individual person who has authority to act on behalf of the underlying business or legal entity. Clarifications were also made on the limitation on permit transfers. The permit is specific to the person/property and cannot be transferred for residentially zoned properties when the property is sold. The home can be put into a trust. A local operator provision is required to handle problems for all STR units and must be physically present at the unit within one hour of being contacted.

Provisions for Fire and Safety inspections were updated. The second draft responds to comments from Air BNB and VRBO and changes were made. Provisions were revised for clarification in the grandfathered clauses.

Ms. Paez noted the packet is available on the City website and includes comments received since the last meeting, the minutes of the last meeting, and the old draft and new bill proposed.

The Planning Commission is required to make a recommendation on all of the proposed amendments to the Land Use Code.

Ms. Paez explained the various recommendations the Planning Commission could make to the Governing Body; to recommend adoption of the Ordinance with the changes, recommend to adopt except for xyz, or the Ordinance is not ready to be adopted.

Ms. Paez said a timely comment was received from the Santa Fe Association of Realtors and was provided to the Commission in advance. The comment will be attached to the Planning Commission minutes as part of the formal record as well as the comments tonight.

Chair Hiatt said questions to Director Isaacson and Ms. Paez will be held until after the public hearing. He clarified the witnesses did not need to be sworn in.

PUBLIC HEARING

Andrew Duettra, 106 Faithway, said the Planning Commission should recommend the City Council remove the radius restrictions imposed on STRs in commercial zones within 200 feet of a residential zone. There are no radius limitations on properties in commercial districts for any other use such as hotels, motels, bars, burger stands, or drycleaners. Zones have black and white borders, not varying borders for every type of business. Commercial zoned properties should only be governed by that zone's rules and not by proximity to another zone. They should also recognize that STRs are fundamentally identical to other short-term lodging options such as hotels, motels, inns and B&Bs recognized in the Code. No other business is treated in that way. This change deprives property owners in a commercial zone within 200 feet of residential of their rights to use their property without reason, without just compensation. On the other hand, residentially zoned owners who bought their properties were aware they were near a commercial area allowing bars, drycleaners, etc. The businesses are expected and encouraged to locate anywhere in such zones and nearby residents have no expectation that a business allowed at 300 feet away, will not be allowed if 200 feet or closer. Many residential properties back up to businesses such as bars and hotels and he questions the rationale for limiting STRs. The solution to limiting STRS in residential neighborhoods is to promote them in commercial districts. The competition will diminish the number of short-term rentals areas in town, by adding more appealing options in the commercial heart of town. The new provision creates a wrath of legal and practical issues and impedes the goal it purports to address and should be removed.

Meredith Gray, 259 Montoya Circle, Unit 1, said she moved here two years ago and lives in the historic district. Montoya Circle is a dirt road on the portion she lives on and unbeknownst to her, she is one of two in an HOA. The charm and appeal of Montoya Circle has changed rapidly since she moved in. The market has been good for home sales and almost exclusively second-home owners. They are restoring the older adobes and making them either an Air BnB or VRBO unit. She shares a unit considered a duplex

that is in contract to close November 6, and almost everyone who considered buying it mentioned using it as a rental unit. That concerns her, mostly because of the quality of life, the insurance liabilities, the noise and nuisance. As it is, there is no adequate street parking. She has talked with Director Isaacson and contacted Councilor Lindell last week about what she can do.

Frances Maier, 633 Garcia Street, said she represents herself and members of the Santa Fe Short-Term Rental Alliance. They are a group of homes with permits and pay the taxes and follow all the rules. Many of them live in Santa Fe, vote and support reasonable regulation and many rely on the income for their homes. She thanked the Commission for some changes made, however would respectfully suggest these are wholesale changes. There are some things they believe are not additive for this issue. They are aware of the McDonell Report that speaks to the need for more enforcement for illegal STRs. As a host of an STR, she takes care to ensure parking is respected. She indicated that many of the Alliance members will talk today about removing the one per seven-day rule. It is difficult to enforce and for hosts to manage. During this time with COVID, the City is benefiting because people are more comfortable staying in a STR than a hotel. They are contributing significantly to the overall community. The Alliance would like the Commission to listen to their suggestions on the proximity rules and seven-day rule. The Alliance is open to considering rules for minimum night stays and would like the Commission to focus on enforcement and on those who are not members of the Alliance and not following the rules and ordinances.

Mr. Berke asked if whether the seven-day rule is an old rule or a proposed change to the ordinance.

Ms. Paez indicated it is an existing rule in the current ordinance.

Kelly Gould, 108 Candelario Street, said she is a licensed STR owner and owns a vacation rental management company in Santa Fe. She is a member of the STR Alliance. She said if the purpose of the amendment is to streamline enforcement, it is the most time-consuming and confusing requirement, both from the operator's and the City's perspective. She guessed that the original purpose was to avoid parties, troublesome guests and nuisance; or was it to protect hotel bookings. She asked if there is data on public complaints on legal rentals, versus illegal STRs and how those statistics compare to hotel complaints or other neighborhood disturbances. She personally has not had a single issue or neighborhood complaint with the five homes she manages. She said we are in a post COVID world. To welcome back tourism to Santa Fe safely visitors are preferring vacation rentals over hotels because it ensures less exposure. She asked why, when our economies need to be rebuilt, operators are not allowed to host more stays. The O'Donnell Report doesn't mention the seven-day requirement even though this is an existing provision. The report focuses on enforcing registration requirements. She reported an illegal STR rental on July 1 to "*code enforcement*". Guests were still at that

home as of this morning and the listing is still active on Air BnB. She asked why legal operator/owners are subject to additional restrictions and so many illegal STRs are operating. She said the City needs to address registration requirements per the O'Donnell Report.

Chair Hiatt asked Director Isaacson to contact Ms. Gould to find out more about the illegal STR.

Marc Bertram, 906 Trail Cross Court, said he favors some of the proposed changes in this draft, but finds some new provisions problematic. They are likely to cause serious potential legal and zoning concerns for property owners in the commercially zoned areas. The new radius provision results in a downzoning and takes away some property rights of commercial property owners in the commercially zoned BCD Districts. Owners would not be able to change or develop use to a legitimate STR business on their property if the property is within 200 feet of a residential zone. That is a lot of properties and a lot of value. Only recently was the ordinance modified to give the City more enforcement power over STRs. He suggested waiting to see what enforcement efforts the City takes before modifying the ordinance like this. Also troubling is the disparate treatment of the same category of business. The same property, if within 200 feet of a residential zone, can build a hotel or an STR complex. Given the unit sizes, the hotel could welcome at least twice as many guests, especially where higher overall occupancy rates are considered. That would lead to 2 1/2 times the amount of noise, congestion, trash, parking, etc. for residents within the 200-foot buffer. There are no limitations on the number of rooms in a hotel but STRs would be limited 25% of the rooms being rented.

Elise Noble, 2255 Old Arroyo Chamiso Rd., said they have experienced a marked decrease from their well over 42 years. They are careful not to use too much at one time, but often run out of water. The ordinance purpose is to ensure that operation of STRs do not affect the quality of life of their neighbors. There is nothing that addresses the issues of water quantity or quality. STRs add to the usage from the common water table because of increased showers, toilet flushes and laundry for guest linens. That adversely affects quality of life for residents and decreases the already diminished water supply. Rising water use increases the volume of water that goes into a septic field. Someone tried to install next door to her a leach field too close to her well. They grudgingly moved it, but barely outside the 100-foot setback required. She wants the Ordinance to address issues of water quantity and quality in areas served by wells and septic. The issues greatly affect quality of life. Another concern is the proposed total number of guests that can legally occupy an STR is twice the number of bedrooms. A couple with four bedrooms and three children can have 8 guests or a total occupancy of 13 people. She doubted that was the intent and suggested "persons" be changed to *guests* to correct the situation. Finally, the required notice for STR permits includes no provision for notice recipients to raise concerns or objections. She hopes that will be added.

Richard Woodruff, 625 Onate Street, a member of the Short-Term Rental Alliance, said he wasn't clear why changes were being made. Some of the points such as the seven-day occupancy rule are unworkable. He wanted to address the scofflaws of STR permits. He thought part of the ordinance change is to address people who are not applying for rental permits. He wanted to clarify that not all rentals listed on Air BnB, VRBO or other listing agents, require a permit. Some listings are in the county, some are rentals more than 30 days, and some are duplicates of rentals for marketing purposes. Secondly and importantly, since 2019 the City and State requires all bookings on any listing for Air BnB, etc. have their listing engine managers pay all taxes, regardless of whether a permit, directly to the State Gross Receipts or the Lodgers' Tax. He couldn't understand the basis for the tax argument mentioned in an article two days ago. He said his point is when will a study be done.

Ashley Hodgini, Regional Government Affairs Manager that includes the STR platform Berger.com headquartered at 11920 Altera Parkway in Austin Texas. She complimented the Commission for an inclusive, thoughtful approach to the process. She thanked staff for their willingness to discuss concerns on the original draft, which have been fully addressed. Director Isaacson and Assistant Attorney Paez were gracious with their time. She wanted to address some remaining concerns about operators. She does agree with the intent of the ordinance to streamline enforcement, increase compliance, and prevent illegal activity. They and their STR partners strongly support responsible regulation of the industry. A concern is the use of too many restrictions. She recommends leading with the permit cap and the distance limitation first. Then evaluate what might be necessary when compliance is achieved. They are hopeful that platform provisions in the ordinance will alleviate a significant amount of effort on the City's part. In the many years she has worked on STR policies across the country, jurisdictions have used one or two of the operating restrictions contained in this draft. But she rarely sees all used to regulate vacation rentals. In the rare cases where all were used, it was areas that don't allow traditional vacation rentals, or with the goal to eliminate them. She was sure that is not the intent here. They are pleased and impressed with the progress made since the original draft and would like more focus on enforcement and fewer operating barriers. They welcome the opportunity to partner with the City.

Leroy Pacheco, 313 Lomita, said he just became aware of the issue late last night. He read his comments into the record and would email them later. He recently became aware of the proposed STR ordinance. He supports the City's desire to protect the quality of the residential neighborhoods. He said that is shared by those who visit our beautiful city and choose to stay in a private residence rather than a hotel. He is new to being a host to visitors and enjoys providing a unique experience for people who prefer visiting Santa Fe in this way. He is a licensed host in a home he grew up in built by his grandfather in 1960. He hosted about six months before the pandemic and has had about the same as a host during the pandemic. The natural market forces have dramatically changed the character of those who now visit Santa Fe. He is not clear what a post pandemic world

will look like regarding tourism. The rich touristic opportunities such as Folk Art Market, Spanish Market and Indian Market, the Santa Fe Opera and Balloon Fiesta were dramatically halted by the pandemic, disrupting the State and the City tourism economies. The current political division and recent vandalism of the historic monument on the Plaza, adds to a climate of angst. That further raises the uncertainty for the future. He wonders whether elements of this ordinance will further impinge the City and State's ability to economically recover. Specifically, the 7-day rule and the proximity rule of no new permits within 50 feet of an existing permit. Those regulations should be fully and separately vetted of how it complies with Federal private property laws. He suggests those articles be excised from the current language in the interest of prudence until that analysis is done and other more perfunctory articles move forward.

Kris Leslie-Curtis, 142 Vaquero Road, said her family has a long history with development and involvement with the City of Santa Fe. She was representing herself as a small business owner and has aligned with the Santa Fe STR Alliance because of the magnitude of proposed changes to the ordinance. She perceives this will have a negative effect on the STR market in Santa Fe. She has four properties downtown within walking distance to the Plaza, two are permitted and licensed STRs. Her biggest concern is with the restriction to "one natural person" per STR permit. She intentionally invested in STRs and her income is dependent upon having multiple STR properties. She is a single parent with a daughter who is starting medical school and another who will start college. She has been shut down during COVID and the proposed change to limit "one natural person" would negatively impact people such as herself. She respectfully requested the Commission consider delaying their vote on the proposal, and the seven day and proximity rules. They will impede a financial recovery for Santa Fe and the tourism industry. She suggested instead the Commission should focus on enforcement efforts.

Tamar Hurwitz, 1039 Camino San Acacio, said four years ago she and her husband bought a retirement home in a community they love. They are not able to currently live in Santa Fe full-time until they retire. They renovated and furnished their home to provide a beautiful Santa Fe experience and guests love it. She said they are proud of what they offer in their STR and it is licensed as required. Her issue mostly is with the seven-day rule. One rental every seven days would mean that if a guest checks in on Friday and checks out on Sunday, another guest could not check in until the following Sunday. Most of her rentals are for the weekends and this rule means she can only receive two weekends a month of rent. If someone rented over the Christmas holiday, in effect they could not rent over the New Year's holiday. That falls within the seven-day period. That isn't right. Their home not only provides tourists and guests with a great experience, but jobs for our housekeeper, property manager, the person shoveling snow and their wood supplier. If limited to the seven-day rule it would be less work for all of the support people. She said we believe enforcement is important, but the energy should be directed at those not following the rules and who make a negative impact. We

want to be proud of the work we do as a community. We want to provide the best Santa Fe has to offer. She thanked the Commission for their work and said we value and understand that you care about our community as we all do.

Russ Schrader, 125 Paseo De La Cuma, said the guests in his house are usually extended family. He joined the STR Alliance because they have permits and pay taxes and support reasonable regulation. He relies on the income and realizes the need for everyone to feel safe. He endorses the findings of the O'Donnell Report and the enforcement of registration and educating stakeholders. The rentals are key to tourism and the City should focus on the advantages of STRs and encourage them. He knows people don't like change and has heard about the noise and parties and that people want to see familiar faces. Loud parties and bad guests should be dealt with in the same way as with neighbors, through enforcement. STRs are the best-kept homes because they compete for guests and the rental income helps him keep his house looking good. He also wants to retire in Santa Fe and have his home be nice when that time comes. STRs also improve neighborhood safety in homes that would otherwise be vacant. And it is just the Plaza or Railyard, but neighborhood small businesses that thrive. He said the Commission should not be reducing opportunity for the host. They should be enforcing and looking at the facts first and then regulate the problems.

Diane Kinderwater, 6737 Camino Rojo, thanked Director Isaacson and staff for helping her get her short-term rental permit. She thanked them for changing the recommendation to one hour to address complaints at the home. An hour is more reasonable. But she disagrees with the restriction for the seven-day rule. She wanted to compare her experience of opening her private home to visitors. Air BnB and the VRBO guests write reviews. Hosts work hard to ensure their visitors have a wonderful time. She said we recommend things in the area and share personal experiences and what we like in Santa Fe. She felt there are too many restrictions on hosts. She appreciated being allowed to open up a home to people from other cities, states, and countries. They do pay their taxes. The experience of staying in a private home is a positive alternative to hotels and we do our best to make sure our guests are happy.

James Eck, 1964 Hopi Road, said he has an attached casita he uses as an STR. He thanked the Commission for the process and the openness of the hearing and has been attending Planning Commission meetings virtually since June. The rules and regulations in place are important, specifically the seven-day period. This is an opportunity to consider and change the rules as well. He asked if the seven-day rule is a rolling seven days or within a calendar week. And on the notification of neighbors, although the rule is in place, is the purpose to inform neighbors of the STR property or to invite response. He asked if this is an opening to neighbors to complain. He hasn't heard any complaints but is looking for clarification for himself in this meeting or in follow-up. He said he appreciates the opportunity.

Chair Hiatt explained to Mr. Eck that he would address a question to the Chair, and after the public hearing he would have Assistant Attorney Paez, or Director Isaacson address his question. He indicated Mr. Eck will have other opportunities for questions, but the Commission will do their best to answer the questions.

Denise Fleming, 101 Williams Street, Unit A, thanked the Commission for the forum. She agreed they should address economic concerns for the City and look at a more in-depth study of the impact of the seven-day rule. When she travels she uses Airbnb and STRs because she has food allergies and sensitivities. She works remotely and finds it a blessing to be able to stay in a home with a kitchen and have space to work. The world has changed and many of her guests are people who want to get away from their existing conditions and work, and they are not partying all night. She was concerned about whether studies of regular versus STR rentals were done in terms of noise. She asked if there is paranoia that people are renting. When considering the high cost of eating three meals out in any city, even when staying at a hotel for a short time, should be considered. The seven-day rule is burdensome for owners living part time in Santa Fe.

Kutlu Gulamber, 303 Rosario Hill, said he lived in Albuquerque for 26 years and moved to Santa Fe by accident. He has fallen in love with this beautiful city. As an owner of an Airbnb, it is a joy to share the beauty and sanity with visitors. We make our homes beautiful; we plant gardens, we keep up our streets and our homes. We know our neighbors and we have organized against crime. The pandemic offers a unique opportunity to further promote beautiful Santa Fe with others and with those who may be potential residents. He wasn't sure the seven-day rule is manageable and would love for them to consider the removal of the rule. Secondly, he asked that they consider not changing the rules of the BCD zoning. Zoning is zoning, leave it the way it is. He said let's keep our city beautiful and share Santa Fe with anyone who wants to come.

Bob Zlinksi was sworn. He said he has an STR at 502 Sunset with the rental since 2008 and we have had great guests. We enjoy meeting and talking with them and it has been a good experience for us and the renters. He also has long term rental properties and wishes those people were as courteous as the short-term renters. He agreed with the comment that STRs are better maintained. He thought the Ordinance a bit premature, especially because the problem should be addressed of illegal renters, first. Then see if they should change the ordinance. He suggested two things needed were to first, wait to see what happens with enforcement. Secondly, consider the economic impact, especially with COVID 19. It would be prudent instead of voting tonight, to table the ordinance. They should enforce the ordinances they have and readdress this when appropriate. He thanked the Commissioners for their work and time.

Leslie Knowlton said she has owned an STR at 803 Galisteo for about three years. She put about $2000 of work into her house to meet requirements and she lists with the

City and pays taxes. She has had a great experience with AirBnB and finds she has high-quality renters if she keeps a 3-day minimum. People have been fabulous. She agreed the commission should delay voting. She has been trying to reregister online, but that has been problematic. She wants to get that in place before the Commission makes other decisions. The seven-day rule would prevent her from continuing to receive an income that has helped her maintain her house. She has been in Santa Fe for 20 years but resides in California taking care of elderly parents. The rental provides a way for her to pay her mortgage.

Jeff Little, 2124 South Meadows Drive, has been renting his house for several years. He asked to clarify points that he didn't think were understood by some who made comments. A study states that there is a $3.8-million loss in taxes. That was addressed in 2020 that taxes are collected directly. A reduction in listings or enforcement that would reduce the ability to conduct an STR represents a decrease in the Santa Fe Lodgers' Tax revenues. An unfortunate aspect of reducing the number of vacation rentals, whether by making them unprofitable or limiting them by radius, is it becomes harder for a Santa Fe family reunion. If the City wants families to visit and introduce the Santa Fe culture to the next generation, they need kitchens. Neighboring rentals are needed for families to get together and share experiences. He doesn't want Santa Fe to be a retiree focused travels best nation. Tourist spots need to find a way to expand and grow with the energy of the younger people. People are already paying taxes and the restrictive clauses in the resolution represent a potential decrease in City taxes. In addition, there would be corresponding decreases to restaurants, galleries, etc. He thought Santa Fe's healthy prosperity and the vacation rental owners are linked. He is hoping they could partner in making the City great.

Kamitz Potkin, 72 Paseo Nopal, said she was born and raised in Santa Fe and has a couple of properties. She is concerned because she would like to have homes in the City for STRs when they are not here in Santa Fe. She wanted everyone to listen and understand-we all want to be able to support ourselves whether we are in Santa Fe or not. She is concerned about the seven-day rule.

Drew Fleming, 1039 Camino San Acacio, said the STR industry made it possible for many of them to fulfil a dream of owning property in exotic locations like Santa Fe. Their goal is to retire in Santa Fe one day. That dream motivated him to invest in a dilapidated property that they turned from an eyesore into something charming. People in the neighborhood thanked them for turning the property around. STRs also enable travelers without the means to pay for high-end hotels to come to Santa Fe. They can experience the community and what it has to offer. Platforms like Airbnb and VRBO have allowed people to travel places they normally would not be able to visit. Also, when the city caps to a certain number of permits, that protects the community from having too many rentals or too many tourists. But placing other restrictions impacts the number of tourists who are able to come, how much money is spent in Santa Fe, how much support

staff earns to keep up the properties and results in an even lower income for people. All of that affects how much money is spent in the community and how much they pay in taxes. As long as the City continues to cap the licenses, the other restrictions will not achieve what they hope to; to keep spending in the community.

The last speaker was not able to connect.

Chair Hiatt reminded everyone they could submit written testimony at any time.

The public hearing was closed at this time.

DISCUSSION

Commissioner Gutierrez said the Commission heard a lot of testimony and the seven-day rule continued to pop up over and over. He noted that that has been discussed previously and Ms. Paez mentioned cleaning up the language. He asked her to remind him about the language.

Ms. Paez didn't recall that the language was changed on that.

Director Isaacson offered to clear up questions on the seven-day provision. He said there was confusion on if it ran for seven calendar days. He gave the examples that guests that arrive at an STR on Thursday and stay until Sunday, Tuesday or Wednesday, meant hosts could not rent the unit until the following Thursday. The 7-day period starts the day the reservation starts, and a second reservation could not start until seven days later.

Ms. Paez read the existing provision section stating, *"No more than one rental is allowed within a seven consecutive day period"*. She noted that was moved to a sub paragraph that addresses specifically, residentially zoned properties which states, *"Frequency of rental in permanent short-term rental units shall not be rented more than once within a seven-day period"*. The word *consecutive* was removed because some found that confusing. She said Director Isaacson did a good job explaining how the provision will be applied. The intent is to continue to apply it in the same way.

Mr. Berke added the provision was put in by Council with the redraft. It is meant to stop a revolving door of multiple rentals per week requested from the neighborhoods. He clarified that a person could rent once in every 7 days and that could be 52 rentals a year.

Chair Hiatt pointed out that 22 people testified and at least half had objected to the seven-day requirement. He thought it a serious issue that should be revisited.

Commissioner Gutierrez asked Mr. Berke if the number of permits had a limit in 2016 when that was put into play.

Mr. Berke replied yes, and historically it started at about 300 and was increased based on a waiting list and demand. A study by Southwest Planning estimated somewhere around 1500 to 2000 illegal rentals were happening when the City Council voted to increase the limit of short-term rental permits to 1000. They indicated at the time that through amendment or request to the Governing Body the cap of 1000 could be increased if there is a demand.

Chair Hiatt asked how many permits were currently issued.

Director Isaacson replied around 875 permits.

Commissioner Gutierrez thought this puts the same limit of 1000 enacted in 2016 and the 7-day rule should be explored more. He thought it was a good point made regarding the number of support staff jobs supplying wood or moving snow etc. that would be lost. The people holding the permits are in compliance and those who are not complying don't care about the rules. That goes back to the need for enforcement. He asked other Commissioners their thoughts about the seven-day rule.

He said kudos to Diane Kinderwater who has an STR on Airport Road. That is exciting.

Commissioner Lawrence responded to Commissioner Gutierrez's comments. She said we heard a lot of concerns on the seven-day rule and she wasn't sure it needs to be explored. She thought looking at another side of it is preventing a large number of STRs from being similar to hotels with people coming and going daily and disrupting the neighborhood. She would assume that is part of the logic and supports a similar limitation.

She asked about the concerns on proximity. They heard from people that thought the 200 feet appears only to apply to multifamily buildings or developments. She asked for clarification.

Ms. Paez says if within the registration of an STR unit on non-residentially zoned property it says if a multiple family development (basically four units or more) is located within 200 feet of a residential unit that contains four or more dwelling units, the Land-use Director shall not issue STR registrations for more than 25% of such dwelling units. If a four plex is located on non-residentially zoned property adjacent to residential zoned within 200 feet, then only one of the four dwelling units could obtain an STR permit.

Commissioner Lawrence asked if correct that an individual unit within the 200 feet would abide by the commercial or BCD, which has no limit on proximity.

Ms. Paez replied that was correct except the minor nuance of the additional proximity limitation for the nonresidential zoned property that there cannot be more than 12 STR units within a single building. That also applies in commercial zoned areas.

Commissioner Lawrence asked for clarification on a written comment received that suggested rather than the 50-foot radius, to look at adjacent parcels. She thought that was what staff wanted to move away from.

Director Isaacson read the current ordinance, "*Short-term rentals permits shall not be issued for more than two short-term rental units unless they join each other on a residentially zoned street, for the purpose of this subsection, directly adjoining and sharing a common boundary along a public street frontage, but does not include condominium towers, development and apartment complex, or residential compound.*"

Director Isaacson said over the years that was the Code used to enforce and is more open to interpretation than staff would like. Different supervisors in the Code Enforcement STR Office have interpreted that differently and it isn't clear if the provision applies to STRs on private drives versus public streets. Land Use chose to take on a substitute provision and use a 50-foot buffer around the property line. That makes it easy to determine if a neighboring property is eligible to obtain a permit.

He said he chose to write a slightly more restrictive draft in the new provision than in the current Code, which says *adjacencies.*

Commissioner Lawrence asked for explanation why it is suggested changing the word "guest" opposed to occupant or persons, regarding the number of people in a unit.

Director Isaacson believed the scenario was plausible that was presented of a large family in the home with additional short-term rental guests that could be as many as 10 to 13 people. He couldn't see a situation where there would be 10+ people in a short-term rental unit in a given time but wouldn't say that it could *never* happen.

Ms. Paez added this bill defines the STR unit as the portion of the building being rented. If a family is residing in part of the home and renting out part, the provision of guests or people would only apply to the rental portion. The Code still refers to the number of guests, and *guests* is also a defined term. They have clarified what a Short-Term Rental unit is; the portion of the dwelling unit being rented and that *guests* are the on-going occupants. Also changing the word guest to people would create confusion because there is a separate provision that allows for residential to have a certain number of people over. Changing the word would muddy the waters as to how many people could come for dinner, etc., before considered too many people.

Commissioner Lawrence agreed it would be a rare scenario that a one bedroom is used as rental with someone living in the house. She thought the proposed draft language changes the provision from occupant to guest.

Commissioner Garcia thought the seven-day rule to restrictive. He asked if correct that someone renting their STR unit on a Saturday night, would not be able to rent again for seven days.

Director Isaacson replied the seven-day period starts on Saturday and the rental period would be blocked out thru the following Friday. It would open again the next day on Saturday.

Commissioner Garcia asked if staff had considered a lesser time period. He thought that was one of the public's biggest concerns.

Director Isaacson said they didn't, but it is an interesting question. The vast majority of the rentals fall between Thursday and Tuesday. People might get into a situation with an odd day, where they could not rent over the weekend. It would get out of sync with the days of the week most guests stay. He didn't think that was more favorable to hosts than the proposed.

Director Isaacson thought perception is that having a high amount of turnover in neighborhoods where the STR units are dense creates a sense of instability. This provision was an outcome of the desire of neighborhood residents in the last revision in 2016 to limit the amount of turnover. The sponsors chose to leave the provision in this draft because of that concern.

Commissioner Garcia asked the reason for the one natural person rule.

Director Isaacson explained that provision came out of a growing concern that the nature of the industry is changing. Airbnb started as a way to rent a spare bedroom and evolved into a way to own a home, earn income and defray costs of ownership. In the latest iteration, people are buying multiple properties for the sole purpose of turning them into STRs to monetize the property. Neighborhoods are concerned that these homes are no longer owned by people who want to live in the community or want to know their neighbors. People are constantly coming and going, and no one knows their neighbors.

Director Isaacson said this is another way to have a check on the proliferation of people purchasing homes for that purpose and hopefully making homes available to those who would like to live in or rent the home long term.

Commissioner Garcia noted there are about 875 permits and the cap is 1000. He asked if they should revisit whether to expand the cap.

Director Isaacson did not have a definitive answer. The cap was raised from 300 to 1000 in 2016, and they have yet to meet the cap. He thought more people would transition from operating without a permit to operating with one. They are dealing with COVID and restrictions on travel and it would be hard to project when they will reach the cap. At that time, they could decide whether to increase or limit the permits and have a waiting list. This is an evolving operation, and it should be revisited to stay current with rules and to ensure neighborhoods are protected.

Commissioner Faulkner asked if they considered a cap as a percentage of houses available when looking at the caps. She asked if the STR market has a negative impact on the City's goal to keep the housing market growing and available to Santa Fe residents.

Director Isaacson said he couldn't speak to past efforts but now they did not explore revising the 1,000 limit. They want to consolidate anything having to do with STRs into a single ordinance. They have done that, taking it out of resolution and into ordinance. In the next iteration of looking at the ordinance and 1000 limit it would be interesting to explore the percentage approach Commissioner Faulkner described.

Commissioner Faulkner said using a percentage would allow the cap to evolve as the City grows and eliminate the need to revisit the number. She asked if the issue is worse in some districts or is a City-wide problem.

Director Isaacson thought everyone understands intuitively that STRs are concentrated in and around the downtown area and the Railyard. Further away they see fewer and fewer units. Ms. Kinderwater may be the only property operating in neighborhoods like Tierra Contenta.

Commissioner Faulkner asked if a concern were if handled district by district rather than City-wide it would push the industry into other districts of the City as the downtown area, and that offsets the purchase of home ownership or long-term rental.

Director Isaacson said walkability and access to many of the City's desirable amenities, tourist sites, restaurants, etc. ultimately drives the concentration of the STR market. It is not just where the City thinks the rentals should be but also dictated by the market. Many of the provisions like proximity, the seven-day rule, etc. are directed at the concerns and quality of life of neighborhoods. The proposed ordinance addresses that while balancing the need to encourage and support tourism.

Commissioner Clow asked for clarification on the STR within 200 feet of a multifamily dwelling unit and the number of STR permits allowed in a 4-unit building versus 3 dwelling units. A nonresidential triplex could rent all three units but a four plex can only rent one unit.

Ms. Paez responded she was correct for a non-residentially zoned property.

Commissioner Clow thought it made more sense for four or more units to rent three or 25%, whichever is more. It is not fair a triplex could rent all three but defined as a multi-family dwelling, only one could be rented.

Ms. Paez said the definition of multiple family is a residential building containing two or more dwelling units on one lot. She agreed that could be an anomaly if right next to a residentially zoned area.

Commissioner Clow suggested changing the provision to read that with four or more, three units could be rented, or 25%, whatever is greater, but not more than twelve.

Director Isaacson agreed that was an excellent catch and suggestion that should be a recommendation.

Commissioner Clow pointed out a typo on the second line at the top of page 8 - there are two "that contains".

She said the seven-day rule didn't bother her and has been in existence for three or four years. She thought those who talked about it didn't realize the rule was already in existence. Also, some people talking were not aware that if they currently have a permit or registration they are already grandfathered. None of the new rules would apply to them and new rules only apply to new permits or registrations.

Director Isaacson said that was correct. He appreciated her bringing that up. As long as they renew their permits timely they do not lose their permits or relinquish any permits for existing properties.

Commissioner Hogan said he was taken by the positive testimony in support of short-term rentals. That puts a twist on some limits because some, like the seven-day rule, was put in because of concern that STRs would run away with the neighborhoods, making them undesirable. What they heard tonight is that it has had the opposite effect. A lot of dilapidated houses have been turned into assets in the neighborhood. A lot of blighted properties may not have been resurrected without the STR income.

This should be seen as an asset. It influences visitors who see the wonderful neighborhoods and how beautiful it is to live in Santa Fe. It increases the value of the property and the communities. They should look at the STRs, particularly within limits, as a good thing and how the City can encourage them, so they are run well. He recommended striking the seven-day rule. It is self-regulating because if an operator receives a negative review it means less customers. So, it will resolve itself.

Commissioner Hogan agreed with limiting permits and reviewing regularly. The interest could migrate to other neighborhoods and an STR in Midtown or around Frenchy's Field could help revitalize the area. Bringing back for review would be good to see what works and doesn't.

He thought the statement on an increase in water use and traffic a myth. Short-term renters more often use Uber or walk. And water would certainly be less for a visitor than for a family who lived there 24/7. The traffic impact may actually decrease, and they heard that there is an increase in safety.

Commissioner Hogan said they should look at how to make STRs effective. He would strike the seven-day rule because a well-run STR could have two rentals a weekend and makes a big difference to income and increases taxes. Also, it hasn't been mentioned, but they should look at the issue of transfers. That was meant to help limit STRs and have a sunset, but there is another side to that of economics. If someone invested money and resurrected a house no one else could afford to improve, it would be a benefit if the buyer could realize that benefit of rental as well. He suggested tweaking the transfer provision so a STR in good standing could give the buyer a first right of refusal before the permit goes into the pool. Modification is needed to make the ordinance user friendly.

Commissioner Hogan said one last concern is on line 20, page 11 that gives the Land-Use Director latitude - "Additional information, documentation and submittals as required by the Land Use Director." He said we are fortunate we have an excellent director in Mr. Isaacson but that could use some definition. They don't want it to become politicized so limitations could be placed on someone when it wouldn't apply to everyone.

Commissioner Sategna wanted to reiterate the concerns raised by Commissioner Hogan. He believed the seven-day restriction allows for business to take place in residential areas. He understands the concerns about high turnover of the residents in 2016, but that impacts homeowners trying to run a business and generate revenue. It impacts those trying to follow the rules and the tax revenue for the City. He doesn't necessarily agree with the restriction, especially for well-maintained properties that would go out of business if not well-maintained. He thought that one of the beauties of people being able to leave reviews. He asked on the concern of New Mexico families who share a property if Ms. Paez would reiterate there are no concerns. The property could be passed through a trust even though the ordinance requires a natural person.

Ms. Paez said the revised language still restricts some types of transfers. This doesn't allow a transfer to a family member, but the language could probably be expanded. Commissioner Clow has added clarification to the draft, but she thought it still prohibited to will to a family member or put in a trust to passing on to a family member.

Commissioner Sategna confirmed there is no possibility with a married couple, if in the name of the husband, to pass on to the wife.

Ms. Paez agreed it would not pass to a spouse.

Commissioner Sategna noted the wife would then lose the ability to continue their business.

Ms. Paez agreed the provision as written precludes that type of transfer.

Commissioner Sategna asked if that wouldn't negatively impact communities to allow a business that cannot be transferred to spouses or immediate family. The immediate family would be left with a property they can no longer generate revenue from.

Ms. Paez agreed that is a valid concern and a policy question that should be raised and considered by the Governing Body.

Commissioner Sategna raised a concern he raised from the last meeting. While we are trying to limit, we are negatively impacting families at their death, from passing through the property. Some of the restrictions in an effort to control, doesn't promote the welfare of something that is allowed; businesses within residential areas. He asked how Director Isaacson would enforce the new laws.

Director Isaacson asked if he had a specific law, or just enforcement in general.

Commissioner Sategna asked how they will enforce the seven-day restriction, given everything else on their plate.

Director Isaacson responded this has been an ongoing challenge and one they have struggled with. They have tools now for the City to receive information from neighbors, etc. suspecting a STR rental in violation. Their host compliance informs them when something is rented more and can be verified. The City could notify the property owner we are aware of the violation and issue a warning or fine and ultimately revoke the permit.

Commissioner Sategna said it seems practical but given the limited resources, wouldn't that require someone actively monitoring and sending out notices. It sounds like a full-time position to manage the restrictions being put in place.

Director Isaacson agreed it would take some resources.

Commissioner Sategna asked if he had talked with the Governing Body about whether the department is prepared to implement this or the additional resources that will be needed.

Director Isaacson replied this is an existing provision that in some ways is already implemented. Whether the department is prepared to aggressively enforce has to be seen. The hope is as they implement the civil penalties, with better and immediate enforcement tools they can do a better job to enforce the existing provisions as well as the new. Enforcement is an ongoing challenge, not just in STRs. Ms. Paez mentioned that part of the motivation in the draft is to make the ordinance more easily understood both by the public and the staff. We want to be able to streamline and enforce with limited resources.

Commissioner Faulkner thought the seven-day restriction a little cumbersome because we cannot enforce it. She noted that her mother-in-law rents property and people come for three days, some come for four, so they use a seven-day period. It is not always predictable that it will be Thursday through Tuesday. A lot of money can be made in three days to help maintain the property and stimulate the economy. She thought the restriction, especially if they cannot enforce it, could wait until they see how the other provisions play out. She agrees it would be unfair if someone with a license dies and their family loses that income they depend on. She feels transfers in the case of death or trust should not be restricted. She didn't think it likely that a rental unit would rent to a different renter every day of the week, especially with COVID.

Commissioner Faulkner said Commissioner Clow said Commissioners Sategna and Hogan made good points about the transfers. In the new revision there is no limit on the number of permits for non-residentials. When they sell a property, the new owner would be allowed to get a permit. She asked the reason why a 1000 limit will only apply to the residential areas. She saw no problem with the permit traveling with the property. People are not being screened that apply for permits are they.

Director Isaacson said distinction between non-residentially and residentially zoned properties are that the nonresidential is a registration. Only the permits have a cap and permits do not apply to non-residentially zoned and there is no waiting list. And if a transfer through the family, the new person would just apply and receive registration.

Commissioner Clow indicated the ordinance addressed in June included non-residential in the 1,000 permits.

Director Isaacson said that resulted from a change from feedback received from operators in the BCD about why that was problematic.

Commissioner Clow said it doesn't seem fair that non-residential can get a registration, why would that not also apply to residential.

Director Isaacson said one of the ideas is they didn't want them to resemble real property and licenses and the permit to move with the property. If the City suddenly hit the 1000 permit cap, a property would be inflated in value only because of its opportunity to operate short-term rentals. They want a fair amount of turnover for permit holders and properties holding a permit. That is the reason the permits are nontransferable. They expire every year but if they fail to apply, rental at the property would be prohibited if there is a waiting list and the permit pool opens.

Ms. Paez said the Director covered it well. The existing rule says upon the transfer of ownership the permit term terminates and reverts to the Land Use Department. There is some ambiguity in the current version whether that only applies on residentially zoned property, or outside of residentially zoned property. The intent is to treat like a license held by a person, especially in residential areas. The new draft in business areas has more understanding of the business nature.

Commissioner Clow agreed it makes sense the permit go with the person not the property. The distinction is that residential is limited to a 1000 and nonresidential is unlimited. She thinks the same analysis would apply to a transfer to a family member and it doesn't run with the house, but with the person who holds the permit. That is not problematic now, but it could become problematic if permits are limited and there is competition for them.

Director Isaacson said in the context of a family member with an untimely passing, there are other ways a property can generate income besides vacation rentals. But they could carve out special circumstances in the event of death for an heir. That could be discussed with the Governing Body.

Commissioner Clow said the seven-day rule doesn't make a lot of sense. It appeared most who spoke tonight didn't know the rule exists and probably doesn't comply. The issue is whether it would really be enforced and if worth enforcing.

Director Isaacson said that is a fair question worth reviewing with the sponsors. They are looking for ways to strike a balance and do a better job of enforcement.

Chair Hiatt indicated a motion would be needed. He was impressed with how Ms. Paez and Director Isaacson collected their comments and forwarded them. He suggested Ms. Paez summarize the comments once they get to a motion. He agreed with Commissioners Sategna, Hogan and Faulkner on the seven-day rule. It seems more restrictive than necessary, especially given enforcement capabilities. He would also reiterate the BCD and other commercial areas should be looked at, and the distancing

proximity also seems onerous. He would pass that on to the next committees and the Governing Body.

Commissioner Sategna said following up in terms of untimely death of people who want to pass on a family property and permit and keep it within the family. The idea of applying for another permit will put them behind when they are already overburdened. Also, regarding Commissioner Clow's question, what is the point of allowing unlimited permits for commercial space.

Director Isaacson said it comes down to the idea the BCD are commercial uses, and the other non-residentially zoned properties are commercial areas. Those operations should not be restricted too heavily. They should look at how to limit operation of the commercial activities in residential areas, which is why the 1000 cap only applies to residential. They want control over those businesses operating in residential areas and why we don't try to cap STRs operating in commercial areas.

Commissioner Sategna said he understood the economics but is concerned that it is still more burdensome for residents to get a piece of the pie. He understands the argument but believes it unfair to leave commercial areas unlimited while restricting residential areas.

MOTION: For Bill No. 2020-___, STR Amendments, Commissioner Sategna moved to recommend approval of the proposed legislation to the Governing Body with the addition of the comments as summarized by staff taken for consideration before approval. The motion was seconded by Commissioner Hogan with the clarification that some of the points include consideration of the elimination of the 7-day rule; revisiting the transfer policy and unexpected death or other considerations around the transfer of licenses; striking the 200 foot separation requirement in the commercial areas while considering expanding use in the commercial district.

Commissioner Sategna offered to pass the motion over to Vice Chair Hogan.

Chair Hiatt said they could stick with Commissioner Sategna's motion. Vice Chair Hogan is suggesting what will be included in the Commission's recommendations. None of the language will be struck and all of it will be passed with the recommendations, including the Commissioners' comments.

Vice Chair Hogan agreed.

Chair Hiatt reiterated this is to approve the motion by Commissioner Sategna that will be passed on with Commissioners' comments summarized by Ms. Paez and Director Isaacson to the next bodies.

Ms. Paez stated she would be sure the comments are circulated. The Commissioners cannot discuss the language by email but can provide her with individual input. She will frame the comments and the Commission will have an opportunity to weigh in before she submits anything on their behalf.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Faulkner, Garcia, Gutierrez, Hogan, Lawrence and Sategna voting in favor and none voting against.

Chair Hiatt thanked those participating in the public hearing for their comments, the Commission appreciates them. He advised them whether their comments are supported by the Commission, the other committees to follow or the Governing Body, their voices were heard.

2. **Case #2020-2499. 1623 Camino de Cruz Blanca Variance to 14-7.2(B)(5).** James Siebert and Associates, Inc., Agent, for Alton Walpole, Owner, requests a variances to Subsection 14-7.2(B)(5) for calculation of dwellings within the Mountainous And Difficult Terrain (to eliminate the 0.75 reduction in density from the calculation of density). The property is approximately 5.63 acres, zoned R-1 (Residential - No City Utilities – 0.4 Dwellings per acre with a net lot area of 2.5 acres per single family dwellings), and is located within the Suburban Archaeological Review District and area mapped as the Mountainous and Difficult Terrain. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587) **(POSTPONED FROM OCTOBER 1, 2020)**

3. **Case #2020-2592. 1623 Camino de Cruz Blanca Variance to [~~14-7.2(B)(5)~~] Table 14-9.2-1.** James Siebert and Associates, Inc., Agent, for Alton Walpole, Owner, requests a variance to [~~14-7.2(B)(5)~~] Table 14-9.2-1 "Design Criteria for Street Types" to allow 9 dwelling units on a Lot Access Driveway. The property is approximately 5.63 acres, zoned R-1 (Residential - No City Utilities - 0.4 Dwellings per acre with a net lot area of 2.5 acres per single family dwellings), and is located within the Suburban Archaeological Review District and area mapped as the Mountainous and Difficult Terrain. (Dan Esquibel, Case Manager, daesquibel@santafenm.gov, 955-6587)

Chair Hiatt turned the meeting over to Commissioner Hogan to chair.

STAFF REPORT

Mr. Esquibel presented the staff report on both variances. Staff is recommending denial of Case #2020-2499 and Case # 2020-2592 at 1623 Camino de Cruz Blanca. He noted three motions are involved; 1) Approve/Deny Case #2499; 2) Approve/Deny Case #2592; and 3) Approve/Deny the Findings of Facts and Conclusions of Law in Exhibit B.

The applicant has complied with subsection 14-31(e), pre-application, 14-31(f), ENN procedures and 14-31(h) notice requirements for public hearing.

Within the property preexisting conditions, there is a single-family dwelling. The property is accessed off of Camino de Cruz Blanca, a private road 50 feet in width coming off Camino de Cruz Blanca to the site. The applicant has stated the road width is approximately 13-15 feet wide. The applicant after staff analysis, did not meet the variance criteria of 14-3.16(C) for Case #2499 on any of the criteria. And the applicant did not meet the any of the criteria for 14-3.16 for Case #2592. There was an Early Neighborhood Notification and no concerns at that meeting.

Chair Hiatt returned to the meeting at this time.

APPLICANT'S PRESENTATION

Jim Siebert was sworn in. He indicated he had a presentation first for the variance for the difficult and mountainous terrain. It is not a zoning or an overlook district and should be considered like a development standard, a building setback. He pointed to Camino de Cruz Blanca on-screen, noting surrounding area and the road through the subdivision through the middle of the site. The road serves lots on either side. Mr. Walpole's lot was indicated. Other roads serve some of the lots, not all are served by the private road.

He said they have to meet criteria for the unusual characteristics to land or structure that is subject to the same provisions for Chapter 14. He said Mr. Walpole bought the property in 1977 and adoption of the criteria for difficult/ mountainous terrain happened in 1987. There are physical characteristics associated with the development of land that he will talk about later relating directly to the special circumstances. He noted the first plat, and the location of Mr. Walpole's property and home.

Mr. Siebert indicated the other criteria is an inherent conflict in applicable regulations and cannot be resolved by compliance with a more restrictive provision. He would provide a comparison. There is neither city water or sewer with a minimum lot size of 2.5 acres and if in an R1 with city water or sewer, the restriction does not apply. He compared a 10-acre lot if one had water or sewer and the other had neither. In a 10-acre lot there are 10 dwellings calculated at 25% reduction. That is rounded down to

seven dwellings. He gave the calculation for a 10-acre lot with neither city water nor sewer that ends up with three dwellings. That is a discrepancy between the two if subject to not having both of the utilities considered essential by the City.

The bottom line is the R1 density with city water/sewer is 1-acre minimum lot size and without is 2.5-acre minimum lot size. Also, in 1987 when this was adopted the regulations were not the same as today. Regarding the special consideration, now they have hillside protections to deal with height limitations of slopes, retaining walls, stormwater drainage management, and the escarpment regulations, which supplanted the regulations intended for difficult and mountainous terrain. Special circumstances make it infeasible for reasons other than financial.

He noted the lots in yellow do not meet the current regulations, but some were created prior to 1987. No further development will occur in the area because the City of Santa Fe owns all of the area surrounding this. He indicated Mr. Walpole wanted to purchase another 2-acre lot but is precluded from that because other lots that do not meet the same standard has been approved adjacent to him that are within the subdivision. Mr. Walpole is in compliance with many of the lots currently within the subdivision.

Mr. Siebert stated the property could be used without variances for a different category or less intense use. To achieve similar intensity of use of what exists in the area, Mr. Walpole has no choice but to request a variance.

Mr. Siebert wasn't sure when difficult/mountainous terrain was adopted it was meant to apply to those areas that don't have water/sewer and a minimum 2.5 acres per lot. He thought the idea in 1987 was to protect the hillsides from erosion, etc. They thought lowering the density gave some additional value in terrain management regulations. That was accomplished with a 2-acre lot versus a 1-acre and additional 25% density lowering doesn't accomplish much.

The lot split is consistent with minimum lot size for R1 zoning without city water/sewer. But if the difficult/mountainous terrain does not apply to this property, Mr. Walpole would have enough acreage to split his lot. It satisfies the intent of the Code and containing larger lot sizes on the hillside and in areas that have more difficult terrain.

Mr. Siebert said regarding the public interest, they held a neighborhood meeting. Typically, a request for variance would be opposed but in this case, there was none. Also, the issue, "Is the public interest protected?" Having a larger lot size of 2.5-acres versus 1.25 addresses some of the terrain management regulations. This demonstrates that they allow a lot, but the extra lot created cannot satisfy the terrain management regulations. He noted the existing road and Mr. Walpole's house and the proposed location. There is 20,000 ft.^{2} of the existing lot that satisfies the terrain management regulations, and the access roadway grade satisfies the driveway grade to the house.

The width meets the requirements of the fire marshal and there is an existing turnaround created in collaboration with the fire marshal. The new lot would satisfy all of the terrain management regulations.

Chair Hiatt asked if anyone else planned to testify for the applicant.

Mr. Siebert stated Frank Herdman may comment.

Mr. Herdman said he had nothing to add to Mr. Siebert's presentation, he covered everything. He offered to be available for questions.

Chair Hiatt reminded the speakers about the two-minute limitation.

PUBLIC HEARING

Carol Norton, 324 E. Marcy Street, was sworn. She said the presentation was interesting, but it felt like a rabbit hole. She believed the rules are there for the good of the community and considers the impact this might have on neighbors. Since Mr. Walpole has been there a long time, she guessed that he has talked to his neighbors. But the other community is those of us who use the open space that would be directly impacted by additional buildings. She uses the trail past this property at least two or three times a week. She believes the intention of the rule/regulation is that the open space has a certain feel for trail users and homes. The feeling of open space, wilderness, is a lifestyle choice. She loves that Mr. Walpole has been there since the 70s and imagines he stayed because of that. This was added in the 90s and he was probably part of that, but she thought the revision would reduce the intention.

Bill Donahue, 1611 Camino Cruz Blanca, was sworn. He has lived in the neighborhood for over 40 years and they didn't worry much about impact and development until 2002 when the City permitted the division of a 3-acre lot down to 1 1/2 acres. They showed that they intend to rely only on R1 zoning for density purposes. That could have resulted in as many as 30 lots in the 30-acre neighborhood. The response of the neighborhood was twofold. One, we appealed the lot split and were successful. Two, they began a neighborhood discussion to set limits on further lot splits and provided for maintenance and other matters. That was aimed at guiding future development and these were expressed in restrictive covenants signed by a large majority of the owners in the neighborhood. The aims of the covenants and current City regulations on lot size and roads are in harmony with each other, but the details are a little different. The covenants allow the owners of the original 6 acre lots to divide their lots but only one time. Someone may claim granting this lot split will increase traffic on the neighborhood road, but Mr. Walpole promised to restrict the development to one residence per lot. At present Mr. Walpole cannot build a guest house on his lot and traffic on the road will not be increased

by the split. He therefore asked that the Commission acknowledge the constrictive aims and cooperative spirit of the neighborhood by approving the split.

Madelaine Carey, 1674 Camino de Cruz Blanca, was sworn in. She is the downhill neighbor of the applicant and opposes the granting of the variances largely because of uncertainty as to how that might impact her property and day to day life. She read the staff report which raised many of the same questions she has, and its findings. She is concerned granting the variances is not in the public interest, nor is the property and a special circumstance that warrants exceptions to the Code, different from any of the other properties. She understands this is one of the first times a request for the variance for mountainous/difficult terrain has come before the Commission. She is concerned that while the expectation is each variance must stand on its own, a variance from an ordinance aimed at density restrictions must be looked at from a landscaper neighborhood level. Failing to do so eliminates the ordinance's ability to protect groundwater, mitigate runoff and protect wells and leach fields from contamination. Although wildfire is not discussed in the mountainous and difficult terrain ordinance, it is on the front of everyone's mind after this summer. Santa Fe has been identified as the 12th most at-risk metro area for wildfire. Increasing density in our wild land and in our face is not in the public interest nor in the neighbors' interest. It increases density, increases risk and firefighting costs, the risk to firefighters and puts more strain on infrastructure like the road during evacuations. Lastly, open space is defined in the City Code as, "*An outdoor area that permanently provides light and air and satisfies, in whole and in part, the community's visual, psychological, and recreational needs.*" Given that City open space borders this land, it seems that the public who uses that open space to meet any of those needs should be consulted in this process. The impact on those uses, including visual, should be considered and addressed. She is thankful for all of staff who helped her and answered her questions, and to the applicant for answering her questions. She is not trying to be difficult neighbor, but this is her first home. She purchased it July 3rd and is catching up on figuring out her rights as a property owner and playing the politics of the neighborhood and the City to make sure her investment is protected.

Tim Curry, 1018 Sierra del Norte, was sworn. He asked if notification were given to property owners at the time of the overlay that the mountainous and difficult terrain would actually diminish the value of their lots. Also, he feels this situation is unfair because Mr. Walpole could have subdivided his lot 20 years ago before the regulation came into effect. He questioned if Mr. Walpole was properly notified. His concern is there has been a lot of discussion about family this evening. This situation is because of this onerous regulation and prevents Mr. Walpole and his wife Cynthia from doing a family transfer so their son could reside on the property to provide care for them to live in place. A number of issues have been raised but he isn't sure anyone considered the impact of the Walpole family, a critical component of the Commission's decision tonight. Allowing the variance isn't in any way negative. People have spoken about the open space and

the impact but should keep in mind, the Walpole's can build a guest house on the property without any argument. In either case, there will be two residences on the property.

Pamela Messer, 1603 Camino de Cruz Blanca, has been on the property for 40 years and half of the road goes across her property. Many years ago, the neighbors in this subdivision put in the covenants that allow those with 5-6 acres to subdivide once. She agrees that Mr. Walpole should have an opportunity to divide his property one time but was glad there is a lot minimum of 2.5 acres.

Alton Walpole, 1623 Camino de Cruz Blanca, the applicant, was sworn in. He has lived in Santa Fe for 30 or 40 years and is a native New Mexican. He bought the land in 1977 and planned to divide the piece in half. He doesn't feel it fair that now that he wants to do that he is penalized and disallowed and has had to put all this energy into this. He is the only original owner left in the area. When he purchased the land, the mountainous and difficult terrain provision was not in place. He said to answer the question whether he was informed - he was not informed that he could recall. He wants to divide the property into a 2.5-acre lot, which follows the covenants. He bought the property as a rural area and it has remained that way. He thought they also gave property to the City for a park to hike the open space trails. This will probably be the last lot split in the neighborhood and there is no impact to water, drainage, or terrain to the community or the small neighborhood in a negative way. He thanked the Commission and said he appreciated their time.

Chair Hiatt closed the public hearing.

COMMISSION DISCUSSION

Commissioner Faulkner asked Mr. Esquibel if there was anything the property owner could do to move the target over some.

Mr. Esquibel explained the rules and regulations have developed over time. There is nothing in the Code Book to review an application based on the date of purchase of the property, especially if it predates ordinances promulgated. The City has to enforce the regulations as they stand today.

He heard one of the speakers indicate that Mr. Walpole wanted to do a family transfer. That didn't come up when he talked with Mr. Walpole so hasn't looked at whether that is possible. Currently, he couldn't see a way anyone could meet the variance criteria under the new regulation. Some of the regulations were adopted as part of SPAZO, such as the .4-acre requirement and 2.5 area minimum per dwelling unit. Those regulations were put in place during the annexing of property. The County was on well and septic not City water/sewer and the mountainous and difficult terrain has been in place a long time and enforced regularly since adopted. This is not an overlay, but it is part of the

calculations in Chapter 14 for the number of dwelling units for property. It is not zoning but because of the SPAZO regulations, it defines where to start with the zoning. In an R1 district with water/sewer, the calculation is based on R1 zoning. Because of the changes of SPAZO to regulate the wells and septic, it defines if you don't have water/sewer, zoning calculations start at .4.

Commissioner Hogan asked for a definition of SPAZO.

Mr. Esquibel explained the City and County adopted the ordinance to address areas outside the City limits but under City control, during annexation of those properties. It covered a lot of areas that would have been in the extra territorial zone. But it was more an area that the City agreed to as a result of a lawsuit between the City, the County and Las Soleras, of how much they would annex into the property, which was at that point about 10,000 acres. There were 3 phases, and he thought not all of the acreage was annexed, so SPAZO is still in effect for some lots not part of the municipality but still within the area.

Commissioner Faulker said Mr. Berke mentioned the Code doesn't address a circumstance like this. She asked if the assumption is they have to rule in this using the existing Code.

Mr. Berke responded this is in the Code to protect terrain areas and is meant for areas with steep terrain. The administrative relief offered for those who face mountainous is that the ordinance can provide a slope analysis to disprove the City's map. The applicant tried that but was not able to disprove the map. The property indeed has slopes and mature vegetation and the only relief the applicant has is to ask the Commission to overturn the Code requirement. It is not an overlay but is Code requirements and why this is before the Commission.

Commissioner Faulkner asked if there were restrictions on the size of the guest house that can be built.

Mr. Berke replied the maximum would be 1500 square feet and couldn't exceed the size of the main house.

Commissioner Gutierrez said there is no question this is doable if Mr. Walpole wants family to care for him as he ages. He asked if correct that the applicant would just need to apply for a permit and build the guest house.

Mr. Esquibel said that is correct for every legal lot of record in the City, provided they can meet the infrastructure for an accessory building unit.

Commissioner Gutierrez asked why Mr. Walpole was not grandfathered in, if he purchased in 1977 and mountainous terrain came in 1987.

Mr. Esquibel said anything created prior to the effective date of an ordinance could be legally nonconforming, or it may be conforming, it is hard to say. Much of what meets the current size, density and everything that would be approved today, but was created in 1965, wouldn't have any nonconformity with the lot. It was just created prior to the effective date of the Code, so he thought there is no legal nonconforming. However, there could be a situation where a lot is in an area that is very substandard with less than 2000 square feet. In that case, Code says you can't create anything less than 2000 square feet without open space. You are legal nonconforming if that lot was created prior to the effective date of the Code, December 5, 1962. When dealing with the nonconformity from the mountainous and difficult terrain, if you built more than what would be allowed today through calculations used today, and you wouldn't get that today, then you are grandfathered in. However, if you don't have that and you want to do that today, you have to meet the rules of today and are not grandfathered.

Commissioner Gutierrez asked if fair to say that the legal non-conforming would apply more to fences and structures of that nature, than a lot.

Mr. Esquibel said legal nonconforming could be a use, a lot, and it can be a structure. It depends on the nuances of each item. In many cases staff uses the legal department to help define what is and is not non-conforming. It can get into the weeds. In this case he does not believe the lot in and of itself has any known conformity. The lot was created through exclusion. He wasn't able to find a subdivision plat signed off on by the City in 1977. However, two lots adjoin this property together with the City property and create the boundaries of this lot and that make it legal.

Commissioner Gutierrez asked to see a photo of the subdivision.

Mr. Esquibel said a lot line adjustment/subdivision was created and approved by the City. That created the boundary between the Walpole's western property line and the adjoining property line. That is a legal boundary. To the south, another signed plat by the City created the southern property line of Mr. Walpole's property and the northern property line of the 2.82-acre lot. Then there is a northeast and east property line bordered by the City that automatically created those boundaries as being legal, Mr. Walpole's lot as part of the original six lot subdivision. In 1977 that plat was filed but staff was unable to locate a subdivision plat signed off by the City. That puts those lots in the question as to how they meet the definition for a legal lot. But Mr. Walpole's lot is legal by exclusion because of the two adjoining properties and the City property.

Commissioner Gutierrez asked to see the two lots created in 1992 and how that came after the 1987 mountainous and difficult terrain.

Mr. Esquibel explained the adjacent lots are the only ones he could find that the City signed off for approval. He wasn't able to find why or how they were approved.

Mr. Siebert explained those two lots were prior to 1987. He thought at one point in time there was a different interpretation of the reduction in lot size if in mountainous terrain for the 2 1/2 acre lots. Someone must have felt that reduction did not apply to lots of 2.5 acres that had no sewer or water. The interpretation of Code has not always been consistent.

Mr. Esquibel said that is not accurate. These lots were created when the .4 without water/sewer and the 2.5-acre area, was put into place. Those were created after the SPAZO ordinance and would not have to deal with the issues for calculations of density. They were calculated purely for the ordinances in place at the time. Today we would calculate the acreage taken to two decimal places and subtract a floodway if one and multiply that times the zoning calculations. In this case, instead of 1 for the R1 district they substitute the .4 that gives a calculation of a little over 2 and when you add the third requirement of the mountainous and difficult terrain, drops the calculation to about 1.6 and the density number is now a 1, not allowing for the division. The confusion is that the .4 and the 2.5 area requirements for dwelling unit is a recent ruling. It would not have affected the lots approved back in the day.

Commissioner Gutierrez said it looks like Mr. Walpole is up against a few things, the biggest of which is there is no City sewer or water to reduce his density. He asked how much the driveway played into this.

Mr. Esquibel said the hardest thing is they have a 50-foot easement and nothing they provided in the variance criteria addressed why they couldn't build the lane if approved, by adding 9 dwelling units. A lot of the arguments the applicant made were based on a lot that should be allowed to divide because in 1977 they were able to divide. The applicant didn't address any of the findings under Code for the Commission to agree with the applicant and ease the rules. They addressed their lot.

Commissioner Gutierrez said an analogy would be a 1950 Chevrolet and a 2020 Chevrolet, no seat belts. As people got smarter seatbelts and airbags came into play.

Commissioner Hogan said he wanted to look at the contributing factors. He asked in mountainous terrain what the basis was for the sewer and water restriction on lot size and number of homes.

Mr. Esquibel said when annexing from the County, most if not all of the area were on well and septic. The County developed their rules/regulations based on water. If you had water and sewer you were able to gain higher density. They did not want to affect

the groundwater resources for people using it within a 100-year lifetime supply. Also, they did not want to overpopulate an area that was on wells and septic and increase the nitrate thereby contaminating those areas. When the city accepted those properties, the concern was the densities would be too much and dry up their water supply and create problems for many people with wells. The rules were made to mitigate the impacts.

Mr. Walpole said when he purchased this land it was part of the City and the SPAZO did not affect him. The boundaries and road were approved by the City at that time.

Commissioner Hogan said they used a rational basis for limiting lot sizes. The water use and the nitrate levels are an important concern. He asked if the applicant were to have an alternate means for water, a sewer line or a shared well to avoid the nitrates, and agree to a treatment, would that be a condition of the Commission's consideration of a variance. The variance is applied whether property was annexed or part of the City at the time because it was written into Code. The property would have been grandfathered and not impacted only if they had divided the property prior to its adoption. If they had water or sewer, it is a different calculation and with one or the other the value goes from .4 to 1, so it would be different.

Mr. Esquibel said another part is it is not just the lot being created and is defined by connecting to the City utility. Both lots have to attach to the municipal utility system. Creating a well or a shared well or adding an alternative sewer would not meet the ordinance criteria.

Mr. Walpole said there are a couple of provisions; he never increased the size of the roadway because of the rural nature. They have community shared maintenance on the road and try to make it wider every year. The second issue is he was willing to put restrictions on the property that he would not build a rental facility. His well is amazing, and he would be willing to put a provision there would be a shared well. He noted that he gave an easement to Madeleine, who spoke earlier, so she would have a leach field. Their house was built and approved by the City without a leach field or septic system.

Chair Hiatt said the Commissioners are doing their best and will keep trying.

Mr. Berke recognized and thanked the neighbors for their support for Mr. Walpole. He has worked with Mr. Walpole for many years and would reiterate that the City had regulations for R1 that did not work out well. There were a lot of wells and septic systems and the density increased too much for the rules. This provision applies throughout the City and there are administrative ways to get out of this. He emphasized the reason the provision is there is to protect our natural environment. Also, a packaged sewage treatment plan looks like a feasible option, but Code doesn't allow for that. The Code does say if you want to get the density, you have to extend utilities and there are

infrastructure requirements. This road is very narrow with quite a few houses back there and the terrain is on the roadway. He said while he respects the needs, there are reasons for these types of regulations. If they poke at them they have to reevaluate whether there is still a need for the regulation.

Commissioner Hogan said he wasn't sure there was support for his motion, but he would like to find a way to assist Mr. Walpole to have a second lot. But he didn't want to set a bad precedent. The Commission takes a firm stand on variances and with good reason but sometimes seems the rules are not equally applied. That appears to be the case here.

MOTION: In Case #2020-2499, 1623 Camino de Cruz Blanca Variance to 14-7.2(B)(5), Commissioner Hogan moved to grant the variance subject to technical corrections and including any administrative remedies that staff can offer. Commissioner Faulkner seconded the motion.

Mr. Esquibel said he was looking at the numbers in the applicant's proposal and his density is 1.69 after all of the calculations. He would need a density of 2 to divide the property. Chapter 14 has a family transfer provision. In a family transfer you round up density opposed to everywhere else where you round down. Chapter 14's standards state, "*If the result of subsection 14-7.2 (b)(6) is other than a whole number, the number may be rounded up if 5/10 or more, provided that the additional unit results from the rounding up meets the requirements of the homes, program or family transfer.*"

He explained the calculation which would give the value of two for a family transfer. It would not need a variance, except for the road requirements.

Director Isaacson said he is apprehensive of Code interpretation on the fly, especially on an issue as complicated as this. He suggested because this was not presented as a family transfer instead of advising Mr. Walpole that the Commission would approve a lot split in the case of a family transfer, Mr. Walpole could suspend tonight's case. He said he and staff could look into whether family transfer is feasible and handle that administratively. Otherwise Mr. Walpole could resume this evening's conversation if found that a family transfer would not allow a lot split for this location.

Chair Hiatt asked Mr. Siebert if he would like to weigh in.

Mr. Siebert said he would need to discuss that with Mr. Walpole and Mr. Herdman.

Chair Hiatt asked Mr. Walpole how he felt about the issue.

Mr. Walpole said he is willing to go for this and has been trying to do this for over a year already. He is willing to wait if that's what it takes.

Commissioner Hogan withdrew his motion, and Commissioner Faulkner accepted.

MOTION: In Case #2020-2499 and #2020-2592, 1623 Camino de Cruz Blanca Variance to 14-7.2(B)(5), Commissioner Hogan moved to postpone. Commissioner Faulkner seconded the motion.

VOTE: The motion passed by unanimous roll call vote with Commissioners Clow, Faulkner, Garcia, Gutierrez, Hogan, Lawrence and Sategna voting in favor and none voting against.

Chair Hiatt asked about a date certain. Ms. Paez thought that would be advisable but deferred to Mr. Berke on the meeting schedule.

Mr. Berke recommended it be postponed until December because of some long, controversial cases scheduled. The applicant and Mr. Esquibel need to decide if this can be done or will need to come back to the Commission. He suggested no public hearing if the case is brought back. He asked Mr. Walpole if he was okay with December.

Chair Hiatt said unless there is a suggestion from a Commissioner he would agree there should not be a public hearing. It may be this could be worked out with Mr. Walpole and no need for him to come back. He asked that the postponement date be the first date in December if the case returns. He asked if Mr. Walpole agreed.

Mr. Walpole replied he wasn't sure what he was postponing to do.

Chair Hiatt explained the postponement would give them time to have a substantive conversation with the department on whether a family transfer is possible. Mr. Walpole could possibly avoid this process.

Mr. Walpole replied his application was not for a family transfer. He asked if he has to do a family transfer.

Chair Hiatt said no. He explained the Commission was saying if he wanted to pursue a family transfer there is an opportunity to avoid a variance request through the Commission.

Mr. Walpole asked what if he did not want to proceed with the family transfer.

Chair Hiatt replied the Commission would proceed to a vote tonight.

Mr. Walpole said this is very confusing. He would do whatever will work; it has been a long journey already.

Mr. Berke explained the benefit of looking at a family transfer to Mr. Walpole. He apologized that this just came up, but the density could be rounded up. He may not need to come before the Commission, and it would just be a lot split. The downside would be it labels this plat so he could not sell the property for five years and the property would have to go to a direct descendent. That is something, if he truly wants to transfer to a direct descendent or direct family member, this may be advantageous. If family transfer is possible, the City could offer to credit Mr. Walpole the money he spent on the application fees and fees for a lot split and the case can be handled administratively.

He added if Mr. Walpole wanted to pursue the case tonight, and not postpone the case to figure this out, he could proceed with the motion if the Chair agrees.

Chair Hiatt addressed Mr. Walpole and said all of this depends on him. If he didn't see a benefit in discussing a family transfer, the Commission should proceed to a vote tonight. He doesn't want to postpone this any longer than necessary. He said he appreciated Mr. Walpole's patience.

Mr. Walpole said he would defer to Mr. Siebert and Mr. Herdman. He asked to confirm that all of his expenses incurred would be covered.

Mr. Berke clarified it would be his application fees. He would be credited for the difference in the application fees for a family lot transfer and the variance request. He reminded Mr. Walpole if they are able to get the family lot transfer, he would need to provide access or improve roadways to service eight dwelling units or more and would need a variance.

Mr. Walpole asked if he would still have to go through a variance hearing.

Mr. Berke said that was correct, but it could be a different variance.

Director Isaacson confirmed the hearing would not be a continuance of tonight's variance hearing and that the date certain in December would only be discussion around the variance related to the roadway.

Mr. Berke said that is correct.

Chair Hiatt recognized Commissioners while waiting to see if Mr. Herdman wanted to advise his client.

Commissioner Sategna thought this seemed more administrative for the family transfer. The issue at hand is to vote on the variance. He asked if they vote to approve or deny the variance would that impact the applicant's ability to pursue a family transfer if he chose to. If no impact, he would request the Commission vote on the variance.

Ms. Paez reminded the Commission there are two variances; the mountainous difficult terrain and the roadway standards.

Mr. Berke said the motion to postpone could be rescinded and the Commission could hear this case. Staff is not guaranteeing the family transfer.

Mr. Herdman expressed concerned that he and Mr. Siebert didn't have the opportunity to confer with Mr. Walpole and there may be some underlying confusion. He was inclined to postpone. Although it would be another two-month delay, it gives them an opportunity to discuss with Mr. Walpole and have a more informed process.

Mr. Walpole said he would like to hear from Mr. Siebert but was willing to follow the advice of Mr. Herdman.

Mr. Siebert said he would agree with Mr. Herdman and another two months would not hurt. He indicated there was another issue to work out; the roadway. He thought it best to postpone to a date certain, so this does not have to be noticed. That will give Mr. Walpole an opportunity to have another option to family transfer and understand the consequences with either direction.

Chair Hiatt allowed the motion as passed to stand and postpone until December 3, 2020, with no public hearing. He thanked Mr. Walpole for his patience.

Chair Hiatt said he would recuse himself from the following case because he is the President of the Board of Directors of Tierra Contenta.

Vice Chair Hogan assumed the position of chair for the rest of the meeting.

Vice Chair Hogan called for a break until 10:08 p.m

4. **Case #2020-2498. Plaza Contenta Development Plan**. Autotroph, Agent for B&R Land Development, owner, requests final Development Plan approval for a mixed-use project including multi-family residential comprising 150 apartments; 14,000 square feet of neighborhood commercial uses; and public open space as located at 6001 Jaguar Drive. The property is located within the Tierra Contenta Master Plan Area Phase 1A, as Tract 11, zoned PRC (Planned Residential Community) and is

approximately 7.2 acres in size. (John Neunuebel, Case Manager, jcneunuebel@santafenm.gov 955-6566.)

Written public comments related to this case are attached as Exhibit "3".

Staff Report

John Neunuebel, Case Manager, said the Applicant is requesting final Development Plan approval for a mixed-use project including multi-family residential comprising 150 apartments; 14,000 square feet of neighborhood commercial uses; and public open space as located at 6001 Jaguar Drive. The property is located within the Tierra Contenta Master Plan Area Phase 1A, as Tract 11, zoned PRC (Planned Residential Community) and is approximately 7.2 acres in size.

The applicant is proposing a new development plan that will provide for 150 new residential apartments in five separate two and three-story buildings with commercial spaces within three, one-story buildings. The new plan also provides for convergence of commercial spaces within the two existing buildings into five residential apartments as well as co-working studio space for residents. The proposed development plan continues the designation of open spaces including completion of a circular plaza feature along with other open space areas that together, provide for park space pursuant to the Tierra Contenta Masterplan. The continuity of park space is related to two project conditions, including an initial notation on the development plan as well as implementing a public use easement.

The proposed plan meets all applicable development standards and will not create nonconformities with either City Code or the Tierra Contenta Master Plan. Therefore, staff recommends approval. Staff will be available for any remaining information required.

Applicant's Presentation

Alexander Dzurec, 222 E. Marcy St., was sworn. Mr. Dzurec had a new development plan for the Plaza Contenta Development. He recognized Mr. Berke and John Neunuebel and Rob Gibbs, homebuilder in Santa Fe, the members of his design team, the project manager, civil engineer, landscape architect and traffic engineer. He thanked the stakeholders for their opinions throughout the many meetings.

The project site is a partially completed, mixed-use with three existing buildings that consist of ground-floor commercial spaces and apartments above. The project vision presented is a vibrant mixed-use community in the heart of Tierra Contenta and has long-term apartment rentals to address Santa Fe's housing shortage and a neighborhood center with community scale retail food, commercial offerings, and a place for to live/work, shopping, and eating in one location, reducing reliance on automobiles.

The location was shown with the pertinent design standards. Tierra Contenta sets its own zoning and dimensional standards and requirements. The site is designated as a neighborhood/commercial center providing shopping, employment and community amenities for residents within walking distance. It contains a mixture of uses including residential, retail, office, etc. The allowable height is a 20-foot minimum and 35 foot maximum and the highest building proposed is 35 feet, and permissible under the Tierra Contenta standards. Parking will follow the City's standard parking Code requirements.

An aerial view was shown of the site and the road network, the upgraded bicycle lanes and adjacent uses, primarily residential, and the high school and an elementary school in the area.

The two existing mixed-use buildings were shown; a small greenhouse and existing parking lot and a plaza. The surrounding context is multifamily residential with two-story to the south and single family residential with one and two stories to the east.

Photographs were shown of the existing buildings and adjacent apartments on Avenida Contenta to the south. He described the existing buildings and a plan that was never completed on the site of 61,000 square feet of commercial space and 52,000 square feet of residential. The space relied heavily on commercial and seemed an oversaturation. Commercial was greatly reduced to 14,000 ft.^{2} and focus was changed to neighborhood service commercial. And because of the housing shortage, there will be more residential. Proposed is 150 total dwelling units of 133,000 ft.^{2}. There will be 257 parking spaces and will not rely on any off-street parking. The development plan was shown with the new area for commercial/retail spaces to the corner of Jaguar Drive and Paseo del Sol. A small restaurant is proposed with green spaces scattered throughout. A gateway park will allow easy pedestrian access to Paseo del Sol that leads to the plaza and they will enter a public use easement for the access to public amenities.

Residential mix is between studios and two-bedrooms of 150 units. There are great amenities offered: open and green spaces, a fitness center, roof deck and party room, dog park, community gardens, pedestrian walking path network, on-site transit stop, co-working office/studio spaces, and resident storage and maintenance facilities.

The main lobby space was shown above the library mezzanine area with vestibule gathering space. The third level is clubhouse/party room and a fitness center and bicycle storage on the basement level. Bike utilization is part of their plan and one bike storage unit per resident is offered.

Four retail spaces are proposed for commercial space with a restaurant with patio seating adjacent to the plaza. An existing building has co-working space and small art studios/office spaces and about 10,000 ft.^{2} of leasable area.

The plaza area consists of a paved semi-circle amphitheater. A landscape plan was shown around the plaza and pedestrian path. All landscaping will be drought tolerant and xeric. The Plaza will be privately owned but have public access and will be maintained by the property management company who also manages the apartments. Primary access is provided for pedestrians from the site and new sidewalks for the perimeter of the site and internally.

Various views throughout the site were shown.

Mike Gomez was asked to review the traffic analysis study.

Mike Gomez with Santa Fe Engineering at 1599 S. St. Francis Drive, was sworn in. He explained the traffic analysis was in accordance with the New Mexico Department of Transportation (NMDOT). He met with John Romero, City Traffic Engineer and determined the intersections of concern to be studied. He showed traffic counts taken pre COVID and post COVID at the intersections. Morning peak hours are 7:30 to 8:30 AM and in the PM from 4:45 to 5:45. That provided a basis for a model once traffic normalizes.

He explained the Level of Service (LOS) and ratings. He reviewed the calculations at the intersections of Jaguar Drive and Tierra Contenta as a LOS of B and C. The crash data was reviewed for the surrounding intersections and shows no fatalities. The numbers and data from the Institute of Transportation Engineers (ITE) was used because of the schools and stores within walking distance. Total traffic generated in the morning hours is 12 cars entering and 34 cars exiting.

Chair Hogan asked Mr. Gomez to summarize his presentation to allow time for questions.

Mr. Gomez indicated Mr. Romero agreed with the TIA (Traffic Impact Analysis) Report conclusions. He explained how numbers were generated for the LOS and traffic volumes. He noted that the traffic is easily accommodated by the existing streets and the intersections are acceptable to the City and DOT. The signal servicing the development is sufficient, and no other off-site improvements are needed.

Vice Chair Hogan confirmed that consensus was the conclusions of the report are adequate.

Mr. Berke also noted Mr. Romero could not be present staff does have his comments. He added Alexandra Ladd briefed him on affordable housing along with others, and the Fire Marshal wasn't available tonight.

He confirmed for public hearing that the two-minute limit would be observed.

Public Hearing

Justin Robison, 1111 Aqua Fria Street, was sworn in. He is the Executive Director of the Tierra Contenta Corporation. They worked closely with the developer and fully support the plan. Shifting the commercial to the corner is a brilliant idea and the pedestrian walkways will bring the neighborhood together and serves greater Santa Fe by providing much-needed rental housing.

Lany Weaver, 5940 Camino San Palace, was sworn in. She was one of the first people to move into Tierra Contenta and has been there 25 years. She supports the development, but not necessarily as proposed. She has other concerns and appreciates the efforts made to address them. The height of the proposed apartment buildings with three stories concerns her. She wished what is being proposed was the world that we live in. Yes, we do need more apartment buildings and have a major glut of retail and will have even more as time goes on. Section G of the Tierra Contenta guidelines envisions a neighborhood center. What is described is beautiful, and she doesn't doubt the apartments will be built, but it is not a viable commercial site. With COVID and the Walmart, etc., it is less so now. The proposal does not meet the design guidelines criteria for a neighborhood center and the likelihood that commercial will go in is not there. The community would have made a trade-off of an ill-fitting, too tall of a building to have a vibrant viable neighborhood center. Although she wished that were true the neighborhood will not have those benefits. It is inappropriate to cherry pick what might work for a neighborhood center and add penthouses to market-rate apartments. This is an apartment complex, given the site is not in a commercially viable area.

Pamela Herman,4525 Camino San Juan, was sworn. She is a long-term resident and wanted to expand on what Lenny addressed. The proposal for tract 11 does not address the guidelines in the Tierra Contenta plan for multifamily housing apartment complexes. It does address the plan guidelines for a neighborhood center that is predominantly retail/commercial. That is not what we need. Originally, we were told a variance would be sought for the third story, now it is included at the 35-foot limit. That was designed primarily for mixed-use with commercial on the ground floor and apartments above. The other apartment buildings in Tierra Contenta are two-story, which is appropriate for the area. She urged the Commission to consider that this is the highest point of land in Tierra Contenta. She said she is grateful to see the waste land developed and eager to hear what will be done.

Jim Stanton, 4500 Calle Turquesa, was sworn. He is president of the Tierra Madre Homeowners Association and echoes the comments of Lany and Pam. The Association and he as a resident, support the development of this tract of land. However, they object to the three-story buildings because it is not appropriate for the area. He has lived here for 21 years and the commercial approach on the area has been unviable for the last 20 years. He doesn't expect that will change. This will be an apartment complex and should

be treated as a two-story opposed to allowing a set of three-story buildings in the area. He submitted written testimony and that is all he will say at this point.

Anastasia Wrobel, 4029 Milagro Oro, said what is proposed on Jaguar Drive is a good way to stuff hundreds more people into an area already too congested, too high priced and within a typically Santa Fe food desert. The neighborhood is storage units and auto parts retailers with little to no outside options for fresh foods. A restaurant is proposed but it is insufficient. Anyone who believes food from a gas station, Walmart, McDonalds and a Dollar Tree is sufficient nutrition in an area with working families and children, is mistaken. This development plan should not be approved given the current circumstances related to the pandemic. She did not feel adequate research or community outreach was done to warrant such an impractical use of precious neighborhood space. She said what we need is an affordable grocery store, a dedicated farm stand like the downtown corridor. We should support our southside farmers and local collectives and nonprofits doing this work such as Reunity Resource and Santa Fe Youthworks. Building a mixed commercial space sounds like an odd way to address the dire need for a youthful community center that can house and host workshops. That would benefit current residents in the neighborhood. A center like that should include something for skill share, creative apprenticeships, and basic life skills. It would make more sense to have affordable live/workspace for artists and an opportunity for graduates from Capital High School to retain them in the neighborhood and offering them an alternative to college courses. People in this neighborhood need to dream about something bigger than working for Walmart. I would like to ask the Commission questions with the remainder of my time:1) Was any effort made to contact the elderly or Spanish-speaking inhabitants of Tierra Contenta? They may not be on the list of 300 who were contacted about the project. 2) Has any effort been made to work with the student body at Capital High School?

Chair Hogan closed public comment.

Commission Discussion

Mr. Berke acknowledged Dee Beeingesner who was present to answer stormwater or engineering questions.

Commissioner Faulkner said she is familiar with the history of the property and did community outreach about 20 years ago for Shawn Gilligan. She has been hopeful something would happen on the project because the original vision was a cool thing. The commercial did not work because City Council passed legislation prohibiting advertising on the outside of buildings. Also, it did not allow for any street front activity for commercial businesses. The community wanted a coffee shop, a gym, etc. but they couldn't advertise and so no one knew they were. She said commercial will work because the new proposed commercial includes street front activity. That also will help with crime because people

are out and about and participating in the development and commercial units and makes it safer for kids at the school. She likes the commercial use but asked 1) How much affordable low-income housing will be in the development. She wouldn't want all low-income but would like a percentage to be low income housing mixed in, not isolated. Tierra Contenta is a great place to live because of the mixture of socioeconomic strata and she would like to see that maintained. 2) Another concern is the traffic. She was hoping traffic studies were done when kids are dropped off and picked up from school when it is bumper to bumper. Neighbors would not appreciate having 72 more cars in peak hours. Those living in the complex would never be able to leave. She also wasn't sure a 1% growth rate should apply to the intersection of Paseo del Sol and Airport Road. The Commission has approved many projects on Airport Road, and she thought it more likely a 3-5% growth. She wants to revisit that at another time to identify the actual growth rate.

Mr. Berke said he had Alexandra Ladd's response to the project and Justin was also present. He indicated Ms. Ladd thought the proposed rents looked good, in that the rents for about two thirds of the units are actually below market. The most affordable rents have a very small gap and rent for 30% of the units will be below the limits. Ms. Ladd thought it was a good example of a market providing, *"naturally occurring affordability!"* The Tierra Contenta agreement between the Corporation, the City, etc. is a requirement for 40% to be affordable and it is more; closer to 60% affordable.

Robert Gibbs added they are a little high on the 65% AMI and will work with Tierra Contenta to find a way to manage those. The proposed rents fall within the Tierra Contenta guidelines and the current revised April Santa Fe Housing Program affordability. He thought it a good mix of market rate and affordability.

Commissioner Faulkner noted there is a huge waiting list for low-income housing and a need for those who work nearby like at Meow Wolf. A lot of young people may not qualify for low income housing and are wait-listed to get into a market-value apartment. There is a need for all kinds of housing to be increased in Santa Fe and she likes this will be a mixture of housing. It fits the intent of Tierra Contenta's vision. She commended the developer. She said she is apprehensive about the traffic but will hope it is not that bad.

She asked if the amenities like the fitness center would be open to all residents or specific to the apartment complex.

Mr. Gibbs said it is currently specific for tenants.

Commissioner Faulkner asked if there were programming plans to outreach with the high school and network with the Boys and Girls Club. The development is being sold as the heart of the community and if that is the intent, she would advise the developer to

engage people in Tierra Contenta who could help develop programs that link the development to the existing Tierra Contenta program opportunities.

Mr. Gibbs responded to the question on community. He said the thought about that and have had preliminary discussions, but he was waiting until they got to the stage. Their idea is that the commercial areas and small spaces could be potential tutoring centers and team with mentorship programs from the high school students. He thought that would be good to bring in the community and also help with the success of the commercial space.

Commissioner Faulkner offered, if ethical and this passes, to assist with linking up people in the community. They need to bring the community into the fold to help make this a vibrant development and a success.

Director Isaacson added to Commissioner Faulkner's comment about employers nearby such as Meow Wolf. He was in a meeting with the Community Development Director Rich Brown recently, who mentioned that a significant number of Meow Wolf employees live outside Santa Fe and commute. Sometimes the economic development impact can be overlooked of a project like this. The projects are important when looking at ways to retain youth in Santa Fe. He is excited the project includes co-working and small retail that allows entrepreneurs, and it is important that it has an incubator component.

Commissioner Garcia responded to some questions. He said he has lived in the neighborhood for almost 20 years and was wondering when the property would be developed. It was nice to see the commercial aspect and that it complemented the ability to have a live/workspace already on the property. He is happy something is happening with the property and it looks like a good project. He was concerned about the traffic that might be added to the area but thought it wouldn't be a dangerous situation. He found the Traffic Impact Study very helpful.

Commissioner Sategna asked about making a motion.

Commissioner Gutierrez asked to comment. He agreed it was nice to see the project and for a long time this had been used for parking for Capital High School. The commercial aspect is a positive. He asked if the current businesses would move into the new part as the first phase.

Mr. Gibbs said the tenants there now will stay until the new commercial space is available. They discussed putting all of the commercial tenants into one building that are currently in two buildings. They need to determine whether cost-effective, but the goal is to keep them. All of the businesses have been told about the new commercial center on

the corner and it received positive responses. The same will be true for the existing tenants upstairs; they will stay.

Vice Chair Hogan asked if Director Isaacson had anything further.

Director Isaacson replied he appreciated everyone's contributions tonight.

MOTION: In Case #2020-2498, Plaza Contenta Development Plan, Commissioner Sategna moved to approve the development plan subject to the conditions of approval and technical corrections recommended by staff. Commissioner Clow seconded the motion.

Case #2020-2498, Findings of Facts and Conclusions of Law, Exhibit A2, Commissioner Sategna moved to approve as submitted. Commissioner Clow seconded the motion.

VOTE: Both the motion for the development plan and Findings of Fact and Conclusions of Law was passed by unanimous roll call vote with Commissioners Clow, Faulkner, Garcia, Gutierrez, Lawrence and Sategna voting in favor and none voting against.

H. STAFF COMMUNICATIONS

Mr. Berke said as he earlier emphasized, the Commission will be busy with two meetings. One on November 5, and another meeting November 19, 2020. He suggested everyone show up by 5:50 PM.

Director Isaacson thanked everyone for their work tonight.

I. MATTERS FROM THE COMMISSION

Vice Chair Hogan said he appreciated everyone's patience and for working together.

J. ADJOURNMENT

Vice Chair Hogan adjourned the meeting at approximately 10:25 pm.

Submitted by:

Melissa D. Byers

Melissa D. Byers, Stenographer for
Byers Organizational Support Services

Approved by:

_____

John B. Hiatt, Chair

City of Santa Fe New Mexico
Memorandum

Date: November 5, 2020

To: Mayor & City Council

Via: Jarel LaPan Hill, City Manager JLH
Elias Isaacson, Land Use Director ESI

From: Carlos Gemora; CIAC Staff Liaison, Senior Land Use Planner CEG

RE: Impact Fee Capital Improvement Plan 2021-2027 – Resolution Adopting Plan & Bill Amending 14-8.14

ITEM AND ISSUE:
This proposal involves a resolution to adopt the Impact Fee Capital Improvement Plan 2021-2027 (IFCIP) and an ordinance amending impact fees assessed in Section 14-8.14 SFCC 1987. Both items are legally required to continue the collection of impact fees.

BACKGROUND & SUMMARY:
Impact fees are used by local governments to charge new development a proportionate share of the infrastructure costs they impose on the community. In New Mexico, impact fees shall only be collected per a valid capital improvement plan which estimates the cost of providing infrastructure, calculates the maximum amount of impact fees we can charge, and documents the types of projects we can spend impact fees on (New Mexico *Development Fees Act* Sec. 5-8-1, et seq., NMSA).

The City currently charges impact fees for roads, parks, fire, and police facilities per Section 14-8.14 SFCC 1987. Past funds have been used to develop SWAN Park, the Railyard Park, the Southside Library, parks in Las Soleras, expansions to Rufina, Siler, and Cerrillos Road, sidewalk improvements throughout the city, and fire station expansions. Forthcoming projects include new park bathrooms, playground and exercise equipment, roadway improvements, and increased storage for the Fire and Police Departments. The Capital Improvements Advisory Committee (CIAC) provides citizen oversight, reviews fund utilization, and provides recommendations regarding the IFCIP and assessment of fees.

The proposed ordinance initially maintains lower fees but also establishes annually increasing fees ($300-600 for most residential units) to “catch-up” and maintain relevance with escalating infrastructure costs. The resolution and ordinance update the existing IFCIP (2014-2020), provide compliance with state requirements, and allow the City to continue collecting impact fees.

ACTION REQUESTED:
Staff request approval of both the resolution to adopt the IFCIP update (2021-2027) and the ordinance amending the assessment of impact fees (Section 14-8.14 SFCC 1987).

IMPACT FEE CAPITAL IMPROVEMENT PLAN:

The proposed plan has been assembled in compliance with New Mexico state laws via a professional contractor. Most importantly, the plan documents that the calculated cost of providing infrastructure for new development has risen dramatically (in most cases) and provides a legal nexus for assessing increased fees on new development.

The proposed IFCIP also includes land use assumptions which forecast residential growth and it documents the types of projects eligible for impact fee expenditures. Though growth is forecasted and eligible projects are listed in the plan, the document does not analyze where or how growth will occur and does not prioritize which projects are most important to the City nor does it estimate when, how or if projects will be initiated within a particular time frame.

The following tables show the fees adopted in 2014, the maximum fees calculated in 2020, and the percentage of difference between the two. Maximum calculated fees reflect an estimated cost of providing infrastructure to new development, not the proposed assessment of fees.

2014 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached*						
1,500 sq. ft. or less	Dwelling	$1,894	$967	$154	$64	$3,079
1,501-2,000 sq. ft.	Dwelling	$2,064	$1,010	$161	$68	$3,303
2,001-2,500 sq. ft.	Dwelling	$2,141	$1,108	$176	$74	$3,499
2,501-3,000 sq. ft.	Dwelling	$2,245	$1,163	$186	$78	$3,672
More than 3,000 sq. ft.	Dwelling	$2,377	$1,238	$197	$83	$3,895
Accessory Unit	Dwelling	$947	$483	$77	$32	$1,539
Multi-Family	Dwelling	$1,299	$945	$150	$63	$2,457
Retail/Commercial	1,000 sq. ft.	$4,006	$0	$269	$113	$4,388
Office	1,000 sq. ft.	$2,402	$0	$126	$53	$2,581
Industrial	1,000 sq. ft.	$1,856	$0	$55	$23	$1,934
Warehouse	1,000 sq. ft.	$968	$0	$24	$10	$1,002
Mini-Warehouse	1,000 sq. ft.	$375	$0	$22	$9	$406
Public/Institutional	1,000 sq. ft.	$1,460	$0	$113	$48	$1,621

2020 Maximum Calculated Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached (avg.)	Dwelling	$3,403	$2,935	$559	$141	$7,038
1,500 sq. ft. or less	Dwelling	$3,208	$2,700	$514	$130	$6,552
1,501-2,500 sq. ft.	Dwelling	$3,381	$2,906	$554	$140	$6,981
2,501-3,000 sq. ft.	Dwelling	$3,553	$3,111	$592	$150	$7,406
more than 3,000 sq. ft.	Dwelling	$3,748	$3,346	$636	$161	$7,891
Accessory Unit	Dwelling	$1,673	$1,849	$352	$89	$3,963
Multi-Family	Dwelling	$1,961	$2,201	$420	$106	$4,688
Mobile Home Park	Space	$1,802	$4,491	$855	$216	$7,364
Retail/Commercial	1,000 sq. ft.	$4,670	$0	$624	$158	$5,452
Office	1,000 sq. ft.	$3,986	$0	$303	$77	$4,366
Industrial	1,000 sq. ft.	$1,592	$0	$131	$33	$1,756
Warehouse	1,000 sq. ft.	$825	$0	$61	$15	$901
Mini-Warehouse	1,000 sq. ft.	$403	$0	$12	$3	$418
Public/Institutional	1,000 sq. ft.	$1,808	$0	$140	$36	$1,984

INITIAL ASSESSMENT OF IMPACT FEES (2021):

The IFCIP 2021-2027 calculates the maximum amount of impact fees that may be assessed but does not determine at what rate the City should assess fees. The City may assess a lesser amount of fees based on each individual impact fee category (roads, parks, fire, police). Existing fees currently comprise half the calculated cost of new, growth-related infrastructure. The Land Use Department, in consultation with Ordinance Sponsor Mayor Alan Webber, the receiving departments, and per the recommendation of the CIAC, proposes initial fees (2021) which are relatively similar to 2014 fees.

The proposal is to assess Roads fees at 70%, Parks fees at 40%, Fire fees at 40%, and Police fees at 50% of the maximum calculated in the IFCIP. In 2021, fees would increase by $322 for each new single-family detached unit (2,001 and 2,500 square feet), $17 for multi-family units, and would *decrease* retail/commercial fees by $790 per 1,000 square feet. Fees cannot be assessed based on the land use type, thus we cannot decrease residential fees or increase commercial fees independently.

Proposed Impact Fee Schedule (2021)

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Adoption Percentage of Maximum:		70%	40%	40%	50%	
Single-Family Detached						
1,500 sq. ft. or less	Dwelling	$2,246	$1,080	$206	$65	$3,596
1,501-2,500 sq. ft.	Dwelling	$2,367	$1,162	$222	$70	$3,821
2,501-3,000 sq. ft.	Dwelling	$2,487	$1,244	$237	$75	$4,043
more than 3,000 sq. ft.	Dwelling	$2,624	$1,338	$254	$81	$4,297
Accessory Unit	Dwelling	$1,171	$740	$141	$45	$2,096
Multi-Family	Dwelling	$1,373	$880	$168	$53	$2,474
Mobile Home Park	Space	$1,261	$1,796	$342	$108	$3,508
Retail/Commercial	1,000 sq. ft.	$3,269	$0	$250	$79	$3,598
Office	1,000 sq. ft.	$2,790	$0	$121	$39	$2,950
Industrial	1,000 sq. ft.	$1,114	$0	$52	$17	$1,183
Warehouse	1,000 sq. ft.	$578	$0	$24	$8	$609
Mini-Warehouse	1,000 sq. ft.	$282	$0	$5	$2	$288
Public/Institutional	1,000 sq. ft.	$1,266	$0	$56	$18	$1,340

Change Between 2014 Assessed Fees & Proposed 2020 Proposed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Change for 2,001-2500sf Single-Family		$322		Change for Multi-Family		$17
Single-Family Detached						
1,500 sq. ft. or less	Dwelling	19%	12%	34%	2%	17%
1,501-2,000 sq. ft.	Dwelling	15%	15%	38%	3%	16%
2,001-2,500 sq. ft.	Dwelling	11%	5%	26%	-5%	9%
2,501-3,000 sq. ft.	Dwelling	11%	7%	27%	-4%	10%
more than 3,000 sq. ft.	Dwelling	10%	8%	29%	-3%	10%
Accessory Unit	Dwelling	24%	53%	83%	39%	36%
Multi-Family	Dwelling	6%	-7%	12%	-16%	1%
Mobile Home Park	Space	n/a	n/a	n/a	n/a	n/a
Retail/Commercial	1,000 sq. ft.	-18%	n/a	-7%	-30%	-18%
Office	1,000 sq. ft.	16%	n/a	-4%	-27%	14%
Industrial	1,000 sq. ft.	-40%	n/a	-5%	-28%	-39%
Warehouse	1,000 sq. ft.	-40%	n/a	2%	-25%	-39%
Mini-Warehouse	1,000 sq. ft.	-25%	n/a	-78%	-83%	-29%
Public/Institutional	1,000 sq. ft.	-13%	n/a	-50%	-63%	-17%
Percent Change in Revenue from 2014		5%	0%	15%	-14%	3%

PHASED INCREASE OF IMPACT FEES (2022-2025):
The proposal aims to keep fees in 2021 roughly similar to 2014 but also establishes annually increasing fees starting in 2022. Predictable increases allow the City to "catch up" and maintain relevance with increasing infrastructure costs. Increases would annually raise residential fees approximately $300 to $600 per unit till 2025 and the ordinance directs the CIAC to review and make recommendations regarding impact fee assessments no later than 2023.

Fees currently fund about half the estimated cost of growth-related infrastructure (55%) and naturally escalating costs and inventories could result in 2021 impact fees covering drastically less by 2025 (requiring funding from other sources). Phased increases enable the City to fund a majority of growth-related infrastructure at predictable rates that are relevant to annually increasing costs.

2021 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Adoption Percentage of Maximum:		70%	40%	40%	50%	
Single-Family Detached (avg.	Dwelling	$2,382	$1,174	$224	$71	$3,850
Accessory Unit	Dwelling	$1,171	$740	$141	$45	$2,096
Multi-Family	Dwelling	$1,373	$880	$168	$53	$2,474
Retail/Commercial	1,000 sq. ft.	$3,269	$0	$250	$79	$3,598
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Public/Institutional	1,000 sq. ft.	$1,266	$0	$56	$18	$1,340

2022 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Adoption Percentage of Maximum:		78%	45%	45%	56%	
Single-Family Detached (avg.	Dwelling	$2,668	$1,315	$250	$79	$4,312
Accessory Unit	Dwelling	$1,312	$828	$158	$50	$2,348
Multi-Family	Dwelling	$1,537	$986	$188	$59	$2,770
Retail/Commercial	1,000 sq. ft.	$3,661	$0	$280	$88	$4,029
Office	1,000 sq. ft.	$3,125	$0	$136	$43	$3,304
Industrial	1,000 sq. ft.	$1,248	$0	$59	$18	$1,325
Warehouse	1,000 sq. ft.	$647	$0	$27	$8	$682
Mini-Warehouse	1,000 sq. ft.	$316	$0	$5	$2	$323
Public/Institutional	1,000 sq. ft.	$1,417	$0	$63	$20	$1,500

2023 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Adoption Percentage of Maximum:		88%	50%	50%	63%	
Single-Family Detached (avg.	Dwelling	$2,988	$1,473	$280	$88	$4,829
Accessory Unit	Dwelling	$1,469	$927	$177	$56	$2,629
Multi-Family	Dwelling	$1,721	$1,104	$211	$66	$3,102
Retail/Commercial	1,000 sq. ft.	$4,100	$0	$314	$99	$4,513
Office	1,000 sq. ft.	$3,500	$0	$152	$48	$3,700
Industrial	1,000 sq. ft.	$1,398	$0	$66	$20	$1,484
Warehouse	1,000 sq. ft.	$725	$0	$30	$9	$764
Mini-Warehouse	1,000 sq. ft.	$354	$0	$6	$2	$362
Public/Institutional	1,000 sq. ft.	$1,587	$0	$71	$22	$1,680

ATTACHMENTS:

Materials for Review: The following materials are provided for review and approval by the Governing Body.

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2. **Impact Fee Capital Improvement Plan 2021-2027**
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Supplemental Materials: The following materials are provided to supplement and provide context for the primary materials under review.

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6. **Memos Regarding Upcoming Usage of Roads, Parks, Fire, and Police Impact Fee Funds**
7. **2015 Impact Fee Reduction Analysis**
8. **Impact Fee Capital Improvement Plan 2014-2020**

City of Santa Fe New Mexico
Memorandum

Date: November 5, 2020

To: Mayor & City Council

Via: Jarel LaPan Hill, City Manager JLH
Elias Isaacson, Land Use Director ESI

From: Carlos Gemora; CIAC Staff Liaison, Senior Land Use Planner CEG

RE: Impact Fee Capital Improvement Plan 2021-2027 – Resolution Adopting Plan & Bill Amending 14-8.14

ITEM AND ISSUE:
This proposal involves a resolution to adopt the Impact Fee Capital Improvement Plan 2021-2027 (IFCIP) and an ordinance amending impact fees assessed in Section 14-8.14 SFCC 1987. Both items are legally required to continue the collection of impact fees.

BACKGROUND & SUMMARY:
Impact fees are used by local governments to charge new development a proportionate share of the infrastructure costs they impose on the community. In New Mexico, impact fees shall only be collected per a valid capital improvement plan which estimates the cost of providing infrastructure, calculates the maximum amount of impact fees we can charge, and documents the types of projects we can spend impact fees on (New Mexico *Development Fees Act* Sec. 5-8-1, et seq., NMSA).

The City currently charges impact fees for roads, parks, fire, and police facilities per Section 14-8.14 SFCC 1987. Past funds have been used to develop SWAN Park, the Railyard Park, the Southside Library, parks in Las Soleras, expansions to Rufina, Siler, and Cerrillos Road, sidewalk improvements throughout the city, and fire station expansions. Forthcoming projects include new park bathrooms, playground and exercise equipment, roadway improvements, and increased storage for the Fire and Police Departments. The Capital Improvements Advisory Committee (CIAC) provides citizen oversight, reviews fund utilization, and provides recommendations regarding the IFCIP and assessment of fees.

The proposed ordinance initially maintains lower fees but also establishes annually increasing fees ($300-600 for most residential units) to “catch-up” and maintain relevance with escalating infrastructure costs. The resolution and ordinance update the existing IFCIP (2014-2020), provide compliance with state requirements, and allow the City to continue collecting impact fees.

ACTION REQUESTED:
Staff request approval of both the resolution to adopt the IFCIP update (2021-2027) and the ordinance amending the assessment of impact fees (Section 14-8.14 SFCC 1987).

IMPACT FEE CAPITAL IMPROVEMENT PLAN:

The proposed plan has been assembled in compliance with New Mexico state laws via a professional contractor. Most importantly, the plan documents that the calculated cost of providing infrastructure for new development has risen dramatically (in most cases) and provides a legal nexus for assessing increased fees on new development.

The proposed IFCIP also includes land use assumptions which forecast residential growth and it documents the types of projects eligible for impact fee expenditures. Though growth is forecasted and eligible projects are listed in the plan, the document does not analyze where or how growth will occur and does not prioritize which projects are most important to the City nor does it estimate when, how or if projects will be initiated within a particular time frame.

The following tables show the fees adopted in 2014, the maximum fees calculated in 2020, and the percentage of difference between the two. Maximum calculated fees reflect an estimated cost of providing infrastructure to new development, not the proposed assessment of fees.

2014 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached*						
1,500 sq. ft. or less	Dwelling	$1,894	$967	$154	$64	$3,079
1,501-2,000 sq. ft.	Dwelling	$2,064	$1,010	$161	$68	$3,303
2,001-2,500 sq. ft.	Dwelling	$2,141	$1,108	$176	$74	$3,499
2,501-3,000 sq. ft.	Dwelling	$2,245	$1,163	$186	$78	$3,672
More than 3,000 sq. ft.	Dwelling	$2,377	$1,238	$197	$83	$3,895
Accessory Unit	Dwelling	$947	$483	$77	$32	$1,539
Multi-Family	Dwelling	$1,299	$945	$150	$63	$2,457
Retail/Commercial	1,000 sq. ft.	$4,006	$0	$269	$113	$4,388
Office	1,000 sq. ft.	$2,402	$0	$126	$53	$2,581
Industrial	1,000 sq. ft.	$1,856	$0	$55	$23	$1,934
Warehouse	1,000 sq. ft.	$968	$0	$24	$10	$1,002
Mini-Warehouse	1,000 sq. ft.	$375	$0	$22	$9	$406
Public/Institutional	1,000 sq. ft.	$1,460	$0	$113	$48	$1,621

2020 Maximum Calculated Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached (avg.)	Dwelling	$3,403	$2,935	$559	$141	$7,038
1,500 sq. ft. or less	Dwelling	$3,208	$2,700	$514	$130	$6,552
1,501-2,500 sq. ft.	Dwelling	$3,381	$2,906	$554	$140	$6,981
2,501-3,000 sq. ft.	Dwelling	$3,553	$3,111	$592	$150	$7,406
more than 3,000 sq. ft.	Dwelling	$3,748	$3,346	$636	$161	$7,891
Accessory Unit	Dwelling	$1,673	$1,849	$352	$89	$3,963
Multi-Family	Dwelling	$1,961	$2,201	$420	$106	$4,688
Mobile Home Park	Space	$1,802	$4,491	$855	$216	$7,364
Retail/Commercial	1,000 sq. ft.	$4,670	$0	$624	$158	$5,452
Office	1,000 sq. ft.	$3,986	$0	$303	$77	$4,366
Industrial	1,000 sq. ft.	$1,592	$0	$131	$33	$1,756
Warehouse	1,000 sq. ft.	$825	$0	$61	$15	$901
Mini-Warehouse	1,000 sq. ft.	$403	$0	$12	$3	$418
Public/Institutional	1,000 sq. ft.	$1,808	$0	$140	$36	$1,984

INITIAL ASSESSMENT OF IMPACT FEES (2021):

The IFCIP 2021-2027 calculates the maximum amount of impact fees that may be assessed but does not determine at what rate the City should assess fees. The City may assess a lesser amount of fees based on each individual impact fee category (roads, parks, fire, police). Existing fees currently comprise half the calculated cost of new, growth-related infrastructure. The Land Use Department, in consultation with Ordinance Sponsor Mayor Alan Webber, the receiving departments, and per the recommendation of the CIAC, proposes initial fees (2021) which are relatively similar to 2014 fees.

The proposal is to assess Roads fees at 70%, Parks fees at 40%, Fire fees at 40%, and Police fees at 50% of the maximum calculated in the IFCIP. In 2021, fees would increase by $322 for each new single-family detached unit (2,001 and 2,500 square feet), $17 for multi-family units, and would *decrease* retail/commercial fees by $790 per 1,000 square feet. Fees cannot be assessed based on the land use type, thus we cannot decrease residential fees or increase commercial fees independently.

Proposed Impact Fee Schedule (2021)

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Office	1,000 sq. ft.	$2,790	$0	$121	$39	$2,950
Industrial	1,000 sq. ft.	$1,114	$0	$52	$17	$1,183
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Accessory Unit	Dwelling	24%	53%	83%	39%	36%
Multi-Family	Dwelling	6%	-7%	12%	-16%	1%
Mobile Home Park	Space	n/a	n/a	n/a	n/a	n/a
Retail/Commercial	1,000 sq. ft.	-18%	n/a	-7%	-30%	-18%
Office	1,000 sq. ft.	16%	n/a	-4%	-27%	14%
Industrial	1,000 sq. ft.	-40%	n/a	-5%	-28%	-39%
Warehouse	1,000 sq. ft.	-40%	n/a	2%	-25%	-39%
Mini-Warehouse	1,000 sq. ft.	-25%	n/a	-78%	-83%	-29%
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Percent Change in Revenue from 2014		5%	0%	15%	-14%	3%

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Accessory Unit	Dwelling	$1,312	$828	$158	$50	$2,348
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Retail/Commercial	1,000 sq. ft.	$3,661	$0	$280	$88	$4,029
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Industrial	1,000 sq. ft.	$1,248	$0	$59	$18	$1,325
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Public/Institutional	1,000 sq. ft.	$1,417	$0	$63	$20	$1,500

2023 Assessed Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Adoption Percentage of Maximum:		88%	50%	50%	63%	
Single-Family Detached (avg.	Dwelling	$2,988	$1,473	$280	$88	$4,829
Accessory Unit	Dwelling	$1,469	$927	$177	$56	$2,629
Multi-Family	Dwelling	$1,721	$1,104	$211	$66	$3,102
Retail/Commercial	1,000 sq. ft.	$4,100	$0	$314	$99	$4,513
Office	1,000 sq. ft.	$3,500	$0	$152	$48	$3,700
Industrial	1,000 sq. ft.	$1,398	$0	$66	$20	$1,484
Warehouse	1,000 sq. ft.	$725	$0	$30	$9	$764
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ATTACHMENTS:

Materials for Review: The following materials are provided for review and approval by the Governing Body.

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2. **Impact Fee Capital Improvement Plan 2021-2027**
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CITY OF SANTA FE, NEW MEXICO

BILL NO. 2020-__

INTRODUCED BY:

Mayor Alan Webber

AN ORDINANCE

AMENDING SECTION 14-8.14(C) SFCC 1987 TO ADD A REFERENCE TO THE IMPACT FEE SERVICE AREA; AMENDING SECTION 14-8.14(E) TO ADOPT A NEW IMPACT FEE SCHEDULE AND CLARIFY APPROPRIATE LAND USE CATEGORIES AS THEY RELATE TO IMPACT FEE COLLECTION; AMENDING SECTION 14-8.14(G) TO ADD A REFERENCE TO THE IMPACT FEE SERVICE AREA; AMENDING SECTION 14-8.14(J) TO ADD A REFERENCE TO THE IMPACT FEE SERVICE AREA; ADDING A SERVICE AREA MAP AS EXHIBIT F IN THE APPENDIX TO THE LAND DEVELOPMENT CODE; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. Subsection 14-8.14(C) of the Land Development Code (being Ord. No. 2011-37, § 11, as amended) is amended to read:

(C) **Fee Assessment and Collection**

(1) [~~The~~] For development within the service area, as defined in subsection

underscored material = new [~~bracketed material~~] = delete

14-8.14(J)(6), the assessment for impact fees occurs on the date a *plat* or *development* plan receives final approval, from the *city* or the *state* construction industries division or, in the absence of a *plat* or plan, the date of the *development permit application*. Impact fees collected within four (4) years of the date of assessment shall be based on the impact fee schedule in effect at the time of assessment. After the expiration of the four (4)-year period, the new *development* shall be subject to the fee schedule in effect at the time of *application* for a construction *permit*. No action on the part of the city is required for assessment to occur. It shall be the responsibility of the applicant for a construction *permit* to present evidence of the date of *plat* or *development* plan approval in order for the fees to be based on the previous impact fee schedule. After the impact fee has been paid, no refunds will be provided based on the differences in the fee schedules. An applicant must pay all fees according to one (1) fee schedule only and may not mix the various fees from the schedules.

(2) [~~The~~] For development within the service area, as defined in Subsection 14-8.14(J)(6), the collection of impact fees shall occur at the time of issuance of a construction *permit* according to the fee schedule in effect for the *development*.

Section 2. Subsection 14-8.14(E) of the Land Development Code (being Ord. No. 2011-37, § 11, as amended) is amended to read:

(E) **Fee Determination**

(1) A person who applies for a construction *permit*, except those exempted or preparing an independent fee calculation study, shall pay impact fees in accordance with the following fee schedule. If a credit is due pursuant to Section 14-8.14(I), the amount of the credit shall be deducted from the amount of the fee to be paid.

(2) Beginning [~~February 27, 2014 and ending February 26, 2016,~~ construction *permits* for *residential developments* ~~shall be charged fifty percent (50%) of the~~

~~scheduled values in the Fee Schedule in Subsection 14-8.14(E)(3). Beginning February 27, 2016, such *residential developments* shall be charged one hundred percent (100%) of the scheduled values in the Fee Schedule~~] January 1, 2021, the city shall assess the scheduled values in the fee schedule set forth in subsection 14-8.14(E)(3). On January 1, 2022, and at the beginning of each subsequent calendar year, the city shall implement phased fee increases by adding an additional twelve percent (12%) to the scheduled values in the fee schedule each year until a new fee schedule is approved or until after the fees are increased in 2025. The capital improvements advisory committee shall review and, if deemed necessary, recommend to the governing body changes to the impact fee schedule no later than September 30, 2023.

(3) The fee schedule in this Subsection 14-8.14(E)(3), as increased each year pursuant to subsection 14-8.14(E)(2), shall be used and its fees assessed on *plats* and *development* plans that receive final approval from the *city* or from the *state* construction industries division, except where the *permit* is issued for a subdivision or for a *development* plan that is still subject to a prior fee schedule available and on file in the Land Use Department.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

FEE SCHEDULE						
Land Use Type	**Unit**	**Roads**	**Parks**	**Fire**	**Police**	**Total**
Single-Family Detached[~~/~~](Heated) [~~Living Area~~]						
1,500 sq. ft. or less	Dwelling	[~~$1,894~~] $2,246	[~~$967~~] $1,080	[~~$154~~] $206	[~~$64~~] $65	[~~$3,079~~] $3,596
[~~1,501-2,000 sq. ft.~~]	[~~Dwelling~~]	[~~$2,064~~]	[~~$1,010~~]	[~~$161~~]	[~~$68~~]	[~~$3,303~~]
[~~2,001~~]1,501-2,500 sq. ft.	Dwelling	[~~$2,141~~] $2,367	[~~$1,108~~] $1,162	[~~$176~~] $222	[~~$74~~] $70	[~~$3,499~~] $3,821
2,501-3,000 sq. ft.	Dwelling	[~~$2,245~~] $2,487	[~~$1,163~~] $1,244	[~~$186~~] $237	[~~$78~~] $75	[~~$3,672~~] $4,043
3,001 sq. ft. or more	Dwelling	[~~$2,377~~] $2,624	[~~$1,238~~] $1,338	[~~$197~~] $254	[~~$83~~] $81	[~~$3,895~~] $4,297
Accessory Dwelling	Dwelling	[~~$947~~] $1,171	[~~$483~~] $740	[~~$77~~] $141	[~~$32~~] $45	[~~$1,539~~] $2,096
Multi-Family	Dwelling	[~~$1,299~~] $1,373	[~~$945~~] $880	[~~$150~~] $168	[~~$63~~] $53	[~~$2,457~~] $2,474
Mobile Home Park	Space	$1,261	$1,796	$342	$108	$3,508
Nonresidential	**G.F.A.**					
Retail/Commercial	1,000 sq. ft.	[~~$4,006~~] $3,269	$0	[~~$269~~] $250	[~~$113~~] $79	[~~$4,388~~] $3,598
Office	1,000 sq. ft.	[~~$2,402~~] $2,790	$0	[~~$126~~] $121	[~~$53~~] $39	[~~$2,581~~] $2,950
Industrial	1,000 sq. ft.	[~~$1,856~~] $1,114	$0	[~~$55~~] $52	[~~$23~~] $17	[~~$1,934~~] $1,183
Warehouse	1,000 sq. ft.	[~~$968~~] $578	$0	$24	[~~$10~~] $8	[~~$1,002~~] $609
Mini-Warehouse	1,000 sq. ft.	[~~$375~~] $282	$0	[~~$22~~] $5	[~~$9~~] $2	[~~$406~~] $288
Public/Institutional	1,000 sq. ft.	[~~$1,460~~] $1,266	$0	[~~$113~~] $56	[~~$48~~] $18	[~~$1,621~~] $1,340

(4) The *land use director* shall determine the fee to be collected as a condition of construction *permit* approval based on the applicable fee schedule in Subsection 14-8.14(E)(3) above and the provisions of this Subsection 14-8.14(E)(4), or on the basis of an independent fee calculation study pursuant to Subsection 14-8.14(F).

(a) The determination of the appropriate land use category shall be based on the following.

(i) Single-Family Detached means a *single-family dwelling*, which may consist of a *manufactured home* or *mobile home*, and which is detached from other units.

(ii) Accessory Dwelling Unit means a dwelling unit complying with the provisions of Subsection 14-6.3(D)(1).

([~~ii~~]iii) Multi-Family means a *multiple-family dwelling* which, for the calculation of impact fees, includes duplexes, triplexes, and any other structures which are not considered to be detached from other residential dwellings.

([~~iii~~]iv) Retail/Commercial means an establishment engaged in the selling or rental of goods, services, lodging or entertainment to the general public. Such uses include, but are not limited to, shopping center or mall, *alcoholic beverage sales activities , antique shop , bed and breakfast inn , boarding house , commercial recreational use or structure, drive-in, equipment rental or leasing, filling station, flea market, florist, garden center, gift shop, grocery store, hotel, laundromat, motel, nightclub, personal service establishment, pet service establishment, pharmacy, repair garage, residential suite hotel or motel*, or *retail establishment*.

([~~iv~~]v) Office means a building not located in a shopping center and exclusively containing establishments providing executive, management, administrative or professional services, and which may include ancillary services for office

workers, such as a restaurant, coffee shop, newspaper or candy stand, or child care facilities. Such uses include, but are not limited to, real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations. Specific examples include *business services* (excluding equipment rental and leasing), *arts and crafts studio*, *clinic*, *funeral home*, *veterinary establishment* and *vocational school*.

([~~v~~]vi) Industrial/Manufacturing means an establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, welding shops, wholesale bakeries, commercial laundries, commercial greenhouses, food and drug manufacturing, dry cleaning plants, and bottling works. Specific uses include *light assembly and manufacturing* and *manufacturing*.

([~~vi~~]vii)Warehouse means an establishment primarily engaged in the display, storage and sale of goods to other firms for resale, as well as activities involving significant movement and storage of products or equipment. Such uses include, but are not limited to, wholesale distributors, storage warehouses, moving and storage firms, trucking and shipping operations, and major mail processing centers. Specific uses include *commercial stable, junkyard, outdoor storage, salvage yard, warehouse, and wholesale operations.*

([~~vii~~]viii) Mini-Warehouse means *mini-storage units*.

([~~viii~~]ix) Public/Institutional means a governmental, quasi-public, or institutional use, or a non-profit recreational use, not located in a shopping

center. Such uses include, but are not limited to, elementary, secondary, or higher educational establishments, day care centers, hospitals, mental institutions, nursing homes, assisted living facilities, fire stations, city halls, courthouses, post offices, jails, libraries, museums, places of religious worship, military bases, airports, bus stations, fraternal lodges, and parks and recreational buildings. Specific examples include *child day-care facility*, *club*, *college or university*, *community residential corrections program*, *continuing care community*, *electric facilities*, *extended care facility*, *group residential care facility*, *hospital*, *human services establishment*, *institutional building*, *museum*, *personal care facility for the elderly*, *private club or lodge*, *public utility*, *recreational facility*, *religious assembly*, *sheltered care facility*, and *transportation terminal*.

(b) If the type of new *development* for which a construction *permit* is requested is not specified on the fee schedule, the *land use director* shall determine the fee on the basis of the fee applicable to the most nearly comparable type of land use on the fee schedule.

(c) The impact fees for development of land outside of *buildings* that increases the demand for capital facilities is determined by application of the fee for the corresponding type of *building*. In particular, the *building* square footage for a retail/commercial use shall include indoor or outdoor sales areas or inventory storage areas, growing area for a garden center/nursery, and any drive-through kiosk and associated queuing lane with or without a roof. If the *land use director* determines that *development* of land outside of *buildings* is intended for seasonal usage that reduces the increased demand for capital facilities, the *land use director* may reduce impact fees charged for the *development* of land outside of *buildings* by up to seventy-five percent (75%) of the original assessment.

(d) Impact fees shall be assessed and collected based on the primary use of the *building* as determined by the *land use director*. Uses that are distinct and

separate from the primary use, which are not merely ancillary to the primary use and are one thousand (1,000) square feet or greater, will be charged the impact fee category based on the distinct and separate use.

(e) Where a permit is to be issued for a *building* "shell" and the *land use director* is unable to determine the intended use of the *building*, the *land use director* shall assess and collect impact fees according to the zoning district in which the *building* is to be located as follows:

(i) C-2 and all SC zones - "Retail/Commercial";

(ii) HZ zone - "Office";

(iii) C-1 and C-4 - "Office"; and

(iv) I-1 and I-2 - "Industrial/Manufacturing".

(f) If there is an increase in the amount of the impact fee calculation once a tenant improvement *permit* is submitted, the difference from what was paid at the time of the shell *permit* and the tenant improvement fee calculation shall be paid prior to issuance of the construction *permit*. If the fee schedule determination for the square footage of the use identified in the tenant improvement construction *permit* results in a net decrease from what was paid at the time of the shell *permit*, there shall be no refund of impact fees previously paid.

(g) Live/work *developments* containing *dwelling units* in combination with *nonresidential* floor area in a common *building* shall pay impact fees for each *dwelling unit* according to the *residential* fee rate for "Multi-Family" and for the *gross floor area* intended for *nonresidential* use according to the "*Office*" fee rate. If the initial Live/Work construction *permit* application is for a shell construction *permit*, the *land use director* shall collect impact fees at the "Office" fee rate. If *dwelling units* are added as a use within the *building* after the *building* has been charged impact fees at a *nonresidential* fee

rate, and there is no increase in *gross floor area*, the *land use director* shall collect only the required park impact fees for the *dwelling units* at the fee rate for "Multi-Family" at the time of the *dwelling unit permit application*.

(h) If a construction *permit application* changes or intensifies the use of an existing *building*, increases the *gross floor area* of an existing *building*, or replaces an existing *building* with a new *building* and new use, the fee shall be based on the net increase in the fee for the new use or increase as compared to what the current fee would be for the previous use or floor area. If the proposed change results in a net decrease in the fee there shall be no refund of impact fees previously paid.

(i) "G.F.A." in the fee schedule refers to *gross floor area*.

Section 3. Subsection 14-8.14(G) of the Land Development Code (being Ord. No. 2011-37, § 11, as amended) is amended to read:

(G) **Use of Fees**

(1) An "impact fee fund" that is distinct from the general fund of the *city* is created, and the impact fees received shall be deposited in the following interest-bearing accounts of the impact fee fund:

(a) fire impact fee account;

(b) police impact fee account;

(c) parks impact fee account; and

(d) roads impact fee account.

(2) The impact fee accounts shall contain only those impact fees collected pursuant to this Section 14-8.14 for the type of facilities reflected in the title of the account, plus accrued interest.

(3) The money in each impact fee account shall be used only for the following:

(a) to acquire or construct *capital improvements* or *facility expansions*

of the type reflected in the title of the account, located within the service area, as defined in Subsection 14-8.14(J)(6), and identified in the *capital improvements plan*;

(b) to pay debt service on the portion of any current or future general obligation bond or revenue bond used to finance *capital improvements* or *facility expansions* of the type reflected in the title of the account and identified in the *capital improvements plan*;

(c) planning, surveying, and engineering fees paid to an independent qualified professional who is not an *employee* of the *city* or *county* for services provided for and directly related to the construction of *capital improvements* or *facility expansions*;

(d) fees actually paid or contracted to be paid to an independent qualified professional, who is not an *employee* of the *city*, for the preparation or updating of a *capital improvements plan*;

(e) up to three percent (3%) of total impact fees collected for administrative costs for *city* personnel, for professional services related to impact fee assignment/distribution, or for reporting to the capital improvements advisory board;

(f) refunds as provided in Subsection 14-8.14(H); and

(g) credits as provided in Subsection 14-8.14(I).

Section 4. Subsection 14-8.14(J) of the Land Development Code (being Ord. No. 2011-37, § 11, as amended) is amended to read:

(J) **Miscellaneous Provisions**

(1) Nothing in this Section 14-8.14 shall restrict the *city* from requiring the construction of reasonable project improvements required to serve the *new development* project, whether or not the improvements are of a type for which credits are available under Subsection 14-8.14(I).

(2) The *land use director* shall maintain accurate records of the impact fees paid, including the name of the *person* paying the fees, the project for which the fees were paid,

the date of payment of each fee, the amounts received in payment for each fee, the amount of any credits provided against the fees or refunds paid and any other information the *city* deems appropriate or necessary for the accurate accounting of the fees. Records shall be available for review by the public during normal *business* hours and with reasonable advance notice.

(3) If an impact fee has been calculated and paid based on a mistake or misrepresentation, it shall be recalculated and paid as follows:

(a) the amount overpaid by an *applicant* shall be refunded by the *land use director* to the *applicant* within thirty (30) days after the approval of the recalculated amount;

(b) the amount underpaid by the *applicant* shall be paid to the *land use director* within thirty (30) days after the acceptance of the recalculated amount; and

(c) in the case of an underpayment or nonpayment of impact fees, the *city* shall not issue any additional *permits* or approvals for the project for which the impact fee was previously underpaid until such underpayment is corrected and, if amounts owed to the *city* are not paid within the thirty (30)-day period, the *city* may also issue a stop work order or rescind any *permits* issued in reliance on the previous payment of the impact fee.

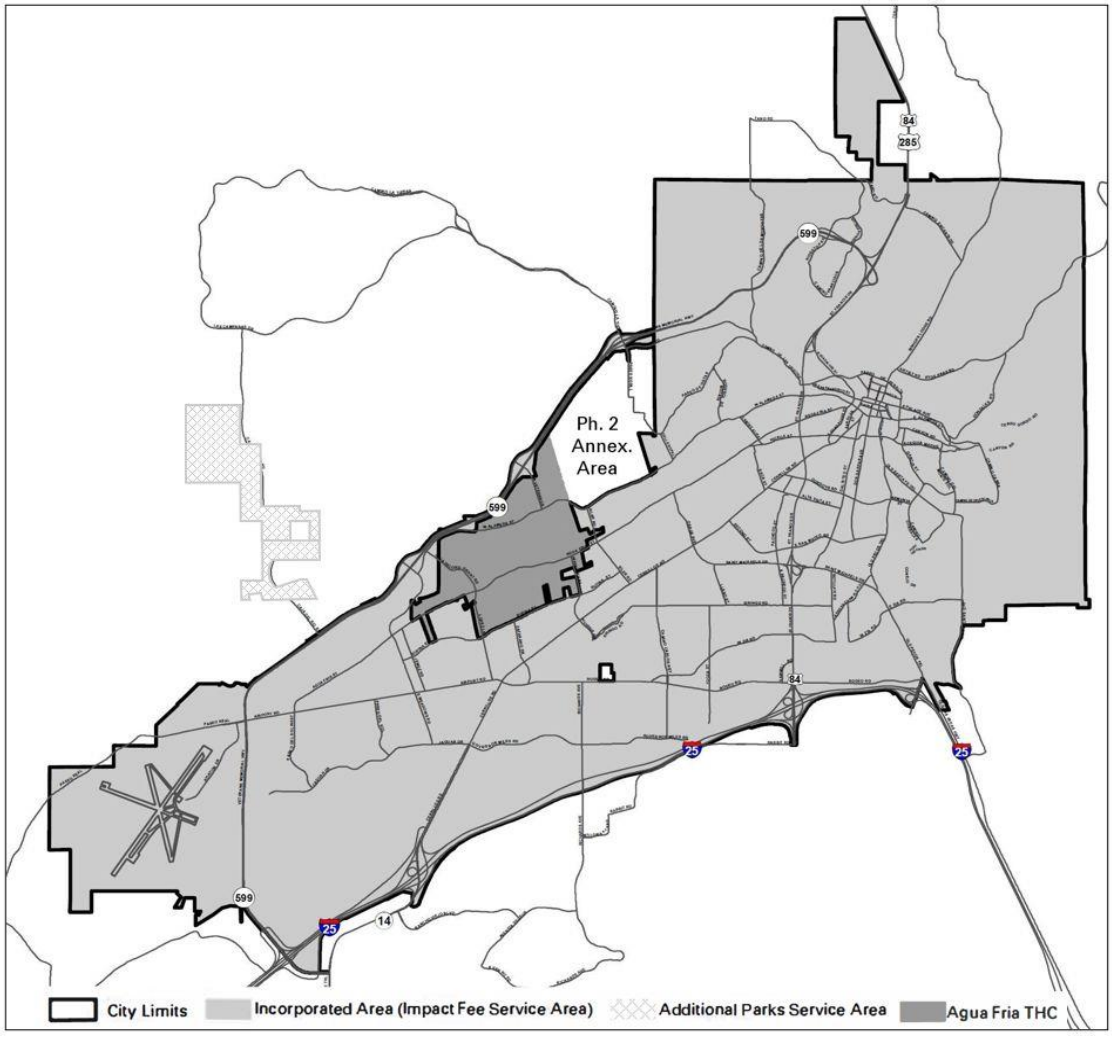
(4) A determination made by the *land use director* may be appealed to the city manager within thirty (30) days from the date of the determination. The city manager's decision is final.

(5) Furnishing false information on any matter relating to the administration of this Section 14-8.14, including the furnishing of false information regarding the expected size, use, or impacts from a proposed *new development*, is a violation of this Section 14-8.14. The *city* may issue a stop work order or rescind any *permits* issued in reliance on the previous payment of such impact fee.

(6) The service area for the road, fire, and police impact fees is the incorporated area of the city, as may change over time with annexation. The service area for the

parks impact fee is the incorporated area plus the city-owned land in the unincorporated area known as the municipal recreation complex and the Marty Sanchez golf course.

Section 5. A new Exhibit F in the Appendix to the Land Development Code is ordained to read:



Section 6. Effective Date. This ordinance shall become effective on January 1, 2021.

APPROVED AS TO FORM:



ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2020/Bills/Impact Fee Schedule Update

Impact Fee Schedule Update

Final Audit Report 2020-11-05

Created:	2020-11-05
By:	Jesse Guillen (jbguillen@ci.santa-fe.nm.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAABY6d-u8vGoPNHTHqs9aj3XwFL-TxiQRK

"Impact Fee Schedule Update" History

Document created by Jesse Guillen (jbguillen@ci.santa-fe.nm.us)
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Document emailed to Erin McSherry (ekmcsherry@santafenm.gov) for signature
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2020-11-05 - 10:10:40 PM GMT- IP address: 174.62.11.171

Document e-signed by Erin McSherry (ekmcsherry@santafenm.gov)
Signature Date: 2020-11-05 - 10:57:08 PM GMT - Time Source: server- IP address: 174.62.11.171

Agreement completed.
2020-11-05 - 10:57:08 PM GMT

FIR No. 3290

FISCAL IMPACT REPORT

General Information:

(Check) Bill: x Resolution: x

Short Title(s): Impact Fee Schedule Update and 2021-2027 Plan Adoption

Sponsor(s): Mayor Webber

Reviewing Department(s): Planning and Land Use Department

Staff Completing FIR: Carlos Gemora Date: 10/19/20 Phone: 955-6670

Reviewed by City Attorney: Date: Oct 28, 2020

Reviewed by Finance Director: Mary McCoy Date: Oct 28, 2020

Summary:
The Impact Fee Capital Improvement Plan 2021-2027 (IFCIP) is required per the Development Fees Act (§§ 5-8-1 to 5-8-43, NMSA 1978) for the City to continue the assessment and utilization of impact fees. A Resolution is required to adopt the Impact Fee Capital Improvement Plan and an Ordinance is required to assess the fees in the Land Development Code.

Departments Affected:
Community Health and Safety (Police and Fire), Public Works (Roads and Parks), Community Development (Planning and Land Use).

Consequences of Not Enacting Legislation:
Without the IFCIP, the City cannot assess nor use collected impact fees and may be required to refund all impact fees to past payors.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
The IFCIP process involves both a Resolution and a Bill.

Performance and Administrative Implications:
Without the IFCIP, the City can not assess or use collected impact fees, which would affect the City's ability to provide infrastructure improvements and address impacts related to growth.

Fiscal Implications:
The IFCIP collects impact fees, but impact fees are independent from other City funds and may only be used as specified by the IFCIP and the State's Development Fees Act.

Fiscal Impact

_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 20	FYE 21	FYE __	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

* This includes all staff time associated with executing the job functions of the proposed legislation.

Expenditure Narrative:

Revenue

Revenue Type	FYE 21	FYE 22	FYE 23	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$2,500,000	$2,500,000	$2,500,000	R	Impact Fees – 232 (Roads, Parks, Police, Fire)
Total	$2,500,000	$2,500,000	$2,500,000		

Revenue Narrative:

Assessed impact fees collect revenue is independent from other City funds and may only be used as specified in the IFCIP and the State's Development Fees Act. Projected revenue is variable and based on estimated future rates of new development. Revenues may decrease if the City experiences less new development and may increase if the City experiences more development or if the fees are raised through regularly scheduled assessment rate increases.

Signature: Jarel LaPan Hill
Jarel LaPan Hill (Oct 28, 2020 20:51 MDT)

Email: jlapanhill@santafenm.gov

Signature: Elias Isaacson
Elias Isaacson (Oct 29, 2020 08:42 MDT)

Email: esisaacson@santafenm.gov

Signature: Carlos Gemora
Carlos Gemora (Oct 29, 2020 08:48 MDT)

Email: cegemora@santafenm.gov

SUPPLEMENTAL MATERIALS

City of Santa Fe
Quarterly Report for Impact Fees FY 19/20

Impact Fee Fund Revenue & Expense Accounts	Total Impact Fees	Roads 232 2320471 2320471	Parks 232 2324150 2324150	Police 232 2325001 2325001	Fire 232 2322001 2322001
Beginning Fund Balance at 7/1/19	**(5,266,859.00)**	**(3,576,876.00)**	**(1,155,929.00)**	**(257,018.00)**	**(277,036.00)**
1st Quarter FY 19-20					
Impact Fee Revenue	$ (108,076.00)	$ (78,621.00)	$ (21,209.00)	$ (2,340.00)	$ (5,906.00)
Obligated Projects	-	-	-	-	-
Ending Quarterly Balance	**$ (5,374,935.00)**	**$ (3,655,497.00)**	**$ (1,177,138.00)**	**$ (259,358.00)**	**$ (282,942.00)**
2nd Quarter FY 19-20					
Impact Fee Revenue	$ (825,730.42)	$ (515,564.69)	$ (237,056.00)	$ (21,599.27)	$ (51,510.46)
Obligated Projects	-	-	-	-	-
Ending Quarterly Balance	**$ (6,200,665.42)**	**$ (4,171,061.69)**	**$ (1,414,194.00)**	**$ (280,957.27)**	**$ (334,452.46)**
3th Quarter FY 19-20					
Impact Fee Revenue	$ (788,986.61)	$ (582,761.19)	$ (120,075.00)	$ (25,478.24)	$ (60,672.18)
Obligated Projects	-	-	-	-	-
Ending Quarterly Balance	**$ (6,989,652.03)**	**$ (4,753,822.88)**	**$ (1,534,269.00)**	**$ (306,435.51)**	**$ (395,124.64)**
4th Quarter FY 19-20					
Impact Fee Revenue	$ (310,945.53)	$ (199,357.57)	$ (85,181.00)	$ (7,810.36)	$ (18,596.60)
Obligated Projects	-	-	-	-	-
Gain on Sale-Investment	-	-	-	-	-
Interest on Investment	-	-	-	-	-
Unrealized Gain/Losses	-	-	-	-	-
Interest Receivable	-	-	-	-	-
3% Administrative Fee	-	-	-	-	-
Ending Quarterly Balance	**$ (7,300,597.56)**	**$ (4,953,180.45)**	**$ (1,619,450.00)**	**$ (314,245.87)**	**$ (413,721.24)**
FY19/20 Revenue	**(2,033,738.56)**	**(1,376,304.45)**	**(463,521.00)**	**(57,227.87)**	**(136,685.24)**
FY19/20 Obligated Projects	**-**	**-**	**-**	**-**	**-**
FY19/20 Ending Fund Balance (6/30/20)	**(7,300,597.56)**	**(4,953,180.45)**	**(1,619,450.00)**	**(314,245.87)**	**(413,721.24)**

City of Santa Fe, New Mexico

memo

DATE: October 19, 2020

TO: Capital Improvement Advisory Committee

Via: Carlos Gemora, Land Use Senior Planner

FROM: Regina Wheeler, Public Works Director RW

RE: Plans for Roads and Parks Expansion Projects

The City of Santa Fe Public Works Department plans to use impact fees to complete a number of capacity expansion road and parks projects that are currently underway. Details are provided below.

Roads

Guadalupe Street Reconstruction. The 60% design estimate for the project was $8,201,000 including construction, ROW acquisition, construction management, contingency and GRT. The project has $4,500,000 of funding leaving a need (based on 60% design) for $3,683,000 from impact fees. The 90% design and final construction estimate will be completed and forwarded to NMDOT for approval by November 1, 2020. The project is scheduled to be bid in Spring 2021 and begin construction in Summer 2021.

Southside Transit Center (Camino Entrada) This project was allocated $1,144,585 of impact fees via Resolution 2016-47 and leverages federal funding for the new transit center which includes improvements to Camino Entrada for ADA accessibility and safety. The project is nearing 90% design and expects to require an additional $500,000 of impact fees to complete the project.

Agua Fria South Meadows Intersection improvements at Agua Fria Street and South Meadows Road to relieve congestion and reduce delays caused by construction of El Camino Real Academy and anticipated future growth in the area. The construction cost is currently estimated at $1,658,386. Legislative appropriations and MAP funding secured for design and a portion of construction leave $1,055,635 to be funded with impact fees. Construction is scheduled to begin in Spring 2021.

Agua Fria Cottonwood This project will add a roundabout at the intersection of Agua Fria and Cottonwood Drive. Design funding of $362,000 secured from NMDOT Highway Safety

Improvement Program. Based on the 60% design, NMDOT funded construction at $1,594,000 from Highway Safety Improvement Program (NMDOT). Right-of-way acquisition and required project certifications (environmental, right-of-way, utility, railroad and intelligent transportation systems) are underway. Construction is scheduled to begin in March 2021.

Sandoval Montezuma Design is funded by a legislative appropriation for $100,000. Design alternatives were submitted in January 2020. ENN Meeting was held in September 2020. Design 65% drawings submitted October 2020. Construction estimate pending 90% design. Additional funding will be sought from NMDOT, legislative appropriation and impact fees.

Parks

Downtown Restrooms at Cerletti Park The project is estimated to cost $900,000 and is currently funded at $550,000 with a legislative appropriation. A design build contract has been awarded and with approval from CIAC as an eligible project for $350,000 of funding, construction would be scheduled to begin in Summer 2021.

SWAN Park Phase II This project has $550,000 of funding from the 2018 GRT Bond. Improvements will include a dog park, tournament rated horseshoe pits, a BMX park and other landscaping enhancements. A road extension, which is included in the SWAN Park Master Plan is needed to provide access to these new amenities. The estimate for the road extension is $900,000 and is sought from Impact Fees. Once funded, the project manager expects to award a design build contract within 90 days.

Dawson Park Play Equipment Quotes for the play equipment, a shade structure, tables, irrigation upgrades, and other capacity improvements are being gathered. Anticipated estimated cost is $80,000. Impact fees will be used for these improvements. Construction is scheduled for completion in March 2021.

Acequia Trail South Meadows to San Felipe This project received $256,320 of funding from NMDOT. The project is scheduled to construct in 2022. Impact fees will used for the City project match of $43,680.

City of Santa Fe Fire Department
P.O. Box 909, 200 Murales Road – Santa Fe, New Mexico 87504
(505) 955-3110 – FAX (505) 955-3115

Date: October 18, 2020

To : Capital Improvement Advisory Committee

Via : Carlos Gemora

Subject: Santa Fe Fire Department's Impact Fees

From: Paul Babcock, Fire Chief

This memo serves to update the CIAC of the intended use of fire impact fees. The Santa Fe Fire Department previously planned on using fire impact fees to help fund the build of Fire Station 2 (South Meadows and 599). The fire department build project was stopped when the bids to build the station exceeded funding availability; additionally, the financial burden the City has been facing during Covid-19 has seen an economic down turn.

The fire department still has many means of utilizing the impact fees within the criteria that must be met:

- Larger projects involving much needed repairs, updates and remodeling at the fire stations currently on the approved by CIAC list; and
- Smaller projects that the fire department respectfully requests your consideration for approval:
    - Firefighter turnout gear to expand current inventory;
    - Large storage containers to store equipment that is not currently properly stored in one central location;
    - Expansion of apparatus storage, as many pieces of equipment are stored outdoors;
    - Purchase fire hose to allow the department to have additional apparatus response ready for larger emergencies / incidents.

With the approval of the additional projects, the fire department's ability to serve the community and expand services throughout the City will be beneficial. Thank you for your consideration. Please do not hesitate to call me with any questions.

City of Santa Fe New Mexico

Memo

Date: October 19, 2020

To: Capital Improvement Advisory Committee

Via: Carlos Gemora, Senior Planner / Land Use Department
Andrew Padilla, Chief of Police

From: Ben Valdez, Deputy Chief of Police

ITEM AND ISSUE:
Continue allocation of Capital Improvement Impact Fees to increase capacity for services provided to the City of Santa Fe by the Police Department.

BACKGROUND AND SUMMARY:
The Santa Fe Police Department has been updated on the availability of Capital Improvement Impact Fees that are made available to expand services for the City through fees collected on developments. The funding stream provides the ability for the Department to expand capacity to serve the community and the additional growth as a result of the development. Without the availability of the impact fees, the funding source will need to be found within the budget of the City.

The Department inquired on the availability of capital improvement funding when we began the planning process to modernize and expand the capacity of our Evidence Room. At the time we were informed funding was unavailable. After we had secured funding within the City's budget to accomplish the evidence project we learned about the funding available through impact fees. Although the current amount would have not been sufficient to accomplish what was needed, many needs currently exist.

The following needs exists that would meet the criteria and benefit from the use of impact fees:

- Large Projects
  - Improvements to Professional Standards Unit Building
  - Improvements to Police Support Operations Office
  - Police Fleet Vehicle and Equipment Lot Building
  - (2) Community Substations

- Small Projects
    - Mobile Mini Connex Boxes to provide secured storage solutions for storage of police records, equipment, motorcycles, and all-terrain vehicles
    - SWAT BearCat Rescue Truck to supplement current BearCat vehicle
    - EOD BearCat Command Vehicle to supplement current EOD Command Vehicle
    - Firearms Training Simulator System

ACTION RECOMMENDED:

The Santa Fe Police Department respectfully requests your review and approval of the additional projects to support the ability of our personnel to provide professional services to the City of Santa Fe.

Residential Impact Fee Reduction Analysis for the City of Santa Fe, New Mexico

Background

This analysis focuses on the City of Santa Fe's impact fees for roads, parks, fire and police facilities,[1] and evaluates the effect, if any, the reduction of these fees has had on the amount of residential development.

The recent history of the City's impact fees is briefly summarized as follows.

- **2003** – The City's impact fees for roads, parks, fire and police facilities were established in 2003. The fees were adopted at 85.6% of the maximum allowable amounts calculated in the 2003 study.[2] The total adopted fee for a typical single-family unit was $2,860.

- **2008** – The fees were updated in 2008 based on a consultant study.[3] Updated fees were adopted by the City Council at 60% of the maximum allowable amounts on January 9, 2008. The total adopted impact fee in 2008 for a typical-size single-family unit was $3,714.

- **2012** – The City Council subsequently suspended impact fees for residential uses for two years, effective January 23, 2012 through January 22, 2014. No fees were collected from residential construction during this period.

- **2014** – The fees reverted back to 2008 level for about a month, but since February 27, 2014, residential impact fees have been collected at 50% of the 2008 adopted amounts. When the 50% assessment rate went into effect, the typical single-family fee was $1,857.

- **August 2014** – The City Council adopted a new impact fee ordinance and revised fee schedule, based on a new study,[4] on August 27, 2014. The updated fees were adopted at 70% of the calculated maximum allowable amounts, resulting in decreases in fees for residential units. At the 50% assessment rate, the total fee for a typical single-family unit is currently $1,750.

Total impact fee amounts charged by the City of Santa Fe over the last 12 years for a typical 2,000-2,500 square foot single-family unit are illustrated in Figure 1 on the following page. The Council will decide in its scheduled review prior to February 26, 2016 whether or not the 50% rate should be continued beyond the initial two years.

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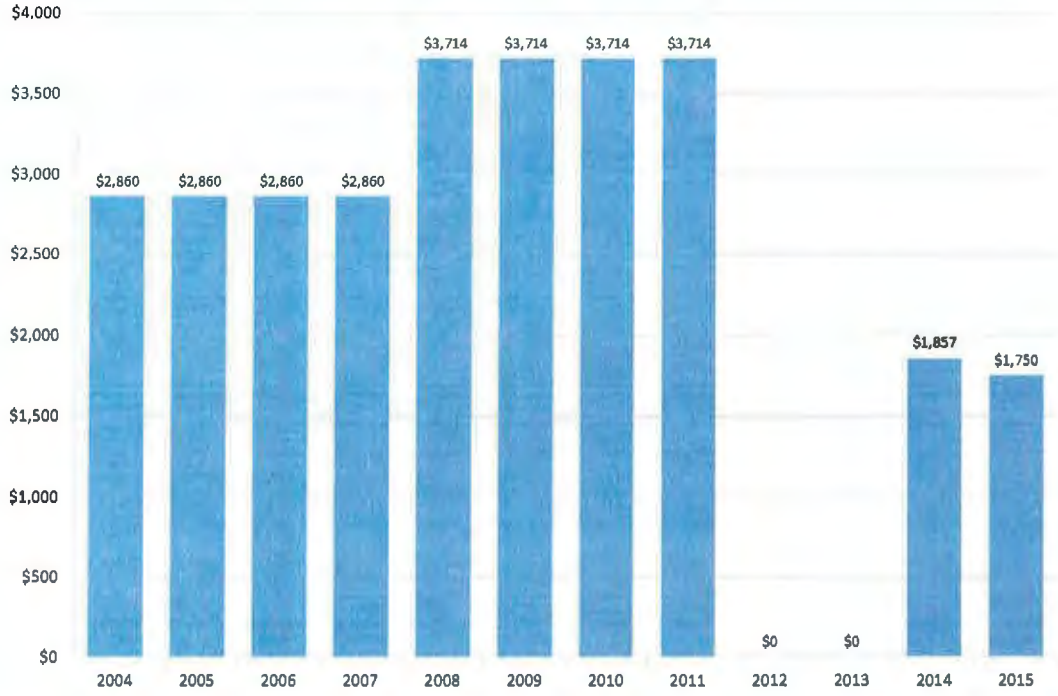
[1] The City also charges new development water and wastewater utility expansion charges, but while these are a cost to development, so are the alternatives of private wells and septic tanks.

[2] Duncan Associates, *Impact Fees Capital Improvements Plan for Water, Wastewater, Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on August 13, 2003.

[3] Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on January 9, 2008.

[4] Duncan Associates, *Impact Fee Capital Improvements Plan for Roads, Parks, Fire/EMS and Police, City of Santa Fe, New Mexico*, April 2014.

Figure 1. Total Impact Fee per Single-Family Unit, Santa Fe, 2004-2015



Impact Fees in Context

It is difficult to gauge the effect of impact fees, or the lack thereof, on a particular local housing market. The performance of the local homebuilding market depends on many factors besides impact fees. Like any market, the homebuilding market is subject to the laws of supply and demand. However, single-family housing is a very complex commodity. Unlike most other goods and services, it is extremely location-specific, because it cannot be moved. Its location determines the taxing jurisdiction, the public school district, the nearby public and commercial amenities, the commuting range of possible job opportunities, etc.

Impact fees have an effect on this market by imposing an additional cost on development. The extent to which that cost is passed on to the homebuyer in the form of higher prices is the subject of extensive economic literature, with the general conclusion that, at least for lower-priced housing, most of it is, although some of it may be absorbed by landowners accepting less for their land. Higher home prices, in turn, are likely to reduce demand for new homes, as some potential buyers seek lower-cost alternatives in the resale market or in rental housing.

On the other hand, impact fees fund public facilities that can either increase demand for housing (e.g., funding the construction of a new park in a developing area) or lower costs (e.g., funding a new fire station that results in reducing insurance costs). Impact fees can also reduce land costs by providing the infrastructure needed to increase the supply of buildable lots.[5]

[5] Arthur C. Nelson and Mitch Moody, *Paying for Prosperity: Impact Fees and Job Growth*, Brookings Institution, Center on Urban and Metropolitan Policy, 2003

Just focusing on development costs, other significant factors besides impact fee amounts include land costs, subdivision improvement standards, landscaping standards, developer exactions for right-of-way and frontage improvements, construction sales tax rates, and development review fees, among others. All of these can vary substantially from one jurisdiction to the next, but are not as easily quantified as impact fees.

While developers and builders might prefer lowest-cost locations, they must follow market demand and build where people want to live and where companies want to locate. People's location decisions do include housing costs (of which impact fees are a small component), but they also include climate, availability of jobs, shopping opportunities, quality of schools and parks, proximity to medical facilities, adequacy of transportation infrastructure, and a host of other factors.

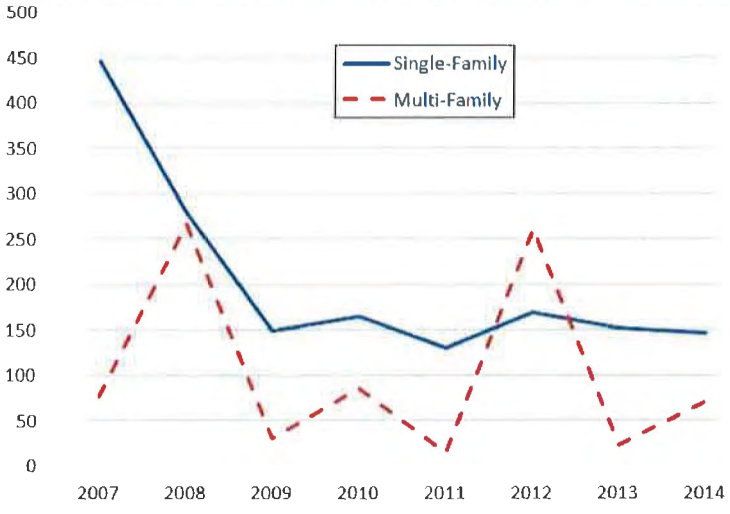
Approach

It is not possible to know with certainty what amount of local residential construction would have occurred in the absence of the fee reductions. Anecdotal accounts regarding whether specific projects would have been built or not built based solely on the impact fee amounts are impossible to verify and of limited utility. However, it is possible to compare local building permit issuance with broader trends at the state and national levels.

Analyses that look at a single jurisdiction that reduced impact fees and try to measure the effect on local construction have inherent limitations. Studies that incorporate a number of jurisdictions provide a stronger basis for evaluating the effects of fee reductions. Two recent multi-jurisdictional studies will be summarized.

The two major residential housing types are single-family detached and multi-family. As can be seen in Figure 2 below, multi-family permits are much more volatile than single-family permits, due to the large number of units permitted at one time when a new apartment building is constructed. Given the episodic nature of multi-family construction, this analysis will focus on single-family permit issuance.

Figure 2. Permits by Housing Type, Santa Fe, 2007-2014



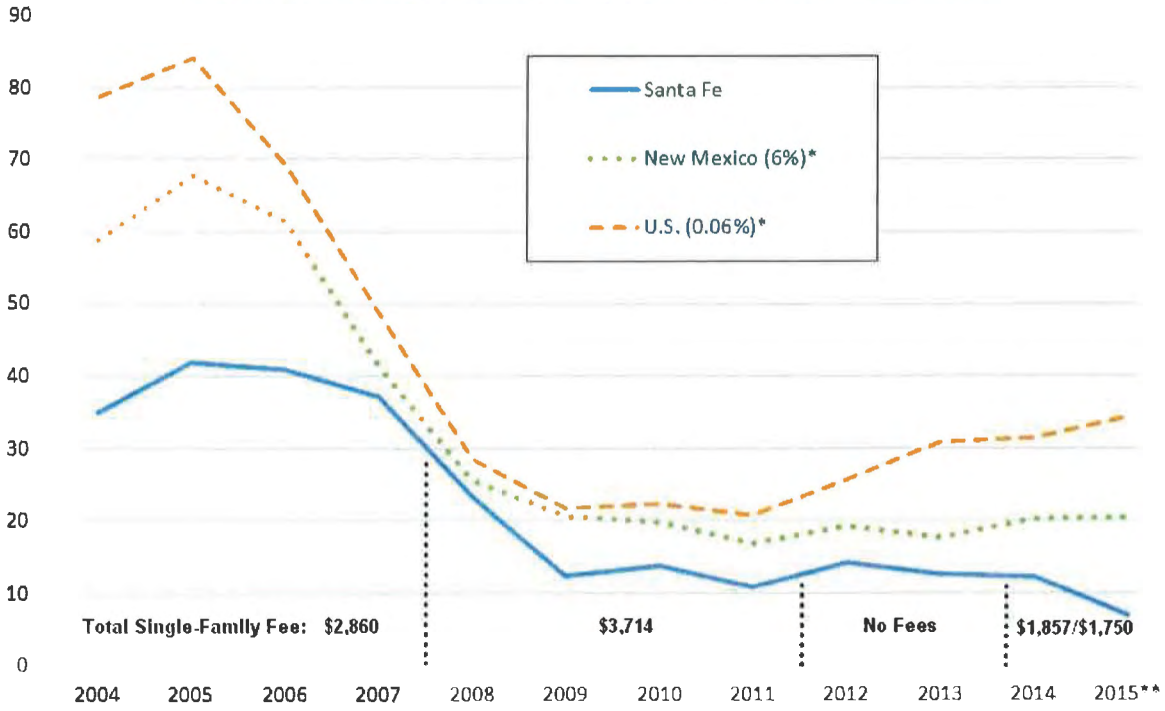
Source: City of Santa Fe, Long Range Planning Division.

Housing Market Context, 2004-2015

In attempting to gauge the effect of the City's recent fee reductions on the local homebuilding market, it is important to recognize that some change in building permit activity is to be expected immediately before and after a change in fees, as builders delay applying for permits if they know fees are likely to go down soon, or apply earlier than they might otherwise have if they anticipate fees will be going up. Consequently, assuming nothing else changes, one would expect that impact fee reductions would produce a temporary uptick in building permit issuance, and that impact fee increases would result in a drop in permit issuance, simply by causing some applicants to "game the system."

Santa Fe's single-family construction generally tracked with state and national trends from the beginning of the housing market crash in 2006 to the depths of the recession in 2009-2011, as shown in Figure 3 (state-wide and national permits are adjusted by a percentage to fit on the chart). However, while the national housing market has been recovering since 2011, New Mexico's improvement has been only modest, and Santa Fe's single-family permits have been stuck at recession levels. The City's suspension of residential impact fees at the beginning of 2012 accompanied an increase in permits for that year (although this may have been partly due to applicants "gaming the system" as described above), and also tracked state and national trends of an improving housing market from 2011-2012. From 2012-2013, with residential fees still suspended, the number of City single-family permits declined, contrary to the national recovery, but consistent with the state-wide trend. City permit issuance was relatively stable from 2013 to 2014, when residential fees were reinstated at 50%, but dropped in the first eight months of 2015, at a time when state and national permitting rates have been stable or increasing.

Figure 3. Average Monthly Single-Family Permits, 2004-2015



* adjusted by percentage to fit in scale ** January - August

City of Santa Fe, 2007-2015

For the purposes of this first analysis, it may be useful to break the last 8-plus years (January 2007 – August 2015) into four periods: the end of the housing crash (2 years), the recession (3 years), the City's suspension of residential fees (2 years), and the period of 50% fees (18 months). During the first two periods, the end of the housing crash and recession, the City charged relatively high fees (although those fees were only 60% of the calculated amounts for most of the period). The third period was two years of complete suspension of residential fees as the national housing market began to recover. The fourth period is the last year and a half, during which the national housing recovery continued and fees were reinstated at 50% of the adopted amounts. These four periods are described as follows.

- **End of the Housing Crash** (January 2007 – December 2008): 24 months at the tail end of the housing crash (the typical single-family fee increased from $2,860 to $3,714 in January 2008)

- **Recession Period** (January 2009 – January 2012): 37 months of recession-related permit levels (typical single-family fee of $3,714)

- **100% Suspension Period** (February 2012 – January 2014): 24 months at the beginning of the national housing market recovery with 100% residential impact fee suspension

- **50% Reduction Period** (March 2014 – August 2015): latest 18 months with 50% residential impact fee reduction (typical single-family fee lowered from $1,857 to $1,750 in August 2014)

Table 1 below compares the change in average monthly single-family building permits in Santa Fe during the last 8-plus years with changes in permit issuance at the state and national levels. The City's single-family permitting rates have generally decreased during this period, with a very slight uptick during the two-year fee suspension. Monthly permits issued state-wide and nationally also declined during the housing crash, with state permits being pretty flat and national permits increasing in the suspension/reduction periods. Overall, the City's decline in monthly single-family permits from the 5-year pre-suspension period during which it charged relatively high fees to the last 3-plus years during which no or reduced fees were charged has been greater in percentage terms than the state-wide decline.

Table 1. Change in Average Monthly Single-Family Permits, 2007-2015

	Santa Fe	New Mexico	United States
End of Housing Crash Period (24 months)	30.3	548	64,099
Recession Period (37 months)	12.3	316	35,736
Suspension Period (24 months)	13.3	314	47,522
50% Reduction Period (18 months)*	10.1	331	56,079
Pre-Suspension Period (61 months)	19.3	408	46,895
Suspension/Reduction Period (42 months)*	11.9	321	51,189
Percent Change	-38%	-21%	9%

* all data exclude February 2014 (Santa Fe's fees were at 100% for that month)
Source: Based on monthly building permit data from Table 4 in the Appendix.

Santa Fe, Rio Rancho and Las Cruces, 2009-2015

In this section, the analysis focuses on the last 6-plus years (January 2009 through August 2015), and looks at Santa Fe, Rio Rancho and Las Cruces. The other two cities are of comparable size, and also charge impact fees that were changed during this time period. Rio Rancho is still somewhat of a bedroom community for Albuquerque, although it has been aggressive in recruiting industry and corporate headquarters. Las Cruces is more of a university town. A profile of the three cities is provided in Table 2 below, showing population, impact fees per single-family unit, and average monthly single-family permits issued from 2009-2015.

Table 2. Profile of Selected Cities

	Santa Fe	Rio Rancho	Las Cruces	New Mexico	United States
2010 Population	81,000	87,521	97,618		
Typical Single-Family Fee in:					
2009	$3,714	$4,320	$800	n/a	n/a
2010	$3,714	$4,320	$800	n/a	n/a
2011	$3,714	$4,320	$800	n/a	n/a
2012	$0	$4,320	$1,439	n/a	n/a
2013	$0	$2,160	$3,239	n/a	n/a
2014	$1,857	$2,160	$3,239	n/a	n/a
2015	$1,750	$4,320	$3,239	n/a	n/a
Avg. Monthly Single-Family Permits in:					
2009	12	57	52	346	36,258
2010	14	38	47	332	37,221
2011	11	25	36	283	34,465
2012	14	35	33	320	42,850
2013	13	40	29	296	51,458
2014	12	37	24	338	52,525
2015*	8	38	30	347	58,362
Percent change, 2009-2015	-37%	-34%	-43%	1%	61%

* January through August

Source: 2010 population from U.S. Census (Santa Fe's adjusted for 2013 annexation); typical single-family impact fees, excluding water and wastewater, from the respective cities (Santa Fe's are for a mid-sized 2,000-2,500 sq. ft. unit),; monthly single-family permits for cities of Rio Ranch and Las Cruces from the respective cities, monthly permits for Santa Fe, New Mexico and U.S. from Table 4 in the Appendix.

The three years from 2009-2011 were the bottom of the homebuilding industry recession nationally, and nation-wide permits are up 61% from 2009 levels. State-wide permits, however, have not yet experienced a recovery.

The impact fee policies of the three cities varied considerably over this period. The City of Santa Fe charges road, park, fire and police impact fees, which totaled $3,714 from 2009-2012. All four fees were suspended for residential uses in 2012 and 2013, and were reinstated at 50% in 2014. Santa Fe currently charges $1,750 per typical single-family unit, less than half of what it was in 2009. Rio Rancho also charges road, park and public safety fees, which totaled $4,320 in 2009. After a two-year 50% reduction, the fees are back to 2009 levels. Las Cruces started the period with only an $800 park fee, but added public safety fees in 2012 and increased the park fee in 2013. Las Cruces now charges $3,239 per single-family unit.

Despite varying impact fee policies, all three cities now have monthly single-family permitting levels that are well below what they were in 2009. Rio Rancho, which charged higher fees than the other two during most of this period, has seen its permit levels decrease least over the last 6-plus years.

Multi-Jurisdictional Studies

As noted earlier, looking at individual cities that changed their impact fee rates and attempting to evaluate how those changes affected local construction activity has inherent limitations. One cannot infer a causal relationship between changes in fees and changes in construction, because each jurisdiction's housing market is unique and responds to many other changing factors. Changes in permitting rates immediately before or after a change in fees are more likely to reflect applicants anticipating the fee change than to any lasting effect of a fee reduction or increase. Longer-term changes may reflect broader economic factors rather than the change in fees. The best that can be done is to compare local changes in construction to changes in broader markets, in order to see the extent to which changes in permitting at the local level may be a reflection of larger economic trends.

Studies that compare changes in fees and permitting for a large number of jurisdictions offer more promise of establishing a connection between fees and permitting levels. There have been two recent studies that looked at multiple jurisdictions that reduced impact fees, and compared their building permit changes with those of a number of comparable jurisdictions that did not reduce their fees. Both studies found no significant difference in single-family building permit issuance between fee-reducing jurisdictions and comparable non-fee-reducing jurisdictions.

An analysis of 20 counties in Florida was conducted in 2010. The consultant, in collaboration with Dr. James C. Nicholas of the University of Florida, identified a 19-month period (January 2008 – July 2009) during which a number of Florida counties reduced their impact fees in an attempt to stimulate growth. Nine fee-reduction counties were compared to 11 comparable non-fee-reduction counties. [6] The analysis compared the change in building permit issuance for single-family detached units from the year before the 19-month period to the year after. No statistically significant difference was found between counties that had reduced fees and the counties that had not.

A regional transportation impact fee system in California allowed participating jurisdictions to reduce fees for up to three years (2010-2012), creating a unique opportunity to measure changes in building activity between jurisdictions that opted for the reduction and jurisdictions that did not. The Western Riverside Council of Governments (WRCOG) represents the western third of Riverside County, California. Riverside County is the 11th most populous county in the country, and extends from about 40 miles east of Los Angeles to the Arizona state line. WRCOG administers a regional transportation impact fee program that applies to 16 cities and the unincorporated area in the western third of the county. The fee is about $9,000 per single-family unit. WRCOG provided an option for participating jurisdictions to reduce the fee by 50%. Riverside County and nine of the 16 cities opted to reduce the fees, while the other seven cities continued to collect the fees at 100%.

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[6] Clancy Mullen and Dr. James C. Nicholas, Professor Emeritus of the University of Florida, "Impact Fee Reductions and Development Activity: A Quantitative Analysis of Florida Counties," paper presented at the conference of the Growth and Infrastructure Consortium, Tampa, Florida, November 4, 2010 (http://growthandinfrastructure.org/proceedings/2010_proceedings/reductions_paper.pdf

WRCOG performed an analysis of single-family building permit issuance for the fee-reduction jurisdictions compared to the non-reduction jurisdictions during the three years that the reduction was in effect. The analysis found that the non-reduction jurisdictions experienced a greater increase in single-family permits than did the fee-reduction jurisdictions.[7]

Fiscal Effects of Reductions

Measuring the fiscal effects of the residential reduction of impact fees raises some issues. Some amount of the residential development that occurred during this period might not have occurred without the reduction. However, additional property and sales tax revenue generated by new development does not fully cover the capital costs of the additional roads, parks, and public safety facilities required to accommodate that development, which is what the impact fees are designed to recover. Even if the reduction did generate some additional development, that development imposed obligations for capital costs that were not recovered through the full payment of impact fees during this period. Consequently, the uncollected impact fees during this period represent an additional fiscal cost, because the residential development imposed future capital costs for which impact fee revenue was not collected to pay.

The amount of impact fees collected and not collected during the 24 months of the suspension and the first 18 months of the reduction are summarized in Table 3. The City has not collected about $2.1 million in impact fees during the first 42 months of the suspension/reduction of fees. It should be noted that the suspension or reduction of residential impact fees most severely affected the parks fund, because park fees, unlike road and public safety fees, are collected only from residential development.

Table 3. Impact Fees Collected during Reduction Period

Time Period	Collected	Not Collected	Total w/o Reduction
Suspension Perid (1/23/12 - 1/22/14)	$798,156	$1,656,707	$2,454,863
50% Reduction Period (2/27/14 - 8/31/15)	$1,518,550	$452,620	$1,971,170
Total, Suspension/Reduction Period	$2,316,706	$2,109,327	$4,426,033

Source: City of Santa Fe, Long Range Planning Division

Conclusion

To briefly summarize, there is no way to know with absolute certainty what effect Santa Fe's suspension and subsequent 50% reduction of residential impact fees has had on the local housing market. Santa Fe's single-family building permit issuance before and after the suspension/reduction does not clearly indicate any long-term positive effect of the fee changes, relative to state-wide and national trends. Similar analysis of two New Mexico cities of comparable size that also charge impact fees – Rio Rancho and Las Cruces – also failed to reveal any clear correlation between fee changes and permitting levels. Finally, two recent multi-jurisdictional studies, one for Florida counties and the other for California cities in the same county, failed to find any evidence of a significant statistical difference between jurisdictions that reduced fees and comparable jurisdictions that did not.

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[7] Western Riverside Council of Governments and Parsons Brinckerhoff, "The Effects of Reducing Impact Fees," presentation at the annual conference of the Growth and Infrastructure Consortium, Bradenton, Florida, November 14, 2014 (http://growthandinfrastructure.org/proceedings/2014_proceedings/henderson-reductions.pdf)

Appendix: Monthly Permit Data

Table 4. Monthly Single-Family Permits, 2007-2015

Year	Month	City of Santa Fe	New Mexico	United States
2007	January	37	616	79,552
2007	February	11	707	78,382
2007	March	29	880	103,185
2007	April	32	841	97,691
2007	May	42	903	105,295
2007	June	54	1,041	96,083
2007	July	40	767	88,995
2007	August	55	788	86,451
2007	September	79	454	66,219
2007	October	23	547	69,444
2007	November	24	383	54,267
2007	December	20	322	43,932
2008	January	38	402	47,533
2008	February	17	453	47,530
2008	March	15	499	53,567
2008	April	59	503	62,732
2008	May	8	540	61,147
2008	June	26	542	58,704
2008	July	27	413	55,025
2008	August	21	437	47,409
2008	September	16	342	45,298
2008	October	13	337	39,833
2008	November	9	199	25,866
2008	December	31	238	24,245
2009	January	19	279	21,824
2009	February	14	216	25,942
2009	March	5	274	32,254
2009	April	25	433	37,269
2009	May	11	332	38,841
2009	June	13	381	46,231
2009	July	10	456	46,112
2009	August	6	402	42201
2009	September	23	346	40,042
2009	October	8	335	37,899
2009	November	12	280	31,376
2009	December	3	312	34,152
2010	January	3	264	30,806
2010	February	8	331	34,970
2010	March	11	427	49,871
2010	April	22	414	46,276
2010	May	7	370	40,099
2010	June	9	424	43,008
2010	July	16	352	37,509
2010	August	27	319	37,212
2010	September	21	310	34,473
2010	October	15	273	31,778
2010	November	12	255	29,391
2010	December	14	259	30,212

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Table 4. Monthly Single-Family Permits, 2007-2015 (cont'd)

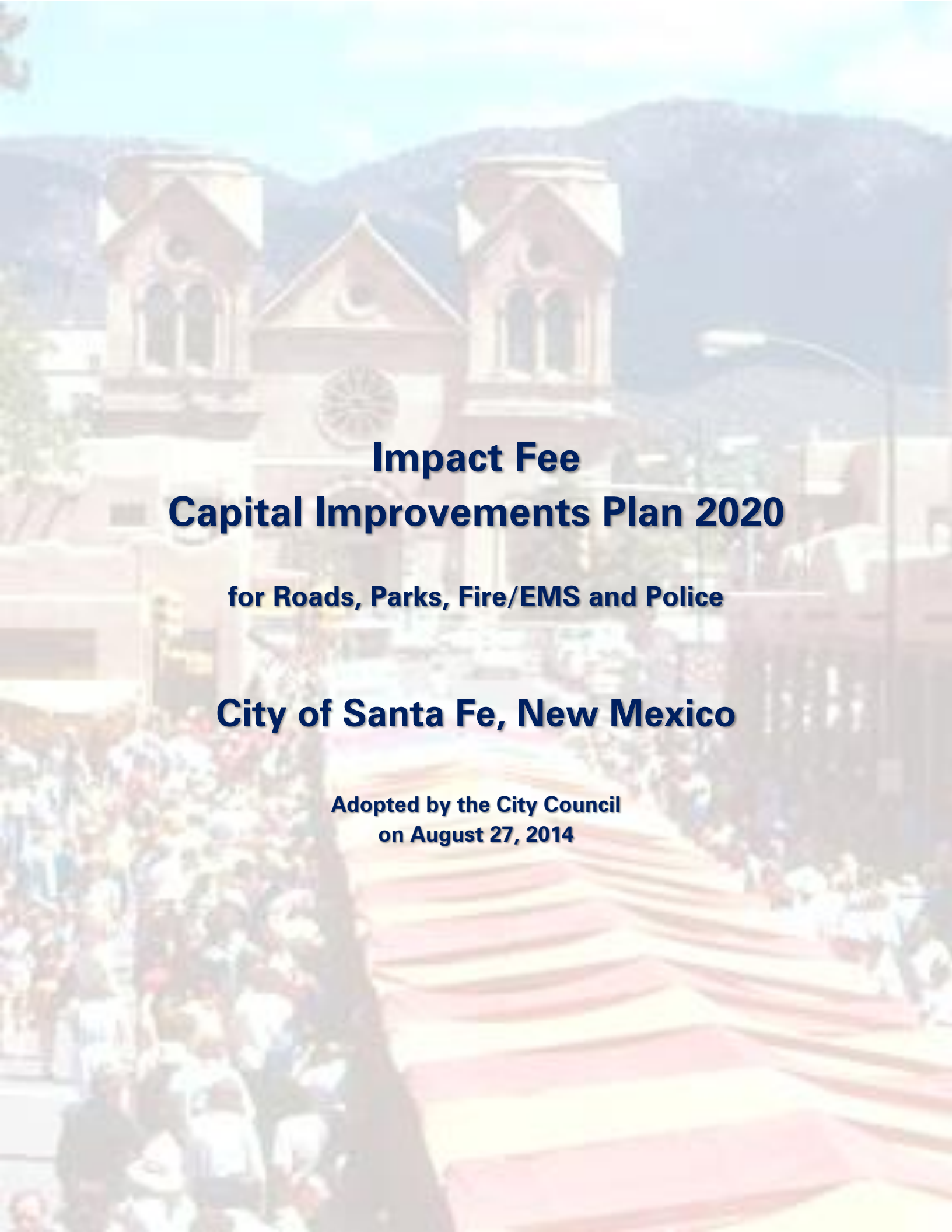
Year	Month	City of Santa Fe	New Mexico	United States
2011	January	8	223	26,267
2011	February	13	201	26,469
2011	March	14	292	37,592
2011	April	12	337	36,910
2011	May	14	356	39,215
2011	June	10	371	40,870
2011	July	4	295	35,250
2011	August	17	360	40,778
2011	September	14	269	35,579
2011	October	7	252	33,623
2011	November	4	216	30,912
2011	December	13	227	29,136
2012	January	10	266	29,885
2012	February	17	275	35,086
2012	March	14	325	42,217
2012	April	16	315	43,897
2012	May	13	390	49,621
2012	June	19	333	47,553
2012	July	14	389	46,842
2012	August	13	368	49,357
2012	September	4	343	42,971
2012	October	19	332	49,198
2012	November	20	296	40,110
2012	December	11	256	36,101
2013	January	9	317	40,468
2013	February	10	314	42,032
2013	March	18	326	51,395
2013	April	18	314	59,745
2013	May	14	337	62,413
2013	June	13	317	57,026
2013	July	20	333	58,322
2013	August	8	297	57,588
2013	September	16	324	50,160
2013	October	5	288	54,003
2013	November	18	245	43,469
2013	December	3	250	39,881
2014	January	6	241	41,079
2014	February	21	272	41,237
2014	March	6	322	51,351
2014	April	9	333	57,580
2014	May	20	345	59,144
2014	June	18	329	61,084
2014	July	15	293	60,168
2014	August	12	391	55,038
2014	September	7	292	54,305
2014	October	11	369	56,857
2014	November	14	234	41,072
2014	December	7	269	45,932

Table continued on following page

Table 4. Monthly Single-Family Permits, 2007-2015 (cont'd)

Year	Month	City of Santa Fe	New Mexico	United States
2015	January	6	264	43,481
2015	February	10	242	43,505
2015	March	4	350	57,474
2015	April	4	369	64,154
2015	May	8	406	62,282
2015	June	10	427	69,967
2015	July	11	375	64,931
2015	August	10	346	61,099

Source: Building permit data for Santa Fe from City of Santa Fe, Long Range Planning Division (single-family includes single-family, affordable single-family, and manufactured home); building permit data for New Mexico and the United States are U.S. Census Bureau building permit estimates (http://censtats.census.gov/bldg/bldgprmt.shtml and http://www.census.gov/construction/bps/statemonthly.html).



Impact Fee
Capital Improvements Plan 2020

for Roads, Parks, Fire/EMS and Police

City of Santa Fe, New Mexico

Adopted by the City Council
on August 27, 2014

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EXECUTIVE SUMMARY

Duncan Associates has been retained by the City of Santa Fe to update the City's capital improvements plans, land use assumptions and impact fees for roads, parks/trails, fire/EMS and police facilities. This study calculates maximum impact fees that Santa Fe can charge based on the existing levels of service.

Report Layout

The report begins with five chapters that have general applicability to all four fee types: legal framework, service areas, land use assumptions, methodologies and land use categories. The last four chapters address the four facility types: roads, parks/trails, fire/EMS and police. Appendices provide more detailed data and analysis to support the individual fee calculations. The final appendix contains the list of planned improvements, which may be amended prior to the next comprehensive impact fee update.

Background

The last comprehensive update of the City's impact fees was based on a 2008 study that was adopted by the City Council on January 9, 2008.[1] The fees were adopted at 60% of the calculated amounts.

Impact fees for residential uses were suspended for two years, effective January 22, 2012. Beginning February 27, 2014, residential impact fees are being collected at 50% of adopted amounts for the next two years.

The current adopted fees are summarized in Table 1 on the following page. The temporary 50% residential fee reduction is not reflected in the table.

In addition to impact fees, the City assesses Utility Expansion Charges (UECs) for water and wastewater. UECs are similar to impact fees, but are adopted under authority provided in state law to assess charges for water and wastewater facilities, rather than under the authority of the *Development Fees Act* that regulates impact fees. The City's UECs are addressed in a separate analysis.

Land Use Categories

It is recommended that the current 20 nonresidential land use categories in the impact fee schedules be reduced to six: retail/commercial, office, industrial, warehouse, mini-warehouse and public/institutional. This approach recognizes that commercial land uses often change, avoids extremely high fees for a small number of land uses (e.g., restaurants, convenience stores, medical offices), eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration. This change, however, would result in impact fee revenues about 5% lower than under the more detailed land use categories (see page 16).

[1] Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on January 9, 2008.

Table 1. Adopted Impact Fee Schedule

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single Family Detached Units (heated living area):						
(0 to 1,500 sq. ft.)	Dwelling	$1,850	$1,111	$125	$44	$3,130
(1,501 to 2,000 sq. ft.)	Dwelling	$2,100	$1,214	$136	$48	$3,498
(2,001 to 2,500 sq. ft.)	Dwelling	$2,183	$1,328	$150	$53	$3,714
(2,501 to 3,000 sq. ft.)	Dwelling	$2,248	$1,379	$155	$55	$3,837
(3,001 to 3,500 sq. ft.)	Dwelling	$2,309	$1,418	$159	$56	$3,942
(3,501 to 4,000 sq. ft.)	Dwelling	$2,359	$1,444	$163	$58	$4,024
(more than 4,000 sq. ft.)	Dwelling	$2,424	$1,495	$169	$59	$4,147
Accessory Units (attached or detached)						
(0 to 500 sq. ft.)	Dwelling	$518	$324	$37	$13	$892
(501 to 1,000 sq. ft.)	Dwelling	$1,036	$647	$73	$26	$1,782
(1,000 to 1,500 sq. ft.)	Dwelling	$1,554	$971	$110	$39	$2,674
Other (Apts., Condos, S.F. Attached)	Dwelling	$1,554	$971	$110	$39	$2,674
Hotel/Motel	Room	$1,203	$0	$82	$29	$1,314
Retail/Commercial (gross floor area)						
Shopping Center/General Retail	1000 sq. ft.	$4,597	$0	$221	$78	$4,896
Auto Sales/Service	1000 sq. ft.	$2,180	$0	$221	$78	$2,479
Bank	1000 sq. ft.	$4,948	$0	$221	$78	$5,247
Convenience Store w/Gas Sales	1000 sq. ft.	$8,778	$0	$221	$78	$9,077
Health Club, Recreational	1000 sq. ft.	$4,394	$0	$221	$78	$4,693
Movie Theater	1000 sq. ft.	$10,412	$0	$221	$78	$10,711
Restaurant, Packaged Food	1000 sq. ft.	$4,597	$0	$221	$78	$4,896
Restaurant, Sit-Down	1000 sq. ft.	$5,083	$0	$221	$78	$5,382
Restaurant, Fast Food	1000 sq. ft.	$11,064	$0	$221	$78	$11,363
Office/Institutional (gross floor area)						
Office, General	1000 sq. ft.	$2,429	$0	$124	$44	$2,597
Medical Building	1000 sq. ft.	$3,903	$0	$124	$44	$4,071
Nursing Home	1000 sq. ft.	$1,354	$0	$124	$44	$1,522
Church	1000 sq. ft.	$1,521	$0	$124	$44	$1,689
Day Care Center	1000 sq. ft.	$3,202	$0	$124	$44	$3,370
Educational Facility	1000 sq. ft.	$586	$0	$124	$44	$754
Educational Facility Dorm Room	1000 sq. ft.	$1,203	$0	$82	$29	$1,314
Industrial/Warehousing (gross floor area)						
Industrial, Manufacturing	1000 sq. ft.	$1,610	$0	$74	$26	$1,710
Warehouse	1000 sq. ft.	$1,147	$0	$47	$16	$1,210
Mini-Warehouse	1000 sq. ft.	$417	$0	$47	$16	$480

Source: Santa Fe City Code, Sec. 14-8.14/E(a), as amended by Ordinance 2013-44 adopted February 27, 2014.

Updated Fees

While the updated fees are generally lower than those calculated in the 2008 study, the 2008 fees were adopted at only 60% of the full proportionate-share amounts. Consequently, the updated fees are higher than the current adopted fees for most land uses, as shown in Table 2. Note that a 67% increase from current levels would be necessary to bring the fees up to the levels calculated in 2008 (while it may not be intuitive, if fees are adopted with a 40% reduction, it takes a 67% increase to get back to 100%). Because the updated fees are generally lower than those calculated in 2008, the maximum percentage increases from current adopted fees are generally significantly below 67%.

Table 2. Updated Fees Compared to 2008 Calculated/Adopted Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached (avg.)	Dwelling	$3,009	$1,552	$247	$104	$4,912
1,500 sq. ft. or less	Dwelling	$2,706	$1,381	$220	$92	$4,399
1,501-2,000 sq. ft.	Dwelling	$2,949	$1,443	$230	$97	$4,719
2,001-2,500 sq. ft.	Dwelling	$3,059	$1,583	$252	$106	$5,000
2,501-3,000 sq. ft.	Dwelling	$3,207	$1,661	$265	$111	$5,244
3,001 sq. ft. or more	Dwelling	$3,395	$1,769	$282	$119	$5,565
Multi-Family	Dwelling	$1,855	$1,350	$214	$90	$3,509
Retail/Commercial	1,000 sq. ft	$5,723	$0	$384	$161	$6,268
Office	1,000 sq. ft	$3,431	$0	$180	$76	$3,687
Industrial	1,000 sq. ft	$2,651	$0	$78	$33	$2,762
Warehouse	1,000 sq. ft	$1,383	$0	$34	$14	$1,431
Mini-Warehouse	1,000 sq. ft	$535	$0	$31	$13	$579
Public/Institutional	1,000 sq. ft	$2,086	$0	$162	$68	$2,316
Percent Change from 2008 Calculated Fees						
Single-Family Detached						
1,500 sq. ft. or less	Dwelling	-12%	-25%	5%	24%	-16%
1,501-2,000 sq. ft.	Dwelling	-16%	-29%	1%	21%	-19%
2,001-2,500 sq. ft.	Dwelling	-16%	-29%	1%	19%	-19%
2,501-3,000 sq. ft.	Dwelling	-14%	-28%	3%	22%	-18%
3,001 sq. ft. or more	Dwelling	-12%	-25%	6%	27%	-15%
Multi-Family	Dwelling	-28%	-17%	17%	38%	-21%
Retail/Commercial	1,000 sq. ft	-25%	n/a	4%	24%	-23%
Office	1,000 sq. ft	-15%	n/a	-13%	4%	-15%
Industrial	1,000 sq. ft	-1%	n/a	-37%	-25%	-3%
Warehouse	1,000 sq. ft	-28%	n/a	-56%	-48%	-29%
Mini-Warehouse	1,000 sq. ft	-23%	n/a	-60%	-52%	-28%
Public/Institutional	1,000 sq. ft	-8%	n/a	-22%	-7%	-9%
Percent Change from Adopted Fees						
Single-Family Detached						
1,500 sq. ft. or less	Dwelling	46%	24%	76%	109%	41%
1,501-2,000 sq. ft.	Dwelling	40%	19%	69%	102%	35%
2,001-2,500 sq. ft.	Dwelling	40%	19%	68%	100%	35%
2,501-3,000 sq. ft.	Dwelling	43%	20%	71%	102%	37%
3,001 sq. ft. or more	Dwelling	47%	25%	77%	113%	41%
Multi-Family	Dwelling	19%	39%	95%	131%	31%
Retail/Commercial	1,000 sq. ft	24%	n/a	74%	106%	28%
Office	1,000 sq. ft	41%	n/a	45%	73%	42%
Industrial	1,000 sq. ft	65%	n/a	5%	27%	62%
Warehouse	1,000 sq. ft	21%	n/a	-28%	-13%	18%
Mini-Warehouse	1,000 sq. ft	28%	n/a	-34%	-19%	21%
Public/Institutional	1,000 sq. ft	54%	n/a	31%	55%	52%

Source: Updated fees from Table 24 (roads), Table 36 (parks), Table 47 (fire/EMS) and Table 58 (police); percentage comparison to 2008 fees based on fees calculated in Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on January 9, 2008 and adopted fees from Table 1 (comparison uses shopping center for retail/commercial, general office for office and nursing home for public/institutional).

Adoption of the updated fees at a 70% implementation rate would essentially be revenue-neutral (see Table 4). The updated total impact fees are very similar to current adopted fees for most land uses, as illustrated in Table 3. The Impact Fee Capital Improvements Advisory Committee (CIAC) recommends adoption of the updated fees at this percentage.

Table 3. Updated Fees at 70% Compared to Adopted Fees

Land Use Type	Unit	Roads	Parks	Fire	Police	Total
Single-Family Detached (avg.)	Dwelling	$2,106	$1,086	$173	$73	$3,438
1,500 sq. ft. or less	Dwelling	$1,894	$967	$154	$64	$3,079
1,501-2,000 sq. ft.	Dwelling	$2,064	$1,010	$161	$68	$3,303
2,001-2,500 sq. ft.	Dwelling	$2,141	$1,108	$176	$74	$3,499
2,501-3,000 sq. ft.	Dwelling	$2,245	$1,163	$186	$78	$3,672
3,001 sq. ft. or more	Dwelling	$2,377	$1,238	$197	$83	$3,895
Multi-Family	Dwelling	$1,299	$945	$150	$63	$2,457
Retail/Commercial	1,000 sq. ft	$4,006	$0	$269	$113	$4,388
Office	1,000 sq. ft	$2,402	$0	$126	$53	$2,581
Industrial	1,000 sq. ft	$1,856	$0	$55	$23	$1,934
Warehouse	1,000 sq. ft	$968	$0	$24	$10	$1,002
Mini-Warehouse	1,000 sq. ft	$375	$0	$22	$9	$406
Public/Institutional	1,000 sq. ft	$1,460	$0	$113	$48	$1,621
Percent Change from Adopted Fees						
Single-Family Detached						
1,500 sq. ft. or less	Dwelling	2%	-13%	23%	45%	-2%
1,501-2,000 sq. ft.	Dwelling	-2%	-17%	18%	42%	-6%
2,001-2,500 sq. ft.	Dwelling	-2%	-17%	17%	40%	-6%
2,501-3,000 sq. ft.	Dwelling	0%	-16%	20%	42%	-4%
3,001 sq. ft. or more	Dwelling	3%	-13%	24%	48%	-1%
Multi-Family	Dwelling	-16%	-3%	36%	62%	-8%
Retail/Commercial	1,000 sq. ft	-13%	n/a	22%	45%	-10%
Office	1,000 sq. ft	-1%	n/a	2%	20%	-1%
Industrial	1,000 sq. ft	15%	n/a	-26%	-12%	13%
Warehouse	1,000 sq. ft	-16%	n/a	-49%	-38%	-17%
Mini-Warehouse	1,000 sq. ft	-10%	n/a	-53%	-44%	-15%
Public/Institutional	1,000 sq. ft	8%	n/a	-9%	9%	7%

Source: 70% of updated fees from Table 2; percentage comparison to adopted fees from Table 1 (comparison uses shopping center for retail/commercial, general office for office and nursing home for public/institutional).

Potential Revenue

If the updated fees are adopted at 100% of the proportionate fair-share costs identified in this study, total impact fee revenues over the next seven years would be about $14 million, assuming no residential fee waivers or reductions, other than for affordable housing. The revenue effects of 100%, 70% and 60% adoption rates are summarized in Table 4, based on the growth projections contained in the updated Land Use Assumptions, and compared to revenue from current fees.

Table 4. Potential Impact Fee Revenue, 2014-2020

	Adoption Rates (No Waivers)			Current
Fee Type	100%	70%	60%	Fees
Roads	$10,352,347	$7,246,643	$6,211,408	$8,140,027
Parks/Trails	$2,674,647	$1,872,253	$1,604,788	$2,192,480
Fire/EMS	$774,244	$541,971	$464,546	$455,399
Police	$325,566	$227,896	$195,340	$162,915
Total	$14,126,804	$9,888,763	$8,476,082	$10,950,821

Source: Revenue for updated fees at 100% from Table 26 (roads), Table 38 (parks), Table 49 (fire/EMS) and Table 60 (police); revenue from current fees assumes single-family fee for 2,001-2,500 sq. ft. unit; 95% shopping center rate plus 5% fast-food restaurant rate (fast-food restaurant was actually 9% of retail square footage over the last two years) for retail, general office for office, average of industrial/warehouse for industrial/warehouse and nursing home for institutional.

Recommendations

The consultant offers the following recommendations relating to the impact fee update:

1. **Consolidate/Reduce Number of Nonresidential Land Use Categories**. The City should consolidate the nonresidential land use categories as reflected in the updated fee schedules. Even though this is likely to result in slightly less revenue than would be received if the current detailed categories were retained, such consolidation will recognize that commercial land uses often change, avoid extremely high fees for a small number of land uses, eliminate most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplify impact fee administration.

2. **Consider Single-Family Flat Rate**. The City could also consider adopting flat rate for single-family detached units in place of the current differentiated fees by dwelling unit size. Both options have been calculated in this study, and both options would generate about the same amount of revenue. This would result in somewhat higher fees for smaller units and lower fees for larger units. However, the difference between fees for the smallest and largest single-family size categories has gone down from a theoretical maximum of $3,089 when the differential fees were first calculated in 2003 to only $1,166 in this update,[2] due to switch to more reliable regional data. The City may well decide that this relatively small differential is no longer worth the additional complexity.

3. **Adopt Fees at the Same Percentage for All Land Uses.** The updated fees may be adopted at a percentage less than the proportionate fair-share amounts documented in this study. Different adoption percentages could be applied to the different types of fees (e.g., roads or parks), but the percentage for each fee type should be applied uniformly to all land use types in order to retain the proportionality of the fees to the impact of various types of development. Adoption of all fees at 70% would produce about the same revenue as current fees.

[2] Sum of road, park, fire and police fees, if adopted at 100% with no residential fee waivers.

LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to traditional "negotiated" developer exactions, impact fees are charges that are assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are one-time, up-front charges, with the payment usually made at the time of building permit issuance. Impact fees require each new development project to pay its pro-rata share of the cost of new capital facilities required to serve that development.

Impact fees were pioneered by local governments in the absence of explicit state enabling legislation. Consequently, such fees were originally defended as an exercise of local government's broad "police power" to protect the health, safety and welfare of the community. The courts gradually developed guidelines for constitutionally-valid impact fees, based on a "rational nexus" that must exist between the regulatory fee or exaction and the activity that is being regulated. To date, 28 states have adopted impact fee enabling legislation. These acts have tended to embody the constitutional standards that have been developed by the courts. Impact fees in New Mexico are governed by the New Mexico *Development Fees Act* (Sec. 5-8-1, et. seq., New Mexico Revised Statutes).

Service Area

The New Mexico *Development Fees Act* requires that Land Use Assumptions and Capital Improvements Plans must be prepared for each "service area." A service area is a geographic area within which a set of capital facilities provides roughly equivalent benefit to all development located within the area. In general, impact fees collected within a service area will be spent within the same service area, although there may be instances where the facility that serves development in the service area is actually physically located outside the service area.

Land Use Assumptions

An impact fee update must include land use assumptions (growth projections) for each service area. The *Development Fees Act* defines land use assumptions as "projections of changes in land uses, densities, intensities and population in the service area over at least a five-year period." Because the Capital Improvements Plan that must be prepared for each service area must identify improvement needs for a period not to exceed ten years, a 5-to-10-year time-frame is appropriate for an impact fee study. A seven-year time frame is used for the land use assumptions and capital improvements plans in this study. The land use assumptions are provided in Appendix F.

Capital Improvements Plan

According to the *Development Fees Act*, impact fees can only be spent on improvements identified in the Capital Improvements Plan. The Capital Improvements Plan required by the *Development Fees Act* is somewhat different from the traditional capital improvements program. Like a traditional capital improvements program, the Capital Improvements Plan required by the *Development Fees Act* must include a list of capital projects, their costs and anticipated sources of funding. However, the similarity stops there. Elements required in the Capital Improvements Plan but not found in a typical capital improvements program include an inventory of existing facilities, including an analysis of current usage and capacity of such facilities; a determination of the portion of the cost of planned improvements, as well as existing improvements with remaining excess capacity, that is attributable to growth; an equivalency table that estimates the service demand generated by different

land use types; and the projected growth in service demand based on the recommended Land Use Assumptions over a period not to exceed ten years. In essence, the impact fee Capital Improvements Plan is the impact fee study.

Capital Facilities Plans

While the Capital Improvements Plan includes much more than a list of planned projects, the project list has special relevance. Impact fees can only be spent on projects that are listed in the adopted Capital Improvements Plan. In addition, credits against the impact fees in return for dedications of land or improvements made by developers are only allowed if the dedication or improvement is listed in the Capital Improvements Plan. In order to distinguish between the full Capital Improvements Plan and the list of projects, the list of projects will be referred to as the Capital Facilities Plan. The Capital Facility Plans for each of the four fee types are provided in Appendix G.

Level of Service

The Act requires "an analysis of the total capacity [and] the level of current usage" of existing facilities, a relationship that is often referred to as "level of service" (although this term does not appear in the Act). The impact fee principle that is being referred to here is that new development should not be charged for a higher level of service than is being provided to existing development. If facilities are currently deficient with respect to the capacity standard that is being used to calculate the impact fees, a credit should be provided to new development to acknowledge tax or rate payments that will be made by new development and used to remedy the deficiency. In general, the necessity of providing a deficiency credit is avoided by basing the impact fees on the current level of service.

Service Unit

Both demand and capacity need to be expressed in terms of the same "service units" – defined by the Act as "a standardized measure of consumption, use, generation or discharge." The service unit for parks, for example, might be acres of park land. In order to translate land use projections into additional demands for service, the Capital Improvements Plan must include "an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, and industrial." Such a table, which relates various land use categories and the service demands associated with them, is the basis for the fee schedule. The equivalency table for road impact fees, for example, would specify the typical travel demand generated by a single-family unit, 1,000 square feet of office space, etc.

Fee Schedule

The fee schedule brings together all of the fee calculation components. These include the land use categories, service demands associated with a unit of development, cost per service unit and revenue credits. Although the Act does not specifically mention credits for other revenue contributions (e.g., gross receipts taxes used to pay debt service on the same facility), established case law clearly indicates that double-charging must be avoided and that such contributions must be credited in the impact fee formulation.

Updates

The *Development Fees Act* requires that the land use assumptions and capital improvements plan be updated within five years from the date that the last capital improvements plan was adopted.

SERVICE AREAS

The New Mexico *Development Fees Act* defines "service area" as

> *the area within the corporate boundaries or extraterritorial jurisdiction of a municipality or the boundaries of a county to be served by the capital improvements or facility expansions specified in the capital improvements plan designated on the basis of sound planning and engineering standards.*

The service area for the City's current impact fees is the Santa Fe Urban Area (see Figure 1). The Urban Area is the geographic area that includes the City's incorporated area as well as some additional unincorporated area that is likely to be annexed into the city at some time in the future. In the future, comparisons between the "city" and "urban area" may be unnecessary as the city annexes most of the urban area. However, the Agua Fria Traditional Historic Community, containing 2,800 residents and 1,134 housing units according to the 2010 Census, is located within the urban area and is expected to remain unincorporated. City impact fees are charged only within the corporate limits and unincorporated areas within the Urban Area where the City has building permit authority.

The City currently has a single service area for all of the fees. In general, multiple service areas should be avoided where possible. Each service area requires the preparation of separate land use assumptions, facility inventories, impact fee calculations and capital improvements plans. In addition, multiple service areas limit the City's ability to accumulate sufficient funds to make improvements.

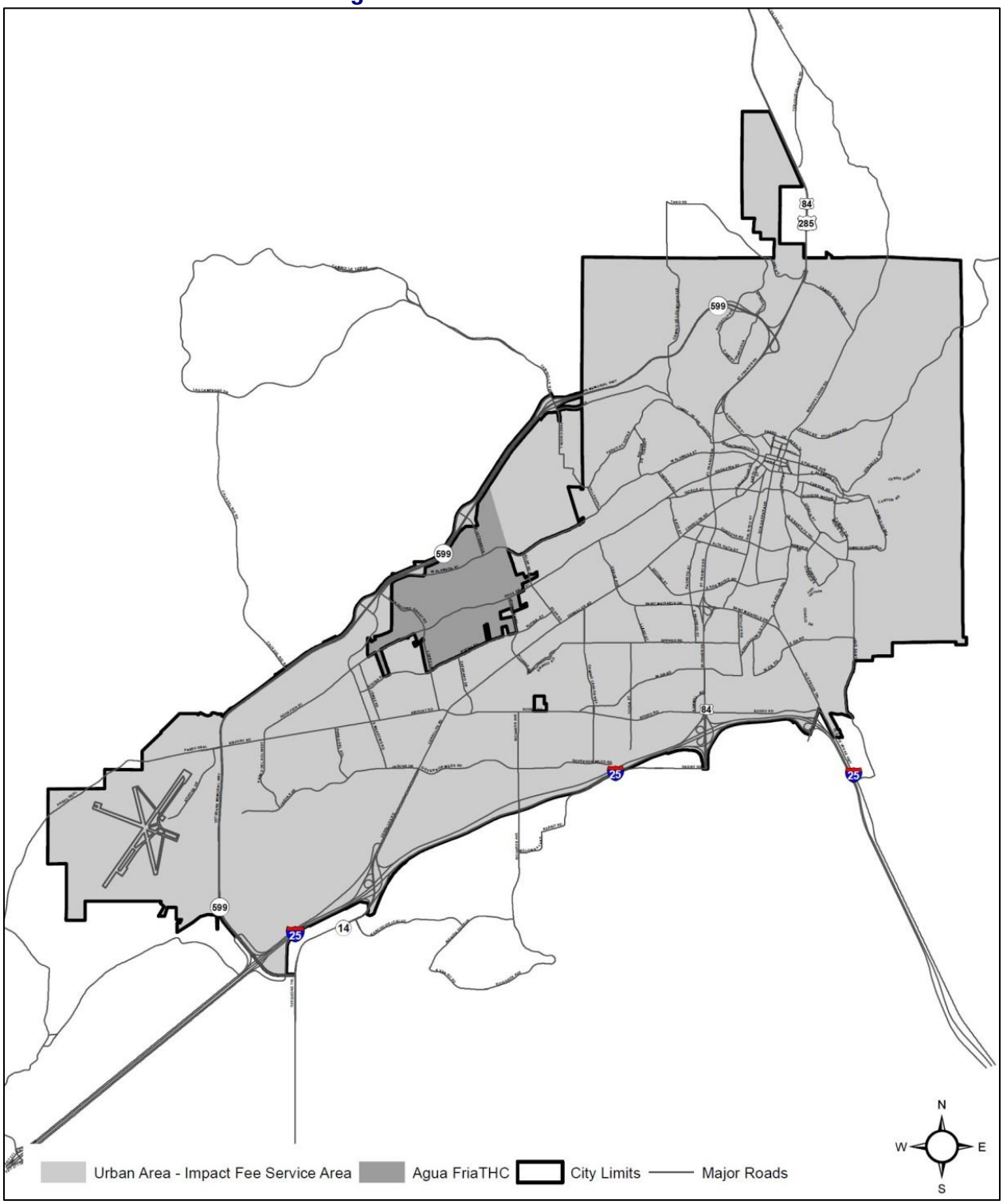
Multiple service areas are sometimes used to create fee differentials as an incentive to steer development to desired locations. Impact fee differentials by area, however, are unlikely to be large enough to have any significant effect on the location of development.

Benefit District Option. While multiple service areas are to be avoided, the City could consider the division of the service area (for one or more impact fee types) into two or more "benefit districts." Benefit districts are not described in the State's impact fee enabling act, but they are used in many impact fee systems around the country. A benefit district is simply a requirement that impact fees collected in a defined area be spent in the same area. Benefit districts use a requirement of geographic proximity to help ensure that the fees are spent on improvements that benefit the developments generating the fees.

Multiple benefit districts put the same restrictions on the expenditure of funds as multiple service areas would, but the preparation of separate land use assumptions, capital improvements plans and impact fee calculations for each benefit district is not required. Multiple benefit districts generally make the most sense for road and park impact fees. Fire and police facilities tend to be either more centralized (police) or more integrated (fire), and are generally not appropriate for multiple benefit districts.

The City has been experiencing significant growth in its recently-annexed southwest portion of the Urban Area, and some interest has been expressed in implementing two benefit districts (southwest/non-southwest) for road and park/trail impact fees.

Figure 1. Santa Fe Urban Area



Roads

The City's road impact fees fund improvements to the major roadway system, defined as arterial and collector roadways, excluding I-25 and NM 599. Because the major roadway system facilitates travel throughout the community, a single service area continues to be appropriate for road impact fees.

Parks/Trails

The City's park/trail impact fees fund improvements to the system of recreational facilities, including regional parks, neighborhood parks and trails. Regional parks and trails tend to serve relatively large areas, while neighborhood parks have more localized benefit. As long as the City makes a good faith effort to use park/trail impact fees to fund neighborhood park improvements in areas that are experiencing residential development, a single service area will continue to be appropriate for park/trail impact fees.

Fire and Police

A single service area continues to be appropriate for fire and police facilities. Police facilities tend to be centralized, and police protection is provided throughout the city from roving patrol cars. While fire facilities are by necessity more decentralized, responding units are not always located at the nearest station, and units respond to major incidents from all over the city. The City's fire and police facilities and equipment thus form integrated systems, and single service areas are appropriate.

LAND USE ASSUMPTIONS

Land Use Assumptions for the impact fees are provided in Appendix F. The land use assumption report provides growth projections for the Santa Fe Urban Area, a unified service area within which the city may expend impact fee monies for eligible capital improvement projects. The New Mexico Development Fees Act (§§ 5-8-1 through 5-8-43, NMSA 1978), specifies that land use assumptions must be adopted for a period of at least five years. The land use assumptions cover a period of seven calendar years from the beginning of 2014 through the end of 2020. Over this period, the land use assumptions anticipate that the service area will gain 2,100 new dwelling units with approximately 3,500 new residents and approximately 1.23 million square feet of new nonresidential development. The growth projections for housing, population and nonresidential floor area from 2014 through 2020 are summarized in Table 5.

Table 5. Land Use Assumptions Summary, 2014-2020

	2014	2020	Increase
Populaton	86,500	90,000	3,500
Single-Family Detached*	25,075	26,563	1,488
Multi-Family**	14,125	14,737	612
Moble Home	5,200	5,200	0
Total Housing Units	44,400	46,500	2,100
Retail (1,000 sf)	10,198	10,898	700
Office (1,000 sf)	8,972	9,322	350
Industrial (1,000 sf)	4,360	4,465	105
Institutional (1,000 sf)	2,960	3,030	70
Total Nonresidential (1,000 sf)	26,490	27,715	1,225

* 85% of combined single-family detached and attached provided in the *Land Use Assumptions* (percentage from U.S. Census, American Community Survey, 2008-2012 for City of Santa Fe)

** adjusted from *Land Use Assumptions* to include single-family attached, per note above

Source: City of Santa Fe Long Range Planning Division, *Santa Fe Urban Area, Impact Fee Land Use Assumptions 2014-2020*, August 2013 (see Appendix F).

METHODOLOGIES

This section reviews the existing methodologies for all four facility types, identifies potential alternatives and makes recommendations for changes.

There are a variety of methodologies that can be employed to calculate impact fees. Any methodology, however, must comply with the fundamental principle of impact fees, which is that new development should not be charged for a higher level of service than existing development. Impact fees can be based on a higher level of service than currently exists, but if they are based on a higher level of service a funding plan must be put in place to remedy the existing deficiencies and a credit must be provided for the portion of the funding used to remedy the deficiencies that will be generated by new development.

Alternative Methodologies

There are two basic types of impact fee methodologies: "standards-based" and "plan-based." Standards-based methodologies use a generalized, system-wide level of service measure, such as the number of park acres per 1,000 residents. With such a standard, appropriate impact fees can be calculated based on the cost of maintaining the existing level of service without a master plan specifying specific improvements to be constructed. This approach gives the City flexibility to modify its Capital Improvements Plan to respond to changing conditions without triggering the need for an impact fee update.

A plan-based methodology relies on a list of planned capital improvements, and is basically calculated by dividing the cost of needed improvements over a period of time by the anticipated new service units over the same time period. The essential requirement for a plan-based fee is that it must demonstrate the nexus between the cost of the planned improvements and the amount of anticipated development. Some plan-based fees use a master plan to establish this nexus. The master plan approach is generally based on an improvement-specific or geographically-based level of service standard, such as "all major roadways shall operate at LOS D or better," and often results in the identification of existing deficiencies. Other plan-based fees are based on a build-out plan or list of capital improvements that are not based on a master plan. These non-master plan approaches must generally be combined with a standards-based analysis that demonstrates that the plan-based fee does not exceed the existing level of service, in order to establish the nexus between the planned improvements and the amount of development to be served by those improvements.

Current Methodologies

The City's current impact fees are all based on a standards-based methodology, as described below. No changes from the basic methodologies are proposed.

Roads

The standards-based methodology for road impact fees is generally referred to as a "consumption-based" approach. In the standard consumption-based approach, the total cost of a representative set of improvements is divided by the capacity added by those improvements in order to determine an average cost per vehicle-mile of capacity (VMC). This cost per VMC is then multiplied by the

vehicle-miles of travel (VMT) generated by a unit of development of a particular land use type to determine the gross impact fee (i.e., before credits). A variant is the modified consumption-based approach, which uses a system-wide VMC/VMT ratio higher than the 1:1 ratio implicit in the standard approach.

The City's current road impact fees are based on the standard consumption-based methodology. This is a relatively conservative approach, because most roadway systems require a VMC/VMT ratio greater than one to operate effectively, due to the fact that vehicular travel does not always go where excess road capacity is located. Nevertheless, it is a widely-used, reliable approach to the calculation of road impact fees.

Parks

The standards-based methodology is sometimes referred to as "incremental expansion," because it uses the existing level of service to determine the cost required to serve future development. It is based on the reasonable assumption that facilities will need to be expanded proportional to the amount of growth that occurs. This approach is appropriate for facilities that do not have a significant amount of excess capacity to serve future development.

Park impact fees are typically only assessed on residential development, because the need for parks is related to the number of people residing in the community. Some park impact fees use the ratio of park acres to population as the level-of-service measure. However, rather than using population as the service unit for parks, the current fees use Equivalent Dwelling Units (EDUs). A typical single-family home is 1.00 EDU, while the EDUs for other housing types are based on the average household size relative to a typical single-family unit. Using EDUs rather than population has the advantage of taking volatile occupancy rates out of the equation.

While a ratio of acres to population may be a useful level-of-service measure for park planning purposes, it is less appropriate as the basis for impact fee calculation. An acre developed with ball fields represents a much lower capital investment than an acre developed with a community center or a swimming pool. The current park methodology uses the inventory of actual improvements and current replacement costs to quantify the capital investment in existing facilities. The existing LOS is defined in terms of capital investment per EDU.

Fire and Police

The current fire and police impact fees are also based on the incremental expansion approach, based on the existing city-wide level of service. The level of service is quantified in terms of the capital investment per service unit. The service unit for fire and police fees is "functional population." A functional person is similar to the concept of a full-time equivalent worker, and represents the equivalent of a person being present at the land use for 24 hours a day. The functional population approach is appropriate for fire and police services, since the demand for such services is strongly related to the number of people present at a land use.

LAND USE CATEGORIES

This section contains the consultant's recommendations relating to the land use categories to be included in the updated impact fee schedule.

Single-Family Fees by Unit Size

The analysis provided in Appendix B indicates that average household size does not increase for single-family detached units over about 3,000 square feet. Consequently, this update recommends collapsing the 3,001-3,500 square feet, 3,501-4,000 square feet, and over 4,000 square foot categories. Alternatively, the City Council could choose to charge single-family fees based on the average fee per dwelling unit.

Nonresidential Land Use Categories

The consultant recommends reducing the number of nonresidential land use categories in the impact fee schedule. In hindsight, the categories we initially prepared for the City in 2003, and updated in 2008, are probably too detailed. In recent years, we have been encouraging clients to simplify their impact fee systems, including reducing the land uses in their fee schedules to fewer, more general, categories. Fewer, broader land use categories are just as defensible from a legal standpoint and offer several advantages, including avoiding extremely high fees for a small number of land uses (e.g., restaurants, convenience stores, medical offices), eliminating most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifying impact fee administration. We most recently applied this approach in our 2012 update of Albuquerque's impact fees.[3]

The major suggested change is to simplify and reduce the number of nonresidential land use categories included in the impact fee schedule. Including many land use categories seems on the face of it to be more accurate and to make it easier to classify proposed uses. After all, if a use is specifically listed, that should make it easier to assess fees when that particular use is proposed. The problem is that it is impossible to list all potential uses, and including many land use categories does not necessarily improve accuracy. For example, while the Institute of Transportation Engineers (ITE) *Trip Generation* manual provides trip rates for many categories, the land uses are often not well defined, many of the rates are based on very small samples, and data on pass-by rates and average trip lengths for most of those uses are not readily available. In addition, short-term accuracy can end up overcharging for long-term impacts, because commercial uses change frequently and impact fees are not refunded when a use is changed to one that generates less impact.

The alternative approach of listing fewer, broader categories in the fee schedule is becoming increasing popular as a way to encourage the reuse of existing buildings and simplify impact fee administration. Such fee schedules list a few very general nonresidential categories, such as retail/commercial, office, public/institutional, industrial, warehouse and mini-warehouse. This approach may not generate as much revenue as the more detailed approach, but it is legally

[3] Duncan Associates, *Impact Fee Land Use Assumptions and Capital Improvements Plan, 2012-2022, prepared for the City of Albuquerque, New Mexico*, September 2012 (https://www.cabq.gov/council/documents/OC127.pdf).

defensible, reasonable and simpler to administer. It recognizes that the use of buildings often changes over time, and it focuses on average long-term impacts. Short-term impacts in the immediate vicinity of a use are a legitimate focus for traffic impact analyses designed to determine impacts on nearby intersections, but are not necessarily the most appropriate for road impact fees. Most commercial uses tend to be located in shopping centers, and the ITE trip generation rates for shopping centers are based on a broad mix of land uses. Shopping centers often include high-traffic uses such as movie theaters, banks, medical offices and restaurants, and the ITE manual notes that some of the studies of shopping centers include trips generated from outparcels, which tend to be occupied by the highest-traffic uses, such as convenience stores, gas stations and fast food restaurants. This approach recognizes that commercial land uses often change, avoids extremely high fees for a small number of land uses (e.g., restaurants, convenience stores), eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration.

The proposed land use categories are compared to the current categories in Figure 2. In addition, this update calculates an average impact fee for single-family detached units, which would allow the City to update the current single-family fees by size category or use a single, average fee.

Figure 2. Current and Proposed Land Use Categories

Proposed Land Use Categories	Current Land Use Categories	
Single Family Detached	Single Family Detached	
Up to 1,500 sq. ft.	Up to 1,500 sq. ft.	
1,501 - 2,000 sq. ft.	1,501 - 2,000 sq. ft.	
2,001 - 2,500 sq. ft.	2,001 - 2,500 sq. ft.	
2,501 - 3,000 sq. ft.	2,501 - 3,000 sq. ft.	
More than 3,000 sq. ft.	3,001 - 3,500 sq. ft. More than 4,000 sq. ft.	3,501 - 4,000 sq. ft.
Guest Unit, 750 sf or less	Guest Unit, 500 sf or less	Guest Unit, 501-750 sf
Multi-Family/Guest Unit >750 sf	Multi-Family/Other	Guest Unit, > 750 sf
Retail/Commercial	Shopping Center/Gen. Retail Auto Sales/Service Bank Conv. Store w/Gas Sales Health Club	Hotel/Motel Movie Theater Restaurant, Packaged Food Restaurant, Sit-Down Restaurant, Fast Food
Office	Office, General	Medical Building
Public/Institutional	Nursing Home Church	Day Care Center Educational Facility/Dorm
Industrial	Industrial	
Warehouse	Warehouse	
Mini-Warehouse	Mini-Warehouse	

To estimate the potential revenue loss from moving to the more generalized nonresidential categories, permit data were reviewed for the last two years. Table 6 below shows the difference between the impact fees that would have been collected under the current adopted fee schedule (with no reduction or waiver of residential fees) versus under the proposed more general land use categories. Industrial and warehouse categories are not shown, because the City did not permit any developments of these types over the last two years. This comparison suggests that the more general land use categories would result in total impact fee revenue about 5% lower than under the more detailed categories.

Table 6. Impact Fee Revenue, Detailed vs. General Nonresidential Categories

Land Use Categories	Unit	No. of Units Permitted	Impact Fee Revenue				
			Roads	Parks	Fire	Police	Total
Residential (all)	Dwelling	455	$836,527	$505,610	$56,983	$20,143	$1,419,263
Shopping Center/Gen. Retail	1,000 sq. ft.	89.319	$410,599	$0	$19,740	$6,967	$437,306
Auto Sales	1,000 sq. ft.	8.852	$19,297	$0	$1,956	$690	$21,943
Bank	1,000 sq. ft.	6.267	$31,009	$0	$1,385	$489	$32,883
Restaurant, Sit-Down	1,000 sq. ft.	22.321	$113,458	$0	$4,933	$1,741	$120,132
Restaurant, Fast Food	1,000 sq. ft.	13.096	$144,894	$0	$2,894	$1,021	$148,809
Health Club	1,000 sq. ft.	2.740	$12,040	$0	$606	$214	$12,860
Office, General	1,000 sq. ft.	31.501	$76,516	$0	$3,906	$1,386	$81,808
Office, Medical	1,000 sq. ft.	3.328	$12,989	$0	$413	$146	$13,548
Nursing Home	1,000 sq. ft.	17.068	$23,110	$0	$2,116	$751	$25,977
Church	1,000 sq. ft.	32.897	$50,036	$0	$4,079	$1,447	$55,562
Mini-Warehouse	1,000 sq. ft.	3.106	$1,295	$0	$146	$50	$1,491
Total, Detailed Categories			$1,731,770	$505,610	$99,157	$35,045	$2,371,582
Residential (all)	Dwelling	455	$836,527	$505,610	$56,983	$20,143	$1,419,263
Retail/Commercial	1,000 sq. ft.	142.595	$655,509	$0	$31,513	$11,122	$698,144
Office	1,000 sq. ft.	34.829	$84,600	$0	$4,319	$1,532	$90,451
Public/Institutional	1,000 sq. ft.	49.965	$29,279	$0	$6,196	$2,198	$37,673
Mini-Warehouse	1,000 sq. ft.	3.106	$1,295	$0	$146	$50	$1,491
Total, General Categories			$1,607,210	$505,610	$99,157	$35,045	$2,247,022
Percentage Revenue Change			-7.2%	0.0%	0.0%	0.0%	-5.3%

Note: Approximate two-year revenue, based on 22 months of residential permits (1/23/12-11/23/13) and nonresidential permits for 2012-2013 calendar years

Source: Residential permits and revenue from Table 7; nonresidential permits for calendar years 2012 and 2013 from City of Santa Fe Long Range Planning Division, February 21, 2014; impact fee revenue based on current fees for detailed land use categories from Table 1 and general categories based on shopping center for retail, general office for office, and education for public/institutional.

Most of the reduced revenue is attributable to fast food restaurants, which would pay significantly less under the more generalized retail/commercial category. However, this may be a function of the fact that the City experienced a lot of fast food restaurant development over the last two years, but not any development in some other high-fee categories, such as convenience store/gas sales and movie theaters. While the distribution of land use types developed may change, the percentage shown in the above table is a reasonable estimate of the relative amounts of revenue likely to be received under the detailed versus general nonresidential land use categories.

While only modest changes are proposed to the residential categories, the City also has the option of charging a flat rate for single-family detached, rather than the tiered rates by dwelling size. The 2008 study did not calculate an average single-family fee, but the current fee for the 1,501-2,000 square feet category is a reasonable approximation (the City has been issuing an equal number of permits for smaller and larger units). Accessory units are treated as multi-family in the general categories, because fees for accessory units were not calculated in the 2008 study. The analysis suggests that collapsing the residential categories would have very little revenue impact, as shown in Table 7 below.

Table 7. Impact Fee Revenue, Detailed vs. General Residential Categories

Land Use Categories	Unit	No. of Units Permitted	Impact Fee Revenue				
			Roads	Parks	Fire	Police	Total
Single Family Detached							
(0 to 1,500 sq. ft.)	Dwelling	75	$138,750	$83,325	$9,375	$3,300	$234,750
(1,501 to 2,000 sq. ft.)	Dwelling	115	$241,500	$139,610	$15,640	$5,520	$402,270
(2,001 to 2,500 sq. ft.)	Dwelling	47	$102,601	$62,416	$7,050	$2,491	$174,558
(2,501 to 3,000 sq. ft.)	Dwelling	20	$44,960	$27,580	$3,100	$1,100	$76,740
(3,001 to 3,500 sq. ft.)	Dwelling	4	$9,236	$5,672	$636	$224	$15,768
(3,501 to 4,000 sq. ft.)	Dwelling	2	$4,718	$2,888	$326	$116	$8,048
(more than 4,000 sq. ft.)	Dwelling	3	$7,272	$4,485	$507	$177	$12,441
Accessory Units (attached or det.)							
(0 to 500 sq. ft.)	Dwelling	3	$1,554	$972	$111	$39	$2,676
(501 to 1,000 sq. ft.)	Dwelling	6	$6,216	$3,882	$438	$156	$10,692
(1,000 to 1,500 sq. ft.)	Dwelling	4	$6,216	$3,884	$440	$156	$10,696
Multi-Family	Dwelling	176	$273,504	$170,896	$19,360	$6,864	$470,624
Nonresidential (all)	1,000 sq. ft.	230.495	$895,243	$0	$42,174	$14,902	$952,319
Total, Detailed Categories			$1,731,770	$505,610	$99,157	$35,045	$2,371,582
Single-Family Detached	Dwelling	266	$558,600	$322,924	$36,176	$12,768	$930,468
Multi-Family/Accessory	Dwelling	189	$293,706	$183,519	$20,790	$7,371	$505,386
Nonresidential (all)	1,000 sq. ft.	230.495	$895,243	$0	$42,174	$14,902	$952,319
Total, General Categories			$1,747,549	$506,443	$99,140	$35,041	$2,388,173
Percentage Revenue Change			0.9%	0.2%	0.0%	0.0%	0.7%

Note: Approximate two-year revenue, based on 22 months of residential permits (1/23/12-11/23/13) and nonresidential permits for 2012-2013 calendar years

Source: Nonresidential permits and revenue from Table 6; residential permits for the 22-month period from 1/23/12-11/23/13 from City of Santa Fe Land Use Department, November 27, 2013 memorandum; impact fee revenue based on current fees for detailed residential land use categories from Table 1 and general categories based on single-family detached (1,501-2,000 sq. ft.) and multi-family.

ROADS

The New Mexico Development Fees Act authorizes local governments to impose impact fees for "roadway facilities," including traffic signals. In the 2008 update, the arterial impact fee was expanded to include collector roads and was combined with the traffic signal impact fee into comprehensive road impact fee.

Service Area

Road impact fees will be calculated in this section for the City's Urban Area, which includes the incorporated area of the City of Santa Fe and unincorporated areas around the city that will likely be provided with City service and may ultimately be annexed by the City. The road impact fees will be collected by the City only within the city limits and unincorporated areas within the Urban Area where the City has building permit authority, and will be limited to being spent within the Urban Area.

Service Unit

In impact fee analysis, capital costs, revenue credits and net costs are calculated on the basis of a "service unit," which is a common unit of measurement of facility demand and capacity. An appropriate service unit for roadway capital cost analysis is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that these vehicles travel. The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). Since available traffic counts are in the form of daily volumes, the impact fees will continue to be based on ADT.

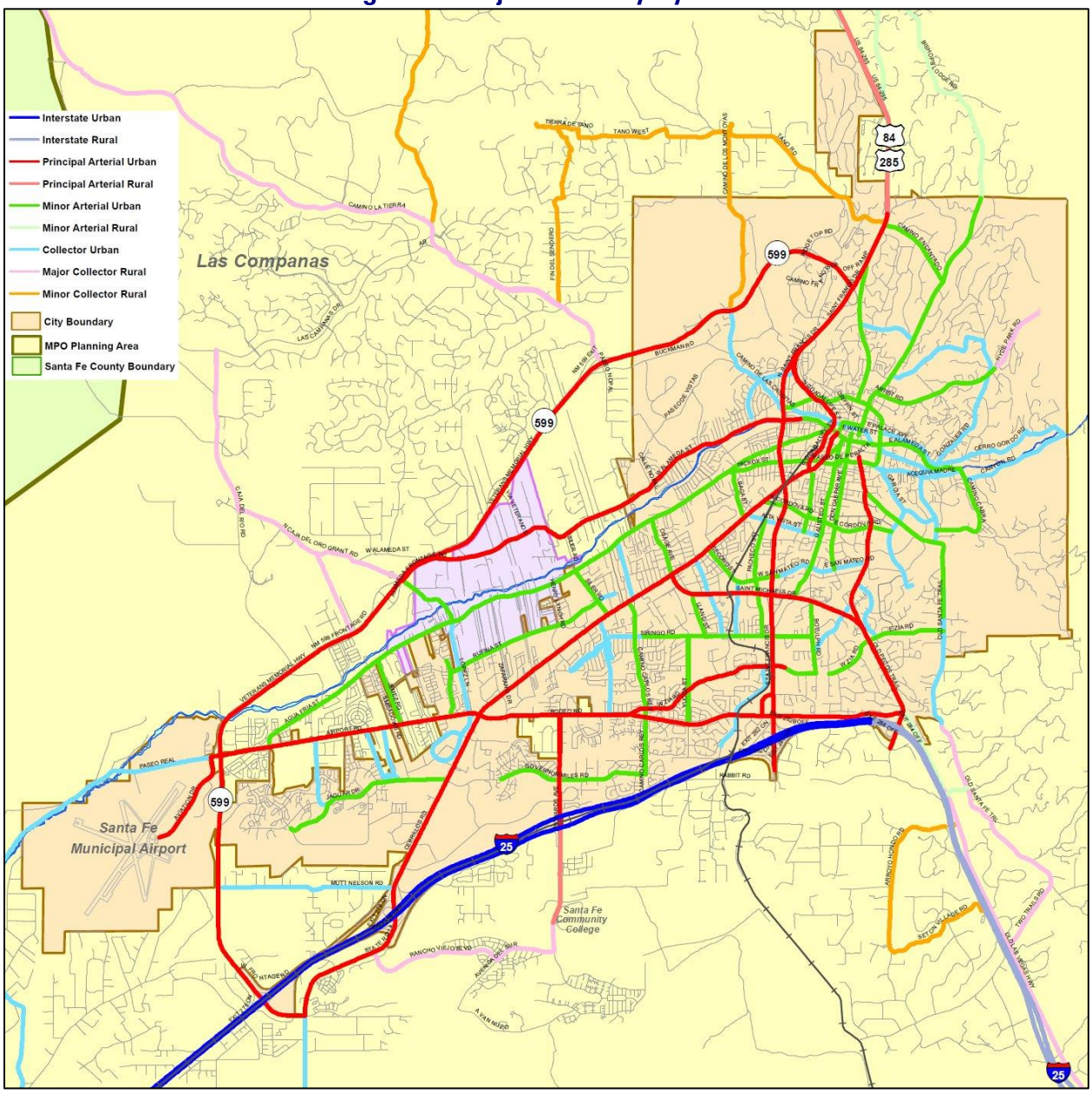
Major Road System

The New Mexico Development Fees Act limits the use of transportation impact fees to "roadway facilities," which are defined as:

> *…arterial or collector streets or roads th*
> *municipality or county, including bridges, bike and pedestrian trails, bus bays, rights of way, traffic signals, landscaping and any local components of state or federal highways.*

The City's road impact fee ordinance defines the major road system as all collector and arterial roads. The major road system excludes I-25, because this facility serves long-distance travel and it is unlikely that the City will make any contributions toward expanding its capacity. In this update, NM 599 is also excluded, because it is a State-maintained expressway that is on the border of its incorporated boundary. The City's major roadway system is illustrated in Figure 3. Traffic signals and intersection improvements that are associated with the major road system can be funded with the road impact fee.

Figure 3. Major Roadway System



An inventory of the major roadway system was prepared as part of this update and presented in Table 61 in Appendix A. The major purpose of the inventory is to determine the total amount of travel on the major road system, expressed in vehicle-miles of travel (VMT), and system-wide capacity, expressed as vehicle-miles of capacity (VMC). The system-wide VMT is used to calibrate national travel demand factors to local conditions.

Road impact fees will only be allowed to be spent to make improvements to the major road system. By the same token, no credit should be given unless the developer is required to improve the major road system being funded by the fee.

Methodology

As with the previous road impact fee calculation, the methodology for determining the road segment component of the road impact fee is based on a "consumption-based" model, which basically charges a new development the cost of replacing the capacity that it consumes on the major road system. That is, for every vehicle-mile of travel (VMT) generated by the development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC).

Since travel is never evenly distributed throughout a road system, actual road systems require more than one unit of capacity for every unit of demand in order for the system to function at an acceptable level of service. Suppose, for example, that the City completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some period of time. If the entire system has just enough capacity to accommodate all of the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment being over-capacity. Clearly, road systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. Consequently, the standard consumption-based model generally underestimates the full cost of accommodating new development at the existing level of service.

In most rapidly growing communities, some roads will be experiencing an unacceptable level of congestion at any given point in time. One of the principles of impact fees is that new development should not be charged for a higher level of service than is provided to existing development. In the context of road impact fees, this has sometimes been interpreted to mean that impact fees should not be spent on roads that are already over-capacity. However, it is not necessary to address existing deficiencies in a consumption-based system, which, unlike an improvements-driven system, is not designed to recover the full costs to maintain the desired LOS on all road segments. Instead, it is only designed to maintain a minimum one-to-one overall ratio between system demand and system capacity. Virtually all major road systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a consumption-based system, the level of service standard is really a system-wide VMC/VMT ratio of one.

The existing system-wide VMC/VMT ratio is considerably higher than one, as shown in Table 8. Because the City's major road system currently operates at better than a one-to-one ratio, there are no existing deficiencies on a system-wide basis.

Table 8. System-Wide Ratio of Road Capacity to Demand

Daily Vehicle-Miles of Capacity (VMC)	2,813,450
÷ Daily Vehicle-Miles of Travel (VMT)	1,324,631
System-Wide Capacity/Demand Ratio	2.12

Source: Table 61 in Appendix A.

The road impact fee formula is presented in Figure 4.

Figure 4. Road Impact Fee Formula

FEE	=	VMT X NET COST/VMT
Where:		
VMT	=	TRIPS x % NEW x LENGTH x ADJUST
TRIPS	=	1/2 average daily trip ends during weekday
% NEW	=	Percent of trips that are primary trips
LENGTH	=	Average length of a trip
ADJUST	=	Local travel demand adjustment factor
NET COST/VMT	=	COST/VMT - CREDIT/VMT
COST/VMT	=	COST/VMC X VMC/VMT
COST/VMC	=	Average cost per new VMC
VMC/VMT	=	Ratio of vehicle-miles of capacity to vehicle-miles of travel
CREDIT/VMT	=	Credit per VMT based on revenues generated

The traffic signal portion of the road impact fee is based on the ratio of existing traffic demand to existing signals. The current traffic signal level of service is shown in Table 9.

Table 9. Traffic Signal Level Of Service

Existing Vehicle-Miles of Travel (VMT)	1,324,631
÷ Existing Traffic Signals	119
Existing VMT per Signal	11,131

Source: Existing Urban Area VMT from Table 8; existing signals from City of Santa Fe Long Range Planning Division, October 25, 2013.

Travel Demand

The travel demand generated by specific land use types is a product of three factors: 1) trip generation, 2) percent new trips and 3) trip length. The first two factors are well documented in the professional literature, and the average trip generation characteristics identified in studies of communities around the nation should be reasonably representative of trip generation characteristics in Santa Fe. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major street system.

Trip Generation

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single one-way trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over-counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double-charging for any particular trip.

As with the current impact fee schedule, the road impact fees calculated in this report will vary by the size of the dwelling unit for single-family detached units. The average household size of single-family detached units by unit size is available from the 2008-2012 American Community Survey

conducted by the U.S. Census Bureau for Santa Fe. This information is combined with the trip rate data by household size provided by the National Cooperative Highway Research Program to derive daily trip generation rates, as shown in Table 10.

Table 10. Single-Family Trip Generation Rates

Single-Family Unit Size (Heated Living Area)	Average HH Size	Daily Trips
1,500 sq. ft. or less	1.95	8.56
1,501-2,000 sq. ft.	2.04	9.33
2,001-2,500 sq. ft.	2.23	9.68
2,501-3,000 sq. ft.	2.35	10.15
3,001 sq. ft. or more	2.50	10.74
All Single-Family Detached Units	2.19	9.52
Guest Unit, 750 sq. ft. or less	1.66	5.80

Source: Average household sizes from Table 65; daily trips derived from Transportation Research Board, NCHRP Report 365, "Travel Estimation Techniques for Urban Planning," Washington, D.C.: National Academy Press, Table 9 (for urban areas with populations of 50,000 to 199,999), 1998.

New Trip Factor

Trip rates also need to be adjusted by a "new trip factor" to exclude pass-by and diverted-link trips. This adjustment avoids over-counting by only including primary trips generated by the development. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-link trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass-by and diverted-link trips was drawn from ITE and other published information.

Average Trip Length

In the context of a road impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the local major road system. The point of departure in developing local trip lengths is to utilize national data. The U.S Department of Transportation's 2009 National Household Travel Survey identifies average trip lengths for specific land uses and trip purposes. However, these trip lengths are unlikely to be representative of travel on the major road system utilized in this study for Santa Fe, since the major road system does not include local roads or the interstate highway system. An adjustment factor for local trip lengths can be derived by dividing the VMT that is actually observed on the major road system by the VMT that would be expected using national average trip lengths and trip generation rates.

The first step in developing the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) that would be expected on Santa Fe's major road system based on national travel demand characteristics. Existing land use data from the Land Use Assumptions are multiplied by average daily trip generation rates, percent of primary trips and national average trip lengths and summed to estimate total city-wide VMT. As shown in Table 11, existing service area land uses, using national trip generation and trip length data, would be expected to generate approximately 2.9 million VMT every day.

Table 11. Expected Vehicle-Miles of Travel

Land Use Type	Unit	Existing Units	Trip Rate	New Trips	Trip Length	Expected VMT
Single-Family Detached	Dwelling	25,075	9.52	100%	9.75	1,163,731
Multi-Family	Dwelling	14,125	6.65	100%	8.62	404,844
Mobile Home/RV Park	Space	5,200	4.99	100%	6.03	78,233
Retail/Commercial	1,000 sf	10,198	42.70	42%	6.27	573,363
Office	1,000 sf	8,972	11.03	100%	9.61	475,508
Industrial/Warehouse*	1,000 sf	4,360	5.20	100%	11.98	135,805
Public/Institutional	1,000 sf	2,960	7.60	100%	8.47	95,271
Total Expected VMT						2,926,755

* Trip rate is average of industrial and warehouse from Table 14

Source: Existing units from Table 5; trip rates and percent new trips from Table 14; national average trip lengths from Table 13.

The next step in developing the local trip length adjustment factor is to determine actual service area VMT on the City of Santa Fe's major road system. Road segment lengths and recent traffic counts from Table 61 in Appendix A are used to determine actual daily VMT.

Annualized average daily traffic (AADT) volumes were obtained from the Santa Fe Metropolitan Planning Organization. Traffic volumes from 2008 and 2011 were available, with the most recent segment volume utilized in the analysis of system-wide volume. Lack of traffic counts for some road segments required use of estimated volumes; arterial road volume estimates were based on 75 percent of the volume for roads with counts, while collector road volume estimates were based on 50 percent of the volume for roads with counts. Where this occurred, it has been noted in the road inventory in Table 61 in Appendix A.

An adjustment of total VMT is sometimes necessary to take into account trips that travel on the major road system without an origin or destination in the urban area. However, since this study excludes I-25 and NM 599, which carry the vast majority of through trips, an adjustment is not deemed necessary.

The expected system-wide VMT based on existing land use data and national travel demand characteristics over-estimates VMT actually observed on the major road system. This is not surprising, given that the major road system excludes all local roads, I-25 and NM 599. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to projected VMT on the major road system. As shown in Table 12, the average trip length for each land use should be multiplied by a local adjustment factor of 0.453.

Table 12. Local Trip Length Adjustment Factor

Actual Daily VMT on Major Road System	1,324,631
÷ Expected Daily VMT on Major Road System	2,926,755
Ratio of Expected to Actual VMT	0.453

Source: Actual daily VMT from Table 8; expected VMT from Table 11.

The U.S. Department of Transportation's 2009 National Household Travel Survey identifies average trips lengths for residential housing types and for specific trip purposes, including home-to-work trips, doctor/dentist, school/church and shopping trips. The national average trip lengths by trip

purpose have been adjusted by the local adjustment factor calculated in the preceding table to derive local trip lengths, as shown in Table 13.

Table 13. Average Trip Length by Trip Purpose

Land Use Type	Trip Type	National (miles)	Ratio of Local/National	Local (miles)
Single-Family Detached	Single-Family Detached	9.75	0.453	4.42
Multi-Family	Multi-Family	8.62	0.453	3.90
Mobile Home	Mobile Home	6.03	0.453	2.73
Retail/Commercial	Shopping	6.27	0.453	2.84
Office	Medical/Dental	9.61	0.453	4.35
Industrial	To or From Work	11.98	0.453	5.43
Warehouse	To or From Work	11.98	0.453	5.43
Mini-Warehouse	Family/Personal	6.61	0.453	2.99
Public/Institutional	School/Church	8.47	0.453	3.84

Source: National average trip lengths from US. Department of Transportation, National Household Travel Survey, 2009; local adjustment factor from Table 12.

Travel Demand Schedule

The result of combining trip generation rates, primary trip factors and average trip lengths is a travel demand schedule that establishes the VMT during the average weekday generated by various land use types per unit of development for Santa Fe. The recommended travel demand schedule is presented in Table 14.

Table 14. Travel Demand Schedule

Land Use Type	Unit	ITE Code	Trip Rate	New Trips	Trip Length	VMT/ Unit
Single-Family Detached (avg.)	Dwelling	210	9.52	100%	4.42	21.04
1,500 sq. ft. or less	Dwelling	210	8.56	100%	4.42	18.92
1,501-2,000 sq. ft.	Dwelling	210	9.33	100%	4.42	20.62
2,001-2,500 sq. ft.	Dwelling	210	9.68	100%	4.42	21.39
2,501-3,000 sq. ft.	Dwelling	210	10.15	100%	4.42	22.43
3,001 sq. ft. or more	Dwelling	210	10.74	100%	4.42	23.74
Guest Unit, 750 sf or less	Dwelling	n/a	5.80	100%	3.90	11.31
Multi-Family	Dwelling	220	6.65	100%	3.90	12.97
Mobile Home/RV Park	Space	240	4.99	100%	2.73	6.81
Retail/Commercial	1,000 sq. ft.	820	42.70	66%	2.84	40.02
Office	1,000 sq. ft.	710	11.03	100%	4.35	23.99
Industrial	1,000 sq. ft.	130	6.83	100%	5.43	18.54
Warehousing	1,000 sq. ft.	150	3.56	100%	5.43	9.67
Mini-Warehouse	1,000 sq. ft.	151	2.50	100%	2.99	3.74
Public/Institutional	1,000 sq. ft.	620	7.60	100%	3.84	14.59

Source: Trip rate is average daily trip ends during a weekday from Institute of Transportation Engineers (ITE), *Trip Generation*, 9th ed., 2012; trip rates for single-family by unit size from Table 10; new trip factor for shopping center from ITE, *Trip Generation Handbook*, 2004; average trip lengths from Table 13 (small guest unit uses multi-family trip length).

Cost per Service Unit

The road impact fee is designed to cover the cost of adding capacity to the road system and major intersections. All of the normal components of a road expansion or intersection improvement project are eligible for impact fee funding, including construction of new lanes, reconstruction of

existing lanes and relocation of utilities where necessary as part of a widening project, traffic signals and installation of sidewalks, street lighting, and landscaping along new roads and at intersections. However, transportation impact fees should not be used for ancillary components of an expansion project when not part of a capacity-expanding improvement. For example, installing sidewalks along an existing road, landscaping an existing median or reconstructing an existing road would not be eligible improvements.

The road segment component of the impact fee calculation is based on the cost of new capacity added by recent and planned road widening and extension projects. The road improvement costs exclude the cost of traffic signals, which are addressed in the calculation of the traffic signal component of the transportation impact fee calculation. Recent and planned road improvements are summarized in Table 15. The average cost of the capacity added by these projects, without the two Cerrillos Road projects, is $345 per vehicle-mile of capacity (VMC). This is double the cost per VMC identified in the 2008 study. The increase may be due in part to the fact that the projects are relatively short (all under one mile), and consequently lack economies of scale. In consideration of this, a more conservative estimate of $200 per VMC will be used in the impact fee calculations. Under the standard consumption-based methodology, the cost per VMC does not need to be adjusted by the actual VMC/VMT ratio to determine the cost per VMT, because a ratio of one-to-one is assumed.

Table 15. Road Segment Cost per Service Unit

			Capacity		New		Cost/
Road Improvement	Miles	Lanes	Before	After	VMC	Cost	VMC
Siler Rd, Agua Fria-W Alameda St (2010)	0.68	0-2	0	14,800	10,064	$4,000,000	$397
S Meadows, Agua Fria-NM 599 (2012)	0.91	0-2	0	14,800	13,468	$3,925,000	$291
Cerrillos, Cielo Ct-Camino Carlos Rey (2012)	0.57	6-8	50,000	67,300	9,861	$6,906,677	$700
Cerrillos, Camino Carlos Rey-St. Michaels	0.57	6-8	50,000	67,300	9,861	$10,300,000	$1,045
Calle P'o Ae Pi, Airport Rd-Rufina St	0.09	0-2	0	14,800	1,332	$500,000	$375
Rufina St, Harrison-Camino Carlos Rey	0.07	0-2	0	14,800	1,036	$500,000	$483
Total	2.89				45,622	$26,131,677	$573
Total without Cerrillos	1.75				25,900	$8,925,000	$345
Assumed in Fee Calculations							$200

Source: City of Santa Fe Long Range Planning Division, February 13, 2014; generalized daily capacity estimates from Florida Department of Transportation, *2011 Quality/Level of Service Handbook*, Table 1.

The traffic signal improvement component of the road impact fee calculation is based on the average cost of traffic signals, which is estimated to be $350,000. The cost per service unit is calculated by dividing the average cost of a traffic signal by the existing level of service, which is expressed as the ratio of existing traffic to existing traffic signals. As shown in Table 16, the traffic signal cost per service unit is $31 per VMT.

Table 16. Traffic Signal Cost per Service Unit

Average Cost per Traffic Signal	$350,000
÷ Existing Vehicle-Miles of Travel per Signal	11,131
Traffic Signal Cost per VMT	$31

Source: Cost per signal from City of Santa Fe Public Works Department, October 25, 2013; VMT per signal from Table 9.

The combined cost for the road segment and traffic signal components of the impact fee is $231 per VMT, as shown in Table 17.

Table 17. Total Road Cost per Service Unit

Road Segment Cost per Vehicle-Mile of Travel (VMT)	$200
Traffic Signal Cost per VMT	$31
Total Road Cost per VMT	$231

Source: Road segment cost per VMT from Table 15; traffic signal cost per VMT from Table 16.

Capital Facilities Plan

Projected growth from the Land Use Assumptions can be translated into projected impact on the major road system by multiplying existing and projected development in each major land use category by daily vehicle-miles of travel (VMT) associated with each land use. In Table 18, existing and future land uses within Santa Fe's Urban Area have been multiplied by VMT rates and summed to determine reasonable estimates of new daily travel demand that will be generated by anticipated new development within the Urban Area. As can be seen, new development is expected to increase travel demand by 78,160 daily VMT in the service area over the next seven years.

Table 18. Total Daily Travel Demand, 2014-2020

		Projected Units		VMT/	Projected VMT		
Land Use Type	Unit	2014	2020	Unit	2014	2020	New
Single-Family Detached	Dwelling	25,075	26,563	21.04	527,578	558,886	31,308
Multi-Family	Dwelling	14,125	14,737	12.97	183,201	191,139	7,938
Mobile Home	Dwelling	5,200	5,200	6.81	35,412	35,412	0
Retail/Commercial	1,000 sq. ft.	10,198	10,898	40.02	408,124	436,138	28,014
Office	1,000 sq. ft.	8,972	9,322	23.99	215,238	223,635	8,397
Industrial/Warehouse*	1,000 sq. ft.	4,360	4,465	14.11	61,520	63,001	1,481
Public/Institutional	1,000 sq. ft.	2,960	3,030	14.59	43,186	44,208	1,022
Total					1,474,259	1,552,419	78,160

Source: Projected development units from Table 5; VMT per unit from Table 14 (industrial/warehouse is average).

A conservative method of estimating growth-related capital needs uses an approach that is consistent with the consumption-based methodology used to calculate road impact fees in this study. This approach is to multiply new VMT by the capital cost per VMT to get an estimate of the cost of expanding the capacity of the major road system to accommodate projected growth. This technique is applied in Table 19, and it results in estimated capital road needs in the Urban Area of $18.1 million over the next seven years.

Table 19. Major Road Capital Needs, 2014-2020

New Vehicle-Miles of Travel, 2014-2020	78,160
x Capital Cost per VMT	$231
Road Capital Needs, 2014-2020	$18,054,960

Source: New VMT from Table 18; road and signal cost per VMT from Table 17.

The planned road, intersection and traffic signal improvements over the next seven years are summarized in Table 80 in Appendix G. The cost of the planned improvements ($24.8 million)

exceeds the anticipated capital cost attributed to growth. The actual pace of development may be faster or slower than anticipated by the Land Use Assumptions, resulting in greater or lesser growth-related capital needs. In addition, the planned capital projects and estimated costs may change over time, and some of the costs may be funded from other sources.

Net Cost per Service Unit

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past major road improvements.

Over the 2011-2014 fiscal year period, approximately $30.2 million in State and Federal highway funding was available to help pay for capacity-expanding improvements to the major road system in the urban area, as summarized in Table 20.

Table 20. Federal and State Transportation Funding, FY 2011-2014

Project Name	Fed/State
Design and Construction of the NM599/County Road 62 Interchange 1	$7,304,000
NM475/Washington Ave Intersection Reconstruction 1	$2,731,456
Cerrillos Road Reconstruction Phase IIC - Camino Carlos Rey to St Michaels Dr	$11,000,000
Design and Construction of improvements to the I-25/Cerrillos Rd Interchange 2	$9,060,683
Design of Guadalupe St & Defouri St Bridge Improvements	$150,000
Total, Road Funding	$30,246,139

Source: City of Santa Fe Public Works Department, October 22, 2013.

Based on recent trends, the projected annual State and Federal funding for capacity-expanding road projects is approximately $7.6 million. Dividing the anticipated annual State and Federal funding by existing travel on the major road system yields the annual State and Federal capital funding per VMT. Multiplying annual capacity funding per service unit by the appropriate present value factor provides the equivalent current value of the future stream of funding over the next 25 years, a period that generally corresponds to the period used for long-term debt repayment. The result is a Federal/State funding credit of $84 per VMT, as shown in Table 21.

Table 21. Federal/State Funding Credit per Service Unit

Federal and State Funding for Capacity, FY 2011-2014	$30,246,139
÷ Years in Funding Period	4
Annual Federal/State Capacity Funding	$7,561,535
÷ Existing VMT	1,324,631
Annual Federal/State Capacity Funding per VMT	$5.71
x Net Present Value Factor (25 years)	14.68
Federal/State Funding Credit per VMT	$84

Source: Federal/State capacity funding from Table 20; existing road VMT from Table 8; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at http://www.federalreserve.gov/releases/h15/data/Monthly.

The City of Santa Fe has some outstanding debt for past street improvements. The principal and interest payments on the outstanding debt are funded with revenues from the City's one-half cent gross receipts tax dedicated for capital improvements. Dividing the City's outstanding debt by existing travel demand on the major road system results in a debt credit of $4 per service unit, as

shown in Table 22. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

Table 22. Road Debt Credit

Total Outstanding Eligible Debt	$5,100,580
÷ Existing Major Road System Vehicle-Mies of Travel (VMT)	1,324,631
Road Debt Credit per VMT	$4

Source: Outstanding debt principal from Table 74; total VMT from Table 8.

Deducting the Federal/State funding credit per VMT and the debt credit per VMT from the capital cost per VMT yields the net cost per service unit, as summarized in Table 23.

Table 23. Road Net Cost per Service Unit

Road Cost per Vehicle-Mile of Travel (VMT)	$231
– Federal/State Funding Credit per VMT	-$84
– Debt Credit per VMT	-$4
Road Net Cost per VMT	$143

Source: Road cost per VMT from Table 17; federal/state funding credit per VMT from Table 21; debt credit per VMT from Table 22.

Potential Fee Schedule

The maximum road impact fees that could be charged by the City, based on the data, methodology and assumptions utilized in this report, are presented in Table 24. The updated fees are calculated by multiplying the daily vehicle-miles of travel (VMT) generated by the development by the net cost per VMT calculated above.

Table 24. Road Net Cost Schedule

Land Use Type	Unit	VMT/ Unit	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached (avg.)	Dwelling	21.04	$143	$3,009
1,500 sq. ft. or less	Dwelling	18.92	$143	$2,706
1,501-2,000 sq. ft.	Dwelling	20.62	$143	$2,949
2,001-2,500 sq. ft.	Dwelling	21.39	$143	$3,059
2,501-3,000 sq. ft.	Dwelling	22.43	$143	$3,207
3,001 sq. ft. or more	Dwelling	23.74	$143	$3,395
Guest Unit, 750 sf or less	Dwelling	11.31	$143	$1,617
Multi-Family	Dwelling	12.97	$143	$1,855
Mobile Home/RV Park	Space	6.81	$143	$974
Retail/Commercial	1,000 sq. ft.	40.02	$143	$5,723
Office	1,000 sq. ft.	23.99	$143	$3,431
Industrial	1,000 sq. ft.	18.54	$143	$2,651
Warehousing	1,000 sq. ft.	9.67	$143	$1,383
Mini-Warehouse	1,000 sq. ft.	3.74	$143	$535
Public/Institutional	1,000 sq. ft.	14.59	$143	$2,086

Source: Daily VMT per unit from Table 14; net cost per VMT from Table 23.

Comparative Road Fees

The updated road impact fees calculated in this report are compared with the City's current fees in Table 25. In general, the updated fees are lower than the fees calculated in the 2008 study. However, because the current fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are higher than the current adopted fees for most land uses. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

Table 25. Road Impact Fee Comparisons

Land Use Type	Unit	2008 Net Cost/Unit	Adopted Fee (60%)	Updated Fee/Unit	% Change From 2008 Net Cost/Unit	% Change From Adopted Fee (60%)
Single Family Detached						
Up to 1,500 sq. ft.	Dwelling	$3,084	$1,850	$2,706	-12%	46%
1,501 - 2,000 sq. ft.	Dwelling	$3,500	$2,100	$2,949	-16%	40%
2,001 - 2,500 sq. ft.	Dwelling	$3,639	$2,183	$3,059	-16%	40%
2,501 - 3,000 sq. ft.	Dwelling	$3,746	$2,248	$3,207	-14%	43%
3,001 - 3,500 sq. ft.	Dwelling	$3,848	$2,309	$3,395	-12%	47%
3,501 - 4,000 sq. ft.	Dwelling	$3,932	$2,359	$3,395	-14%	44%
More than 4,000 sq. ft.	Dwelling	$4,040	$2,424	$3,395	-16%	40%
Multi-Family	Dwelling	$2,590	$1,554	$1,855	-28%	19%
Retail/Commercial						
Shopping Center/General Retail	1,000 sq. ft.	$7,661	$4,597	$5,723	-25%	24%
Auto Sales/Service	1,000 sq. ft.	$3,634	$2,180	$5,723	57%	163%
Bank	1,000 sq. ft.	$8,246	$4,948	$5,723	-31%	16%
Convenience Store w/Gas Sales	1,000 sq. ft.	$14,630	$8,778	$5,723	-61%	-35%
Health Club	1,000 sq. ft.	$7,324	$4,394	$5,723	-22%	30%
Movie Theater	1,000 sq. ft.	$17,354	$10,412	$5,723	-67%	-45%
Restaurant, Sit-Down	1,000 sq. ft.	$8,471	$5,083	$5,723	-32%	13%
Restaurant, Fast Food	1,000 sq. ft.	$18,440	$11,064	$5,723	-69%	-48%
Office						
Office, General	1,000 sq. ft.	$4,049	$2,429	$3,431	-15%	41%
Medical Office	1,000 sq. ft.	$6,505	$3,903	$3,431	-47%	-12%
Industrial/Warehouse						
Industrial	1,000 sq. ft.	$2,683	$1,610	$2,651	-1%	65%
Warehouse	1,000 sq. ft.	$1,912	$1,147	$1,383	-28%	21%
Mini-Warehouse	1,000 sq. ft.	$695	$417	$535	-23%	28%
Public/Institutional						
Nursing Home	1,000 sq. ft.	$2,256	$1,354	$2,086	-8%	54%
Church	1,000 sq. ft.	$2,535	$1,521	$2,086	-18%	37%
Day Care Center	1,000 sq. ft.	$5,336	$3,202	$2,086	-61%	-35%
Elementary/Sec. School	1,000 sq. ft.	$976	$586	$2,086	114%	256%

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 24.

Potential Revenue

Based on forecast residential and nonresidential construction, the City might expect the road impact fee revenue adopted at the full rate calculated in this report to generate $10.4 million over the next seven years, as shown in Table 26. These revenue projections assume that the fees are adopted at 100% and that there are no residential waivers or fee reductions, other than for affordable housing.

Table 26. Potential Road Impact Fee Revenue, 2014-2020

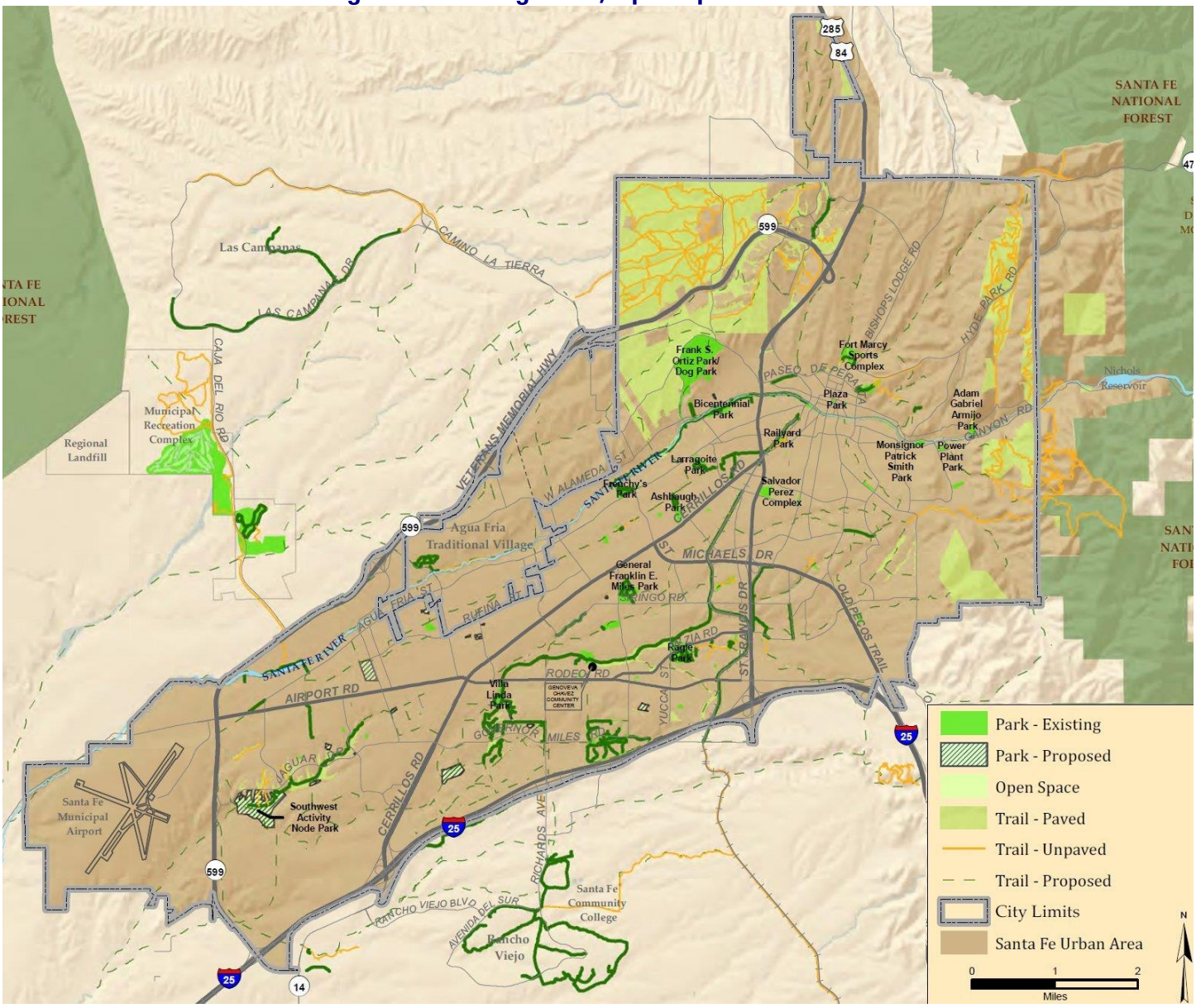
Land Use Type	Unit	New Units	Fee/ Unit	Potential Revenue
Single-Family Detached	Dwelling	1,488	$3,009	$3,819,215
Multi-Family	Dwelling	612	$1,855	$968,377
Subtotal, Residential				$4,787,592
Retail/Commercial	1,000 sq. ft.	700	$5,723	$4,006,100
Office	1,000 sq. ft.	350	$3,431	$1,200,850
Industrial/Warehouse	1,000 sq. ft.	105	$2,017	$211,785
Public/Institutional	1,000 sq. ft.	70	$2,086	$146,020
Subtotal, Nonresidential				$5,564,755
Total				$10,352,347

Source: New units from Table 5; fee per unit from Table 24 (industrial/warehouse is average of the two); potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014.

PARKS/TRAILS

This section of the study updates the City's park/trail impact fee. The primary purpose of this study is to update the fees to reflect the current level of service and current costs to provide park facilities. As is currently the practice, this study recommends that the entire Urban Area be included in the service area. The locations of the City's existing parks, open space and trails are illustrated in Figure 5.

Figure 5. Existing Parks, Open Space and Trails



Service Unit

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for park facilities. This unit of measurement is called a "service unit." The most common service unit used in park impact fee analysis is population. Population estimates are based on three factors: the number of dwelling units, average household sizes for various types of units and occupancy rates. The number of dwelling units can be estimated with some degree of precision, and average household size has been declining somewhat predictably but has been stabilizing in recent years. Occupancy rates, on the other hand, tend to vary significantly over time, and not in predictable directions. Consequently, this report recommends the use of a service unit that avoids the need to make assumptions about occupancy rates. This service unit is the "equivalent dwelling unit" or EDU, which represents the impact of a typical single-family dwelling. By definition, a typical single-family unit represents, on average, one EDU. Other types of units each represent a fraction of an EDU, based on their relative average household sizes.

Because the level of service for park facilities is measured in terms of population, demand for park facilities is proportional to the number of people in a dwelling unit. Consequently, data on average household size for various types of units is a critical component of a park impact fee. These data are presented and analyzed in Appendix B.

As described earlier, the service unit for Santa Fe's park/trail impact fees is defined as an equivalent dwelling unit, or EDU. An EDU is a unit that has an average household size equivalent to a typical single-family unit in Santa Fe. The EDUs associated with each housing type and unit size category are shown in Table 27.

Table 27. Park/Trail Equivalent Dwelling Unit Multipliers

Housing Type	Avg. HH Size	EDUs/ Unit
Single-Family Detached (avg.)	2.19	1.00
1,500 sq. ft. or less	1.95	0.89
1,501-2,000 sq. ft.	2.04	0.93
2,001-2,500 sq. ft.	2.23	1.02
2,501-3,000 sq. ft.	2.35	1.07
3,001 sq. ft. or more	2.50	1.14
Guest Unit, 750 sq. ft. or less	1.66	0.76
Multi-Family	1.90	0.87
Mobile Home	3.04	1.39

Source: Average household size for single–family detached (average), multi-family and mobile home from Table 63; average household sizes by square feet for single-family units from Table 65.

The number of existing and future park/trail service units, as well as the growth in service units, based on the Land Use Assumptions can be determined by multiplying the number of dwelling units by housing type by the park/trail service units per dwelling unit for each housing type. As shown in Table 28, a total of 2,020 new park/trail service units is projected to be added in the Santa Fe Urban Area between 2014 and 2020.

Table 28. Park/Trail Service Units, 2014-2020

Housing Type	Dwelling Units 2014	Dwelling Units 2020	EDUs/ Unit	Park Service Units (EDUs) 2014	Park Service Units (EDUs) 2020	Park Service Units (EDUs) New
Single-Family Detached	25,075	26,563	1.00	25,075	26,563	1,488
Multi-Family	14,125	14,737	0.87	12,289	12,821	532
Mobile Home	5,200	5,200	1.39	7,228	7,228	0
Total	44,400	46,500		44,592	46,612	2,020

Source: Dwelling units from Table 5; EDUs/unit from Table 27.

Cost per Service Unit

This study bases the park/trail impact fees on the existing level of service for parks, open space and trails. The level of service is measured in terms of the ratio of the replacement value of existing facilities to the number of existing service units, or park EDUs. The level of service used in calculating the park/trail impact fee relies on the replacement value of existing park land and improvements, rather than on acres, since, for example, an acre of intensively-developed park land is not equivalent to an acre of open space or passive recreation land.

An initial step in determining the current level of service is to identify the current inventory of parks, open space and trails currently provided by the City. A detailed inventory of existing City parks, trails and opens space is presented in Appendix D. Based on current unit costs provided by the City, the total replacement cost of existing park land and facilities is about $128 million, as summarized in Table 29.

Table 29. Park/Trail Replacement Cost

Type of Park Capital Facility	Units	Unit Cost	Total Cost
Park Land and Open Space (acres)	3,073.26	$16,260	$49,971,208
Playground	32	$60,300	$1,929,600
Picnic Area	41	$54,300	$2,226,300
Activity Area	12	$24,100	$289,200
Tennis Court	25	$72,400	$1,810,000
Soccer Field	9	$241,200	$2,170,800
Basketball Court	22	$48,200	$1,060,400
Baseball Field	15	$253,300	$3,799,500
Softball Field	8	$253,300	$2,026,400
Trails - Paved (per mile)	26.09	$800,000	$20,872,000
Trails - Soft Surface (per mile)	69.36	$10,000	$693,600
Handball Court	1	$36,200	$36,200
Volleyball Court	5	$42,200	$211,000
Skateboard Park	2	$313,600	$627,200
Bicentenniel Pool	1	$1,929,600	$1,929,600
Salvador Perez Pool and Fitness Center	1	$3,376,800	$3,376,800
Genoveva Chavez Community Center	1	$30,150,000	$30,150,000
Fort Marcy Recreation Center	1	$5,065,200	$5,065,200
Total Replacement Cost			$128,245,008

Source: Acres and number of facilities from Appendix D, Table 70; miles of trail from Table 71; unit costs from City of Santa Fe Parks Department, January 7, 2014 (pools and community/recreation center costs are estimated replacement costs).

The cost to maintain the existing park level of service is the ratio of the total replacement cost of existing park land and improvements divided by the existing service units. The park cost per service unit is summarized in Table 30.

Table 30. Park/Trail Cost Per Service Unit

Total Replacement Cost	$128,245,008
÷ Existing Park Service Units (EDUs)	44,592
Park Cost per EDU	$2,876

Source: Cost from Table 29; existing EDUs from Table 28.

Capital Facilities Plan

A reasonable method of estimating growth-related capital needs is one that is consistent with the methodology used to calculate park/trail impact fees in this study. This approach is to multiply the projected new park EDUs by the capital cost per EDU to get an estimate of the cost of expanding the capacity of the park system to accommodate projected growth. As shown in Table 31, this results in estimated growth-related park capital improvement need over the next seven years of $5.8 million.

Table 31. Park/Trail Capital Needs, 2014-2020

New Park Service Units (EDUs), 2014-2020	2,020
x Park Cost per EDU	$2,876
Park Capital Needs, 2014-2020	$5,809,520

Source: New park EDUs from Table 28; cost per EDU from Table 30.

Park improvements currently planned over the next seven years are summarized in Table 81 in Appendix G. The cost of the planned improvements ($37.1 million) far exceeds the projected capital cost attributable to growth over the next seven years. The actual pace of development may be faster or slower than anticipated by the Land Use Assumptions, resulting in greater or lesser growth-related capital needs. In addition, the planned capital projects and estimated costs may change over time, and some of the costs may be funded from other sources.

Net Cost per Service Unit

As noted earlier, to avoid double-charging, credit against impact fees should be provided to account for debt service payments by new development that will be used to retire outstanding debt on existing facilities and for outside funding sources available to pay a portion of the capital costs of growth.

The City's primary funding source for park-related capital improvements is revenue bonds repaid primarily with revenues from the City's half-cent capital improvement gross receipts tax (GRT). An analysis of the City's outstanding debt indicates that the debt attributable to past park-related improvements equals 32% of the total estimated replacement cost of all of the City's parks, open space and recreational facilities. In order to account for the outstanding debt, the impact fees must be reduced to ensure that new development is placed on the same footing as existing development in terms of the portion of park costs funded through debt. As shown in Table 32, the debt credit is $917 per service unit.

Table 32. Park/Trail Debt Credit

Total Outstanding Debt Principal	$40,885,335
÷ Existing Park Service Units (EDUs)	44,592
Park Debt Credit per EDU	$917

Source: Outstanding debt from Table 73; EDUs from Table 28.

Although future grant funding is difficult to predict, it is reasonable to assume that the level of funding received over the next seven years will continue to the extent that growth rates are constant. Actual funding received over the last six fiscal years is shown in Table 35 on the following page.

As noted above, it is reasonable to assume that the grant funding received per park/trail service unit in the recent past will continue in the future. Based on this assumption, the City should receive the current present value equivalent of $407 in grant funding for parks, open space and trails for each new single-family home or park/trail service unit equivalent over the next 25 years, as shown in Table 33.

Table 33. Park/Trail Grant Funding Credit

State/County Funding for Capacity, FY 2008-2013	$7,411,295
÷ Years in Funding Period	6
Annual State/County Capacity Funding	$1,235,216
÷ Existing Park Service Units (EDUs)	44,592
Annual State/County Capacity Funding per EDU	$27.70
x Net Present Value Factor (25 years)	14.68
State/County Funding Credit per EDU	$407

Source: Capacity funding from Table 35; existing park EDUs from Table 28; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at http://www.federalreserve.gov/releases/h15/data/Monthly.

The City does not have any additional dedicated funding for park capital improvements. As shown in Table 34, deducting the credits for outstanding debt and park grants results in a net park cost of $1,552 per service unit.

Table 34. Park/Trail Net Cost Per Service Unit

Park Cost per Service Unit (EDU)	$2,876
– Debt Credit per EDU	-$917
– Grant Funding Credit per EDU	-$407
Park Net Cost per EDU	$1,552

Source: Park cost per EDU from Table 30; debt credit from Table 32; grant credit from Table 33.

Table 35. Park/Trail Grant Funding, FY 2008-2013

Fiscal Year	Funding Source	Project Description	Amount
2011	County	Acequia Trails	$94,322
2008	State	Alto Park	$50,000
2010	State	Arroyo Chamiso Trail	$80,000
2011	County	Arroyo Chamiso Trail	$75,868
2012	State	Arroyo Chamiso Trail	$122,811
2013	State	Arroyo Chamiso Trail	$6,321
2008	State	Bikeways/Horse Trails, Grant	$489,640
2009	State	Bikeways/Horse Trails, Grant	$1,570,592
2010	State	Bikeways/Horse Trails, Grant	$1,119,244
2011	State	Bikeways/Horse Trails, Grant	$310,164
2008	State	Cathedral Park	$40,013
2008	State	Fort Marcy	$150,000
2008	State	Franklin Miles Park Improvements	$40,000
2009	State	Franklin Miles Park Improvements	$25,000
2008	State	Genoveva Chavez Center	$144,606
2009	State	Genoveva Chavez Center	$286,548
2010	State	Genoveva Chavez Center	$17,029
2013	State	Gonzales Road Pedestrian Trail	$258,330
2008	State	La Tierra Trails	$20,468
2008	State	Larragoite Park	$105,000
2010	State	Old Pecos Trail Design	$160,000
2011	State	Old Pecos Trail Design	$150,000
2009	State	Ortiz Park	$15,493
2009	State	Ragle Park Expansion	$67,714
2008	State	Santa Fe River and Rail Trails	$36,594
2008	County	Santa Fe River and Rail Trails	$226,066
2009	County	Santa Fe River and Rail Trails	$54,035
2010	State	Santa Fe River and Rail Trails	$610,840
2011	State	Santa Fe River and Rail Trails	$89,160
2012	State	Santa Fe River and Rail Trails	$4,899
2009	State	Santa Fe River Trail	$224,070
2010	State	Santa Fe River Trail	$192,757
2011	State	Santa Fe River Trail	$331,928
2008	State	Tierra Contenta Spine Trail	$94,130
2008	County	Trails and Bike Paths	$1,975
2010	State	Trails	$30,000
2011	County	Trails and Bike Paths	$102,282
2013	State	Trails and Bike Paths	$11,634
2013	State	Trails and Bike Paths	$1,762
Total Funding, FY 2008-2013			$7,411,295

Source: City of Santa Fe Finance Department, February 20, 2014.

Potential Fee Schedule

The maximum park fees that can be adopted by the City based on this study are derived by multiplying the number of equivalent dwelling units (EDUs) represented by each dwelling unit by the net cost per EDU, as shown in Table 36.

Table 36. Park/Trail Net Cost Schedule

Land Use Type	Unit	EDU/ Unit	Net Cost/ EDU	Net Cost/ Unit
Single-Family Detached (avg.)	Dwelling	1.00	$1,552	$1,552
1,500 sq. ft. or less	Dwelling	0.89	$1,552	$1,381
1,501-2,000 sq. ft.	Dwelling	0.93	$1,552	$1,443
2,001-2,500 sq. ft.	Dwelling	1.02	$1,552	$1,583
2,501-3,000 sq. ft.	Dwelling	1.07	$1,552	$1,661
3,001 sq. ft. or more	Dwelling	1.14	$1,552	$1,769
Guest Unit, 750 sf or less	Dwelling	0.76	$1,552	$1,180
Multi-Family	Dwelling	0.87	$1,552	$1,350

Source: EDUs per unit from Table 27; net cost per EDU from Table 34.

Comparative Fees

The updated park/trail impact fees calculated in this report are compared with the City's current fees in Table 37. In general, the updated fees are significantly lower than the fees calculated in the 2008 study, due to higher credits for outstanding debt and grant funding. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are higher than the current adopted fees. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

Table 37. Park/Trail Impact Fee Comparisons

Land Use Type	Unit	2008 Net Cost/Unit	Adopted Fee (60%)	Updated Fee/Unit	% Change From 2008 Net Cost/Unit	% Change From Adopted Fee (60%)
Single Family Detached						
Up to 1,500 sq. ft.	Dwelling	$1,852	$1,111	$1,381	-25%	24%
1,501 - 2,000 sq. ft.	Dwelling	$2,023	$1,214	$1,443	-29%	19%
2,001 - 2,500 sq. ft.	Dwelling	$2,214	$1,328	$1,583	-29%	19%
2,501 - 3,000 sq. ft.	Dwelling	$2,299	$1,379	$1,661	-28%	20%
3,001 - 3,500 sq. ft.	Dwelling	$2,363	$1,418	$1,769	-25%	25%
3,501 - 4,000 sq. ft.	Dwelling	$2,406	$1,444	$1,769	-26%	23%
More than 4,000 sq. ft.	Dwelling	$2,491	$1,495	$1,769	-29%	18%
Multi-Family	Dwelling	$1,618	$971	$1,350	-17%	39%

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 36.

Potential Revenue

Under the updated fee structure, the City would expect to receive about $2.7 million in park/trail impact fees over the next seven years. This estimate assumes that the updated fees are adopted at the full net cost, that development occurs as anticipated in the Land Use Assumptions, that all new residential development in the Urban Area falls under the City's building permit authority, and that there are no residential fee waivers or reductions, other than for affordable housing.

Table 38. Potential Park/Trail Impact Fee Revenue, 2014-2020

Housing Type	Unit	New Units	Fee/ Unit	Potential Revenue
Single-Family Detached	Dwelling	1,488	$1,552	$1,969,898
Multi-Family	Dwelling	612	$1,350	$704,749
Total				$2,674,647

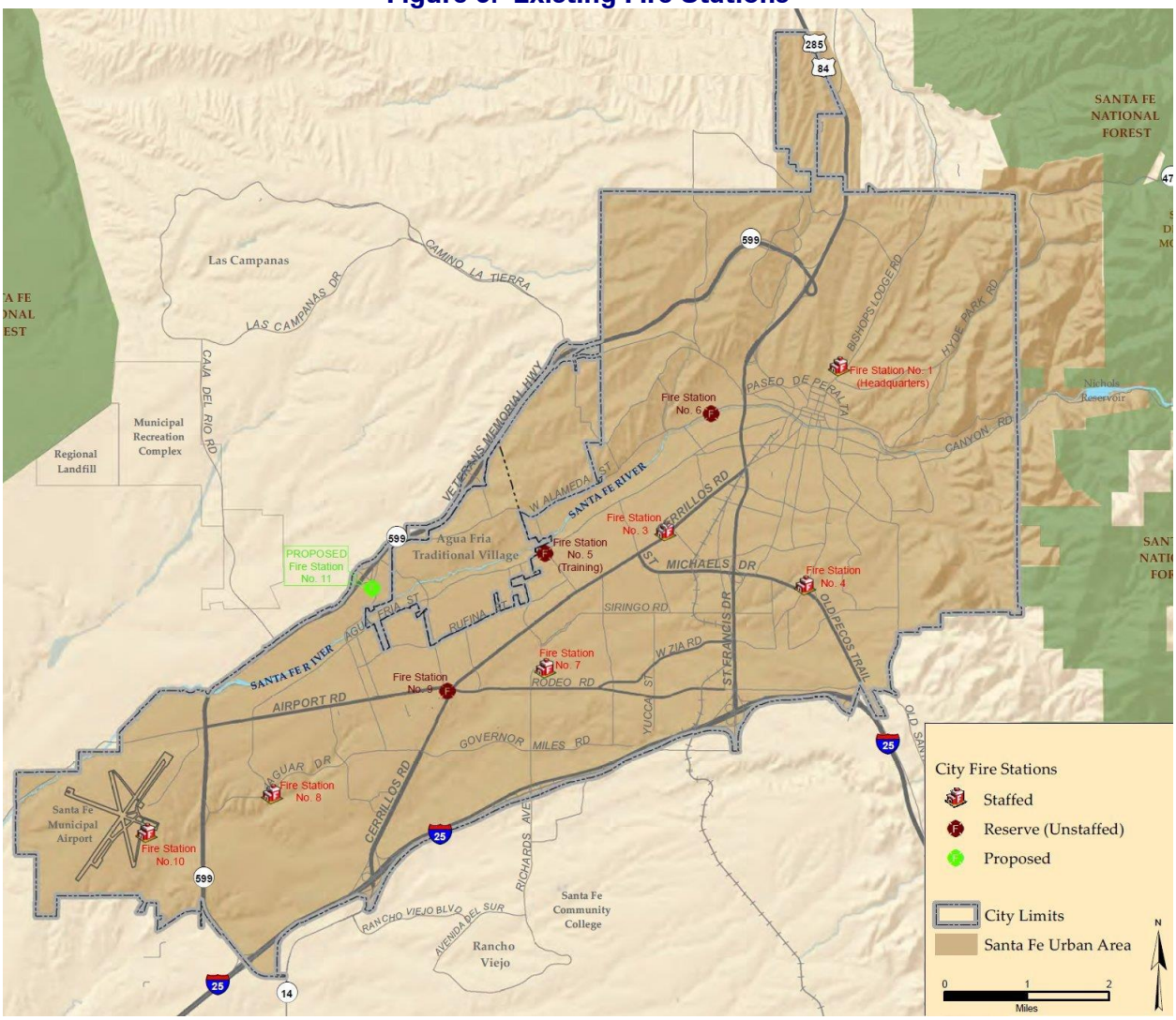
Source: New units from Table 28; fee per unit from Table 34; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014.

FIRE/EMS

This section updates the City of Santa Fe fire/EMS impact fee. The scope of this update incorporates all eligible firefighting equipment as defined in the New Mexico Development Fees Act, which authorizes cities to establish impact fees for "buildings for fire, police and rescue, and essential equipment costing $10,000 or more and having a ten-year life expectancy."

The City of Santa Fe Fire Department operates five primary fire stations, one airport station that houses the aircraft rescue and firefighting apparatus, two supplemental facilities and a repair service center/ training facility. The existing fire/EMS facilities are shown in Figure 6.

Figure 6. Existing Fire Stations



Supplemental facilities provide back-up for the primary facilities. One of the supplemental facilities, located on West Alameda Street, is primarily a Police Department substation; the Fire Department uses it for the staging of an additional fire truck that can be used in the event of a major fire. The

other supplemental facility, located on Camino Entrada, was originally a primary fire station, but became a supplemental facility upon completion of the new Station #8 on Jaguar Drive. Fire Station #10 is located at the airport, and consists of one fire truck located in aircraft hangar space that is provided to the Fire Department.

In addition to fire suppression, the Fire Department provides emergency medical services (EMS), enforces City fire codes, reviews building plans, investigates fires and provides fire safety and injury prevention education. The Department is also responsible for response to and initial mitigation of reported hazardous materials incidents, technical rescues that include high angle rescue, trench rescue, swift-water rescue and building collapse and Wildland Urban Interface Fires to initiate incident command and initial fire attack.

Service Area

While fire and rescue units and ambulances may be dispatched from a station primarily to calls within that station's fire district, which is the station's primary response area, these units also respond to calls in neighboring districts when needed. In addition, the headquarters and training facilities are centralized. Consequently, fire/EMS facilities constitute an interrelated system that provides service throughout the City's jurisdiction, which is appropriately defined as a single service area.

Service Unit

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for fire/EMS service. This common unit of measurement is referred to as a "service unit." Service units create the link between the supply of fire capital facilities and the demand for such facilities generated by new development.

The two most common methodologies used in calculating fire/EMS impact fees are the "calls-for-service" approach and the "functional population" approach. While annual call data are available for fire/EMS calls, this study continues to use functional population. Typically, the majority of fire calls are responses to emergencies, which are associated with the presence of people, rather than structural fires. In addition, almost 40 percent of calls in Santa Fe's Fire Department are not directly attributed to a land use; such calls are likely responses to motor-vehicle accidents, which are related to movement between land uses.

The functional population approach is a more generalized approach than calls-for-service, and it presumes that the demand for fire services is strongly related to the presence of people at the site of a land use. Functional population is analogous to the concept of "full-time equivalent" employees. It represents the number of "full-time equivalent" people present at the site of a land use, and it is used for the purpose of determining the impact of a particular development on the need for fire facilities. For residential development, functional population is simply average household size times the percent of time people are assumed to spend at home. For nonresidential development, functional population is based on a formula that factors trip generation rates, average vehicle occupancy and average number of hours spent by visitors at a land use. Functional population multipliers by land use type and total existing and projected functional population for the Urban Area are presented in Appendix C.

Cost per Service Unit

Fire/EMS impact fees are designed to charge new development the cost of providing the same level of service that is provided to existing development. The existing level of service for fire/EMS facilities is based on the replacement cost of existing facilities. The replacement cost of the existing Fire Department facilities can be determined based on the most recent construction costs related to the construction of Station No. 3. Based on the actual construction cost, this station cost $294 per square foot. However, because this station required a significant amount of site work, the Department estimates that the two new stations will cost somewhat less, about $238 per square foot. The total building and land replacement cost for the Fire Department's existing City-owned facilities is $19.4 million, as shown in Table 39.

Table 39. Fire/EMS Facility Replacement Cost

Station No.	Address	Building Sq. Feet	Land Acres	Building Value	Land Value	Total Value
1	200 Murales Road	11,440	1.20	$2,718,373	$204,000	$2,922,373
3A	1751 Cerrillos Road	3,124	1.00	$742,325	n/a	$742,325
3	1751 Cerrillos Road	10,605	1.00	$2,519,960	$189,600	$2,709,560
4	1130 Arroyo Chamiso	8,242	1.00	$1,958,464	$169,600	$2,128,064
5	1130 Siler Road	10,156	5.00	$2,413,269	$749,000	$3,162,269
6	1030 W. Alameda	470	0.20	$111,681	$34,000	$145,681
7	2391 Richards Ave	14,440	2.25	$3,431,233	$382,500	$3,813,733
8	6796 Jaguar Drive	10,241	2.52	$2,433,466	$342,000	$2,775,466
9	2501 Camino Entrada	2,100	3.00	$499,002	$540,000	$1,039,002
10	121 Aviation Drive (leased)	n/a	n/a	n/a	n/a	n/a
Total		70,818	17.17	$16,827,773	$2,610,700	$19,438,473

Source: Building square feet from City of Santa Fe Fire Department, November 4, 2013; land and land value from City of Santa Fe Fire Department, March 13, 2014; building value based on $237.62 per square foot from City of Santa Fe Fire Department, November 4, 2013.

The New Mexico Development Fees Act authorizes the use of impact fees for all essential fire-fighting and EMS equipment costing $10,000 or more and having a life expectancy of at least ten years. Table 40 lists the current capital equipment that is eligible for impact fee funding under the New Mexico Development Fees Act. The total replacement cost for eligible equipment is $8.3 million.

Table 40. Fire/EMS Equipment Replacement Cost

Apparatus/Equipment	Units	Cost per Unit	Total Cost
Pumper	8	$450,000	$1,500,000
Quint	3	$750,000	$1,400,000
Ambulance	10	$175,000	$175,000
Rescue Vehicle	1	$750,000	$175,000
Brush Truck	3	$160,000	$2,800,000
Haz. Mat. Truck & Trailer	1	$550,000	$1,100,000
Pump Simulator	1	$90,000	$750,000
Tire Machine	1	$10,000	$280,000
Posi-Check	1	$15,000	$90,000
Service Truck	1	$65,000	$10,000
Total Replacement Cost			$8,280,000

Source: Fire/EMS equipment, number of units and cost per unit from City of Santa Fe Fire Department, November 4, 2013.

The fire/EMS impact fee is based on the replacement value of existing capital facilities divided by the total number of service units associated with the City's functional population. As shown in Table 41, the replacement cost for fire and EMS facilities and equipment is $299 per service unit.

Table 41. Fire/EMS Cost Per Service Unit

Fire/EMS Facility Replacement Cost	$19,438,473
Fire/EMS Equipment Replacement Cost	$8,280,000
Total Fire/EMS Replacement Cost	$27,718,473
÷ Existing Functional Population	92,577
Fire/EMS Cost per Functional Population	$299

Source: Fire/EMS facility replacement cost from Table 39; fire/EMS equipment replacement cost from Table 40; existing functional population from Table 69.

Capital Facilities Plan

The magnitude of growth-related fire/EMS capital needs can be estimated by multiplying the anticipated growth in service units associated by the existing level of service cost per unit. As shown in Table 42, this results in estimated fire/EMS capital improvement needs over the next seven years of about $1.4 million.

Table 42. Fire/EMS Capital Needs, 2014-2020

New Functional Population, 2014-2020	4,557
x Fire/EMS Cost per Functional Population	$299
Fire/EMS Capital Needs, 2014-2020	$1,362,543

Source: New functional population Table 69, Appendix C; cost per functional population from Table 41.

According to the Fire Department, existing fire/EMS facilities and equipment are only marginally adequate based on the population served, travel distance, and call volume. Current plans call for the construction of one or two additional fire stations over the next seven years to better serve the expanding southern and southwestern areas, and to remodel and expand Station No. 5. New fire-fighting apparatus will be needed to equip the proposed stations.

As summarized in Table 82 in Appendix G, planned fire/EMS improvements identified and eligible to receive impact fee funding over the next seven years total about $7.4 million. All of the identified improvements would be eligible for funding with fire/EMS impact fees. However, only about 18% of the planned project costs can be attributed to projected growth over the next seven years, based on the Land Use Assumptions and the existing level of service.

Net Cost per Service Unit

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past fire/EMS facility improvements.

The City of Santa Fe has some outstanding debt for past fire/EMS capital improvements, including construction of a fire station and purchase of fire apparatus. As shown in Table 43, dividing the outstanding debt by existing service units results in the debt credit per service unit. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

Table 43. Fire/EMS Debt Credit

Total Outstanding Eligible Debt	$3,895,495
÷ Existing Functional Population	92,577
Fire/EMS Debt Credit per Functional Population	$42

Source: Outstanding fire-related debt from Table 74 in Appendix E; existing functional population from Table 69, Appendix C.

The City has received some grants for fire protection, EMS and related services in recent years. However, some of these grants were for operating costs, or for equipment that is not eligible for impact fee funding under the Development Fees Act. Deducting the amounts for operational costs or minor equipment, the eligible grant amounts received over last six years for impact fee-eligible capital totaled $2.6 million, as shown in Table 44.

Table 44. Fire/EMS Grant Funding, FY 2008-2013

Fiscal Year	Funding Source	Project Description	Amount
2008	Federal	Assistance to Firefighters Grant	$137,167
2008	State	Fire Protection	$471,847
2009	State	Fire Protection	$461,076
2010	State	Fire Protection	$398,504
2011	State	Fire Protection	$616,322
2009	State	Fire Station #3	$138,600
2009	State	Fire Station #3	$346,500
2009	State	Emergency Medical Service	$20,000
2010	State	Emergency Medical Service	$29,000
Total Funding, FY 2008-2013			$2,619,016

Source: City of Santa Fe Finance Department, February 20, 2014.

Assuming that the grant funding received over the last six years for impact fee-eligible fire/EMS capital improvements will continue to increase proportional to the amount of development in Santa Fe, the City will receive the present value equivalent of $69 per service unit over the next 25 years, as shown in Table 45.

Table 45. Fire/EMS Grant Funding Credit Per Service Unit

Federal and State Funding for Capacity, FY 2008-2013	$2,619,016
÷ Years in Funding Period	6
Annual Federal/State Capacity Funding	$436,503
÷ Existing Functional Population	92,577
Annual Federal/State Funding per Functional Population	$4.72
x Net Present Value Factor (25 years)	14.68
Federal/State Funding Credit per Functional Population	$69

Source: Grant funding from Table 44; existing functional population from Table 69 in Appendix C; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at http://www.federalreserve.gov/releases/h15/data/Monthly.

Deducting the credits for outstanding debt and grants from the capital cost yields the net fire/EMS cost per service unit, as summarized in Table 46.

Table 46. Fire/EMS Net Cost Per Service Unit

Fire/EMS Cost per Functional Population	$299
– Debt Credit per Functional Population	-$42
– Grant Funding Credit per Functional Population	-$69
Fire/EMS Net Cost per Functional Population	$188

Source: Cost from Table 41; debt credit from Table 43; grant credit from Table 44.

Potential Fee Schedule

The maximum fire/EMS impact fees that may be charged by the City of Santa Fe based on the data, assumptions and methodology used in this report are shown in Table 47.

Table 47. Fire/EMS Net Cost Schedule

Land Use Type	Unit	Func. Pop/ Unit	Net Cost/ Func. Pop.	Net Cost/ Unit
Single-Family Detached (avg.)	Dwelling	1.314	$188	$247
1,500 sq. ft. or less	Dwelling	1.170	$188	$220
1,501-2,000 sq. ft.	Dwelling	1.224	$188	$230
2,001-2,500 sq. ft.	Dwelling	1.338	$188	$252
2,501-3,000 sq. ft.	Dwelling	1.410	$188	$265
3,001 sq. ft. or more	Dwelling	1.500	$188	$282
Guest Unit, 750 sf or less	Dwelling	0.996	$188	$187
Multi-Family	Dwelling	1.140	$188	$214
Mobile Home/RV Park	Space	1.824	$188	$343
Retail/Commercial	1,000 sq. ft.	2.041	$188	$384
Office	1,000 sq. ft.	0.959	$188	$180
Industrial	1,000 sq. ft.	0.416	$188	$78
Warehousing	1,000 sq. ft.	0.180	$188	$34
Mini-Warehouse	1,000 sq. ft.	0.167	$188	$31
Public/Institutional	1,000 sq. ft.	0.863	$188	$162

Source: Functional population per unit from Table 68 in Appendix C; net cost per functional population from Table 46.

Comparative Fees

The updated fire/EMS impact fees calculated in this report are compared with the City's current fees in in Table 48. In general, the updated fees are slightly higher than the fees calculated in the 2008 study for residential and retail uses and lower for other nonresidential uses. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are significantly higher than the current adopted fees most land uses other than warehouse and mini-warehouse. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

Table 48. Fire/EMS Impact Fee Comparisons

Land Use Type	Unit	2008 Net Cost/Unit	Adopted Fee (60%)	Updated Fee/Unit	% Change From 2008 Net Cost/Unit	% Change From Adopted Fee (60%)
Single Family Detached						
Up to 1,500 sq. ft.	Dwelling	$209	$125	$220	5%	76%
1,501 - 2,000 sq. ft.	Dwelling	$227	$136	$230	1%	69%
2,001 - 2,500 sq. ft.	Dwelling	$250	$150	$252	1%	68%
2,501 - 3,000 sq. ft.	Dwelling	$258	$155	$265	3%	71%
3,001 - 3,500 sq. ft.	Dwelling	$265	$159	$282	6%	77%
3,501 - 4,000 sq. ft.	Dwelling	$271	$163	$282	4%	73%
More than 4,000 sq. ft.	Dwelling	$281	$169	$282	0%	67%
Multi-Family	Dwelling	$183	$110	$214	17%	95%
Retail/Commercial	1,000 sq. ft.	$368	$221	$384	4%	74%
Office	1,000 sq. ft.	$207	$124	$180	-13%	45%
Industrial	1,000 sq. ft.	$124	$74	$78	-37%	5%
Warehouse	1,000 sq. ft.	$78	$47	$34	-56%	-28%
Mini-Warehouse	1,000 sq. ft.	$78	$47	$31	-60%	-34%
Public/Institutional	1,000 sq. ft.	$207	$124	$162	-22%	31%

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 47.

Potential Revenue

If adopted at the full updated amounts, the fire/EMS impact fees could generate $0.77 million over the next seven years, based on the development projected in the Land Use Assumptions, as shown in Table 49. These revenue projections assume no residential waivers or fee reductions, other than for affordable housing.

Table 49. Potential Fire/EMS Impact Fee Revenue, 2014-2020

Land Use Type	Unit	New Units	Fee/ Unit	Potential Revenue
Single-Family Detached	Dwelling	1,488	$247	$313,508
Multi-Family	Dwelling	612	$214	$111,716
Subtotal, Residential				$425,224
Retail/Commercial	1,000 sq. ft.	700	$384	$268,800
Office	1,000 sq. ft.	350	$180	$63,000
Industrial/Warehouse	1,000 sq. ft.	105	$56	$5,880
Public/Institutional	1,000 sq. ft.	70	$162	$11,340
Subtotal, Nonresidential				$349,020
Total				$774,244

Source: New units from Table 5; fee/unit from Table 47; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014..

POLICE

This section updates the City of Santa Fe police impact fee. The Santa Fe Police Department was originally founded in 1851, and is responsible for upholding the law within the jurisdictional boundaries of the City of Santa Fe. The Police Department utilizes the "community policing" concept by operating two neighborhood community substations. Current substations include the Administrative Complex at Siringo Road and the West Alameda station. The West Alameda substation is a shared facility; the Fire Department stages a fire truck at this facility for use in cases of emergencies. In addition to utilizing community substations, the Police Department maintains two other facilities, the main headquarters and the professional standards/internal affairs building.

Service Area

While police substations do have a primary response area, officers respond to calls on a community-wide basis. In addition, the headquarters and training facilities are centralized. Consequently, police facilities constitute an interrelated system that provides service throughout the City's jurisdiction, which, combined with the City's Urban Area, is appropriately defined as a single service area.

Service Unit

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for police protection. This common unit of measurement is referred to as a "service unit." Service units create the link between the supply of capital facilities and the demand for such facilities generated by new development.

The two most common methodologies used in calculating police impact fees are the "calls-for-service" approach and the "functional population" approach. While annual call data are available for police calls, this study uses functional population in order to allocate police capital costs among more specific land-use categories. The functional population approach is a more generalized approach than calls-for-service, and it presumes that the demand for police services is strongly related to the presence of people at the site of a land use. Functional population is analogous to the concept of "full-time equivalent" employees. It represents the number of "full-time equivalent" people present at the site of a land use, and it is used for the purpose of determining the impact of a particular development on the need for police facilities. For residential development, functional population is simply average household size times the percent of time people are assumed to spend at home. For nonresidential development, functional population is based on a formula that factors trip generation rates, average vehicle occupancy and average number of hours spent by visitors at a land use. Functional population multipliers by land use type and total existing and projected functional population for the Urban Area are presented in Appendix C.

Cost per Service Unit

Police impact fees are designed to charge new development the cost of providing the same level of service that is provided to existing development. The existing level of service for police facilities is based on the replacement cost of existing facilities. The total building and land replacement cost for the Police Department's existing facilities is $10.45 million, as shown in Table 50.

Table 50. Police Facility Replacement Cost

Station	Location	Building (sq. ft.)	Land (acres)	Building Value	Land Value	Total Value
Police Records	2651 Siringo Rd.	2,610	1.00	$430,650	$212,500	$643,150
Alameda Substation	1030 West Alameda St	760	0.90	$125,400	$191,250	$316,650
Frenchy's Park Substation	2011 Agua Fria St.	558	0.20	$78,120	$40,000	$118,120
Internal Affairs	2509 Camino Entrada	1680	0.60	$277,200	$112,500	$389,700
Police Headquarters	2515 Camino Entrada	25,560	2.30	$4,734,900	$2,761,875	$7,496,775
Police Evidence Impound Lot	4201 Huey Road	3,684	1.18	$1,300,000	$184,994	$1,484,994
Total		34,852	6.18	$6,946,270	$3,503,119	$10,449,389

Source: City of Santa Fe Facility Division, November 4, 2013.

The New Mexico Development Fees Act authorizes the use of impact fees for all essential police equipment costing $10,000 or more and having a life expectancy of at least ten years. The table below lists the current capital equipment that is eligible for impact fee funding under the New Mexico Development Fees Act. As shown in Table 51, the total replacement cost for eligible equipment is $2.02 million.

Table 51. Police Equipment Replacement Cost

Major Equipment	Total Cost
Firearms Training System	$91,000
Firearms Moving Target System	$14,000
SWAT Rescue Truck	$55,000
SWAT Equipment	$390,000
EOD Equipment	$663,000
FARBER Mobile Command Post	$600,000
Mobile Crime Scene Truck	$202,674
Total	$2,015,674

Source: City of Santa Fe Police Department, November 4, 2013.

The police protection impact fee is based on the replacement value of existing capital facilities divided by the total number of service units associated with the City's functional population. As shown in Table 52, the replacement cost for police facilities and equipment is $135 per service unit.

Table 52. Police Cost Per Service Unit

Police Facility Replacement Cost	$10,449,389
Police Equipment Replacement Cost	$2,015,674
Total Police Replacement Cost	$12,465,063
÷ Existing Functional Population	92,577
Police Cost per Functional Population	$135

Source: Police facility replacement cost from Table 50; police equipment replacement cost from Table 51; existing functional population from Table 69 in Appendix C.

Capital Facilities Plan

The magnitude of growth-related police protection capital needs can be estimated by multiplying the anticipated growth in service units by the existing level of service cost per unit. As shown in Table 53, this results in estimated police protection capital improvement needs over the next seven years of about $0.6 million.

Table 53. Police Capital Needs, 2014-2020

New Functional Population, 2014-2020	4,557
x Police Cost per Functional Population	$135
Police Capital Needs, 2014-2020	$615,195

Source: New functional population Table 69, Appendix C; cost per functional population from Table 52.

According to the Police Department, existing police facilities and equipment are only marginally adequate based on the population served and call volume. Current plans call for the construction of a new substation, expansion of professional standards and records facilities, and Phase III of the addition to the main police facility over the next seven years.

As summarized in Table 83 in Appendix G, planned police improvements identified and eligible to receive impact fee funding over the next seven years total about $0.65 million. All of the identified improvements would be eligible for funding with police impact fees. However, only about 95% of the planned project costs can be attributed to projected growth over the next seven years, based on the Land Use Assumptions and the existing level of service.

Net Cost per Service Unit

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past police facility improvements.

The City of Santa Fe has some outstanding debt for past police protection capital improvements. As shown in Table 54, dividing the outstanding debt by existing service units results in the debt credit per service unit. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

Table 54. Police Debt Credit

Total Outstanding Eligible Debt	$2,465,460
÷ Existing Functional Population	92,577
Police Debt Credit per Functional Population	$27

Source: Outstanding police-related debt from Table 74 in Appendix E; existing functional population from Table 69, Appendix C.

The City has received some grants for police protection in recent years. However, some of these grants were for operating costs, or for equipment that is not eligible for impact fee funding under the Development Fees Act. Deducting the amounts for operational costs or minor equipment, the eligible grant amounts received over last six years for impact fee-eligible capital totaled $1.1 million, as shown in Table 55.

Table 55. Police Grant Funding, FY 2008-2013

Fiscal Year	Funding Source	Project Description	Amount
2008	State	Public Safety Building (Police Main Facility)	$691,502
2009	State	Public Safety Building (Police Main Facility)	$298,498
2013	State	Santa Fe Police Station	$107,766
Total Funding, FY 2008-2013			$1,097,766

Source: City of Santa Fe Finance Department, February 20, 2014.

Assuming that the grant funding received over the last six years for impact fee-eligible police protection capital improvements will continue to increase proportional to the amount of development in Santa Fe, the City will receive the present value equivalent of $29 per service unit over the next 25 years, as shown in Table 56.

Table 56. Police Grant Funding Credit Per Service Unit

Federal and State Funding for Capacity, FY 2008-2013	$1,097,766
÷ Years in Funding Period	6
Annual Federal/State Capacity Funding	$182,961
÷ Existing Functional Population	92,577
Annual Federal/State Funding per Functional Population	$1.98
x Net Present Value Factor (25 years)	14.68
Federal/State Funding Credit per Functional Population	$29

Source: Grant funding from Table 55; existing functional population from Table 69 in Appendix C; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at http://www.federalreserve.gov/releases/h15/data/Monthly.

Deducting the credits for outstanding debt and grants from the capital cost yields the net police cost per service unit, as summarized in Table 57.

Table 57. Police Net Cost Per Service Unit

Police Cost per Functional Population	$135
– Debt Credit per Functional Population	-$27
– Grant Funding Credit per Functional Population	-$29
Police Net Cost per Functional Population	$79

Source: Cost from Table 52; debt credit from Table 54; grant credit from Table 55.

Potential Fee Schedule

The maximum police impact fees that may be charged by the City of Santa Fe based on the data, assumptions and methodology used in this report are shown in Table 58.

Table 58. Police Net Cost Schedule

Land Use Type	Unit	Func. Pop/ Unit	Net Cost/ Func. Pop.	Net Cost/ Unit
Single-Family Detached (avg.)	Dwelling	1.314	$79	$104
1,500 sq. ft. or less	Dwelling	1.170	$79	$92
1,501-2,000 sq. ft.	Dwelling	1.224	$79	$97
2,001-2,500 sq. ft.	Dwelling	1.338	$79	$106
2,501-3,000 sq. ft.	Dwelling	1.410	$79	$111
3,001 sq. ft. or more	Dwelling	1.500	$79	$119
Guest Unit, 750 sf or less	Dwelling	0.996	$79	$79
Multi-Family	Dwelling	1.140	$79	$90
Mobile Home/RV Park	Space	1.824	$79	$144
Retail/Commercial	1,000 sq. ft.	2.041	$79	$161
Office	1,000 sq. ft.	0.959	$79	$76
Industrial	1,000 sq. ft.	0.416	$79	$33
Warehousing	1,000 sq. ft.	0.180	$79	$14
Mini-Warehouse	1,000 sq. ft.	0.167	$79	$13
Public/Institutional	1,000 sq. ft.	0.863	$79	$68

Source: Functional population per unit from Table 68 in Appendix C; net cost per functional population from Table 57.

Comparative Fees

The updated police impact fees calculated in this report are compared with the City's current fees in in Table 59. In general, the updated fees are higher than the fees calculated in the 2008 study for residential and retail uses and the same or lower for other nonresidential uses. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are significantly higher than the current adopted fees for all land uses other than warehouse and mini-warehouse.

Table 59. Police Impact Fee Comparisons

					% Change From	
Land Use Type	Unit	2008 Net Cost/Unit	Adopted Fee (60%)	Updated Fee/Unit	2008 Net Cost/Unit	Adopted Fee (60%)
Single Family Detached						
Up to 1,500 sq. ft.	Dwelling	$74	$44	$92	24%	109%
1,501 - 2,000 sq. ft.	Dwelling	$80	$48	$97	21%	102%
2,001 - 2,500 sq. ft.	Dwelling	$89	$53	$106	19%	100%
2,501 - 3,000 sq. ft.	Dwelling	$91	$55	$111	22%	102%
3,001 - 3,500 sq. ft.	Dwelling	$94	$56	$119	27%	113%
3,501 - 4,000 sq. ft.	Dwelling	$96	$58	$119	24%	105%
More than 4,000 sq. ft.	Dwelling	$99	$59	$119	20%	102%
Multi-Family	Dwelling	$65	$39	$90	38%	131%
Retail/Commercial	1,000 sq. ft.	$130	$78	$161	24%	106%
Office	1,000 sq. ft.	$73	$44	$76	4%	73%
Industrial	1,000 sq. ft.	$44	$26	$33	-25%	27%
Warehouse	1,000 sq. ft.	$27	$16	$14	-48%	-13%
Mini-Warehouse	1,000 sq. ft.	$27	$16	$13	-52%	-19%
Public/Institutional	1,000 sq. ft.	$73	$44	$68	-7%	55%

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 58.

Potential Revenue

If adopted at the full updated amounts, police impact fees could generate $0.33 million over the next seven years, based on the development projected in the Land Use Assumptions, as shown in Table 60. These revenue projections assume no residential waivers or fee reductions, other than for affordable housing.

Table 60. Potential Police Impact Fee Revenue, 2014-2020

Land Use Type	Unit	New Units	Fee/ Unit	Potential Revenue
Single-Family Detached	Dwelling	1,488	$104	$132,003
Multi-Family	Dwelling	612	$90	$46,983
Subtotal, Residential				$178,986
Retail/Commercial	1,000 sq. ft.	700	$161	$112,700
Office	1,000 sq. ft.	350	$76	$26,600
Industrial/Warehouse	1,000 sq. ft.	105	$24	$2,520
Public/Institutional	1,000 sq. ft.	70	$68	$4,760
Subtotal, Nonresidential				$146,580
Total				$325,566

Source: New units from Table 5; fee/unit from Table 58; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014..

APPENDIX A: ROAD INVENTORY

Table 61. Major Roadway Inventory

Street Name	Street Segment	Lns	Mi.	Cap.	AADT	VMC	VMT
Agua Fria	Airport-Jemez	2	1.61	14,800	6,125	23,828	9,861
Agua Fria	Jemez-Lopez	2	0.98	14,800	3,257	14,504	3,192
Agua Fria	Lopez-Henry Lynch	2	1.23	14,800	11,900	18,204	14,637
Agua Fria	Henry Lynch-Siler	2	0.38	14,800	11,900	5,624	4,522
Agua Fria	Siler-Osage	2	1.08	14,800	13,033	15,984	14,076
Agua Fria	Osage-Cam. Alire	2	1.17	14,800	12,003	17,316	14,044
Agua Fria	Cam. Alire-St Francis	2	0.57	14,800	10,225	8,436	5,828
Agua Fria	St Francis-Guadalupe	2	0.57	14,800	6,100	8,436	3,477
Airport Rd	NM 599-Agua Fria Rd	4	0.52	32,400	10,800	16,848	5,616
Airport Rd	Agua Fria Rd-Country Club	4	0.50	32,400	17,200	16,200	8,600
Airport Rd	Country Club-S Meadows Rd	4	1.00	32,400	17,200	32,400	17,200
Airport Rd	S Meadows-Jemez Rd	4	0.12	32,400	28,012	3,888	3,361
Airport Rd	Jemez Rd-Cerrillos	4	0.91	32,400	28,012	29,484	25,491
Alameda	NM 599-Chicoma Vista	2	0.95	14,800	1,050	14,060	998
Alameda	Chicoma Vista-Calle Nopal	2	1.42	14,800	5,300	21,016	7,526
Alameda	Calle Nopal-Cam. Alire	2	0.95	14,800	6,400	14,060	6,080
Alameda	Cam. Alire-St Francis	2	0.85	14,800	11,404	12,580	9,693
Alameda	St Francis-Guadalupe	2	0.57	14,800	8,050	8,436	4,589
Alameda	Guadalupe-Paseo de Peralta	2	0.66	14,800	3,800	9,768	2,508
Alameda	Paseo de Peralta-Canyon Rd	2	0.95	14,800	3,800	14,060	3,610
Alta Vista	Cerrillos-St Francis	2	0.38	14,800	3,056	5,624	1,161
Alta Vista	St Francis-Galisteo	2	0.51	14,800	3,056	7,548	1,559
Armenta	Old Pecos Trail-Cam. Corrales	2	0.25	14,800	2,592	3,700	648
Baca Street	Hickox-Cerrillos	2	0.57	14,800	6,865	8,436	3,913
Bishop's Lodge Rd	Paseo Peralta-Cam. Encantado	2	1.70	14,800	2,169	25,160	3,687
Bishop's Lodge Rd	Cam. Encantado-City Limits	2	1.04	14,800	2,430	15,392	2,527
Botulph Rd	Siringo Rd-Zia St	2	0.40	14,800	4,200	5,920	1,680
Botulph Rd	Zia-St Michael's	2	0.85	14,800	4,200	12,580	3,570
Camino Carlos Rey	Gov. Miles-Rodeo	2	0.76	14,800	3,900	11,248	2,964
Camino Carlos Rey	Rodeo-Zia	4	0.09	32,400	4,200	2,916	378
Camino Carlos Rey	Zia-Siringo	2	0.85	14,800	5,600	12,580	4,760
Camino Carlos Rey	Siringo-Cerrillos	2	0.47	14,800	11,300	6,956	5,311
Camino Alire	Alameda-Agua Fria	2	0.38	14,800	7,137	5,624	2,712
Camino Cabra	Cam. Cruz Blanca-Canyon	2	0.66	14,800	*3,000*	9,768	1,980
Camino Cruz Blanca	Cam. Monte Sol-Cam. Cabra	2	0.38	14,800	*3,000*	5,624	1,140
Camino del Monte Sol	Cam. Cruz Blanca-Old Santa Fe	2	0.15	14,800	4,337	2,220	651
Cerrillos Rd	Beckner-Jaguar	6	1.14	50,000	25,650	57,000	29,241
Cerrillos Rd	Jaguar-Airport	6	0.85	50,000	26,458	42,500	22,489
Cerrillos Rd	Airport-Richards	6	1.17	50,000	45,991	58,500	53,809
Cerrillos Rd	Richards-St Michael's	6	1.65	50,000	46,375	82,500	76,519
Cerrillos Rd	St Michael's-2nd St	4	0.50	32,400	35,100	16,200	17,550
Cerrillos Rd	2nd St-Alta Vista	4	0.60	32,400	33,700	19,440	20,220
Cerrillos Rd	Alta Vista-St Francis	4	0.54	32,400	28,903	17,496	15,608
Cerrillos Rd	St Francis-Galisteo	4	0.76	32,400	9,250	24,624	7,030

Table 61. Continued

Street Name	Street Segment	Lns	Mi.	Cap.	AADT	VMC	VMT
Cordova	Cerrillos-St Francis	4	0.27	32,400	19,356	8,748	5,226
Cordova	St Francis-Don Diego	4	0.28	32,400	9,017	9,072	2,525
Cordova	Don Diego-Old Pecos Trail	4	0.80	32,400	9,017	25,920	7,214
Country Club	Airport-Jaguar	2	0.76	14,800	5,400	11,248	4,104
Galisteo	St Michael's-Cordova	2	0.95	14,800	9,350	14,060	8,883
Galisteo	Cordova-Alameda	2	0.95	14,800	3,216	14,060	3,055
Galisteo	Zia-Rodeo	2	0.73	14,800	3,306	10,804	2,413
Governor Miles	Cerrillos-Walking Sky	2	1.00	14,800	2,829	14,800	2,829
Governor Miles	Walking Sky-Richards	2	0.74	14,800	1,900	10,952	1,406
Governor Miles	Richards-Cliff Palace	2	0.57	14,800	11,250	8,436	6,413
Governor Miles	Cliff Palace-Cam. Carlos Rey	2	0.38	14,800	11,250	5,624	4,275
Guadalupe	Cerrillos-Alameda	2	0.57	14,800	10,661	8,436	6,077
Guadalupe	Alameda-Paseo de Peralta	4	0.38	32,400	14,709	12,312	5,589
Guadalupe	Paseo de Peralta-84/285	4	0.38	32,400	14,709	12,312	5,589
Henry Lynch Rd	Rufina-Agua Fria	2	0.47	14,800	3,700	6,956	1,739
Hickox St	Agua Fria-St Francis	2	0.57	14,800	8,800	8,436	5,016
Hyde Park Rd	Bishop's Lodge-Gonzales	2	1.38	14,800	4,050	20,424	5,589
Hyde Park Rd	Gonzales-City Limits	2	1.70	14,800	3,150	25,160	5,355
Jaguar Dr	NM599-Country Club	2	1.33	14,800	*3,000*	19,684	3,990
Jaguar Dr	Country Club-S Meadows	2	1.14	14,800	5,942	16,872	6,774
Jaguar Dr	S Meadows-Cerrillos	2	0.38	14,800	*3,000*	5,624	1,140
Jemez Rd	Agua Fria-Airport	2	0.80	14,800	3,477	11,840	2,782
Llano	Siringo-St Michaels	2	0.53	14,800	4,876	7,844	2,584
Lopez Ln.	Agua Fria-Airport	2	1.10	14,800	5,300	16,280	5,830
Old Pecos Trail	Rodeo Rd-Arroyo Chamiso	4	1.52	32,400	11,040	49,248	16,781
Old Pecos Trail	Arroyo Chamiso-Cordova	2	0.95	14,800	14,125	14,060	13,419
Old Pecos Trail	Cordova-Old Santa Fe Trail	2	0.42	14,800	7,382	6,216	3,100
Old Santa Fe Trail	City Limits-Zia Rd	2	1.14	14,800	2,746	16,872	3,130
Old Santa Fe Trail	Zia-Cam. del Monte Sol	2	1.08	14,800	2,550	15,984	2,754
Old Santa Fe Trail	Cam. del Monte Sol-Paseo Peralta	2	1.42	14,800	12,939	21,016	18,373
Osage	Agua Fria-Cerrillos	2	0.66	14,800	5,373	9,768	3,546
Pacheco St	Siringo-St Michael's	2	0.51	14,800	9,318	7,548	4,752
Pacheco St	St Michael's-Cam. Monte Rey	2	0.47	14,800	4,705	6,956	2,211
Pacheco St	Cam. de Monte Rey-Alta Vista	2	0.41	14,800	4,705	6,068	1,929
Paseo de Peralta	St Francis-Cerrillos	4	0.47	32,400	8,825	15,228	4,148
Paseo de Peralta	Cerrillos-Acequia Madre	4	0.63	32,400	16,350	20,412	10,301
Paseo de Peralta	Acequia Madre-Alameda	4	0.25	32,400	8,667	8,100	2,167
Paseo de Peralta	Alameda-Palace	2	0.15	14,800	9,200	2,220	1,380
Paseo de Peralta	Palace-Washington	2	0.32	14,800	8,050	4,736	2,576
Paseo de Peralta	Washington-St Francis	4	1.04	32,400	13,350	33,696	13,884
Paseo del Sol	Airport-Jaguar	2	0.75	14,800	11,200	11,100	8,400
Paseo del Sol	Jaguar-Herrera	2	0.25	14,800	*3,000*	3,700	750
Richards Ave	Rodeo-I-25	2	1.14	14,800	8,834	16,872	10,071
Richards Ave	Cerrillos-Rufina	4	0.32	32,400	8,090	10,368	2,589
Rodeo Rd	Cerillos-Richards	4	0.95	32,400	29,004	30,780	27,554
Rodeo Rd	Richards-Camino Carlos Rey	4	1.00	32,400	29,004	32,400	29,004
Rodeo Rd	Camino Carlos Rey-Galisteo	2	1.04	14,800	12,650	15,392	13,156
Rodeo Rd	Galisteo-Sawmill	4	0.28	32,400	8,025	9,072	2,247
Rodeo Rd	Sawmill-Old Pecos Trail	2	1.70	14,800	4,323	25,160	7,349

Table 61. Continued

Street Name	Street Segment	Lns	Mi.	Cap.	AADT	VMC	VMT
Rufina St	S Meadows Rd-Jemez	2	0.20	14,800	9,800	2,960	1,960
Rufina St	Jemez-Lopez	2	0.91	14,800	11,482	13,468	10,449
Rufina St	Lopez-Richards	2	1.40	14,800	5,850	20,720	8,190
Rufina St	Richards-Siler	2	0.55	14,800	5,016	8,140	2,759
Rufina St	Siler-Jorgensen Rd	2	0.25	14,800	9,800	3,700	2,450
San Mateo Rd	Calle Lorca-St Francis	2	0.42	14,800	3,200	6,216	1,344
San Mateo Rd	St Francis-Galisteo	2	0.47	14,800	4,450	6,956	2,092
San Mateo Rd	Galisteo-Old Pecos Trail	2	0.66	14,800	9,900	9,768	6,534
Second Street	Cerrillos-Calle Lorca	2	0.57	14,800	3,200	8,436	1,824
Siler Rd	Agua Fria-Cerrillos	4	0.64	32,400	15,250	20,736	9,760
Siler Rd	Agua Fria-West Alameda	2	0.40	14,800	*3,000*	5,920	1,200
Siringo Rd	Richards-Camino Carlos	2	0.91	14,800	7,700	13,468	7,007
Siringo Rd	Cam. Carlos Rey-Llano	2	0.63	14,800	12,504	9,324	7,878
Siringo Rd	Llano-St Francis	2	0.98	14,800	13,700	14,504	13,426
Siringo Rd	St Francis-Botulph	2	0.47	14,800	3,500	6,956	1,645
South Meadows	Jaguar-Airport	2	0.66	14,800	3,925	9,768	2,591
South Meadows	Airport-Agua Fria	2	0.80	14,800	3,800	11,840	3,040
South Meadows	Agua Fria-NM 599	2	1.00	14,800	*3,000*	14,800	3,000
St Francis	Rodeo-Siringo	4	0.95	32,400	45,212	30,780	42,951
St Francis	Siringo-San Mateo	4	0.70	32,400	43,687	22,680	30,581
St Francis	San Mateo-Cerrillos	6	0.98	50,000	42,162	49,000	41,319
St Francis	Cerrillos-Paseo de Peralta	6	0.28	50,000	44,850	14,000	12,558
St Francis	Paseo de Peralta-Agua Fria	6	0.20	50,000	37,300	10,000	7,460
St Francis	Agua Fria-Alameda	6	0.31	50,000	36,500	15,500	11,315
St Francis	Alameda-Alamo	6	0.57	50,000	20,450	28,500	11,657
St Francis	Alamo-NM599	6	1.33	50,000	33,450	66,500	44,489
St Francis	NM599-Tano Rd	4	0.76	32,400	37,800	24,624	28,728
St Francis	Tano Rd-1st Tesuque Exit	4	1.33	32,400	36,400	43,092	48,412
St Michael's Dr	Cerillos-St Francis	6	1.29	50,000	25,472	64,500	32,859
St Michael's Dr	St Francis-Old Pecos Trail	4	1.04	32,400	23,150	33,696	24,076
Yucca	Rodeo-Zia	2	0.40	14,800	5,000	5,920	2,000
Yucca	Zia-Siringo	2	0.63	14,800	5,322	9,324	3,353
Zafrano	Cerrillos-Rodeo	4	0.27	32,400	11,250	8,748	3,038
Zia Rd	Rodeo- St Francis	4	1.70	32,400	14,635	55,080	24,880
Zia Rd	St Francis-Botulph	2	0.51	14,800	3,674	7,548	1,874
Subtotal, Arterial Roads			95.84			2,140,736	1,216,683
2nd St	Cerrillos Rd-W San Mateo Rd	2	0.43	13,300	*1,700*	5,719	731
5th St	Cerrillos Rd-Saint Michaels Dr	2	0.43	13,300	3,711	5,719	1,596
5th St	Saint Michaels Dr-Siringo Rd	2	0.52	13,300	*1,700*	6,916	884
Acequia Madre	Paseo de Peralta-Garcia St	2	0.14	13,300	*1,700*	1,862	238
Acequia Madre	Garcia St-Camino del Monte Sol	2	0.48	13,300	*1,700*	6,384	816
Acequia Madre	Camino del Monte Sol-Canyon Rd	2	0.25	13,300	*1,700*	3,325	425
Alamo Dr	Camino de las Crucitas-Rio Vista St	2	0.47	13,300	*1,700*	6,251	799
Alamo Dr	Camino de las Crucitas-Rio Vista St	2	0.23	13,300	*1,700*	3,059	391
Alamo Dr	Rio Vista St-N St Francis Dr	2	0.07	13,300	*1,700*	931	119
Alamo Dr	N Saint Francis Dr-N Guadalupe St	2	0.13	13,300	*1,700*	1,729	221
Alto St	Camino Alire-N Saint Francis	2	0.72	13,300	*1,700*	9,576	1,224
Arroyo Chamiso Rd	Botulph Rd-Old Arroyo Chamiso Rd	2	0.28	13,300	*1,700*	3,724	476
Arroyo Chamiso Rd	Old Arroyo Chamiso Rd-St Michaels	2	0.30	13,300	*1,700*	3,990	510

Table 61. Continued

Street Name	Street Segment	Lns	Mi.	Cap.	AADT	VMC	VMT
Arroyo Chamiso Rd	Saint Michaels Dr-Old Pecos Trail	2	0.15	13,300	*1,700*	1,995	255
Ave de las Campanas	Siringo Rd-Rodeo Rd	2	0.84	13,300	*1,700*	11,172	1,428
Avenida Rincon	N Ridgetop Rd-NM 599	2	0.41	13,300	*1,700*	5,453	697
Avenida Rincon	NM 599-Calle David	2	0.63	13,300	*1,700*	8,379	1,071
Buckman Rd	Paseo Nopal-Camino de los Montoyas	2	1.60	13,300	*1,700*	21,280	2,720
Buckman Rd	Cam Los Montoyas-Cam Las Crucitas	2	0.12	13,300	*1,700*	1,596	204
Caja del Oro Grant Rd	Agua Fria St-Alameda Frontage Rd	2	0.81	13,300	4,550	10,773	3,686
Calle de Leon	Calle de Sebastian-Conejo Dr	2	0.20	13,300	*1,700*	2,660	340
Calle de Sebastian	Old Pecos Trail-Calle de Leon	2	0.40	13,300	*1,700*	5,320	680
Calle de Sebastian	Calle de Leon-E Zia Rd	2	0.37	13,300	*1,700*	4,921	629
Calle del Cielo	Siringo Rd-Cerrillos	2	0.26	13,300	2,499	3,458	650
Calle Estado	Bishops Lodge Rd-Old Taos Hwy	2	0.68	13,300	*1,700*	9,044	1,156
Calle Nopal	W Alameda St-Paseo de Vistas	2	0.34	13,300	*1,700*	4,522	578
Camino Carlos Real	Agua Fria St-W Alameda St	2	0.42	13,300	*1,700*	5,586	714
Camino Corrales	Fort Union Dr-Armenta St	2	0.57	13,300	*1,700*	7,581	969
Camino Corrales	Armenta St-Old Santa Fe Trail	2	0.15	13,300	*1,700*	1,995	255
Camino Corrales	Old Santa Fe Trail-Garcia St	2	0.18	13,300	*1,700*	2,394	306
Cam de las Crucitas	Buckman-Alamo Dr	2	2.03	13,300	*1,700*	26,999	3,451
Cam de las Crucitas	Alamo Dr-Rio Vista St	2	2.00	13,300	*1,700*	26,600	3,400
Cam de las Crucitas	Vista St-N Saint Francis Dr	2	0.13	13,300	*1,700*	1,729	221
Cam de los Arroyos	Zafarano Dr-Vegas Verde Dr	2	0.22	13,300	*1,700*	2,926	374
Cam de los Montoyas	Buckman-NM 599	2	0.53	13,300	*1,700*	7,049	901
Cam de los Montoyas	NM 599-Avenida de Sevilla	2	1.70	13,300	*1,700*	22,610	2,890
Camino Encantado	Circle Dr-Bishops Lodge Rd	2	0.97	13,300	1,781	12,901	1,728
Camino La Canada	Paseo de La Conquist.-Ave Chris. Colon	2	0.54	13,300	*1,700*	7,182	918
Canyon Rd	Garcia St-Camino del Monte Sol	2	0.48	13,300	2,106	6,384	1,011
Canyon Rd	Camino del Monte Sol-E Palace Ave	2	0.09	13,300	*1,700*	1,197	153
Canyon Rd	E Palace Ave-Acequia Madre	2	0.14	13,300	*1,700*	1,862	238
Canyon Rd	Acequia Madre-E Palace Ave	2	0.24	13,300	*1,700*	3,192	408
Canyon Rd	E Alameda St-Camino Cabra	2	0.10	13,300	*1,700*	1,330	170
Canyon Rd	Camino Cabra-Cerro Gordo Rd	2	1.30	13,300	3,800	17,290	4,940
Cerro Gordo Rd	Canyon Rd-Gonzales Rd	2	1.73	13,300	1,723	23,009	2,981
Cerro Gordo Rd	Gonzales Rd- E Palace Ave	2	0.11	13,300	*1,700*	1,463	187
Conejo Dr	E Zia Rd-Calle de Leon	2	0.33	13,300	*1,700*	4,389	561
Conejo Dr	Calle de Leon-Fort Union Dr	2	0.39	13,300	*1,700*	5,187	663
Don Diego Ave	Cordova Rd-Cam. de los Marquez	2	0.08	13,300	7,793	1,064	623
Don Diego Ave	Camino de los Marquez-Cerrillos	2	0.50	13,300	7,793	6,650	3,897
Don Gaspar Ave	E San Mateo Rd-Cordova Rd	2	0.50	13,300	*1,700*	6,650	850
Don Gaspar Ave	Cordova Rd-Paseo de Peralta	2	0.80	13,300	1,801	10,640	1,441
Don Gaspar Ave	Paseo de Peralta-W Alameda St	2	0.23	13,300	3,425	3,059	788
Don Gaspar Ave	W Alameda St-E Water St	2	0.10	13,300	4,250	1,330	425
Don Gaspar Ave	E Water St-W San Francisco St	2	0.05	13,300	*1,700*	665	85
E de Vargas Rd	Paseo de Peralta-Garcia St	2	0.07	13,300	*1,700*	931	119
E Palace Ave	Washington Ave Cathedral Pl	2	0.06	13,300	*1,700*	798	102
E Palace Ave	Cathedral Pl-Paseo de Peralta	2	0.17	13,300	5,000	2,261	850
E Palace Ave	Paseo de Peralta-Cerro Gordo	2	0.71	13,300	3,026	9,443	2,148
E Palace Ave	Cerro Gordo Rd-E Alameda St	2	0.07	13,300	3,026	931	212
E Palace Ave	E Alameda St-Canyon Rd	2	0.04	13,300	3,026	532	121
E Zia Rd	Old Pecos Tr-Calle de Sebastian	2	0.09	13,300	*1,700*	1,197	153
E Zia Rd	Calle de Sebastian-Conejo Dr	2	0.28	13,300	*1,700*	3,724	476

Table 61. Continued

Street Name	Street Segment	Lns	Mi.	Cap.	AADT	VMC	VMT
E Zia Rd	Conejo Dr-Old Santa Fe Trail	2	0.52	13,300	*1,700*	6,916	884
Fort Union Dr	Conejo Dr-Camino Corrales	2	0.18	13,300	*1,700*	2,394	306
Garcia St	Cam. del Monte Sol-Cam. Corrales	2	0.41	13,300	*1,700*	5,453	697
Garcia St	Camino Corrales-Acequia Madre	2	0.53	13,300	3,182	7,049	1,686
Garcia St	Acequia Madre-Canyon Rd	2	0.20	13,300	*1,700*	2,660	340
Gonzales Rd	Vallecita Dr-Hyde Park Rd	2	0.61	13,300	1,168	8,113	712
Gonzales Rd	Hyde Park Rd-Cerro Gordo Rd	2	1.26	13,300	*1,700*	16,758	2,142
Gonzales Rd	Cerro Gordo Rd-E Alameda St	2	0.07	13,300	*1,700*	931	119
Harrison Rd	Cerrillos Rd-Agua Fria Rd	2	0.65	13,300	2,650	8,645	1,723
Herrera Drive	Cerrillos Road-Paseo del Sol	2	0.50	13,300	*1,700*	6,650	850
Maez Rd	Cerrillos Rd-Agua Fria Rd	2	0.69	13,300	*1,700*	9,177	1,173
Murales Rd	Bishops Lodge Rd-Old Taos Hwy	2	0.29	13,300	*1,700*	3,857	493
Ocate Rd	Cerrillos Rd-Calle Caridad	2	0.43	13,300	*1,700*	5,719	731
Old Arroyo Chamiso	Arroyo Chamiso Rd-W Zia Rd	2	0.48	13,300	*1,700*	6,384	816
Old Taos Hwy	Paseo de Peralta-Murales Rd	2	0.39	13,300	1,684	5,187	657
Old Taos Hwy	Murales Rd-Calle Estado	2	0.55	13,300	1,684	7,315	926
Old Taos Hwy	Calle Estado-Calle Largo	2	0.47	13,300	1,684	6,251	791
Paseo Conquistadora	Camino Alire-Camino La Canada	2	0.63	13,300	*1,700*	8,379	1,071
Paseo Conquistadora	Camino La Canada-Alejandro St	2	0.20	13,300	*1,700*	2,660	340
Paseo de Vistas	Calle Nopal-Rincon de Torreon	2	1.02	13,300	4,700	13,566	4,794
Paseo de Vistas	Rincon de Torreon-Cam. de las Crucitas	2	0.74	13,300	4,700	9,842	3,478
Paseo Nopal	Paseo de Vistas-NM 599	2	1.40	13,300	3,084	18,620	4,318
Ridgetop Rd	NM 599-Avenida Rincon	2	0.45	13,300	*1,700*	5,985	765
Ridgetop Rd	Avenida Rincon-Tano Rd	2	0.49	13,300	*1,700*	6,517	833
Rincon de Torreon	W Alameda St-Paseo de Vistas	2	0.74	13,300	*1,700*	9,842	1,258
Rio Vista St	Solana Dr-Alamo Dr	2	0.05	13,300	*1,700*	665	85
Rio Vista St	Alamo Dr-Camino de las Crucitas	2	0.37	13,300	*1,700*	4,921	629
Rio Vista St	Camino de las Crucitas-Alamo	2	0.30	13,300	*1,700*	3,990	510
S Meadows Rd	Agua Fria St-Rufina St	2	2.27	13,300	*1,700*	30,191	3,859
S Ridgetop Rd	Camino Francisca-NM 599	2	0.38	13,300	*1,700*	5,054	646
Sawmill Rd	Rodeo Rd-S Saint Francis Dr	2	0.32	13,300	4,286	4,256	1,372
Sawmill Rd	S Saint Francis Dr-Rodeo Rd	2	0.68	13,300	*1,700*	9,044	1,156
Solana Dr	W Alameda St-Rio Vista St	2	0.08	13,300	*1,700*	1,064	136
Tano Rd	N Ridgetop Rd-Opera Dr	2	0.69	13,300	*1,700*	9,177	1,173
Vallecita Dr	Valley Dr-Gonzales Rd	2	0.76	13,300	*1,700*	10,108	1,292
Valley Dr	Bishops Lodge Rd-Vallecita Dr	2	0.38	13,300	*1,700*	5,054	646
Vegas Verde Dr	Camino de los Arroyos-Cerrillos	2	0.22	13,300	*1,700*	2,926	374
W Palace Ave	Grant Ave-Lincoln Ave	2	0.11	13,300	*1,700*	1,463	187
W Palace Ave	Lincoln Ave-Old Santa Fe Trail	2	0.05	13,300	*1,700*	665	85
W Palace Ave	Old Santa Fe Trail-Washington Ave	2	0.01	13,300	*1,700*	133	17
W Zia Rd	Old Arroyo Chamiso Rd-Old Pecos Tr	2	0.65	13,300	2,500	8,645	1,625
Subtotal, Collectors			50.58			672,714	107,948
Total			146.42			2,813,450	1,324,631

Source: City of Santa Fe Long Range Planning Division, November 25, 2013; generalized daily capacity estimates from Florida Department of Transportation, *2013 Quality/Level of Service Handbook*, Table 1: Generalized Annual Average Daily Volumes for Florida's Urbanized Areas; AADT is annualized averaged daily traffic from Santa Fe Metropolitan Planning Organization, *Santa Fe Traffic Counts*, 2011 (2008 if 2011 count not available); volume in italics are estimated based on 75% of the average AADT for 2, 4 and 6-lane arterials with counts and 50% of the average AADT for 2-lane collector roads.

APPENDIX B: AVERAGE HOUSEHOLD SIZE

The 2000 U.S. Census provided data on average household sizes by housing types based on a robust sample consisting of one in six dwelling units. The 2000 household sizes for the City of Santa Fe are shown in Table 62.

Table 62. Average Household Size by Housing Type, 2000

Housing Type	Household Population	Occupied Units	Average HH Size
Single-Family Detached	38,868	16,410	2.37
Single-Family Attached	5,177	2,913	1.78
Multi-Family	13,047	7,131	1.83
Mobile Home	3,239	1,065	3.04
Total	60,331	27,519	2.19

Source: 2000 U.S. Census SF-3 data (1-in-6 sample) for the City of Santa Fe.

The Census Bureau has since replaced the sample data collected during the decennial census with the annual American Housing Survey, which conducts a sample of 1% of dwelling units each year. The most current data from the American Housing Survey are provided in a 5% sample dataset, consisting of 1% samples collected in 2008 through 2012. These data do not provide household population for single-family detached units separately from single-family attached units (i.e., townhouses). However, the 2000 Census data presented in the preceding table shows that single-family attached units in Santa Fe have an average household size that is very similar to other types of multi-family units, such as apartments and condominiums. Using this knowledge, updated average household sizes by housing type for Santa Fe can be derived from the American Community Survey data, as shown in Table 63.

Table 63. Average Household Size by Housing Type, 2008-2012

Housing Type	Household Population	Occupied Units	Average HH Size
Single-Family Detached	n/a	18,618	2.19
Single-Family Attached	n/a	2,980	1.90
Single-Family Detached/Attached	46,361	21,598	2.15
Other Multi-Family	15,417	8,102	1.90
Mobile Home	4,707	1,546	3.04
Total	66,485	31,246	2.13

Source: U.S. Census, American Community Survey, 2008-2012 for City of Santa Fe (single-family attached assigned same average household size as other multi-family).

In the 2008 study, average household sizes by square footage ranges for single-family units were estimated using (1) census micro data for Santa Fe County and Los Alamos County to determine average household size by bedrooms (normalized for the City of Santa Fe overall average household size), and (2) realtor listings of homes for sale to determine average dwelling unit size by bedrooms. The two data sets were combined by taking the realtor data set and assuming the average household size for the number of bedrooms in the unit (e.g., each 3-bedroom unit was assumed to have the average number of residents for all 3-bedroom units). Finally, linear regression analysis was performed to develop an equation relating average household size to unit square feet, and the midpoints of the size categories was used as the average household size for each size range.

While the approach used in the 2008 study was reasonable and had the advantage of relying solely on local data, its weakness is that neither data set contains both of the key variables – the census data lack information on the size of the unit, and the realtor data lack information on the number of persons in the unit. Consequently, the 2008 analysis had to utilize an intervening variable – the number of bedrooms in the unit.

A simpler and more direct approach is to utilize regional or national data from the American Housing Survey, sponsored by the U.S. Department of Housing and Urban Development and conducted by the U.S. Census Bureau. The most recent survey was done in 2011. This survey provides data on the number of residents and the square footage of a sample of individual housing units. Regional data for the Western Census Region, which includes New Mexico, can also be used and shows a very similar pattern. Average household sizes by dwelling unit size can be converted to Equivalent Dwelling Units (EDUs), with one EDU representing the average number of persons residing in an occupied single-family detached unit. These national and regional EDU multipliers are compared to those used in the 2008 study in Table 64.

Table 64. Equivalent Dwelling Unit Multipliers

Single-Family Unit Size (Heated Living Area)	2008 Study	Amer. Housing Survey Western Region	Amer. Housing Survey Entire U.S.
1,500 sq. ft. or less	0.87	0.89	0.88
1,501-2,000 sq. ft.	0.95	0.93	0.94
2,001-2,500 sq. ft.	1.04	1.02	1.01
2,501-3,000 sq. ft.	1.08	1.07	1.07
3,001-3,500 sq. ft.	1.11	1.16	1.12
3,501-4,000 sq. ft.	1.13	1.13	1.11
4,001 sq. ft. or more	1.17	1.13	1.11
Average, All Units	1.00	1.00	1.00
3,001 sq. ft. or more	n/a	1.14	1.11

Note: EDU multipliers by unit size are ratios of average household size to overall average household size for all single-family detached units.
Source: 2008 study data from Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for the City of Santa Fe*, 2008; American Housing Survey data for units built 1990 or later from the *2011 American Housing Survey*.

The national and regional data are consistent with the 2008 study results for units up to 3,500 square feet. However, the national and regional data clearly show that household size plateaus at about 3,000 square feet. It is recommended that updated average household sizes by unit size categories be based on American Housing Survey data and that the upper size category include all units larger than 3,000 square feet, as shown in Table 65.

A similar approach is used to determine average household sizes for accessory or guest units built as attached or detached additions to single-family units. The current ordinance provides for fees that vary by the size of the guest unit, but the basis for these fees is unclear. In general, the multi-family fee would be reasonable to use for guest units, but consideration could be made for smaller guest units. Analysis of American Housing Survey data indicates that guest units of 750 square feet or less would have somewhat fewer residents than the average of all multi-family units, as shown in Table 65.

Table 65. Single-Family Average Household Size by Unit Size

Single-Family Unit Size (Heated Living Area)	EDU Multiplier	Avg. HH Size
1,500 sq. ft. or less	0.89	1.95
1,501-2,000 sq. ft.	0.93	2.04
2,001-2,500 sq. ft.	1.02	2.23
2,501-3,000 sq. ft.	1.07	2.35
3,001 sq. ft. or more	1.14	2.50
All Single-Family Detached	1.00	2.19
Guest Unit, 750 sq. ft. or less	0.76	1.66

Source: EDU multipliers for western U.S. from Table 64 (EDU multiplier for guest house of 750 sq. ft. or less derived from American Housing Survey data for multi-family units built in the Western Region in 1990 or later from the *2011 American Housing Survey*); average household size for all single-family detached units in Santa Fe from Table 63; household sizes by unit size for Santa Fe based on EDU multipliers.

APPENDIX C: FUNCTIONAL POPULATION

As previously mentioned, this study modifies the approach for determining service demand for fire/EMS and police impact fee calculations from a service call basis to a "functional population" approach. Under this approach, functional population is calculated for each major land use and then converted into "equivalent dwelling units." The equivalent dwelling unit, or EDU, represents the impact of a typical single-family dwelling on the demand for police and fire/EMS services.

To a large extent, the demand for police and fire/EMS functions are proportional to the presence of people. The functional population concept is analogous to the concept of "full-time equivalent" employees. It represents the number of "full-time equivalent" people present at the site of a land use.

The residential functional population is considerably simpler than the nonresidential component. It is assumed that people spend 12 hours per day at home during week days and 20 hours per day during weekends. In total, people are assumed to spend 100 hours per week, or 60 percent of their time, at home. The other 40 percent of their time spent away from home accounts for working, shopping and other away-from-home activities. For residential uses, then, equivalent dwelling units are calculated by first multiplying average household size by 60 percent to determine functional population per unit. The functional population per unit multipliers for residential uses are shown in Table 66.

Table 66. Residential Functional Population per Unit

Housing Type	Unit	Average HH Size	Occupancy	Func. Pop./Unit
Single-Family, Detached (All)	Dwelling	2.19	0.60	1.314
Less than 1,500 sf	Dwelling	1.95	0.60	1.170
1,500 to 1,999 sf	Dwelling	2.04	0.60	1.224
2,000 to 2,499 sf	Dwelling	2.23	0.60	1.338
2,500 to 2,999 sf	Dwelling	2.35	0.60	1.410
3,000 sf or greater	Dwelling	2.50	0.60	1.500
Guest Unit, 750 sf or less	Dwelling	1.66	0.60	0.996
Multi-Family	Dwelling	1.90	0.60	1.140
Mobile Home/RV Park	Pad/Space	3.04	0.60	1.824

Source: Overall single-family, multi-family and mobile home average household size from Table 63; single-family average household size by housing size from Table 65; occupancy factor estimated (see text above).

Nonresidential Functional Population

The functional population methodology for nonresidential uses is based on trip generation data utilized in developing the transportation demand schedule prepared for the updated transportation impact fee update. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a weekday by 24 hours. Employees are estimated to spend eight hours per day at their place of employment, and visitors are estimated to spend one-half to one hour per visit depending on land use. The formula used to derive the nonresidential functional population estimates is summarized in Figure 7.

Figure 7. Nonresidential Functional Population Formula

Functional population/1000 sf = (employee hours/1000 sf + visitor hours/1000 sf) ÷ 24 hours/day

Where:

Employee hours/1000 sf = employees/1000 sf x 8 hours/day

Visitor hours/1000 sf (retail/office/public) = visitors/1000 sf x 1 hour/visit

Visitors hours/1000 sf (industrial/warehouse) = visitors/1000 sf x 1/2 hour/visit

Visitors/1000 sf = ADT/1000 sf x avg. vehicle occupancy - employees/1000 sf

ADT/1000 sf = average daily trips (1/2 trip ends) on a weekday per 1000 sf

Using this formula and information on trip generation rates used in this study for the transportation impact fee update, vehicle occupancy rates from the *National Household Travel Survey* and other sources and assumptions, nonresidential functional population estimates per 1,000 square feet of gross floor area are calculated. Table 67 presents the results of these calculations for a number of nonresidential land use categories.

Table 67. Nonresidential Functional Population per Unit

Land Use	Unit	Trip Rate	Persons/ Trip	Employee/ Unit	Visitors/ Unit	Functional Pop./Unit
Retail/Commercial	1,000 sq. ft.	21.35	1.96	1.02	40.83	2.041
Office	1,000 sq. ft.	5.52	1.24	2.31	4.53	0.959
Industrial	1,000 sq. ft.	3.42	1.24	1.05	3.19	0.416
Warehouse	1,000 sq. ft.	1.78	1.24	0.43	1.78	0.180
Mini Warehouse	1,000 sq. ft.	1.25	1.24	0.43	1.12	0.167
Public/Institutional	1,000 sq. ft.	3.80	1.86	1.95	5.11	0.863

Source: Trip rates are one-half trip ends from Table 14; persons/trip is average vehicle occupancy from Federal Highway Administration, *Nationwide Household Travel Survey*, 2009; employees/unit from U.S. Department of Energy, *Commercial Buildings Energy Consumption Survey*, 2003; visitors/unit is trips times persons/trip minus employees/unit; functional population/unit calculated based on formula from Figure 7.

Functional Population Summary

The functional population multipliers for the residential and nonresidential land use categories are summarized in Table 68.

Table 68. Functional Population Multipliers

Land Use	Unit	Functional Pop./Unit
Single-Family, Detached (All)	Dwelling	1.314
Less than 1,500 sf	Dwelling	1.170
1,500 to 1,999 sf	Dwelling	1.224
2,000 to 2,499 sf	Dwelling	1.338
2,500 to 2,999 sf	Dwelling	1.410
3,000 sf or greater	Dwelling	1.500
Guest Unit, 750 sf or less	Dwelling	0.996
Multi-Family	Dwelling	1.140
Mobile Home/RV Park	Pad/Space	1.824
Retail/Commercial	1,000 sq. ft.	2.041
Office	1,000 sq. ft.	0.959
Industrial	1,000 sq. ft.	0.416
Warehouse	1,000 sq. ft.	0.180
Mini Warehouse	1,000 sq. ft.	0.167
Public/Institutional	1,000 sq. ft.	0.863

Source: Residential dwelling unit functional population per unit from Table 66; nonresidential functional population per unit from Table 67.

Existing and projected total functional population for the Urban Area are derived based on existing and projected land uses from the Land Use Assumptions and functional population per unit multipliers summarized above. The results are displayed in Table 69.

Table 69. Total Functional Population, 2014-2020

Land Use	Unit	No. of Units	Functional Pop. per Unit	Functional Pop. Total
Existing (2014)				
Single-Family Detached	Dwelling	29,500	1.314	38,763
Multi-Family	Dwelling	9,700	1.140	11,058
Mobile Home	Dwelling	5,200	1.824	9,485
Retail/Commercial	1,000 sq. ft.	10,198	2.041	20,814
Office	1,000 sq. ft.	8,972	0.959	8,604
Industrial/Warehouse	1,000 sq. ft.	4,360	0.298	1,299
Public/Institutional	1,000 sq. ft.	2,960	0.863	2,554
Total Functional Population, 2014				92,577
Projected (2020)				
Single-Family Detached	Dwelling	31,250	1.314	41,063
Multi-Family	Dwelling	10,050	1.140	11,457
Mobile Home	Dwelling	5,200	1.824	9,485
Retail/Commercial	1,000 sq. ft.	10,898	2.041	22,243
Office	1,000 sq. ft.	9,322	0.959	8,940
Industrial/Warehouse	1,000 sq. ft.	4,465	0.298	1,331
Public/Institutional	1,000 sq. ft.	3,030	0.863	2,615
Total Functional Population, 2020				97,134
New Functional Population, 2014-2020				4,557

Source: Existing and projected land uses from Table 5; functional population per unit from Table 68; total functional population is product of units and functional population per unit.

APPENDIX D: PARK/TRAIL INVENTORY

Table 70. Inventory of Existing Parks and Open Space

Park Facility	Acres	Play-grnd	Picnic	Activ. Area	Tennis Court	Hand-ball	Soccer Field	Bskt-ball	Base-ball	Soft-ball	Vball Ct	Skate-board	Swim Pool
Arroyo Sonrisa Park	0.26												
Cielo Vista	1.20												
Canada Gardens	0.89												
City Hall Park	0.68												
Don Diego Entrada Park	0.31												
Espinacitas Park	0.16												
Gregory Lopez Park	1.87	1	1										
Guadalupe Neighborhood Parcel	0.17												
John F. Griego Park (Vietnam Vets)	0.92	1	1					1					
Kiva Center	0.72												
La Farge Library	1.20												
La Vllla Serena Park	1.28												
Los Milagros Park	1.16												
Maclovia Park	1.19												
Main Library	0.93												
Maloof Park	2.62												
Melendez Park	0.45												
Monica Roybal Center	0.81	2	1	1				2					
Dancing Ground Community Park	1.66	1	1	1									
Orlando Fernandez Park	0.46		1										
Peralta Park	0.78			1									
Plaza Entrada	0.22												
Rancho Del Sol Phase II Park	0.48												
Rancho Siringo Park	0.31	1	1					1					
Resolana Park	1.58	1	1										
Santa Fe Riverside Park	0.72		1	1									
South Meadows	1.64												
Sunnyslope Meadows	0.41												
Thomas Macaione Park	0.40		1										
Valentine Park	0.67	1	1										
Young Park	0.91	1	1					1					
Subtotal, Pocket Parks	27.06	9	9	3	0	0	0	5	0	0	0	0	0
Adam Gabriel Armijo Park	5.68	1	1										
Alvarado Park	4.85	1	1										
Amelia E White Park	2.97		1										
Calle Lorca Park	6.94	1	1					2					
Candelero Park	6.60	1	1		2			1					
Frank S. Ortiz Park Playground	6.19	1	1										
Herb Martinez Park	7.64		1		6			2	1				
Las Acequias Park	5.59	2	1	1				2					
Las Acequias Park - Phase 4	2.47												
Las Estanclas #1	2.07												
Los Hermanos Rodriguez Park	3.76	1	1					1					
Martin Luther King Park	1.21	1	1	1									
Mark Brandt Park	5.27		1										
Monica Lucero Park	10.75	1	1							1			
Monsignor Patrick Smith Park	4.63	1	1				1	2					
Parque Del Rio	4.00												
Pueblos del Sol	5.30												
Santa Fe Estates	6.33												
Torreon Park	3.44	2	1					2					
Vllla Caballero Park	4.83												
Subtotal, Neighborhood Parks	100.52	13	14	2	8	0	1	12	1	1	0	0	0
Ashbaugh Park	16.12		1				1				1		
Bicentennial Park	15.92	1	1		4			1	3				
Fort Marcy Complex	25.32	1	1	1	2		2		1				
General Franklin E. Miles Park	28.60	2	1					2	7		2	1	
Larragoite Park	11.52	1	1		2			1		1	1		
Ragle Park	38.41	1	1			1				4			
Salvador Perez Park / Patio Park	15.12	2	1	1	4		1		3	2	1		
Villa Linda Park	16.12	1	1				1						
Subtotal, Community Parks	167.13	9	8	2	12	1	4	4	14	7	5	1	0

Table 70. Continued

Park Facility	Acres	Play-grnd	Picnic	Activ. Area	Tennis Court	Hand-ball	Soccer Field	Bskt-ball	Base-ball	Soft-ball	Vball Ct	Skate-board	Swim Pool
Municipal Recreation Complex	428.38						4						
Subtotal, Regional Parks	428.38	0	0	0	0	0	4	0	0	0	0	0	0
Boys and Girls Club	1.59												
Cathedral Park	0.62		1	1									
Cornell Park (Rose Garden)	2.06		1										
Cross of the Martyrs	2.35		1										
De Vargas Park (East/West)	2.93		1	1								1	
Dr Richard Engle Tennis Courts	0.72				3								
Frank S. Ortiz Park	134.29												
Plaza Park	1.07			1									
Prince Park	10.13		1	1									
Power Plant Park	3.40	1											
Railyard Park	10.54												
Santa Fe River Park	6.91												
Santa Fe River Park Downtown East	2.29		1										
Santa Fe River Park Downtown West	1.06		1										
Santa Fe River Park East	9.98		1										
Santa Fe River Park West	11.21		1										
Subtotal, Special Use Parks	201.15	0	9	4	3	0	0	0	0	0	0	1	0
Baca Street Cristobal Colon Parcels	1.27												
Bicentennial Pool	0.80												1
Boys and Girls Club	0.70												
Fort Marcy Rec. Center*	2.67												
Galisteo Tennis Courts	0.66				2								
Genoveva Chavez Community Center*	3.74												
Monica Roybal Center	0.40							1					
Salvador Perez Pool	1.33												1
Senior Citizens Center	1.15												
Subtotal, Recreation Facilities*	12.72	0	0	0	2	0	0	1	0	0	0	0	2
Airport Rd Open Space (Lot 9 Sec 7)	1.69												
Cerro Gordo O.s.	2.41												
Frenchy's Field Park & Commons	16.53	1		1									
Genoveva Chavez Park Land	17.29												
La Paz Open Space	3.82												
Mountain View Apartments Dedication	0.03												
Mountain View Apartments Dedication	0.11												
Municipal Recreation Center	1,291.94												
N Tract W Portion of Ne Quad. Of Sf	141.58												
Nava Ade	8.46												
Parque Escudero	0.65												
Pueblos Del Sol	64.30												
Rlo Vlsta	4.86												
Santa Fe Estates Open Space	25.63												
Sierra Del Norte	58.96												
Tierra Contenta	452.18												
Tierra Escondida Drainage Pond	0.47		1										
Tract A; E of Almeda Public Housing	0.12												
Vista De La Sierra Drainage and Rec	1.16												
Vista Del Prado Openspace	2.07												
Vista Del Sol	28.79												
Vistas De Santa Fe	0.90												
Wuest Parcel	0.83												
Yucca Park	2.07												
Zia Vista	9.45												
Subtotal, Open Space	2,136.30	1	1	1	0	0	0	0	0	0	0	0	0
Total, Neighborhood & Pocket Parks	127.58	22	23	5	8	0	1	17	1	1	0	0	0
Total, Community/Reg./Rec./Sp. Use	809.38	9	17	6	17	1	8	5	14	7	5	2	2
Total, Open Space	2,136.30	1	1	1	0	0	0	0	0	0	0	0	0
Grand Total, All Parks	3,073.26	32	41	12	25	1	9	22	15	8	5	2	2

* recreational facilities subtotal includes land but excludes facilities for Fort Marcy and Genoveva Chavez Community Center

Source: City of Santa Fe Long Range Planning, December 17, 2013.

Table 71. Existing Trail Inventory

Trails	Miles
Acequia Trail	3.60
Arroyo Chamisos Trail	5.68
Botulph Rd. Trail	0.25
Gonzales Road Trail	1.00
Marc Brandt Park - Siringo Rd	0.50
Museum Hill Trail	0.50
Nava Ade Trails	2.25
Old Pecos Trail ROW Trail	1.00
Pueblos del Sol Trails	1.60
Rail Trail	4.00
Santa Fe River Trail	3.21
St. Francis Drive Trail	1.00
Tierra Contenta	1.50
Subtotal, Paved Trails	26.09
Arroyo Mascaras Trail	0.33
Arroyo Mora (Polai) Trail	1.63
Atalaya Wilderness Trail	5.16
Dale Ball Trails	22.22
De Vargas Heights Bridle Paths	n/a
Dorothy Stewart Trail	1.45
Fullerton Legacy	0.27
La Tierra Trail System	25.00
Las Estrellas Trails - Santa Fe Estates	3.00
MRC Trails	7.00
MRC to Agua Fria	2.00
Prince Park Trail	1.00
Visto Del Prado	n/a
Zocalo	0.30
Subtotal, Soft Surface Trails	69.36
Total All Trails	95.45

Source: City of Santa Fe Long Range Planning, December 17, 2013.

APPENDIX E: OUTSTANDING DEBT

The City of Santa Fe's outstanding gross receipts tax (GRT) and general obligation (GO) bonds are summarized in Table 72. The 2013 GO bonds and the portion of the 2012A GRT bonds not used for refunding are not included, because none of the projects funded by these bond issues have been included in the existing facility inventories for the road, park, fire and police impact fee analyses. The debt for land acquisition for general government purposes, convention center, solid waste, wastewater and the Railyard are unrelated to the impact fee facilities and are excluded from the remainder of this analysis.

Table 72. Outstanding Non-Utility Debt Summary

Bond Issue	Purpose	Original	Outstanding
GRT Rev. Bonds 2006A	CIP	$17,710,000	$3,045,000
GRT Rev. Bonds 2008	CIP	$20,135,000	$19,840,000
GRT Refunding Bonds 2010A	Refund 2002	$15,005,000	$9,415,000
GRT Refunding Bonds 2012A*	Refund 2004A	$14,390,000	$14,390,000
GRT Rev. Bonds 2012A*	CIP	$18,335,000	$18,335,000
GRT Refunding Bonds 2013A	Refund 2006A	$10,880,000	$10,880,000
MRC 2005 Refunding Bonds	Parks	$15,315,000	$9,165,000
NMFA - Land Acquisition	Land Purch.	$3,610,000	$2,965,784
Total from 1/2% GRT		$115,380,000	$88,035,784
General Obligation 2008	Parks	$20,000,000	$17,070,000
General Obligation 2010	Parks	$10,300,000	$9,440,000
Total from Property Tax		$30,300,000	$26,510,000
GRT Rev. Bonds 2008-Con. Ctr	Conv. Ctr.	$8,570,000	$7,725,000
NMFA - Conv. Center (+ fees)	Conv. Ctr.	$42,220,000	$37,625,000
Total from Lodger's Tax		$50,790,000	$45,350,000
GRT Refunding Bonds 2006B	Solid Waste	$15,160,000	$10,190,000
Total from MGRT Infrastructure		$15,160,000	$10,190,000
GRT Rev. Ref. Bonds 2012B	WW	$14,280,000	$12,540,000
GRT/WW Bonds 2006C	WW	$9,780,000	$6,070,000
Total from MGRT Env & WW Rev		$24,060,000	$18,610,000
GRT Refunding Bonds 2010B	Railyard	$10,490,000	$9,785,000
GRT Refunding Bonds 2013B	Parking Garage	$13,780,000	$13,780,000
GRT Rev Bonds 2012C	Market Station	$4,685,000	$4,685,000
Total from Railyard GRT		$28,955,000	$28,250,000

* $32,725,000 bond split between refunding and new capital projects

Source: City of Santa Fe Finance Department, October 15, 2013.

The outstanding debt amounts attributable to refunding issues, as well as to original issues that funded a variety of improvement types, are allocated among facility types based on the original planned project costs for each bond issue. Only debt that was incurred for capacity-expanding improvements is included. The analysis of the individual bond issues is provided at the end of this appendix. The resulting distributions by facility type are summarized in Table 73.

Table 73. Distribution of Debt by Facility Type

Bond Issue	Streets	Parks	Police	Fire	Other	Total
Planned Project Costs						
GRT Revenue Bonds 2002	$250,000	$0	$0	$150,000	$17,595,000	$17,995,000
GRT Revenue Bonds 2004 A	$2,200,000	$3,960,000	$0	$1,700,000	$10,800,000	$18,660,000
GRT Revenue Bonds 2006 A	$1,740,000	$3,900,000	$670,000	$460,000	$11,730,000	$18,500,000
MRC 2005 Refunding	$0	$6,126,000	$0	$0	$9,189,000	$15,315,000
GRT Rev. Bonds 2008	$1,200,000	$2,450,000	$2,000,000	$2,200,000	$12,285,000	$20,135,000
GRT Rev. Bonds 2012A	$430,000	$2,300,000	$0	$0	$19,270,000	$22,000,000
Percentage of Bond Project Cost						
GRT Revenue Bonds 2002	1.4%	0.0%	0.0%	0.8%	97.8%	100.0%
GRT Revenue Bonds 2004 A	11.8%	21.2%	0.0%	9.1%	57.9%	100.0%
GRT Revenue Bonds 2006 A	9.4%	21.1%	3.6%	2.5%	63.4%	100.0%
MRC 2005 Refunding	0.0%	40.0%	0.0%	0.0%	60.0%	100.0%
GRT Rev. Bonds 2008 - CIP	6.0%	12.2%	9.9%	10.9%	61.0%	100.0%
GRT Rev. Bonds 2012A (CIP)	2.0%	10.5%	0.0%	0.0%	87.6%	100.0%

Source: Original planned project costs from the following tables: GRT 2002 (Table 75), GRT 2004A (Table 76), GRT 2006A (Table 77), GRT 2008 (Table 78) and GRT 2012A (CIP portion, Table 79); MRC 2005 refunding bond issued to refund the 1996C and 1998 MRC bonds that were used for parks (60% attributed to golf courses per City of Santa Fe Finance Department, August 15, 2002 – classified as "other").

The distributions from the table above are multiplied by the total outstanding debt for those mixed-facility bond issues to determine outstanding debt for each impact fee facility type.

Table 74. Outstanding Debt by Facility Type

Bond Issue (Refunded Issue)	Streets	Parks	Police	Fire	Total
GRT Refunding 2010A (2002)	$131,810	$0	$0	$75,320	$9,415,000
GRT Refunding 2012A (2004A)	$1,698,020	$3,050,680	$0	$1,309,490	$14,390,000
GRT Refunding 2013A (2006A)	$1,022,720	$2,295,680	$391,680	$272,000	$10,880,000
GRT 2006A	$286,230	$642,495	$109,620	$76,125	$3,045,000
GRT 2008	$1,190,400	$2,420,480	$1,964,160	$2,162,560	$19,840,000
GRT 2012A	$430,000	$2,300,000	$0	$0	$18,335,000
MRC 2005 Refunding	$0	$3,666,000	$0	$0	$9,165,000
General Obligation 2008	$341,400	$17,070,000	$0	$0	$17,070,000
General Obligation 2010	$0	$9,440,000	$0	$0	$9,440,000
Total	$5,100,580	$40,885,335	$2,465,460	$3,895,495	$111,580,000

Source: Total outstanding principal from Table 72; outstanding amount by facility for mixed-facility issues based on percent of original debt from Table 73.

Table 75. 2002 Gross Receipts Tax Bond Projects

Project	Amount	Eligible
Traffic Calming	$1,500,000	$0
Intersection Safety	$250,000	$250,000
Repaving	$1,000,000	$0
Unpaved Streets Rehabilitation	$150,000	$0
Small Sidewalks	$100,000	$0
Bridge Rehabilitation	$50,000	$0
Recycled Asphalt	$50,000	$0
Preventative Asphalt	$100,000	$0
Subtotal, Streets	$3,200,000	$250,000
Fire Station #8 Design	$150,000	$150,000
Subtotal, Fire	$150,000	$150,000
Water Management/ Conservation	$700,000	$0
Turf Rehabilitation	$870,000	$0
Subtotal, Parks	$1,570,000	$0
Maez Road Drainage	$500,000	n/a
Municipal Repairs	$600,000	n/a
Building Infrastructure Technology	$500,000	n/a
ITS Infrastructure	$200,000	n/a
Small Drainage	$100,000	n/a
Affordable Housing	$500,000	n/a
Arts	$180,000	n/a
Social Services Facility	$500,000	n/a
Water System Improvements	$10,500,000	n/a
Total	$18,500,000	$400,000

Source: City of Santa Fe Finance Department, June 15, 2002.

Table 76. 2004A Gross Receipts Tax Bond Projects

Project	Amount	Eligible
Parks and Median Maint.	$400,000	$0
Water Management	$500,000	$0
Artificial Turf	$500,000	$0
Tennis Court Rehab	$200,000	$0
Alto Park, Phase II	$700,000	$700,000
Trails	$1,500,000	$1,500,000
Railyard Infrastructure	$350,000	$350,000
Tierra Contenta Park	$200,000	$200,000
La Cieneguita Park	$200,000	$200,000
Plaza Improvements	$500,000	$500,000
State Game and Fish Property	$450,000	$450,000
Amelia White Park	$60,000	$60,000
Subtotal, Parks	$5,560,000	$3,960,000
Traffic Safety Improvements	$300,000	$300,000
Re-paving	$1,250,000	$0
Unpaved Rehab.	$150,000	$0
Small Sidewalks	$100,000	$0
Bridge Rehab.	$200,000	$0
Recycled Asphalt Paving Program	$250,000	$0
Siler Road Extension Design	$400,000	$400,000
Alire Bridge Rehab.	$400,000	$0
Traffic Calming	$1,500,000	$1,500,000
Subtotal, Streets	$4,550,000	$2,200,000
Fire Station #8	$1,700,000	$1,700,000
Subtotal, Fire	$1,700,000	$1,700,000
ADA Improvements	$300,000	n/a
Municipal Facility Repair	$600,000	n/a
Cerrillos Road IT Conduit	$100,000	n/a
Airport Matching Funds	$285,000	n/a
Small Drainage	$100,000	n/a
Ortiz Landfill Re-mediation	$200,000	n/a
South Side Library	$4,800,000	n/a
Affordable Housing	$500,000	n/a
Arts	$180,000	n/a
Total	$18,875,000	$7,860,000

Source: City of Santa Fe Finance Department, March 8, 2007.

Table 77. 2006A Gross Receipts Tax Bond Projects

Project	Amount	Eligible
Parks and Median Maint.	$400,000	$0
Water Management	$300,000	$0
Turf Rehabilitation	$300,000	$0
Tennis Court Rehab	$200,000	$0
Alto Park	$500,000	$500,000
Sports Facilities Improvements	$600,000	$600,000
Railyard Park Offsite Improvements	$800,000	$800,000
Santa Fe River Trail	$750,000	$750,000
Santa Fe Railyard Park	$250,000	$250,000
Amelia White Park	$100,000	$100,000
Dog Parks	$150,000	$150,000
Trails (Citywide)	$500,000	$500,000
Franklin Miles Park Improvements	$250,000	$250,000
Subtotal, Parks	$5,100,000	$3,900,000
Intersection/Signal Improvements	$350,000	$350,000
Traffic Safety Improvements	$300,000	$300,000
Signal Maint.	$200,000	$0
Sign and Striping Maint.	$200,000	$0
Paved Street Rehab.	$3,905,000	$0
Unpaved Rehab.	$150,000	$0
Small Sidewalks	$300,000	$0
Bridge Rehab.	$500,000	$0
Recycled Asphalt Paving Program	$100,000	$0
Camino Alire Bridge	$700,000	$700,000
Carson St. Bridge	$40,000	$40,000
Area Traffic Plan on Galisteo St.	$100,000	$100,000
Traffic Calming	$250,000	$250,000
Subtotal, Streets	$7,095,000	$1,740,000
Main Station Improvements	$600,000	$600,000
Alameda Substation Parking	$70,000	$70,000
Subtotal, Police	$670,000	$670,000
Fire Vehicle Access, Station #8	$300,000	$300,000
Fire Station #3 Design	$160,000	$160,000
Fleet Mechanic	$200,000	$0
Subtotal, Fire	$660,000	$460,000
ADA Improvements	$1,000,000	n/a
Municipal Facility Repair	$600,000	n/a
Telecommunications Improvements	$1,000,000	n/a
Airport Matching Funds	$100,000	n/a
Small Drainage	$300,000	n/a
Property Control–City Hall	$250,000	n/a
Fleet Expansion	$300,000	n/a
Night Sky Implementation	$200,000	n/a
Solid Waste Landfill Closure	$200,000	n/a
Community Services	$400,000	n/a
Warehouse 21	$200,000	n/a
La Familia	$100,000	n/a
PLUD Software	$25,000	n/a
Women's Health Services	$100,000	n/a
Arts	$200,000	n/a
Total	$18,500,000	$7,900,000

Source: City of Santa Fe Finance Department, February 26, 2007.

Table 78. 2008 Gross Receipts Tax Bond Projects

Project	Amount	Eligible
Intersection Safety	$350,000	$0
Safety Misc. Projects	$300,000	$0
Signal Maintenance	$200,000	$0
Sight, Paint & Signal	$200,000	$0
Municipal Facilities Repair	$600,000	$0
Paved Street Rehab.	$3,230,000	$0
Unpaved Street Rehab.	$150,000	$0
Small Sidewalks	$150,000	$0
Small Drainage	$300,000	$0
Bridge Rehab.	$500,000	$0
Cerrillos Road	$1,000,000	$1,000,000
Airport Road Safety Project	$100,000	$0
Paseo de Vista Prelim Design	$200,000	$200,000
Subtotal, Streets	$7,280,000	$1,200,000
Park Maintenance	$400,000	$0
Parks/Water Mgt.	$300,000	$0
Turf Rehab.	$300,000	$0
Bicentennial Pool	$300,000	$300,000
Santa Fe Railyard Park & Plaza	$1,000,000	$1,000,000
Trails City Wide (incl. Santa Fe Trail)	$1,000,000	$1,000,000
Old Power Plant Building & Park	$150,000	$150,000
Subtotal, Parks	$3,450,000	$2,450,000
Fire Station #3	$2,000,000	$2,000,000
Fire Station #4 (#9 Design NWQ)	$200,000	$200,000
Subtotal, Fire	$2,200,000	$2,200,000
Police Facility Design (Main Station)	$2,000,000	$2,000,000
Subtotal, Police	$2,000,000	$2,000,000
Effluent Line for SW Sector	$500,000	n/a
CIP for the Arts	$370,000	n/a
ADA Improvements	$300,000	n/a
Telecomm Imp City Wide	$500,000	n/a
Airport Matching Funds	$100,000	n/a
Court Rehab.	$200,000	n/a
GCCC-CIP Bond	$250,000	n/a
City Hall Renovations	$600,000	n/a
Warehouse 21 (Youth Center)	$1,000,000	n/a
Tino Griego Teen Ctr (La Farge Lib.)	$500,000	n/a
Farmers Market	$200,000	n/a
Affordable Housing	$500,000	n/a
Zona del Sol (Youth Consortium)	$750,000	n/a
ITT	$300,000	n/a
Total	$21,000,000	$7,850,000

Source: City of Santa Fe Finance Department, February 7, 2014.

Table 79. 2012A Gross Receipts Tax Bond Projects

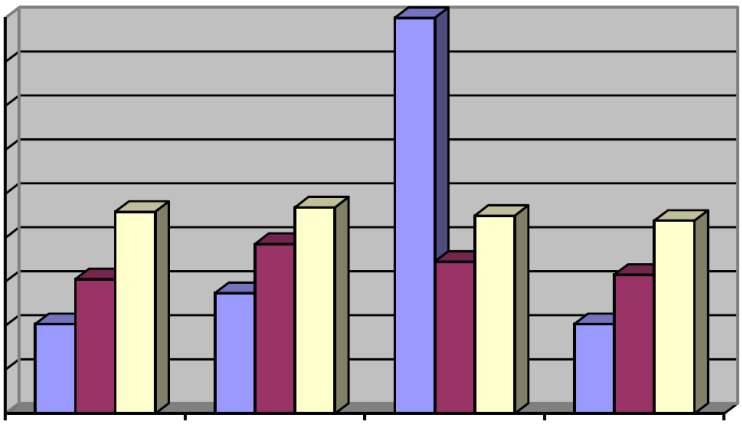
Project	Amount	Eligible
Intersection Safety	$350,000	$0
Traffic Miscellaneous Safety	$300,000	$0
Paved Street Rehabilitation	$4,000,000	$0
Unpaved Street Rehabilitation	$2,000,000	$0
Small Sidewalks	$500,000	$0
Small Drainage	$300,000	$0
Bridge Rehabilitation	$500,000	$0
Signal Replacement/Repair	$340,000	$0
Signing and Striping	$260,000	$0
Paseo de Peralta/Washington Intersection	$230,000	$230,000
Road Sharrows	$250,000	$0
Airport Road Landscaping	$200,000	$200,000
Butulph Rd Shoulders/Pedestrian Safety	$250,000	$0
LED Streetlights at Traffic Signals	$120,000	$0
Total, Streets	$9,600,000	$430,000
Parks and Medians	$2,000,000	$2,000,000
Poof Roof/HVAC Renovations	$300,000	$0
Gonzales Road Pedestrian Trail	$300,000	$300,000
Total, Parks	$2,600,000	$2,300,000
Municipal Facilities	$600,000	n/a
City Roofs	$200,000	n/a
GCCC	$500,000	n/a
Airport Matching Funds	$200,000	n/a
Transit Matching Funds	$500,000	n/a
Rodeo de SF Arena & Ag Disaster Relief	$100,000	n/a
Effluent Line SW Sector	$1,000,000	n/a
ITT Citywide	$1,000,000	n/a
Court ITT Improvements	$300,000	n/a
Zona del Sol	$100,000	n/a
ADA Improvements	$300,000	n/a
Bus Replacement	$2,000,000	n/a
Santa Fe Railyard	$600,000	n/a
2% for Arts	$400,000	n/a
Solar Loan Program	$200,000	n/a
Affordable Housing	$800,000	n/a
Broadband Infrastructure	$1,000,000	n/a
Total	$22,000,000	$2,730,000

Source: City of Santa Fe Finance Department, February 10, 2014.

APPENDIX F: LAND USE ASSUMPTIONS

Santa Fe Urban Area

Impact Fee Land Use Assumptions
2014–2020



City of Santa Fe
Housing & Community Development Department
Long Range Planning Division

August, 2013

INTRODUCTION

This report provides land use assumptions (growth projections) for the Santa Fe Urban Area, a unified service area, within which the city is planning to annex land and therefore expend impact fee monies for eligible capital improvement projects (see map). The New Mexico *Development Fees Act (§§ 5-8-1 through 5-8-43, NMSA 1978),* specifies that land use assumptions must be adopted for a period of at least five years. These land use assumptions cover a period of seven years from the beginning of 2014 through the end of 2020.

The projections assume that urban area growth through 2020 will generally reflect slower growth than occurred during the last decade (2000-2010), due to the slow recovery from the depth of the Great Recession and slower population growth.

Residential and Non-Residential Development, 2014–2020

The following table summarizes anticipated growth from the beginning of 2014 through 2020.

Table 1. Residential & Non-Residential Development, 2014–2020

Housing Units

	2014	Added	2020	(Annual Avg.)
City/Urban Area Total	**44,400**	**2,100**	**46,500**	**300**

Population

	2014	Added	2020	(Annual Avg.)
City/Urban Area Total	**86,500**	**3,500**	**90,000**	**500**

Housing Units, By Type

	2014	Added	2020	(Annual Avg.)
Single-Family (Detached; Attached)	29,500	1,750	31,250	250
Multi-Family	9,700	350	10,050	50
Mobile Homes	5,200	0	5,200	0
City/Urban Area Total	**44,400**	**2,100**	**46,500**	**300**

Commercial Development (square feet of gross floor area)

Land Use Category	2014	Added	2020	(Annual Avg.)
Retail	10,198,000	700,000	10,898,000	100,000
Office	8,972,000	350,000	9,322,000	50,000
Industrial	4,360,000	105,000	4,465,000	15,000
Institutional	2,960,000	70,000	3,030,000	10,000
Commercial Total	**26,490,000**	**1,225,000**	**27,715,000**	**175,000**

Source: *Santa Fe Trends, 2013*; city and county building permit data through July, 2013.

1.

Housing & Population Assumptions

Housing in the city/urban area will continue to grow slowly based on continued lower demand for new housing both from within the community and from those moving here from other places. Larger master-planned developments in the city will continue to account for much of the new housing. Projections of population growth are based on assumptions about the average number of new housing units built each year and the number of occupants in each new unit. The overall average number of occupants in each new housing unit is projected to be 1.67.

Commercial Assumptions

Commercial construction, which for these purposes includes all non-residential construction, is projected to continue at a modest, but healthy, annual average of 175,000 square feet. This represents the annual average of new commercial development from 2006-2012. Though much of this period includes the Great Recession, it is anticipated that an oversupply of commercial floor area leading up to the recession and the increase of computer-based retail sales will keep the annual levels of construction of commercial space moderate through the rest of the decade.

Historical Housing and Population Growth, 2000-2010

From 2000–2010, city population growth represented nearly all of the urban area growth, a dramatic change from the 1990s when the city accounted for less than half of the total urban area population growth. Meanwhile, city housing growth represented 97% of total urban area housing growth from 2000–2010 (compared to only 73% during the 1990s). When comparing the 2000 and 2010 Census, the city and urban area experienced the following population and housing growth:

Note: In the future, comparisons between the "city" and "urban area" may be unnecessary as the city annexes most of the urban area. The Agua Fria Traditional Historic Community (2,800 residents and 1,134 housing units; 2010 Census) located within the urban area is expected to remain part of county jurisdiction.

Table 2. Population & Housing Growth, 2000-2010

	Total Population 2000	Total Population 2010	2000-2010 Growth	Annual Average	Urban Area Growth
City of Santa Fe	62,203	67,947	+5,744	574	99%
Outside the City	16,897	16,930	+ 33	3	1%
Urban Area Total	79,100	84,877	+5,777	577	100%

	Total Housing Units 2000	Total Housing Units 2010	2000-2010 Growth	Annual Average	Urban Area Growth
City of Santa Fe	30,533	37,200	+6,667	667	97%
Outside the City	6,046	6,205	+ 159	16	3%
Urban Area Total	36,579	43,405	+6,826	683	100%

	Persons per Housing Unit 2000	Persons per Housing Unit 2010
City of Santa Fe	2.04	1.82
Outside the City	2.79	2.73
Urban Area Total	2.16	1.95

(not Persons-per-Household)

Source: U.S. Census

APPENDIX G: CAPITAL FACILITY PLANS

Table 80. Planned Major Road Improvements, 2014-2020

Project Name	Location	Cost Estimate
Cerrillos Rd, Phase IIC	Camino Carlos Rey to St. Michaels Dr.	$10,300,000
Calle P'o Ae Pi	Airport Road to Rufina St.	$500,000
Bike Lanes/Sidewalks	Reconstruction / Expansion	$4,000,000
Rufina St.	Harrison Rd. to Camino Carlos Rey	$500,000
West Alameda St.	La Joya Road to Siler Road	$3,000,000
Zia Station Infrastructure	Zia Road Rail Station	$300,000
Total, Road Improvements		$18,600,000
Agua Fria / South Meadows		$1,000,000
Agua Fria / Cottonwood		$1,000,000
Airport Road / Ca P'o Ae Pi		$350,000
Airport Road / Jemez		$100,000
Cerrillos / Sandoval / Manhattan		$1,000,000
Galisteo / St. Michaels		$350,000
Galisteo / Rodeo		$350,000
Galisteo / San Mateo		$350,000
Paseo de Peralta / Marcy		$350,000
Rufina / Ca P'o Ae Pi		$350,000
Rufina / Lopez		$500,000
Sandoval / Montezuma		$500,000
Total, Intersection/Signalization Improvements		$6,200,000
Total, All Road Projects		$24,800,000

Source: Planned improvements and costs from City of Santa Fe Long Range Planning Division, November 5, 2013 and April 1, 2014.

Table 81. Planned Park/Trail Improvements, 2014-2020

Project Name	Cost Estimate
Colonia Prisma Park	$50,000
Las Acequias Park Phase 2	$89,000
Los Soleras Park	$7,250,000
Nava Ade Park Development (Phase 2- South Park)	$2,115,000
San Isidro Park	$20,000
Southwest Activity Node (SWAN - Tierra Contenta) Ph 2-4	$18,670,000
Small Parks (new)	$500,000
Play Equipment (new)	$200,000
Neighborhood & Community Park, Subtotal	$28,894,000
Acequia Trail - Underpass at St. Francis/Cerrillos	$3,500,000
Acequia Trail - Otowi Rd. to Harrison Rd.	$535,000
Arroyo Chamiso Trail - Villa Linda Park to Governor Miles Road	$610,000
Cañada Rincon Trail - Calle Mejia to Cam. Francisca/Ave. Rincon	$250,000
Dale Ball Trail Improvements and Extensions	$50,000
La Tierra Trail - Connections to Camino de las Crucitas & Montoyas	$800,000
MRC Trail Improvements and Extension	$225,000
Rail Trail - Pen Road to Alta Vista	$660,000
River Trail & Parkway - St. Francis Drive to Canyon Road	$1,000,000
Tierra Contenta Trail - Buffalo Grass Road to Camino Entrada	$600,000
Trails, Subtotal	$8,230,000
Parks & Trails, Total	$37,124,000

Source: City of Santa Fe Long Range Planning Division, November 15, 2013.

Table 82. Planned Fire/EMS Improvements, 2014-2020

	Building Sq. Feet		Building	Equipment	Total
Improvement	Existing	Proposed	Cost	Cost	Eligible Cost
New Southwest (Agua Fria) Station	0	10,605	$2,520,000	$673,000	$3,193,000
Fire Station No. 5 Remodel*	10,156	15,000	$1,151,050	$0	$1,151,050
New Las Soleras Station	0	10605	$2,520,000	$525,000	$3,045,000
Total	10156	36,210	$6,191,050	$1,198,000	$7,389,050

* Construction cost represents share of expansion only.

Source: City of Santa Fe Fire Department, November 4, 2013 and February 17, 2014.

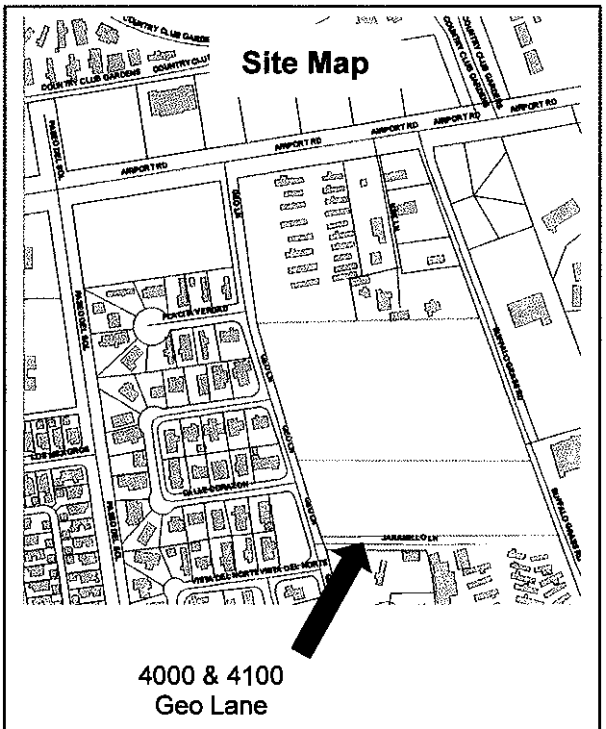
Table 83. Planned Police Improvements, 2014-2020

Improvement	Cost
Professional Standards-Camino Entrada	$125,000
Police Records	$220,000
Police Main Facility/Evidence Room	$300,000
Total	$645,000

Source: City of Santa Fe Police Department, November 4, 2013 and April 10, 2014.

Land Use Department
Planning Commission Staff Report

Case No:	2020-2645
Hearing Date:	November 5, 2020
Applicant:	John Reeder
Request:	Final Subdivision
Location:	4000 & 4100 Geo Lane
Case Mgr.:	Lee Logston
Zoning:	R-5 (Residential- five dwelling units per acre)
Overlay:	None
Pre-app Mtg:	December 27, 2018 & December 9, 2019
ENN Mtg:	January 31, 2019 & November 6, 2019
Proposal:	Final Subdivision approval for 42 residential lots on 8.59 acres.



Case # 2019-2645. 4000 and 4100 Geo Lane Final Subdivision. John Reeder, Agent, for GEO Park, LLC, Owner, requests approval of a final subdivision plat for 42 single-family residential lots at 4000 and 4100 Geo Lane. The properties are zoned R-5 (Residential- five dwelling units per acre) and total approximately 8.59 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the final subdivision plat, with the conditions of approval and technical corrections outlined in this report.

Two motions will be required in this case:

- *Approve or deny the final subdivision for Case #2020-2645, with the conditions of approval and technical corrections as outlined in this report;*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2645 (Exhibit A(2)).*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval for Case #2020-2645:

#	Condition of Approval	Dept. or Division	To be completed by:
1	The Applicant shall construct sidewalks connecting his subdivision to Airport Road on Geo Lane and Buffalo Grass Road.	Agreement between Planning Commission and Applicant	Prior to CO
2	The Applicant shall reconfigure the left turn bay on Airport Road to lengthen left turn stacking by 25 feet.	Agreement between Planning Commission and Applicant/Traffic	Prior to CO
3	Provide certified drainage report stamped by a registered NM Professional Engineer.	Technical Review Division/Terrain Management	Prior to Recordation
4	Add a signature line to the final subdivision plat for the City of Santa Fe Wastewater Division.	Public Utilities/Wastewater	Prior to Recordation
5	An approved water plan will be required. Water Plan comments will be submitted to the design engineer.	Public Utilities/Water Division	Prior to Obtaining Water Service
6	Provide a 10' wide permanent access easement for exclusive use by KSK Buddhist Temple (Tract F Book 450 Page 534) on Lots 5-9 to use as open space and show on plat.	Current Planning	Prior to Recordation
7	Construct a 6' tall block wall along the southern border of this access easement for the entire length of KSK Buddhist Temple property and show on plat.	Current Planning	Prior to CO

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

III. EXECUTIVE SUMMARY:

The Applicant requests final subdivision plat approval for a 42-lot single family home subdivision at 4000 and 4100 Geo Lane. The properties are zoned R-5 (Residential- five dwelling units per acre) and comprise approximately 8.59 acres.

The proposed final subdivision plat conforms to the preliminary subdivision plat approval, meets all development standards and will not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval.

IV. BACKGROUND

On June 6, 2019, the Planning Commission recommended that the Governing Body approve the Applicant's request for a General Plan Amendment from Institutional future land use designation to Low Density Residential (three to seven units per acre) for the properties but tabled the Applicant's R-6 (Residential- six dwelling units per acre) rezoning request and asked the Applicant to do additional traffic study.

The Applicant returned to the Planning Commission on February 6, 2020 with a R-5 (Residential- five dwelling units per acre) rezoning request. The Planning Commission again tabled the request and asked the Applicant to do additional traffic and accident studies.

At the request of the Planning Commission and residents, over the course of several months between hearings, the Applicant had worked with surrounding residents to accommodate changes to the subdivision design, and gained approval from the City Traffic Engineer to lengthen the left turn bay on Airport Road to accommodate additional vehicle stacking for left turns onto Geo Lane. The Applicant returned to the Planning Commission again on June 4, 2020 with a R-5 (Residential- five dwelling units per acre) rezoning request and a preliminary subdivision request for 42 residential lots. The Planning Commission recommended approval of the rezoning request and approved the preliminary subdivision, conditioned on gaining Governing Body approval of both the General Plan Amendment and the rezoning request.

At the Hearing, the Applicant testified that he expressly agreed to the following conditions, even though they are not otherwise required by the Commission, City Staff, or Chapter 14 of the SFCC: (1) the covenants for the subdivision shall include a prohibition on accessory dwelling units; (2) the deeds used to convey lots in the subdivision shall include a prohibition on accessory dwelling units; (3) the covenants shall preclude the placement of any manufactured home that exceeds 5 years of age and shall require all dwelling units to be built upon or permanently anchored to a masonry foundation with finishes to compliment the architectural style of the home, and (4) the Applicant shall construct off-site sidewalks on Geo Lane and Buffalo Grass Road that connect to Airport Road.

On July 29, 2020, the Governing Body approved the Applicant's request for a General Plan Amendment from Institutional future land use designation to Low Density Residential (three to seven units per acre) and R-5 (Residential- five dwelling units per acre) rezoning request.

As promised, the Applicant has placed notes on the plat (Note 14) restricting guesthouses and included this restriction in the covenants. Plat notes also show commitment to build sidewalks and work on the left turn bay on Airport. Finally, the plat shows a 10' permanent access easement for KSK and a six-foot block wall along the KSK property.

V. EXISTING CONDITIONS:

Land Use

Surrounding development consists mostly of single-family, manufactured homes and small mobile home parks. Surrounding zoning includes R-3 (Residential- three dwelling units per acre), R-6 (Residential- six dwelling units per acre), R-12 (Residential- twelve dwelling units per acre), and MU (Mixed Use).

Direction	Property Address	Zoning
North	KSK Lane, KSK Buddhist Center, Shalom Mobile Home Park	R-1 & R-12 (Residential- one dwelling unit per acre & Residential- twelve dwelling units per acre)
East	Buffalo Grass Road	MU (Mixed-Use District)
South	Jaramillo Lane	R-3 & R-12 (Residential- three dwelling units per acre & Residential- twelve dwelling units per acre)
West	West Meadow Subdivision	R-6 (Residential- six dwelling units per acre)

VI. PROJECT ANALYSIS:

Subdivision Analysis

The following table summarizes information about the proposed subdivision:

Zoning	R-5 (Residential – five units acre)
Total Lots	42
Affordable Lots	8 (20%)
Gross Density	4.8 units/acre
Average Lot Size	5,847 sf
Street Setback	7' or 20' (Standard R-1 through R-6)
Side Setback	5'/10' set/step back (Standard R-1 through R-6)
Rear Setback	15' (Standard R-1 through R-6)
Height at Setback	14' max height at 5' setback
Maximum Height	24' max

Applicant will dedicate a 10-foot permanent access easement to KSK Temple along the south border of their property, and will build a six-foot masonry wall at the southern edge of this easement, effectively giving permanent use of the property to KSK, and increasing the buffer between KSK and lots 5 through 9 that border their property.

Traffic and Access

Geo Lane is a 50 foot public right of way (ROW), with approximately 30 feet of pavement adjacent to the project site. Buffalo Grass Road is a 40' public ROW, with approximately 18' of pavement and sidewalks. The Applicant will construct curb, gutter, and sidewalk along their property on the east side of Geo Lane and the west side of Buffalo Grass Road, dedicating any necessary ROW for the improvements. The Applicant is voluntarily extending the sidewalks on both Geo Lane and Buffalo Grass Road north to connect with existing Airport Road sidewalks.

Currently, Buffalo Grass Road terminates before the southeast corner of the project. The ROW for an extension to Buffalo Grass is already dedicated on the Jackhammer Associates property at 3938 Buffalo Grass Road. The Applicant will construct approximately 265 feet of road, curb, gutter, and sidewalk on

this property to connect to the proposed development, paving it to the width of existing Buffalo Grass Road pavement.

The proposed subdivision would have two entrances onto Geo Lane and one onto Buffalo Grass Road. The design was configured to direct traffic onto Geo Lane, making use of the left turn lane that exists on Airport Road for westbound traffic. As conditioned, the Applicant will reconfigure the left turn bay on Airport Road, lengthening it approximately 25 feet to accommodate additional vehicle stacking for left turns onto Geo Lane. Offset subdivision entrances from both Geo Lane and Buffalo Grass Road discourage any through traffic "short cuts" through the subdivision.

Fire, Water, Sewer, and Dry Utilities
Both Geo Lane and Buffalo Grass Road have City water, City sewer, and gas lines. There are two fire hydrants nearby, on Geo Lane and Buffalo Grass Road at the northwest and northeast corners of the properties, respectively.

Grading and Drainage
The site is fairly flat, draining to the south and east with a slope of approximately 18 feet in 800 feet. A centralized pond at the southeast corner of the property will handle storm-water runoff.

Impact on Schools
The Applicant notified Santa Fe Public Schools per Ordinance 2008-32 of the proposed development. No response was received.

Santa Fe Homes Program
Per SFCC Subsection14-8.11(D)(1), both the previously approved rezoning and subdivision requests trigger the Santa Fe Homes Program (SFHP) requirement for affordable lots. Based on the Applicant's subdivision, eight lots (20% of the total proposed) will be affordable and will be identified on the subdivision plat. The SFHP Agreement will be finalized at the time of subdivision approval and payment collected when final subdivision documents are recorded. In the event that the property is sold before lot sales commence, the obligation transfers with the title.

Homeowners Association and Private Covenants
The Applicant has submitted Homeowners Association (HOA) Covenants that address HOA assessments for community expenses for maintaining common areas such as retention ponds. Section 4.1.1 specifically prohibits accessory dwelling units within the subdivision. At the time of this report, the Applicant is working with a builder/developer who intends to build site-built homes. At preliminary subdivision, the Applicant agreed to age, foundation type, and other conditions on the placement of manufactured homes. Section 4.41 in the Covenants requires that if any manufactured homes are built in the subdivision, they must be new (never used) at the time of placement and shall be anchored to the ground permanently on a masonry foundation and will be subject to all Architectural requirements and restrictions as the rest of the subdivision.

The Covenants specify a minimum home size of 900 square feet. An Architectural Review Committee will review all proposed construction and additions. Exterior surfaces must generally be stucco, brick,

stone masonry or adobe block. Each Lot shall have a wall or fence, which may include a single gate, all of which shall be at least forty inches in height, but none of which shall be constructed of wood.

Environmental Review: Archaeology and Prairie Dogs
The project lies within the Suburban Archaeological Review District. As the property is under ten acres in size, an archaeological clearance permit was not required per SFCC Subsection 14-3.13(B)(3)(a). The Site was assessed for prairie dogs and any colonies were relocated per SFCC Section14-8.12 in September 2020.

VII. FINAL SUBDIVISION PLAT

SFCC Section14-3.7 governs the authority, procedures and restrictions for the division of land. SFCC Subsection 14-3.7(B)(3)(d) states that "The Planning Commission shall review the preliminary plat and other materials submitted for conformity to this article, consider the Land Use Director report and recommendations and require any changes deemed advisable and the kind and extent of improvements to be made by the subdivider."

The criteria for approval of a Final Subdivision are detailed below:

Criterion 1: In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.	**Criterion Met:** (Yes/No) **YES**
Archaeological clearance was not required for this proposal. There is minimal vegetation on the site, and there are no significant natural features, water courses, or historical sites.	
Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed. Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	**Criterion Met:** (Yes/No) **YES**
There are no water courses or FEMA designated floodplains on or near this property. There is minimal slope to the property, with less than 20 feet elevation loss between the north and south boundaries of the property. The retention basin is located at the southeast corner of the property, where it will take full advantage of natural slopes.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No) **YES**
The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design.	

The DRT includes the following City Divisions: Traffic, Technical Review, Water, Sewer, Fire and Land Use. Review comments and conditions from the DRT provide necessary changes to the proposal to conform to the City Code in order to meet standards for public health, safety or welfare. The engineering design for terrain management, roads and utilities complies with all requirements of Chapter 14. Sewer will gravity flow for all lots within the subdivision. The water line will be capable of providing the fire flow standards of the International Fire Code.	
Criterion 4: A *plat* shall not be approved that creates nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.	**Criterion Met:** (Yes/No/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The applicant is not requesting any variances with this proposal.	
Criterion 5: A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.	**Criterion Met:** (Yes/No/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any exceptions with this proposal.	

VIII. EARLY NEIGHBORHOOD NOTIFICATION

As a final subdivision approval, no ENN was required. Multiple ENNs had been held over the last year, which were detailed in previous case staff reports.

IX. EXPIRATION

Per SFCC Subsection14-3.19(B)(3) "Approval of a final plat for a subdivision ... shall expire three years after final action approving it unless the plat is filed for record with the county clerk. If the final plat approval expires, then the approval of the corresponding preliminary plat expires simultaneously". Should the Commission approve the preliminary subdivision plat and adopt the recommended Findings of Fact at this hearing, the expiration date would be November 5, 2023.

X. ATTACHMENTS:

EXHIBIT A:

1. Technical Corrections
2. Draft Findings of Fact/Conclusions of Law Case #2020-2645

EXHIBIT B: Development Review Team Memoranda

1. Fire Review Memorandum
2. Water Engineering Division Review Memorandum
3. ADA Site Compliance Review Memorandum
4. Landscape Review Memorandum
5. MPO Review Memorandum

EXHIBIT C: Maps and Photos

EXHIBIT D: Applicant Materials

1. Application Submittals
2. Proposed Subdivision

APPROVED BY:

Title	Name	Initials
Planning and Land Use Director	Eli Isaacson, AICP	ESI
Land Use Planner Manager	Noah Berke, AICP	NLB
Land Use Department Case Manager	Lee Logston, AICP	LL

City of Santa Fe, New Mexico

Exhibit A

1. Technical Corrections
2. Draft Findings of Fact & Conclusions of Law

EXHIBIT A
Technical Corrections
Case #2020-2645
4000 and 4100 Geo Lane Final Subdivision

TECHNICAL CORRECTIONS	Department	Staff
(Comments from Preliminary Subdivision review) 1. Sheet C-5: The grade of Road "A" as it connects to Geo Lane shall be a 2% as distance of 20' from the edge of the Geo Lane Roadway. 2. Sheet C-9: The grade of Road "C" as it connects to Buffalo Grass Road shall be a 2% as distance of 20' from the edge of the Buffalo Grass Road Roadway. 3. Sheet C-5 thru C-9: Adjust grades of roadways so that all vertical curves do not exceed a "K" value of 12 for Crest curves and 26 for Sag curves. 4. The Developer shall provide sufficient sight distance at the subdivisions access to Geo Lane and Buffalo Grass Road. These sight triangles shall be in accordance with AASHTO standards and shall be reviewed and approved by the City's Public Works Department.	Engineering Division	John Romero
(See DRT ADA Site Compliance Review)	ADA Site Compliance	Jason Kluck
1. Specify on Plat whether on-lot ponding is required for each lot. 2. Buildable areas for platted parcels will be determined at the time of building permit application as detailed in the land development code. The 10' utility easement through lot 15 greatly reduces the buildable area on this lot. Will the lot have a suitable buildable area? 3. Other comments will be provided on Plans at the time of the building permit and changes may be required during permitting process.	Technical Review Division/Terrain Management	Dee Beingessner
1. Identify all PVC sewer pipe as SDR26. 2. Need P&P sheet for sewer line from MH5 to MH9 and show limits of proposed bond in the plan view. 3. P&P in Sheet C-12 is reversed and sewer/water line are at same depth which will not allow for service connection extensions. 4. Sewer easement is required for the sewer line from MH5 to MH9. 5. Provide Landscape plan for project.	Public Utilities/Wastewater	Stan Holland
(Comments from Preliminary Subdivision review) 1. Provide a professional landscape design in compliance with SFCC 14-8.4 and City of Santa Fe Plant List. 2. Provide a professional landscape irrigation design in compliance with Santa Fe City Code 14-8.4 and City of Santa Fe Landscape Irrigation Design Standards. 3. Include in landscape design water harvesting per Santa Fe City Code 14-8.4(E). 4. Include street light poles locations onto landscape drawing.	Technical Review Division/Landscape	Lawrence Rivera

EXHIBIT A
Technical Corrections
Case #2020-2645
4000 and 4100 Geo Lane Final Subdivision

5. Stormwater Ponding: A water level measuring device with zero set at finish grade located at the center of each pond is required. Storm water storage ponds are not to exceed one foot in depth without a verification that storm water will drain within 24 hrs, A percolation test is required. A security fence around ponds three feet and deeper with a maintenance gate is required.		
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1). 2. 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 D103.4). 3. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 5. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6, 507.5.1 where required: Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 7. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 8. Shall comply with IFC 2009 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 11. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Department	Geronimo Griego

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

Case #2020-2645
4000 and 4100 Geo Lane Final Subdivision Plat

Owner's/Applicant's Name- Geo Park, LLC
Agent's Name- John Reeder

THIS MATTER came before the Planning Commission (Commission) for hearing on November 5, 2020 (Hearing) upon the application (Application) of John Reeder as agent for Geo Park, LLC (Applicant).

The Application pertains to two properties located at 4000 and 4100 Geo Lane totaling approximately 8.59 acres (Property). The Applicant requests approval of a final subdivision plat for 42 residential lots (Project). The Property is zoned R-5 (Residential-five dwelling units per acre).

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

Background

1. On June 6, 2019, the Commission considered two applications for the Property, including a request to amend the General Plan by changing the future land use designation from Institutional to Low Density Residential (Case #2019-19) and a request to rezone the Property from R-1 (Residential-one dwelling unit per acre) to R-**6** (Residential-six dwelling units per acre) (Case #2019-20).
2. On June 6, 2019, the Commission voted to recommend that the Governing Body grant the request to change the future land use designation for the Property from Institutional to Low Density Residential (Case #2019-19).
3. On June 6, 2019, the Commission tabled consideration of the rezoning request to permit the Applicant to address concerns expressed by both Commissioners and members of the public concerning density and Project design.
4. On February 6, 2020, the Applicant returned to the Commission with an amended rezoning application, requesting to rezone the Property from R-1 (Residential-one dwelling unit per acre) to R-5 (Residential-five dwelling units per acre) (Case #2019-20). The Applicant also requested preliminary subdivision plat approval for 42 residential lots (Case #2020-1520).
5. At the hearing, the Commission discussed density, traffic generation, and traffic safety on Airport Road at length. In particular, westbound, left-turn queuing for Geo Lane was discussed at length.
6. At the hearing, the Commission again postponed a decision on the rezoning request and requested that the Applicant 1) provide more data on crash statistics on Airport Road, 2) seek

approval from the City Traffic Engineer to modify the left turn bay for westbound left turns onto Geo Lane, and 3) clarify the validity of residential trip generation rates as they applied to the Project.

7. On June 4, 2020, the Commission voted to approve the preliminary subdivision plat for the Property (Case #2020-1520), and adopted written Findings of Fact and Conclusions of Law that approved the preliminary subdivision plat, subject to (1) the Conditions and technical corrections set forth in the Staff Report and exhibits; (2) the additional conditions set forth in Finding of Fact #8 below; and (3) approval by the Governing Body of the pending requests for a General Plan amendment and rezoning.
8. These conditions include those that the Applicant expressly agreed to at the June 4, 2020 hearing, even though they are not otherwise required by the Commission, City Staff, or Chapter 14 of the SFCC: (1) the covenants for the subdivision shall include a prohibition on accessory dwelling units; (2) the deeds used to convey lots in the subdivision shall include a prohibition on accessory dwelling units; (3) the covenants shall preclude the placement of any manufactured home that exceeds 5 years of age and shall require all dwelling units to be built upon or permanently anchored to a masonry foundation with finishes to compliment the architectural style of the home, and (4) the Applicant shall construct off-site sidewalks on Geo Lane and Buffalo Grass Road that connect to Airport Road.
9. On August 13, 2020, the Governing Body (Governing Body) approved an amendment to the general plan future land use map designation from Institutional to Low Density Residential (Case #2019-19) and a rezoning from R-1 (Residential-one dwelling unit per acre) to R-5 (Residential-five dwelling units per acre) (Case # 2019-20), and adopted written Findings of Fact and Conclusions of Law reflecting these decisions.

General

10. At the Hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public.
11. Santa Fe City Code (SFCC) Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC Section 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC Section 14-3.1(F)(2)(a)(v)]; and (c) compliance with notice and public hearing requirements [SFCC Section 14-3.1(H)-(l)].
12. Pre-application conferences were held on December 27, 2018 and December 9, 2019 in accordance with SFCC Section 14-3.l(E).
13. Pursuant to SFCC Section 14-3.1(H)(1), notice of the ENN meetings was properly given.
14. Pursuant to SFCC Section 14-3.1(F), two ENN meetings were held on the Application, on January 31, 2019, and November 6, 2019. The most recent ENN meeting was held at the Southside Library, 6599 Jaguar Drive, Santa Fe, New Mexico 87507. The ENN meeting was attended by the Applicant, one member of City staff, and four members of the public. Residents expressed concerns about traffic, pedestrian safety, manufactured homes, and general quality of life.
15. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.7(B)(4)(e), the Commission has the authority to review and approve or disapprove final subdivision plats.
16. City staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission

with a written report of its findings (Staff Report), which evaluates the factors relevant to the Application.

17. Staff recommended that the Commission should approve the final subdivision plat, subject to certain conditions (the Conditions) and technical corrections set out in the Staff Report and exhibits.

Final Subdivision Plat

18. SFCC Section 14-3.7(B) establishes certain procedures for final subdivision plat approval including, without limitation, a public hearing by the Commission, review of the preliminary plat, and a decision based on the criteria set out in SFCC Section 14-3.7(C).
19. After a preliminary subdivision plat has been approved, SFCC Section 14-3.7(B)(4)(b) requires the Applicant to submit a final plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material and in conformance with the standards of SFCC Section 14-9 (Submittal Requirements).
20. SFCC Section 14-3.7(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a final subdivision.
21. Pursuant to SFCC Section 14-3.7(C)(1), the Commission finds that due regard has been shown for all natural features, as there is minimal vegetation on the site, and there are no significant natural features, water courses, or historical sites.
22. Pursuant to SFCC Section 14-3.7(C)(2), the Commission finds that the land is suitable for platting and development purposes of the kind proposed, as there are no water courses or flood plains on or near the property.
23. Pursuant to SFCC Section 14-3.7(C)(3), the Commission finds that the plat complies with the infrastructure design, improvement, and dedication standards set forth in SFCC Section 14-9.
24. Pursuant to SFCC Section 14-3.7(C)(4)-(5), the Commission finds that no existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.
25. Pursuant to SFCC Section 14-3.7(B)(4), the Commission finds that the final plat conforms substantially to the preliminary plat as approved.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.

Final Subdivision

2. The Commission has the authority to review and approve the final subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.

4. The final subdivision plat should be approved, subject to the Conditions and technical corrections set forth in the Staff Report and exhibits, because all applicable code requirements and criteria for final subdivision plat approval have been met.

WHEREFORE, IT IS ORDERED ON THE 5th DAY OF NOVEMBER 2020 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the final subdivision plat for the Project, subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The final subdivision plat shall expire three years after issuance of this final action unless the plat is filed for record with the county clerk or an extension is granted pursuant to SFCC Section 14-3.19(C).

_____ _____
John B. Hiatt Date
Chairperson

FILED:

_____ _____
Yolanda Y. Vigil Date
City Clerk

APPROVED AS TO FORM:

Sally A. Paez November 5, 2020
Assistant City Attorney Date

City of Santa Fe, New Mexico

Exhibit B

Development Review Team

1. Fire Review
2. Water Division Review
3. Wastewater Division Review
4. ADA Site Review
5. Landscape Review
6. MPO Review

Development Review Team

Comment Form

Date: 10/02/2020

Staff person: Geronimo Griego

Dept/Div: Fire Prevention

Case: 2020-2645. 4000 and 4100 Geo Lane Final Subdivision

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
	Prior to planning commission.

Technical Corrections*:	Must be completed by:
1. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1) 2. 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 D103.4) 3. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. 4. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1) 5. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 6. Shall have water supply that meets fire flow requirements as per IFC (Appendix B)	At the time of any new construction or remodel.

7. Shall comply with Section D102.1 Access and Loading (75,000 lbs). 8. Shall comply with IFC 2009 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade. 9. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 10. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 11. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	

*Must made prior to recording and/or permit issuance

Development Review Team

Comment Form

Date: 09/28/2020

Staff person: Brian Snyder

Dept/Div: Public Utilities/Water

Case: **Case # 2020-2645. 4000 and 4100 Geo Lane Final Subdivision.**

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Prior to final plat approval.
2	
3	
4	

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

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: October 20, 2020

Staff person: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case: **Case #2020-2645 4000 and 4100 Geo Lane Final Subdivision**

Case Mgr: Dan Lee Logston, Case Manager

The subject properties are accessible to the City public sewer system. Accessible is defined as within 200 feet of a public sewer line.

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

Conditions of Approval:	Must be completed by:
1. Add a signature line to the final subdivision plat for the City of Santa Fe Wastewater Division	Prior to Sign Off for Final Subdivision Plat.

Technical Corrections*:	Must be completed by:
1. Identify all PVC sewer pipe as SDR26 2. Need P&P sheet for sewer line from MH5 to MH9 and show limits of proposed bond in the plan view 3. P&P in Sheet C-12 is reversed and sewer/water line are at same depth which will not allow for service connection extensions 4. Sewer easement is required for the sewer line from MH5 to MH9 5. Provide Landscape plan for project	Prior to Sign Off for Final Subdivision Plan.

*Must made prior to recording and/or permit issuance

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

1. [None]

DEVELOPMENT REVIEW TEAM

COMMENT FORM

Date: 9/18/2020

Staff person: Jason M. Kluck

Dept/Div: Land Use – ADA Site Review

Case: **Case #2020-2645 Geo Lane – Final Subdivision Plat**

4000 and 4100 Geo Lane

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
Approval Comments: On-Site General ADA Compliance Requirements: Accessibility feature design within the Site shall comply with NMDOT Pedestrian Access Route Details (Serial 608) or demonstrate compliance with applicable ADA regulations by other means as provided in the permitted Construction Documents. All Sidewalks and Walkways along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible paths of travel as applicable. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.S% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max. rise of 30" and with S' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope. Curb Ramps shall have the required 5' clear length landing and turning space.	Prior to construction permit application

Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4) Provide and maintain 98" vertical clearance at access aisles and routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Accessible path of travel routes shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) as applicable and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right-of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible path of travel routes as applicable. IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served. At time of construction, the Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOJ, and NM State Statute and Code as applicable. Off-Site PROW Compliance Requirements: Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope. Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. Sidewalks and Walkways along the accessible path of travel route shall	

comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible paths of travel as applicable. All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. "HC", "Handicapped", "Handicap", or similar terms are erroneous, derogatory descriptors for ADA accessible or Disabled accessible features. Please remove or modify any references in the plans accordingly. At time of construction, the Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOJ, and NM State Statute and Code as applicable.	

Technical Corrections*:	Must be completed by:
Provide information on connection to existing sidewalks/pedestrian access to Airport Rd.	Prior to recording

*Must made prior to recording and/or permit issuance

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

Explanation of Conditions or Corrections (if needed): N/A

Development Review Team

Comment Form

Date: 10/07/2020

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management- Landscape/Irrigation Review

Case: Case # 2019-2645. 4000 and 4100 Geo Lane Final Subdivision

Case Mgr.: Lee Logston

Review by this division/department of the 9/18/2020 plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Provide a professional landscape design in compliance with SFCC 14-8.4 and City of Santa Fe Plant List.	Prior to permit review
2. Provide a professional landscape irrigation design in compliance with Santa Fe City Code 14-8.4 and City of Santa Fe Landscape Irrigation Design Standards.	
3. Include in landscape design water harvesting per Santa Fe City Code 14-8.4(E).	
4. Include street light poles locations onto landscape drawing.	
5. Humane Gunnison's Prairie Dogs relocated. City staff viewed two prairie dogs on a site visit 05/15/2020.	
6. Stormwater Ponding: A water level measuring device with zero set at finish grade located at the center of each pond is required. Storm water storage ponds are not to exceed one foot in depth without a verification that storm water will drain within 24 hrs, A percolation test is required. A security fence around ponds three feet and deeper with a maintenance gate is required.	

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

Development Review Team

Comment Form

Date: 10/7/20

Staff person: Leah Yngve

Dept/Div: Land Use/Metropolitan Planning Organization

Case: **Case # 2020-2645. 4000 and 4100 Geo Lane Final Subdivision**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:
1 Align curb cuts at the corner of Geo Park Way and Geo Park Lane to be a shorter distance and more direct pedestrian crossing.	Prior to Signature Sheet Process
2 Consider an opening or gate in the southeast open space area so residents can easily access the multi-use trail connecting South Meadows to Buffalo Grass, Tierra Contenta, the Southside Library, etc.	Prior to Signature Sheet Process

Technical Corrections*:	Must be completed by:
1	

*Must made prior to recording and/or permit issuance

City of Santa Fe, New Mexico

Exhibit C

Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photo
4. Street Views

Exhibit C1: Future Land Use Map

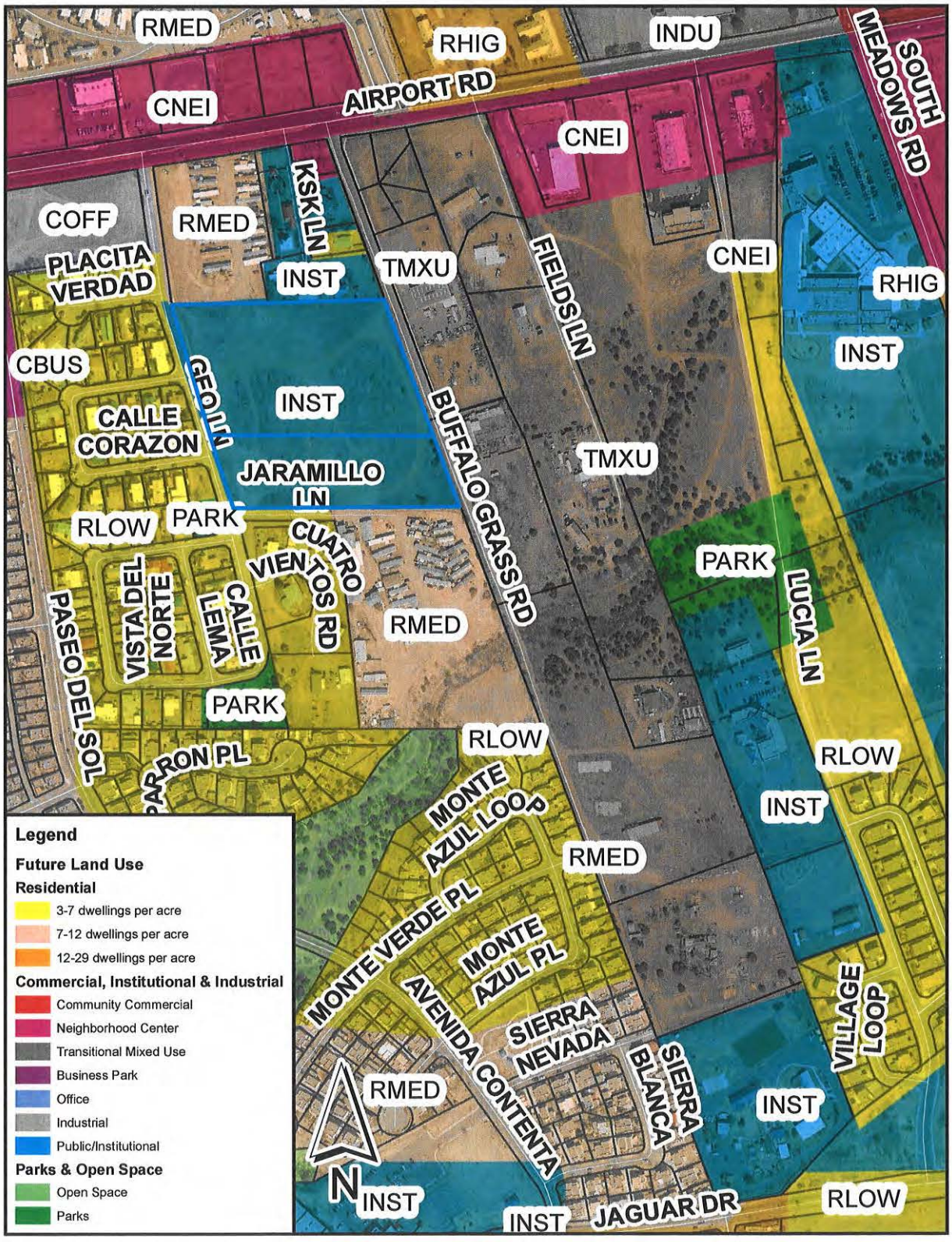


Exhibit C2: Current Zoning Map

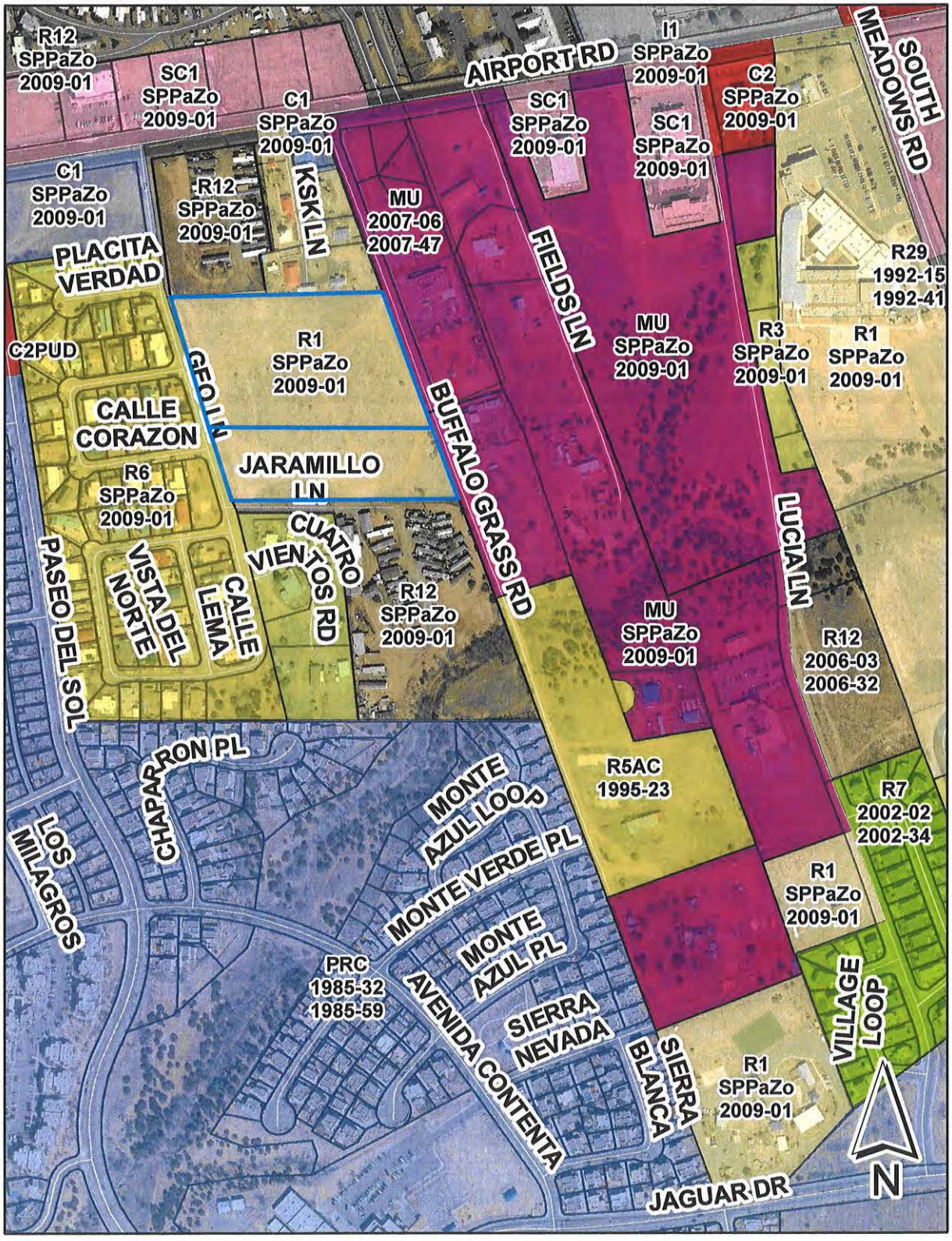


Exhibit C3: Aerial View

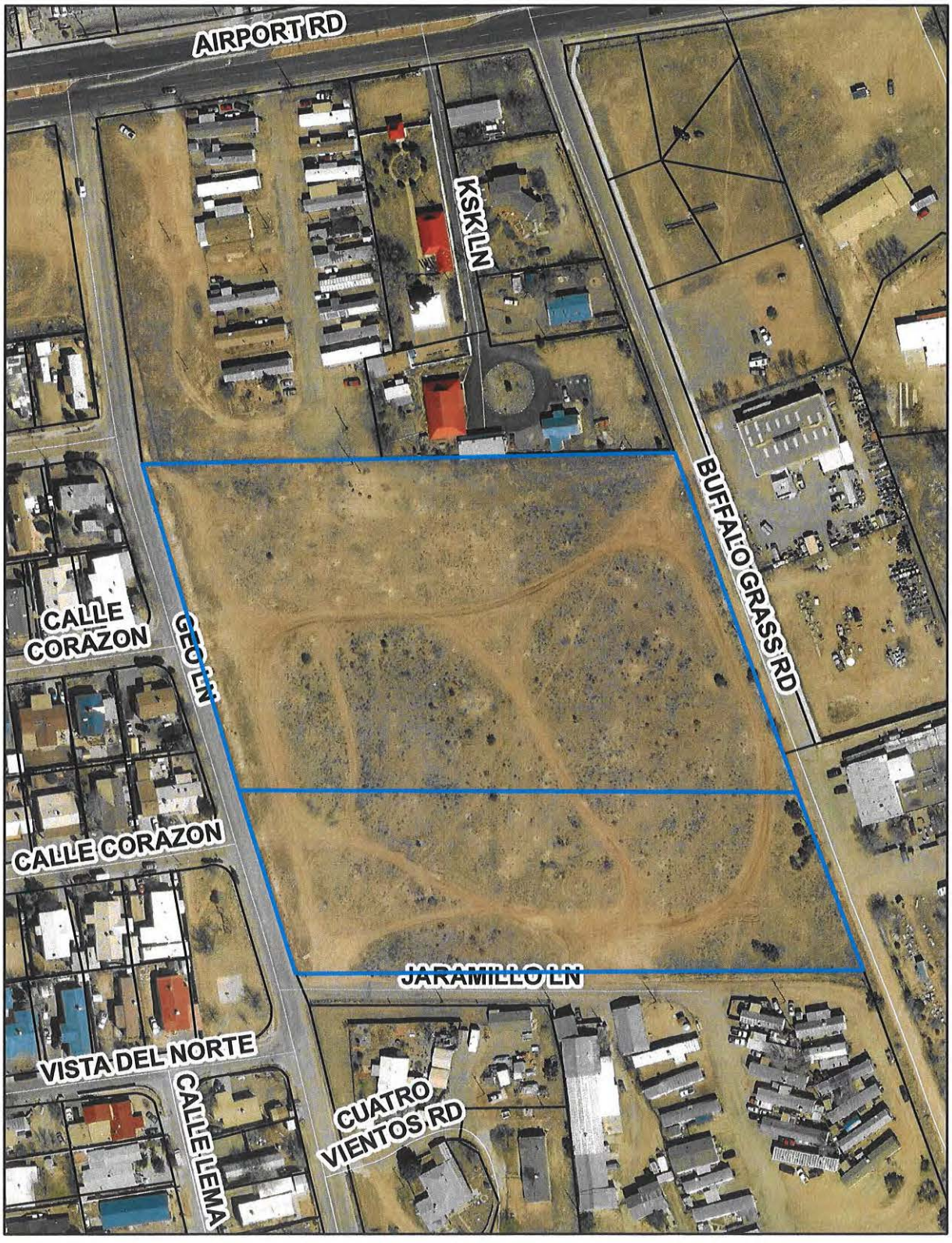
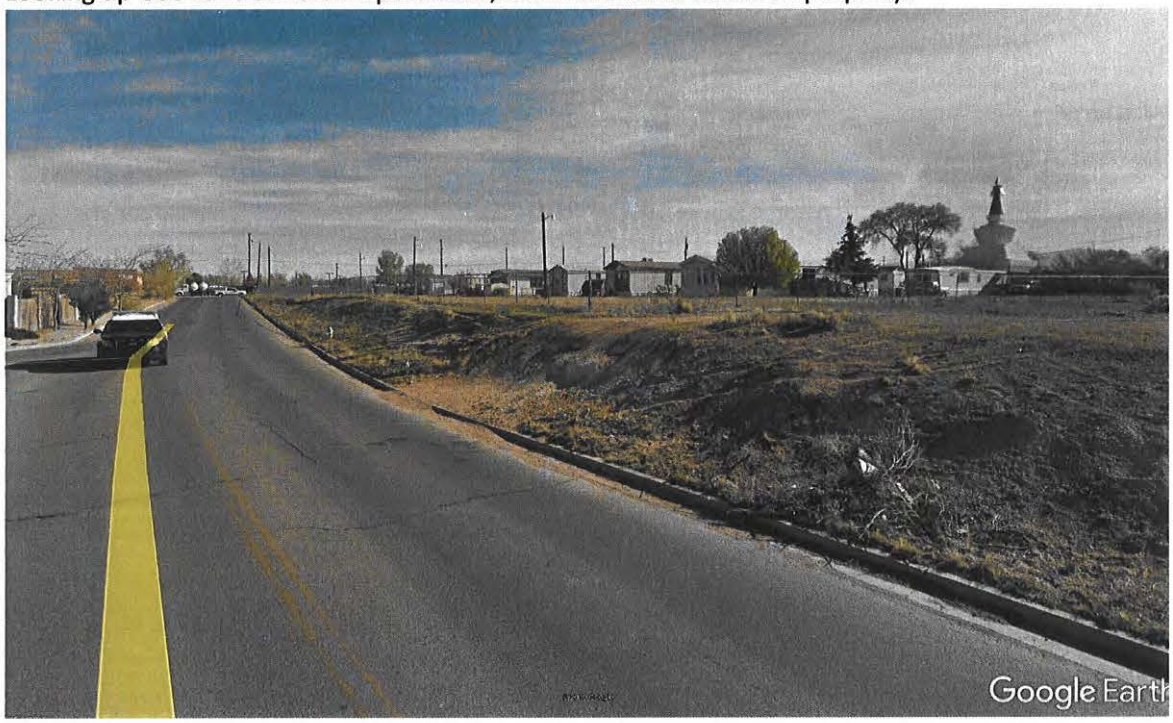
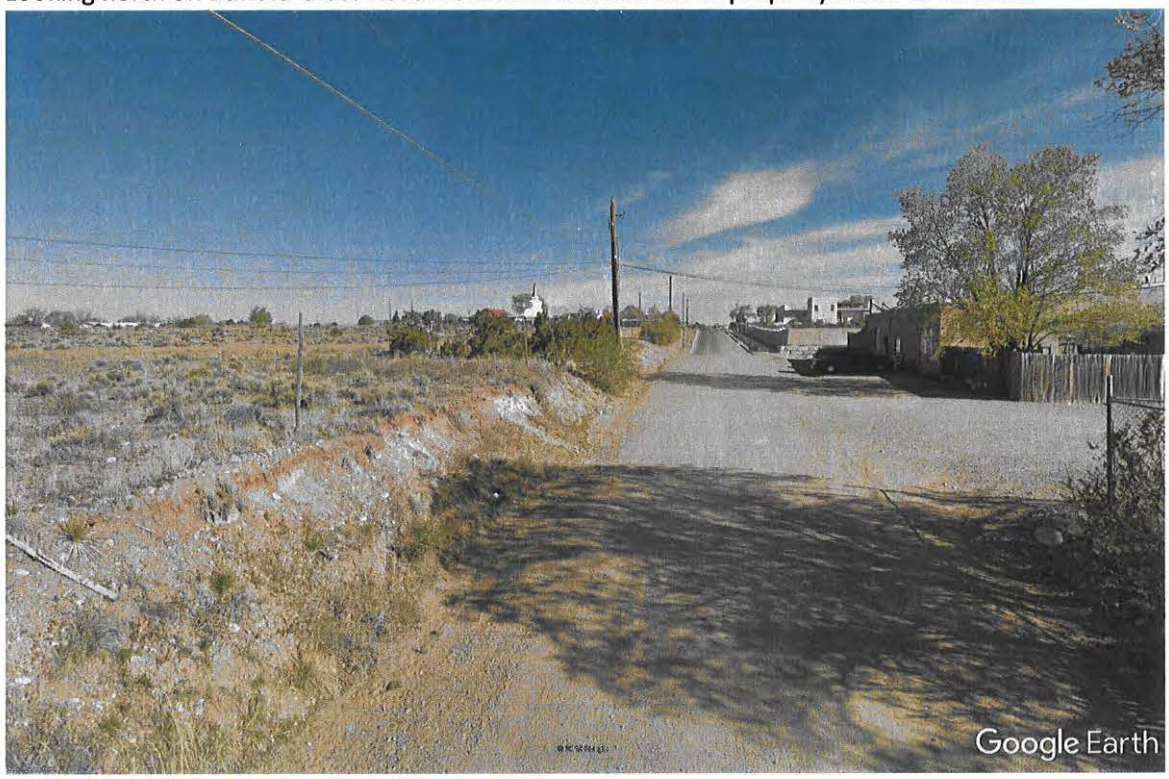


Exhibit C4: Street Views

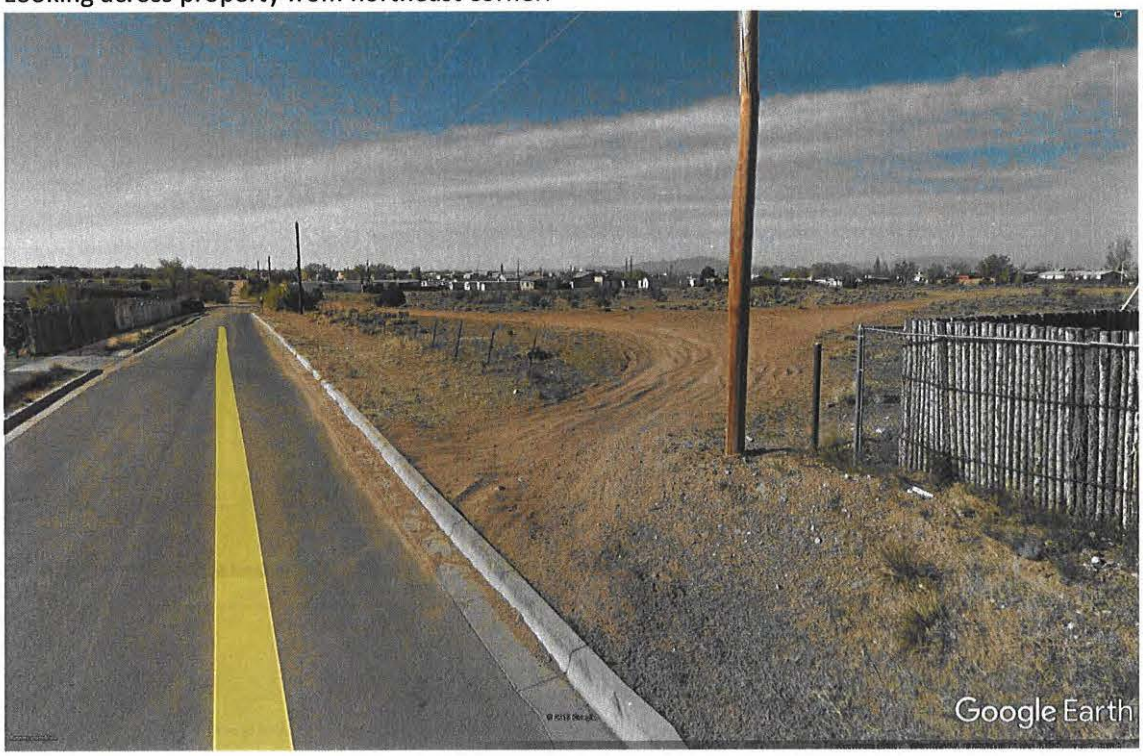
Looking up Geo Lane toward Airport Road, from northwest corner of property.



Looking north on Buffalo Grass Road from southeast corner of property. Road to be built.



Looking across property from northeast corner.



City of Santa Fe, New Mexico

Exhibit D

Applicant Materials

1. Application Submittals
2. Relevant Covenant Pages
3. Proposed Subdivision

GEO Park, LLC
members
John Reeder + Hassan Salam + Luis Olivas
P.O. Box 1523 Santa Fe, NM 87504

September 21st, 2020

To: City of Santa Fe Planning Commission, and To Whom it May Concern

Re: Request for Final Subdivision Approval and Final Plat Approval for 8.659 AC at 4000 & 4100 Geo Lane, Santa Fe, NM

We - John Reeder, Hassan Salam, and Luis Olivas, members of GEO Park LLC - the owners of the property at 4000 & 4100 Geo Lane, Santa Fe, NM, hereby request Final Subdivision and Final Plat approval for our property, pursuant to our previous preliminary requests for General Plan Amendment and Re-Zoning to R-5.

Recommendation for Approval of both requests by the Santa Fe Planning Commission was granted on June 4th, 2020 and City Council Approval followed on August 12th, 2020.

Our intent is to follow through on our plans to develop the property for entry level affordable single family detached housing.

Thank you for considering our request.

Sincerely,

John Reeder - Managing Member & Owner

COVENANTS, CONDITIONS AND RESTRICTIONS
FOR
Geo Park Subdivision
SANTA FE, NEW MEXICO

THIS DECLARATION OF COVENANTS, CONDITIONS and RESTRICTIONS for Geo Park Subdivision (hereinafter the "Declaration") is made as of November __, 2020, by Geo Park, LLC, a New Mexico limited liability company (hereinafter the "Declarant").

W I T N E S S E T H:

Declarant is the owner of that certain real property located in the County of Santa Fe, State of New Mexico, legally described in ***Exhibit "A"*** attached hereto (the "Initial Property") and incorporated herein by reference which is to be commonly known as "Geo Park Subdivision".

Declarant desires to develop the Initial Property (hereinafter referred to as the "Property") into a master planned community of single-family residential homes.

As part of the various stages of development of the Property, Declarant intends, without obligation, (i) that portions of the Property may be dedicated to the public for streets, roadways, parks, drainage flood control and other public use, and (ii) that Lots within the Property may be sold for the construction and sale of single-family homes.

Declarant also desires to form a nonprofit corporation for the purpose of benefiting the Property, the Owners and the Residents, which nonprofit corporation (hereinafter the "Association") may (i) acquire, operate, manage and maintain any Common Areas in or near the Property (ii) establish, levy, collect and disburse the Assessments and other charges imposed hereunder, and (iii) as the agent and representative of the Members of the Association and of the Owners, and the Residents of the Property, administer and enforce this Declaration.

In order to cause the covenants, conditions, restrictions, assessments, charges, servitudes, liens, reservations and easements (hereinafter collectively the "Covenants") to run with the Property and to be binding upon the Property and all Owners and Residents thereof, and their successors and assigns, from and after the date of the Recording of this Declaration, Declarant hereby declares that all conveyances of the Property shall be subject to the Covenants herein set forth.

NOW, THEREFORE, Declarant hereby declares, covenants and agrees as follows:

ARTICLE 1
DEFINITIONS

The following words, phrases or terms used in the Declaration shall have the following meanings:

"Additional Property" shall mean real property annexed to the Property. No part of the Additional Property shall be subject to this Declaration until the Additional Property is annexed to the Property pursuant to the provisions of this Declaration below.

"Affiliate" of a Person shall mean a Person that controls, is controlled by, or is under common control with such other Person.

"Annexation Declaration" shall mean a Recorded document annexing additional real property into the Initial Property pursuant to the provisions of Article 14 below.

(a) Installing, constructing, operating, maintaining, repairing or replacing equipment used to provide to any portion of the Property any utilities, including, without limitation, water, sewer, drainage, gas, electricity, telephone, communication and television service, whether public or private;
(b) Ingress and egress to install, construct, operate, maintain, repair and replace such equipment; and
(c) Exercising the rights under the easement.

Such easement is hereby granted to any Person providing such utilities or installing, constructing, maintaining, repairing, or replacing equipment related thereto. Any pipes, conduits, lines, wires, transformers, and any other apparatus necessary for the provision or metering of any utility may be installed or relocated only where permitted by the Declarant, where contemplated on any Plat, or where approved by resolution of the Board. Equipment used to provide or meter such utilities or services may be installed aboveground during periods of construction if approved by the Declarant. The Person providing the service or installing a utility pursuant to this easement shall install, construct, maintain, repair, or replace the equipment used to provide or meter utilities as promptly and expeditiously as possible, and shall restore the surface of the land and the improvements situated thereon to their original condition as soon as possible.

3.4 Easement for Maintenance of Common Areas and Areas of Association Responsibility.

The Association shall have an easement upon and over the Common Areas and Areas of Association Responsibility for the purpose of maintaining the landscaping and drainage facilities within such areas pursuant to the provisions of the Declaration. Drainage facilities shall be maintained in accordance with the schedule and procedures outlined in ***Exhibit "B"*** attached hereto and incorporated herein by reference. The easement provided in the foregoing shall terminate with respect to any Common Area on the date the Association's responsibilities with respect to maintaining the landscaping or drainage facilities within any such Common Area or Area of Association Responsibility terminates.

3.5 Easements for Encroachments.

If any Improvement constructed by or for Declarant on any Lot now or hereafter encroaches on any other portion of the Property by an amount of deviation permitted by customary construction tolerances, a perpetual easement is hereby granted to the extent of any such encroachment, and the owner of the encroaching Improvement shall also have an easement for the limited purpose of the maintenance and repair of the encroaching Improvement.

3.6 Delegation of Use.

Any Member may, in accordance with this Declaration and the Rules and the limitations therein contained, delegate his right of enjoyment in the Common Areas and facilities to the members of his family, or his Residents.

3.7 Drainage Detention, Retention and Conveyance Easements.

Certain portions of the Property, including certain specified Lots, may contain drainage conveyance, detention or retention swales and basins thereon for the benefit of other portions of the Property. In connection therewith, each Owner who acquires a Lot subject to a drainage conveyance, retention or detention easement shall be responsible for maintaining such easement and the swale or basin thereon in good condition and repair, and without obstruction, such that the purposes for which such drainage conveyance or basin has been established are appropriately served.

3.8 Dedications and Easements Required by Governmental Authority.

The Declarant hereby reserved to itself and its successors and assigns, the right to make any dedication and to grant any easements, right-of-way, and license required by any government or governmental agency over and through all or any portion of the Common Area or Areas of Association Responsibility.

3.9 Further Assurances.

The easements granted and reservation made to the Declarant in this Declaration shall not terminate or merge and shall continue to run with the land, notwithstanding the common law doctrine or merger and the common ownership of all the Property by the Declarant. Upon written request of the Declarant, the Association and each Owner shall from time to time, sign, acknowledge, and deliver to the Declarant such documents or instruments deemed necessary by the Declarant to evidence or confirm the reservation or grant of rights and easements to the Declarant under this Declaration.

3.10 Assignment of Development Rights.

The Declarant may make limited temporary assignment of its easement rights under this Declaration to any Person performing construction, installation, or Maintenance on any portion of the Property. Any such assignment shall be in writing.

3.11 Easement for Maintenance and Enforcement.

The Association and its directors, officers, agents, contractors, employees, the Architectural Committee, and any other Persons authorized by the Board are hereby granted the right of access over and through any Lots (excluding the interior of any residence) for: (a) the exercise and discharge of their respective powers and responsibilities under the Community Documents; (b) making inspection in order to verify that all Improvements on the Lot have been constructed in accordance with the plans and specifications for such Improvements approved by the Architectural Committee and that all Improvements are being properly maintained as required in the Community Documents; (c) correcting any condition originating in a Lot or in the Common Area threatening another Lot or the Common Area; (d) performing installation or Maintenance of utilities, landscaping or other Improvements located on the Lots for which the Association is responsible for Maintenance; or (e) correcting any condition which violates the Community Documents.

ARTICLE 4
PERMITTED USE AND RESTRICTIONS

4.1 Residential Purposes

All Lots and Dwelling Units within the Property zoned by the City of Santa Fe, New Mexico for residential use shall be used solely for single-family residential purposes. No gainful occupation, profession, business, trade, or other nonresidential use shall be conducted on or in any Dwelling Unit, provided that an Owner or any Resident may conduct limited business activities in a Dwelling Unit so long as (a) the existence and operation of the business activity is not apparent or detectible by sight, sound, or smell from outside the Dwelling Unit; (b) the business activity conforms to all applicable zoning requirements; (c) the business activity does not involve door-to-door solicitation of other Owners or Residents; (d) the business activity does not generate drive-up traffic or customer or client parking; and (e) the business activity is consistent with the residential character of the Property, does not constitute a nuisance or a hazardous or offensive use and does not threaten the security or safety of other Owners or Residents, as may be determined in the sole discretion of the Board. No Lot will ever be used, allowed, or authorized to be used in any way, directly or indirectly, for any business, commercial, manufacturing, industrial, mercantile, commercial storage, vending, or other similar uses or purposes; provided, however, that the Declarant, and its agents, successors, or assigns, may use the Property, including any Lots, for any of the foregoing uses as may be required, convenient, or incidental to the construction and sale of Dwelling Units thereon, including, without limitation, for the purposes of a business office, management office, storage area, construction yard,

signage, model sites and display, and sales office during the construction and sales period. The Board shall have broad authority to enact rules and regulations to implement this ***Article 4,*** and to exempt or make specific exemptions for a particular Dwelling Unit on a case-by-case basis.

4.1.1 Accessory Dwelling Units Prohibited

No Accessory Dwelling units or guest houses of any kind shall be permitted in Geo Park Subdivision. Neither shall any motor home, fifth wheel, camping trailer, camper van, or recreational vehicle of any type be allowed to serve as an overnight accommodation within Geo Park Subdivision. This prohibition shall run with the land and all the property created by the subdivision, as detailed in Article 2, Paragraph 2.1.

4.2 Animals.

In addition to the animal restrictions provided by the City of Santa Fe and the County of Santa Fe, no animal, bird, poultry or livestock may be kept on any Lot, other than a reasonable number of generally recognized house or yard pets, shall be maintained on any Lot, and then only if they are kept, bred, or raised thereon solely as domestic pets and not for commercial purposes. Any Person bringing a dog onto the Common Area shall immediately remove any feces deposited on the Common Area by the dog. The Board may restrict the portions of the Common Area or Area of Association Responsibility on which animals are permitted.

4.3 Temporary Occupancy and Temporary Building.

No trailer, basement of any incomplete building, tent, shack, garage or barn, and no temporary buildings or structures of any kind, shall be used at any time for a residence, either temporary or permanent. Temporary buildings, trailers, or structures may be used during the construction of a Dwelling Unit on any Lot provided that they shall be removed immediately after the completion of construction. In no event shall any such buildings, trailers, or other structures be maintained or kept on any property for a period in excess of twelve months without the prior written approval of the Board. This Section shall not prevent the Declarant's use of a sales trailer on the Common Area or any Lot owned by the Declarant.

4.4 Diseases and Insects.

No owner shall permit anything or condition to exist upon any Lot which shall induce, breed or harbor infectious plant diseases or noxious insects.

4.5 Antennas.

Subject to applicable law, no antenna, aerial, satellite dish, or other device for the transmission or reception of television or radio (including amateur or ham radio) signals of any kind (collectively referred to herein as "antennas") will be allowed outside any Dwelling Unit, except:

(a) those antennas whose installation and use is protected under federal law or regulations (generally, certain antennas under one meter in diameter), provided that an application for such an antenna must be submitted to the Architectural Committee and such application will be approved only if: (i) the antenna is designed to assure the minimal visual intrusion possible (i.e., is located in a manner that minimizes visibility from any street); and (ii) the antenna complies to the maximum extent feasible with the Rules within the confines of applicable federal regulations (i.e., without precluding reception of quality signal, of unreasonably increasing the cost of the antenna); or

(b) antenna dishes 18" in diameter or smaller mounted on the rear or side of the home or on a pole in the rear or side yard of the Lot.

to modify, make additions to, or rebuild a party wall shall first obtain the written consent of the adjoining Owner.

In the event any party wall encroaches upon a Lot, a valid easement for such encroachment and for the maintenance of the party wall shall and does exist in favor of the Owner of the Lots which share the party wall.

The Declarant hereby reserves to itself and its successors and assigns a perpetual, non-exclusive easement over, under, upon and across the Lots for the purpose of repairing or relocating a party wall without the consent of the Owners who share the use of the party wall.

Notwithstanding to the contrary herein contained, there shall be no impairment of the structural integrity of any party wall or party fence without the prior consent of all Owners of any interest therein whether by way of easement or in fee.

The Association shall have the right, but not the obligation, to perform any work which an Owner or Owners fail to do in a timely manner. The Owner(s) responsible for such work shall upon demand pay all costs incurred by the Association together with interest at twelve percent (12%) per annum and an administrative fee at ten percent (10%) of the amount incurred by the Association.

If a dispute occurs between Owners regarding a Party Wall or the sharing of the cost thereof, such Owner shall submit the dispute to the Board, whose decision shall be binding and cannot be appealed. Notwithstanding any such decision, no Owner is prohibited from seeking indemnity from the party causing the damage.

Notwithstanding anything contained herein to the contrary, walls or fences constructed by the Declarant, or the Association on Common Areas where the wall or fence does not border on a Lot shall be maintained by the Association. Subject to the provisions of this Declaration, except that each Owner of a Lot shall be responsible for stucco or painting the portion of the party wall or party fence facing his Lot or the portion thereof which is not a portion of the Common Area.

4.10 Overhead Encroachments

No tree, root, shrub, or planting of any kind on any Lot shall be allowed to overhang or otherwise to encroach upon any sidewalk, street, pedestrian way, party wall, Common Area, or other Lot from ground level to a height of eight feet (8') without the prior approval of the Architectural Committee.

4.11 Window Coverings

Within ninety (90) days of the initial conveyance of a Lot with a Residence constructed thereon, to an Owner from the Declarant (or by trustee, for the benefit of the Declarant), the Owner or Resident of the Lot shall install permanent window coverings. In no event shall the interior or exterior of any windows be covered with reflective material such as foil, or with paper, bed sheets, or other temporary coverings. The Board shall have the broadest authority to enact rules and regulations relating to window coverings.

4.12 Garages and Driveways.

No garage shall be converted to living space or altered or used for storage of material or other purposes which would prevent the use of the garage for the parking of at least two motor vehicles, except that the Declarant may use a garage in one or more model homes for a sales office and/or a construction office. The interior of all garages situated upon any Lot shall be maintained by the respective Owners thereof in a neat and clean condition. Garage doors shall be kept closed at all times except to the limited extent reasonably necessary to permit the entry or exit of vehicles or Persons. All driveways on Lots shall be of

concrete crusher fines or other construction approved in writing by Declarant and/or the Architectural Committee.

4.13 Heating, Ventilating, Air Conditioning Units, and Other Equipment

No heating, air conditioning units, evaporative cooling units, or equipment shall be placed, constructed or maintained upon the Property, including, but not limited to, upon the roof or exterior walls of any structure on any part of the Property unless: (a) where such unit or equipment is installed upon the roof of any structure upon the Property, such unit or equipment is fully screened from view from any adjacent Lots by a parapet wall which conforms architecturally with such structure or (b) in all other cases, such unit or equipment is in the side or rear yard of the Residence.

4.14 Solar Collection Panels or Devices.

Declarant recognizes the benefits to be gained by permitting the use of solar energy as an alternative source of electrical power for residential use. At the same time, Declarant desires to promote and preserve the attractive appearance of the Property and the improvements thereon, thereby protecting the value generally of the Property and the various portions thereof, and of the various Owners' respective investments therein. Therefore, solar collecting panels and devices may be placed, constructed or maintained upon any Lot within the Property (including upon the roof of any structure upon any Lot), so long as:

(a) such solar collecting panels and devices are placed, constructed and maintained in the rear yard of the home (and the panels or devices do not extend higher than the top of the lowest wall of such yard) or on the roof of the home; and

(b) such solar collecting panels and devices are constructed in a manner consistent with plans and specifications provided or created by a professional solar contractor or supplier. The restrictions in this ***Section 4.14*** shall be subject to any limitations imposed by law.

4.15 Basketball Goals.

Portable basketball goals and backboards mounted on the Dwelling Unit are prohibited. Only pole mounted permanently installed basketball goals are allowed. The Board may adopt such rules and regulations as it deems appropriate relating to the construction, placement, and use of the basketball goals or similar structures or devices.

4.16 Vehicles.

As used in this Section: (a) "Motor Vehicle" means a car, van, sport utility vehicle, bus, truck, motorcycle, all-terrain vehicle, pickup truck, or other motor vehicle; and (b) "Street" means each public or private street shown on the Plat.

No bus, mobile home, motor home, travel trailer, tent trailer, trailer, camper, camper shell, boat, boat trailer, personal watercraft, recreational vehicle, or other similar equipment or vehicle may be parked, kept or stored on the Common Area. No bus, mobile home, motor home, travel trailer, tent trailer, trailer, camper, camper shell, boat, boat trailer, personal watercraft, recreational vehicle, or other similar equipment may be parked, kept, or stored on any Lot unless it is parked on the side of a home behind a solid fence or gate of at least five (5) feet in height.

No Motor Vehicle which exceeds eight feet (8') in height or exceeds twenty-four feet (24') in length or which is designed or used for carrying merchandise, supplies, or equipment of commercial purposes shall be parked on a Street or on a driveway or any other part of a Lot so as to be Visible From Neighboring Property, except for: (a) the temporary parking of the Motor Vehicles of contractors, subcontractors, suppliers, or vendors of the Association or of an Owner, Lessee, or Resident, and (b) the parking for not more than

seventy-two (72) hours within any seven (7) day period of recreational vehicles, motor homes, and similar vehicles owned or leased by an Owner, Lessee, or Resident in the driveway on a Lot for the purpose of loading or unloading, subject to such limitations as may be established by the Board. No Motor Vehicle of a contractor, subcontractor, supplier of vendor or an Owner, Lessee or Resident shall remain continually parked overnight on a Lot, a Street, or the Common Area. No Motor Vehicle shall be parked on any part of the Common Area other than a Street or designated parking spaces.

All-terrain vehicles must be kept in garages or in another part of the Lot which is not Visible from Neighboring Property. No Motor Vehicle owned or leased by an Owner, Lessee, or Resident of a Lot or their guests may be parked on a Street if space for the parking of the Motor Vehicle is available in any of the following areas: (a) the garage or carport situated on the Lot of the Owner, Lessee, or Resident; (b) the driveway on the Lot constructed as part of the initial construction of Improvements on the Lot by the Declarant; or (c) a driveway expansion constructed on the Lot with the written approval of the Architectural Committee.

Except as specifically allowed in this **Section 4.16**, no Motor Vehicle of any kind may be stored on a Lot except in a garage, and no Motor Vehicle of any kind may be stored on the Common Area or Area of Association Responsibility. For purposes of illustration but not of limitation, a Motor Vehicle shall be deemed stored if it is covered by a car cover, tarp, or other material. Motor Vehicles owned by guests of an Owner, Lessee, or other Resident may be parked in the driveway on a Lot or on the Streets or in designated parking spaces on the Common Area.

Notwithstanding any other provision of this Section to the contrary, no Motor Vehicle may be parked on a driveway if the length of the Motor Vehicle exceeds the length of the driveway or if the Motor Vehicle encroaches upon or obstructs access across the sidewalk or curb adjacent to the driveway.

The provisions of this **Section 4.16** shall not apply to vehicles of Declarant or its employees, agents, affiliates, contractors or subcontractors during the course of construction activities upon or about the Property. The Association shall have the right to tow any motor vehicle or trailer, including, without limitation, any truck, mobile home, travel trailer, tent trailer, trailer, camper shell, detached camper, recreational vehicle, boat, boat trailer or similar equipment, or vehicle or any automobile, motorcycle motorbike, all-terrain vehicle or other motor vehicle parked, kept, maintained, constructed, reconstructed or repaired in violation of this Declaration or the Rules at the cost and expense of the Owner of the Lot from which such vehicle or related trailer or equipment was towed, or the owner of the vehicle or equipment in question if such vehicle or equipment is towed from any Common Area. The cost incurred by the Association in towing any vehicle, trailer, or related equipment from any Lot shall be payable by the Owner of such Lot on demand by the Association and shall be secured by the Assessment Lien.

In the event of a dispute, the Board may adopt rules and regulations regarding the parking of Motor Vehicles on Lots or the Streets and implementing the provisions of this Section.

4.17 Landscaping and Maintenance; Reconstruction.

Landscaping of Lots will comply with the City of Santa Fe Chapter 14 requirements. Within ninety (90) days of acquiring a Lot with a Dwelling Unit thereon, each Owner (other than Declarant) shall landscape (if not already landscaped) such Lot and any public right-of-way areas (other than sidewalks or bicycle paths) lying between the front or side boundaries of such Lot and any adjacent street and, if such Lot has a "view fence", then between the back boundary of such Lot and such view fence. Each Owner shall submit a landscaping plan to the Architectural Committee for review and approval pursuant to this Declaration. Each Owner shall maintain the landscaping on such Owner's Lot and any public right-of-way areas lying between the front or side boundaries of such Lot and an adjacent street and shall keep the land free of debris and weeds at all times and promptly repair portions of the landscaping which have been damaged. Landscaping shall be installed under this **Section 4.17** as to be consistent in terms of general appearance and level of care and attention, with other normal completed residential landscaping within the Property and with other

any applicable governmental entity and any Rules adopted by the Board. Any Dwelling Units constructed as model homes shall cease to be used as model homes at any time Declarant thereof is not actively engaged in the construction and/or sale of single-family and/or condominium residences within the Property, and no Dwelling Units shall be used primarily as a model home for the sale of Dwelling Units not located within the Property.

4.27 Repair of Building.

No building or structure on any Lot shall be permitted to fall into disrepair, and each such building and structure shall at all times be kept in good condition and repair and adequately painted or otherwise finished. In the event any building or structure is damaged or destroyed, then, subject to the approvals required by **Article 5** below, such building or structure shall be immediately repaired or rebuilt or shall be demolished.

4.28 Signs.

No signs whatsoever (including, but not limited to commercial and similar signs) which are Visible From Neighboring Property shall be erected or maintained on any Lot except:

(a) Signs required by legal proceedings or allowed under New Mexico law.
(b) More than two (2) identification signs for individual residences, each with a face area of seventy-two square inches (72") or less.
(c) "For Sale and For Lease" signs temporarily erected in connection with the sale and/or marketing of any Lot.
(d) Signs and notices erected or posted in connection with the provision of building security.
(e) Such other signs (including, but not limited to, construction job identification signs, builder identification signs and subdivision identification signs) which are in conformance with the applicable requirements of the City of Santa Fe or other applicable governmental agencies and which have been approved in advance and in writing by the Architectural Committee as to size, color, design, message content and location.

4.29 Utility Service.

No lines, wires, or other devices for the communication or transmission of electric current or power, including telephone, television, and radio signals, shall be erected, placed or maintained anywhere in or upon any Lot unless the same shall be contained in conduits or cables installed and maintained underground, except to the extent (if any) such underground or concealed placement may be prohibited by law, and except for such above-ground structures and/or media for transmission as may be originally constructed by the Declarant or as may be otherwise approved in writing by the Architectural Committee. No provision hereof shall be deemed to forbid the erection of temporary power or telephone structures incident to the construction of building or structures.

4.30 Right of Entry.

During reasonable hours and upon reasonable prior written notice to the Owner or other Resident of a Lot, any member of the Architectural Committee or the Board, or any authorized representative thereof, shall have the right to enter upon and inspect any Lot, and the Improvements thereon, except for the interior portions of any completed Dwelling Units, for the purpose of ascertaining whether or not the provisions of this Declaration have been, or are being, complied with, and such Persons shall not be deemed guilty of trespass by reason of such entry.

4.31 Declarant's Exemption

Nothing contained in this Declaration shall be construed to prevent the erection or maintenance by Declarant, or its duly authorized agents, of structures, Improvements or signs necessary or convenient to the development or sale of Lots within the Property and, in connection therewith, Declarant shall have the right and authority to construct and install temporary signage which is necessary or convenient to the development and sale of any Lots within the Property.

4.32 Crime and Drug Free Community.

The Association shall have the right and power to enact rules prohibiting criminal and drug activity on the Property, including the right to assess fines and evict tenants who engage in such activity. The Association shall have the right and power to require Residents and Owners to sign reasonable contracts and forms that assure there is no criminal and drug related activity on the Property.

4.33 Exterior Lighting.

Site lighting is defined as lighting mounted on the ground, in trees or on site walls for the purpose of providing security, identification or decorative accent lighting. Building mounted lighting is defined as lighting built into or attached to buildings on walls, ceilings, eaves, soffits or fascias for the purpose of providing general illumination, area illumination or security illumination. For residential applications, site lighting must be directed onto vegetation or prominent site features and may not be used to light walls or building elements. Building mounted lighting must be directed downward away from adjacent Lots, streets and open spaces and may not be used to light walls or building elements for decorative purposes. All exterior lighting must provide for significant shielding to ensure that light sources and lamps are not Visible from Neighboring Property; no bare lamps will be permitted. Recessed lights in exterior soffits, eaves, or ceilings shall have the lamp recessed a minimum of three inches (3") into the ceiling. Proposed exterior lighting wattage must be reviewed and approved by the Architectural Committee. Low voltage lighting is recommended. Lights on motion detectors for the purpose of security illumination are generally permitted but are subject to specific approval of the Architectural Committee. If allowed by the Architectural Committee, these lights will only be allowed to operate on a motion detector and stay lit for a maximum of twenty (20) continuous minutes. Security lights must still meet the requirements of shielding of the light sources and the light sources should not be Visible from Neighboring Property. If problems with these lights occur, the Architectural Committee reserves the right to require that the fixtures be disconnected. These lights will not be allowed to operate for the purpose of general illumination.

4.34 Swimming Pools and Spas.

Swimming pools and spas, if any, should be designed to reduce the visual impact from adjacent Lots, streets and public spaces. Pool equipment must not be Visible from Neighboring Property and must be enclosed by walls and a gate or other suitable screening method.

4.35 Exterior Recreational or Play Equipment.

All exterior recreational or play equipment such as swing sets, slides, play structures, jungle gyms and similar equipment should endeavor, within reason, to meet the intent and requirements of this Declaration. This type of equipment or structures should be located in the least visible portions of the Lot. The height of this type of equipment should be limited to a maximum of eight feet (8') above finished grade.

4.36 Size of Residences.

Residences within the Property will contain at least 900 square feet of enclosed heated living area.

4.37 Roofs.

Pitched roofs shall be tripped or tie into building masses and shall have a minimum slope of 2 1/2 to 12. Dominant roof colors such as white or reflective roof surfaces are prohibited. All pitched roofs shall be fully covered by ceramic tile, except that asphalt shingles may be used subject to prior written approval by the Architectural Committee. Such tile shall be curved barrel tile and not flat tile. Roof mounted mechanical equipment and antennae must be located so as to not to be visible from the front street. For "flat" roofs, the flashing detail between the roof and the parapet wall must be kept horizontal, not sloped to follow the roof or cricket slope. In the case of built-up roofs, all lap joints, seams or patches must be coated with an aggregate or ballast matching the roofing aggregate or ballast. Any joints, seams or tar patches shall be coated to match the adjacent roof surface and not be obvious. Parapets must return and end in an intersection with a building mass. Flat roofs should be surrounded by parapets a minimum of ten inches (10") above the adjacent roof surface, but in no case higher than thirty-six inches (36") above the adjacent roof surface. Sloped roof materials should be textural with very dark or deep color tones. Flat roof colors shall meet the requirements of this Declaration regarding color and it is strongly recommended that the color of flat roof material and associated flashing match the color of the building. In any case, the color of the inside of the parapets should be the same across the entire vertical surface (i.e., paint the flashing and vertical roof material to match the parapet wall).

4.38 Materials – Exterior Surfaces.

Exterior surfaces must generally be stucco, brick, stone masonry or adobe block. A large amount of wood is strongly discouraged, although aluminum or other siding may be considered by the Design Review Committee. Exterior finish materials including stucco on all building walls, site walls, and screen walls must be continued down to below grade, thereby eliminating unfinished foundation walls. No highly reflective finishes, except glass, which may not be mirrored or opaque, and door hardware, shall be used on any exterior surfaces including exterior art work and sculpture.

4.39 No Visible Storage Tanks.

No fuel tanks or water tanks which are Visible from Neighboring Property are permitted.

4.40 Side Walls.

Each Lot shall have a wall or fence, which may include a single gate, all of which shall be at least forty (40) inches in height, but none of which shall be constructed of wood, with the wall or fence connecting the side of the Residence located on the Lot to the boundary wall located on the side Lot line.

4.41 Manufactured or Modular Units

All Homes to be constructed within Geo Park Subdivision are governed by the subdivision master plan as described in **Article 2** above and are intended to be site built employing traditional construction materials and methods. However, should any case arise whereby a Manufactured or Modular unit of any type is approved for a Lot within the Subdivision, then such Manufactured or Modular unit shall be new upon its' placement on the Lot and shall be anchored to the ground permanently on a masonry foundation and subject to all Architectural requirements and restrictions as detailed in **Article 5** below.

ARTICLE 5
ARCHITECTURAL CONTROL

5.1 Approval Required.

No improvements which would be Visible From Neighboring Property, or which would cause any Person or thing to be Visible From Neighboring Property, shall be constructed or installed on any Lot without the prior written approval of the Architectural Committee which shall have authority to regulate the external design

and appearance of the Lots and all Improvements constructed thereon. No addition, alteration, repair, change, or other work which in any way alters the exterior appearance of any part of a Lot, or any Improvements located thereon, which are or would be Visible From Neighboring Property shall be made or done without the prior written approval of the Architectural Committee. Any Owner desiring approval of the Architectural Committee for the construction, installation, addition, alteration, repair, change, or replacement of any Improvement which is or would be Visible From Neighboring Property shall submit to the Architectural Committee their written request for approval specifying in detail the nature and extent of the addition, alteration, repair, change, or other work which the Owner desires to perform. Any Owner requesting the approval of the Architectural Committee shall also submit to the Architectural Committee any additional information, plans, and specifications which the Architectural Committee may reasonably request. If the Architectural Committee fails to approve or disapprove an application for approval within sixty (60) days after an application meeting all of the requirements of this Declaration and of the Architectural Committee Rules, together with any fee required to be paid and any additional information, plans and specifications requested by the Architectural Committee have been submitted to the Architectural Committee, the application will be deemed to have been approved. The approval by the Architectural Committee of any construction, installation, addition, alteration, repair, change, or other work shall not be deemed a waiver of the Architectural Committee's right to withhold approval of any similar construction, installation, addition, alteration, repair, change, or other work subsequently submitted for approval.

5.2 Review of Plans.

In reviewing plans and specifications for any construction, installation, addition, alteration, repair, change or other work which must be approved by the Architectural Committee, among other things, may consider the quality of workmanship and design, harmony of external design with existing structures, location in relation to surrounding structures, and topography and finish-grade elevation. The Architectural Committee may disapprove plans and specifications for any construction, installation, addition, alteration, repair, change, or other work which must be approved in writing by the Architectural Committee pursuant to this **Article 5** if the Architectural Committee determines, in its sole and absolute discretion, that;

(a) The proposed construction, installation, addition, alteration, repair, change or other work would violate any provision of this Declaration,

(b) The proposed construction, installation, addition, alteration, repair, change or other work does not comply with any Architectural Committee Rule;

(c) The proposed construction, installation, addition, alteration, repair, change or other work is not in harmony with existing Improvements within the Property or with Improvements previously approved by the Architectural Committee but not yet constructed;

(d) The proposed construction, installation, addition, alteration, repair, change, or other work is not aesthetically acceptable in the sole and absolute discretion of the Architectural Committee;

(e) The proposed construction, installation, addition, alteration, repair, change, or other work would be detrimental to or adversely affect the appearance of the Property; or

(f) The proposed construction, installation, addition, alteration, repair, change or other work is otherwise not in accord with the general plan of development for the Property.

The written approval required by the Architectural Committee pursuant to this **Article 5** shall be in addition to, and not in lieu of, any approvals or permits which may be required under any federal, state, or local law, statute, ordinance, rule or regulation. The approval by the Architectural Committee of any construction, installation, addition, alteration, repair, change or other work pursuant to this **Article 5** shall not be deemed a warranty or representation by the Architectural Committee as to the quality of such construction, installation, addition, alteration, repair, change, or other work of that such construction, installation, addition, alteration, repair, change, or other work conforms to any applicable building codes or other federal, state, or local law, statute, ordinance, rule, or regulation.

5.3 Architectural Committee.

An Architectural Committee shall be established to perform the duties and exercise the power and authority imposed on or granted to the Architectural Committee by the Community Documents. Until the last Lot in the property has been sold to an Owner, the Declarant shall have the sole right to determine the number of members on the Architectural Committee and to appoint and remove the members of the Architectural Committee. The Declarant may at any time voluntarily surrender its right to appoint and remove the members of the Architectural Committee, and in that event the Declarant may require, until the last Lot is sold to an Owner, that specified actions of the Architectural Committee, as described in a Recorded instrument executed by the Declarant, be approved by the Declarant before they become effective. After the last Lot is sold to an Owner, the Board shall determine the number of members on the Architectural Committee, and the members of the Architectural Committee shall be appointed and may be removed by the Board. Members of the Architectural Committee need not be Owners or Residents of the Property. In the event the Board does not appoint an Architectural Committee for any reason, the Board shall exercise the authority granted to the Architectural Committee under this Declaration.

The Architectural Committee may adopt, amend, and repeal architectural guidelines, standards and procedures (the "Rules) to be used in rendering its decision. Such guidelines, standards, rules and procedures may include, without limitation, provisions regarding: (a) the size and height of Residences of other Improvements; (b) architectural design, with particular regard to the harmony of the design with the surrounding structures and topography; (c) placement of Dwelling Units and other buildings; (d) landscape design, content, and conformance with the character of the Property and permitted and prohibited plants; (e) requirements concerning exterior color schemes, exterior finishes and materials; (f) signage; (g) perimeter and screen wall design and appearance; (h) time periods for commencement and completion of any approved Construction or Modification; and (i) rules and regulations governing construction activities. Any adoption, amendment, or repeal of the Design Guidelines after the Declarant no longer has the right to appoint the Architectural Committee must be approved by the Board.

The Architectural Committee may establish one or more subcommittees consisting of one or more members of the Architectural Committee and may delegate to such subcommittee or subcommittees the authority and power of the Architectural Committee to approve or disapprove any Construction or Modification within a specified portion of the Project.

The decisions of the Architectural Committee shall be final on all matters submitted to it pursuant to this Declaration, but shall be subject to appeal to the Board as the final arbiter pursuant to the provisions of this Declaration below, and the decision on the Board in all cases shall be final and binding.

5.4 Exclusions

The provisions of the ***Article 5*** shall not apply to, and approval of the Architectural Committee shall not be required for, the construction, erection, installation, addition, alteration, repair, change, or replacement of any improvements made by or on behalf of Declarant.

ARTICLE 6
ORGANIZATION OF ASSOCIATION

6.1 Formation of Association.

The Association shall be a nonprofit New Mexico corporation charged with the duties and invested with the powers prescribed by law and set forth in the Articles, Bylaws, and this Declaration. The Association shall have all of the common law and statutory power conferred upon nonprofit corporations under New Mexico law and all power necessary and desirable to perform the Association's duties and obligations. Neither the Articles nor the Bylaws shall, for any reason, be amended or otherwise changed or interpreted so as to be inconsistent with this Declaration. The Association shall not be dissolved unless another entity has agreed

If the parties cannot resolve their Dispute pursuant to negotiation, the Disputing Party shall the right to submit the Dispute to arbitration in accordance with the arbitration rules of AAA, as modified or as otherwise provided in this **Section 11.1.2.** The existing parties to the Dispute shall cooperate in good faith to ensure that all necessary and appropriate parties are included in the arbitration proceedings. The Declarant shall not be required to participate in the arbitration proceeding if all parties against whom the Declarant would have necessary or permissive cross-claims or counterclaims are or cannot be joined in the arbitration proceedings. Subject to the limitations imposed in this **Section 11.1.2**, the arbitrator shall have the authority to try all issues, whether of fact or law.

11.1.2.1 Place.

Unless otherwise mutually agreed by the parties to the proceedings, the arbitration proceedings shall be heard in Santa Fe County, State of New Mexico.

11.1.2.2 Arbitration.

A single arbitrator shall be selected in accordance with the rules of AAA from panels maintained by the AAA with experience in relevant matter, which are the subject of the Dispute. The parties to the Dispute shall meet to select the arbitrator within ten (10) days after service of the initial complaint on all defendants named therein.

11.2 Enforcement of Resolution.

If the parties to a Dispute resolve such Dispute through negotiation in accordance with **Section 11.1.1** above, and any party thereafter fails to abide by the terms of such negotiation or if the parties accept an award of arbitration in accordance with **Section 11.1.2** and any party to the Dispute thereafter fails to comply with such award, then the other party to the Dispute may file suit or initiate proceedings to enforce the terms of such negotiation or the award without the need to again comply with the procedures set forth in this Article. In such event, the party taking action to enforce the terms of the negotiation or the award shall be entitled to recover from the noncomplying party (or if more than one noncomplying party, from all such parties pro rata), all costs incurred to enforce the terms of the negotiation or the award including, without limitation, attorneys fees and court costs.

11.3 Conflicts

Notwithstanding anything to the contrary in this Declaration, if there is a conflict between the provisions of this Article and any other provision of the Community Documents, this Article shall control.

ARTICLE 12
MAINTENANCE

12.1 Common Areas, Areas of Association Responsibility, and Public Rights of Way.

The Association shall be responsible for the management and Maintenance of the Areas of Association Responsibility, and all Improvements located thereon, except for any part of the Areas of Association responsibility which any governmental entity is maintaining or is obligated to maintain. The Association shall use a reasonably high standard of care in providing for the repair, management, and maintenance of the Areas of Association Responsibility so that the project will reflect a high degree of pride in ownership. The Board, however, shall be the sole judge as to the appropriate level of maintenance of all Areas of Association Responsibility by the Association. Any cooperative action necessary or appropriate to the proper maintenance and upkeep of the Areas of Association Responsibility shall be taken by the Board of by its duly delegated representative. Notwithstanding any duty the Association may have to maintain and repair the Common Areas, the Association and Declarant shall not be liable for injury damage caused by

the latent condition or by any Member, Owner, Resident, or other Person. Neither the Association nor the Declarant shall be liable to any Person for any claim, injury, or damage arising from the use of the Areas of Association Responsibility, which shall be used at the risk of the user. Declarant has no duty or obligation to maintain, operate, manage, or repair the Common Areas or Areas of Association.

The Association may also maintain any landscaping and other improvements not on Lots which are within the exterior boundaries of the Property within areas shown on the Plat for the Property and which are intended for the general benefit of the Owners and Residents of the Property, except the Association shall not maintain areas which (a) City of Santa Fe County or other governmental entity is maintaining, or (b) are required to be maintained by the Owners of a Lot. The Association shall, in the discretion of the Board:

(i) Reconstruct, repair, replace, or refinish any Improvement or portion thereof upon Common Areas;

(ii) Replace injured and diseased trees and other vegetation in any Common Area and plant trees, shrubs and ground cover to the Common Area and plant trees, shrubs and ground cover to the extent that the Board deems necessary for the conservation of water and soil and for aesthetic purposes;

(iii) Place and maintain upon any Common Area such as signs as the Board may deem appropriate for the proper identification, use and regulation thereof;

(iv) Maintain the drainage facilities within the Common Areas in accordance with the schedule and procedures outlined in ***Exhibit "B"***.

(v) Do all such other and further acts which the Board deems necessary to preserve and protect the Common Area and the beauty thereof, in accordance with the general purposes specified in the Declaration.

No Owner, Resident, or other Person shall construct or install any Improvements on the Areas of Association Responsibility or alter, modify, or remove any Improvements situated on the Areas of Association responsibility without the written approval of the Board. No Owner, Resident or other Person shall obstruct or interfere with the Association in the performance of the Association's management or Maintenance of the Areas of Association Responsibility, and the improvements located thereon.

In the event any Plat, deed restriction, or this Declaration permits the Board to determine whether Owners of certain Lots will be responsible for maintenance of certain Common Areas or public right-of-way areas, the Board shall have the sole discretion to determine whether or not it would be in the best interest of the Owners, Lessees, and Residents of the Property for the Association or an individual Owner to be responsible for such maintenance, considering cost, uniformity of appearance, location, and other factors deemed relevant by the Board. The Board may cause the Association to contract with others for the performance of the maintenance and other obligations of the Association under this **Article 12** and, in order to promote uniformity and harmony of appearance, the Board may also cause the Association to contract to provide maintenance services to Owners of Lots having such responsibilities in exchange for the payment of such fees as the Association and Owner may agree upon.

12.2 Streetlights.

At the option of the Association, or its duly delegated representative, it may own, operate, maintain, and replace any and all streetlights within the Property that are installed as part of the Improvements, and the costs thereof shall be included in the Assessment.

12.3 Assessment of Certain Costs of Maintenance and Repair of Common Areas and Public Areas.

In the event that the need for maintenance or repair of Common Areas and other Areas of Association Responsibility is caused through the act of any Member, his family, guests, tenants, or invitees, the cost of such maintenance or repairs shall be due within thirty (30) days of notice and shall be added to, and become

a part of, the Assessment to which such Member and the Member's Lot is subject, and shall be secured by the Assessment Lien, provided that prior to submitting a bill for such costs, the Board shall cause a notice to be sent to Owner specifying the maintenance or repairs and Owner shall have the right to object to his responsibility. Following the Board's consideration of such objection, the Board may absolve the Owner or demand that the Owner pay the bill within the thirty (30) day period provided above. The decision of the Board shall be final and binding. Any charges or fees to be paid by the Owner of the Lot in connection with a contract entered into by the Association with an Owner for the performance of an Owner's maintenance responsibilities shall also become a part of such Assessment and shall be secured by the Assessment Lien.

12.4 Improper Maintenance and Use of Lots.

In the event of any portion of any Lot is so maintained as to present a public or private nuisance, or as to substantially detract from the appearance or quality of the surrounding Lots, or other areas of the Property which are substantially affected thereby or related thereto, or in the event any portion of a Lot is being used in a manner which violates this Declaration, or in the event the Owner of any Lot is failing to perform any of its obligations under this Declaration or the Rules, the Board may by resolution make a finding to such effect, specifying the particular condition or conditions which exist, and pursuant thereto give notice thereof to the offending Owner that unless corrective action is taken within fourteen (14) days, the Board may cause such action to be taken at said Owner's cost. If, at the expiration of said fourteen (14) day period of time, the requisite corrective action has not been taken, the Board shall be authorized and empowered to cause such action to be taken (either by undertaking such corrective action) and the cost thereof, together with any attorneys' fees expended by the Association in connection therewith, shall be added to and become a part of the Assessment to which the offending Owner's Lot is subject, if any, and shall be secured by the Assessment Lien.

12.5 Conveyance of Common Areas.

On or before the conveyance of the first Lot to an Owner, the Declarant or the Owner thereof, if other than the Declarant, shall execute and deliver to the Association a quitclaim or warranty deed of conveyance for all Common Areas. Upon Recordation of such Deed, the Association shall be deemed to have assumed all responsibility for the ongoing maintenance, repair, and restoration of such Common Areas in accordance with the Community Documents. After conveyance of any Common Areas to the Association, the Association shall not further convey the Common Area without the consent of at least two-thirds (2/3) of the Members.

12.6 Landscaping Replacement.

Landscaping originally planted on the Common Areas may exceed the landscaping that is ultimately planned for the Common Areas and the Areas of Association Responsibility due to over-planting in anticipation of normal plant loses. The Board is hereby granted the authority to remove and not replace dead and damaged landscaping. If in the reasonable discretion of the Board: (a) the remaining landscaping is acceptable to the Board and (b) the remaining landscaping is generally consistent in quality and quantity with the landscaping shown on the approved landscaping plans filed with the City in connection with the Property even if the location of specific plants is different than the locations shown on such approved landscaping plans. Neither Declarant, nor any other installer of landscaping the Common Areas or the Areas of Association Responsibility shall be responsible for replacement of landscaping that dies more than ninety (90) days following installation or than requires replacement due to vandalism, lack of property watering or proper maintenance by the Association, or damage due to negligence; the Association shall be solely responsible for such replacement (subject to potential recovery by the Association from any vandal or negligent person).

12.7 Alteration of Maintenance Procedures.

EXHIBIT "A"

Legal Description of Initial Property

Tract 1 and Tract 2 as shown and delineated on plat of survey entitled "Land Division prepared for Praise Tabernacle, Located off County Rd. 61A, being a portion of Lot 12, T16N, R8E, N. M. P. M., within the County of Santa Fe, State of New Mexico" recorded on October 10, 2007 as Document No. 1502385 in Plat book 666 at page 21, in the records of Santa Fe County, New Mexico.

EXHIBIT "B"

Drainage Facilities Maintenance

The drainage facilities are private and shall be maintained by the Geo Park Owners Association, Inc. (the "Association").

Inspections of the drainage facilities shall be conducted 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. The Association shall maintain a file of the inspections and remedial action conducted on the drainage facilities. The remedial action shall consist of (1) removal and disposal of sediment in ponds that is greater than 6-inches in depth; (2) flushing all culverts, drop inlets and drainage pipes to remove sediment and pollutants that prevents or hinders the flow of storm water in the drainage structures; and, (3) inspect for soil erosion at all drainage ponds and inspect for the structural integrity of all appurtenant drainage structures and repair or stabilize accordingly.

Geo Park Subdivision

VICINITY MAP



NTS

SHEET INDEX

SHEET TITLE	No.
COVER SHEET	CV
SUBDIVISION PLATS	S-1 & S-2
EXISTING TOPOGRAPHY	S-3
OVERALL GRADING AND DRAINAGE PLAN	C-1
OVERALL UTILITY PLAN	C-2
WATER LAYOUT PLAN	C-3 & C-4
ROADWAY PLAN AND PROFILE (GEO PARK LANE)	C-5,C6 & C7
ROADWAY PLAN AND PROFILE (GEO PARK WAY)	C-8
ROADWAY PLAN AND PROFILE (VIA GEO)	C-9
UTILITY PLAN AND PROFILE (GEO PARK LANE)	C-10,C11 & C12
UTILITY PLAN AND PROFILE (GEO PARK WAY)	C-13
STRIPING AND SIGNAGE PLAN	C-14
DETAIL SHEET	C-15
LANDSCAPE PLAN	L-1
CITY OF SANTA FE STANDARD DETAILS	PAD-1
CITY OF SANTA FE STANDARD DETAILS	PAD-2
CITY OF SANTA FE STANDARD DETAILS	PAD-3

CONSULTANTS

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Walker Engineering

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SURVEYOR

DESIREE ROMERO

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505-986-3413 Desiree@swmountainsurveys.com

09/18/2020

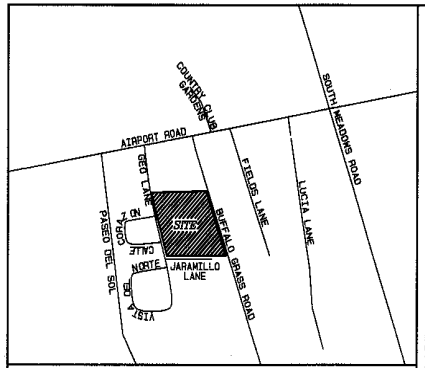
Geo Lane Subdivision

SHEET NO.

CV

GEO PARK SUBDIVISION

LYING AND BEING SITUATED WITHIN SECTION 12, T. 16 N., R. 8 E., N.M.P.M., CITY OF SANTA FE, NEW MEXICO



VICINITY MAP
N.T.S.

UTILITY APPROVAL

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF: PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

"QWEST CORPORATION, D/B/A CENTURYLINK QC" FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLE NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IN THIS RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENT, WITH THE RIGHT AND PRIVILEBE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILISE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES 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. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRIC SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

COMCAST CABLE — DATE

IN APPROVING THIS PLAT, PNM 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 NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT WHICH ARE NOT SHOWN ON THIS PLAT.

PNM / ELECTRIC COMPANY OF NEW MEXICO — DATE

GAS COMPANY OF NEW MEXICO — DATE

CENTURYLINK DISCLAIMER
THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

QWEST COMMUNICATIONS, INC. D/B/A/ CENTURYLINK — DATE

SURVEYOR'S CERTIFICATE

I MITCHEL K. NOONAN, N.M.P.L.S. No. 6998 DO HEREBY CERTIFY THAT THIS SUBDIVISION SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. 8/4/19

MITCHEL K. NOONAN — N.M.P.L.S. No. 6998

DEDICATION AND AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED OWNER OF THESE LANDS LYING WITHIN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, COMPRISED OF: TRACT 1 & TRACT 2, WITHIN SECTION 12, TOWNSHIP 16 NORTH, RANGE 8 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CONTAINING 8.507 ACRES, MORE OR LESS, DOES HEREBY CAUSE SAID LANDS TO BE SUBDIVIDED, AS SHOWN HEREON AND THAT THE SUBDIVISION IS NAMED AND WILL BE KNOWN AS "GEO PARK SUBDIVISION".
ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF SAID OWNER.

UTILITY EASEMENTS ARE HEREBY GRANTED TO THE UTILITY COMPANIES LISTED HEREON AND TO THE CITY OF SANTA FE, UPON ALL RIGHT-OF-WAYS AND UTILITY EASEMENTS AS SHOWN HEREON, FOR THE PURPOSE OF INSTALLING OPERATING AND MAINTAINING SUCH PUBLIC OR PRIVATE UTILITIES AS ELECTRIC POWER, CABLE T.V., TELEPHONE, WATER, STORM AND SANITARY SEWER & GAS; THAT THE SAID EASEMENTS CARRY WITH THEM THE RIGHT OF INGRESS AND EGRESS (BOTH SURFACE AND SUBSURFACE) FOR CREWS AND MACHINERY AND THE RIGHT TO TRIM OR REMOVE INTERFERING VEGETATION OR OBSTRUCTIONS BY AGENCIES RESPONSIBLE FOR SAID UTILITIES.

RIGHT OF WAYS AS SHOWN HEREON, ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE.

AREAS DESIGNATED AS OPEN SPACE AS SHOWN HEREON, ARE HEREBY DEDICATED TO THE GEO PARK HOME OWNER'S ASSOCIATION FOR PRIVATE USE.

A BLANKET EASEMENT IS HEREBY GRANTED UPON ALL OPEN SPACE SHOWN HEREON FOR ALL EMERGENCY & MAINTENANCE VEHICLES, PERSONNEL AND EQUIPMENT.

MAINTENANCE OF DRAINAGE STRUCTURES AND APPURTENANCES THERETO WITHIN THE GRANTED EASEMENTS, OPEN SPACE AND PARKS AS SHOWN HEREON, IS THE RESPONSIBILITY OF THE GEO PARK HOME OWNER'S ASSOCIATION.

THIS PLAT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

OWNER:

LUIS OLIVAS

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY LUIS OLIVAS.

NOTARY PUBLIC — MY COMMISSION EXPIRES

JOHN REEDER

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY JOHN REEDER.

NOTARY PUBLIC — MY COMMISSION EXPIRES

HASSAN SALAM

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY HASSAN SALAM.

NOTARY PUBLIC — MY COMMISSION EXPIRES

OWNER'S CONSENT

THE UNDERSIGNED OWNER(S) DO HEREBY ATTEST THAT THE PLATTING AS SHOWN HEREON IS MADE WITH THEIR FREE CONSENT AND IS IN ACCORDANCE WITH THEIR WISHES AND DESIRES. THE UNDERSIGNED OWNER(S) DO HEREBY GRANT REASONABLE EASEMENTS TO ALL EXISTING PUBLIC UTILITIES. THOSE LANDS LIE WITHIN THE PLATTING AND PLANNING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

DRAINAGE FACILITIES MAINTENANCE
ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE 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 AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

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

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

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

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

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

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

LUIS OLIVAS

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY LUIS OLIVAS.

NOTARY PUBLIC — MY COMMISSION EXPIRES

JOHN REEDER

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY JOHN REEDER.

NOTARY PUBLIC — MY COMMISSION EXPIRES

HASSAN SALAM

STATE OF NEW MEXICO } SS
COUNTY OF _____ }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS_____, DAY OF_____, 2020 BY HASSAN SALAM.

NOTARY PUBLIC — MY COMMISSION EXPIRES

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE____ DAY OF_____, A.D. 20____ AT _____ O'CLOCK_____M AND WAS DULY RECORDED IN PLAT BOOK_____, PAGE_____ OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
GERALDINE SALAZAR
COUNTY CLERK, SANTA FE COUNTY, N.M.

DEPUTY

SANTA FE COUNTY TREASURER — DATE

REVIEWED BY: CITY OF SANTA FE

CITY PLANNER — DATE

CITY ENGINEER FOR LAND USE — DATE

APPROVED BY THE SANTA FE CITY PLANNING COMMISSION AT THEIR MEETING OF JUNE 4, 2020 AS CASE #2019-1520

PLANNING COMMISSION CHAIRMAN — DATE

PLANNING COMMISSION SECRETARY — DATE

SUBDIVISION NOTES:

1. EACH LOT SHALL BE SERVED THROUGH SEPARATE SEWER AND WATER SERVICES.
2. FLOOD ZONE NOTE:
   UNLESS OTHERWISE SHOWN HEREON, THE LANDS SHOWN HEREON LIE WITHIN ZONE 'X' - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM MAP 35049c0393G, DATED JUNE 17, 2008
3. PERMANENT TRAFFIC CONTROL SIGNS WILL BE INSTALLED BY THE DEVELOPER AT THE DEVELOPERS EXPENSE.
4. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
5. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED AFTER OCTOBER 30, 2002, THAT ADDRESSES ANY PROVISION OF EXISTING REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
6. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.
7. UTILITY EXPANSION CHARGES SHALL BE PAID AT TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT.
8. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
9. THIS DEVELOPMENT COMPLIES WITH THE CITY OF SANTA FE NEIGHBORHOOD PARK REQUIREMENTS AS INDICATED IN 14-8.15 (3) (A&B). AS A RESULT THE NEIGHBORHOOD IMPACT FEE IS WAIVED.
10. REGIONAL AND COMMUNITY PARK IMPACT FEES WILL BE PAID AT THE TIME OF RECORDATION OF THE SUBDIVISION PLAT.
11. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1410.1.
12. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1412.1.
13. FOR SPECIFIC INFORMATION PERTAINING TO SETBACKS, HEIGHTS, TRACT COVERAGE, LANDSCAPING, AND FENCING, REFER TO THE DECLARATION OF COVENANTS, CONDITIONS, & RESTRICTIONS FOR GEO PARK SUBDIVISION, SANTA FE, NM, RECORDED ON NOVEMBER _____, 2020 AS INSTRUMENT #_____ AT THE SANTA FE COUNTY CLERK'S OFFICE.
14. NO ACCESSORY DWELLING UNITS OR GUEST HOUSES OF ANY KIND SHALL BE PERMITTED IN GEO PARK SUBDIVISION. NEITHER SHALL ANY MOTOR HOME, FIFTH WHEEL, CAMPING TRAILER, CAMPER VAN, OR RECREATIONAL VEHICLE OF ANY TYPE BE ALLOWED TO SERVE AS AN OVERNIGHT ACCOMODATION WITHIN GEO PARK SUBDIVISION. THIS PROHIBITION SHALL RUN WITH THE LAND AND ALL THE PROPERTY CREATED BY THE SUBDIVISION, AS DETAILED IN ARTICLE 2, PARAGRAPH 2.1, REFER TO COMPLETE DECLARATION OF COVENANTS, CONDITIONS, & RESTRICTIONS FOR GEO PARK SUBDIVISION, SANTA FE, NM, RECORDED ON NOVEMBER _____, 2020 AS INSTRUMENT #_____ AT THE SANTA FE COUNTY CLERK'S OFFICE.
15. SUBDIVISION RETENTION POND IS DESIGNED TO HOLD 2,200 SQ.FT. OF IMPERVIOUS SURFACE RUN-OFF. NO ON-LOT PONDING IS REQUIRED.
16. THE DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT (ADA) FOR ALL INFRASTRUCTURE IMPROVEMENTS.
17. IN ACCORDANCE WITH ARTICLE 14-8.4(F)(2)(e), "STORM WATER DETENTION PONDS AND RETENTION PONDS SHALL BE PLANTED WITH A MINIMUM OF ONE TREE AND THREE SHRUBS PER 500 sf OF REQUIRED PONDING AREA."

GUNNISON'S PRAIRE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRE 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 PRACTICE (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.

NOTES:

1. *BASIS OF BEARING IS TAKEN DIRECTLY ALONG THE LINE BETWEEN SFC 1007 AND U.S.G.S. CAP STAMPED "NO 434 TH 1 1 MILE MARKER FROM PLAT ENTITLED "LAND DIVISION PREPARED FOR PRAIBE TABERNACLE" PREPARED BY BERNIE A. MARTIN, N.M.P.L.S. No. 5338, RECORDED IN BOOK 686, PAGE 21 ON OCTOBER 10, 2007 AT THE SANTA FE COUNTY CLERK'S OFFICE. RECORD DATA IN PARENTHESIS ( ).*
2. *REFER TO WARRANTY DEED, FREEDOM CHURCH PRAISE TABERNACLE CHURCH FKA TO LUIS OLIVAS, JOHN REEDER, & HASSAN SALAM, RECORDED AS INSTRUMENT #1873943 ON NOVEMBER 30, 2018 AT THE SANTA FE COUNTY CLERK'S OFFICE*
3. *LANDS SHOWN HEREON LIE WITHIN ZONE 'X' - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM MAP 35049c0393G, DATED JUNE 17, 2008.*
4. *REFER TO PLAT ENTITLED "PLAT OF SURVEY FOR DENNIS R. AND PATRICIA A. PADILLA" PREPARED BY JAMES J. WEDRAND, N.M.P.E. No. 5217, RECORDED IN BOOK 271, PAGE 30 ON APRIL 14, 1994 AT THE SANTA FE COUNTY CLERK'S OFFICE.*
5. *REFER TO PLAT ENTITLED "PLAT OF SURVEY FOR ALFONSO JARAMILLO JR. AND MAGDELENA JARAMILLO" PREPARED BY PAUL A. ARMIJO, N.M.P.S. No. 13864, RECORDED IN BOOK 305, PAGES 31-32 ON SEPTEMBER 22, 1998 AT THE SANTA FE COUNTY CLERK'S OFFICE.*
4. *REFER TO PLAT ENTITLED "FAMILY TRANSFER LAND DIVISION FOR EDUARDO AND MARGARET RODRIGUEZ" PREPARED BY CARL E. SERNA, N.M.P.E. & L.S. No. 4255, RECORDED IN BOOK 536, PAGE 28 ON JULY 10, 2003 AT THE SANTA FE COUNTY CLERK'S OFFICE.*

SITE DATA (TRACT 1 & 2)	
LOTS	5.951Ac±
OPEN SPACE	0.408Ac±
RIGHT OF WAY	2.148Ac±
TOTAL	8.507Ac±

INDEXING INFORMATION FOR COUNTY CLERK	
UPC:	1-046-095-368-280 & 1-046-095-367-338
OWNER	LUIS OLIVAS, JOHN REEDER, & HASSAN SALAM
FILED:	INSTRUMENT #1873943
SUBDIVISION:	N/A
SECTIONS:	SECTION 12, T. 16 N., R. 8 E., N.M.P.M.

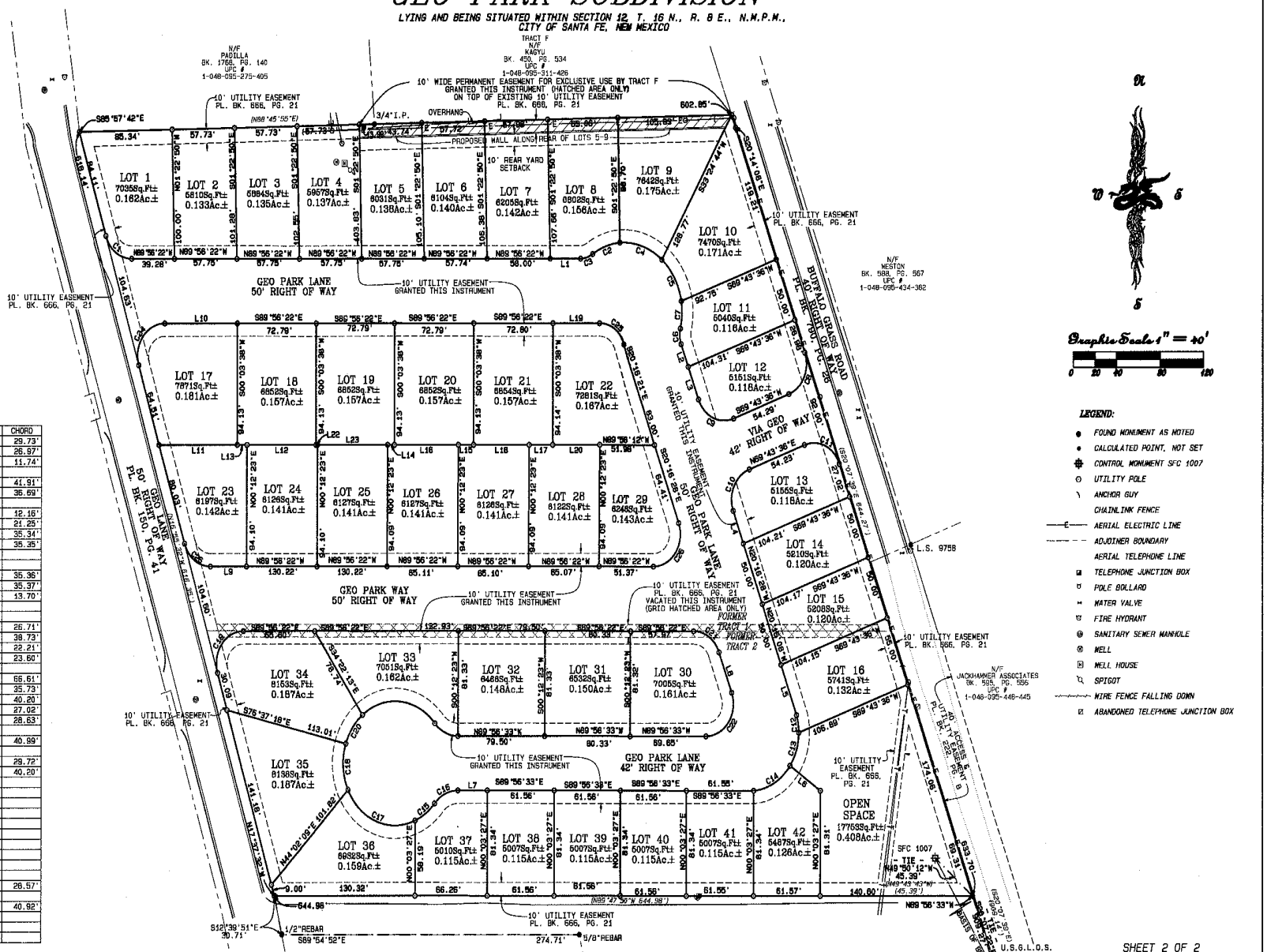
SHEET 1 OF 2

SOUTHWEST MOUNTAIN SURVEYS
1114 HICKOX ST., SANTA FE, N.M. 87501
(505) 982-9429 FAX (505) 986-3413

DATE (S):	DRAWN BY:	PROJECT No.
8/4/19	DKR	C-2922A

GEO PARK SUBDIVISION

LYING AND BEING SITUATED WITHIN SECTION 12, T. 16 N., R. 8 E., N.M.P.M., CITY OF SANTA FE, NEW MEXICO



BOUNDARY DATA CHART

LINE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD
C1	31.83'	N53°27'46"W	25.00'	72°57'18"	29.73'
C2	27.26'	S70°50'55"W	54.00'	28°55'24"	26.97'
C3	11.90'	S72°36'52"W	21.00'	32°27'24"	11.74'
L1	28.10'	N89°56'54"W			
C4	43.04'	N71°51'26"W	54.00'	45°39'54"	41.91'
C5	37.44'	N29°09'45"W	54.00'	39°43'31"	36.69'
L2	19.70'	N20°16'24"W			
C6	12.34'	N03°26'12"W	21.00'	33°40'25"	12.16'
C7	21.39'	N02°03'05"E	54.00'	22°42'00"	21.25'
C8	39.25'	S24°44'44"W	25.00'	89°57'44"	35.34'
C9	39.26'	N65°16'51"W	25.00'	89°59'07"	35.35'
L3	26.97'	N20°16'24"W			
L4	27.04'	N20°17'10"W			
C10	39.27'	N24°43'36"E	25.00'	90°00'00"	35.36'
C11	39.29'	S65°15'16"E	25.00'	90°02'16"	35.37'
C12	13.75'	N08°34'46"W	45.00'	17°30'26"	13.70'
L5	41.59'	N20°16'00"W			
L6	34.00'	N55°19'09"W			
C13	27.12'	N17°26'29"E	45.00'	34°32'04"	26.71'
C14	40.04'	N60°12'09"E	45.00'	50°59'17"	38.73'
C15	22.41'	N53°34'46"E	48.00'	26°45'08"	22.21'
C16	24.36'	N55°07'49"E	28.00'	49°51'15"	23.60'
L7	27.00'	S89°56'33"E			
C17	73.61'	S69°06'35"E	48.00'	87°52'11"	66.61'
C18	36.61'	S03°19'31"E	48.00'	43°41'56"	35.73'
C19	46.71'	N35°32'15"E	25.00'	107°02'46"	40.20'
C20	27.39'	S34°52'15"W	48.00'	32°41'37"	27.02'
C21	30.49'	S55°00'12"E	25.00'	69°52'21"	28.63'
L8	33.35'	S20°04'01"E			
C22	48.05'	S34°59'43"W	25.00'	110°07'28"	40.99'
L9	33.40'	N89°56'22"W			
C23	31.83'	N53°27'46"W	25.00'	72°57'14"	29.72'
C24	46.69'	N36°31'22"E	25.00'	107°01'00"	40.20'
L10	66.96'	S89°56'23"E			
L11	72.19'	N89°56'06"W			
L12	63.73'	N89°55'15"W			
L13	9.06'	N89°56'03"W			
L14	6.30'	N89°56'16"W			
L15	13.98'	N89°56'16"W			
L16	58.81'	N89°56'13"W			
L17	21.68'	N89°56'08"W			
L18	51.13'	N89°56'16"W			
L19	43.08'	S89°56'22"E			
C25	30.40'	S55°06'14"E	25.01'	69°39'40"	28.57'
L20	43.39'	N89°56'12"W			
C26	47.93'	S34°36'18"W	25.00'	109°51'00"	40.92'
L21	13.99'	N88°47'41"E			
L22	1.37'	S89°56'06"E			
L23	65.11'	S89°56'13"E			

LEGEND:

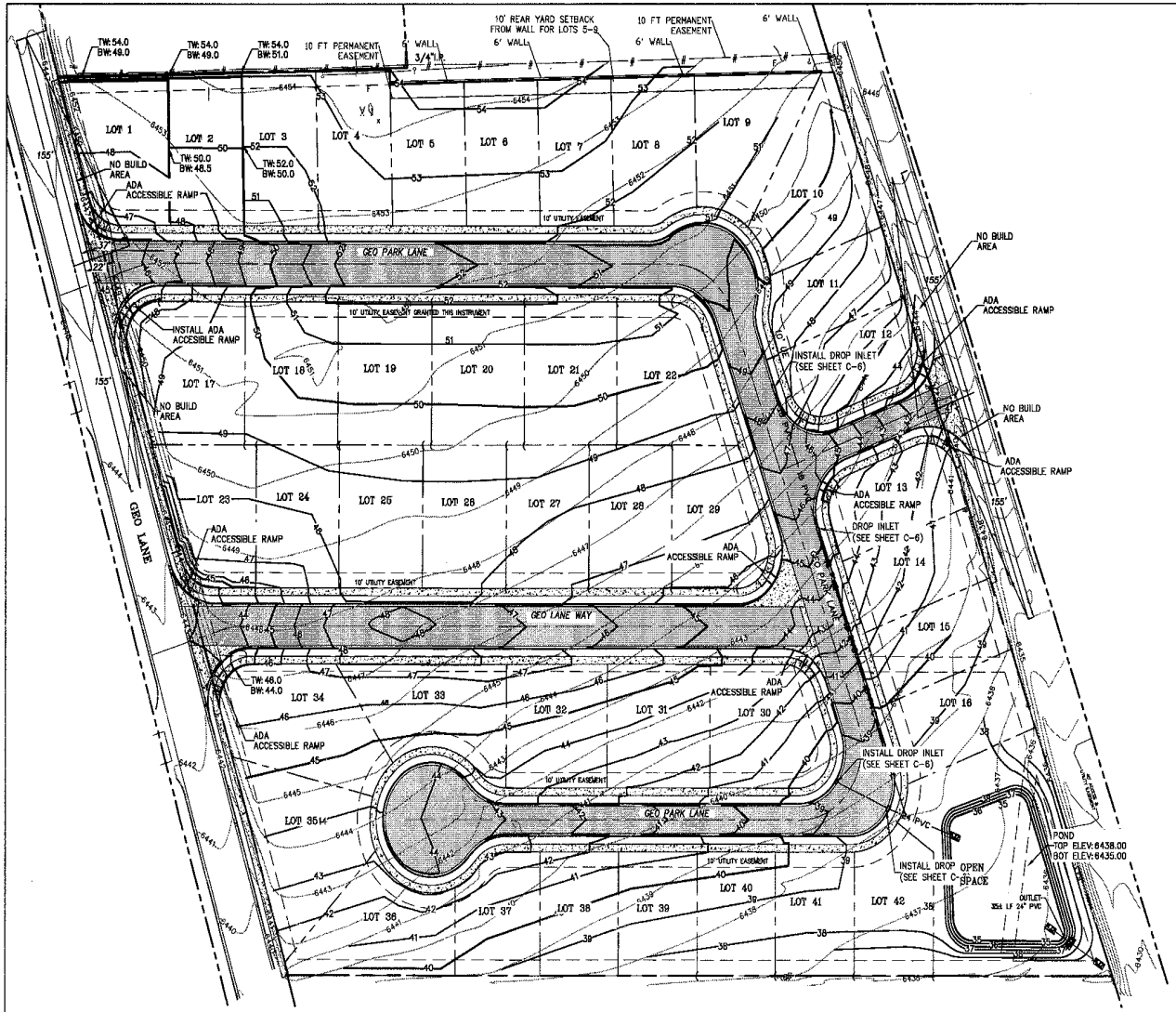
- FOUND MONUMENT AS NOTED
- CALCULATED POINT, NOT SET
- CONTROL MONUMENT SFC 1007
- UTILITY POLE
- ANCHOR GUY
- CHAINLINK FENCE
- AERIAL ELECTRIC LINE
- ADJOINER BOUNDARY
- AERIAL TELEPHONE LINE
- TELEPHONE JUNCTION BOX
- POLE BOLLARD
- WATER VALVE
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- WELL
- WELL HOUSE
- SPIGOT
- WIRE FENCE FALLING DOWN
- ABANDONED TELEPHONE JUNCTION BOX

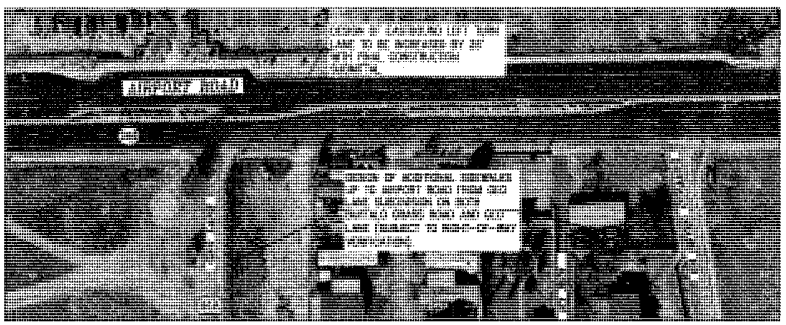
INDEXING INFORMATION FOR COUNTY CLERK	
UPC:	1-048-095-368-368 & 1-048-095-367-336
OWNER:	LUIS OLIVAS, JOHN REEDER, & HASSAN SALAH
FILED:	INSTRUMENT #1873943
SUBDIVISION:	N/A
SECTION:	SECTION 12, T. 16 N., R. 8 E., N.M.P.M.

SHEET 2 OF 2

SOUTHWEST MOUNTAIN SURVEYS
1114 HICKOX ST., SANTA FE, N.M. 87501
(505) 982-9429 FAX (505) 986-3413

DATE (S): 8/4/19 | DRAWN BY: DKR | PROJECT No.: C-2922A





OFFSITE IMPROVEMENT

NTS

SCALE: 1" = 40'

40' 0 40'

CONTOUR INTERVAL = ONE FOOT (1')

LEGEND

- 7160 — EXISTING CONTOURS
- 55 — DESIGN CONTOURS
- PARCEL LINES
- TC 8504' — TOP OF CONCRETE ELEVATION
- FG 8504' — FINISH GRADE ELEVATION
- DIRECTIONAL FLOW ARROWS
- GRAVEL
- WALL

NOT ALL SYMBOLS WILL NECESSARILY APPLY TO THIS PROJECT

TOPOGRAPHY NOTE

ALL EXISTING TOPOGRAPHIC SURVEY DATA SHOWN ON THESE PLANS HAS BEEN OBTAINED AND CERTIFIED BY OTHERS. WALKER ENGINEERING HAS UNDERTAKEN NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR OF THIS TOPOGRAPHY. WALKER ENGINEERING RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

STAKING NOTE

INFORMATION SHOWN IS FOR GRADING AND DRAINAGE ONLY AND IS NOT TO BE USED FOR STAKING PURPOSES. SEE SITE PLAN FOR ACTUAL LOCATION OF IMPROVEMENTS.

EARTHWORK

DESIGN CUT=6,904 CU YD
DESIGN FILL=6,132 CU YD
DESIGN EXPORT=772 CU YD

Walker Engineering
905 Camino Sierra Vista
Santa Fe, NM 87501

Stormwater Drainage Calculations

Project: Geo Lane Subdivision — Project No: 19-143 — Date: 9/17/2020

Developable Area: 8.58 Acres, 373682 Sq Ft

Present Land Use

Description	Area (SF)	Area (Ac.)	C	C*A
Undeveloped	373682.25	8.58	0.55	4.718
Composite	373682.25	8.58	0.55	4.718

Proposed Land Use

Description	Area (SF)	Area (Ac.)	C	C*A
Roof(2,000 SF per lot)	79800	1.83	0.98	1.80
Asphalt	51000	1.17	0.98	1.15
Concrete (400 SF per lot)	39216	0.90	0.98	0.88
Undeveloped/Landscape	254666.28	5.85	0.55	3.22
Composite	424682.25	9.75	0.82	7.04

Discharge Calculations

Description	C*A	Rainfall (in/hr)	Discharge (cfs)
Present Land Use	4.72	7.3	34.44
Proposed Land Use	7.04	7.3	51.40
Difference	2.52	0.00	16.95

Pond Volume Required (100 yr Storm) 20343 ft³

Drainage Pond Design

	Top Elev. (ft)	Area (ft²)	Bottom Elev. (ft)	Area (ft²)	Vol (Cu. Ft.)
Pond	6438.00	8700	6435.00	6700	23100

Increased Pond Volume Provided = 23100 ft³
(100 Year Storm Capacity)

There is adequate capacity in the ponds to control the increase in runoff from this site.
Please see Drainage Report for more details regarding pond design.

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
905 Camino Sierra Vista, • Santa Fe, NM 87505
505-820-7990
FAX 505-820-3939
E-MAIL civil@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 — DESIGNED BY: P.L.R.
FILE: 143 OVERALL GRADE — DRAWN BY: P.L.R.
DATE: 9/17/2020 — CHECKED BY: M.R.W.
SCALE: AS NOTED

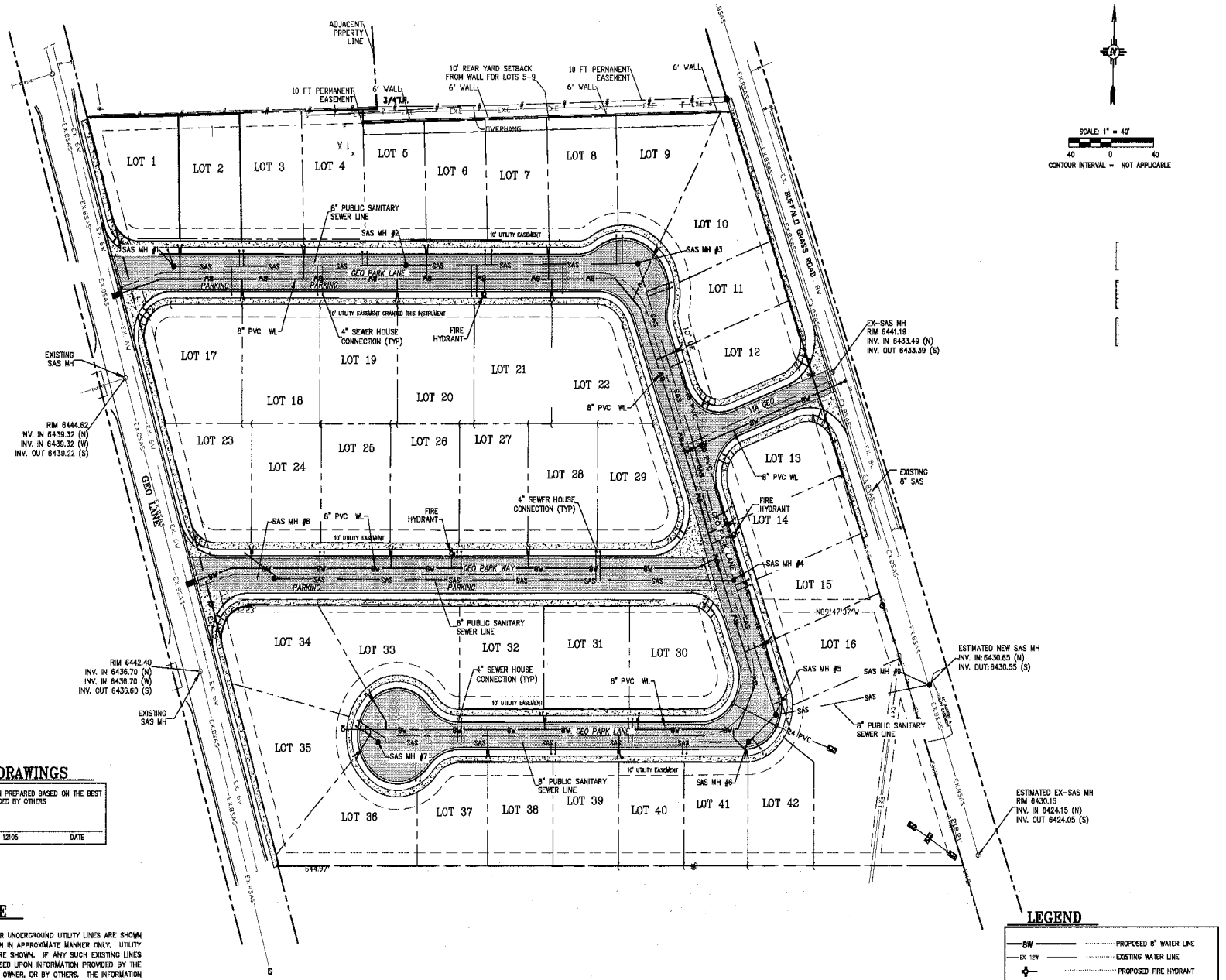
PROJECT: GEO PARK SUBDIVISION
SHEET TITLE: OVERALL GRADING PLAN

CITY REVIEW

DEPARTMENT	DATE	SIGN-OFF
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO.

C-1



RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS

MOREY E. WALKER, P.E. 12105 DATE

UTILITY NOTE

IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE OR TYPE OF EXISTING ABOVE AND UNDERGROUND UTILITIES, OR EXISTING PIPELINES. THE ENGINEER MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM HIMSELF OF THE LOCATION OF ANY EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES, IN AND NEAR THE AREA OF THE WORK, IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY HIS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUES PERTAINING TO THE LOCATION OF THESE LINES IN PLANNING AND CONDUCTING EXCAVATION WORK.

LEGEND

- 8W — PROPOSED 8" WATER LINE
- EX 12W — EXISTING WATER LINE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE & BOX
- PROPOSED METER
- EX SAS — EXISTING SEWER
- EXISTING SAS MANHOLE
- SAS — PROPOSED SEWER
- PROPOSED SAS MANHOLE
- 4" SAS SERVICE

CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
905 Camino Sierra Vista, • Santa Fe, NM 87505
505-820-7990
FAX 505-820-3939
E-MAIL civil@walkerengineering.net

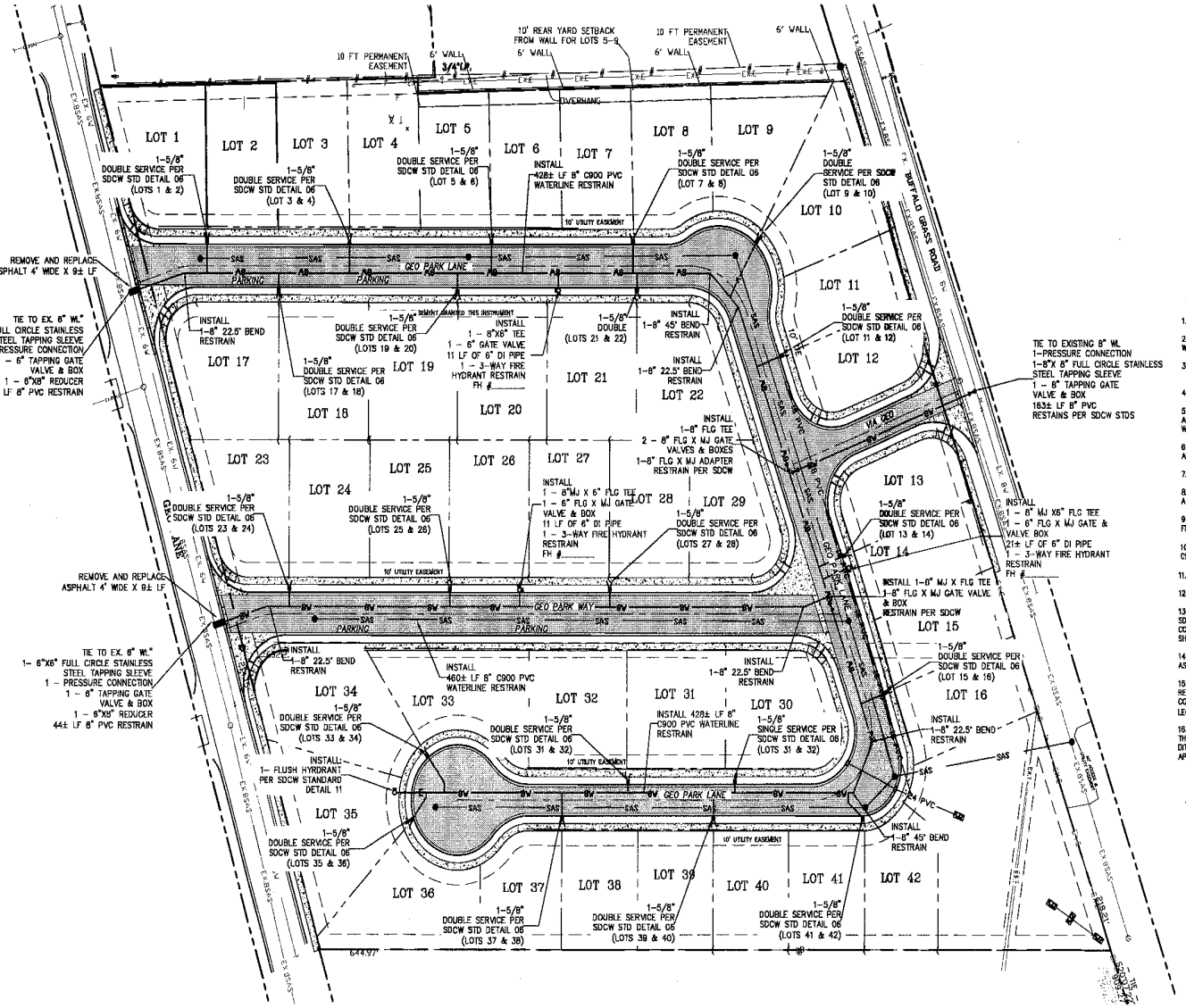
No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 DESIGNED BY: P.E.B.
FILE: 143 UTIL DRAWN BY: P.E.B.
DATE: 9/17/2020 CHECKED BY: M.E.W.
SCALE: AS NOTED

PROJECT: GEO PARK SUBDIVISION

SHEET TITLE: OVERALL UTILITY PLAN

SHEET NO. C-2



SDCW WATER NOTES

1. CONTRACTOR WILL NOTIFY SDCW 5 DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE SANGRE DE CRISTO WATER COMPANY CONSTRUCTION SPECIFICATIONS.
3. ALL EASEMENTS WILL BE DEDICATED, CLEARED AND GRADED, AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS WILL BE CUT TO GRADE PRIOR TO WATERLINE INSTALLATION.
5. ALL LOT CORNERS WILL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB AND GUTTER WILL BE INSTALLED PRIOR TO WATERLINE INSTALLATION UNLESS OTHER WISE APPROVED IN WRITING BE SDCW CO.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT OF WAY MAPS. SIGNED PLATS AND SDCW COMPANY DRAWINGS.
7. MATERIAL SUBMITTAL SHALL BE APPROVED BY SDCW CO. PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 1-800-321-2537, TWO WORKING DAY IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS WILL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. PRESSURE REGULATOR AND PRESSURE SYSTEMS MUST BE APPROVED BY THE CITY OF SANTA FE PRIOR TO INSTALLATION.
11. A MINIMUM OF 4 FEET COVER TOP OF PIPE TO BE MAINTAINED.
12. CONTRACTOR TO SUBMIT VALVE TIES TO SDCW CO. WITHIN 5 DAYS OF COMPLETION.
13. CONTRACTOR TO SUBMIT FITTING TIES AND LENGTHS BETWEEN FITTINGS TO SDCW CO. 5 DAYS AFTER COMPLETION. THIS INCLUDES DISTANCES FROM CORPORATION TO CORPORATION AS-BUILT QUANTITIES AND MEASUREMENTS SHALL BE LEGIBLE AND PROVIDED ON SDCW DRAWINGS OR OTHER AGREED UPON METHOD.
14. ALL VALVE BOXES TO BE BROUGHT UP TO GRADE AFTER FIRST COURSE OF ASPHALT AND BEFORE FINAL COURSE OF ASPHALT.
15. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS ARE TO BE OBTAINED BY THE CONTRACTOR FOR THE SDCW CO. FIELD REPRESENTATIVE AT THE TIME THE ITA IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD.
16. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING TO BE USED ONLY FOR SPECIAL CONDITIONS (e.g. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BE SDCW.

AS-BUILT

CONTRACTOR TO PROVIDE ENGINEER WITH DISTANCES BETWEEN FITTINGS SIZE OF FITTINGS. DISTANCES TO BE OBTAINED ON OPEN TRENCH. CONTRACTOR TO PROVIDE PNM WATER CO. WITH VALVE TIE DISTANCES. EACH VALVE TO BE TIED TO THREE PERMANENT OBVIOUS OBJECTS, I.E. FH, MH COVER, LIGHT & POWER POLES, ETC.

GEO LANE SUBDIVISION

RECORD MAPPING

AS BUILT ____ ____/____/____

VALVE MAPS ____ ____/____/____

GIS (MAPPING) ____ ____/____/____

Inspector approved ____ ____/____/____

UTILITY NOTE

IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWING, THEY ARE SHOWN IN APPROXIMATE MANNER ONLY. UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OR PIPELINE COMPANY, THE OWNER, OR BY OTHERS. THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE OR TYPE OF EXISTING ABOVE AND UNDERGROUND UTILITIES, OR EXISTING PIPELINES. THE ENGINEER MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM HIMSELF OF THE LOCATION OF ANY EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES, IN AND NEAR THE AREA OF THE WORK, IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY HIS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING ABOVE AND UNDERGROUND UTILITIES, AND EXISTING PIPELINES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUES PERTAINING TO THE LOCATION OF THESE LINES IN PLANNING AND CONDUCTING EXCAVATION WORK.

LEGEND

- PROPOSED 8" WATER LINE
- EXISTING WATER LINE (SDCW)
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE & BOX
- PROPOSED METER
- EXISTING SAS
- PROPOSED SAS
- SAS MANHOLE
- 4" SEWER LATERAL

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS, WALKER ENGINEERING CERTIFIES THAT THE INFORMATION SHOWN IS A REASONABLE DOCUMENTATION OF THE FINAL CONSTRUCTION.

MOREY E. WALKER, P.E. 12105 DATE

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS

MOREY E. WALKER, P.E. 12105 DATE

PLAT RECORDING INFORMATION

BOOK: _____

PAGE: _____

FILE DATE: _____

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.

INSPECTOR:

DATE: _____

2020

X

PG 1 OF 2

C-3

Civil Engineering • Water Resources • Traffic Engineering

W • E Walker Engineering

906 Camino Sierra Vista, • Santa Fe, NM 87501

505-820-7990

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civil@walkengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 DESIGNED BY: M.E.W.

FILE: 143-WATER DRAWN BY: P.J.R.

DATE: 9/17/2020 CHECKED BY: P.J.R.

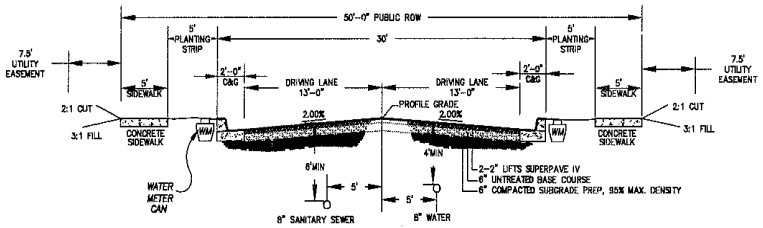
SCALE: AS NOTED

PROJECT: GEO PARK SUBDIVISION

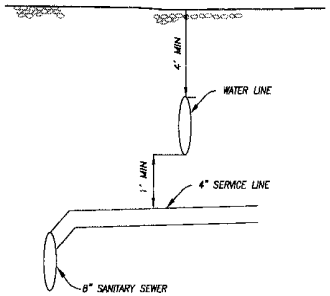
SHEET TITLE: WATER LAYOUT PLAN



VICINITY MAP

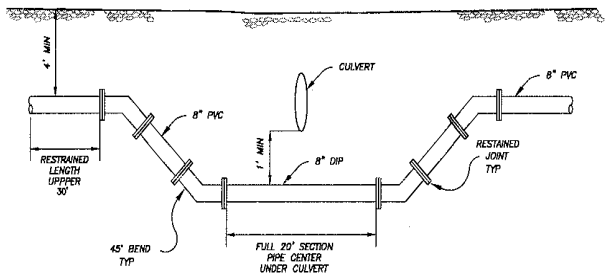


50' ROW PUBLIC ROADWAY



SEWER CROSSING DETAIL

NOT TO SCALE



CULVERT CROSSING DETAIL

NOT TO SCALE

WATER SERVICE TABLE

SERVICE SIZE	ADDRESS	LOT #
5/8" DS	GEO PARK LANE	1
5/8" DS	GEO PARK LANE	2
5/8" DS	GEO PARK LANE	3
5/8" DS	GEO PARK LANE	4
5/8" DS	GEO PARK LANE	5
5/8" DS	GEO PARK LANE	6
5/8" DS	GEO PARK LANE	7
5/8" DS	GEO PARK LANE	8
5/8" DS	GEO PARK LANE	9
5/8" DS	GEO PARK LANE	10
5/8" DS	GEO PARK LANE	11
5/8" DS	GEO PARK LANE	12
5/8" DS	GEO PARK LANE	13
5/8" DS	GEO PARK LANE	14
5/8" DS	GEO PARK LANE	15
5/8" DS	GEO PARK LANE	16
5/8" DS	GEO PARK LANE	17
5/8" DS	GEO PARK LANE	18
5/8" DS	GEO PARK LANE	19
5/8" DS	GEO PARK LANE	20
5/8" DS	GEO PARK LANE	21
5/8" DS	GEO PARK LANE	22
5/8" DS	GEO PARK WAY	23
5/8" DS	GEO PARK WAY	24
5/8" DS	GEO PARK WAY	25
5/8" DS	GEO PARK WAY	26
5/8" DS	GEO PARK WAY	27
5/8" DS	GEO PARK WAY	28
5/8" DS	GEO PARK LANE	29
5/8" DS	GEO PARK LANE	30
5/8" DS	GEO PARK LANE	31
5/8" DS	GEO PARK LANE	32
5/8" DS	GEO PARK LANE	33
5/8" DS	GEO PARK LANE	34
5/8" DS	GEO PARK LANE	35
5/8" DS	GEO PARK LANE	36
5/8" DS	GEO PARK LANE	37
5/8" DS	GEO PARK LANE	38
5/8" DS	GEO PARK LANE	39
5/8" DS	GEO PARK LANE	40
5/8" DS	GEO PARK LANE	41
5/8" DS	GEO PARK LANE	42

GEO LANE SUBDIVISION

RECORD MAPPING

AS BUILT ____ ____/____/____

VALVE MAPS ____ ____/____/____

GIS (MAPPING) ____ ____/____/____

Inspector approved ____ ____/____/____

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS

MOREY E. WALKER, P.E. 12105 DATE

PLAT RECORDING INFORMATION

BOOK: _____

PAGE: _____

FILE DATE: _____

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.

INSPECTOR:

DATE: _____

2020

X

PG 2 OF 2

C-4

Civil Engineering • Water Resources • Traffic Engineering

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civil@walkengineering.net

No.	REVISION	BY	APP'D	DATE

PROJECT: 19-143

FILE: 143 UTIL

DATE: 9/17/2020

SCALE: AS NOTED

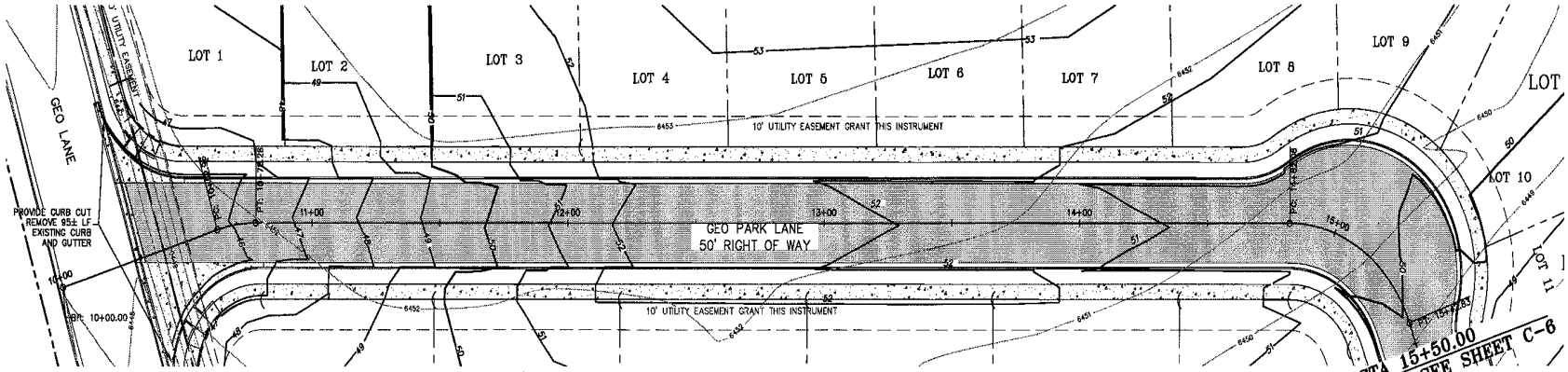
DESIGNED BY: M.E.W.

DRAWN BY: P.J.S.

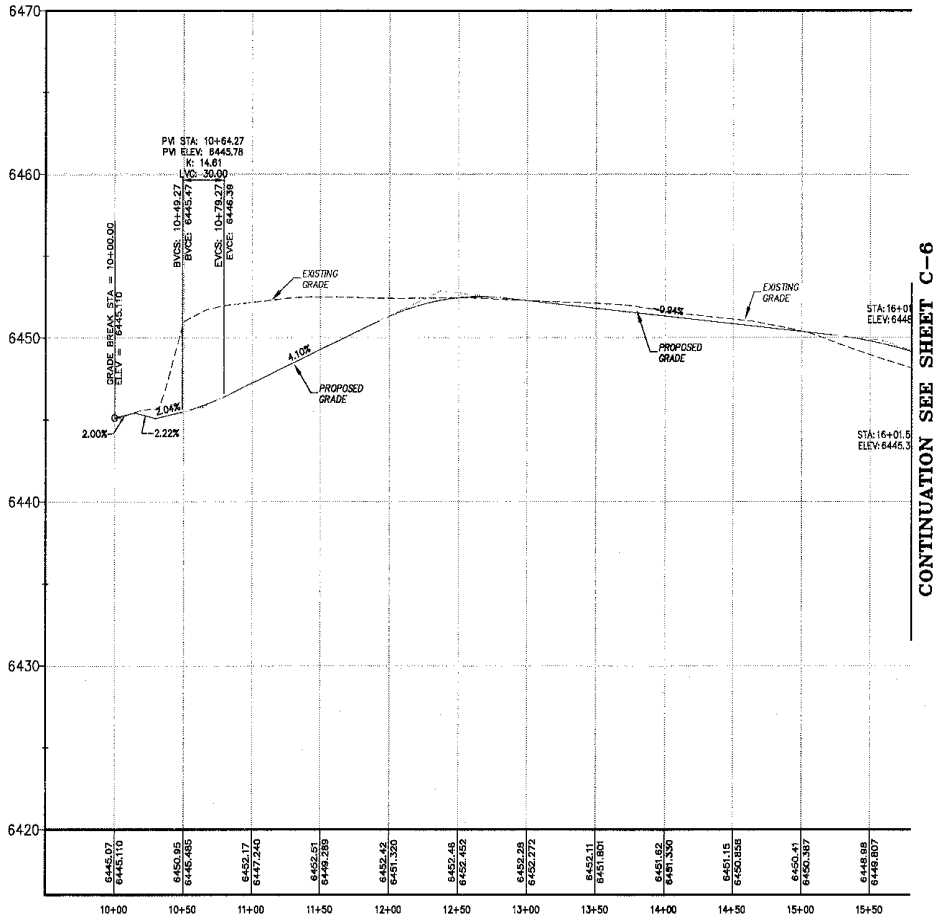
CHECKED BY: P.J.S.

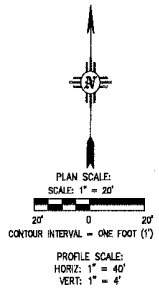
PROJECT: GEO PARK SUBDIVISION

SHEET TITLE: WATER SERVICE TABLE



GEO PARK LANE
STA 10+00 THRU 15+50





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No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 GTTL
DESIGNED BY: P.L.B.
FILE: 143 GTTL
DRAWN BY: P.L.B.
DATE: 9/18/2020
CHECKED BY: M.R.W.
SCALE: AS NOTED

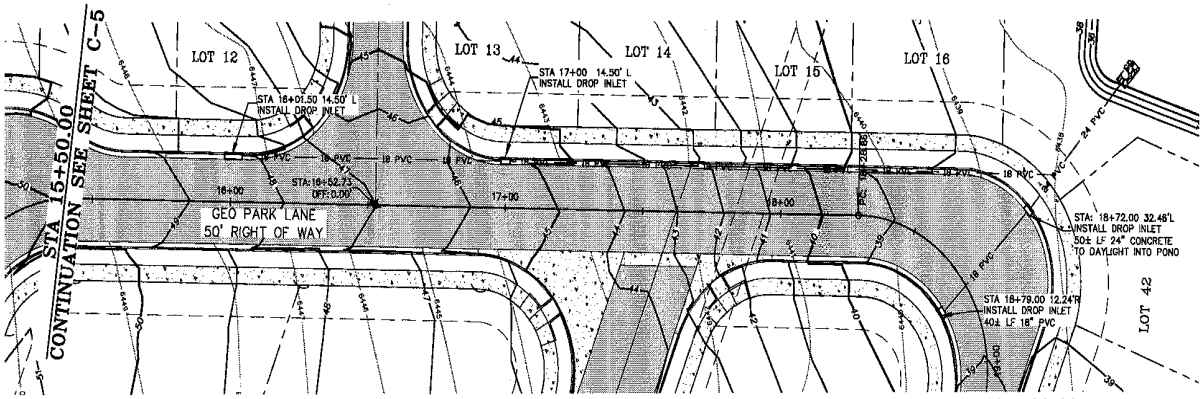
CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

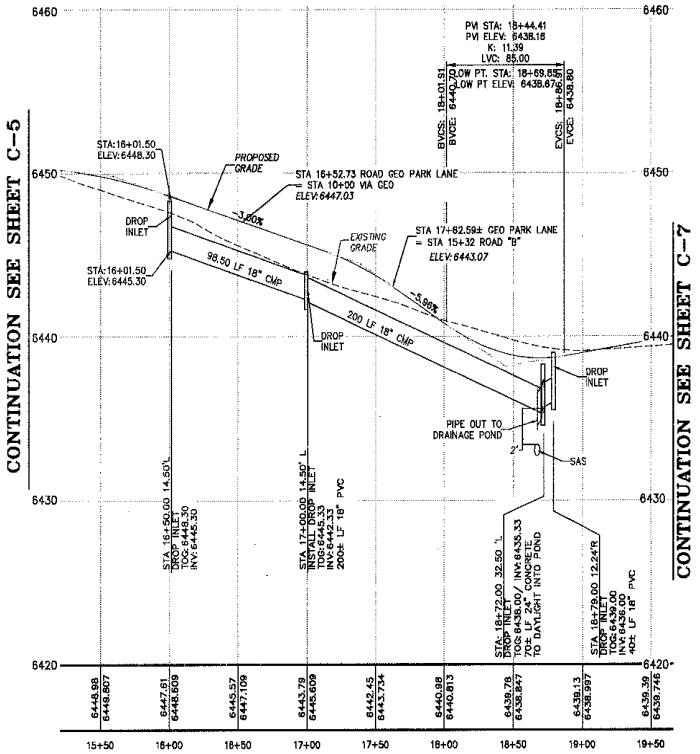
PROJECT: GEO PARK SUBDIVISION

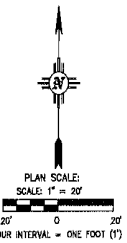
SHEET TITLE: GEO PARK LANE ROADWAY PLAN AND PROFILE

SHEET NO. C-5



GEO PARK LANE
STA 15+50 THRU 19+00





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505-690-7990
FAX 505-692-3539
E-MAIL civil@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 DESIGNED BY: P.L.B.
FILE: 143 UTIL DRAWN BY: P.L.B.
DATE: 9/16/2020 CHECKED BY: M.R.W.
SCALE: AS NOTED

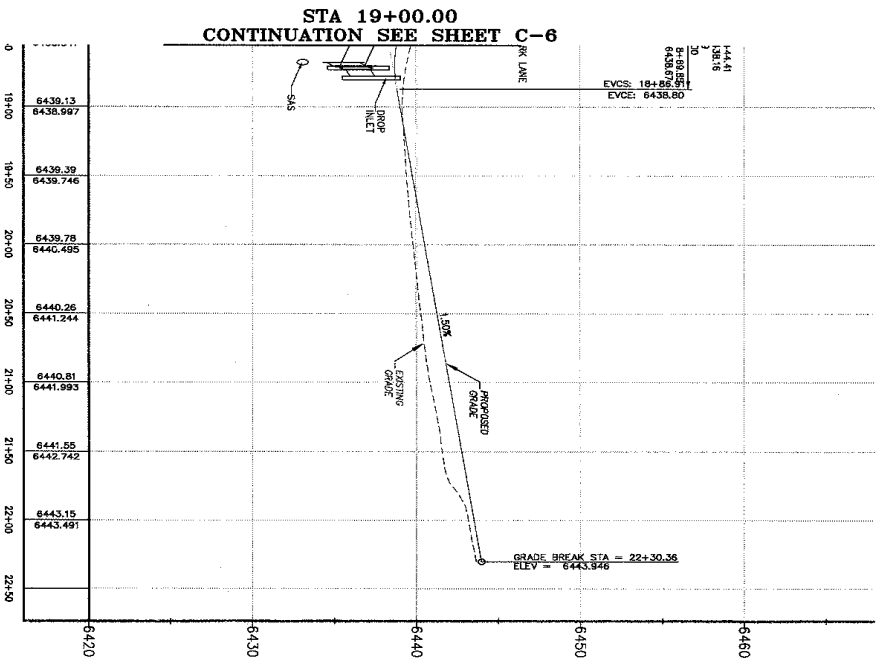
PROJECT: GEO PARK SUBDIVISION

SHEET TITLE: GEO PARK LANE ROADWAY PLAN AND PROFILE

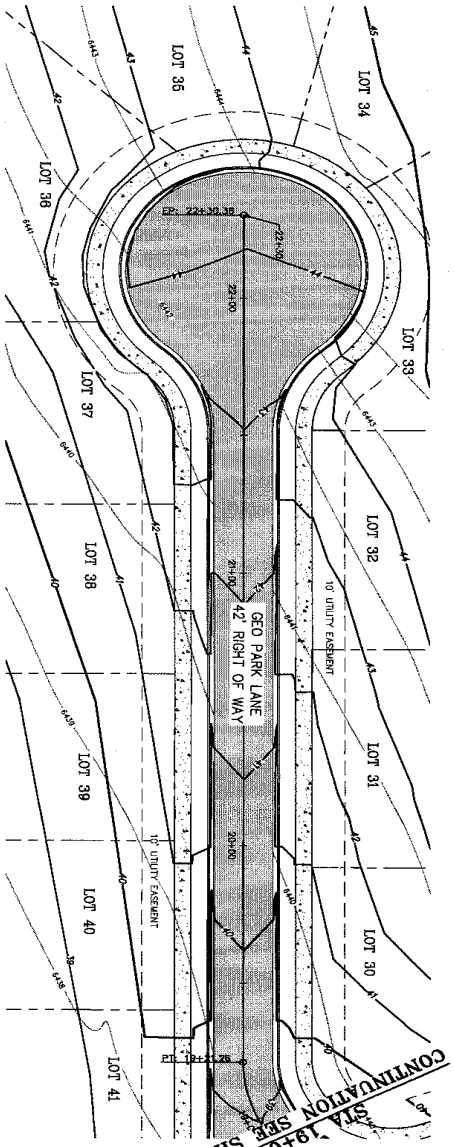
CITY REVIEW

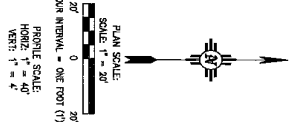
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
WTR ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO.
C-6



GEO PARK LANE
STA 19+00 THRU 22+30





CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
WATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO. C-7

PROJECT:
GEO PARK SUBDIVISION

SHEET TITLE:
GEO PARK LANE ROADWAY PLAN AND PROFILE

No.	REVISION	BY	APP.	DATE

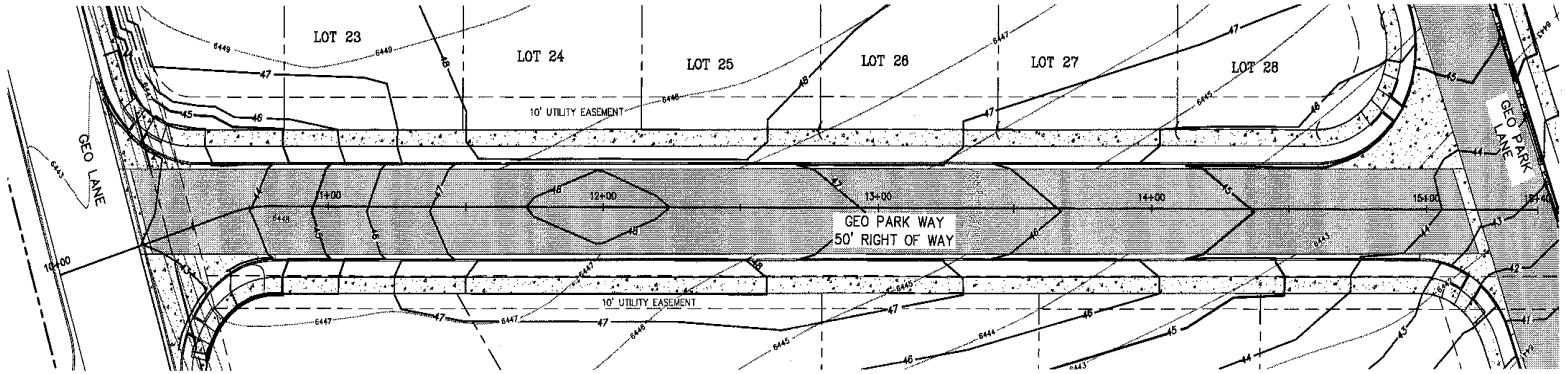
PROJECT:	19-143	DESIGNED BY:	P.L.B.
FILE:	143 UTIL	DRAWN BY:	P.L.B.
DATE:	09/18/2020	CHECKED BY:	M.E.W.
SCALE:	AS NOTED		

Civil Engineering • Water Resources • Traffic Engineering

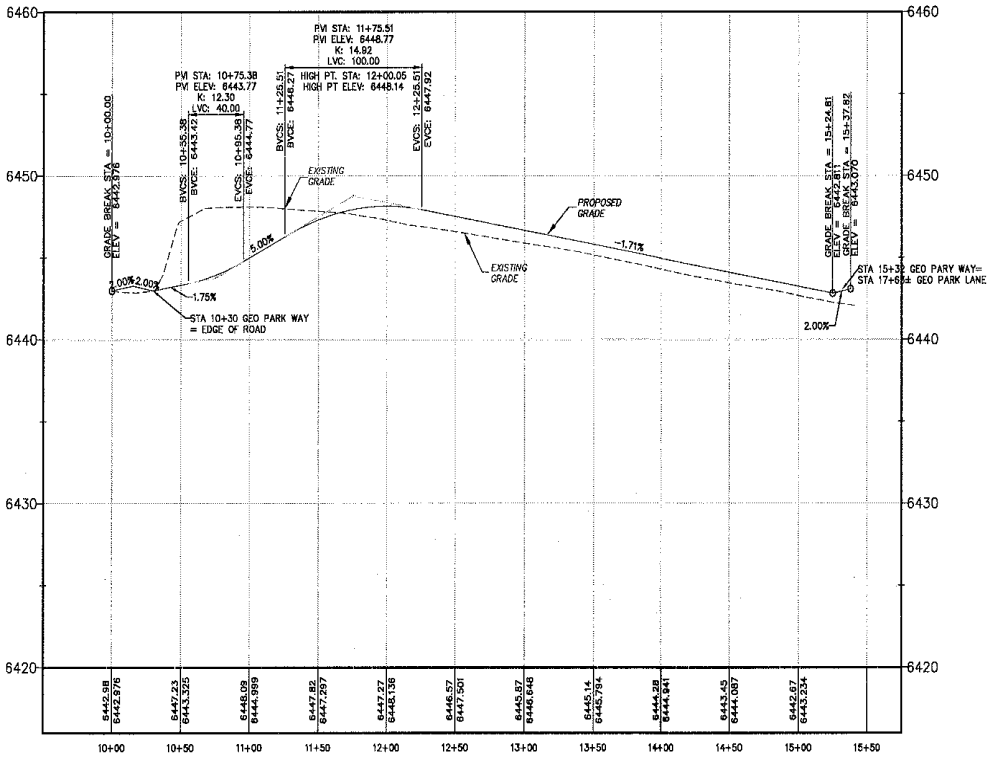
W·E Walker Engineering

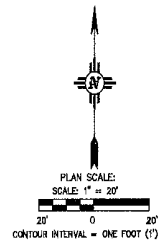
905 Camino Sierra Vista, • Santa Fe, NM 87505

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GEO PARK WAY
STA 10+00 THRU 15+50





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505-820-7990
FAX 505-820-3839
E-MAIL civil@walkerengineering.net

No.	REVISION	BY	APP'D	DATE

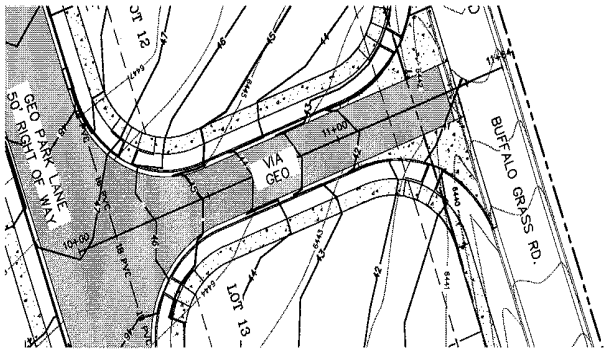
PROJECT: 18-143 DESIGNED BY: P.L.B.
FILE: 143 UTIL DRAWN BY: P.L.B.
DATE: 09/15/2020 CHECKED BY: M.E.W.
SCALE: AS NOTED

PROJECT: *GEO PARK SUBDIVISION*

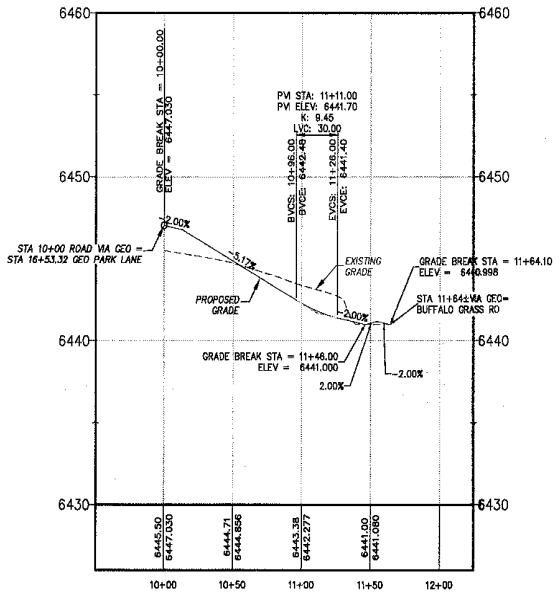
SHEET TITLE: *GEO PARK WAY ROADYWAY PLAN AND PROFILE*

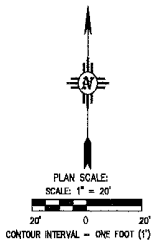
CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WATER/WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO.
C-8



VIA GEO
STA 10+00 THRU 15+50





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E-MAIL: civil@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 19-148 DESIGNED BY: P.J.B.
FILE: 148 STD. DRAWN BY: P.J.B.
DATE: 09/19/2020 CHECKED BY: M.E.W.
SCALE: AS NOTED

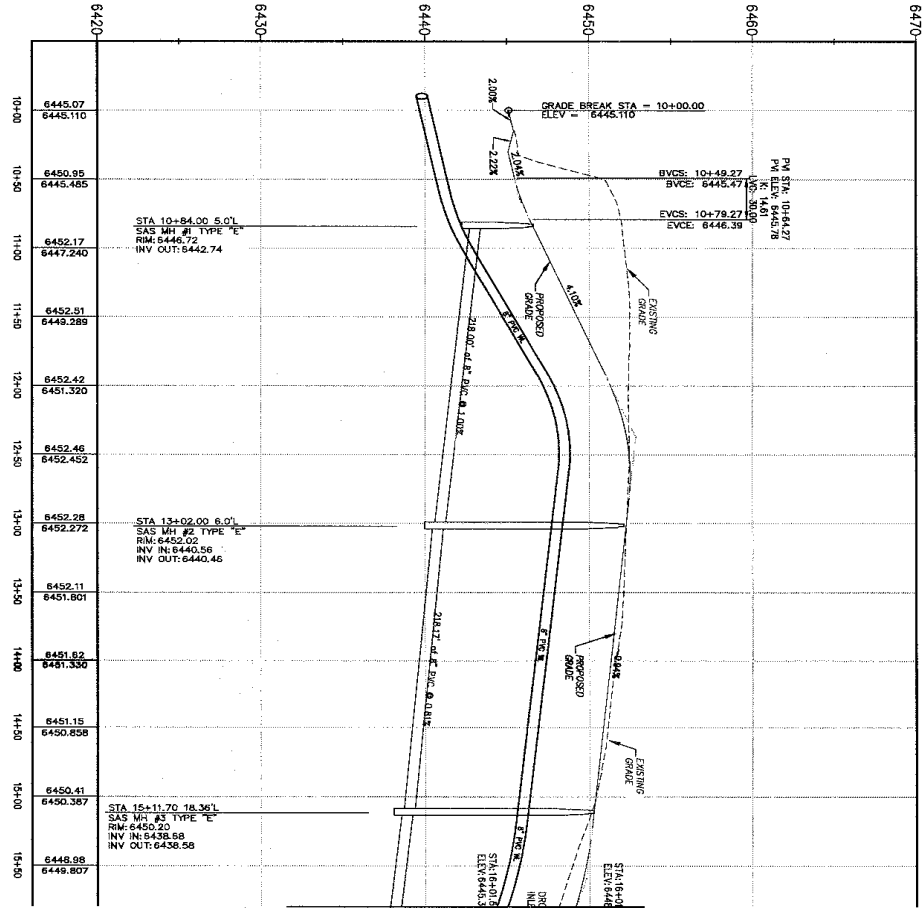
CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

PROJECT: *GEO PARK SUBDIVISION*

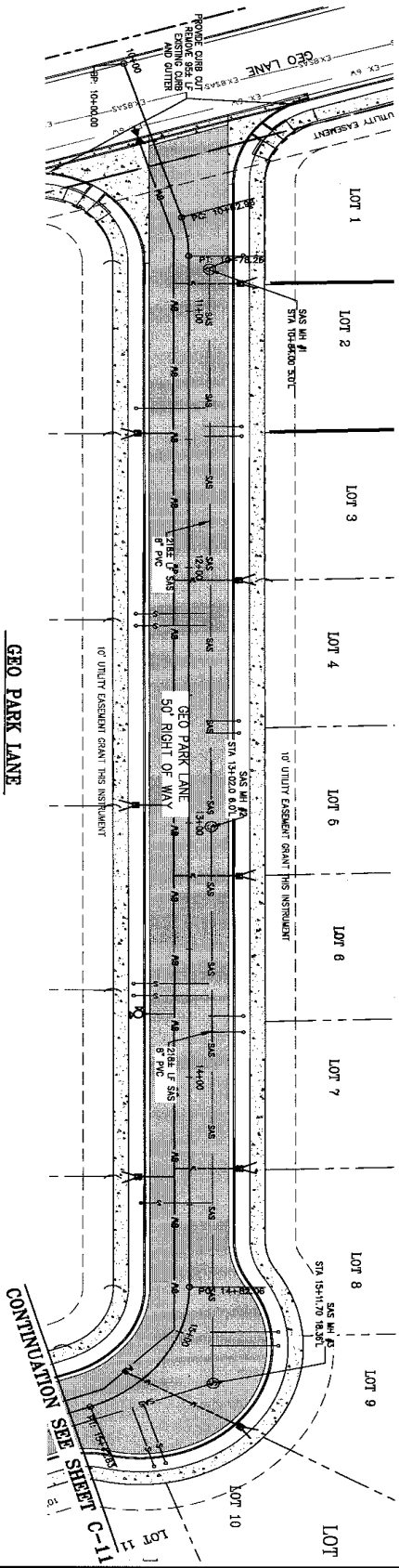
SHEET TITLE: *VIA GEO ROADWAY PLAN AND PROFILE*

SHEET NO.
C-9



CONTINUATION SEE SHEET C-11

GEO PARK LANE
STA 10+00 THRU 15+50



PLAN SCALE:
SCALE: 1" = 20'
20' 0 20'
CONTOUR INTERVAL = ONE FOOT (1')
PROFILE SCALE:
HORIZ: 1" = 40'
VERT: 1" = 4'

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
WATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

PROJECT:
GEO PARK SUBDIVISION

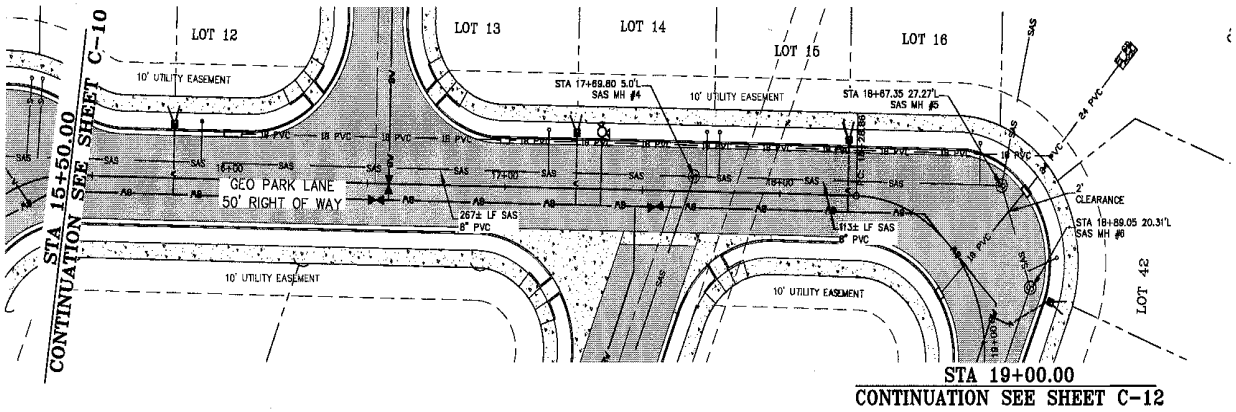
SHEET TITLE:
GEO PARK LANE UTILITY PLAN AND PROFILE

No.	REVISION	BY	APP.	DATE

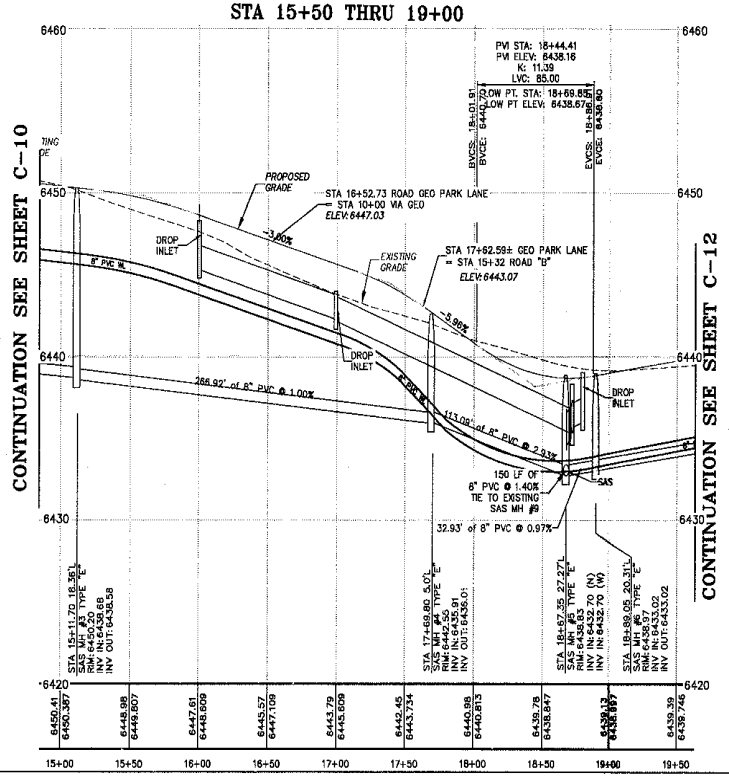
PROJECT:	19-143	DESIGNED BY:	P.L.B.
FILE:	143 UTIL	DRAWN BY:	P.L.B.
DATE:	09/18/2020	CHECKED BY:	M.E.W.
SCALE:			AS NOTED

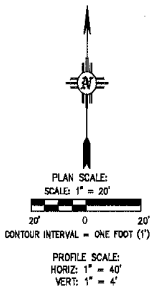
Civil Engineering • Water Resources • Traffic Engineering
W·E Walker Engineering
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505-820-7990
FAX 505-820-3539
E-MAIL civil@walkerengineering.net

SHEET NO. C-10



GEO PARK LANE
STA 15+50 THRU 19+00





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905 Camino Sierra Vista, • Santa Fe, NM 87505
505-820-7990
FAX 505-820-3639
E-MAIL civil@walkerengineering.net

No.	REVISION	BY	APP'D	DATE

PROJECT: 19-148 DESIGNED BY: P.L.R.
FILE: 148 UTIL DRAWN BY: P.L.R.
DATE: 9/16/2009 CHECKED BY: M.E.W.
SCALE: AS NOTED

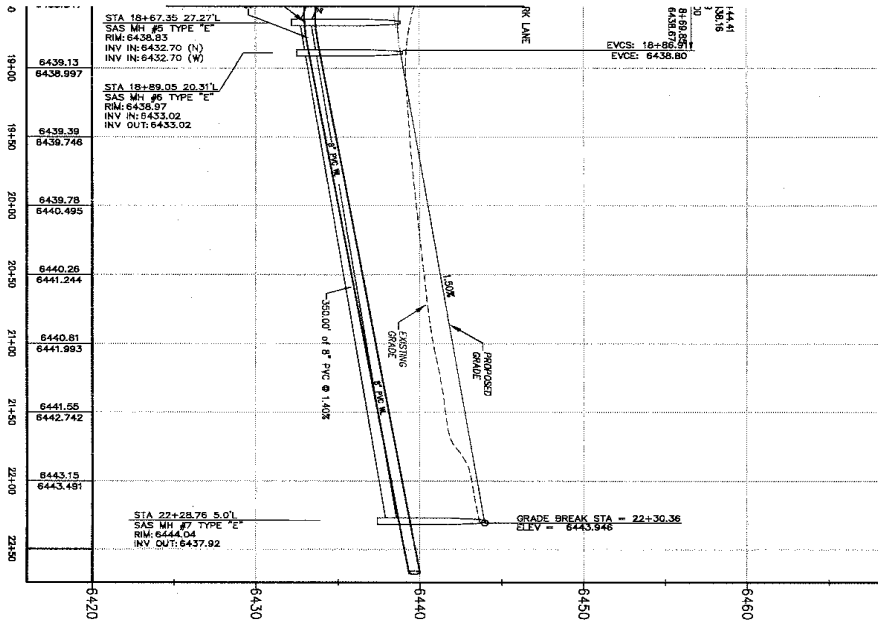
CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

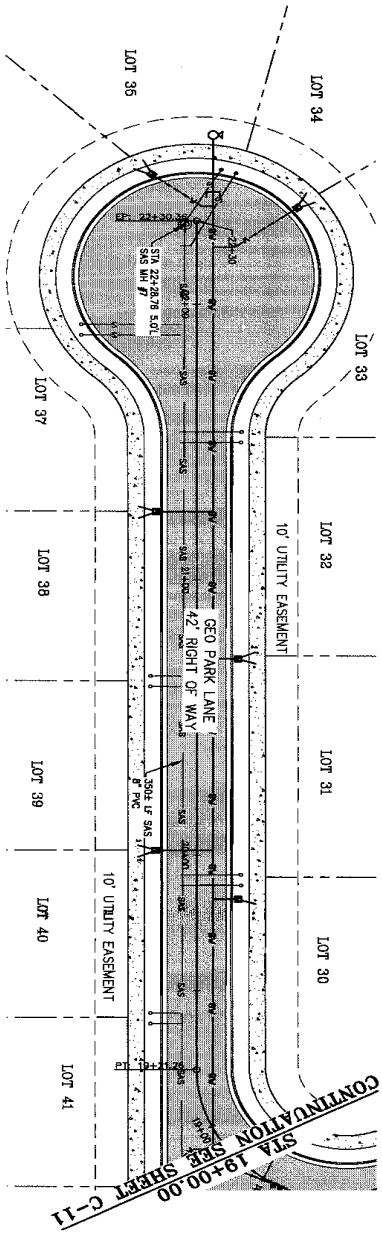
PROJECT: *GEO PARK SUBDIVISION*

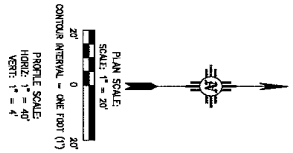
SHEET TITLE: *GEO PARK LANE UTILITY PLAN AND PROFILE*

SHEET NO.
C-11



GEO PARK LANE
STA 19+00 THRU 22+30





CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
WATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO. C-12

PROJECT:
GEO PARK SUBDIVISION

SHEET TITLE:
GEO PARK LANE UTILITY PLAN AND PROFILE

No.	REVISION	BY	APP.	DATE

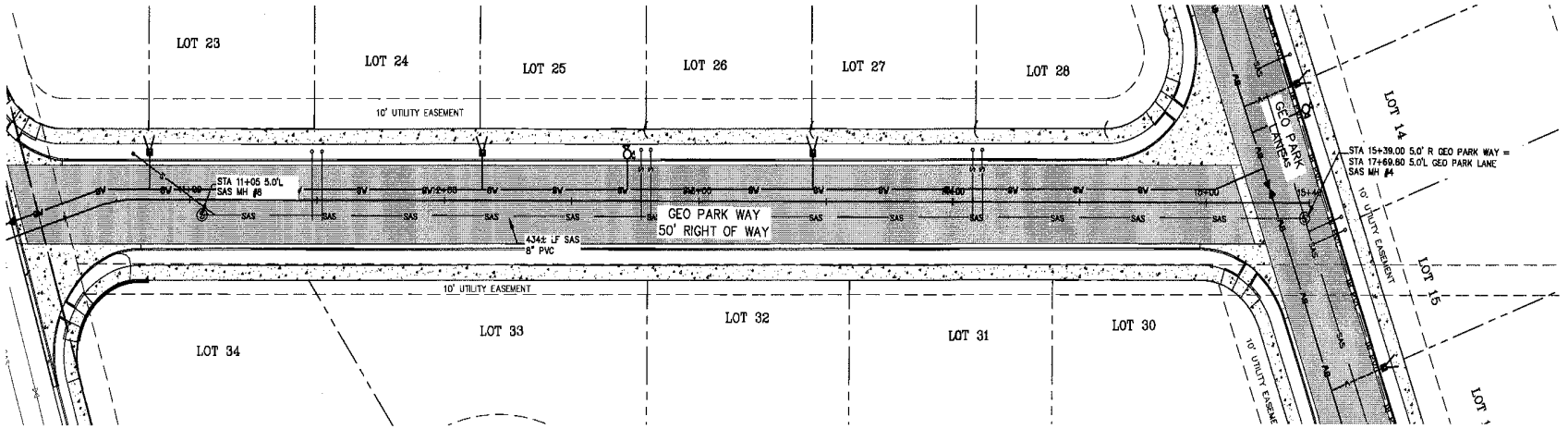
PROJECT:	19-143	DESIGNED BY:	P.L.B.
FILE:	143 UTIL	DRAWN BY:	P.L.B.
DATE:	9/18/2020	CHECKED BY:	M.E.W.
SCALE:			AS NOTED

Civil Engineering • Water Resources • Traffic Engineering

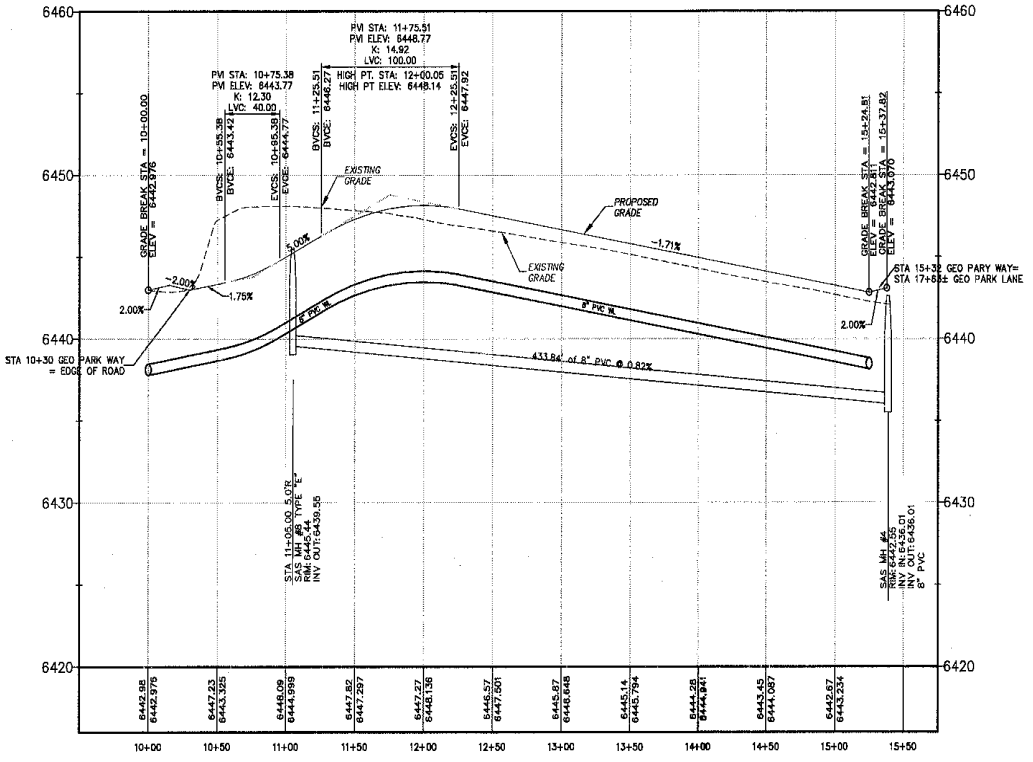
W·E Walker Engineering

905 Camino Sierra Vista, • Santa Fe, NM 87505

505-820-7990
FAX 505-820-3539
E-MAIL civil@walkerengineering.net



GEO PARK WAY
STA 10+00 THRU 15+50





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E-MAIL civil@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 19-143 DESIGNED BY: P.L.B.
FILE: 143 UTIL DRAWN BY: P.L.B.
DATE: 9/19/2019 CHECKED BY: M.R.W.
SCALE: AS NOTED

PROJECT: GEO PARK SUBDIVISION

SHEET TITLE: GEO PARK WAY UTILITY PLAN AND PROFILE

CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
PW ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

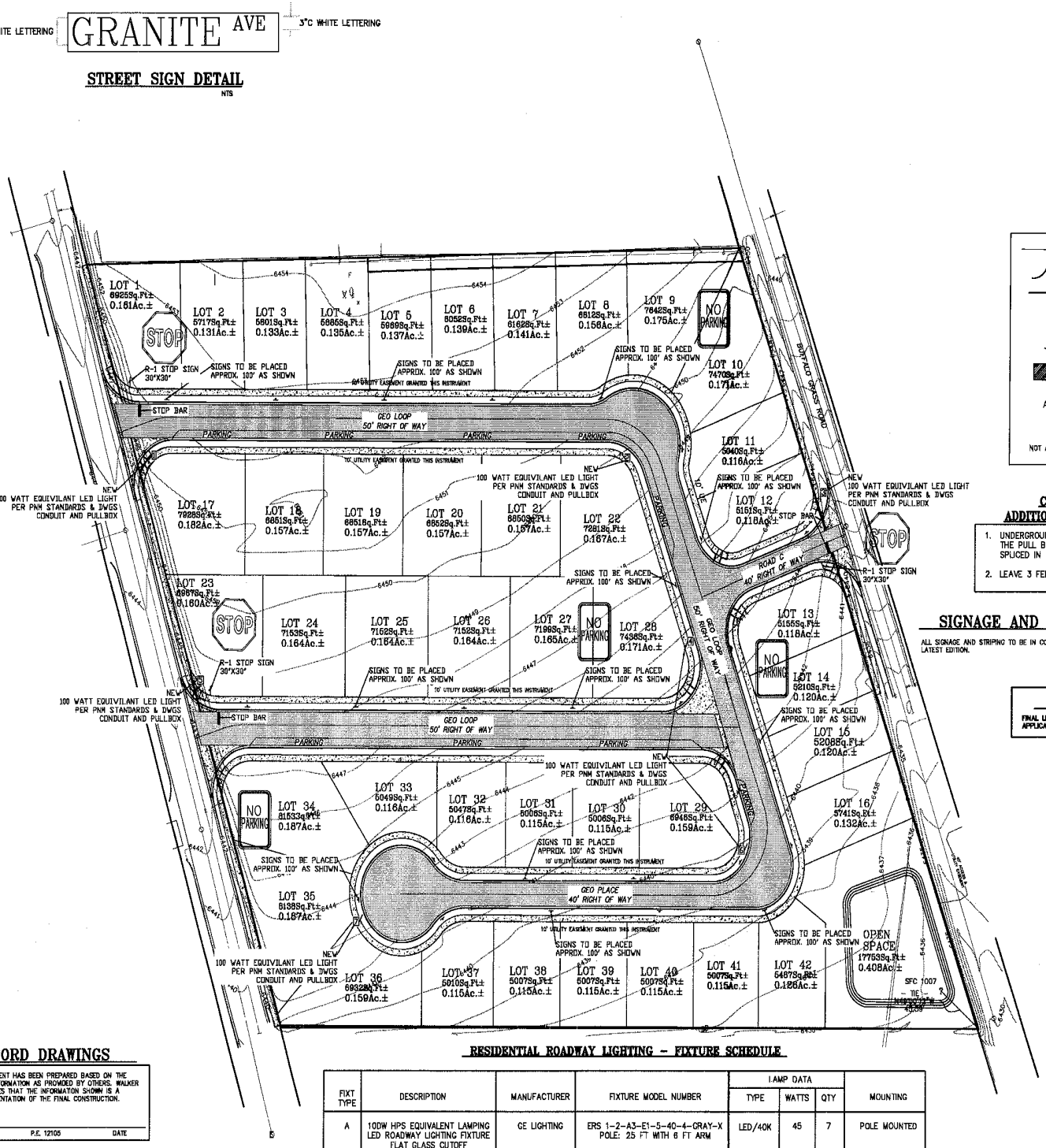
SHEET No.

C-13

6"C WHITE LETTERING GRANITE AVE 3"C WHITE LETTERING

STREET SIGN DETAIL

NTS



SCALE: 1" = 50'

50' 0 50'

CONTOUR INTERVAL = ONE FOOT (1')

LEGEND

- 7180 ..... EXISTING CONTOURS
- ..... DESIGN CONTOURS
- ..... PARCEL LINES
- ..... PROPOSED TREES
- 1 ..... LIGHTING
- ..... SIGNS
- ..... STOP BAR
- AX ..... STREET LIGHT

NOT ALL SYMBOLS WILL NECESSARILY APPLY TO THIS PROJECT

CITY OF SANTA FE ADDITIONAL INSTALLATION REQUIREMENTS

1. UNDERGROUND CONDUCTORS SHALL RUN CONTINUOUS THROUGH THE PULL BOX TO THE LIGHT POLE AND SHALL ONLY BE SPLICED IN THE LIGHT POLE.
2. LEAVE 3 FEET OF SLACK WIRE COILED IN EACH PULL BOX.

SIGNAGE AND STRIPING NOTE

ALL SIGNAGE AND STRIPING TO BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

LIGHTING NOTE

FINAL LIGHTING DESIGN WILL BE PROVIDED FOR BUILDING PERMIT APPLICATION.

RESIDENTIAL ROADWAY LIGHTING - FIXTURE SCHEDULE

FIXT TYPE	DESCRIPTION	MANUFACTURER	FIXTURE MODEL NUMBER	LAMP DATA			MOUNTING
				TYPE	WATTS	QTY	
A	100W HPS EQUIVALENT LAMPING LED ROADWAY LIGHTING FIXTURE FLAT GLASS CUTOFF	GE LIGHTING	ERS 1-2-A3-E1-5-40-4-GRAY-X POLE: 25 FT WITH 6 FT ARM	LED/40K	45	7	POLE MOUNTED

RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS. WALKER ENGINEERING CERTIFIES THAT THE INFORMATION SHOWN IS A REASONABLE DOCUMENTATION OF THE FINAL CONSTRUCTION.

MOREY E. WALKER, P.E. 12105 DATE

Civil Engineering • Water Resources • Traffic Engineering
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905 Camino Sierra Vista, • Santa Fe, NM 87505
505-820-7990
FAX 505-820-3539
e-Mail: info@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 18-143 LANDSCAPE — DESIGNED BY: J.R.D
FILE: 143 LANDSCAPE — DRAWN BY: J.R.D
DATE: 12/18/2019 — CHECKED BY: M.E.W.
SCALE: AS NOTED

PROJECT: GEO LANE SUBDIVISION

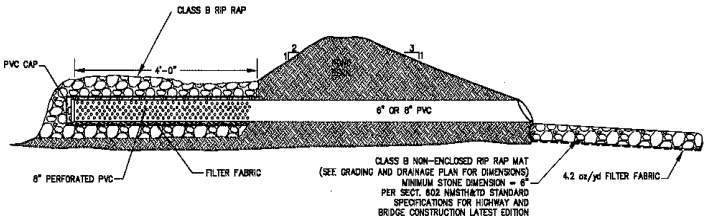
SHEET TITLE: OVERALL SIGNAGE/LIGHTING

CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WATER		
PW ENGINEERING		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

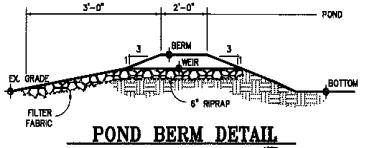
SHEET NO.

S-1



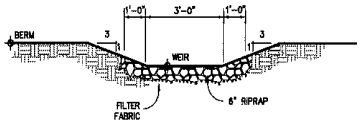
POND RISER

N.T.S.



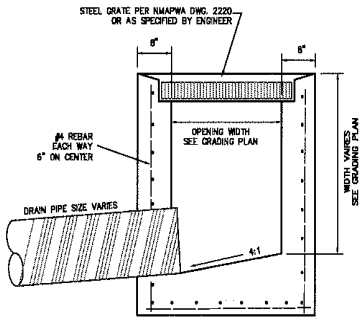
POND BERM DETAIL

NTS



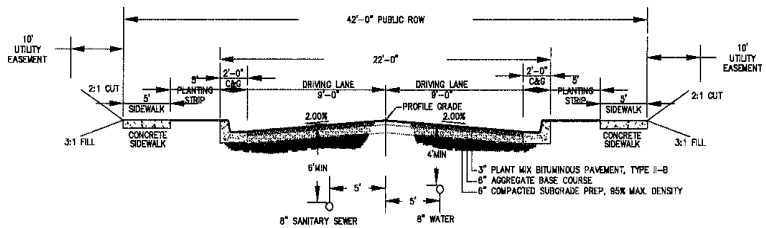
POND WEIR DETAIL

RIPRAP WEIR OPENING NTS

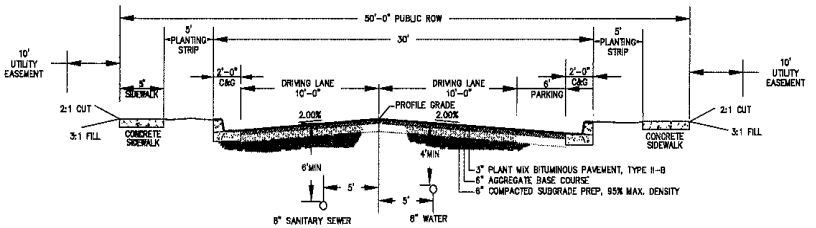


CATCH BASIN

NMAPWA TYPE "D" NTS
DWG.2206



42' ROW PUBLIC ROADWAY



50' ROW PUBLIC ROADWAY

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 1987 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, shall be project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWASS.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by City Planning and Land Use Department's Permit and Development Review Division Technical Review staff (PADR).
6. The project plans shall be approved for construction by the PADR's Engineering Supervisor prior to any construction activity and scheduling a pre-construction meeting. The Engineering Supervisor may, by written authorization, designate others to administer duties described herein.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. Call 505-955-6585 to schedule the pre-construction meeting a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory for the Project Engineer (who shall conduct the meeting), Contractor, PADR Technical Review staff, and applicable staff from City street, water, and wastewater management Divisions. The Owner and sub-contractors are encouraged to attend. At this meeting, a specific PADR staff member will be assigned as the point of contact with the Contractor.
9. Grading permits obtained on an "At Risk" basis are not subject, nor take the place of a preconstruction meeting rquired above.
10. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
11. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
12. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility location a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
13. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City Engineering Supervisor for approval. Upon approval, said changes may be incorporated into the project.
14. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Owner's Engineer for approval to the Engineering Supervisor for permanent filing in the City Planning Department. Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
15. Curb cuts shown in the original, approved construction drawings will require a "Curb Cut Permit" issued by the City Traffic Engineer prior to construction. Curb cuts found to be necessary that were not induded in the original, approved construction drawings will require a change order that includes a "Curb Cut Permit" from the City Traffic Engineer. Call 505-955-6631 for information.
16. Parallel water and sanitary sewer (SAS) utilities shall have a minimum horizontal spacing of 10 feet and vertical spacing of 3 feet wherein the water line is above the SAS line. Installation will be in separate trenches. Should encountered field conditions exist that prevent maintaining these separation distances and relationship, a change order shall be initiated that provides for alternative protective measures and submitted for approval to the Engineering Supervisor via the City Water and Wastewater Management Divisions.
17. Sanitary Sewer lateral construction must be constructed under separate permit (secondary) for SAS hookup. The Contractor shall obtain the permit(s) prior to any construction and must be obtained at the Permit Desk at City Hall; providing street address for each hookup. Upon payment of fee(s) the permit form will be immediately generated which shall be kept on-site. Call 505-955-6948 for permit information and 505-955-6848 for inspection of each visible, connected lateral.
18. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshalling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
19. Grading shall be completed under the authority of a Building Permit , the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and Infrastructure shown thereon. Call 505-955-6945 for permit information.
20. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
   a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
   b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
   c. In the case of conflict between these two specifications, City Code shall prevail.
21. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
22. Material quality testing shall be completed by the Owner, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
23. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P. O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete. Field test reports shall be provided directly to the PADR staff at the time of field testing. In the case of PADR staff absence, the reports shall be Faxed to 505-955-6828. In each case, all test reports and other communication shall carry the applicable PADR Case and Building Permit project numbers which will be provided at the pre-construction meeting.
24. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written direction from the City Traffic Engineer who may be reached at 505-955-6631.
25. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. Inspection by the P & DR staff of applicable Best Management Practices (BMP) is required prior to any grading activity; call 505.955.6646 to arrange for said inspection. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
26. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
27. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the PADR staff and received written staff acceptance prior to scheduling either TV inspection of SAS and Storm Sewer lines or placement of roadway pavement material.
28. ASTM, AASHTO, or independent laboratory certificates of material compliance are to be provided to PADR staff prior to bringing applicable material on site.
29. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating site-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
30. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surround neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with PADR staff.
31. Interim terrain and stormwater management inspections shall be arranged for at the following events:
   a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
   b. Final stormwater management features are constructed.
   c. Final site retention measures are completed.
   d. Further construction of issuance of any permit(s) shall not occur until written approval by PADR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505.955.6648.
32. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with PADR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by PADR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated

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505-660-8659
E-MAIL: eric@walkerengineering.net

No.	REVISION	BY	APP.	DATE

PROJECT: 18-148 DESIGNED BY: J.R.D.
FILE: 19-149 DETAILS DRAWN BY: J.R.D.
DATE: 08/18/2020 CHECKED BY: M.E.W.
SCALE: AS NOTED

PROJECT: *GEO PARK SUBDIVISION*

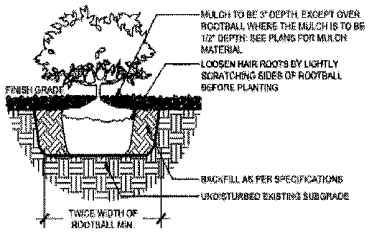
SHEET TITLE: *CONSTRUCTION DETAILS*

CITY REVIEW SIGN-OFF

DEPARTMENT	DATE
WATER/WW	
PW ENGINEERING	
FIRE DEPARTMENT	
SOLID WASTE	
LANDSCAPE	
ARCHEOLOGY / SDAS	
SUBDIVISION REVIEW	

SHEET NO.

C-15



SHRUB PLANTING



SCALE: 1" = 50'
50' 0 50'
CONTOUR INTERVAL = ONE FOOT (1')

LEGEND

- EXISTING CONTOURS
- DESIGN CONTOURS
- PARCEL LINES
- PROPOSED ZONE 5 SMALL TREES
- PROPOSED ZONE 5 MEDIUM TREES
- PROPOSED ZONE 5 EVERGREEN TREES
- PROPOSED ZONE 5 SHRUBS
- ASPHALT PAVEMENT
- OPEN SPACE
- NATIVE GRASS RESEEDING

NOT ALL SYMBOLS WILL NECESSARILY APPLY TO THIS PROJECT

LANDSCAPING NOTE

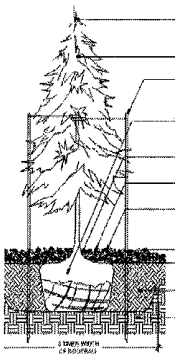
LANDSCAPE, PLANTING, MATERIALS, AND ALL DEVELOPABLE LOTS WILL CONFORM TO CITY OF SANTA FE CITY CODE AND ALL ARTICLES REGARDING LANDSCAPE AND TERRAIN MANAGEMENT (14-8.2, 14-8.4).

PLANTING CODE NOTE

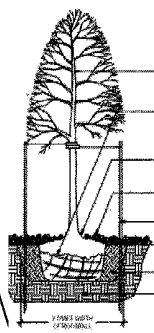
STREET TREES:
1 TREE PER 30' TO 40' O.C. AVERAGE
REQ'D TREES=4,000 LF/40=100 TREES
PROPOSED TREES=101 TREES

PONDING (17,753 SF):
1 TREE PER 500 SF & 3 SHRUBS PER 500 SF
REQ'D TREES=17753 * 1/500=36 TREES
REQ'D SHRUBS=17753 * 3/500=108 SHRUBS
PROPOSED TREES=36 TREES
PROPOSED SHRUBS=108 SHRUBS

REQUIRED OPEN SPACE:
500 S.F. OF PLANTED OPEN SPACE PER ACRE OF DEVELOPMENT
DEVELOPMENT AREA=8.58± ACRES
8.58 x 500 = 4290± SF = 0.10± ACRES



EVERGREEN PLANTING



TREE PLANTING

Civil Engineering • Water Resources • Traffic Engineering
W • E Walker Engineering
906 Camino Sierra Vista, • Santa Fe, NM 87505
505-820-7980
505-466-9289
E-MAIL civil@walkerengineering.net

No.	REVISION	BY:	APP.	DATE

PROJECT: 19-143 LANDSCAPE
DATE: 12/12/2019
SCALE: AS NOTED
DESIGNED BY: T.R.D.
DRAWN BY: T.R.D.
CHECKED BY: M.E.W.

PROJECT: GEO PARK SUBDIVISION
SHEET TITLE: OVERALL LANDSCAPE PLAN

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER		
WATER		
PW ENGINEERING		
FIRE DEPARTMENT		
SOLID WASTE		
PARKS		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

SHEET NO.
L-1

GENERAL NOTES

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]

SIDEWALKS

12. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH STANDARD DRAWING [illegible].
13. NORMAL CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED AT A CROSS SLOPE OF 1.5% TYPICAL BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALKS SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
   EXCEPTION: WHERE EXISTING IN WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT. PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FEET MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS, POSTS, UTILITY POLES, FIRE HYDRANTS, DUMPSTERS, BENCHES, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES AND INTERSECTIONS AND ACCESS TO ANY PERSON ON BOARD SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. NON-PERPENDICULAR AND RADIAL DESIGNS: CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 3 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THESE THRESHOLDS BY THE CURB RAMP STANDARD DETAILS OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND HAS BE REWORKED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE AS IS AND EXCEPTIONALLY 7.0% BUT SHALL NOT EXCEED THE SHORT LENGTH TO EXCEED 10.0 FT TO AVOID GRADING THE SLOPE INCREASINGLY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THIS 10 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED ON A FLAT OR AS GENTLE SLOPE AS PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), RAISED TRANSITIONS, AND SLANTED SPACES AS TYPICAL AS 4.0 FEET AND MINIMUM 3.0 FT TO 4.0 FT CLEAR STONE BEHIND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND DEPENDENT ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE GRADE BREAK AT THE BOTTOM OF THE CURB RAMP AND ALONG ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.0%. THE DEPRESSED SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP SHALL TURNING SPACE OR BLENDED TRANSITION FLAT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE BREAK OF ROAD SURFACES AT THE FLOWLINES TO ENSURE POSITIVE DRAINAGE AND EFFICIENT FLOWING. FOR LEVEL TURNING SPACES BEHIND CURB, AS LEAST SLOPED TO PROVIDE POSITIVE DRAINAGE.
23. CROSS SLOPES AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUNS. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL CURVES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT WHOLLY DETERMINED BY THE HEIGHT OF CURB. FOR EXAMPLE, A 6" CURB CURB RAMP HYPOTENUSE LENGTH WITH A RUN LENGTH OF 6.0 FT FOR 8.3% SLOPE)

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACE (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE PROVIDED WHERE CURB RAMPS, RAISED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, DRIVE, SIGNAL ISLAND, OR RAILROAD. DETECTABLE WARNING SURFACE SHALL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS. TRACT AND STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE SHOWN IN CONTRACT PLANS AND STANDARD DRAWING [illegible] OF THE NEW MEXICO DRAWINGS.

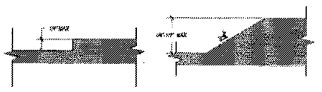
ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

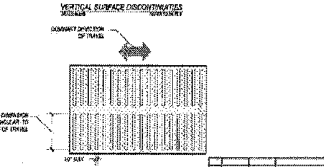
28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PUSHBUTTONS WITHIN REACH, WITHIN APPLICABLE P. 50 AS NOT TO CREATE POSITIONING OBSTRUCTIONS. ACCESS TO THE MUTCD WITH FURTHER CLEARANCE
29. PEDESTRIAN SIGNAL SHALL HAVE AT LEAST ONE PUSHBUTTON WITH TACTILE ARROW AND LOCATED WITHIN A HORIZONTAL REACH OF 10 TO 40 INCHES AND SHALL BE MOUNTED 30 TO 42 INCHES ABOVE THE STERILE SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE AT LEAST ONE PUSHBUTTON WITH TACTILE ARROW AND LOCATED WITHIN A HORIZONTAL REACH OF 10 TO 40 INCHES AND SHALL BE MOUNTED 30 TO 42 INCHES ABOVE THE STERILE SURFACE.

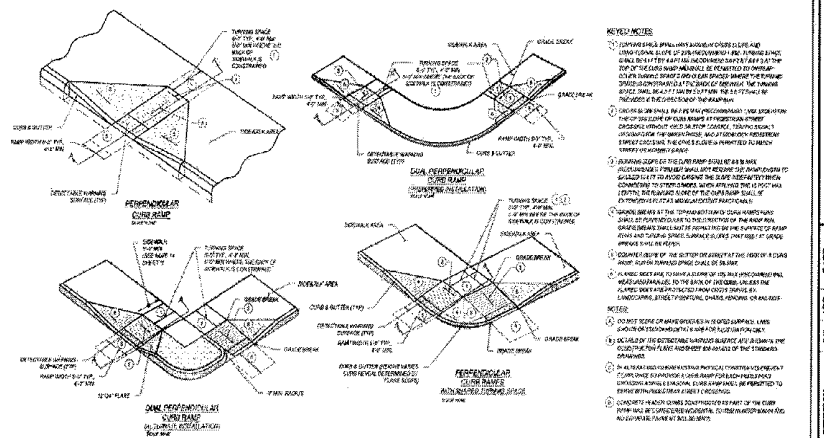
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OF ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW MEXICO MUNICIPAL STANDARDS WITHIN THE SCOPE PEDESTRIAN ACCESS STANDARDS AND PROVIDING SITE OR LIMITED SITE ACCESS. ANY NEW CONSTRUCTION REMAINS THAT IS NOT WITHIN NO DISTANCE FOR ITS CHARACTER AND FEASIBILITY OF THE DEFINITION BEYOND ALL OF SCOPE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCES PERFORMANCE.

31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE THE ALTERATION SHALL INITIATE ACCESSIBILITY TO THE MAXIMUM EXTENT FEASIBLE. ANY ELEMENTS OR FEATURES OF THE FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THIS ALTERATION.
32. WORKING ACROSS OR AT GRADE, WHEN ADJACENT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT IS BUT LESS LIKELY TO BE ACCESSIBLE OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONSTRAINTS, IT SHALL CONSIST OF A MINIMUM DESIGNATED PEDESTRIAN ROUTE THROUGH THE EXISTING FACILITY OR SITE. IF CURB RAMPS OR ELEVATORS ARE ADDED TO AN ESSENTIAL PART OF THE BUILDING, FACILITY, OR INCLUDED SOME EXISTING PHYSICAL OR SITE CONSTRAINTS REMAIN.
33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A STREET OR CROSSING, CURB RAMP SHALL BE PERMITTED TO BE LOCATED WITHIN THE ROADWAY STREET CROSSINGS.







KEYED NOTES

1. TURNING SPACE SHALL HAVE A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMENDED 1.5%). TURNING SPACE SHALL BE AT LEAST 4.0 FT WIDE (RECOMMENDED 5.0 FT) BUT AT THE TOP OF THE CURB RAMP SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CURB RAMPS. WHERE THE TURNING SPACE IS CONSTRAINED BY THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE AT LEAST 5.0 FT WIDE. THE SLOPE SHALL BE PERMITTED AT THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE AS IS AND EXCEPTIONALLY 7.0%. EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT UNSIGNALIZED STREET CROSSINGS WHERE THE CROSS SLOPE OF STOP CONTROL TRAFFIC SHALL BE PERMITTED TO MATCH THE CROSS SLOPE OF THE ROADWAY.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE AS IS AND EXCEPTIONALLY 7.0% BUT SHALL NOT EXCEED THE SHORT LENGTH TO EXCEED 10.0 FT TO AVOID GRADING THE SLOPE INCREASINGLY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THIS 10 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED ON A FLAT OR AS GENTLE SLOPE AS PRACTICABLE.
4. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND DEPENDENT ON CURB HEIGHT AND THE SIDEWALK SLOPE.
5. THE GRADE BREAK AT THE BOTTOM OF THE CURB RAMP AND ALONG ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.0%. THE DEPRESSED SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP SHALL TURNING SPACE OR BLENDED TRANSITION FLAT TO EXCEED 5.0%.
6. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE BREAK OF ROAD SURFACES AT THE FLOWLINES TO ENSURE POSITIVE DRAINAGE AND EFFICIENT FLOWING. FOR LEVEL TURNING SPACES BEHIND CURB, AS LEAST SLOPED TO PROVIDE POSITIVE DRAINAGE.
7. CROSS SLOPES AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUNS. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
8. ALL CURVES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT WHOLLY DETERMINED BY THE HEIGHT OF CURB. FOR EXAMPLE, A 6" CURB CURB RAMP HYPOTENUSE LENGTH WITH A RUN LENGTH OF 6.0 FT FOR 8.3% SLOPE)

NOTES

1. DO NOT SCALE DRAWING. DIMENSIONS TO BE USED AS GUIDE. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. DETAILS OF THE DETECTABLE WARNING SURFACE (DWS) ARE SHOWN IN THE CONSTRUCTION PLANS AND STANDARD DRAWING [illegible].
3. ALL CURB RAMP AND DRIVEWAY SLOPES SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD TO ACCOMMODATE EXISTING CONDITIONS.
4. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP SHALL BE CONSTRUCTED IN TOTAL TO PREVENT WATER FROM ENTERING THE ROADWAY.

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PEDESTRIAN ACCESS ROUTE GENERAL NOTES
CDS-605-1



NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PERPENDICULAR CURB RAMPS
CDS-605-2



No.	REVISION	BY	APP.	DATE

PROJECT: 15-101 DESIGNED BY: M.E.W.
FILE: SF_SW_DETAILS DRAWN BY: M.E.W.
DATE: 1/13/15 CHECKED BY: M.E.W.
SCALE: AS NOTED

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PHONE: 505-795-7390
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E-MAIL: cyclone@walkerengineering.net

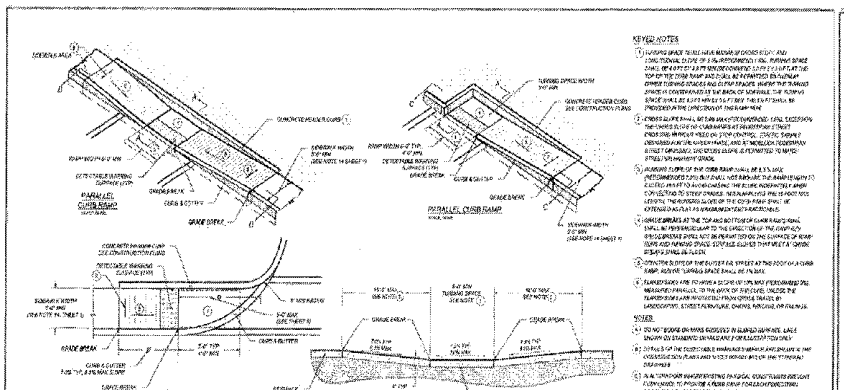
PROJECT: CITY OF SANTA FE STANDARD DETAILS

SHEET TITLE: SIDEWALK CURB DETAILS

CITY REVIEW

DEPARTMENT	SIGN-OFF	DATE
WATER		
CITY ENGINEER		
FIRE DEPARTMENT		
SOLID WASTE		
TRANSPORTATION SPACE		
PLANNING REVIEW		

SHEET NO.
PAD-1



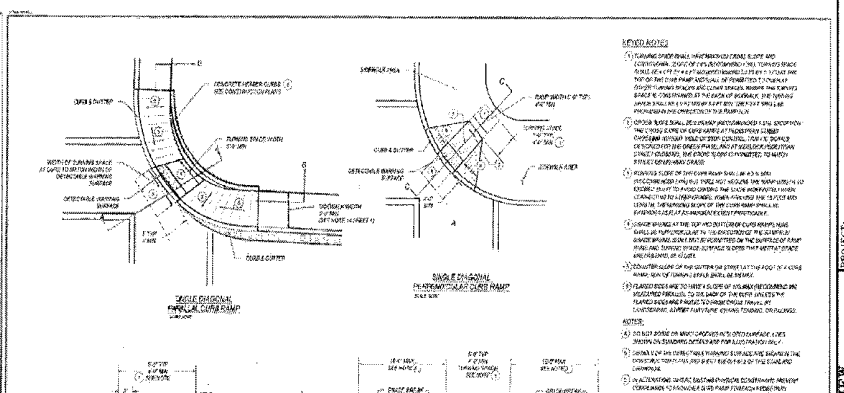
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NOTES

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4. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP SHALL BE CONSTRUCTED IN TOTAL TO PREVENT WATER FROM ENTERING THE ROADWAY.

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PARALLEL CURB RAMPS
CDS-604-1



KEYED NOTES

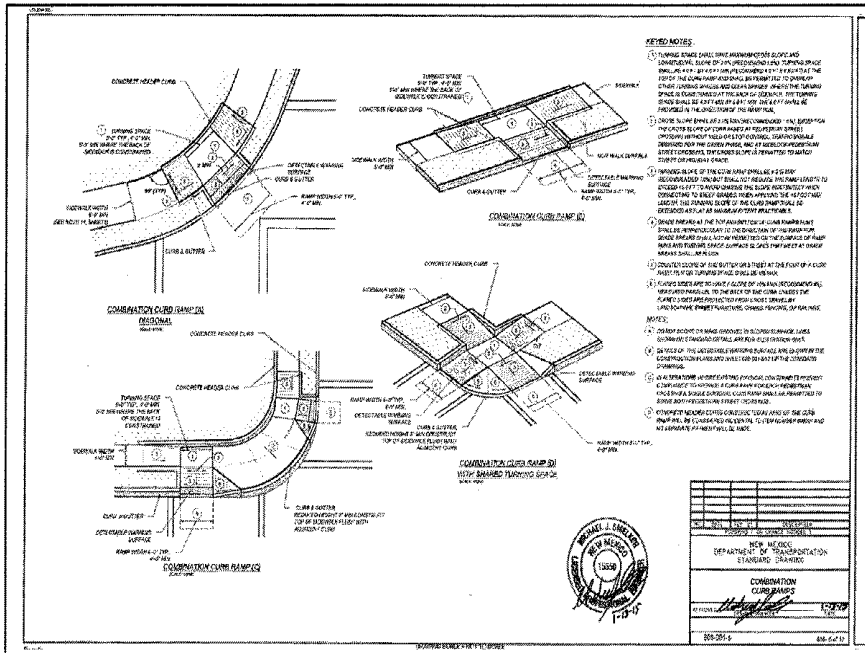
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6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX PERPENDICULAR TO ADJACENT PARALLEL TO THE SLOPE OF THE PATH UNLESS THE FLARED SIDES ARE PROTECTED BY A PEDESTRIAN RAIL OR OTHER PHYSICAL BARRIER.
7. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP SHALL BE CONSTRUCTED IN TOTAL TO PREVENT WATER FROM ENTERING THE ROADWAY.

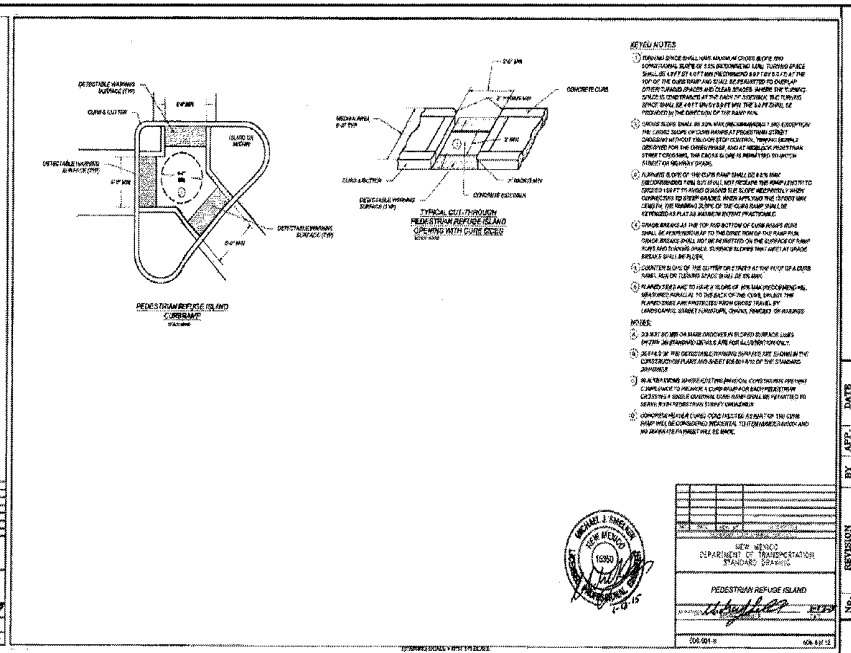
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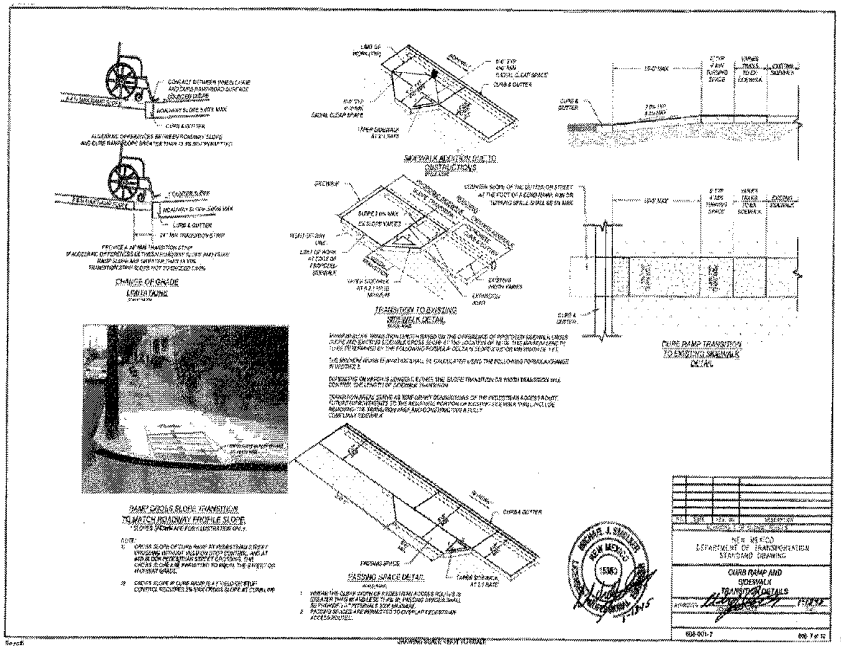
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3. ALL CURB RAMP AND DRIVEWAY SLOPES SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD TO ACCOMMODATE EXISTING CONDITIONS.
4. IN ACCORDANCE WITH ADA GUIDELINES, SIDEWALK RAMPS, MEDIAN CROSSINGS, OR SIDEWALK CURB RAMP SHALL NOT BE PERMITTED TO CONSTRUCT A SINGLE DIAGONAL CURB RAMP SHALL NOT BE PERMITTED TO SERVE BOTH DIRECTIONS OF STREET CROSSINGS.
5. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP SHALL BE CONSTRUCTED IN TOTAL TO PREVENT WATER FROM ENTERING THE ROADWAY.

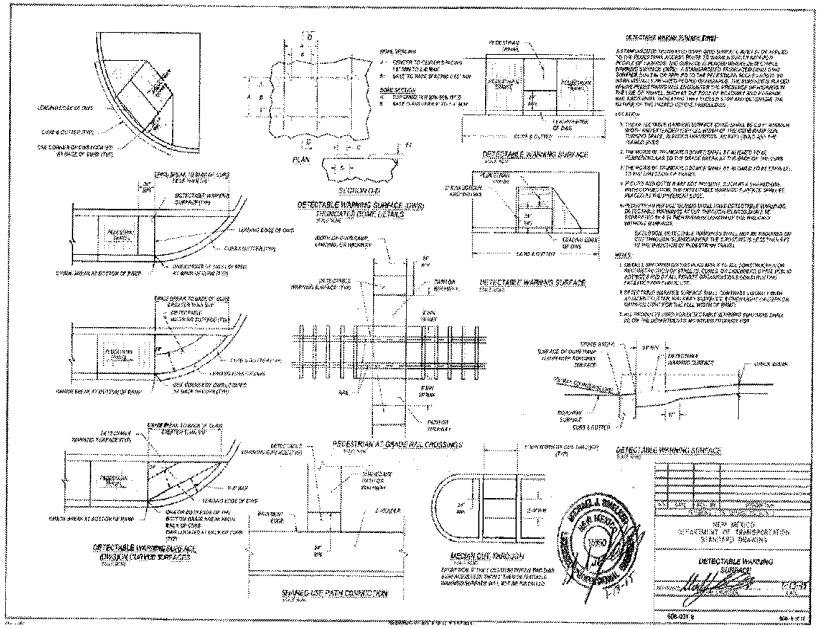
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
DIAGONAL CURB RAMPS
CDS-607-1











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No.	REVISION	BY	APP.	DATE

PROJECT: 15-100 DESIGNED BY: M.E.W.
FILE: SF STD DETAILS DRAWN BY: M.E.W.
DATE: 1/11/16 CHECKED BY: M.E.W.
SCALE: AS NOTED

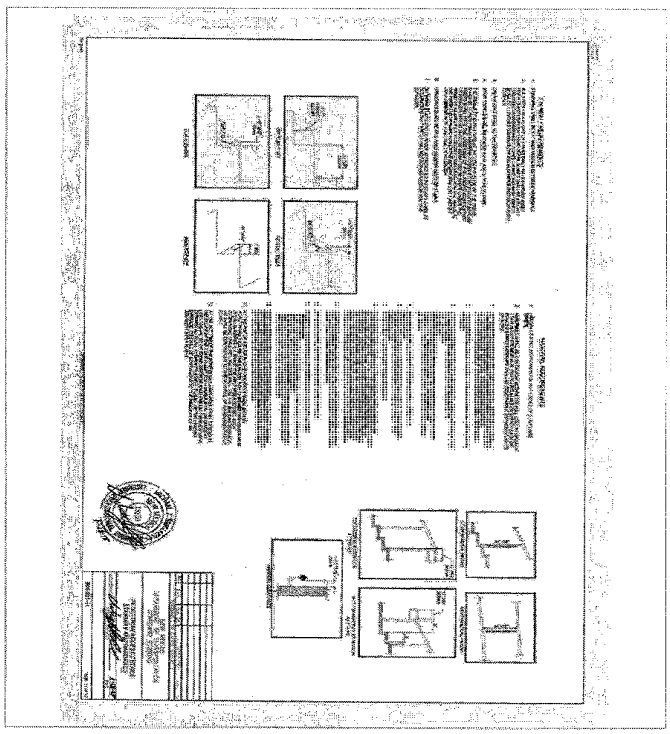
CITY OF SANTA FE
STANDARD DETAILS

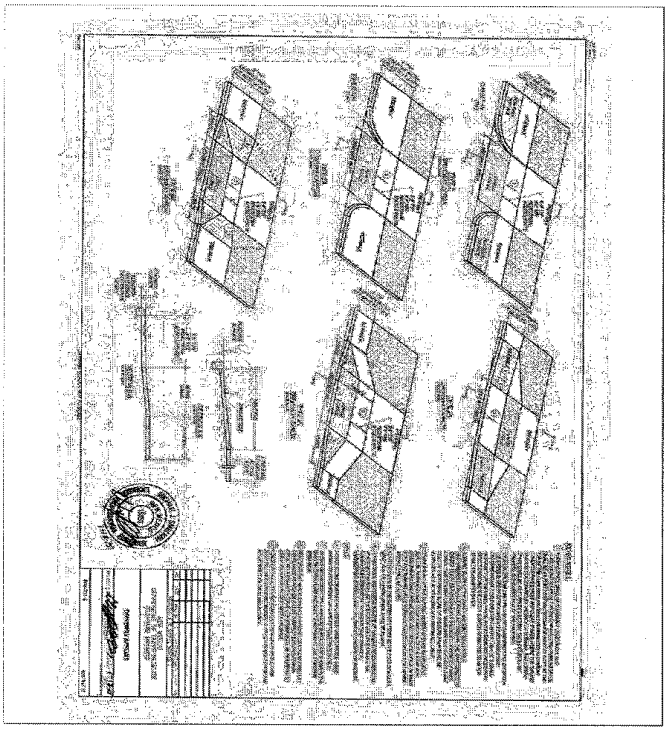
SHEET TITLE:
PUBLIC SIDEWALK DETAILS

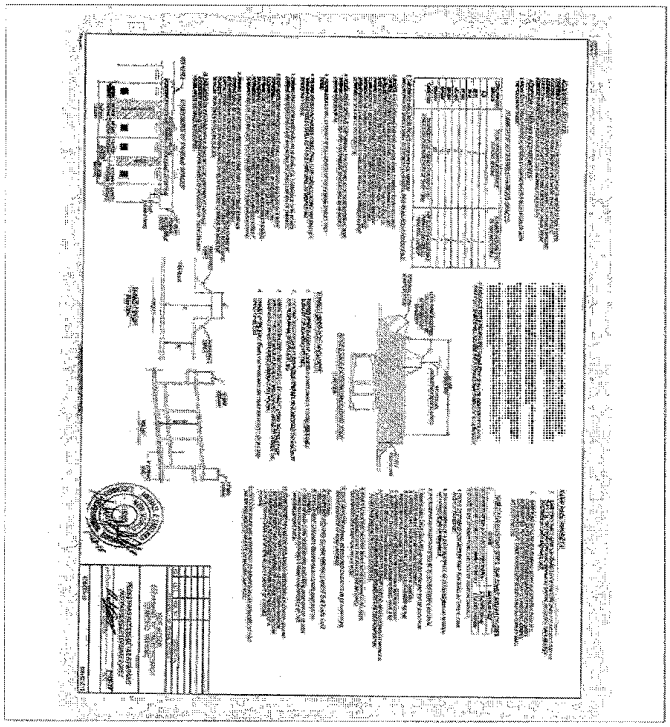
CITY REVIEW

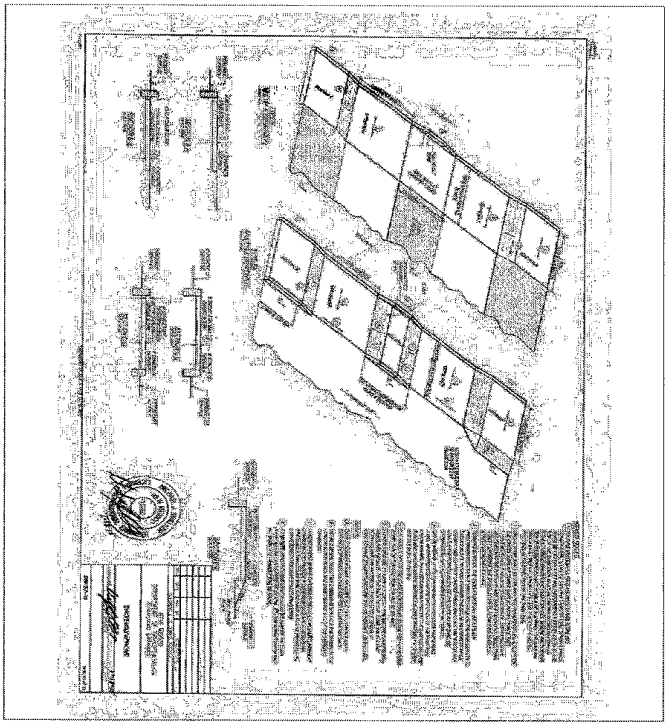
DEPARTMENT	SIGN-OFF	DATE
WATER/WASTEWATER		
TRAFFIC ENGINEERING		
FIRE DEPARTMENT		
PUBLIC WORKS		
LAND USE		
SUSTAINABILITY		
SUBDIVISION REVIEW		

SHEET NO.
PAD-2









PAD3

SHEET NO.

CITY REVIEW		
DEPARTMENT	SIGN—OFF	DATE
WASTEWATER		
WATER		
FM ENGINEERING		
TRAFFIC		
FIRE DEPARTMENT		
SOLID WASTE		
LANDSCAPE		
TRAILS/OPEN SPACE		
SUBDIVISION REVIEW		

PROJECT:
CITY OF SANTA FE STANDARD DETAILS

SHEET TITLE:
PUBLIC SIDEWALK DETAILS

No.	REVISION	BY	APP.	DATE

PROJECT:	100	DESIGNED BY:	M.E.W.
FILE:	998 PAD-3	DRAWN BY:	M.E.W.
DATE:	1998	CHECKED BY:	M.E.W.
SCALE:			AS NOTED

Civil Engineering • Water Resources • Traffic Engineering

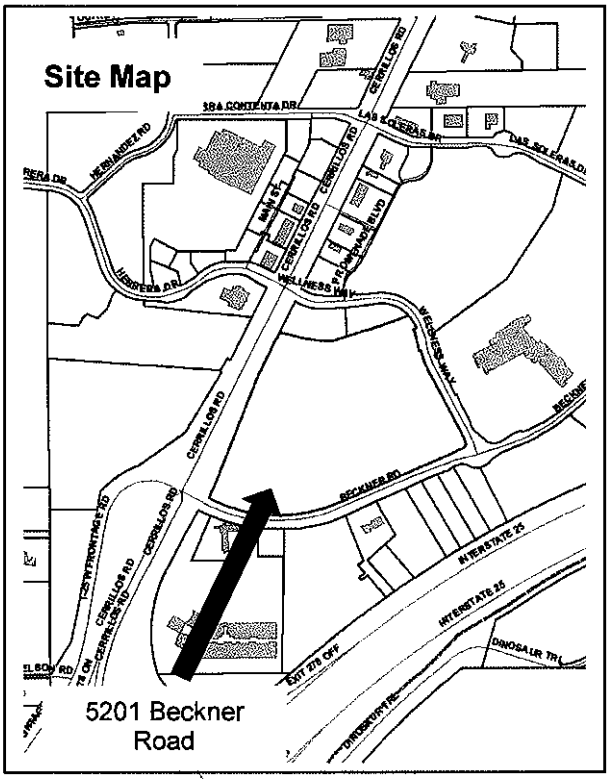
W • E Walker Engineering

905 Camino Sierra Vista, • Santa Fe, NM 87505

505-820-7990
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Land Use Department
Planning Commission Staff Report

Case No:	2020-2643, 2020-2652, 2020-2653
Hearing Date:	November 5, 2020
Applicant:	Abacus Fund, LLC
Request:	Preliminary Subdivision, Phased Development Plan, Variance
Location:	5201 Beckner Road
Case Mgr.:	Lee Logston
Zoning:	C-2 (General Commercial)
Overlay:	Cerrillos Road Highway Corridor Protection District
Master Plan:	Las Soleras
Pre-app Mtg:	May 28, 2020
ENN Mtg:	August 4, 2020
Proposal:	Preliminary Subdivision, Phased Development Plan (Phase 1 apartments, Phase 2 Commercial) approval for a mixed-use project with commercial and 330 multifamily units on approximately 36.35 acres



Case #2020-2643. 5201 Beckner Road Preliminary Subdivision. JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a preliminary subdivision plat for five lots located at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2653. 5201 Beckner Road Slope Disturbance Variance. JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a variance to SFCC Subsection 14-8.2(D)(2)(b) "Grading" for natural slope disturbance of 30% or greater at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2652. 5201 Beckner Road Final Development Plan. JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner, requests approval of a final development plan for two phases (Phase 1 for a 330-unit multi-family apartment community, and Phase 2 for commercial development) located at 5201 Beckner Road. The property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, is within Zone 4 of the Cerrillos Road Highway Corridor Protection District, and is approximately 36.35 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the preliminary subdivision plat (Case #2020-2643), with the conditions of approval and technical corrections outlined in this report.

Staff recommends **APPROVAL** of the variance to SFCC Subsection 14-8.2(D)(2)(b) (Case #2020-2653), with the conditions of approval and technical corrections outlined in this report.

Staff recommends **APPROVAL** of the final development plan (Case #2020-2652), with the conditions of approval and technical corrections outlined in this report.

Denial of the preliminary subdivision request would render the development plan and variance inapplicable, in which denial of the development plan and a vote to deny the variance would be appropriate.

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

- *Approve or deny the preliminary subdivision plat for Case #2020-2643, subject to the conditions of approval and technical corrections recommended by staff;*
- *Approve or deny the variance to SFCC Subsection 14-8.2(D)(2)(b) for Case #2020-2653;*
- *Approve or deny the final development plan for Case #2020-2653, subject to the conditions of approval and technical corrections recommended by staff;*
- *Approve the Findings of Fact and Conclusions of Law for Case #2020-2643, 2020-2652, and 2020-2653 (Exhibit A(2));*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval:

#	Condition of Approval	Dept. or Division	To be completed by:
1	An approved Water Plan from the Water Division will be required. Water Plan comments shall be submitted to the design engineer.	Public Utilities/Water Division	Prior to Recordation
2	Add Wastewater approval signature line to the plat and development plan.	Wastewater	Prior to recordation
3	All sidewalks must be a minimum width of 5 feet. Page C-201 shows 4.5-foot sidewalks (see TABLE 14-9.2-1: Design Criteria for Street Types).	Land Use/MPO	Prior to Recordation
4	The required bike rack is an inverted U (see Memo) as specified in Exhibit D - Bicycle Rack Standards and Dimensions.	Land Use/MPO	Prior to Recordation
5	Phase I Pedestrian Connectivity: • Include sidewalks from the garages above building C2 • Include a sidewalk along the	Land Use/MPO	Prior to Recordation

	south/secondary entrance from Wellness Way from the Wellness Way sidewalk to the complex sidewalk • Connect the bicycle/pedestrian sidewalk or trail from the southwest corner of the complex (by the dog park) to the Beckner multi-use trail		
6	The Applicant shall construct a pedestrian/multi-use trail shall across the Arroyo Chamiso along Cerrillos Road. The MPO shall approve the design of this trail.	Land Use/MPO/Current Planning	With construction of Phase 1
7	The Applicant shall build the bicycle/pedestrian multiuse trail/sidewalk along Beckner Road (the southern border of Phase 1).	Land Use/MPO/Current Planning/Traffic	With construction of Phase 1
8	The Applicant shall build a southbound left-turn lane and a northbound right-turn lane in Cerrillos Road at the time of future development.	Traffic	With Construction of Phase 2

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

III. EXECUTIVE SUMMARY:

JenkinsGavin, Inc., Agent, for Abacus Fund, LLC, Owner are requesting approval of a mixed-use project comprising a 330-unit multi-family apartment community (Phase 1) and four commercial lots (Phase 2). The 36.35-acre subject property is located at 5201 Beckner Road, is undeveloped, zoned C-2 (General Commercial), is within Zone 4 of the Cerrillos Road Highway Corridor Protection District (CHRC), and is part of the Las Soleras Master Plan.

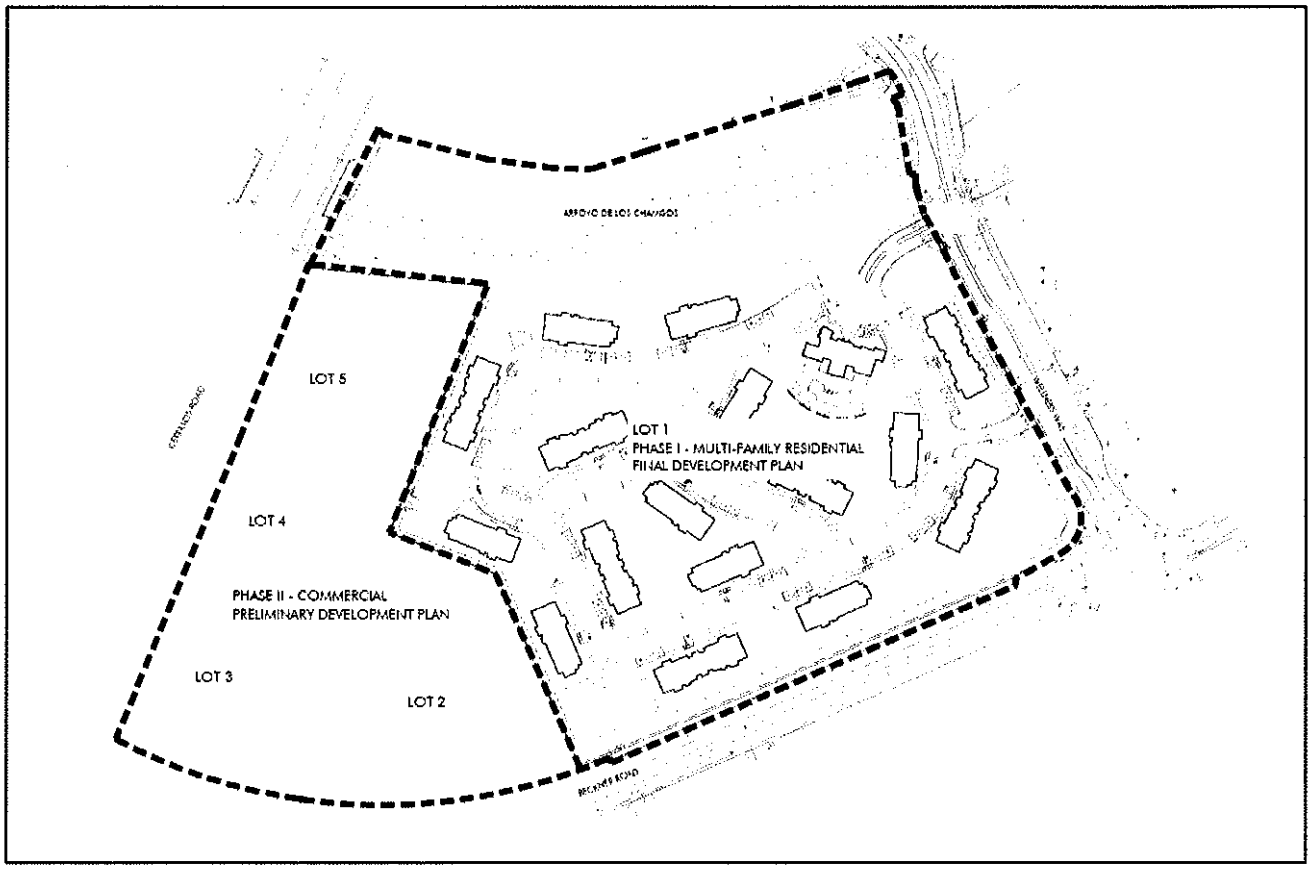
This Application is comprised of three requests:

1. Preliminary Subdivision Plat to create five parcels (Case # 2020-2643);
2. Variance from SFCC Subsection 14-8.2(D)(b) Slope Disturbance (Case #2020-2653); and
3. Final Development Plan, Phase 1 – Apartment community, and Preliminary Development Plan, Phase 2 - Commercial lots (Case #2020-2652)

The preliminary subdivision is necessary to develop the property as proposed, and the development plan is required for over 30,000 square feet of development in any zone per Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a). Per SFCC Subsection 14-3.8(C)(2)(b), a variance request associated with a development plan shall be reviewed concurrently and approved or denied by the planning commission.

The proposed Phase 1 final development plan for the apartment component of the project provides sufficient detail for confirmation that the proposal meets the requirements of the Las Soleras Master Plan and Chapter 14 requirements, establishing roads, pedestrian amenities and connectivity, parking, site layout, landscaping, fire access, etc. The Phase 2 preliminary development plan for the commercial lots provides basic detail that the commercial component meets Chapter 14 requirements for circulation, parking requirements based on proposed uses, open space, landscaping, and the relation of the commercial lots to the residential lot.

The proposed final development plan and preliminary subdivision plat meet all development standards and will not create or increase any non-conformities with Chapter 14. Furthermore, Staff recommends approval of the variance.



Phasing Plan

IV. EXISTING CONDITIONS:

The property is currently vacant and undeveloped. To the west across Wellness Way is Presbyterian Medical Center, and to the south is the Inn at Santa Fe and the Fashion Outlets of Santa Fe. Current or planned uses to the south include the planned Villa Sendero Apartments, the existing Department of Veterans Affairs Santa Fe Clinic, and future commercial phases of Las Soleras. All surrounding properties on the east side of Cerrillos Road are zoned C-2 (General Commercial) and are within the Las Soleras Master Plan. Roads identified in the Master Plan have already been built.

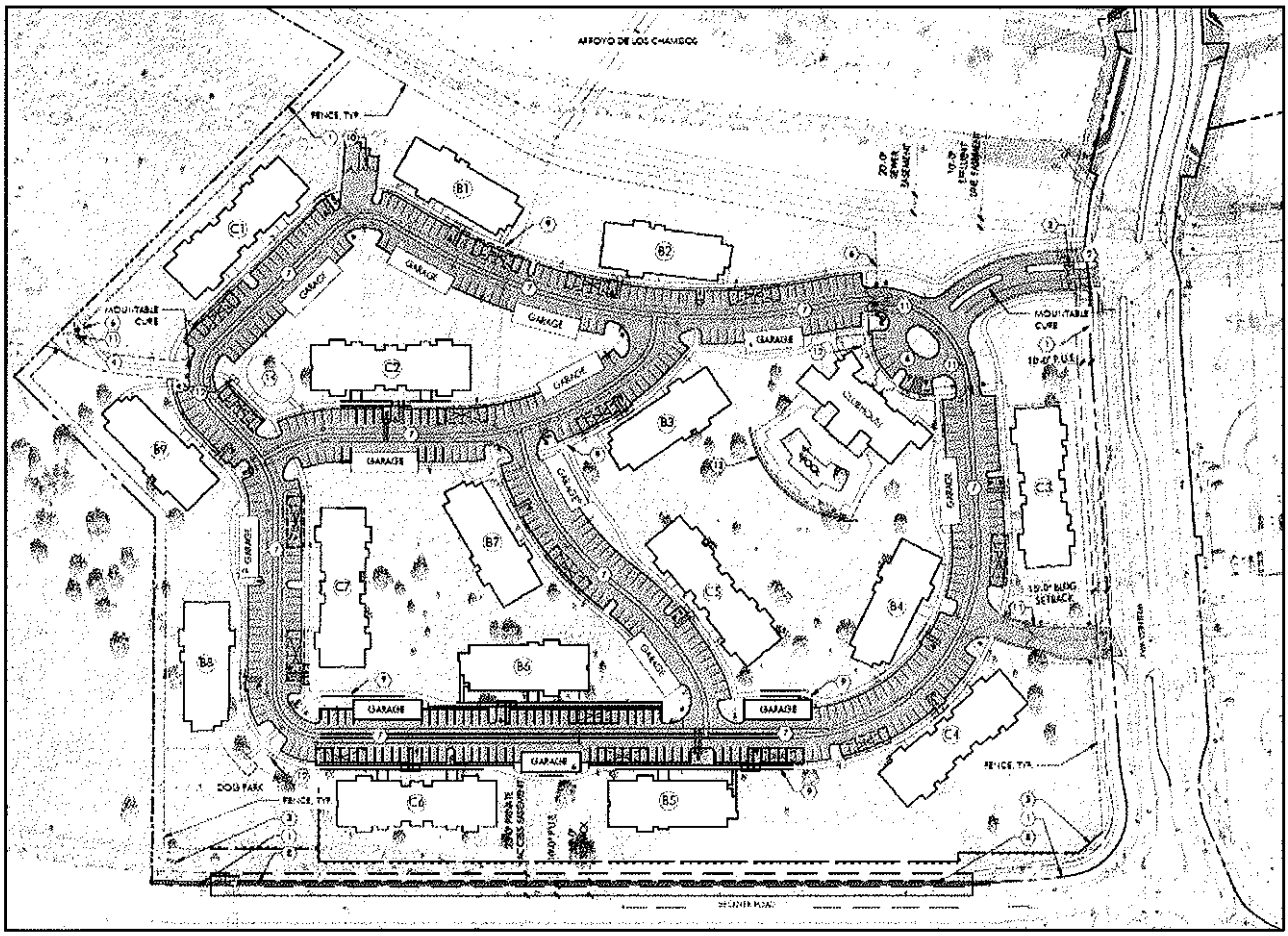
V. LAS SOLERAS MASTER PLAN

The subject property is part of the Las Soleras Master Plan. The 2016 Amended Master Plan identifies the subject parcel as "C-2 Regional Commercial". The Master Plan identifies three areas of open space associated with the subject parcel. The floodplain of the Arroyo de Los Chamisos provides 3.71 acres of open space, and pedestrian/multi-use trails provide 0.61 acres open space along Cerrillos Road and 0.78 acres open space along Beckner Road. The 2016 Las Soleras Amended Master Plan added the multi-use trail along Beckner Road.

VI. CERRILLOS ROAD HIGHWAY CORRIDOR PROTECTION DISTRICT

The property lies within Zone 4 of the Cerrillos Road Highway Corridor Protection District (CRHC). CHRC code provisions will apply to the four commercial lots fronting Cerrillos Road. The CRHC sets standards by zone to ensure an attractive and functional streetscape, by regulating setbacks, lot depth, landscaping, access points, signage and architecture.

Building height is restricted to forty-five (45) feet. Building setbacks, as measured from any property line abutting Cerrillos Road ROW, are either forty-five (45) feet or twenty percent of a lot's depth, whichever is less. Lot coverage is restricted to 60%. Phase 2 development will include a landscaping strip with street trees and drought tolerant plants.



Phase 1

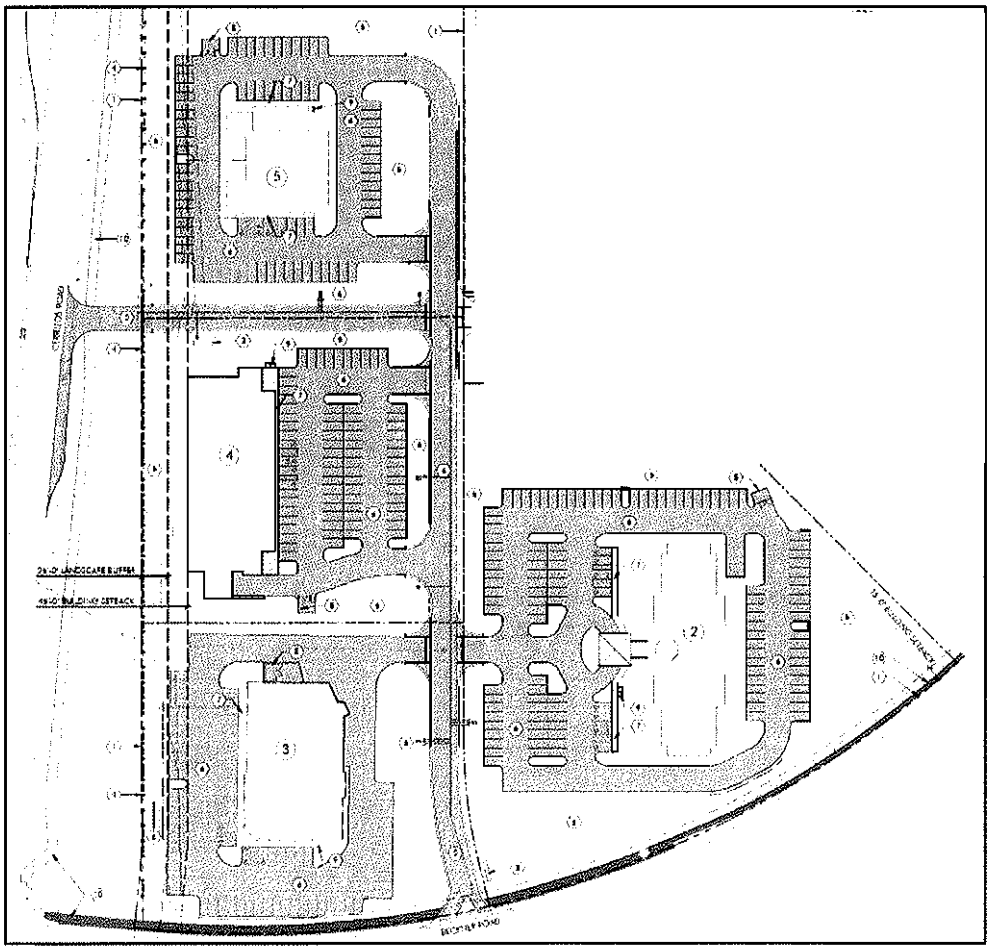
VII. PROJECT ANALYSIS: SUBDIVISION, DEVELOPMENT PLAN

Project Phasing

The proposed Phase 1 of the development plan for the apartment component of the project provides sufficient detail to confirm that the proposal meets the requirements of the Las Soleras Master Plan and Chapter 14 requirements, establishing roads, pedestrian connectivity, parking, site layout, landscaping, and fire access. A 330-unit apartment community will be developed on Lot 1 comprising 24.87 acres. The floodplain comprises 4.35 acres, resulting in net acreage of 20.52 acres and a density of 16 dwellings per acre.

The Phase 2 of the development plan for the commercial lots provides lot size, building footprints and square footages, parking requirements based on proposed uses, detail on traffic circulation between lots, open space, and landscaping.

Phase 2 comprises the four commercial lots west of Phase 1 totaling 11.33 acres. The development plan proposes, for feasibility purposes, a hotel, pharmacy, grocery store, and a restaurant. Specific uses for Phase 2 may be determined at the time of development plan amendment submittal for each lot in sub-phases. Phase 2 shows proposed architecture in order to depict the overall design approach and to demonstrate compatibility with the apartment project, but the Applicant must demonstrate architectural compliance at the time of final development plan approval for Phase 2 lots.



Phase 2

Access and Traffic
The Phase 1 apartment community will be accessed via Wellness Way, an 86' public right of way (ROW) by means of two full access driveways aligned with the two existing Presbyterian Hospital access drives across the street. There are existing right-turn and left-turn lanes in Wellness Way that will serve the primary north entrance. The secondary south entrance will be for residents only and served by new right-turn and left-turn lanes constructed in Wellness Way as part of the development.

Phase 2 commercial lots will have direct access to Beckner Road, a 92' public ROW via a right-in/right-out only private access drive aligned with the Fashion Outlets driveway across the street. In accordance with the Las Soleras Master Plan, there will be a limited access drive on Cerrillos Road permitting right-in, right-out, and left-in turning movements. A new southbound left-turn lane and northbound right-turn lane will be constructed in Cerrillos Road at the time of future development. A New Mexico Department of Transportation access permit will be required for these improvements.

A Traffic Impact Analysis analyzed the following intersections: Cerrillos Road and Beckner Road, Beckner Road and Wellness Way, and the three-way intersection of Wellness Way, Cerrillos Road and Herrera Drive. Although traffic counts were conducted following the COVID-19 lockdown, recent counts at Cerrillos Road and Beckner Road conducted for the Villa Sendero project provide a pre-COVID baseline. Therefore, the counts were conservatively adjusted in order to replicate normal traffic conditions. Each intersection operates at acceptable levels of service in the build condition.

Trails
In accordance with the requirements of the Las Soleras Master Plan, a 10-foot trail will be constructed along the property's Beckner Road frontage as part of Phase 1. In consultation with the Public Works Department, it was determined that the existing 5-foot sidewalk on Beckner should be widened to 10-feet to provide this multi-modal trail. The Applicant will also be required to construct a pedestrian path over the Arroyo Chamiso along Cerrillos to the terminus of the property during Phase 1 per standard sidewalk requirements of SFCC Section 14-9.2(E). The design of this path was not determined as of the time of this staff report due to the narrow shoulder and steep grade over the Arroyo.

Phase 2 construction includes an asphalt trail along Cerrillos Road, completing the multi-use trail from the intersection of Becker Road/Cerrillos Road to the north end of the Arroyo de Los Chamisos. The Applicant is also providing a pedestrian trail connection that also provides secondary fire access between the apartments and the commercial lots to create a walkable environment and easy access to services for apartment residents.

Grading and Drainage
The site's terrain slopes from the southeast to the northwest with an overall grade change of approximately 50 feet. The apartment buildings will be stepped in some locations to match the natural terrain in order to minimize the need for retaining walls. A series of decentralized detention ponds incorporated into the open space and landscaped areas handle storm water, which will overflow into the Arroyo de Los Chamisos. The proposed on-site detention is adequate to ensure that historic flows will not increase.

FEMA Floodplain
A Conditional Letter of Map Revision (CLOMR) was issued by FEMA on February 27, 2009 addressing

the channelization and bank stabilization of the Arroyo de Los Chamisos. The only pending improvement required under the CLOMR is implementation of the site grading to fill in the isolated drainage-way that formerly flowed into the Arroyo. Disturbance of some existing naturally occurring 30% slopes is necessary in order to perform the CLOMR required work, resulting in the applicant's request for a Variance.

Environmental Review: Archaeology and Prairie Dogs

The Project is located within the Suburban Archaeological District. An archaeological clearance permit was issued by the City in 2009. The site will be assessed for Gunnison's prairie dogs and any colonies will be relocated prior to issuance of construction permits.

Water Budget

The Applicant has submitted a detailed water budget according to project phasing. In accordance with the requirements of SFCC Section 14-8.13, water rights will be acquired to offset the project's water demand. The projected water budget including 9.8% contingency is as follows:

Phase	User	Acre Feet per Year
Phase 1	Apartment Homes	37.59 acre feet/year
Phase 1	Landscaping	0.97 acre feet/year
Phase 2	Commercial	21.08 acre feet/year
Phase 2	Landscaping	(Will depend on individual lot development)

Water and Sewer

New 8" public waterlines will be constructed on-site that will connect to the existing 12" mains in Beckner Road and Wellness Way and the 16" line in Cerrillos Road. Lots 3, 4, and 5 in Phase 2 will connect to the existing 8" line adjacent to Cerrillos Road via new 6" service lines. Lot 2 will be served via a new 8" public sewer main connecting to the Cerrillos Road line. A section of the existing Cerrillos Road line will be replaced in order to address insufficient slope.

Landscaping and Open Space

For Phase 1, a minimum of 250 square feet of open space is required per ground floor dwelling unit, per SFCC Subsection 14-7.5(D)(8)(c). Open space comprises 52% of the total site. The open space calculation is as follows:

Required Open Space: 250 sf x 114 = 28,500 sf (0.65 acres)
Provided Open Space: 566,305 sf (13.0 acres)

The Phase 2 commercial lots will incorporate passive water harvesting methods and, therefore, the required open space is a minimum of 20% of the lot area per SFCC Subsection 14-7.5(D)(6)(a).

Lot	Proposed Use	Parking Required	Parking Provided	Lot Area	Open Space	% Open Space
2	120 Room Hotel	120	123	172,498 sf	34,500 sf	20%
3	15,000 sf Commercial	60	79	99,753 sf	19,950 sf	20%
4	15,000 sf Commercial	60	76	99,575 sf	19,515 sf	20%
5	7,500 sf Commercial	30	79	123,710	71,410 sf	58%

Landscaping is provided in accordance with City Code requirements and plantings shall include a combination of drought-tolerant deciduous and evergreen trees, shrubs, and ornamental and native grasses. Street trees will be planted along Cerrillos Road, Beckner Road, and Wellness Way.

Fire Protection and Emergency Access

Drive lanes through the apartment complex will be 26 feet wide in accordance with IFC requirements. All apartment buildings will be equipped with automatic fire suppression. Vehicular gates with emergency access strobes will control access to the resident parking areas. Phase 1 development includes the installation of eight fire hydrants and all buildings will have standpipes for fire suppression. A gated, twenty-foot secondary emergency access drive will connect the apartment to the Phase 2 commercial lots and Cerrillos Road access, also serving as pedestrian access to the commercial lots. The Fire Marshal has reviewed and approved this secondary access plan.

Lighting & Signage

LED fixtures mounted at a height of 25 feet will provide lighting to all parking areas in the Phase 1 apartment complex. Phase 2 lighting will include pole fixtures and building mounted lights, and will be detailed and evaluated in the Final Development Plan application for each lot.

Monument signs to identify the apartment project are proposed at the commercial entrance drive on Beckner Road, at the north apartment entrance on Wellness Way, and at the Beckner Road and Wellness Way intersection. Separately permitted directional and wayfinding signage and wall-mounted building numbers will identify individual buildings. All signage will meet the requirements of the CHRC and SFCC Section 14-8.10 at the time of permit.

VIII. PRELIMINARY SUBDIVISION PLAT APPROVAL CRITERIA 14-3.7(C)

The Preliminary Subdivision Plat creates five parcels – a 24.87-acre tract for the apartment community and four commercial lots ranging in size from 2.24 to 3.96 acres.

SFCC Section 14-3.7 governs the authority, procedures, and restrictions for the division of land. The criteria for approval of a Preliminary Subdivision are detailed below:

Criterion 1: In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and *structures*, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.	**Criterion Met:** (Yes/No/N/A) **YES**
A Conditional Letter of Map Revision (CLOMR) was issued by FEMA on February 27, 2009 regarding the channelization of the Arroyo de Los Chamisos, which traverses the north side of the property. No further modifications to the arroyo are proposed. An Archaeological Clearance Permit was issued by the City in 2009. The Project shows due regard for natural features and enhancement of community assets through the preservation of substantial open space, replacement of significant trees, substantial landscaping improvements, and the construction of a trail along Beckner Road in accordance with the Las Soleras Master Plan.	
Criterion 2: The planning commission shall give due regard to the opinions of public agencies and shall not approve the *plat* if it determines that in the best interest of the public health, safety or welfare the land is not suitable for *platting* and *development* purposes of the kind proposed.	**Criterion Met:** (Yes/No/N/A) **YES**

Land subject to *flooding* and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be *platted* for *residential* occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate *erosion* or *flood* hazard. Such land shall be set aside within the *plat* for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).	
The site's terrain is gentle and well-suited for development. Any potential flood hazards have been mitigated by the aforementioned CLOMR and channelization of the Arroyo de Los Chamisos.	
Criterion 3: All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).	**Criterion Met:** (Yes/No/N/A) **YES**
The Development Review Team (DRT) has reviewed the Applicant's proposed subdivision design. The DRT includes the following City Divisions: Traffic, Technical Review, Water, Sewer, Environmental, Fire and Land Use. Review comments and conditions from the DRT provide necessary changes to the proposal to conform to the City Code in order to meet standards for health, safety or welfare. The subdivision plat complies with the standards of Chapter 14, Article 9.	
Criterion 4: A *plat* shall not be approved that creates nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the *plat*.	**Criterion Met:** (Yes/No/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any variances with this proposal.	
Criterion 5: A *plat* shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the *plat*.	**Criterion Met:** (Yes/No/N/A) **YES**
No existing nonconformities are increased, nor are any nonconformities created by the approval of this subdivision. The Applicant is not requesting any exceptions with this proposal.	

IX. VARIANCE APPROVAL CRITERIA

The variance from SFCC Subsection 14-8.2(D)(b) will permit disturbance of 30% slopes in order to grade the site in accordance with the requirements of the CLOMR. SFCC Section 14-3.16(A) governs the authority, procedures and restrictions for a Variance and states that "Land Use Boards may approve variances to the provisions of Chapter 14 as provided in Section 14-2 and elsewhere in this chapter and in accordance with this section. Variances may be granted to provisions regulating the size, location and appearance of structures. A variance shall not be granted to provisions that restrict the type or intensity of principal or accessory uses permitted within a district."

The variance process balances reasonable use of the Applicant's property against compliance with the letter and intent of adopted regulations. The proposal must be consistent with at least one of the circumstances listed in Criteria 1a through 1d, and must be consistent with all of Criteria 2 through 5.

Criterion 1: Necessary Findings **To grant a Variance, a land use board shall make the following finding per Subsection 14-3.6(C)(1) as follows: One or more of the following special circumstances applies: (a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid; or (b) the parcel is a legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid; or (c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more restrictive provision as provided in Section 14-1-7; or (d) the land or structure is nonconforming and has been designated as a landmark, contributing or significant property pursuant to Section 14-5.2 (Historic Districts).**	**Criterion Met:** (Yes/No) **YES**
(a) The CLOMR and associated conditions of the permit distinguish this parcel from others in the vicinity. Improvements to the Arroyo, as well as the Beckner Road storm sewer system, have rendered the on-site drainage obsolete. (b) Not applicable (c) There is an inherent conflict between the provisions of Chapter 14 and the requirements imposed by FEMA as a condition of the CLOMR. Already constructed arroyo improvements have satisfied the CLOMR, and the site grading is the final component to satisfying FEMA conditions. (d) Not applicable	
Criterion 2: **The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.**	**Criterion Met:** (Yes/No) **YES**
It is infeasible to develop the property in compliance with SFCC Subsection 14-8.2(D)(b), because doing so would prevent the owner from satisfying their obligations under the CLOMR. Already constructed arroyo improvements necessitate completion of the project through implementation of the requisite site grading.	
Criterion 3: **The intensity of the development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.**	**Criterion Met:** (Yes/No) **YES**
This variance request has no impact on the intensity of the project. The proposed development is compliant with the Las Soleras Master Plan, the CHRC Overlay, and all C-2 zoning regulations under Chapter 14. Proposed development is no more intense than other built, proposed, or master planned	

projects in the area.	
Criterion 4: **The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered: (a) whether the property has been or could be used without variances for a different category or lesser intensity of use; and (b): consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.**	**Criterion Met:** (Yes/No) **YES**
(a) The proposed use of the property has no bearing on the obligation to satisfy the conditions of the CLOMR. It is necessary to perform site grading in order to satisfy the conditions of the CLOMR even if the property was never developed. (b) The Arroyo improvements permitted by the CLOMR are in the best interest of the community's health, safety, and welfare by mitigating the potential for flooding and erosion. It is necessary to perform site grading in order to satisfy the conditions of the CLOMR even if the property was never developed.	
Criterion 5: **The variance is not contrary to the public interest;**	**Criterion Met:** (Yes/No) **YES**
The Arroyo improvements permitted by the CLOMR are in the best interest of the community's health, safety, and welfare by mitigating the potential for flooding and erosion. It is necessary to perform site grading in order to satisfy the conditions of the CLOMR even if the property was never developed.	
Criterion 6: **There may be additional requirements and supplemental or special findings required by other provisions of Chapter 14**	**Criterion Met:** (Yes/No/Not Applicable) **N/A**
Any other standards of Chapter 14 will be met at the time of the building permit and will not require variances.	

X. PHASE 1- FINAL APARTMENT DEVELOPMENT PLAN ANALYSIS:

Project Description

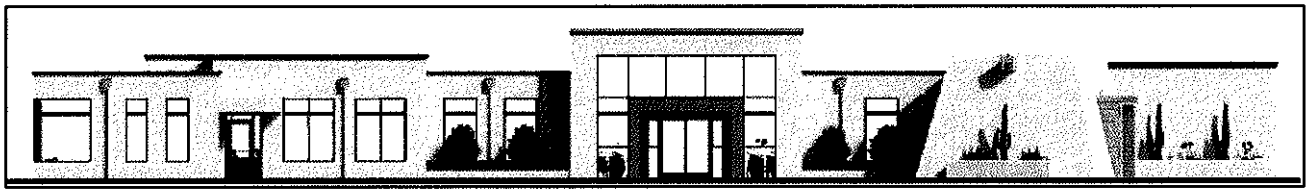
Phase 1 is comprised of a 330-unit apartment community on 24.87 acres. As the floodplain comprises 4.35 acres, development will occur on a net acreage of 20.52 acres, resulting in a density of 16 dwelling units per acre. Lot coverage is approximately 34% (maximum is 60%). There will be sixteen, three-story buildings with the following mix of unit types:

Bedroom	Bath	Units
One	One	210
Two	Two	84
Three	Two	36

Community amenities include a clubhouse with a swimming pool and fitness center, 13.0 acres of open space, offering a dog park, children's play area, seating and lounge areas, and BBQ areas.



Clubhouse, south (poolside) elevation



Clubhouse, north (entrance) elevation

Parking

Parking is provided through a mix of open, carport, and garage spaces in accordance with the requirements of SFCC Section 14-8.6, as follows:

Units	Size	Requirement	Total
192	< 800 sf	1.25 spaces/unit	240
102	800-1200 sf	1.5 spaces/unit	153
36	> 1200 sf	2.0 spaces/unit	72
		Total Required	465
		Total Provided	**534**

The provided parking includes 18 accessible spaces and twelve bicycle spaces dispersed throughout the site in accordance with the provisions of Table 14-8.6-3.

Architectural Design

All buildings have earth tone stucco finishes with stone and wood accents. Apartment buildings come in two styles, Type A consisting of three, three story modules connected by covered, open breezeways with stairs. Type B buildings have two three story modules connected by covered, open breezeways with stairs. All units will have balconies. The Applicant has provided an analysis of their proposed design that shows it meets the Architectural Design Standards per Table 14-8.7-2.



Building Type A elevation



Building Type B elevation



Building Type B rendering

Santa Fe HOMES Program

In accordance with the provisions of Ordinance 2016-9, the Applicant intends to pay the fee-in-lieu in the amount of $459,432 to the affordable Housing Trust Fund. The Applicant has executed a Santa Fe Homes Program Proposal with the Office of Affordable Housing, included in Exhibit E.

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

Phase 1 final development plan approval is for a 330-unit apartment community on Lot 1 comprising approximately 24.87 acres. Phase 2 of the development plan approval is for four commercial lots comprising approximately 11.33 acres. Phase 2 proposed uses are a hotel, pharmacy, grocery store, and a restaurant. Actual uses will be determined at the time of construction for each lot. The Phase 2

development plan shall be required to return to the Planning Commission for approval of an amendment to the development plan.

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

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a) requires a development plan for development with a gross floor area of over thirty thousand square feet in any zone. Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan, the Las Soleras Master Plan, Chapter 14 and other ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with all applicable Master Plan requirements and City Ordinances and would not adversely affect the public interest. This project serves the public interest through the provision of much-needed housing proximate to employment and services, the construction of a new public trails, preservation of significant open space, and a significant contribution to the Affordable Housing Trust Fund.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The subject property is located in a mixed-use area, master planned for significant commercial, institutional, and multi-family development. The proposed use and scale of the project is compatible with current and planned land uses in the vicinity and achieves the intent of the Las Soleras Master Plan.	

XII. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification Meeting was held on August 4, 2020. The attendees included the project team, City staff, and members of the press. The applicant presented a slide show that featured conceptual project plans and other relevant information. The questions mostly centered around market conditions, timing of construction, and rental rates.

XIII. EXPIRATION

Per SFCC Section14-3.19(B)(2) "Approval of a preliminary subdivision plat ... shall expire three years after final action approving it unless the final plat or development plan is approved." Therefore, should the Commission approve the preliminary subdivision plat and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 5, 2023.

Per SFCC Section 14-3.19(B)(5), approval of a variance expires if it is not exercised within three years. Should the Commission approve the variance and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be November 5, 2023.

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6)." Therefore, should the Commission approve the final development plan for Phase 1 and the preliminary development plan for Phase 2 and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date for both would be November 5, 2023.

XIV. ATTACHMENTS:

EXHIBIT A:

1. Technical Corrections
2. Draft Findings of Fact/Conclusions of Law Case #2020-2643, 2020-2652, and 2020-2653

EXHIBIT B: Development Review Team Memoranda

1. Terrain Management Review Memorandum
2. Water Engineering Division Memorandum
3. ADA Site Review Memorandum
4. Landscape Review Memorandum
5. MPO Review Memorandum
6. Trail Approval Memo

EXHIBIT C: Maps and Photos

EXHIBIT D: Applicant Materials

1. Application Report
2. Traffic Impact Study
3. Proposed Subdivision & Development Plan

APPROVED BY:

Title	Name	Initials
Planning and Land Use Director	Eli Isaacson, AICP	*ESI*
Land Use Planner Manager	Noah Berke, AICP	*NLB*
Land Use Department Case Manager	Lee Logston, AICP	*LL*

City of Santa Fe, New Mexico

Exhibit A

1. Technical Corrections
2. Draft Findings of Fact & Conclusions of Law

EXHIBIT A
Technical Corrections
Case #2020-2643 2652
5201 Beckner Road Preliminary Subdivision and Development Plan

TECHNICAL CORRECTIONS	Department	Staff
1. Drainage Facilities Maintenance note shall be placed on the Plat or Development Plan (see attached). The note on sheet DP-100 does not contain all of the required information. 2. Lighting Footcandles at grade do not comply with section 14.8.9 of the City Code. 3. Provide a summary discussion and table in the "Terrain Management Report, Soils, Drainage, and Grading..." report summarizing the required and provided pond volumes. 4. It appears that fill will be stockpiled from this phase for use on the next phase. Include information about where the fill will be stockpiled. If it will be stockpiled on-site a permit will be required. 5. Driveway C1 on Phase II appears to have a significant amount of impervious surface drain directly to Cerrillos Road. Explain if there is another option for this drainage. 6. This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition. 7. Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process. 8. In accordance with Article 14-8.4(F)(2)(e), "storm water detention ponds and retention ponds shall be planted...with a minimum of one tree and three shrubs per 500 SF of required ponding area." 9. Include a pond measurement post in all ponds to determine depth of water and sediment for maintenance. See attached example.	Technical Review Division/Terrain Management	Dee Beingessner
1. Water Harvesting from roof and site runoff is required. 2. All deciduous trees shall be graded by caliper size. 2 inch caliper is minimum size. 3. Robinia neomexicana/ Desert locust, Quercus grusea/ Gray oak, Vitex agnus-castus/ Chaste Tree, Abies asiocarpa arizonica/ Corkbark fir/ are not on the City of Santa Fe plant list and shall be replaced with trees from the City of Santa Fe plant list. 4. Landscape fabric and mulch are missing. All Mulches to be a 2"Minimum Thickness Over Weed Barrier. Mulch to be two inches below top of concrete walkway or curb and noted on landscape plan. 5. Add 59 Pinon Pine trees to open space areas for significate tree replacement. Please keep Austrian pine, Black pine, and Blue Spruce quantities as per plan. The tree overage in the plan covers the remainder of the significate tree requirement. 6. Irrigation backflow preventers to be in their own backflow enclosures. Provide a backflow preventer enclosers on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards. 7. Irrigation zones shall be designed based on "plant needs" as required by city code. 8. Provide Backflow Preventer Detail. (No King Drains per COSF Code)	Technical Review Division/Landscape	Lawrence Rivera

EXHIBIT A
Technical Corrections
Case #2020-2643 2652
5201 Beckner Road Preliminary Subdivision and Development Plan

9. Add a sch. 80 ball valve before all electric valves and a sch. 80 union on flow side of valves. (Drip zone valves not included) per COSF code. 10. Add sch. 80 unions at gate valves 11. A water level measuring device with zero set at finish grade located at the center of each pond is required. A percolation test is required for each pond. Storm water storage ponds are not to exceed 1 foot in depth without a verification that storm water will drain within 24 hrs. 12. Add street light poles on landscape drawing. Make sure trees are fifteen feet away from light poles and fire hydrants.		
(See DRT ADA Site Compliance Memo)	ADA Site Compliance	Jason Kluck
1. Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2009 section 503.1.1). 2. Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2009 Section 503.2.1). 3. 507.5 Fire hydrant systems: Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6, 507.5.1 where required: Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. 4. Shall have water supply that meets fire flow requirements as per IFC (Appendix B). 5. Shall comply with Section D102.1: Access and Loading (75,000 lbs). 6. 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 D103.4). 7. Shall comply with IFC 2009 Section D103.2 Grade: Fire apparatus access roads shall not exceed 10 percent in grade. 8. Shall comply with IFC 2009 Section D103.5 Fire apparatus access road gates. 9. Shall comply with IFC 2009, Appendix D, Aerial Fire Apparatus Access Roads. 10. Shall meet the IFC code requirements 2009 edition or the most current edition the governing body has adopted at the time of permitting.	Fire Department	Geronimo Griego

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

Case #2020-2643
5201 Beckner Road Preliminary Subdivision Plat
Case #2020-2652
5201 Beckner Road Phased Development Plan
Case #2020-2653
5201 Beckner Road Variance

Owner's/Applicant's Name- Abacus Fund, LLC
Agent's Name- JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission (Commission) for hearing on November 5, 2020 upon the applications (Applications) of JenkinsGavin, Inc. as agent for Abacus Fund, LLC (Applicant).

The Applications pertain to 5201 Beckner Road, totaling approximately 36.35 acres (Property). The Applicant requests approval of a preliminary subdivision plat for five (5) lots, approval of a final development plan for phased development consisting of a 330-unit multi-family apartment community followed by commercial development, and approval of a variance to the Santa Fe City Code (SFCC) Subsection 14-8.2(D)(2)(b) for disturbance of natural slopes of thirty percent (30%) or greater (Project). The Property is zoned C-2 (General Commercial), is within the Las Soleras Master Plan, and is within Zone 4 of the Cerrillos Road Highway Corridor Protection District (CRHC).

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

General

1. At the hearing, the Commission received reports from staff, testimony and evidence from the Applicant, and testimony offered by any interested members of the public.
2. SFCC Section 14-3.1 sets out certain procedures to be followed on the Applications, including, without limitation, (a) a pre-application conference [SFCC § 14-3.1(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC § 14-3.1(F)(2)(a)(iv, v, vii)]; and (c) compliance with notice and public hearing requirements [SFCC § 14-3.1(H)-(I)].
3. A pre-application conference was held on May 28, 2020 in accordance with SFCC Section 14-3.1(E).
4. Pursuant to SFCC Section 14-3.1(H)(1), notice of the ENN meeting was properly given.
5. Pursuant to SFCC Section 14-3.1(F), a virtual ENN meeting was held on August 4, 2020. Attendees included the project team, City staff, and members of the press. The Applicant presented a slide show that featured conceptual project plans and other relevant information.

The questions mostly centered around market conditions, timing of construction, and rental rates.

6. City staff reviewed the Applications and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Commission with a written report of its findings (Staff Report), which evaluates the factors relevant to the Applications.
7. Staff recommended that the Commission approve the preliminary subdivision plat and final development plan, subject to certain conditions and technical corrections set out in the Staff Report and exhibits; and approve the variance request.

Preliminary Subdivision Plat; Case #2020-2643

8. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.7(B)(3)(d), the Commission has the authority to review and approve or disapprove preliminary subdivision plats.
9. SFCC Section 14-3.7(B) establishes certain procedures for preliminary subdivision plat approval including, without limitation, a public hearing by the Commission, review of the preliminary plat, and a decision based on the criteria set out in SFCC Section 14-3.7(C).
10. SFCC Section 14-3.7(B)(3)(b) requires the Applicant to submit a preliminary plat prepared by a professional land surveyor, together with improvement plans and other specified supplementary material that demonstrates conformance with the standards of SFCC Section 14-9 (Submittal Requirements).
11. SFCC Section 14-3.7(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before approving a preliminary subdivision plat.
12. Pursuant to SFCC Section 14-3.7(C)(1), the Commission finds that due regard has been shown for all natural features such as vegetation, water courses, historical sites and structures, and similar community assets. A Conditional Letter of Map Revision (CLOMR) was issued by FEMA on February 27, 2009, regarding the channelization of the Arroyo de Los Chamisos. The Project shows due regard for natural features and enhancement of community assets through the preservation of substantial open space, replacement of significant trees, substantial landscaping improvements, and the construction of a trail along Beckner Road in accordance with the Las Soleras Master Plan.
13. Pursuant to SFCC Section 14-3.7(C)(2), the Commission finds that the land is suitable for platting and development purposes of the kind proposed. The site's terrain is gentle and well-suited for development. Any potential flood hazards have been mitigated by the aforementioned CLOMR and channelization of the Arroyo de Los Chamisos.
14. Pursuant to SFCC Section 14-3.7(C)(3), the Commission finds that the plat complies with the infrastructure design, improvement, and dedication standards set forth in SFCC Section 14-9.
15. Pursuant to SFCC Section 14-3.7(C)(4)-(5), the Commission finds that the plat does not create any nonconformities or increase any existing nonconformities, and no variances or exceptions are requested or needed.

Development Plan; Case #2020-2652

16. Pursuant to SFCC Sections 14-2.3(C)(1) and 14-3.8(B)(3)(a), the Commission has the authority to review and approve or disapprove development plans.
17. Under SFCC Section 14-3.8(B)(3)(a), a new development with a gross floor area of thirty thousand (30,000) square feet or more requires approval of a development plan by the Commission.
18. SFCC Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC Section 14-3.8(D).
19. SFCC Section 14-3.8(C)(1) requires the Applicant to submit plans and other documentation that demonstrates conformance with applicable provisions of the SFCC (Submittal Requirements).
20. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.
21. SFCC Section 14-3.8(D)(1) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before a development plan may be approved.
22. Pursuant to SFCC Section 14-3.8(D)(1)(a), the Commission finds that it has the authority and is empowered to approve the development plan under Sections 14-2.3(C)(1) and 14-3.8(B)(3)(a).
23. Pursuant to SFCC Section 14-3.8(D)(1)(b), the Commission finds that the development plan will not adversely affect the public interest. The Governing Body has implemented the General Plan, the Las Soleras Master Plan, and ordinances to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. This project serves the public interest through the provision of much-needed housing proximate to employment and services, the construction of new public trails, preservation of significant open space, and a significant contribution to the Affordable Housing Trust Fund.
24. Pursuant to SFCC Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the premises under consideration. The subject property is located in a mixed-use area, which is master planned for significant commercial, institutional, and multi-family development. The proposed use and scale of the project is compatible with current and planned land uses in the vicinity and achieves the intent of the Las Soleras Master Plan.
25. Pursuant to SFCC Section 14-3.8(D)(2), the Commission "may specify conditions of approval that are necessary to accomplish the proper development of the area and to implement the policies of the general plan."
26. The Commission finds that the Conditions and technical corrections set forth in the Staff Report and exhibits are necessary to accomplish the proper development of the area and to implement the policies of the general plan.

Variance; Case #2020-2653

27. The CLOMR requires implementation of site grading to fill in an isolated drainage way that formerly flowed into the Arroyo de Los Chamisos.
28. Compliance with this federal requirement requires the Applicant to disturb some naturally occurring slopes of thirty percent (30%) or greater.
29. The Applicant requests a variance to SFCC Section 14-8.2(D)(2)(b), which prohibits disturbance of natural slopes of thirty (30%) percent or greater, except for arroyo crossings, and allows a maximum of three isolated occurrences of sloped areas where each individual disturbance shall not exceed one thousand (1,000) square feet.
30. Pursuant to SFCC Sections 14-2.3(C)(3) and 14-3.16(B)(1), the Commission has the authority to review and grant or deny variance requests.
31. SFCC Section 14-3.16(B) sets out procedures for variances and requires the Commission to hold a public hearing and approve, approve with conditions, or deny the variance application.
32. SFCC Section 14-3.16(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before granting a variance.
33. Pursuant to SFCC Section 14-3.16(C)(1)(a), the Commission finds that the CLOMR and associated conditions of the permit distinguish this parcel from others in the vicinity. Improvements to the Arroyo, as well as the Beckner Road storm sewer system, have rendered the on-site drainage obsolete.
34. Pursuant to SFCC Section 14-3.16(C)(1)(c), the Commission finds that there is an inherent conflict between the provisions of Chapter 14 and the requirements imposed by FEMA as a condition of the CLOMR. Already constructed arroyo improvements have satisfied the CLOMR, and the site grading is the final component to satisfying FEMA conditions.
35. Pursuant to SFCC Section 14-3.16(C)(2), the Commission finds that the special circumstances make it infeasible to develop the property in compliance with SFCC Subsection 14-8.2(D)(2)(b), because doing so would prevent the owner from satisfying their obligations under the CLOMR. Already constructed arroyo improvements necessitate completion of the project through implementation of the requisite site grading.
36. Pursuant to SFCC Section 14-3.16(C)(3), the Commission finds that the intensity of development would not exceed that which is allowed on other properties in the vicinity because the variance request has no impact on the intensity of the project. The proposed development is compliant with the Las Soleras Master Plan, the CHRC Overlay, and all C-2 zoning regulations under Chapter 14. The proposed development is no more intense than other built, proposed, or master planned projects in the area.
37. Pursuant to SFCC Section 14-3.16(C)(4), the Commission finds that the variance is the minimum that will make possible the reasonable use of the property. The proposed use of the property has no bearing on the obligation to satisfy the conditions of the CLOMR. It is necessary to perform site grading in order to satisfy the conditions of the CLOMR even if the property is never developed.

38. Pursuant to SFCC Section 14-3.16(C)(5), the Commission finds that the Arroyo improvements permitted by the CLOMR are in the best interest of the community's health, safety, and welfare because they would mitigate the potential for flooding and erosion.
39. Pursuant to SFCC Section 14-3.16(C)(6), the Commission finds that there are no additional requirements or supplemental or special findings required by other provisions of Chapter 14.

CONCLUSIONS OF LAW

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

General

1. Pursuant to SFCC Section 14-3.1, all procedures regarding the pre-application conference, ENN meeting, notice, and public hearing requirements have been followed.

Preliminary Subdivision

2. The Commission has the authority to review and approve the preliminary subdivision plat subject to conditions.
3. The Applicant met the applicable Submittal Requirements.
4. The preliminary subdivision plat should be approved because all applicable code requirements and criteria for preliminary subdivision plat approval have been met.

Development Plan

1. The Commission has the authority to review and approve the development plan subject to conditions.
2. The Applicant met the applicable Submittal Requirements.
3. The development plan should be approved because all applicable code requirements and criteria for development plan approval have been met.

Variance

4. The Commission has the power and authority at law and under the Code to review the requested variance and to approve, approve with conditions, or deny the variance application.
5. The variance should be granted because all applicable code requirements and criteria for approval of the variance have been met.

Case #2020-2643
5201 Beckner Road Preliminary Subdivision Plat
Case #2020-2652
5201 Beckner Road Phased Development Plan
Case #2020-2653
5201 Beckner Road Variance

WHEREFORE, IT IS ORDERED ON THE 5th DAY OF NOVEMBER 2020 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission approves the preliminary subdivision plat for the Project (Case #2020-2643) and the development plan for the Property (Case #2020-2652), subject to the Conditions and the technical corrections set forth in the Staff Report and exhibits. The Commission also approves the variance request (Case #2020-2653). Approval of the preliminary subdivision plat will expire on November 5, 2023, unless a final plat is approved or an extension is granted in accordance with SFCC Section 14-3.19. Approval of the development plan will expire on November 5, 2023 unless actual development of the site or off-site improvements has begun and is continued, per SFCC Section 14-3.19(B)(4). The variance associated with the preliminary subdivision plat and development plan shall be subject to the expiration provisions of those approvals pursuant to SFCC Section 14-3.19(B)(5).

_____ _____
John B. Hiatt Date:
Chairperson

FILED:

_____ _____
Yolanda Y. Vigil Date:
City Clerk

APPROVED AS TO FORM:

Sally A. Paez November 5, 2020
Assistant City Attorney Date

City of Santa Fe, New Mexico

Exhibit B

Development Review Team

1. Terrain Management Review
2. Water Division Review
3. ADA Site Review
4. Landscape Review
5. MPO Review
6. Trail Approval Memo

Development Review Team
Comment Form

Date: 9/29/20

Staff person: Dee Beingessner

Dept/Div: Land Use/Terrain Management

Case: **Case #2020-2643 2652 5201 Beckner Road**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:

Technical Corrections*:	Must be completed by:
1 Drainage Facilities Maintenance note shall be placed on the Plat or Development Plan (see attached). The note on sheet DP-100 does not contain all of the required information	Prior to recordation
2 Lighting Footcandles at grade do not comply with section 14.8.9 of the City Code	Prior to recordation
3 Provide a summary discussion and table in the "Terrain Management Report, Soils, Drainage, and Grading..." report summarizing the required and provided pond volumes.	Prior to recordation
4 It appears that fill will be stockpiled from this phase for use on the next phase. Include information about where the fill will be stockpiled. If it will be stockpiled on-site a permit will be required.	Prior to recordation
5 Driveway C1 on Phase II appears to have a significant amount of impervious surface drain directly to Cerrillos Road. Explain if there is another option for this drainage.	Prior to recordation
6 This Development shall comply with the most current requirements of the American with Disabilities Act (ADA). Place a note on the Plan to reflect this condition	Building Permit Process
7 Other comments will be provided on these plans at the time of the building permit and changes may be required during permitting process	Building Permit Process
8 In accordance with Article 14-8.4(F)(2)(e), "storm water detention ponds and retention ponds shall be planted...with a minimum of one tree and three shrubs per 500 SF of required ponding area."	Building Permit Process
9 Include a pond measurement post in all ponds to determine depth of water and sediment for maintenance. See attached example	Building Permit Process

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.

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 AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

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

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

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

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

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

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

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.

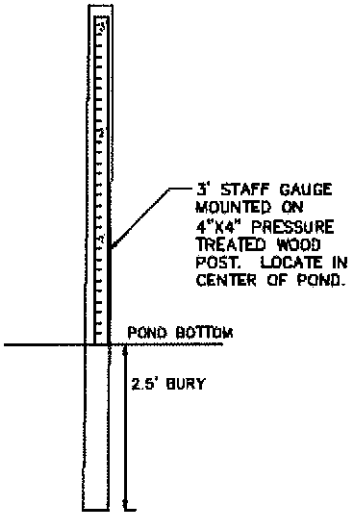
Some BMPs shall include:

- 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.

Example for pond measurement post



POST & STAFF GAUGE
NTS

Development Review Team

Comment Form

Date: 09/30/2020

Staff person: Brian Snyder

Dept/Div: Public Utilities/Water

Case: **Case #2020-2652. 5201 Beckner Road Final Development Plan.**

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
1 An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Prior to final plat approval.
2	
3	
4	

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

*Must made prior to recording and/or permit issuance

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

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

DEVELOPMENT REVIEW TEAM

COMMENT FORM

Date: 9/18/2020

Staff person: Jason M. Kluck

Dept/Div: Land Use – ADA Site Review

Case: **Case #2020-2652 Beckner Apartments – Final Development Plan**

5201 Beckner Road

Case Mgr: Lee Logston

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

Conditions of Approval:	Must be completed by:
Approval Comments: On-Site General ADA Compliance Requirements: Accessibility feature design within the Site shall comply with NMDOT Pedestrian Access Route Details (Serial 608) or demonstrate compliance with applicable ADA regulations by other means as provided in the permitted Construction Documents. All Sidewalks and Walkways along the accessible path of travel shall be firm, stable and slip resistant and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible paths of travel as applicable. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. Ramps within the site shall have 1:12 (8.33%) running slope and 1:48 (2%) cross slope max. With a max. rise of 30" and with 5' clear length landings where straight. Changes in direction shall comply with 304.3. Landing typical slope is 1.5% and shall not exceed 2% running and cross slope. Curb Ramps shall have the required 5' clear length landing and turning space.	Prior to construction permit application

Changes in direction shall comply with 304.3. Curb Ramps within the site shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. Vertical clearance: Provide and maintain 80" of vertical clearance for the full width of all sidewalks/pedestrian routes. Rails or other barriers shall be provided where the vertical clearance is less than 80". The leading edge of such rails or barrier shall be located 27" max. above the floor. (307.4) Provide and maintain 98" vertical clearance at access aisles and routes. (502.6) At Passenger Loading Zones, provide and maintain 114" min. vertical clearance at the exterior vehicular route and access aisles serving the vehicle pull-up space. (503.5) Accessible path of travel routes shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) as applicable and shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Ensure accessible route(s) from the Public Right-of-Way and accessible parking space aisle(s) to building entrance(s) are provided and maintained. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible path of travel routes as applicable. IBC 1104.1 Site arrival points: At least one (firm, stable, slip resistant) accessible route within the site shall be provided from: public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served. ADA parking signage shall comply with the New Mexico Accessible Parking Checklist, latest publication. Accessible Signage Detail - Signage with required language per the NM Accessible Parking Checklist is required at ALL ADA Parking spaces. Parking signage height shall be 84" above the floor of the parking space, measured to the bottom of the R7-8 sign in the Public right-of-way, accessible path of travel, pedestrian way or path of the means of egress. Locate Van Accessible Parking signs immediately below the reserved parking sign at wall mounted or other locations not in the pedestrian way. At Van Accessible signs located in the pedestrian way, the R7-8A Van Accessible sign shall be mounted at 84" to bottom of the sign. Wall mounted signs and signs not mounted in the public way shall be 60" (84" is preferred) minimum above the floor of the parking space, measured to the bottom of the sign. Per the 2015 NM Accessible Parking Checklist, Section 9 (NMBC-1111 Section 1.4 through 1.4.3) the ADA parking space access aisle shall be clearly marked by diagonal pavement striping. "NO PARKING" lettering shall be stenciled in 1 foot high min. and 2 inches wide min. strokes, and located at the drive end of the striped access aisle. The International Symbol of Accessibility (ISA) shall be stenciled at all parking spaces, centered on the space and aligned with the drive end of the parking space striping. All pavement striping and markings shall be stenciled with pavement paint; blue on concrete paving or white on asphalt paving.	

Accessible parking spaces and access aisles shall not exceed 2% slope in any direction. 1%-1.5% is the preferred target slope. Ensure ADA Accessible parking spaces are located in close physical proximity to any adjacent Accessible housing units and other accessible entrances (60% of all entrances shall be accessible), with the shortest path of travel available from the parking area to the unit(s) and accessible entrances. Ensure accessible routes from Accessible parking space aisle(s) to building entrance are provided/maintained. Wheel stops are encouraged at all ADA accessible parking spaces to help ensure required clearance along the accessible path of travel is maintained. At time of construction, the Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOJ, and NM State Statute and Code as applicable. Off-Site PROW Compliance Requirements: Accessibility feature design within the Public Right-of-Way shall comply with NMDOT Pedestrian Access Route Details (Serial 608). Driveway and intersection crossings shall not exceed 2% cross slope, shall have a level maneuvering space, shall have 1/4" max. vertical deflections, and 10% max. flare slope. Curb Ramps shall have the required 5' clear length landing and turning space. Changes in direction shall comply with 304.3. Curb Ramps shall have a target running slope of 7% or less typical and 1:12 (8.33%) maximum. Curb Ramp landing target slope is 1.5% and shall not exceed 2% running and cross slope maximum in any direction. Sidewalks and Walkways along the accessible path of travel route shall comply with Section 302, floor surface, 303.4 Ramps, 401 Accessible routes, 403 Walking surfaces, 405 ramps. Provide detectable warning surfaces at curb ramps and transitions to the vehicular way along the accessible paths of travel as applicable. All walk surfaces along the accessible path of travel shall be firm, stable and slip resistant. Sidewalks and Walkways along the accessible path of travel shall not exceed 1:20 (5%) running slopes without handrail(s) in accordance with current ANSI 117.1 standards 505 & 2015 IBC 1014. Cross slopes shall not exceed 2% staff recommends 1% to 1.5% as a target cross slope. Walkways shall provide 5' diameter turning space every 200 linear feet of run. It is preferred to have marked crossings where the accessible route crosses vehicular traffic lanes. "HC", "Handicapped", "Handicap", or similar terms are erroneous,	

derogatory descriptors for ADA accessible or Disabled accessible features. Please remove or modify any references in the plans accordingly. At time of construction, the Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOJ, and NM State Statute and Code as applicable.	

Technical Corrections*: Must be completed by:

Ensure that ADA accessible parking spaces with required aisle and exiting clearances within the covered/enclosed space are included at garages and carports for each separate parking area.	Prior to recording

*Must made prior to recording and/or permit issuance

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

Explanation of Conditions or Corrections (if needed): N/A

Development Review Team

Comment Form

Date: 10/7/20

Staff person: Leah Yngve

Dept/Div: Land Use/Metropolitan Planning Organization

Case: **Case #2020-2643. 5201 Beckner Road Preliminary Subdivision**

Case Mgr: Lee Logston

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

Conditions of Approval :	Must be completed by:
1 All sidewalks must be a minimum of 5 ft, page C-201 shows 4.5 ft sidewalks (see TABLE 14-9.2-1: Design Criteria for Street Types).	Prior to Signature Sheet Process
2 The required bike rack is an inverted U (see below) as specified in Exhibit D - Bicycle Rack Standards and Dimensions. The specifications in the plan do not meet the city standards and should be corrected.	Prior to Signature Sheet Process
3 Phase I Pedestrian Connectivity: • Include sidewalks from the garages above building C2 • Include a sidewalk and pedestrian gate along the south/secondary entrance from Wellness Way from the Wellness Way sidewalk to the complex sidewalk • Connect the bicycle/pedestrian sidewalk or trail from the southwest corner of the complex (by the dog park) to the Beckner multi-use trail via a pedestrian gate	Prior to Signature Sheet Process

Technical Corrections*:	Must be completed by:
1 The plan set shows the existing sidewalk on Beckner to be 6ft, the submittal packet shows the sidewalk as 5ft. If the width is 5ft, the extension should be 5ft to reach a total width of 10ft.	

*Must made prior to recording and/or permit issuance

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

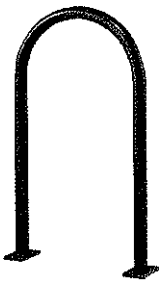
1. Phase II Pedestrian Connectivity:
    a. Include sidewalks along the entrances from Cerrillos and Beckner going into the shopping district, and throughout the commercial area. These entrances are near transit and multi-use trails so safe pedestrian access is warranted.

b. Connect the sidewalk as depicted coming from the apartment complex to a sidewalk network in the commercial district. Apartment dwellers will be able to safely take advantage of walking to the destinations next door.

2. The Santa Fe Metropolitan Bicycle Master Plan lists a multi-use trail connecting the Arroyo Chamiso Trail north of the arroyo to the intersection of Cerrillos and Beckner (see below). This trail should be built with the Phase II development. The western multi-use trail along Cerrillos shown in the Phase II plan set should extend north over the arroyo to connect to the Arroyo Chamiso trail easement. In the event a trail over isn't reasonable, an alternative trail connection should be established along the south side of the arroyo to Wellness Way.

Explanation of Conditions or Corrections (if needed):

Bike racks:
Inverted U bike rack, which is required by City code, is different from the wave bike rack shown in the plan set.



Pedestrian Connectivity:
Pedestrian connectivity is key to support and protect people walking. In the proposed apartment complex, including sidewalks to all parking garages will help provide safe passage of residents and their guests to and from their cars. Additionally, some residents may choose to exit the complex by foot to access transit (routes 26 and 22 are nearby), healthcare, or shopping. More options for people to exit the complex by foot will make this more feasible and convenient for residents.

The current plan does not include sidewalks in Phase II, the commercial development. The Santa Fe Metropolitan Pedestrian Master Plan (PMP) identifies pedestrian access to commercial areas as a goal: "Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and attractive and enjoyable public places." The PMP also summaries the 1999 Santa Fe General Plan "The Plan recommends that new development increase the number of access points and pedestrian/bicycle connections to the neighborhood network. Neighborhood layouts encourage walking, facilitate movement choice, and allow for alternative routes to enter and exit the neighborhood. The Plan points out that malls and other large commercial developments, as they are now designed, do not foster an environment conducive to walking."

The apartment complex design includes a sidewalk leading to the commercial area, however, once arriving at the commercial area apartment residents will be stranded without sidewalks. The plan should include sidewalks so that the residents can safely and conveniently continue by foot to access grocery shopping, retail, and the restaurant. Additionally, with this development,

the possibility exists for a future transit stop along Cerrillos. A safe pedestrian connection to this transit stop and to the multi-use trail from the apartment will be critical.

Arroyo Chamiso Trail Connectivity:

The Arroyo Chamiso Trail alignment lies on the north side of this property line. In the Santa Fe Metropolitan Bicycle Master Plan (BMP), the Arroyo Chamiso trail effectively connects downtown Santa Fe to south of the Santa Fe Airport. A trail connection from the Arroyo Chamiso Trail along Cerrillos to the built Diverging Diamond/I-25 underpass trail is detailed in the BMP and is a critical connection between these two trails. If connecting over the arroyo isn't feasible adjacent to Cerrillos, the existing bridge at Wellness Way could be utilized coupled with a multi-use trail on the south side of the arroyo.

As is, the plans indicate the Cerrillos trail to turn east just before the arroyo and dead end. This trail would be much more practical and fulfill the long-term plans with either alternative above.

PHASE A PROJECTS: TRAIL IMPROVEMENTS

	Type of Improvement	Improvement	Score	Miles	Cost Category
(1) City-Lead Trail Improvements (in rough order of priority)					
1	Multi-Use Trail	GAIL RYBA TRAIL: Zia to Zia Connection	30	0.2	$$
2	Multi-Use Trail	RIVER TRAIL Connection between Cottonwood Village and El Camino Real Academy (S Meadows)	39	0.14	$$
3	Underpass	RAIL TRAIL: Underpass at St Michael's Dr.	38	0.10	$$$$$
4	Multi-Use Trail	ACEQUIA TRAIL: Rufina to San Felipe, with connector and X-walk at Agua Fria *(designed and funded)*	38	1.00	$$$
5	Multi-Use Trail	RAIL TRAIL Connection to Monterey *(designed and funded)*	35	0.05	$
6	Multi-Use Trail	ACEQUIA TRAIL: Otowi to La Cieneguita via Maclovia and Hermanos Rodriguez Parks	34	0.36	$$$$
7	Multi-Use Trail	ACEQUIA TRAIL: Rufina to Atajo/Las Acequias Park (pending Cielo Azul development)	34	0.20	$$
8	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Existing NM 14 Underpass w. to Herrera Dr. at X-walk to Walmart	34	0.14	$$$
9	Multi-Use Trail	MID-TOWN CAMPUS TRAIL: Using east boundary easement, from Siringo to driveway near St. M's Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center	34	0.70	$$$$
10	Multi-Use Trail	RAIL TRAIL: Pen Rd. to Alta Vista St. *(designed and funded)*	34	0.40	$$$$
11	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Buffalo Grass to S. Meadows *(designed and funded)*	34	0.38	$$
12	Multi-Use Trail	ACEQUIA TRAIL: Connection into Larragoite Park and to Agua Fria St.	33	0.10	$$
13	Multi-Use Trail	CANADA RINCON TRAIL: Calle del Viento to Camino Francisca (@Zocalo) *(designed and funded)*	33	0.20	$$$
14	Multi-Use Trail	NM CENTRAL RAIL TRAIL: Pinon Elementary School to Pueblos del Sol Trails	33	0.20	$$$
15	Multi-Use Trail	RIVER TRAIL: Connect Ramps between sidewalk and Siler Rd. (x2)	33	0.00	$
16	Multi-Use Trail	RIVER TRAIL: Connection south between Frenchy's & Siler (#1) - Boylan / El Rio	33	0.10	$$$
17	Multi-Use Trail	ACEQUIA TRAIL: Siler Rd. to Henry Lynch Rd.	32	0.60	$$$
18	Multi-Use Trail	FLAGMAN WAY: Westbound Connection to Baca St.	32	0.03	$
19	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Along S. Meadows and to Camino Entrada, via School Crossing & 1 of 2 city-owned corridors to Camino Entrada	32	0.60	$$$
20	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Connection north to Richards Ave. (via emergency route)	31	0.25	$$
~~21~~	~~Multi-Use Trail~~	~~ARROYO DE LOS CHAMISOS TRAIL: Las Soleras to NM 14 and south to DDI trail at Decliner~~	~~31~~	~~0.20~~	~~$$~~
22	Multi-Use Trail	ARROYO EN MEDIO TRAIL: Completing route from Zia to Sawmill	31	0.25	$$$
23	Multi-Use Trail	ACEQUIA TRAIL: Harrison to Calle de Comercio	30	0.05	$
24	Multi-Use Trail	ACEQUIA TRAIL: Maclovia Park to Carmelita St. via Cielo Vista Park	30	0.10	$
25	Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	30	0.10	$
26	Multi-Use Trail	ARROYO MASCARAS TRAIL: Consider improvements from San Francisco St. to Paseo de Peralta	29	0.30	$$
27	Multi-Use Trail	PUEBLOS DEL SOL TRAILS: Utility Line to Camino Carlos Rey	28	0.20	$$
28	Soft-Surface Trail	ARROYO DE LOS CHAMISOS TRAIL: Museum Hill (Cristobal Ln.) to St. John's College (with on-road wayfinding to W. Zia via Calle de Leon, Fort Union Dr., and E. Zia)	29	2.00	$$$$
29	Easement / Trail	ARROYO VERDE TRAIL: Connecting Gonzales Rd. to La Vereda/Palace Ave.	27	0.14	$$
30	Easement	ARROYO POLAY: From Upper Canyon Rd. to Dale Ball and Dorothy Stewart Trails	24	0.16	$
-	Crossings (at-grade)	RAIL TRAIL: Mark Crossings at Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcaldesa		-	$
-	Multi-Use Trails in Parks	City Park Bicycle-Pedestrian Access Improvements: Frenchy's (remove bridge bollards); Larragoite & Swan (replace gate-arms); Ragle (to corner Zia/Yucca); MRC (to Caja del Rio/Oro; Rugby Field to CRT)		-	$

Development Review Team

Comment Form

Date: 10/07/2020

Staff person: Lawrence Rivera

Dept/Div: Land Use/Terrain Management – Landscape/Irrigation Review

Case: #2020-2643. 5201 Beckner Road Preliminary Subdivision

Case Mgr: Lee Logston

Review by this division/department of the September 2020 plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:
None	

Technical Corrections*:	Must be completed by:
1. Water Harvesting from roof and site runoff is required.	Prior to permit review
2. All deciduous trees shall be graded by caliper size. 2 inch caliper is minimum size.	
3. Robinia neomexicana/ Desert locust, Quercus grusea/ Gray oak, Vitex agnus-castus/ Chaste Tree, Abies asiocarpa arizonica/ Corkbark fir/ are not on the City of Santa Fe plant list and shall be replaced with trees from the City of Santa Fe plant list.	
4. Landscape fabric and mulch are missing. All Mulches to be a 2"Minimum Thickness Over Weed Barrier. Mulch to be two inches below top of concrete walkway or curb and noted on landscape plan.	
5. Add 59 Pinon Pine trees to open space areas for significate tree replacement. Please keep Austrian pine, Black pine, and Blue Spruce quantities as per plan. The tree overage in the plan covers the remainder of the significate tree requirement.	
6. Irrigation backflow preventers to be in their own backflow enclosures. Provide a backflow preventer enclosers on a 4" concrete pad with GFI receptacle at proper height with heat tape per COSF Irrigation Standards.	
7. Irrigation zones shall be designed based on "plant needs" as required by city code.	
8. Provide Backflow Preventer Detail. (No King Drains per COSF Code)	
9. Add a sch. 80 ball valve before all electric valves and a sch. 80 union on flow side of valves. (Drip zone valves not included) per COSF code.	
10. Add sch. 80 unions at gate valves	
11. A water level measuring device with zero set at finish grade located at the center of each pond is required. A percolation test is required for each pond. Storm water storage ponds are not to exceed 1 foot in depth without a verification that storm water will drain within 24 hrs.	
12. Add street light poles on landscape drawing. Make sure trees are fifteen feet away from light poles and fire hydrants.	

Jennifer Jenkins

From: ROMERO, JOHN J <jjromero1@santafenm.gov>
Sent: Thursday, September 17, 2020 10:31 AM
To: Jennifer Jenkins
Cc: Eric Cornelius
Subject: RE: 5201 Beckner Rd.

Hello Jennifer,
I concur with what you have explained below.

-jjr

From: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Sent: Friday, September 4, 2020 1:31 PM
To: ROMERO, JOHN J <jjromero1@santafenm.gov>
Cc: Eric Cornelius <eric@santafeengineering.com>
Subject: 5201 Beckner Rd.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

John,

Per our conversation, we will widen the existing sidewalk along Beckner in satisfaction of our trail obligation in the Las Soleras Master Plan. This approach is consistent with the trail design going east down Beckner in front of the hospital (see image below). Let me know if you have any questions.

Thank you.



Jennifer Jenkins

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

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Santa Fe, New Mexico 87501
O: 505.820.7444
M: 505.930.6149
jennifer@jenkinsgavin.com
www.jenkinsgavin.com

City of Santa Fe, New Mexico

Exhibit C

Maps and Photos

1. Future Land Use Map
2. Current Zoning Map
3. Aerial Photo

Exhibit C1: Future Land Use Map

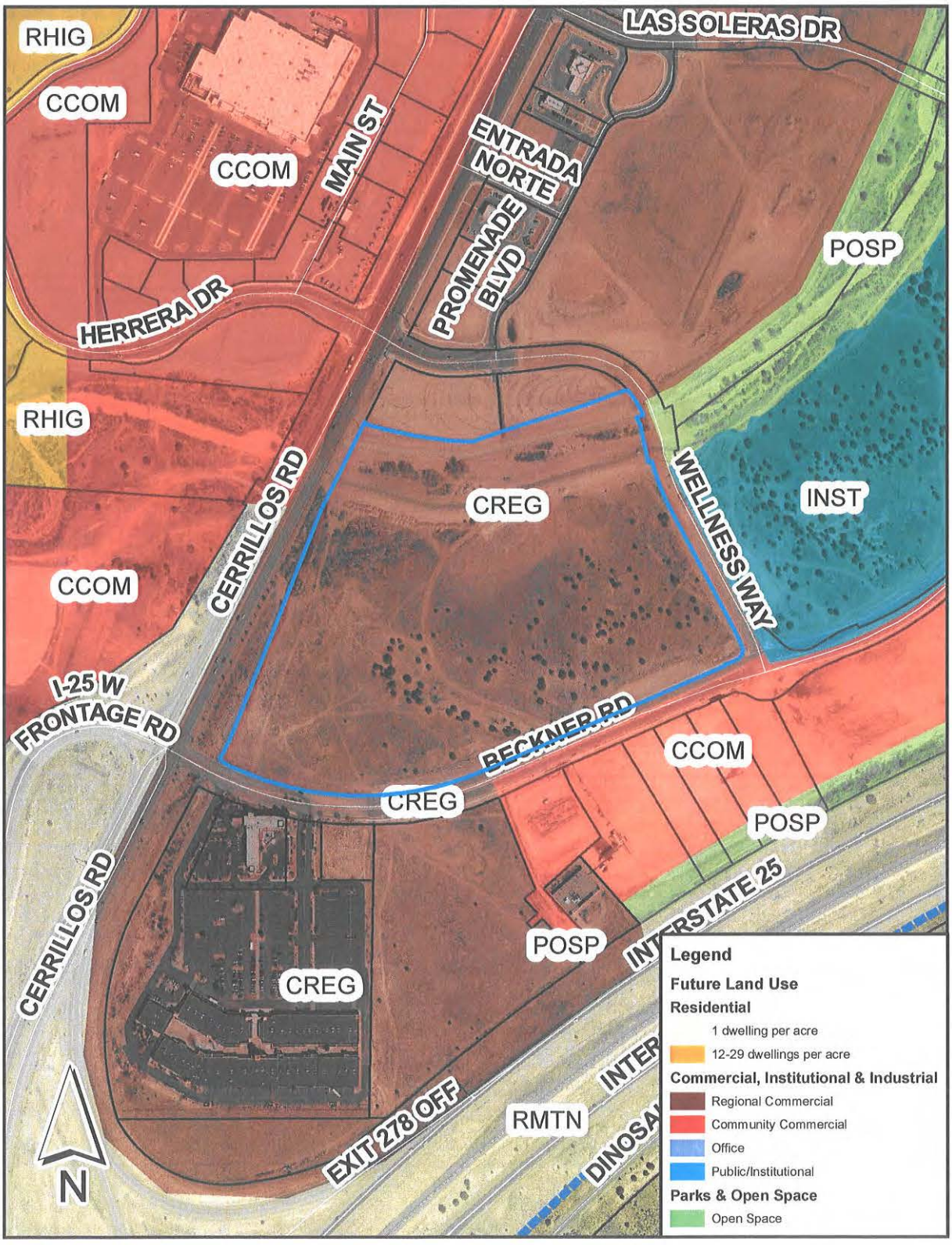


Exhibit C2: Current Zoning Map

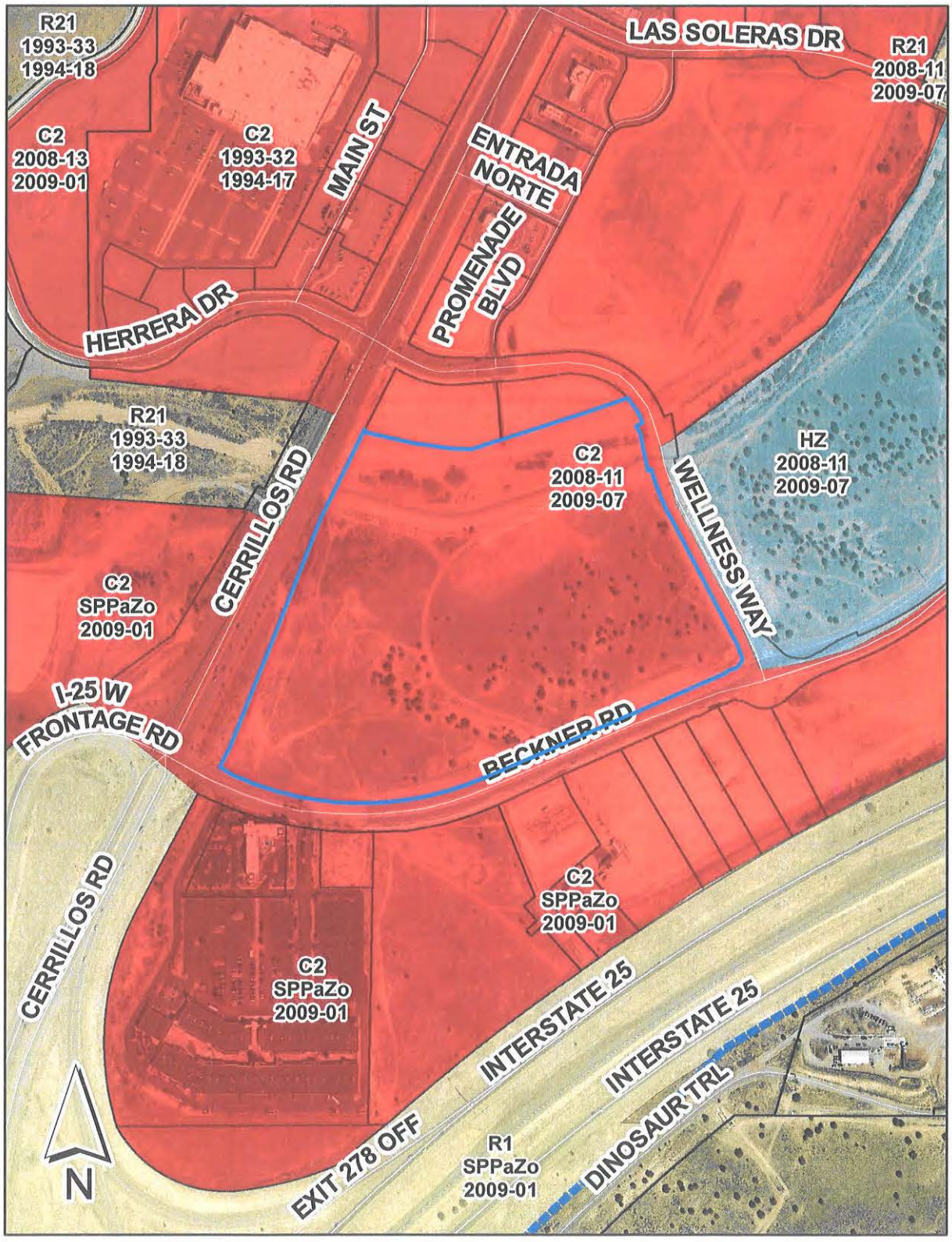
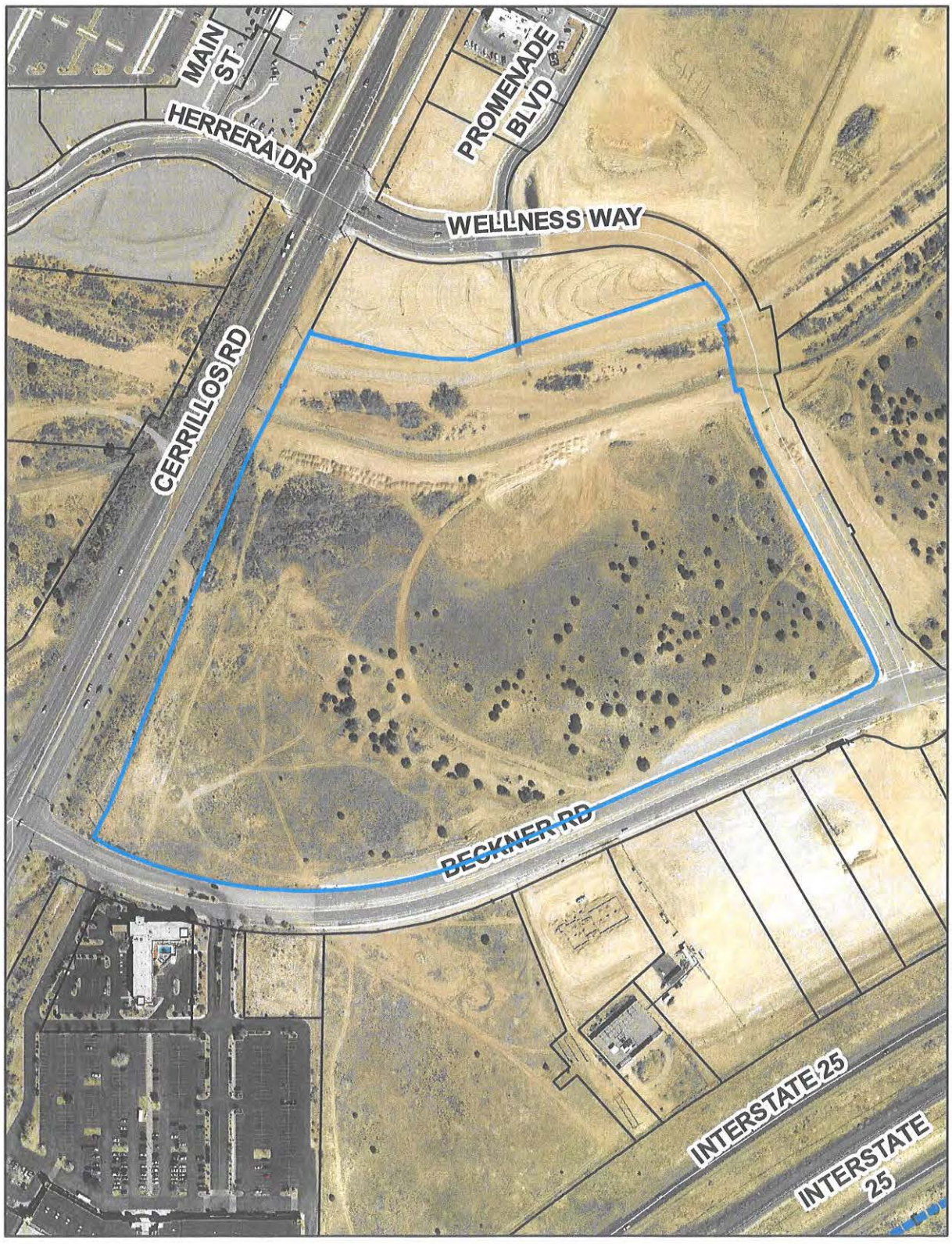


Exhibit C3: Aerial View



City of Santa Fe, New Mexico

Exhibit D

Applicant Materials

1. Application Letter
2. FEMA CLOMR Letter
3. Santa Fe HOMES Proposal
4. Traffic Impact Analysis
5. Proposed Subdivision & Development Plan

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

September 21, 2020

Lee Logston, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 5201 Beckner Road
Preliminary Plat, Phase 1 Development Plan, Phase 2 Preliminary Development Plan & Variance Applications

Dear Lee:

This letter is respectfully submitted on behalf of Abacus Fund, LLC in application for approval of a mixed-use project comprising a 330-unit multi-family apartment community (Phase 1) and four commercial lots (Phase 2), for consideration by the Planning Commission at their meeting of November 5, 2021. The 36.35-acre subject property is located at 5201 Beckner Road, is undeveloped, zoned C-2 (General Commercial), and is part of the Las Soleras Master Plan. This submittal includes the following requests:

1. Preliminary Subdivision Plat to create five parcels
2. Final Development Plan, Phase 1 (apartment lot)
3. Preliminary Development Plan, Phase 2 (commercial lots)
4. Variance from SFCC §14-8.2(D)(b)

Preliminary Subdivision Plat

The Preliminary Subdivision Plat creates five parcels – a 24.87-acre tract for the apartment community and four commercial lots ranging in size from 2.24 to 3.96 acres. These projects are described in detail in the Development Plan sections below. The responses to the Subdivision Approval Criteria are as follows:

> *(1) In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and structures, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.*
>
> A Conditional Letter of Map Revision (CLOMR) was issued by FEMA on February 27, 2009 regarding the channelization of the Arroyo de Los Chamisos, which traverses the north side of the property. No further modifications to the arroyo are proposed. An Archaeological Clearance Permit was issued by the City in 2009 and is attached.

The Project shows due regard for natural features and enhancement of community assets through the preservation of open space, replacement of significant trees, substantial landscaping improvements, and the construction of a trail along Beckner Road in accordance with the Las Soleras Master Plan.

(2) The planning commission shall give due regard to the opinions of public agencies and shall not approve the plat if it determines that in the best interest of the public health, safety or welfare the land is not suitable for platting and development purposes of the kind proposed. Land subject to flooding and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be platted for residential occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate erosion or flood hazard. Such land shall be set aside within the plat for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).

The site's terrain is gentle and well-suited for development. Any potential flood hazards have been mitigated by the aforementioned CLOMR and channelization of the Arroyo de Los Chamisos.

(3) All plats shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

The Subdivision Plat complies with the standards of Chapter 14, Article 9.

(4) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the plat.

The property contains no existing nonconformity. No nonconformity is being created with this Subdivision Plat.

(5) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the plat.

Please refer to the answer to (4) above.

Final Development Plan, Phase 1

The Project's first phase is a 330-unit apartment community to be developed on Lot 1 comprising 24.87 acres. The flood plain comprises 4.35 acres, resulting in net acreage of 20.52 acres and a density of 16 dwellings per acre. The units are dispersed among sixteen three-story buildings and comprise the following mix of unit types:

One-bedroom/one bath units:	210
Two-bedroom units/two bath units:	84
Three-bedroom units/two bath units:	36
Total units:	**330**

Community amenities include a clubhouse with a swimming pool and fitness center, 13.0 acres of open space, offering a dog park, children's play area, seating/lounge areas, BBQ areas, etc. Lastly, 205 architectural points are required in the C-2 district and, per the attached checklists, both building types and the clubhouse achieve 235 points.

Zoning Compliance

Compliance with relevant C-2 zoning standards is outlined below:

- Use: Multi-family residential is a permissible use in the C-2 zoning district.
- Density: There is no maximum permissible density.
- Height: Maximum allowable building height is 45 feet; proposed height is up to 45 feet.
- Lot Coverage: Maximum is 60%; proposed is 34%.
- Open Space: Required open space is 250 square feet per ground floor dwelling unit or 28,500 square feet (0.65 acres); 566,305 square feet (13.0 acres) of open space is provided comprising 52% of the site.
- Parking: 465 spaces are required; 534 spaces are provided.

Parking

Parking will be provided with a mix of open, carport, and garage spaces in accordance with the requirements of SFCC §14-8.6, as follows:

192 units < 800 sf	1.25 spaces/unit =	240 spaces
102 units 800 sf - 1200 sf	1.5 spaces/unit =	153 spaces
36 units >1200 sf	2.0 spaces/unit =	72 spaces
Total Required Parking		**465 spaces**
Total Provided Parking		534 spaces

The provided parking includes 18 accessible spaces and twelve bicycle spaces dispersed throughout the site in accordance with the provisions of Table 14-8.6-3.

Santa Fe Homes Program

In accordance with the provisions of Ordinance 2016-9, in lieu of constructing affordable units, the developer will pay a fee in the amount of $459,432.00 to the Affordable Housing Trust Fund. The Santa Fe Homes Program Proposal is submitted herewith for your reference.

Phase 1 Development Plan Approval Criteria

In accordance with §14-3.8(D)(1), the Development Plan approval criteria are addressed below:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application

> SFCC §14-2.3 (C)(1) states, " the planning commission shall review and approve or disapprove various specific development plans, requests and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter.

(b) that approving the development plan will not adversely affect the public interest

> This project serves the public interest through the provision of much-needed housing proximate to employment and services, the construction of a new public trail, preservation of open space, and a significant contribution to the Affordable Housing Trust Fund.

(c) that the use and any associated buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration

> The subject property is located in a mixed-use area comprising significant commercial, institutional, and multi-family development. The proposed use and scale of the Project is compatible with land uses in the vicinity.

Preliminary Development Plan, Phase 2

Phase 2 comprises the four commercial lots west of Phase 1 totaling 11.33 acres. The exact uses are not yet known, but the Preliminary Development Plan contemplates, for feasibility purposes, a hotel, pharmacy, grocery store, and a restaurant. The uses will be determined at the time of Final Development Plan submittal for each lot. Phase 2 may be developed in sub-phases.

Regarding architectural style, inspirational images are submitted herewith depicting the overall design approach, ensuring compatibility with the apartment project.

Phase 2 Development Plan Approval Criteria

In accordance with §14-3.8(D)(1), the Development Plan approval criteria are addressed below:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application

> SFCC §14-2.3 (C)(1) states, " the planning commission shall review and approve or disapprove various specific development plans, requests and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter.

(b) that approving the development plan will not adversely affect the public interest

This project serves the public interest through the provision of services proximate to housing and employment, thereby reducing car trips. Furthermore, the public is served through the extension of the Cerrillos Road trail and preservation of open space.

(c) that the use and any associated buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration

The subject property is located in a mixed-use area comprising significant commercial, institutional, and multi-family development. The proposed use and scale of the Project is compatible with land uses in the vicinity.

Access & Traffic

Phase 1 will be accessed via Wellness Way by means of two full access driveways aligned with the two existing Presbyterian Hospital access drives across the street. There are existing right-turn and left-turn lanes in Wellness Way that will serve the primary north entrance. The secondary south entrance will be for residents only and served by new right-turn and left-turn lanes to be constructed in Wellness Way as part of the project.

Phase 2 will be accessed directly from Beckner Road via a right-in/right-out only private access drive aligned with the Fashion Outlets driveway across the street. In addition, in accordance with the Las Soleras Master Plan, there will be a limited access drive on Cerrillos Road permitting right-in, right-out, and left-in turning movements. A new southbound left-turn lane and northbound right-turn land will be constructed in Cerrillos Road. As this segment of Cerrillos Road is still owned by the NM Department of Transportation, an access permit will be secured from the DOT for this access point and associated improvements.

A Traffic Impact Analysis was conducted by Santa Fe Engineering, which analyzed the following intersections: Cerrillos Rd./Beckner Rd., Beckner Rd./Wellness Way, and Wellness Way/Cerrillos Rd./Herrera Drive. Traffic counts were conducted following the COVID-19 lockdown. However, recent counts at Cerrillos Rd./Beckner Rd. conducted for the Villa Sendero project provide a pre-COVID baseline. Therefore, the counts were conservatively adjusted in order to replicate normal traffic conditions. Each intersection operates at acceptable levels of service in the build condition. However, some turning movements at the signalized intersection at Wellness Way/Cerrillos Rd./Herrera Drive are currently experiencing capacity issues. Interestingly, there were no known capacity issues at this intersection pre-COVID, so it is possible that our count adjustments were too conservative. Please refer to the TIA for further information.

Terrain Management

The site's terrain slopes from the southeast to the northwest with an overall grade change of approximately 50 feet. The apartment buildings will be stepped in some locations to match the

natural terrain in order to minimize the need for retaining walls. Stormwater will be directed to a series of decentralized detention ponds incorporated into the open space and landscaped areas, which will overflow into the Arroyo de Los Chamisos. The on-site detention is adequate to ensure that historic flows will not be increased. Please refer the Terrain Management Plans and the attached Drainage Report for further details.

As mentioned above, a CLOMR was issued by FEMA on February 27, 2009 addressing the channelization and bank stabilization of the Arroyo de Los Chamisos (see attached). The only pending improvement required under the CLOMR is implementation of the site grading to fill in the isolated drainageway that formerly flowed into the Arroyo. This work will entail the disturbance of some naturally occurring 30% slopes for which a variance is requested with this application and addressed below.

Water & Sewer

New 8" public waterlines will be constructed on-site that will connect to the existing 12" mains in Beckner Road and Wellness Way and the 16" line in Cerrillos Road. The Water Budgets for Phase 1 and 2 are attached for your reference. In accordance with the requirements of SFCC §14-8.13, Development Water Budgets, water rights will be acquired to offset the Project's water demand.

A system of new 8" public sewer lines will be constructed to serve Phase 1 connecting to an existing manhole in the 24" Arroyo Chamiso Trunk Line north of Building B1. Lots 3, 4, and 5 in Phase 2 will connect to the existing 8" line adjacent to Cerrillos Road via new 6" service lines. Lot 2 will be served via a new 8" public sewer main connecting to the Cerrillos Road line. Lastly, we will be replacing the section of the existing Cerrillos Road line between the manhole north of our Cerrillos Rd. access drive (WAG 063) and the manhole at the northwest corner of Lot 5 (AC117) due to insufficient slope.

Landscaping, Open Space, and Trails

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

Required Open Space:	250 sf x 114 = 28,500 sf (0.65 acres)
Provided Open Space:	566,305 sf (13.0 acres)

The Phase 2 commercial lots will incorporate passive water harvesting methods and, therefore, the required open space is a minimum of 20% of the lot area.

Landscaping is provided in accordance with City Code requirements and plantings include a combination of drought-tolerant deciduous and evergreen trees, shrubs, and ornamental and native grasses. Street trees will be planted along Cerrillos Road, Beckner Road, and Wellness Way. Stormwater collection swales are a key feature of the landscaped open space and will serve to maximize passive water harvesting and infiltration. Please refer to the attached Landscape Plans for further details.

In accordance with the requirements of the Las Soleras Master Plan, a 10-foot trail will be constructed along the property's Beckner Road frontage as part of Phase 1. In consultation with the Public Works Department, it was determined that the existing 5-foot sidewalk on Beckner should be widened to 10-feet to provide this multi-modal trail. Furthermore, in Phase 2, an asphalt trail will be constructed along Cerrillos Road. Lastly, a pedestrian trail connection will be provided between the apartments and the commercial lots to create a walkable environment and easy access to services.

Fire Protection and Emergency Access

All apartment buildings will be equipped with automatic fire suppression and, in accordance with IFC requirements, the drive lanes will be 26 feet wide to serve the three-story buildings. Access to the resident parking areas will be controlled with vehicular gates that will be equipped with emergency access strobes. Eight fire hydrants will be installed in Phase 1 and all buildings will be served with FDC's. A twenty-foot secondary emergency access drive will be constructed from the apartment site connecting to the Phase 2 Cerrillos access drive. This access will be incorporated into the aforementioned pedestrian connection. The fire lane will be gated and the trail will be served with an adjacent pedestrian gate for apartment residents. The Fire Marshal has reviewed and approved this secondary access plan.

Lighting & Signage

In Phase 1, site lighting will be provided in the parking areas via LED fixtures mounted at a height of 25 feet. Please refer to the attached Site Photometric Plan for further details. Phase 2 lighting will include pole fixtures and building mounted lights and these details will be included in the Final Development Plan application for each lot.

Project identification monument signs are proposed at the commercial entrance drive on Beckner Road, at the north apartment entrance on Wellness Way, and at Beckner Road/Wellness Way. In addition, the overall signage program will include wall-mounted building numbers, directional and wayfinding signage, etc., which will be permitted separately.

Archaeology

The Project is located within the Suburban Archaeological District and an Archaeological Clearance permit was issued by the City in 2009 (attached).

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on August 4, 2020. The attendees included the project team, City staff, and members of the press. The applicant presented a slide show that featured conceptual project plans and other relevant information. The questions centered around market conditions, timing of construction, rental rates, etc.

Variance Request

As referenced above, a variance is requested from §14-8.2(D)(b) to permit disturbance of 30% slopes in order to grade the site in accordance with the requirements of the CLOMR. Since the Arroyo has been channelized and the banks armored, the on-site drainageway no longer outfalls to the Arroyo. In addition, storm sewer was constructed in Beckner Road that intercepts upstream flows, so the drainage no longer receives off-site stormwater. Therefore, the drainage no longer functions as a stormwater conveyance and needs to be filled in. The Variance Approval Criteria from §14-3.16(C) is addressed below.

(1) One or more of the following special circumstances applies:

> *(a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid;*
>
> Response: The CLOMR and associated conditions of the permit distinguish this parcel from others in the vicinity. Improvements to the Arroyo, as well as the Beckner Road storm sewer system, have rendered the on-site drainage obsolete and FEMA is requiring that it be filled in.
>
> *(b)the parcel is a legal nonconforming lot created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid;*
>
> *(c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more-restrictive provision as provided in Section 14-1.7; or*
>
> Response: There is an inherent conflict between the provisions of Chapter 14 and the requirements imposed by FEMA as a condition of the CLOMR. The Arroyo improvements have already been constructed and the site grading is the final component to satisfying FEMA's conditions.
>
> *(d) the land or structure is nonconforming and has been designated as a landmark, contributing or significant property pursuant to Section 14-5.2 (Historic Districts).*

(2) The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.

> Response: It is infeasible to develop the property in compliance with §14-8.2(D)(b), because doing so would prevent the owner from satisfying their obligations under the CLOMR. The Arroyo improvements have already been constructed, necessitating completion of the project through implementation of the requisite site grading.

(3) The intensity of development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.

Response: This variance request has no impact on the "intensity" of the project. The proposed development is compliant with all C-2 zoning regulations and is not more intense than other projects in the area.

(4) The variance is the minimum variance that will make possible the reasonable use of the land or structure . The following factors shall be considered:

(a) whether the property has been or could be used without variances for a different category or lesser intensity of use;

Response: The proposed use of the property has no bearing on the obligation to satisfy the conditions of the CLOMR. The requisite site grading would have to be done even if the property was never developed.

(b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan .

Response: The Arroyo improvements permitted by the CLOMR are in the best interest of the community's health, safety, and welfare by mitigating the potential for flooding and erosion. The requisite site grading is simply the final step to complete this project.

(5) *The variance is not contrary to the public interest.*

Response: See (4)(b) above.

In support of this request, the following documentation is submitted herewith for your reference:

1. Preliminary Plat and Development Plan Applications
2. Architectural Points Checklists, Phase 1
3. Commercial Architectural Imagery
4. FEMA Conditional Letter of Map Revision
5. Utility Service Applications
6. Water Budget, Phase 1
7. Santa Fe Homes Program Proposal
8. Archaeological Clearance Permit
9. Warranty Deed
10. Agent Authorization Letter
11. Legal Lot of Record Plat
12. Drainage Report
13. Traffic Impact Analysis
14. Development Plans

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

Thank you for your consideration.

Sincerely,

JENKINSGAVIN, INC.



Jennifer Jenkins, Principal

Federal Emergency Management Agency

Washington, D.C. 20472

February 27, 2009

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
Case No.: 08-06-2558R

The Honorable David Coss
Mayor, City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87504

Community: City of Santa Fe, NM
Community No.: 350070

104

Dear Mayor Coss:

This responds to a request that the Department of Homeland Security's Federal Emergency Management Agency (FEMA) comment on the effects that a proposed project would have on the effective Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Santa Fe County, New Mexico and Incorporated Areas (the effective FIRM and FIS report for your community), in accordance with Part 65 of the National Flood Insurance Program (NFIP) regulations. In a letter dated July 21, 2008, Mr. Joseph Karnes requested that FEMA evaluate the effects that the proposed project would have on the flood hazard information shown on the effective FIRM and FIS report. The proposed project along the Arroyo de los Chamisos will include channel improvements from just upstream of Cerrillos Road to approximately 1,200 feet upstream and the construction of a bridge approximately 1,200 feet upstream of Cerrillos Road. The proposed revision along the Arroyo de los Chamisos will extend from approximately 500 feet downstream of Cerrillos Road to approximately 2,500 feet upstream.

All data required to complete our review of this request for a Conditional Letter of Map Revision (CLOMR) were submitted with letters from Ms. Anna Caffrey, P.E., CFM, and Mr. Karnes.

Because this revision request also affects Santa Fe County, a separate CLOMR for that community was issued on the same date as this CLOMR.

We reviewed the submitted data and the data used to prepare the effective FIRM for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. The submitted existing conditions HEC-RAS hydraulic computer model, dated November 22, 2008, based on updated topographic information, was used as the base conditions model in our review of the proposed conditions model for this CLOMR request. We believe that, if the proposed project is constructed as shown on the submitted grading plans, entitled "Proposed Grading Figure 1.3," prepared by Bohannan Huston, Inc., dated May 27, 2008, and the data listed below are received, the floodplain boundaries of the base (1-percent-annual-chance) flood, the 0.2-percent-annual-chance flood, and the regulatory floodway will be delineated as shown on the submitted topographic work map, entitled "Topographic Work Map Figure 1.4," prepared by Bohannan Huston, Inc., dated October 24, 2008, and a revision to the FIRM would be warranted.

Arroyo de los Chamisos

Our review of the existing conditions model revealed that the Base Flood Elevations (BFEs) decreased throughout the proposed area of revision compared to the effective BFEs for Arroyo de los Chamisos.

The maximum decrease in BFE, 7.3 feet, will occur approximately 120 feet downstream of Cerrillos Road.

As a result of the proposed project, the BFEs will decrease throughout the proposed area of revision compared to the existing conditions BFEs for Arroyo de los Chamisos. The maximum decrease in BFE, 0.1 foot, will occur approximately 300 feet downstream of Cerrillos Road.

As a result of the proposed project and the updated topographic information, the BFEs will decrease throughout the proposed area of revision compared to the effective BFEs for Arroyo de los Chamisos. The maximum decrease in BFE, 7.3 feet, will occur approximately 120 feet downstream of Cerrillos Road.

As a result of the proposed project and updated topographic information, the width of the Special Flood Hazard Area (SFHA), the area that would be inundated by the base flood, will decrease throughout the proposed area of revision compared to the effective SFHA width along Arroyo de los Chamisos. The maximum decrease in SFHA width, approximately 200 feet, will occur approximately 120 feet downstream of Cerrillos Road.

As a result of the proposed project and updated topographic information, the width of the regulatory floodway will decrease throughout the proposed area of revision compared to the effective floodway width along Arroyo de los Chamisos. The maximum decrease in floodway width, approximately 100 feet, will occur approximately 120 feet downstream of Cerrillos Road.

Upon completion of the project, your community may submit the data listed below and request that we make a final determination on revising the effective FIRM and FIS report.

- With this request, your community has complied with all requirements of Paragraph 65.12(a) of the NFIP regulations. Compliance with Paragraph 65.12(b) also is necessary before FEMA can issue a Letter of Map Revision when a community proposes to permit encroachments into the effective regulatory floodway that will cause increases in BFE in excess of those permitted under Paragraph 60.3(d)(3). Please provide evidence that your community has, prior to approval of the proposed encroachment, adopted floodplain management ordinances that incorporate the increased BFEs and revised floodway boundary delineations to reflect post-project conditions, as stated in Paragraph 65.12(b).

- Detailed application and certification forms which were used in processing this request must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview & Concurrence Form," must be included. (A copy of this form is enclosed.)

- The detailed application and certification forms listed below may be required if as-built conditions differ from the preliminary plans. If required, please submit new forms (copies of which are enclosed) or annotated copies of the previously submitted forms showing the revised information.

  Form 2, entitled "Riverine Hydrology & Hydraulics Form"

  Form 3, entitled "Riverine Structures Form"

Hydraulic analyses, for as-built conditions, of the base flood; the 10-percent, 2-percent, and 0.2-percent-annual-chance floods; and the regulatory floodway, together with a topographic work map showing the revised floodplain and floodway boundaries, must be submitted with Form 2.

- Effective October 1, 2007, FEMA revised the fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps. In accordance with this schedule, the current fee for this map revision request is $4,800 and must be received before we can begin processing the request. Please note, however, that the fee schedule is subject to change, and requesters are required to submit the fee in effect at the time of the submittal. Payment of this fee shall be made in the form of a check or money order, made payable in U.S. funds to the National Flood Insurance Program, or by credit card (Visa or MasterCard only). The payment, along with the revision application, must be forwarded to the following address:

  FEMA National Service Provider
  3601 Eisenhower Avenue
  Alexandria, VA 22304-6425

- As-built plans, certified by a registered professional engineer, of all proposed project elements

- A copy of the public notice distributed by your community stating its intent to revise the regulatory floodway, or a statement by your community that it has notified all affected property owners and affected adjacent jurisdictions

After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM and FIS report. Because the BFEs would change as a result of the project, a 90-day appeal period would be initiated, during which community officials and interested persons may appeal the revised BFEs based on scientific or technical data.

The basis of this CLOMR is, in whole or in part, a channel-modification/bridge project. NFIP regulations, as cited in Paragraph 60.3(b)(7), require that communities assure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management regulations. Consequently, the ultimate responsibility for maintenance of the modified channel and bridge rests with your community.

This CLOMR is based on minimum floodplain management criteria established under the NFIP. Your community is responsible for approving all floodplain development and for ensuring all necessary permits required by Federal or State law have been received. State, county, and community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction in the SFHA. If the State, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

If you have any questions regarding floodplain management regulations for your community or the NFIP in general, please contact the Consultation Coordination Officer (CCO) for your community. Information on the CCO for your community may be obtained by calling the Director, Mitigation Division of FEMA in Denton, Texas, at (940) 898-5127. If you have any questions regarding this CLOMR, please call our Map Assistance Center, toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,

Joshua A. Smith, CFM, Program Specialist
Engineering Management Branch
Mitigation Directorate

For: William R. Blanton Jr., CFM, Chief
Engineering Management Branch
Mitigation Directorate

Enclosures

cc: The Honorable Roman Abeyta
Santa Fe County Manager

Ms. Shelley Cobau
Floodplain Administrator
Santa Fe County

Ms. Wendy Blackwell
Director
Technical Review Department
City of Santa Fe

Ms. Anna Caffrey, P.E., C.F.M.
Project Engineer
Bohannan Huston, Inc.

Mr. Joseph Karnes
Karl H. Sommer & Associates, P.A.

SANTA FE HOMES PROGRAM

RENTAL PROPOSAL

"5201 Beckner Road Apartments"
***5201 Beckner Road,* Santa Fe, New Mexico**

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this __ day of _____, 2020 by *Abacus Fund, LLC* ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of *5201 Beckner Road* hereinafter referred to as the "Property".

B. SFHP Developer desires to develop the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST.

1. SFHP Developer seeks **Preliminary Plat and Final Development Plan** approval.

2. The Property is to be developed as 330 rental units.

B. SFHP PLAN. SFHP Developer proposes to build **330** rental units. Developer agrees to comply with the Santa Fe Homes Program ordinance through the payment of a fee, established on an "affordability gap" measure as per SFHP Administrative Procedures. The fee revenues will be used to provide tenant based, scattered site rental assistance to income-qualified renters or to provide capital support for an off-site affordable rental

housing project. The fee for this project is **$459,432.00.**

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals. SFHP Developer proposes to record applicable regulatory agreements or liens in the public records that will ensure long-term affordability of the SFHP units or fulfillment of the proposed alternate compliance.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual rental agreements were in compliance with the SFHP Agreement.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

F. ACCESS. SFHP Developer proposes to grant access to the City or its agent to inspect the records of SFHP Developer for the SFHP units in order to determine compliance with the SFHP Ordinance and the SFHP Agreement.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER: ***Abacus Fund, LLC***

Title: President

STATE OF New York)
)ss.
COUNTY OF New York)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this 16th day of September, 2020, by Benjamin Friedman.

NOTARY PUBLIC

MICHAEL A AIDEKMAN
Notary Public, State of New York
Reg. No. 01AI6188907
Qualified in New York County
Commission Expires June 16, 2024

My Commission Expires:

June 16, 2024

REVIEWED BY:

Alexandra Ladd
OFFICE OF AFFORDABLE HOUSING

18 Sept 2020
DATE

Attach: Exhibit 1 – Subdivision/Unit layout (proposed)
Exhibit 2 - SFHP calculation worksheet

EXHIBIT 1

Site Plan/Location Map

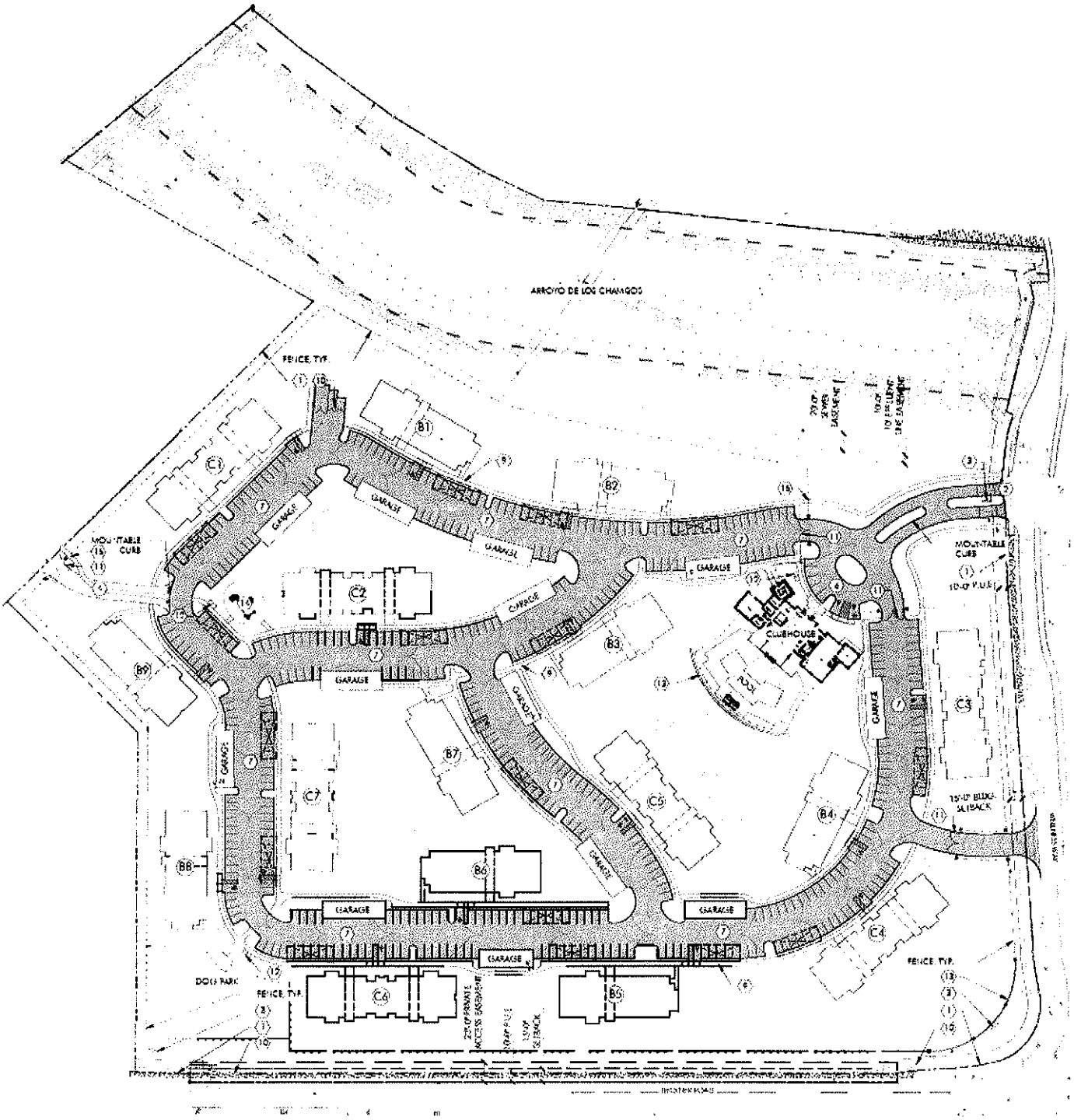


EXHIBIT 2

SFHP RENTAL UNIT CALCULATION WORKSHEET

The project is in a ***C-2*** zoning district, permitting ***no maximum number of*** units per acre. The project has an area of approximately ***24.87*** acres. The project is proposing ***330*** rental homes; ***0*** studio, ***210*** one-bedroom units, ***84*** two-bedroom units, and ***36*** three-bedroom units. There are not additional land use requirements for this site.

The SFHP requirement is calculated below:

Total number of units multiplied by (0.15) = the number of SFHP rental units required
= 330 total units x 0.15 = ***49*** SFHP unit(s) is/are required.

In lieu of providing affordable rental units, the Developer proposes to comply with SFHP through the payment of a fee as per Ordinance 2016-09.

2020 Affordability Gap Voucher

	HUD FMR	SFHP Avg	Fee/Unit	20% Increase*	Voucher/Unit
Studio	$ 802	$ 643	$ 159	$ 190	$ 4,752
1 BR	$ 928	$ 643	$ 285	$ 342	$ 6,336
2 BR	$ 1,057	$ 735	$ 322	$ 387	$ 8,664
3 BR	$ 1,376	$ 837	$ 539	$ 647	$ 14,328
4 BR	$ 1,534	$ 947	$ 587	$ 705	$ 15,240

*As of July 1, 2020, fees increased by 20%

Proposed Project

Unit Type	% of Total	# of Units
Studio	0%	0
1 BR	63.6%	210
2 BR	25.4%	84
3 BR	11%	36
	100%	330

Steps for Calculation

1. enter # of each unit type
2. multiply # of units by 15%
3. multiply # of affordable units by fee/unit/month
4. multiply fee/month by 24 (months) = Project Fee
5. Sum Project Fee to get Total Project Fee

2020 Affordability Gap Voucher Calculation

Bedrooms	# Units	Aff'd Units	Fee/Unit	Total Fee
0	0		$ 190	
1	210	31.5	$ 342	$258,552.00
2	84	12.6	$ 387	$117,028.80
3	36	5.4	$ 647	$83,851.20
TOTAL	330	49.5		$459,432.00

NOTE: The rents and fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The current schedule in effect at the time the fees are paid, determines the amount of the fee. The prices are updated annually.

Santa Fe Engineering Consultants, LLC

Civil and Traffic Engineering
Construction Management
Land Development

TRAFFIC IMPACT ANALYSIS
FOR 5201 BECKNER ROAD
SANTA FE, NEW MEXICO

Prepared For:

Abacus Capitol Group
420 Lexington Avenue, Suite 2821
New York, NY 10170-2820

Prepared By:

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

September 2020

5201 Beckner Rd.
Case # 2020-2643

TRAFFIC IMPACT ANALYSIS
FOR 5201 BECKNER ROAD
SANTA FE, NEW MEXICO

EXECUTIVE SUMMARY

Abacus Capitol Group is proposing to develop a commercial / residential / retail complex to be located at 5201 Beckner Road, Santa Fe, NM. The project is to be located on a 36.355 ± acre site in the Las Soleras development. The phased development consists of 330 apartments, drive thru pharmacy, neighborhood grocery, fast-casual dining, mixed retail, and a 120-unit hotel.

Access to the site is provided by Cerrillos Road, Beckner Road, and Wellness Way. Four driveways into the development are proposed. Two full access driveways are proposed on Wellness Way for the Phase 1 apartments. The driveways are aligned with the existing driveways at the Presbyterian Medical Center. One partial access driveway is proposed on Beckner Road for the Phase 2 commercial and one partial access driveway is proposed on Cerrillos Road. The Beckner Road driveway is aligned with the main access into the Fashion Outlets of Santa Fe and will be a right in / right out driveway. The partial access driveway on Cerrillos Road is restricted to right in / right out and left in movements.

The study area consists of the intersections of Cerrillos Road / Beckner Road, Cerrillos Road / Herrera Drive / Wellness Way, Beckner Road / Wellness Way, and Wellness Way / Presbyterian Santa Fe Medical Center Driveways.

On March 11, 2020, the Governor of New Mexico issued an executive order declaring a state of public health emergency due to the COVID-19 virus. A "shelter at home" order took effect on March 25, 2020. During the "shelter at home" period, vehicular traffic was significantly reduced. In late May to early July, during the re-opening phase traffic volumes appeared to gradually increase, but not to the levels seen before the pandemic In order to quantify traffic volumes and to forecast future traffic conditions a methodology to account for the COVID-19 situation was devised.

Traffic counts had been performed at the intersection of Beckner Road / Cerrillos Road on October 3, 2019. This was before the pandemic (pre-COVID). Traffic counts were performed at the intersection of Beckner Road / Cerrillos Road on June 24, 2020. This is during the COVID-19 pandemic (peri-COVID). The pre-COVID counts were used to determine the percent reduction from pre-COVID to the peri-COVID counts. The data was adjusted to estimate post-COVID data.

For the exiting post-COVID condition all intersections meet NMDOT capacity requirements, except the intersection of Cerrillos Road / Herrera Drive / Wellness Way which has a failing movement on the eastbound leg (Herrera Drive). The intersection is not a known problem area. These failures could be the result of overly conservative assumptions.

The available crash data was reviewed. At the intersection of Cerrillos Road / Beckner Road, the crashes per year vary from a high of 18 in 2016 to a low of 12 in 2018 with a total of 52 crashes in three years. There were no crashes that involved fatalities. At the intersection of Cerrillos

Road / Herrera Drive / Wellness Way, the crashes per year vary from a high of 22 in 2016 to a low of 11 in 2017 with a total of 47 crashes in four years. At the intersection of Beckner Road / Wellness Way, there was one crash in a three-year period. The crash did not involve fatalities.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 29.2 seconds during the existing 2020 conditions to 23.0 seconds during the 2024 no build conditions. The overall intersection delay during the PM goes from 35.5 seconds during the existing 2020 conditions to 43.3 seconds during the 2024 no build conditions. All other intersections meet NMDOT capacity requirements.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 23.0 seconds during the 2024 no build conditions to 23.3 seconds during the 2024 build conditions. The overall intersection delay during the PM goes from 4.33 seconds during the 2024 no build conditions to 43.6 seconds during the 2024 no build conditions. This is a change of 0.3 seconds due to the development. All other intersections meet NMDOT capacity requirements.

TRAFFIC IMPACT ANALYSIS
FOR 5201 BECKNER ROAD
SANTA FE, NEW MEXICO

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TRAFFIC IMPACT ANALYSIS
FOR 5201 BECKNER ROAD
FOR PRELIMINARY SUBDIVISION PLAT
AND FINAL DEVELOPMENT PLAN – PHASE 1
AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
SANTA FE, NEW MEXICO

I. INTRODUCTION

A. Purpose

Abacus Capitol Group is proposing to develop a commercial / residential / retail complex to be located at 5201 Beckner Road, Santa Fe, NM. The project is to be located on a 36.355 ± acre site in the Las Soleras development. Las Soleras is a 545-acre mixed-use development which was approved by the City of Santa Fe in 2010. Las Soleras is partially developed, and development is ongoing. The phased development consists of 330 apartments, drive thru pharmacy, neighborhood grocery, fast-casual dining, mixed retail, and a 120-unit hotel.

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted on June 2, 2020 with the City of Santa Fe Traffic Engineering Staff to discuss the scope of the project and to determine the intersections to be analyzed. An Early Neighborhood Meeting (ENN) was held on August 4, 2020 to obtain public input. At the ENN there was very little discussion concerning traffic.

B. Project Location

The project is located within the City of Santa Fe in Section 18, Township 16 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35°36'51" North and Longitude 106°01'48" West. The proposed development is to be located on a vacant parcel north of Beckner Road, east of Cerrillos Road, and west of Wellness Way.

C. Vicinity Map

The Vicinity Map is presented in Figure 1, Appendix A.

II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The legal lot of record is presented in Figure 2, Appendix A. There is an existing 23-foot wide private access easement granted for public use on a portion of the south side of the parcel adjacent to Beckner Road.

The proposed 5201 Beckner Road project is a phased development and will consist of 330 apartments, drive thru pharmacy, neighborhood grocery, fast-casual dining, and retail mix, and a 120-unit hotel.

B. Phasing and Timing

The 5201 Beckner Road project will be completed in two phases. Phase 1 consists of the apartments and Phase 2 consists of commercial development. It is anticipated that the Phase 1 development will begin construction in 2021 and be fully occupied by the year 2024. It is assumed that Phase 2 will begin construction in 2024 and be completed by 2026.

C. Zoning

The 36.355 ± acre property has a General Plan Land Use Designation of General Commercial and is zoned C-2. The property is part of the Las Soleras development. The Las Soleras Master Plan is presented in Figure 3, Appendix A.

D. Access Points

Access to the site is provided by Cerrillos Road, Beckner Road, and Wellness Way. Four driveways into the development are proposed. Two full access driveways are proposed on Wellness Way for the Phase 1 apartments. The driveways are aligned with the existing driveways at the Presbyterian Medical Center. One partial access driveway is proposed on Beckner Road for the Phase 2 commercial and one partial access driveway is proposed on Cerrillos Road. The Beckner Road driveway is aligned with the main access into the Fashion Outlets of Santa Fe and will be a right in / right out driveway.

The partial access driveway on Cerrillos Road is restricted to right in / right out and left in movements.

E. Site Plan

The Development Plan is presented in Figure 4, Appendix A.

F. Previous Studies

A TIA was prepared for the Las Soleras Master Plan Approval. The report titled "Las Soleras Master Plan Development (Beckner Road / Cerrillos Road)," dated 2010, by Terry Brown presents the results of the master plan traffic analysis.

III. STUDY AREA CONDITIONS

A. Study Area

The beginning portion Beckner road east of Cerrillos Road was originally constructed by the Fashion Outlets of Santa Fe stores for their access in the late 1990s. In 2008, the Las Soleras development extended Beckner Road approximately 4,200 feet to the east. In 2018 Las Soleras extended Beckner Road from the end of the 2008 construction to Richards Avenue. This latest extension was phased to be one lane in each direction. Beckner Road has four roundabouts which are connected to Wellness Way (constructed), Las Soleras Drive (partially constructed), Rail Runner Road (partially constructed), and Walking Rain Road. In 2018 Las Soleras constructed the arroyo crossing and connected Wellness Way to Cerrillos Road.

The study area consists of the intersections of Cerrillos Road / Beckner Road, Cerrillos Road / Herrera Drive / Wellness Way, Beckner Road / Wellness Way, and Wellness Way / Presbyterian Santa Fe Medical Center Driveways. The Existing Roadway Network Map is presented in Figure 5, Appendix A.

B. Existing Land Use

The main land use in the area is the Las Soleras mixed use development, which is north and east of the 5201 Beckner Road project. The study area existing land use varies from vacant master planned Las Soleras land to developed commercial and residential, to a medical hospital.

The existing land use adjacent to the property on the north side of Beckner Road consists of vacant Las Soleras land; on the south by the Fashion Outlets of Santa Fe, the recently approved Villa Sendero Apartments, and the VA Clinic; and on the east by the Santa Fe Presbyterian Medical Center, and on the west by Cerrillos Road and vacant land. The Existing Conditions Map is presented in Figure 6, Appendix A. The Las Soleras Master Plan is presented in Figure 3, Appendix A.

C. Other Known Development Activity

The Villa Sendero Apartments were recently approved to be constructed on a vacant parcel south of Beckner Road, adjacent to the Fashion Outlets of Santa Fe. The proposed development will consist of 252 apartments, a pool, and leasing office. It is anticipated the Villa Sendero Apartments project will be completed by the year 2024 and were included in the analysis.

There are also several vacant parcels within the Las Soleras project which will eventually be developed. The actual land uses and time frames for the developments are unknown.

D. Existing Roadway System Characteristics

1. Cerrillos Road

Cerrillos Road is classified as a principal arterial according to the "Functional Classification of Roadways in the Santa Fe Metropolitan Planning Organization Area," (MPO Classification Map) approved by the Federal Highway Administration in March 2016. The portion of Cerrillos Road north of Beckner Road intersection is a six lane, divided, two-way, urban highway. South of Beckner Road, a "diverging diamond" interchange was constructed in 2016. There are traffic signals on the northbound and southbound lanes where crisscrossing lanes replaced parallel lanes.

The portion of Cerrillos Road north of Beckner Road includes raised medians, curb and gutter, and sidewalks. The portion of Cerrillos Road south of Beckner Road includes raised medians but does not include sidewalks or curb on the outside edge of the roadway. The speed limit is 45 MPH. The intersection geometrics, lane widths, and photographs at the intersection of Cerrillos Road / Beckner Road are presented in Figure 7, Appendix A.

The geometrics at the intersection of Cerrillos Road / Herrera Drive / Wellness Way, lane widths, and photographs are presented in Figure 8, Appendix A.

Both intersections are controlled by traffic signals. The signals on Cerrillos Road are semi-actuated and coordinated.

2. Beckner Road

Beckner Road in the vicinity of the 5201 Beckner Road project is a two-way, four lane urban road with a raised median, sidewalks, and curb and gutters on both sides. The intersection of Beckner Road / Wellness Way is a 3-legged roundabout. The existing speed limit on Beckner Road is 45 MPH.

The typical section and road plan and profile are presented in Figures 9 and 10, Appendix A. The geometrics at the intersection of Beckner Road / Wellness Way, lane widths, and photographs are presented in Figure 11, Appendix A.

3. Wellness Way / Presbyterian Medical Center North Driveway

The Presbyterian Medical Center North Driveway is a two-way, two lane roadway with sidewalk on the south and curb and gutter on the north. Access to the driveway is provided by a northbound right turn lane. The exit onto Wellness Way is a westbound left / right turn lane. The intersection of Wellness Way / Presbyterian Medical Center North Driveway is a "T" intersection with stop control on the hospital driveway.

The intersection geometrics, lane widths, and photographs at the intersection of the Wellness Way / Presbyterian Medical Center North Driveway are presented in Figures 12, Appendix A.

4. Wellness Way / Presbyterian Medical Center South Driveway

The Presbyterian Medical Center South Driveway is a two-way, two lane roadway with a median, and curb and gutter on both sides. Access to the driveway is provided by a northbound right turn lane. The exit onto Wellness Way consists of westbound left and right turn lanes. The intersection of Wellness Way / Presbyterian Medical Center South Driveway is a "T" intersection with stop control on the hospital driveway.

The intersection geometrics, lane widths, and photographs at the intersection of the Wellness Way / Presbyterian Medical Center South Driveway are presented in Figure 13, Appendix A.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 14, Appendix A. The map shows developer led future road / extension improvements for the completion of Rail Runner Road and Rail Runner Loop. It is unknown when these improvements will be completed.

F. Alternative Travel Modes

Bus service is provided on Cerrillos Road, Beckner Road, and Wellness Way in the vicinity of the 5201 Beckner Road project. However, for conservative analysis for this report, there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

IV. ANALYSIS OF EXISTING CONDITIONS

On March 11, 2020, the Governor of New Mexico issued an executive order declaring a state of public health emergency due to the COVID-19 virus. A "shelter at home" order took effect on March 25, 2020. All businesses deemed "nonessential" and public schools were closed. Nonessential businesses included retailers (not including grocery or hardware stores), indoor malls, hotels, recreational facilities, entertainment venues, non-tribal casinos, hair salons, bars, and restaurants (except for curb side take-out and delivery).

The Governor's office introduced a phased plan for a gradual reopening of the state. On May 15, 2020, an amended public health order for Phase 1 allowed limited reopening of nonessential businesses at 25 percent fire code occupancy. On May 29, 2020, an amended public health order for Phase 1B allowed limited reopening of indoor dining, hair salons, recreational facilities, hotels, and indoor shopping malls. During the month of June 2020, there was a significant increase in COVID-19 spread. On July 9, 2020, the Governor announced a roll back of the state's reopening. This roll back prohibited indoor restaurant dining and the cancellation of fall sports for public schools. The New Mexico Public Education Department has been developing a re-opening plan; however, the plan is dependent on the pandemic and re-opening plans may change.

During the "shelter at home" period, vehicular traffic was significantly reduced. In late May to early July, during the re-opening phase traffic volumes appeared to gradually increase, but not to the levels seen before the pandemic In order to quantify traffic volumes and to forecast future traffic conditions a methodology to account for the COVID-19 situation was devised.

Traffic counts had been performed at the intersection of Beckner Road / Cerrillos Road on October 3, 2019. This was before the pandemic (pre-COVID). Traffic counts were performed at the intersection of Beckner Road / Cerrillos Road on June 24, 2020. This is during the COVID-19 pandemic (peri-COVID). The pre-COVID counts were used to determine the percent reduction from pre-COVID to the peri-COVID counts. The data was adjusted to estimate post-COVID data.

The peri-COVID counts included the intersections of Cerrillos Road / Wellness Way, Wellness Way / Beckner Road, and the Presbyterian Medical Center driveways.

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts (peri-COVID) were conducted in late June and early July during the Phase 1B health order. The following intersections were counted:

- Beckner Road / Cerrillos Road – Wednesday, June 24, 2020 (See Figure 15, Appendix A)
- Cerrillos Road / Herrera Drive – Wednesday, July 1, 2020 (See Figure 16, Appendix A)
- Wellness Way / Presbyterian Medical Center North Driveway – Tuesday, July 7, 2020 (See Figure 17, Appendix A)
- Wellness Way / Presbyterian Medical Center South Driveway – Tuesday, July 7, 2020 (See Figure 18, Appendix A)
- Beckner Road / Wellness Way – Thursday, July 9, 2020 (See Figure 19, Appendix A)

The traffic counts were conducted to sample typical background traffic for the existing weekday peri-COVID condition. Tabulated traffic counts are presented in Appendix B.

Traffic counts for the intersection of Beckner Road / Cerrillos Road dated October 3, 2019 were obtained from the report titled "Traffic Impact Analysis Villa Sendero Apartments Development Plan Submittal, Santa Fe, NM," dated November 2019 by Santa Fe Engineering Consultants, LLC. The counts are presented in Figure 20, Appendix A.

B. Pre-COVID versus Peri-COVID Traffic Volumes

1. Cerrillos Road / Beckner Road

The COVID-19 pandemic has significantly reduced traffic in the City of Santa Fe. In order to quantify the difference, traffic volumes at Beckner Road / Cerrillos Road dated October 3, 2019 (Pre-COVID) and July 24, 2020 (Peri-COVID) were compared. A comparison of the traffic counts is presented in Table 1.

TABLE 1
COMPARISON
OF PRE-COVID AND PERI-COVID CONDITIONS
BECKNER ROAD / CERRILLOS ROAD

	Pre-COVID Peak Hours October 1, 2019	Peri-COVID Peak Hours June 24, 2020	% Change	Pre-COVID Peak Hours October 1, 2019	Peri-COVID Peak Hours June 24, 2020	% Change
Peak Hour Traffic Volume	**AM**			**PM**		
Cerrillos Road						
Northbound Left	117	15	-87%	78	22	-72%
Northbound Thru	1368	857	-37%	1140	815	-29%
Northbound Right*	58	100	*72%	33	52	*58%
Subtotal (does not include NBR)	**1485**	**872**	**-41%**	**1218**	**837**	**-31%**
Southbound Left	33	7	-79%	38	15	-61%
Southbound Thru	753	446	-41%	1241	992	-20%
Southbound Right	202	113	-44%	262	203	-23%
Subtotal	**988**	**566**	**-46%**	**1541**	**1210**	**-21%**
Beckner Road / I-25 Frontage Road						
Eastbound Left	306	176	-42%	258	157	-39%
Eastbound Thru	50	18	-64%	31	11	-65%
Eastbound Right	70	54	-23%	106	38	-64%
Subtotal	**426**	**248**	**-42%**	**395**	**206**	**-48%**
Westbound Left	57	37	-35%	118	98	-17%
Westbound Thru	29	10	-66%	30	14	-53%
Westbound Right	21	9	-57%	48	29	-40%
Subtotal	**107**	**56**	**-48%**	**196**	**141**	**-28%**

* Traffic increase anomaly

At this location there has been a significant decline in traffic due to the COVID-19 situation. The northbound and southbound left turn movements were drastically reduced in the AM. The northbound and southbound movements on Cerrillos Road decreased approximately 40% in the AM and 25% in the PM. The large reduction in the AM probably reflects the closure of the schools in the area, including the Santa Fe Community College. There is an anomaly in the northbound right turn movement. This movement shows a significant increase in traffic when compared with the pre-COVID counts. This may be due to the Presbyterian Medical Center or construction workers for Pulte Homes attempting to complete housing projects currently under construction.

2. Cerrillos Road / Herrera Drive / Wellness Way

The intersection of Cerrillos Road / Herrera Drive / Wellness Way is approximately 1,600 feet north of the intersection of Cerrillos Road / Beckner Road. There are no driveways between the two intersections. The origins and destinations are similar, however the Walmart Supercenter and the Christus St. Vincent Entrada Contenta Health Center was open on Herrera Drive. The State Employees Credit Union, Murphy Express gas station, and fast-food restaurants, including McDonalds, Dion's Pizza, Taco Bell, and Starbucks were also open off of Promenade Boulevard and Wellness Way in Las Soleras. The peri-COVID counts were adjusted using data from the intersection of Cerrillos Road / Beckner Road. Adjustment factors were added to reflect the Presbyterian Medical Center, Walmart Supercenter, McDonalds, Starbucks, and the other restaurants that were in open and accessible through this intersection. Tables 2 and 3 present the assumed adjustment factors were used to estimate the post-COVID peak hour volumes for the intersection of Cerrillos Road / Herrera Drive / Wellness Way for the existing condition.

TABLE 2
CERRILLOS ROAD / HERRERA DRIVE / WELLNESS WAY
ADJUSTMENT FOR POST-COVID CONDITIONS
AM PEAK HOUR

	Peri-COVID Peak Hours June 24, 2020	% Change from Cerrillos / Beckner Road	Other Adjustment Factors	Additional Assumed Adjustment	% Adjustment	Adjusted Volumes (Post-COVID)
Cerrillos Road						
Northbound Left	75	-87%	Walmart Supercenter Open	+30%	-57%	**174**
Northbound Thru	896	-37%		0	-37%	**1422**
Northbound Right*	70*	0	Presbyterian and Fast Food Chains Open	0	0	**70**
Southbound Left	48	-79%	Presbyterian and Fast Food Cbains Open	+30%	-49%	**94**
Southbound Thru	417	-41%		0	-41%	**707**
Southbound Right	26	-44%	Walmart Supercenter Open	+10%	-34%	**39**
Herrera Drive / Wellness Way						
Eastbound Left	17	-42%	Walmart Supercenter Open	+20%	-22%	**22**
Eastbound Thru	31	-64%	Presbyterian and Fast Food Chains Open	+10%	-54%	**67**
Eastbound Right	92	-23%	Cerrillos Road Businesses Open	+20%	-13%	**106**
Westbound Left	65	-35%	Cerrillos Road Businesses Open	+20%	-25%	**87**
Westbound Thru	15	-66%	Walmart Supercenter Open	+10%	-56%	**34**
Westbound Right	25	-57%	Cerrillos Road Businesses Open	+10%	-47%	**47**

*This anomaly is not included.

TABLE 3
CERRILLOS ROAD / HERRERA DRIVE / WELLNESS WAY
ADJUSTMENT FOR POST-COVID CONDITIONS
PM PEAK HOUR

	Peri-COVID Peak Hours June 24, 2020	% Change at Cerrillos / Beckner Road	Other Adjustment Factors	Additional Assumed Adjustment	% Adjustment	Adjusted Volumes (Post-COVID)
Cerrillos Road						
Northbound Left	166	-72%	Walmart Supercenter Open	+20%	-52%	**346**
Northbound Thru	774	-29%		0	-29%	**1090**
Northbound Right*	38	0	Presbyterian and Fast Food Chains Open	0	0	**38**
Southbound Left	20	-61%	Presbyterian and Fast Food Chains Open	+20%	-41%	**34**
Southbound Thru	1043	-20%		0	-20%	**1304**
Southbound Right	40	-23%	Walmart Supercenter Open	+10%	-13%	**46**
Herrera Drive / Wellness Way						
Eastbound Left	63	-39%	Walmart Supercenter Open	+10%	-29%	**89**
Eastbound Thru	38	-65%	Presbyterian and Fast Food Chains Open	+10%	-55%	**84**
Eastbound Right	139	-64%	Cerrillos Road Businesses Open	+10%	-54%	**302**
Westbound Left	129	-17%	Cerrillos Road Businesses Open	+10%	-7%	**139**
Westbound Thru	68	-53%	Walmart Supercenter Open	+10%	-43%	**119**
Westbound Right	46	-40%	Cerrillos Road Businesses Open	+10%	-30%	**66**

*This anomaly is not included.

3. Beckner Road / Wellness Way

Beckner Road is an east / west arterial street. The eastbound movements on this leg of Beckner Road are from the northbound right, southbound left, and eastbound through movements at the intersection with Cerrillos Road. The westbound movements on this leg of Beckner Road are westbound left, through, and right at the intersection with Cerrillos Road.

The post-COVID data from the intersection of Cerrillos Road / Beckner Road and Cerrillos Road / Herrera Drive / Wellness Way was used to convey traffic on Wellness Way. The traffic flows were balanced for continuity. The calculation spreadsheets are presented in Appendix C. Table 4 presents the comparison between peri-COVID and adjusted post-COVID traffic volumes.

TABLE 4
COMPARISON
FOR POST-COVID CONDITIONS
BECKNER ROAD / WELLNESS WAY

	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change
Peak Hour Traffic Volume	**AM**			**PM**		
Wellness Way						
Southbound Left	7	30	+328%	44	96	+118%
Southbound Right	78	160	+105%	10	56	+460%
Beckner Road						
Eastbound Left	32	63	+97%	6	42	+600%
Eastbound Thru	98	155	+58%	40	227	+180%
Westbound Thru	52	181	+24%	63	297	+371%
Westbound Right	66	81	+23%	32	133	+316%

4. Wellness Way / Presbyterian Medical Center North Driveway

The traffic counts for the intersection of Wellness Way / Presbyterian Medical Center North Driveway were balanced. The results are presented in Table 5.

TABLE 5
ADJUSTMENT
FOR POST-COVID CONDITIONS
WELLNESS WAY / PRESBYTERIAN NORTH DRIVEWAY

	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change
Peak Hour Traffic Volume	**AM**			**PM**		
Wellness Way						
Northbound Left	0	0	+0%	0	0	0%
Northbound Thru	64	107	+67%	63	198	+214%
Northbound Right	20	30	+50%	3	10	+405%
Southbound Left	21	56	+167%	11	23	+109%
Southbound Thru	72	204	+183%	52	126	+142%
Southbound Right	0	0	0%	0	0	0%
Presbyterian Medical Center North Driveway						
Westbound Left	11	30	+173%	3	7	+133%
Westbound Thru	0	0	0%	0	0	0%
Westbound Right	45	60	+33%	26	77	+196%

5. Wellness Way / Presbyterian Medical Center South Driveway

The traffic counts for the intersection of Wellness Way / Presbyterian Medical Center North Driveway were balanced. The results are presented in Table 6.

TABLE 6
ADJUSTMENT
FOR POST-COVID CONDITIONS
WELLNESS WAY / PRESBYTERIAN SOUTH DRIVEWAY

	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change	Peri-COVID Peak Hours June 24, 2020	Adjusted Peak Hour Volume w/ Fashion Outlets and Villa Sendero Apartments Traffic	% Change
Peak Hour Traffic Volume	**AM**			**PM**		
Wellness Way						
Northbound Left	0	0	0%	0	0	0%
Northbound Thru	65	104	+60%	39	177	354%
Northbound Right	22	31	+41%	15	68	353%
Southbound Left	32	83	+159%	11	23	109%
Southbound Thru	53	151	+185%	45	110	144%
Southbound Right	0	0	0%	0	0	0%
Presbyterian Medical Center South Driveway						
Westbound Left	14	32	+128%	12	30	150%
Westbound Thru	0	0	0%	0	0	0%
Westbound Right	16	22	+37%	28	82	193%

6. Intersection of Fashion Outlets of Santa Fe / Beckner Road

The intersection of the Fashion Outlets of Santa Fe was evaluated using the adjusted volumes on Beckner Road. The Fashion Outlets of Santa Fe was closed at the time of the counts due to COVID-19. Traffic generation rates were determined using the ITE TripGen Web-Based App, Version 1.3.1. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 10th Edition. The site has a hotel and retail center. The gross floor area of the Fashion Outlets of Santa Fe was obtained using measurements from the City of Santa Fe GIS. The number of rooms at the Inn at Santa Fe was confirmed on its website. The results of the trip generation calculations are presented in Table 7 and in Appendix E.

TABLE 7
SUMMARY OF TRIP GENERATION CALCULATIONS

	AM Peak		PM Peak	
PHASE 2	Entry	Exit	Entry	Exit
Land Use 310 – Hotel 98 Rooms				
Reduction	26	18	24	23
Internal	0	0	0	0
Pass-by	0	0	0	0
Non-pass-by	26	18	24	23
Land Use 820 – Shopping Center 142,000 SF				
Reduction	138	85	338	366
Internal	0	0	0	0
Pass-by	0	0	I15	124
Non-pass-by	138	85	223	242
Total	164	103	362	389
Total Reduction	0	0	0	0
Total Internal	0	0	0	0
Total Pass-by	0	0	115	124
Total Non-pass-by	164	103	247	265

The traffic was also added to the existing traffic volumes.

C. Level of Service Criteria

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, the minimum acceptable level of service is D for an urban arterial at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

D. Existing Level of Service

The capacity calculations for the intersections of Cerrillos Road / Herrera Drive / Wellness Way and Cerrillos Road / Beckner Road were calculated by using the City of Santa Fe Synchro model for the interconnected system on Cerrillos Road. No changes, corrections, other than volumes were made. Capacity reports are presented in Appendix D and are summarized in Table 8.

The intersections of Beckner Road / Wellness Way, Wellness Way / Presbyterian Medical Center North Driveway, and Wellness Way / Presbyterian South Driveway calculations were performed using HCS-7 software by McTrans. Capacity reports are presented in Appendix D and are summarized in Table 8.

TABLE 8 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2020						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	61	38.6	D	49	45.7	D
Westbound Left/Thru/Right	55	50.1	D	61	59.2	E
Northbound Left/Thru/Right	476	22.8	C	314	16.2	B
Southbound Left/Thru/Right	295	36.0	D	m398	1.0	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	94	67.4	E	46	284.1	F
Westbound Left/Thru/Right	40	50.8	D	111	66.6	E
Northbound Left/Thru/Right	526	33.3	C	119	2.6	A
Southbound Left/Thru/Right	168	2.2	A	182	2.1	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	8	3.9	A	8	3.7	A
Westbound	8	3.7	A	14	4.1	A
Southbound	14	4.7	A	10	4.7	A
Wellness Way / Presbyterian Medical Center North Driveway						
Westbound Thru	12	11.4	B	8	10.4	B
Northbound Left/Thru/Right	0	7.7	A	0	7.5	A
Southbound Left/Thru/Right	4	7.7	A	2	7.8	A
Wellness Way / Presbyterian Medical Center South Driveway						
Westbound Left / Right	6	11.3	B	14	11.2	B
Southbound Left/Thru	4	7.7	A	2	7.9	A
Beckner Road / Fashion Outlets of Santa Fe						
Westbound Left	6	7.9	A	8	8.1	A
Northbound Left/Thru/Right	14	12.1	B	70	20.2	C

m Volume for 95th percentile queue is metered by upstream signal

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement on the eastbound movement. This analysis is based upon a series of assumptions previously discussed. The intersection is not a known problem area. It is likely that these failures could be the result of overly conservative assumptions. Since this is an existing failure, further analysis will consider the change in delay in seconds. All other intersections meet NMDOT capacity requirements, based upon the assumptions used.

E. Safety Analysis

Crash data was obtained from the NMDOT for the years 2016 through 2018.

1. Cerrillos Road / Beckner Road

The crash data is presented in Figure 21, Appendix A. The crash data shows that in the three-year period from 2016 to 2018, there were a total of 52 crashes at the intersection of Cerrillos Road / Beckner Road.

The crashes per year vary from a high of 18 in 2016 to a low of 12 in 2018. There were no crashes that involved fatalities. Of the 52 crashes, 45 crashes involved another vehicle, 5 crashes with a fixed object, and 1 crash involving an animal. The severity of injuries ranged from suspected serious injuries to no apparent injuries. The main contributing factors are following too closely (18 crashes); driver inattention (9 crashes); disregarded traffic signal (4 crashes); failure to yield right of way (3 crashes); excessive speed (3 crashes); made improper turn (3 crashes); improper backing (2 crashes); improper lane change (2 crashes); alcohol / drug involved (1 crash); speed too fast for conditions (1 crash); inadequate brakes (1 crash); improper overtaking (1 crash); and other improper driving (4 crashes).

2. Cerrillos Road / Herrera Drive / Wellness Way

The crash data is presented in Figure 22, Appendix A. The crash data shows that in the three-year period from 2013 to 2017, there were a total of 47 crashes at the intersection of Cerrillos Road / Herrera Drive / Wellness Way.

The crashes per year vary from a high of 22 in 2016 to a low of 11 in 2017. There were no crashes that involved fatalities. Of the 47 crashes, 44 crashes involved another vehicle and 3 crashes with a fixed object. The severity of injuries ranged from suspected serious injuries to no apparent injuries. The main contributing factors are following too closely (18 crashes); driver inattention (8 crashes); failure to yield right of way (7 crashes); disregarded traffic signal (5

crashes); improper lane change (1 change); avoid no contact (1 crash); and other improper driving (6 crashes).

3. Beckner Road / Wellness Way

The crash data is presented in Figure 23, Appendix A. The crash data shows that in the three-year period from 2016 to 2018, there was one crash at the intersection of Beckner Road / Wellness Way. The crash did not involve fatalities. The severity of injuries included visible injuries. The main contributing factor was overturn / rollover and was alcohol involved.

F. Warrant Analysis

The intersections of Cerrillos Road / Herrera Drive / Wellness Way and Cerrillos Road / Beckner Road are currently signalized. The intersection of Beckner Road / Wellness Way is a three (3) legged roundabout. No warrant studies are required.

G. Speed Change Lanes

There are no existing driveways or speed change lanes into the subject property.

H. Operational and Safety Deficiencies

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement based on the assumptions previously stated. All other intersections have adequate capacity and meet NMDOT capacity requirements.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS PHASE 1 - 2024

The following conditions were analyzed for this project:

- Implementation Year without the Proposed Development – Phase 1 2024 (No Build)
- Implementation Year with the Proposed Development – Phase 1 2024 (Build)

A. Traffic Projections

1. Background Traffic

Based upon the information obtained from the City of Santa Fe Traffic Department, the growth rate for traffic along Cerrillos Road is 1% per year. For this report it was assumed that traffic would increase at a rate of 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be completed in the year 2024. It is also assumed that there would be no major development at Las Soleras in the next two years.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. The Phase 1 of the proposed development will consist of 330 apartments.

Multifamily Housing (Low-Rise) (Land Use 220) will be used for this report. The ITE description for Multi-Family Housing (Low-Rise) is as follows:

> *"Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).*

There are three independent variables available for projecting trip generations: the number of dwelling units, the number of persons, and the number

of vehicles. For this analysis, the number of dwelling units was used. The trip generation calculations are presented in Appendix E and are summarized in Table 9.

TABLE 9
SUMMARY OF TRIP GENERATION CALCULATIONS

	AM Peak		PM Peak	
PHASE 1	Entry	Exit	Entry	Exit
Land Use 220 – Low-Rise Multi-Family Housing 330 Dwelling Units				
Reduction	34	114	108	63
Internal	0	0	0	0
Pass-by	0	0	0	0
Non-pass-by	34	114	108	63
Total	34	114	108	63

Source: Institute of Transportation Engineers
Trip Generation, 10th Edition, 2017

4. Trip Distribution and Assignment

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site The AM and PM peak hours are being analyzed, during this time period, the majority of traffic will be to and from work. A simplified gravity model was developed based upon employment districts.

The directions of approach and return for Phase 1 of the development for the AM and PM Peak Hours are presented in Figure 24, Appendix A. The site-generated traffic is presented in Figure 25, Appendix A.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly for all legs of the intersections analyzed in this report.

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition.

a. No Build Condition

The background traffic growth rate is assumed to increase at 1% per year to the year 2024. Capacity reports are presented in Appendix F and the results are summarized in Table 10.

TABLE 10
SUMMARY OF LEVELS OF SERVICE
NO BUILD 2024

Movement	AM Peak Hour			PM Peak Hour		
	95% Queue (Ft)	Delay (Veh/sec)	LOS	95% Queue (Ft)	Delay (Veh/sec)	LOS
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	70	40.5	D	58	47.9	D
Westbound Left/Thru/Right	59	50.2	D	64	57.1	E
Northbound Left/Thru/Right	449	24.0	C	297	16.8	B
Southbound Left/Thru/Right	309	36.8	D	364	1.4	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	64	70.8	E	48	357.8	F
Westbound Left/Thru/Right	42	50.8	D	116	71.7	E
Northbound Left/Thru/Right	522	24.5	C	127	3.0	A
Southbound Left/Thru/Right	175	6.9	A	377	2.4	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	8	4.0	A	8	3.8	A
Westbound	8	3.7	A	14	4.1	A
Southbound	14	4.9	A	10	4.7	A
Wellness Way / Presbyterian Medical Center North Driveway						
Westbound Thru	12	11.6	B	10	10.6	B
Northbound Left/Thru/Right	0	7.7	A	0	7.5	A
Southbound Left/Thru/Right	4	7.7	A	2	7.8	A
Wellness Way / Presbyterian Medical Center South Driveway						
Westbound Left / Right	6	11.5	B	16	11.4	B
Southbound Left/Thru	4	7.7	A	2	8.0	A

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 29.2 seconds during the existing 2020 conditions to 23.0 seconds during the 2024 no build conditions. The overall intersection delay during the PM goes from 35.5 seconds during the existing 2020 conditions to 43.3 seconds during the 2024 no build conditions. All other intersections meet NMDOT capacity requirements.

b. Build Condition

For the build condition, the site generated traffic was added to the 2024 background traffic. Capacity reports are presented in Appendix E and the results are summarized in Table 11.

TABLE 11 SUMMARY OF LEVELS OF SERVICE BUILD 2024						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	71	40.8	D	65	48.2	D
Westbound Left/Thru/Right	67	50.5	D	69	57.2	E
Northbound Left/Thru/Right	450	24.1	C	301	16.9	B
Southbound Left/Thru/Right	323	36.9	D	370	1.3	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	69	70.3	E	55	348.4	F
Westbound Left/Thru/Right	55	50.5	D	124	75.3	E
Northbound Left/Thru/Right	523	24.6	C	128	3.1	A
Southbound Left/Thru/Right	175	7.1	A	413	2.5	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	8	4.3	A	8	3.8	A
Westbound	10	3.8	A	14	4.1	A
Southbound	22.2	5.5	A	12	4.8	A
Wellness Way / Presbyterian Medical Center North Driveway						
Eastbound Left	4	16.3	B	2	17.1	C
Eastbound Right	4	9.9	A	2	9.2	A
Westbound Left/Thru/Right	14	12.7	B	6	15.2	C
Northbound Left	0	7.8	A	2	7.6	A
Southbound Left	4	7.7	A	2	8.1	A
Wellness Way / Presbyterian Medical Center South Driveway						
Eastbound Left	4	14.4	B	2	15.7	C
Eastbound Right	2	9.4	A	2	9.2	A
Westbound Left	6	15.0	C	12	11.2	B
Westbound Right	2	9.0	A			
Northbound Left	0	7.6	A	2	7.7	A
Southbound Left	4	7.7	A	2	7.8	A

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 23.0 seconds during the 2024 no build conditions to 23.3 seconds during the 2024 build conditions. The overall intersection delay during the PM goes from 4.33 seconds during the 2024 no build conditions to 43.6 seconds during the 2024 no build conditions. This is a change of 0.3 seconds due to the development. All other intersections meet NMDOT capacity requirements.

2. Intersections and Proposed Access Points

The existing and proposed spacing of driveway access points are presented in Figure 26, Appendix A. According to Table 18.C-1 of SAMM the intersection spacing for an urban major arterial is 2,640 feet for a signalized intersection. The intersection spacing for an unsignalized or full access driveway is 600 feet and 400 feet for a partial access driveway.

Wellness Way is an urban collector. The intersection spacing is 1,320 feet for a signalized intersection and 330 feet for a full access driveway, and 225 feet for a partial access driveway.

An examination of Figure 19 indicates that the existing spacing does not meet NMDOT criteria for the existing signals on Cerrillos Road. The driveways on Wellness Way meet the spacing requirements. The existing driveway on Beckner Road does not meet the spacing requirements. The proposed driveway to the Fashion Outlets of Santa Fe on Beckner Road meets the driveway spacing requirements. The proposed driveway on Beckner Road to the development meets spacing requirements.

3. Speed Change Lanes

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17. B-1. The following new driveways will be in use with the development of Phase 1:

Phase 1 – Wellness Way / Presbyterian Medical Center North Driveway. There is an existing right turn lane and left turn lane. This driveway was constructed as part of the Wellness Way construction. a short right turn lane was constructed. A 131-foot-long left turn lane and 65-foot-long right turn lane were also provided for access to the property.

Wellness Way / Presbyterian Medical Center South Driveway. The south driveway will be the total of new construction. According to

SAMM, Table 17.13.1 the south driveway meets the criteria for a left-turn deceleration lane. A right turn deceleration lane is close to meeting the criteria for a right turn deceleration lane. It is recommended that it be constructed as part of Phase 1. It will meet the criteria as future development occurs.

4. Traffic Signal Warrant Review

The intersections of Cerrillos Road / Beckner Road, Cerrillos Road / Herrera Drive / Wellness Way are currently signalized. No warrant studies are required.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2024 – No Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall failing movement delay in the AM goes from 70.3 seconds in the 2024 and in the PM 357.8 seconds during the 2024 no build conditions. For the Implementation Year 2024 No Build Condition, all other intersections have adequate capacity.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 64.0 seconds during the 2024 no build conditions to 70.3 seconds during the 2024 no build conditions. The overall intersection delay during the PM goes from 357.8 seconds during the 2024 build conditions to 348.4 seconds during the 2024 no build conditions. All other intersections meet NMDOT capacity requirements.

b. Implementation Year 2024 - Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay during the AM goes from 23.0 seconds during the 2024 no build conditions to 23.3 seconds during the 2024 build conditions. The overall intersection delay during the PM goes from 4.33 seconds during the 2024 no build conditions to 43.6 seconds during the 2024 no build conditions. This is a change of 0.3 seconds due to the development. All other intersections meet NMDOT capacity requirements.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. For the build condition, all intersections have adequate capacity. The proposed driveways operate at acceptable levels of service.

D. Access Design Specifications

1. Speed Lane Change Requirements

There are existing speed change lanes at the intersection of Beckner Road / Presbyterian Medical Center North Driveway. Speed change lanes are warranted at the Beckner Road / Presbyterian Medical Center South Driveway.

2. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

3. Sight Distance

Sight distance appears to be adequate.

4. Site Access Improvements Modifications

A new driveway will be constructed.

5. Pedestrian / Bicycle Considerations

Sidewalk will be provided in front of the development. A trail will be provided around the site.

VI. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS 2026 - PHASE 2

The following conditions were analyzed for this project:

- Implementation Year without the Proposed Development – Phase 2 2026 (No Build)
- Implementation Year with the Proposed Development – 2026 2 (Build)

A. Traffic Projections

1. Background Traffic

Based upon the information obtained from the City of Santa Fe Traffic Department, the growth rate for traffic along Cerrillos Road is 1% per year. For this report it was assumed that traffic would increase at a rate of 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that the proposed development will be completed in the year 2026. It is also assumed that there would be no other major development at Las Soleras during this period.

3. Trip Generation

Phase 2 of the proposed development will consist of a drive thru pharmacy, neighborhood grocery, fast-casual dining, and retail mix, and a 120-unit hotel.

Supermarket (Land Use 850) will be used for this report. The ITE description for Supermarket is as follows:

> *"A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas..."*

There are two independent variables available for projecting trip generations: square foot area and the number of employees. For this analysis, the square foot gross floor area was used.

Pharmacy / Drugstore with Drive-Through (Land Use 881) will be used for this report. The ITE description for Pharmacy / Drugstore with Drive-Through is as follows:

> *"A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category contain drive-through windows..."*

There are two independent variables available for projecting trip generations: square foot area and the number of employees. For this analysis, the square foot gross floor area was used.

Fast Casual Restaurant (Land Use 930) will be used for this report. The ITE description for Fast Casual Restaurant is as follows:

> *"A fast casual restaurant is a sit down restaurant with no wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared and seat themselves. The menu generally contains higher quality made to order food items with fewer frozen or processed ingredients than fast food restaurants.*

For this analysis, the square foot gross floor area was used for projecting trip generations.

Hotel (Land Use 310) will be used for this report. The ITE description for Hotel is as follows:

> *"A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops..."*

There are three independent variables available for projecting trip generations: the number of rooms, occupied rooms, and employees. For this analysis, the number of rooms was used.

The traffic generated during the peak hour was calculated. The projected traffic generated by this land use is presented in Table 12. The Trip Generation Calculations are presented in Appendix E.

TABLE 12 SUMMARY OF TRIP GENERATION CALCULATIONS				
	AM Peak		PM Peak	
PHASE 2	Entry	Exit	Entry	Exit
Land Use 310 – Hotel 120 Rooms				
Reduction	32	23	33	31
Internal	0	0	0	0
Pass-by	0	0	0	0
Non-pass-by	32	23	33	31
Land Use 850 – Supermarket 15,000 SF				
Reduction	34	23	96	93
Internal	0	0	0	0
Pass-by	0	0	35	33
Non-pass-by	34	23	61	60
Land Use 881 – Pharmacy / Drugstore with Drive-Through 15,000 SF				
Reduction	31	27	77	77
Internal	0	0	0	0
Pass-by	0	0	38	37
Non-pass-by	31	27	39	40
Land Use 930 – Fast Casual Restaurant 7,500 SF				
Reduction	41	34	45	28
Internal	0	0	0	0
Pass-by	0	0	19	12
Non-pass-by	41	34	26	16
Total	172	221	359	292
Total Reduction	0	0	0	0
Total Internal	0	0	0	0
Total Pass-by	0	0	92	82
Total Non-pass-by	172	221	267	210

Source: Institute of Transportation Engineers
Trip Generation, 10th Edition, 2017

4. Trip Distribution and Assignment

The directions of approach and return for Phase 2 of the development were based upon the locations of residential districts and highway traveler use for the AM and PM Peak Hours and are presented in Figure 27, Appendix A. The site-generated traffic is presented in Figure 28, Appendix A.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly for all legs of the intersections analyzed in this report.

6. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition.

c. No Build Condition

The background traffic growth rate is assumed to increase at 1% per year to the year 2026. Capacity reports are presented in Appendix G and the results summarized in Table 13.

TABLE 13 SUMMARY OF LEVELS OF SERVICE NO BUILD 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	72	41.0	D	59	48.6	D
Westbound Left/Thru/Right	60	50.3	D	64	57.2	E
Northbound Left/Thru/Right	455	24.7	C	300	17.2	B
Southbound Left/Thru/Right	329	37.4	D	367	1.4	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	66	71.2	E	48	440.5	F
Westbound Left/Thru/Right	42	50.8	D	118	77.0	E
Northbound Left/Thru/Right	533	25.0	C	130	3.4	A
Southbound Left/Thru/Right	179	7.2	A	495	2.4	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	8	4.0	A	8	3.8	A
Westbound	8	3.8	A	14	4.1	A
Southbound	16	4.9	A	12	4.9	A
Wellness Way / Presbyterian Medical Center North Driveway						
Westbound Thru	12	11.7	B	10	10.6	B
Northbound Left/Thru/Right	0	7.8	A	0	7.5	A
Southbound Left/Thru/Right	4	7.7	A	2	7.8	A
Wellness Way / Presbyterian Medical Center South Driveway						
Westbound Left / Right	6	11.6	B	16	11.5	B
Southbound Left/Thru	4	7.7	A	2	8.0	A

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay in the AM goes from 272 seconds during the existing conditions to 23.3 seconds during the 2026 no build conditions. The overall intersection delay in the PM goes from 35.5 seconds during the no build conditions to 51.9 seconds during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

d. Build Condition

For the build condition, the site generated traffic was added to the 2026 background traffic. Capacity reports are presented in Appendix G and summarized in Table 14.

TABLE 14 SUMMARY OF LEVELS OF SERVICE BUILD 2026						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	74	42.6	D	70	49.7	D
Westbound Left/Thru/Right	#85	51.0	D	#115	61.9	E
Northbound Left/Thru/Right	472	25.9	C	337	19.0	B
Southbound Left/Thru/Right	370	37.7	D	392	1.5	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	69	69.8	E	56	467.0	F
Westbound Left/Thru/Right	56	50.4	D	#136	87.7	F
Northbound Left/Thru/Right	557	26.1	C	138	5.1	A
Southbound Left/Thru/Right	198	7.8	A	772	3.3	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	10	4.3	A	10	4.0	A
Westbound	12	4.0	A	20	4.7	A
Southbound	24	6.0	A	18	5.9	A
Wellness Way / Presbyterian Medical Center North Driveway						
Eastbound Left	4	17.0	C	2	16.6	C
Eastbound Right	4	10.0	B	2	9.4	A
Westbound Thru	16	13.0	B	12	11.5	B
Northbound Left	0	7.8	A	2	7.7	A
Southbound Left	4	7.8	A	2	7.9	A
Wellness Way / Presbyterian Medical Center South Driveway						
Eastbound Left	4	14.8	B	2	18.0	C
Eastbound Right	2	9.5	A	2	9.3	A
Westbound Left	6	15.6	C	8	16.0	C
Westbound Right	2	9.1	A	12	10.7	B
Northbound Left	0	7.7	A	2	7.7	A
Southbound Left	4	7.7	A	2	8.1	A
Beckner Road / Fashion Outlets / New Driveway						
Westbound Left	6	8.0	A	8	8.1	A
Northbound Left/Thru/Right	14	12.0	B	64	18.9	C
Southbound Right	4	9.8	A	4	10.2	B
Cerrillos Road / Site						
Westbound Right	34	35.0	D	62	35.4	E
Southbound Left	46	68.6	F	52	47.0	E

95^{th} percentile volume exceeds capacity; queue may be longer.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. The overall intersection delay in the AM goes from 23.3 to seconds to 24.3 seconds eastbound during the 2026 build conditions. The overall intersection delay in the PM goes from 51.9 seconds during the 2026 no build

conditions and 51.9 seconds to 55.9 seconds westbound during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

2. Intersections and Proposed Access Points

The existing and proposed spacing of driveway access points are presented in Figure 23, Appendix A. According to Table 18.C-1 of SAMM the intersection spacing for an urban road is 1,320 feet for an unsignalized intersection. The driveway spacing is 660 feet for a full access driveway and 400 feet for a partial access driveway.

An examination of Figure 19 indicates that spacing does not meet NMDOT criteria. However, the Fashion Outlet Mall and VA driveways are existing conditions. The new main driveway has been set in consultation with the City Engineer.

3. Speed Change Lanes

Criteria for deceleration lanes was reviewed in accordance with the State Access Management Manual Table 17. B-1. The following new driveways will be in use with the development of Phase 2:

Phase 2 – Beckner Road right in / right out
Cerrillos Road right in / right out / left in

4. Traffic Signal Warrant Review

The intersections of Cerrillos Road / Beckner Road, Cerrillos Road / Herrera Drive / Wellness Way are currently signalized.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2026 – No Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has a failing movement. The overall intersection delay in the AM goes from 272 seconds during the existing conditions to 23.3 seconds during the 2026 no build conditions. The overall intersection delay in the PM goes from 35.5 seconds during the no build conditions to 51.9 seconds during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

b. Implementation Year 2026 - Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. The overall intersection delay in the AM goes from 23.3 to seconds to 24.3 seconds eastbound during the 2026 build conditions. The overall intersection delay in the PM goes from 51.9 seconds during the 2026 no build conditions and 51.9 seconds to 55.9 seconds westbound during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

c. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. For the no build condition, all intersections have adequate capacity. The proposed driveways operate at acceptable levels of service except at Cerrillos Road / Herrera Drive / Wellness Way.

C. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lanes are warranted.

2. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

3. Sight Distance

Sight distance appears to be adequate.

4. Site Access Improvements Modifications

A new driveway will be constructed.

5. Pedestrian / Bicycle Considerations

Sidewalk will be provided in front of the development. A trail will be provided around the site.

VII. ANALYSIS OF HORIZON YEAR – 2036

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

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

A. Traffic Projections

1. Background Traffic

Based upon the information obtained from the City of Santa Fe Traffic Department, the growth rate was assumed to increase at 1% per year.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the 5201 Beckner Road project will be built out by the year 2024. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same as Phase 1 and Phase 2.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated at 1% per year for each leg of the intersections analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Intersection improvements are the same as the Implementation Year 2036.

a. No Build Condition

The background traffic was assumed to increase at 1% per year to the year 2036.

Capacity reports are presented in Appendix G and the results summarized in Table 15.

TABLE 15 SUMMARY OF LEVELS OF SERVICE NO BUILD 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	78	42.4	D	66	50.1	D
Westbound Left/Thru/Right	63	50.5	D	69	59.7	E
Northbound Left/Thru/Right	522	30.1	C	343	19.4	B
Southbound Left/Thru/Right	437	41.1	D	m398	1.7	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	69	78.6	E	51	486.8	F
Westbound Left/Thru/Right	44	51.0	D	#134	86.9	F
Northbound Left/Thru/Right	584	16.7	B	142	5.4	A
Southbound Left/Thru/Right	194	7.6	A	790	3.6	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	10	4.2	A	10	3.9	A
Westbound	10	3.9	A	16	4.3	A
Southbound	16	5.1	A	14	5.1	A
Wellness Way / Presbyterian Medical Center North Driveway						
Westbound Left/Thru/Right	16	12.2	B	12	10.9	B
Northbound Left	0	7.8	A	0	7.5	A
Southbound Left	4	7.7	A	2	7.9	A
Wellness Way / Presbyterian Medical Center South Driveway						
Westbound Left	8	12.0	B	18	11.9	B
Southbound Left	4	7.7	A	2	8.1	A

\# 95th percentile volume exceeds capacity; queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. The overall intersection delay in the AM goes from 27.2 seconds eastbound during the existing conditions to 18.7 seconds during the 2026 no build conditions. The overall intersection delay in the PM go from 35.5 seconds westbound during the existing conditions to 58.6 seconds during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

b. Build Condition

For the build condition, the measured traffic was increased at a rate of 1% per year for the background condition for the year 2036 and the site generated traffic was added. Capacity reports are presented in Appendix G and summarized in Table 16.

TABLE 16 SUMMARY OF LEVELS OF SERVICE BUILD 2036						
Movement	**AM Peak Hour**			**PM Peak Hour**		
	95% Queue (Ft)	**Delay (Veh/sec)**	**LOS**	**95% Queue (Ft)**	**Delay (Veh/sec)**	**LOS**
Beckner Road / Cerrillos Road						
Eastbound Left/Thru/ Right	81	44.1	D	74	54.8	D
Westbound Left/Thru/Right	#96	51.4	D	#123	65.4	E
Northbound Left/Thru/Right	551	32.0	C	377	20.8	C
Southbound Left/Thru/Right	407	41.6	D	m401	1.7	A
Cerrillos Road / Herrera Drive / Wellness Way						
Eastbound Left/Thru/ Right	75	133.4	F	59	513.2	F
Westbound Left/Thru/Right	58	52.3	D	#148	101.2	F
Northbound Left/Thru/Right	609	15.7	B	151	7.2	A
Southbound Left/Thru/Right	161	2.7	A	#888	6.0	A
Beckner Road / Wellness Way (Roundabout)						
Eastbound	10	4.5	A	10	4.1	A
Westbound	12	4.1	A	22	4.9	A
Southbound	26	6.3	A	20	6.2	A
Wellness Way / Presbyterian Medical Center North Driveway						
Eastbound Left	4	18.1	C	2	17.5	C
Eastbound Right	4	10.1	B	2	9.5	A
Westbound Thru	18	13.7	B	14	11.7	B
Northbound Left	0	7.9	A	2	7.7	A
Southbound Left	4	7.8	A	2	7.9	A
Wellness Way / Presbyterian Medical Center South Driveway						
Eastbound Left	4	15.5	C	4	19.3	C
Eastbound Right	2	9.6	A	2	9.4	A
Westbound Left	8	16.4	C	8	16.9	C
Westbound Right	2	9.1	A	12	10.9	B
Northbound Left	0	7.7	A	2	7.7	A
Southbound Left	4	7.8	A	2	8.2	A
Beckner Road / Fashion Outlets / New Driveway						
Westbound Left	6	8.0	A	8	8.1	A
Northbound Left/Thru/Right	14	12.2	B	68	19.7	C
Southbound Right	4	9.9	A	4	10.3	B
Cerrillos Road / Site						
Westbound Right	42	44.2	E	78	45.4	E
Southbound Left	62	107.0	F	68	67.6	F

\# 95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by an upstream signal.

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. In the AM, the overall intersection delay goes from 18.7 seconds in the 2036 no build conditions to 19.8 seconds during the 2036 build conditions. In the PM the overall intersection delay goes from 58.6 during the 2036 no build conditions to 63.7 seconds during the 2036 build conditions. The access point from Cerrillos Road the site also fails for the southbound. All other intersections meet NMDOT capacity requirements.

2. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

3. Speed Change Lanes

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

4. Traffic Signal Warrant Review

Traffic signal warrants are the same as discussed in the analysis of the implementation year.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2036 – No Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. The overall intersection delay in the AM goes from 27.2 seconds eastbound during the existing conditions to 18.7 seconds during the 2026 no build conditions. The overall intersection delay in the PM go from 35.5 seconds westbound during the existing conditions to 58.6 seconds during the 2026 build conditions. All other intersections meet NMDOT capacity requirements.

b. Horizon Year 2036 - Build

The intersection of Cerrillos Road / Herrera Drive / Wellness Way has failing movements. The overall intersection delay goes from 486.8 seconds eastbound during the 2036 no build conditions to 513.2 seconds during the 2036 build conditions. The overall intersection delay goes from 86.9 seconds westbound during the 2036 no build conditions to 101.2 seconds during the 2036 build conditions. The access point from Cerrillos Road the site also fails. All other intersections meet NMDOT capacity requirements.

C. Impact Assessment

According to Table 15.C-1, "Minimum Acceptable Level of Service Standards," of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. The proposed driveways operate at acceptable levels of service. The proposed improvements are the same as in the implementation year.

D. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lane requirements are the same as discussed in the analysis of the implementation year.

2. Vehicle Storage needs

On site driveways will be designed to provide the calculated storage.

3. Sight Distance

Beckner Road in the vicinity of the project is on a flat curve in relatively flat terrain. Sight distance appears to be adequate.

4. Site Access Improvements Modifications

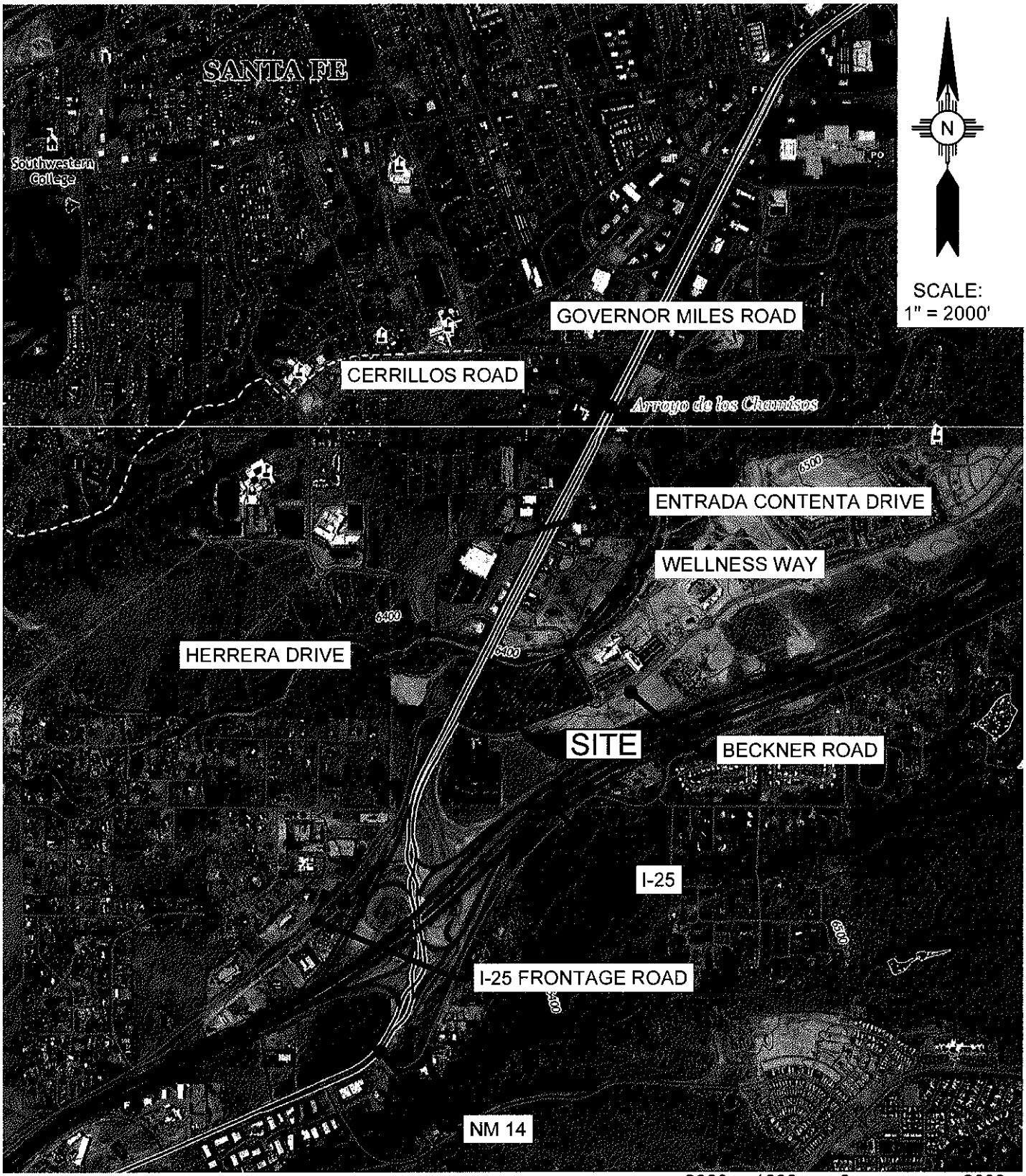
Site access improvement modifications are the same as in the implementation year.

5. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

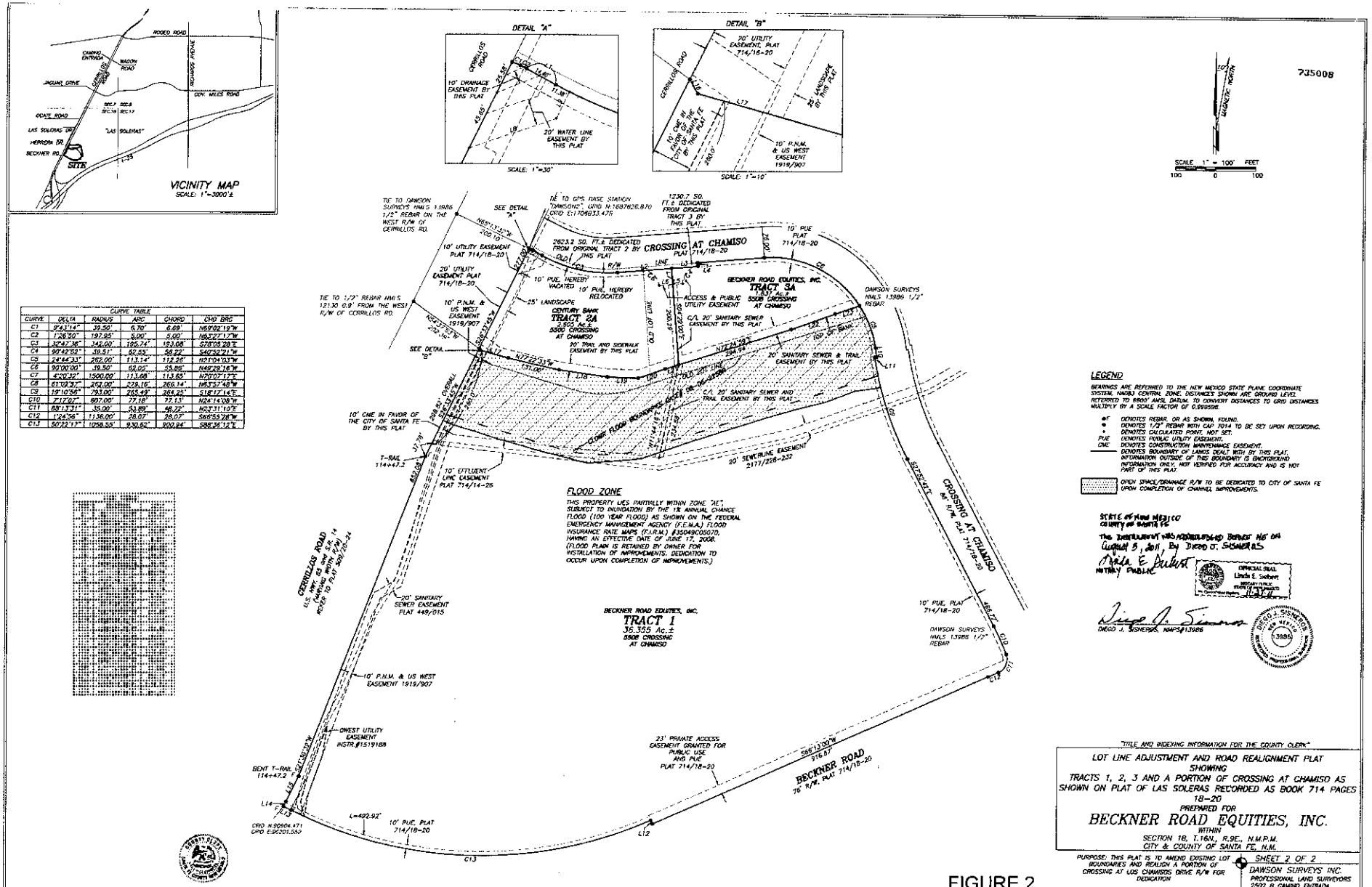
APPENDIX A

FIGURES



REFERENCE:
U.S.G.S. QUADRANGLE MAPS ENTITLED "AGUA FRIA, NM" AND "TURQUOISE HILL, NM" ALL DATED 2020

VICINITY MAP
FIGURE 1



CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CHD BRG
C1	9°43'14"	39.50'	6.70'	6.69'	N69°02'19"W
C2	1°26'20"	197.95'	5.00'	5.00'	N63°27'17"W
C3	32°47'36"	343.00'	195.74'	193.08'	S78°05'29"E
C4	90°42'50"	39.51'	62.53'	56.22'	S40°32'21"W
C5	24°44'33"	262.00'	113.14'	112.26'	N21°04'03"W
C6	90°00'00"	39.50'	62.05'	55.86'	N46°29'16"W
C7	4°20'26"	1500.00'	113.68'	113.65'	N70°07'13"E
C8	61°03'37"	242.00'	228.16'	269.14'	N61°37'48"W
C9	19°10'56"	793.00'	265.49'	264.25'	S16°17'14"E
C10	7°17'07"	607.00'	77.18'	77.13'	N24°14'08"W
C11	88°13'31"	35.00'	53.88'	48.72'	N03°31'10"E
C12	1°24'56"	1136.00'	28.07'	28.07'	S66°55'28"W
C13	50°22'13"	1098.59'	930.82'	900.94'	S86°26'12"E

LEGEND

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83, CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL. REFERRED TO 6900' AMSL DATUM. TO CONVERT DISTANCES TO GRID DISTANCES, MULTIPLY BY A SCALE FACTOR OF 0.999596.

- ● DENOTES REBAR, OR AS SHOWN, FOUND.
- ● DENOTES 1/2" REBAR WITH CAP 1014 TO BE SET UPON RECORDING.
- ◦ DENOTES CALCULATED POINT, NOT SET.
- PUE DENOTES PUBLIC UTILITY EASEMENT.
- CME DENOTES CONSTRUCTION MAINTENANCE EASEMENT.
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.
- OPEN SPACE/DRAINAGE R/W TO BE DEDICATED TO CITY OF SANTA FE UPON COMPLETION OF CHANNEL IMPROVEMENTS.

FLOOD ZONE

THIS PROPERTY LIES PARTIALLY WITHIN ZONE "AE", SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD (100 YEAR FLOOD) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAPS (F.I.R.M.) #35049C0507D, HAVING AN EFFECTIVE DATE OF JUNE 17, 2008. (FLOOD PLAIN IS RETAINED BY OWNER FOR INSTALLATION OF IMPROVEMENTS. DEDICATION TO OCCUR UPON COMPLETION OF IMPROVEMENTS.)

STATE OF NEW MEXICO
COUNTY OF SANTA FE

This instrument was acknowledged before me on August 5, 2011, By Diego J. Sisneros

Linda E. Siebert
NOTARY PUBLIC

OFFICIAL SEAL
Linda E. Siebert
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires 1-27-14

Diego J. Sisneros, NMPS #13986

DIEGO J. SISNEROS NEW MEXICO 13986

"TITLE AND INDEXING INFORMATION FOR THE COUNTY CLERK"

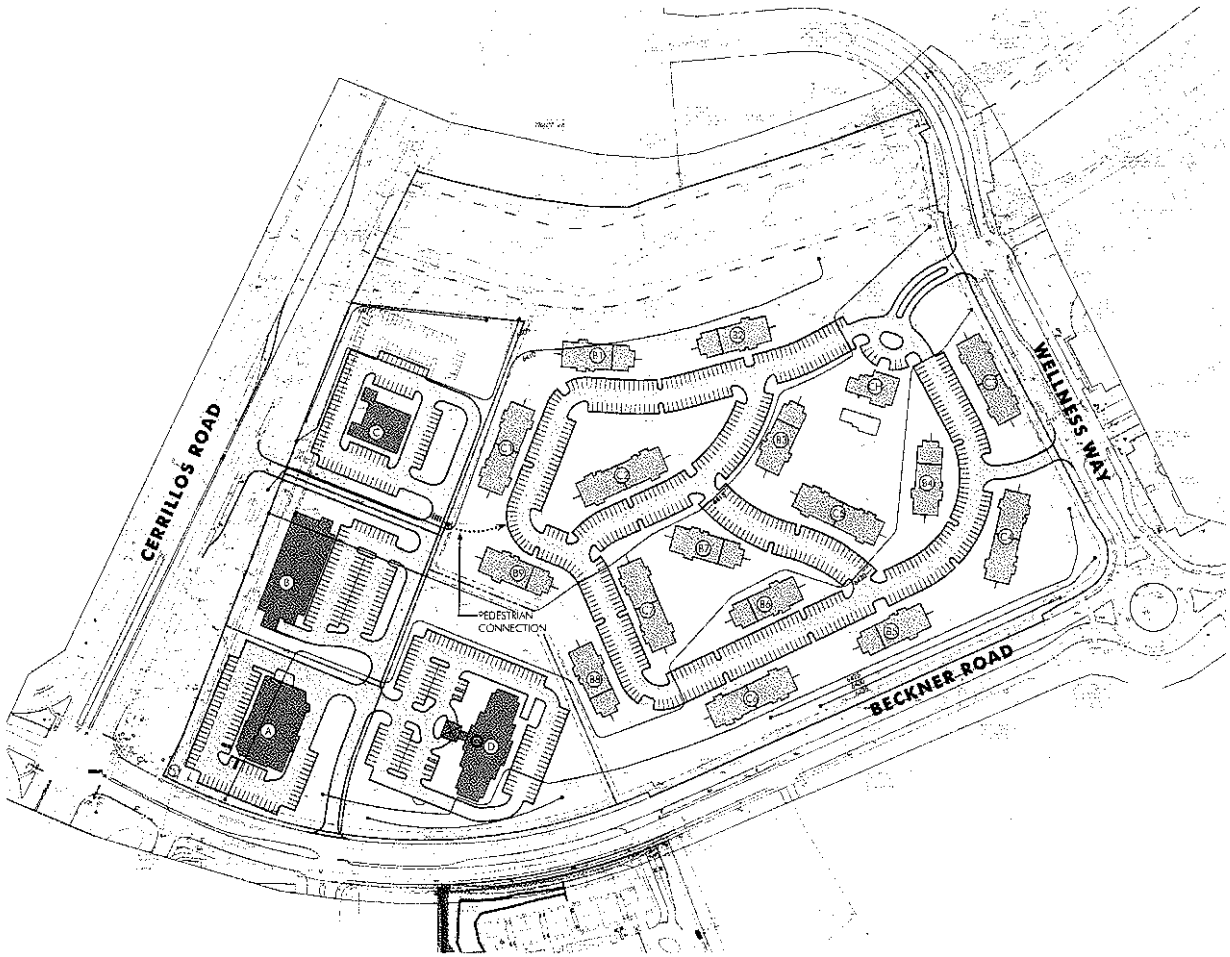
LOT LINE ADJUSTMENT AND ROAD REALIGNMENT PLAT SHOWING
TRACTS 1, 2, 3 AND A PORTION OF CROSSING AT CHAMISO AS SHOWN ON PLAT OF LAS SOLERAS RECORDED AS BOOK 714 PAGES 18-20
PREPARED FOR
BECKNER ROAD EQUITIES, INC.
WITHIN
SECTION 18, T.16N., R.9E., N.M.P.M.
CITY & COUNTY OF SANTA FE, N.M.

PURPOSE: THIS PLAT IS TO AMEND EXISTING LOT BOUNDARIES AND REALIGN A PORTION OF CROSSING AT LOS CHAMISOS DRIVE R/W FOR DEDICATION

SHEET 2 OF 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2302 B CAMINO ENTRADA
SANTA FE, N.M. 87507
PH.# 8835OED DATE: 6/27/2011

FIGURE 2



DEVELOPMENT DATA:

LOCATION:
LOT 1-A 5407 BECKNER ROAD
SANTA FE, NEW MEXICO

ZONING AMENDMENT:
TBD

SITE ACREAGE:
36.21 ACRES

PARCEL INFORMATION:

PARCEL A
+/- 2.25 ACRES
POSSIBLE 15,000 SF DRIVE THRU PHARMACY
+/- 80 PARKING SPACES

PARCEL B
+/- 2.25 ACRES
POSSIBLE 15,000 SF FOOD STORE OR NEIGHBORHOOD GROCERY
+/- 78 PARKING SPACES

PARCEL C
+/- 7.65 ACRES
POSSIBLE 7,500 SF CASUAL DINING OR FAST CASUAL & RETAIL MIX
+/- 80 - 125 PARKING SPACES

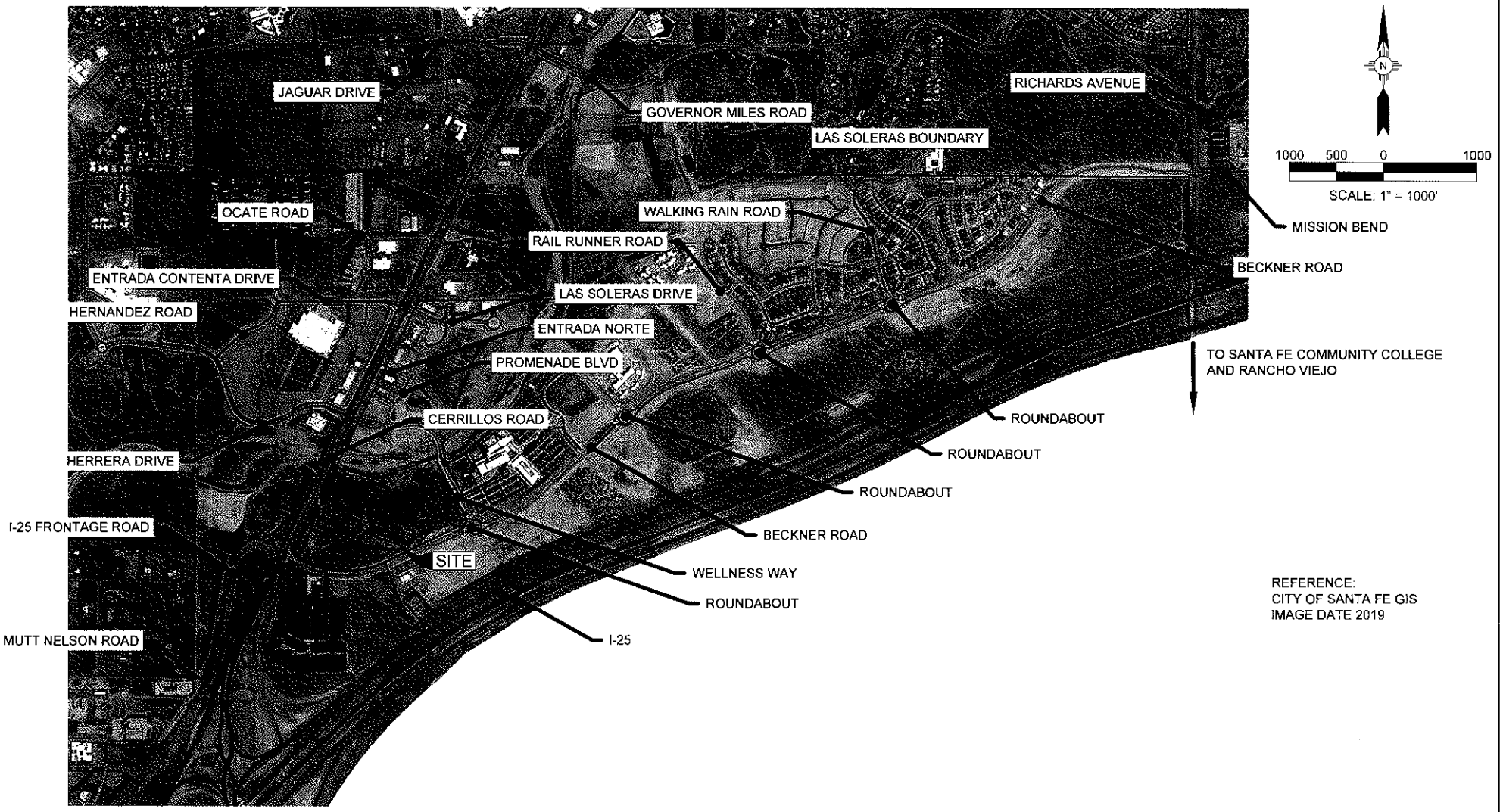
PARCEL D
+/- 4.05 ACRES
POSSIBLE 120 UNIT KEY HOTEL
14,000 SF x +/-6 STORIES
+/- 125 PARKING SPACES

RESIDENTIAL BUILDING DATA:

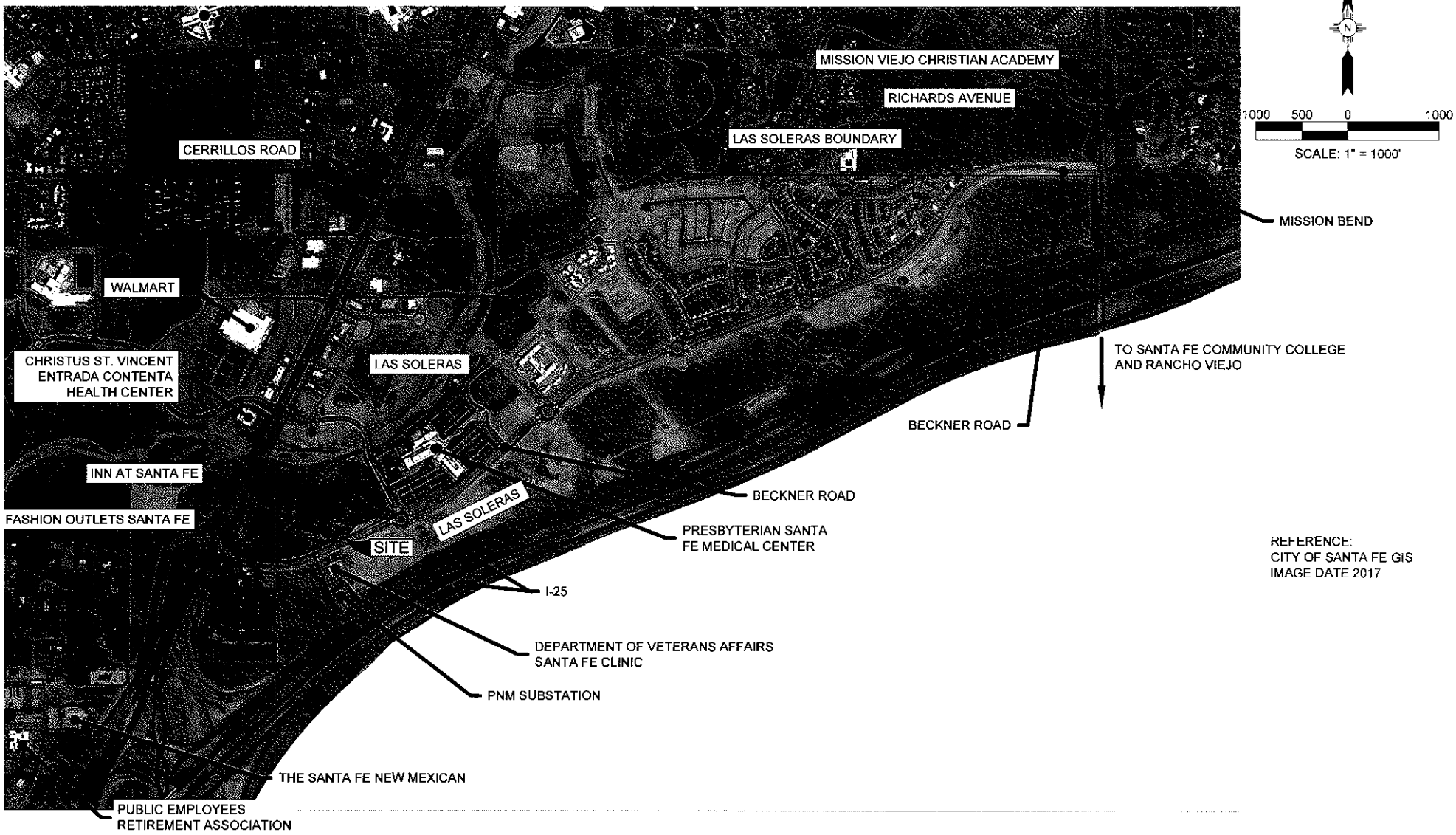
TYPE A: 12 UNIT BUILDINGS	0
TYPE B: 18 UNIT BUILDINGS	9
TYPE C: 24 UNIT BUILDINGS	7
TOTAL UNITS	330
PARKING DATA:	
TOTAL PARKING SPACES	584
PARKING SPACES/UNIT	1.77

0 50' 100' 200'
SCALE: 1" = 100'-0"

FIGURE 4

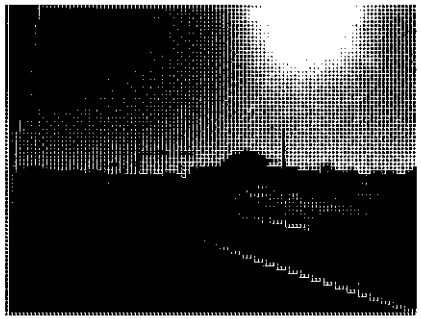


EXISTING ROAD NETWORK
FIGURE 5



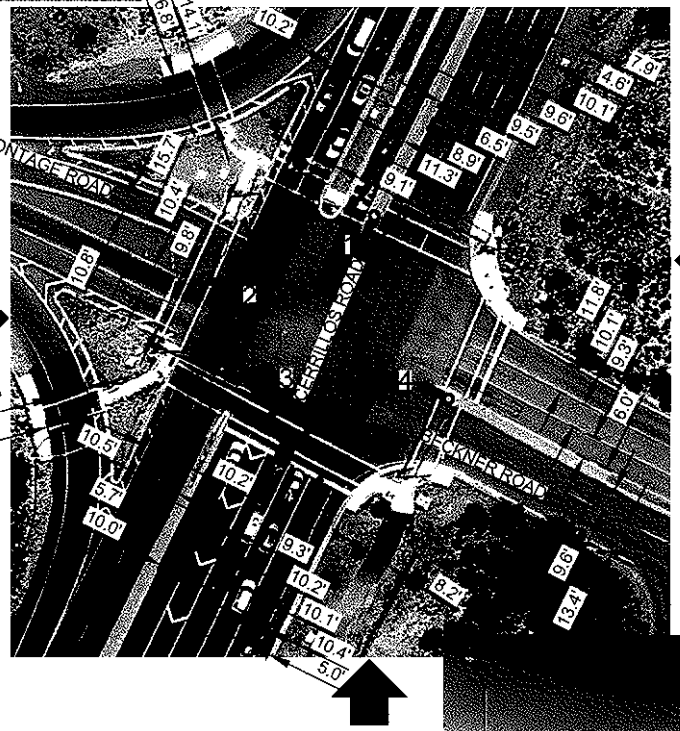
EXISTING CONDITIONS MAP
FIGURE 6













60 30 0 60

SCALE: 1" = 60'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

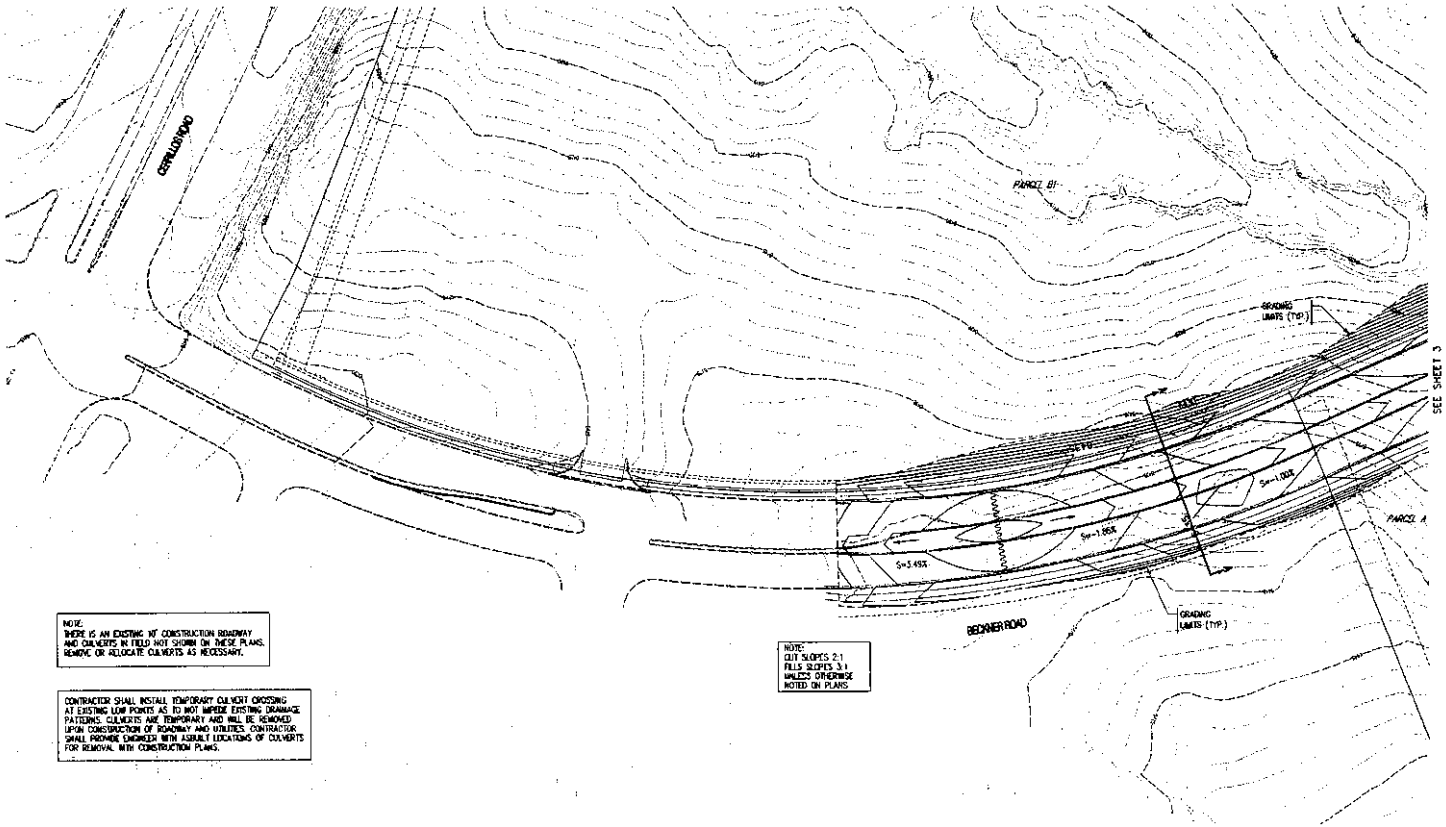
INTERSECTION DETAIL
CERRILLOS ROAD &
BECKNER ROAD
FIGURE 7



REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

INTERSECTION DETAIL
CERRILLOS ROAD &
HERRERA DRIVE &
WELLNESS WAY
FIGURE 8



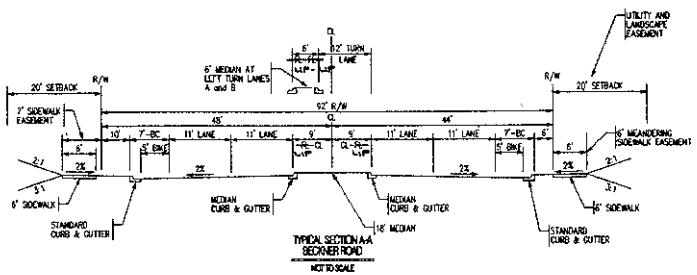
NOTE:
THERE IS AN EXISTING NT CONSTRUCTION ROADWAY AND CULVERTS IN FIELD NOT SHOWN ON THESE PLANS. REMOVE OR RELOCATE CULVERTS AS NECESSARY.

CONTRACTOR SHALL INSTALL TEMPORARY CULVERT CROSSING AT EXISTING LOW POINTS AS TO NOT IMPEDE EXISTING DRAINAGE PATTERNS. CULVERTS ARE TEMPORARY AND WILL BE REMOVED UPON CONSTRUCTION OF ROADWAY AND UTILITIES. CONTRACTOR SHALL PROVIDE ENGINEER WITH ASBUILT LOCATIONS OF CULVERTS FOR REMOVAL WITH CONSTRUCTION PLANS.

NOTE:
CUT SLOPES 2:1
FILLS SLOPES 3:1
UNLESS OTHERWISE NOTED ON PLANS

LEGEND

PROPOSED SPOT	5235.25
EXISTING SPOT	5235.25
LIMITS OF GRADING	
EXISTING CONTOUR	5910
PROPOSED CONTOUR	5910
FLOW DIRECTION ARROW	
EXISTING STORM DRAIN LINE	SD
PROPOSED STORM DRAIN INLET	
PROPOSED STORM DRAIN LINE	
PROPOSED STORM DRAIN MANHOLE	
TRACT BOUNDARY	
HIGH POINT	
LOW POINT	



TYPICAL SECTION A-A
BECKNER ROAD
NOT TO SCALE

FIGURE 9

GENERAL NOTES

1. A GRADING/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK ON THIS PROJECT.
2. THE CONTRACTOR IS TO AQUIRE A SOILS REPORT FROM THE CLIENT TO USE AS A REFERENCE FOR EARTHWORK SPECIFICATION.
3. THE CONTRACTOR SHALL CONFORM TO ALL CITY, COUNTY, STATE, AND FEDERAL DUST CONTROL MEASURES AND REQUIREMENTS AND WILL BE RESPONSIBLE FOR PREPARING AND OBTAINING ALL NECESSARY APPLICATIONS, PERMITS, AND APPROVALS.
4. THE CONTRACTOR SHALL ENSURE THAT NO SOIL ERODES FROM THE SITE ONTO ADJACENT PROPERTIES OR PUBLIC RIGHT-OF-WAY.
5. THE CONTRACTOR SHALL NOT GRADE OR DISTURB GROUND BEYOND GRADING LIMITS SHOWN.
6. EARTHEN SLOPES SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL UNLESS OTHERWISE NOTED
7. PRIOR TO GRADING, ALL VEGETATION DEBRIS, AND NEAR SURFACE ORGANICALLY CONTAMINATED SOIL SHALL BE STRIPPED FROM ALL AREAS TO BE GRADED. VEGETATION AND DEBRIS SHALL BE DISPOSED OF OFF-SITE OR STOCK-PILED FOR USE IN PLANTERS AND NON-STRUCTURAL FILLS.
8. CONTRACTOR SHALL COORDINATE WITH PNM PRIOR TO ANY GRADING WITHIN 50' PNM EASEMENT TO COORDINATE POLE HEIGHT ADJUSTMENTS & TREATMENTS
9. A detailed grading schedule shall be followed. The grading shall be coordinated with the plans for vegetation removal and revegetation. Topsoil shall be stockpiled for use in revegetation.

N

50 25 0 50
SCALE: 1"=50'
(HORIZ.)

BENCH MARKS
STATION IS STAMPED "11 SC"
PROJECT N= 76302.85 E= 79950.04
ELEVATION = 6375.48
PROJECT GROUND TO GRID SCALE FACTOR 0.999564
PUBLISHED NEW MEXICO STATE PLANE CENTRAL ZONE, NAD 83, GRID COORDINATES
GRID N = 1,663,339.81
GRID E = 1,868,781.85
ELEVATION = 6375.48

ENGINEER'S SEAL
NEW MEXICO
16035
PROFESSIONAL ENGINEER
JAMES W. SIEBERT

JAMES W. SIEBERT
AND ASSOCIATES, INC.
915 MERCER STREET • SANTA FE NEW MEXICO 87505
(505) 983-5588 FAX (505) 989-7313
Bohannan ▲ Huston.
Courtyard I 7500 Jefforson St. NE Albuquerque, NM 87109-4335
ENGINEERING • SPATIAL DATA • ADVANCED TECHNOLOGIES

No.	Date	By	REVISIONS
1	7/13	MRS	Survey Control Revised, Utilities Added, Remarks Added
			DESIGN
			DRAWN
			CHECKED

Designed By: JPH/BCP DATE: 05/02
Drawn By: BCP DATE: 05/02
Checked By: JPH

COUNTY OF SANTA FE

Department	Signoff	Date
Wastewater Mgmt.		
Water Services		
Subdivision Review		
Streets		
Traffic		
–		

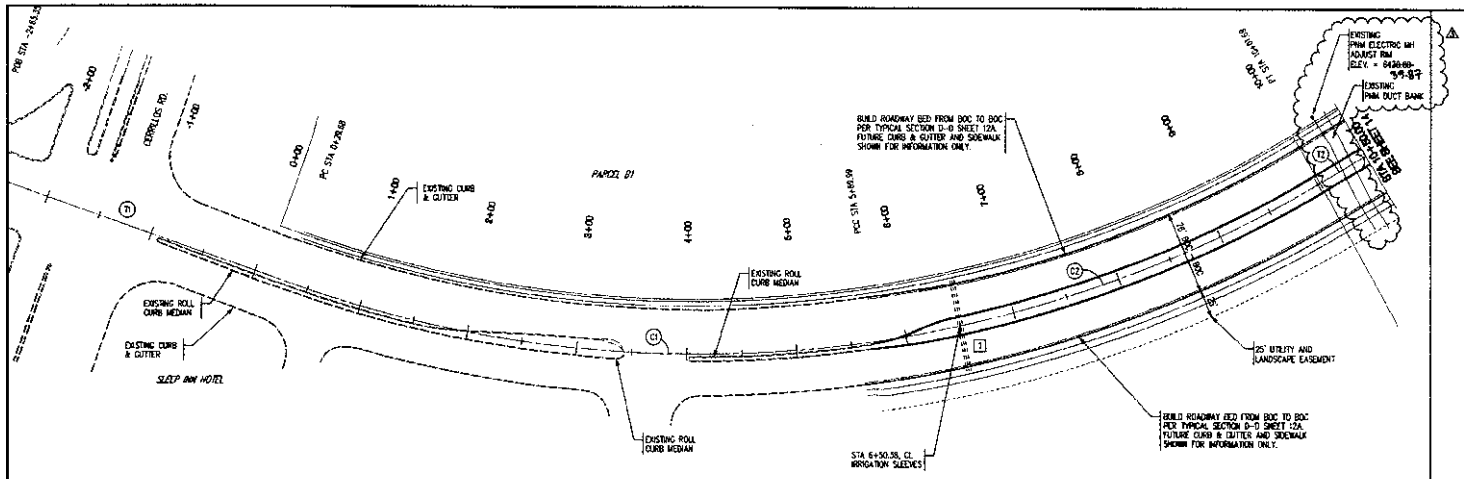
PROJECT:
THE CROSSINGS AT LAS SOLERAS

TITLE:
GRADING PLAN

Sheet 2 of 7

16-MAY-2006 -
P:\070096\cdp\general\070096gp02.dgn

BHI JOB No. 070096



CL Curve Table				
(C)	ARC	RADIUS	DELTA	TANGENT
C1	540.31'	1806.56'	27°56'36"	276.65'
C2	431.71'	1100.35'	22°28'46"	218.67'

CL Tangent Table		
(T)	BEARING	LENGTH
T1	N63°19'38"W	295.03'
T2	N86°13'00"E	917.05'

NOTE:
PROFILE SHOWN IS FUTURE FLOWLINE ELEVATIONS FINISHED ROADWAY BED IS 0.5' BELOW PROFILE ELEVATIONS GIVEN. FOR TYPICAL SECTIONS SEE SHEET 12A.

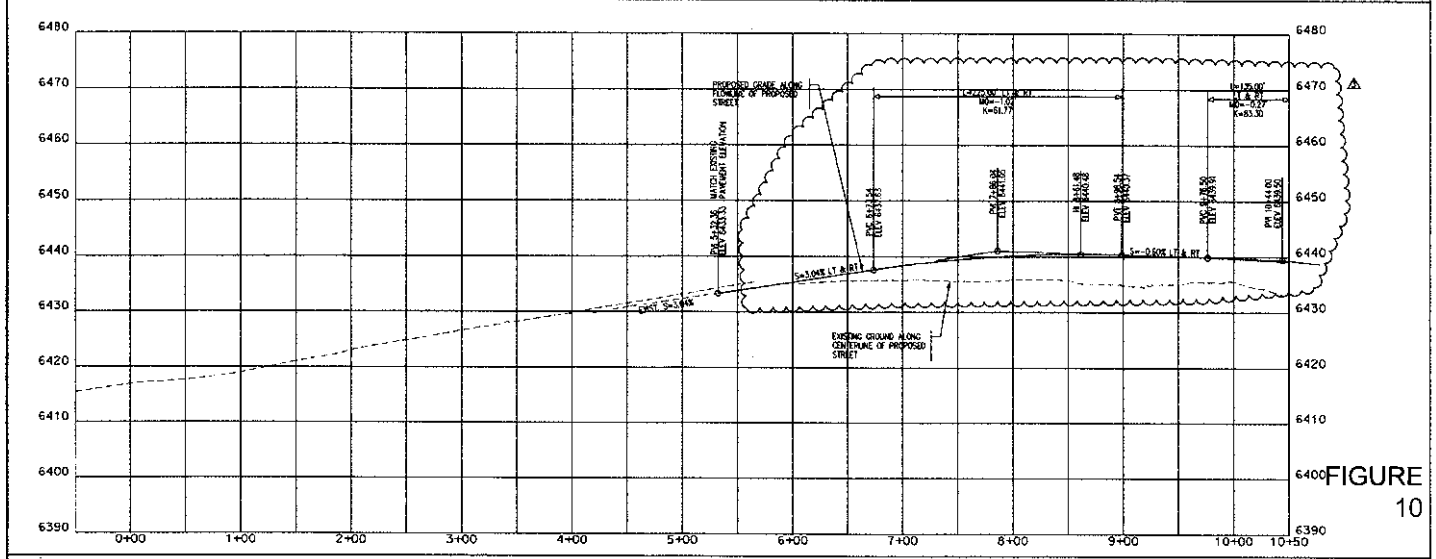


FIGURE 10

PROVIDE MOUNDED GRAVEL PROTECTION AROUND ALL VALVE ROSETT AND MANHOLE RIMS PER INSTALLATION OF PARTIAL PAVEMENT SECTION ONLY WITH THIS PROJECT. RIM ELEVATIONS AND VALVE BOXES ARE DESIGNED TO FINISHED GRADE WITH THIS PROJECT.

KEYED GENERAL NOTES

1. INSTALL SCHEDULE 40 PVC IRRIGATION SLEEVES AT 36" MIN. DEPTH. 1 @ 6", 1 @ 4", 1 @ 1 1/2" TYP.
2. INSTALL SCHEDULE 40 PVC IRRIGATION SLEEVES AT 36" MIN. DEPTH. 2 @ 4"
3. INSTALL SCHEDULE 40 PVC IRRIGATION SLEEVES AT 36" MIN. DEPTH. 2 @ 4" AND 1 @ 1 1/2" TYP.
4. INSTALL SCHEDULE 40 PVC SLEEVES (FUTURE DRY UTILITIES) 2-4" PNM ELECTRIC, 2-2" CATV, 1-4" PHONE, 1-4" PNM GAS
5. INSTALL SCHEDULE 40 PVC SLEEVES (FUTURE DRY UTILITIES). 2-5" PNM ELECTRIC, 2-4" PNM ELECTRIC, 2-4" CATV, 2-4" PHONE, 1-6" (GAS PIPE ONLY) PNM GAS
6. INSTALL SCHEDULE 40 PVC SLEEVES (FUTURE DRY UTILITIES) 1-4" PNM GAS

NOTE: ALL SLEEVING SHALL BE CLOSED WITH DUCT TAPE ON ENDS UNTIL FUTURE CONNECTIONS ARE MADE.

BENCH MARKS
STATION IS STAMPED "11_SC"
PROJECT N= 25302.85, E= 79950.04
ELEVATION = 6175.49
PROJECT GROUND TO GRID SCALE FACTOR 0.999584
PUBLISHED NEW MEXICO STATE PLANE CENTRAL
ZONE, NAD 83, GRID COORDINATES
GRID N = 1,663,939.61
GRID E = 1,686,791.85
ELEVATION = 6175.49

ENGINEER'S SEAL
JAMES W. SIEBERT
NEW MEXICO
14039
REGISTERED PROFESSIONAL ENGINEER

No.	Date	REMARKS	By
		REVISIONS	
		DESIGN	
1	1/17/08	REVISIONS TO PROFILE & UTILITIES PER PNM DUCT BANK & REPLACED SHEET	

Designed By: YPM/BCP DATE: 05/08
Drawn By: ADR/SAR DATE: 05/08
Checked By: YPM DATE: 05/08

JAMES W. SIEBERT AND ASSOCIATES, INC.
915 MERCER STREET • SANTA FE NEW MEXICO 87505
(505) 983-5588 FAX (505) 989-7313

Bohannan ▲ Huston
Courtyard 1 7500 Jefferson St. NE Albuquerque, NM 87109-4335
ENGINEERING • SPATIAL DATA • ADVANCED TECHNOLOGIES

COUNTY OF SANTA FE

Department	Signoff	Date
Wastewater Mgmt.		
Water Services		
Subdivision Review		
Streets		
Traffic		

PROJECT:
THE CROSSING AT LAS SOLERAS

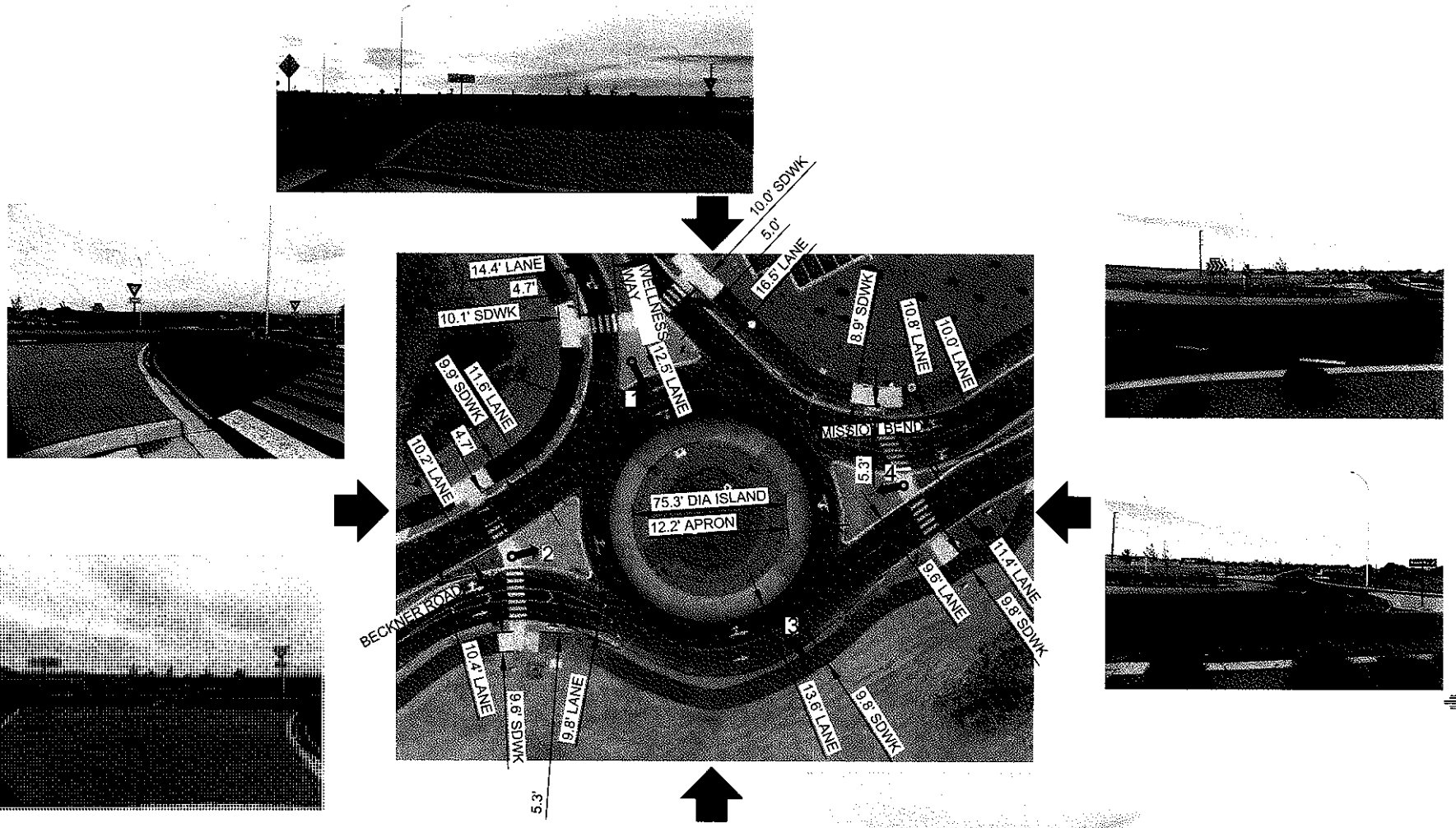
TITLE: BECKNER ROAD PAVING PLAN & PROFILE STA 0+00 - 10+60

Sheet 13R Of 30

15-JAN-2009
P:\07\07006\dgn\prp07006prp01_Rev1-13-08.dgn

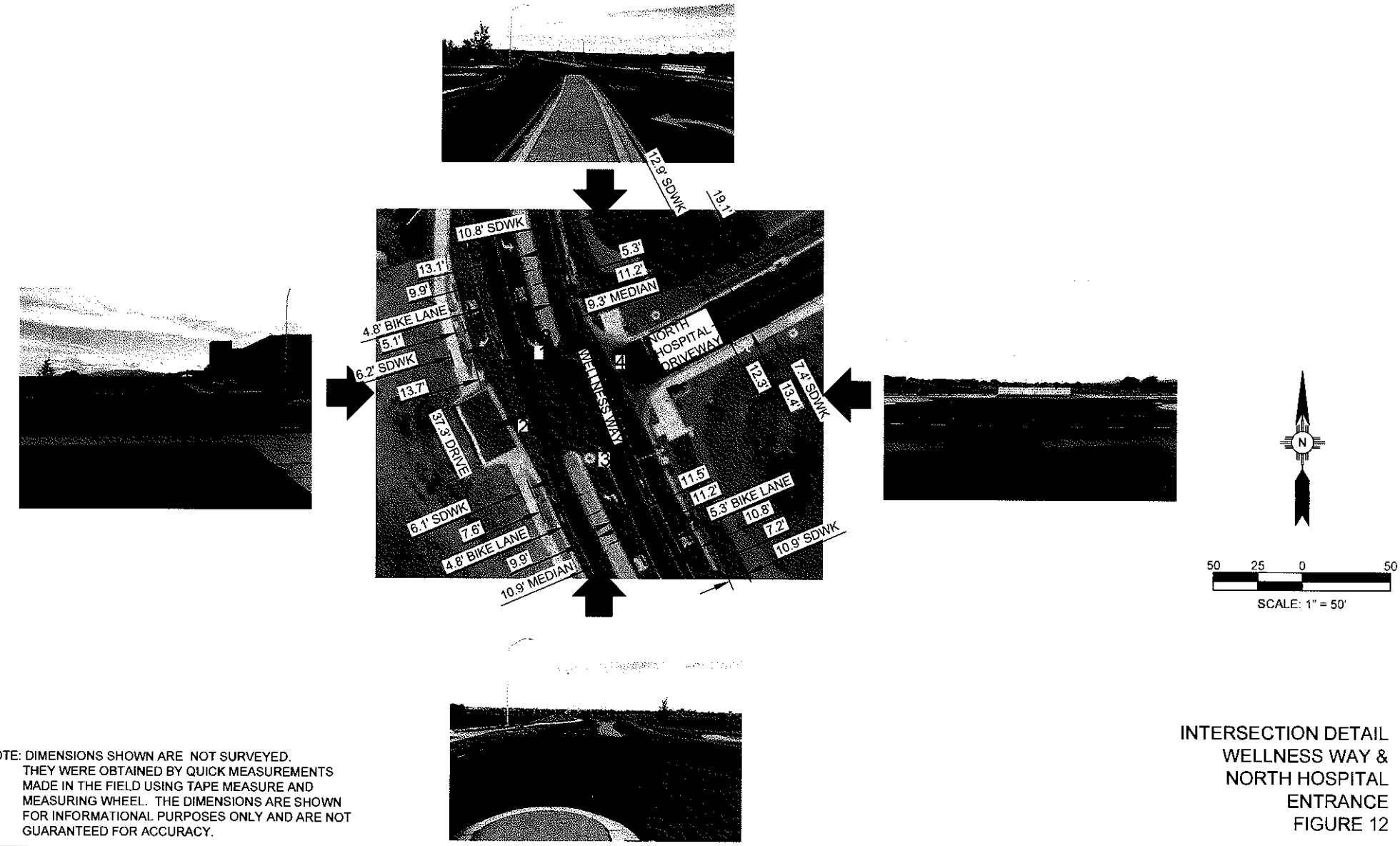
SCALE: 1" = 50' (HORIZ.)
1" = 10' (VERT.)

BH JOB NO. 07.0006



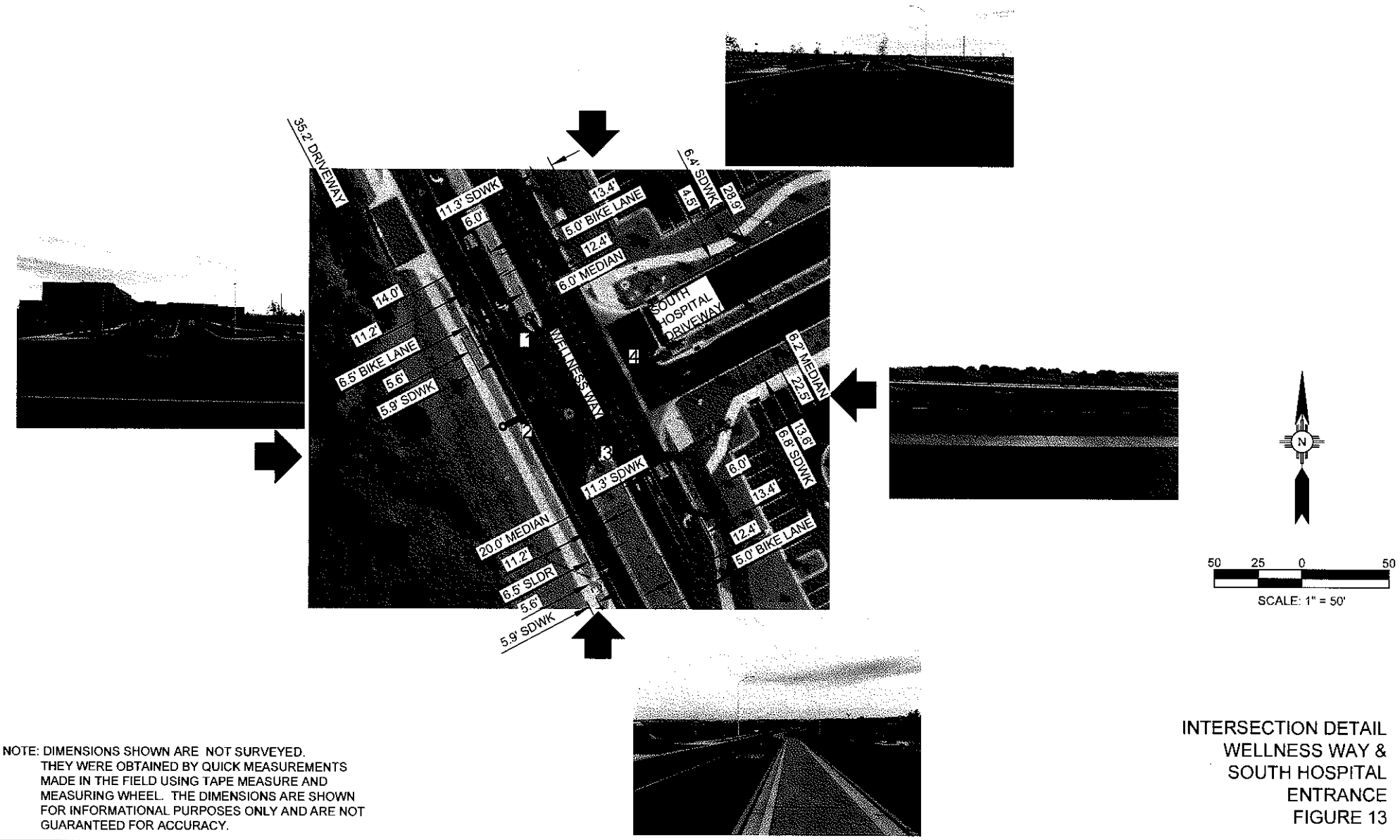
NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

INTERSECTION DETAIL
BECKNER ROAD &
WELLNESS WAY
FIGURE 11



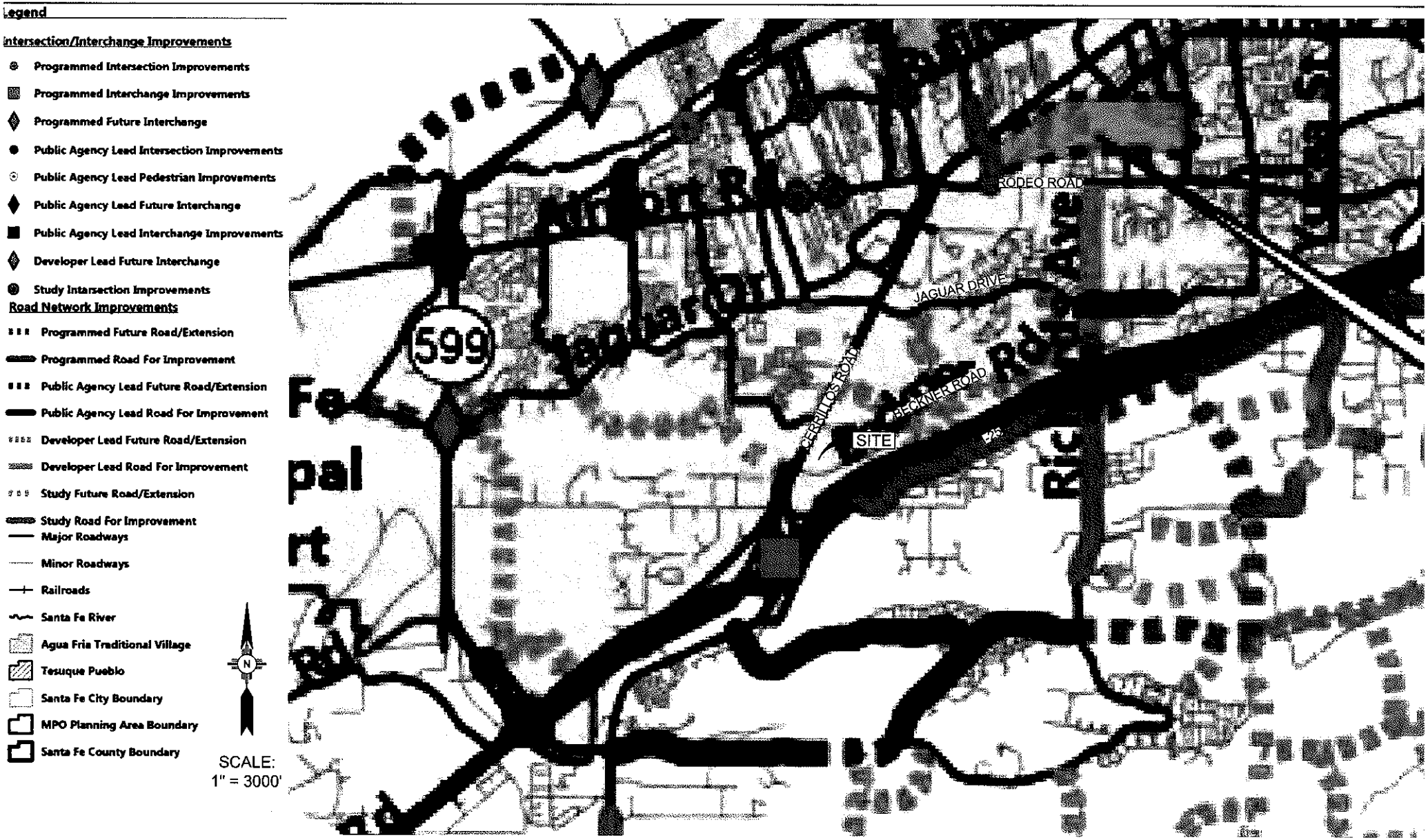
NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

INTERSECTION DETAIL
WELLNESS WAY &
NORTH HOSPITAL
ENTRANCE
FIGURE 12



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

INTERSECTION DETAIL
WELLNESS WAY &
SOUTH HOSPITAL
ENTRANCE
FIGURE 13



Santa Fe MPO 2015–2040 Metropolitan Transportation Plan

FUTURE ROAD NETWORK MAP
FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT DATED June 24, 2020 (Wednesday)	
AM	PM
7:15 AM to 8:15 AM	4:30 PM to 5:30 PM

50 25 0 50

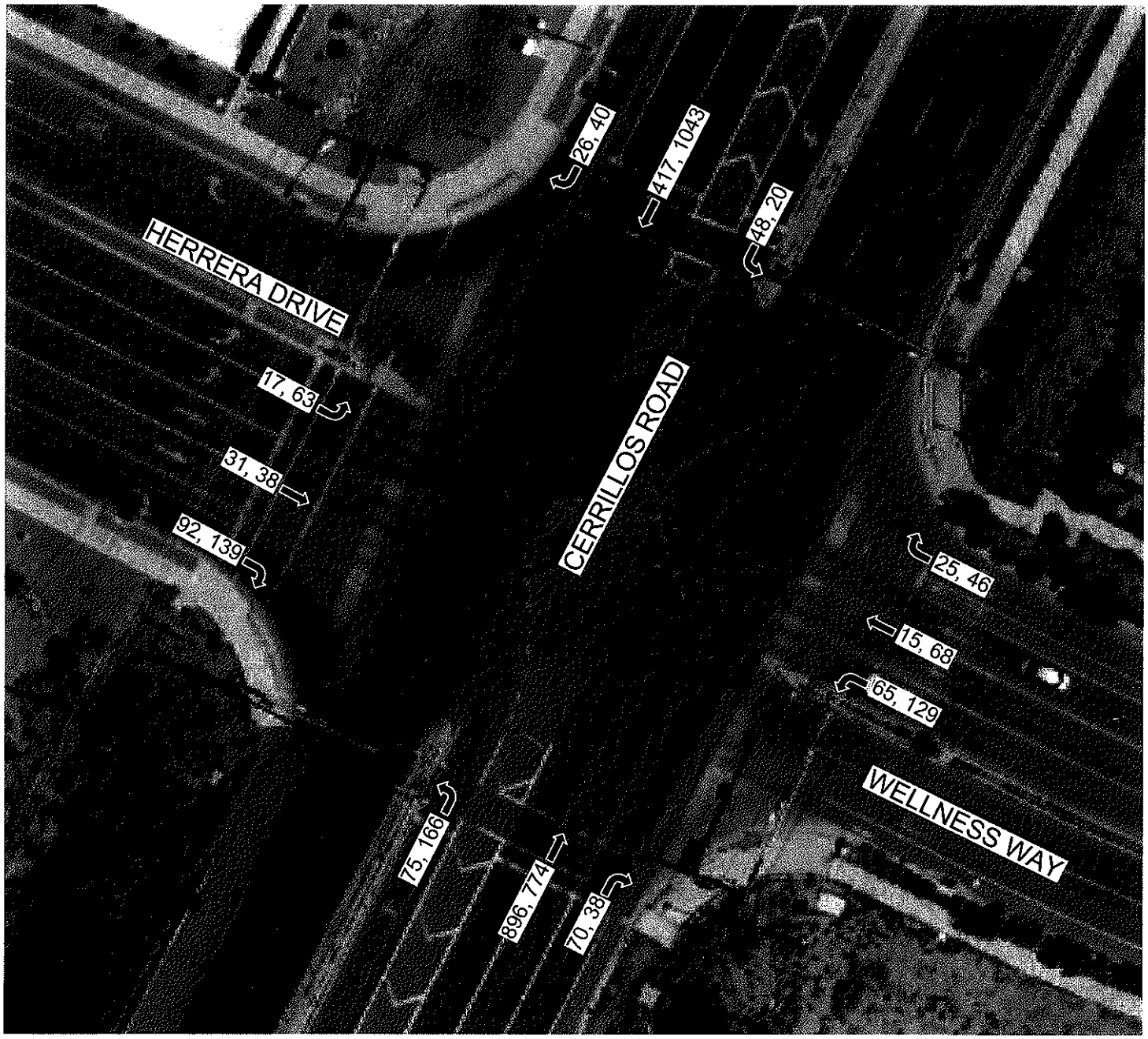
SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES CERRILLOS ROAD & BECKNER ROAD FIGURE 15



PEAK HOURS FOR TRAFFIC COUNT DATED July 1, 2020 (Wednesday)	
AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM

N

50 25 0 50

SCALE: 1" = 50'

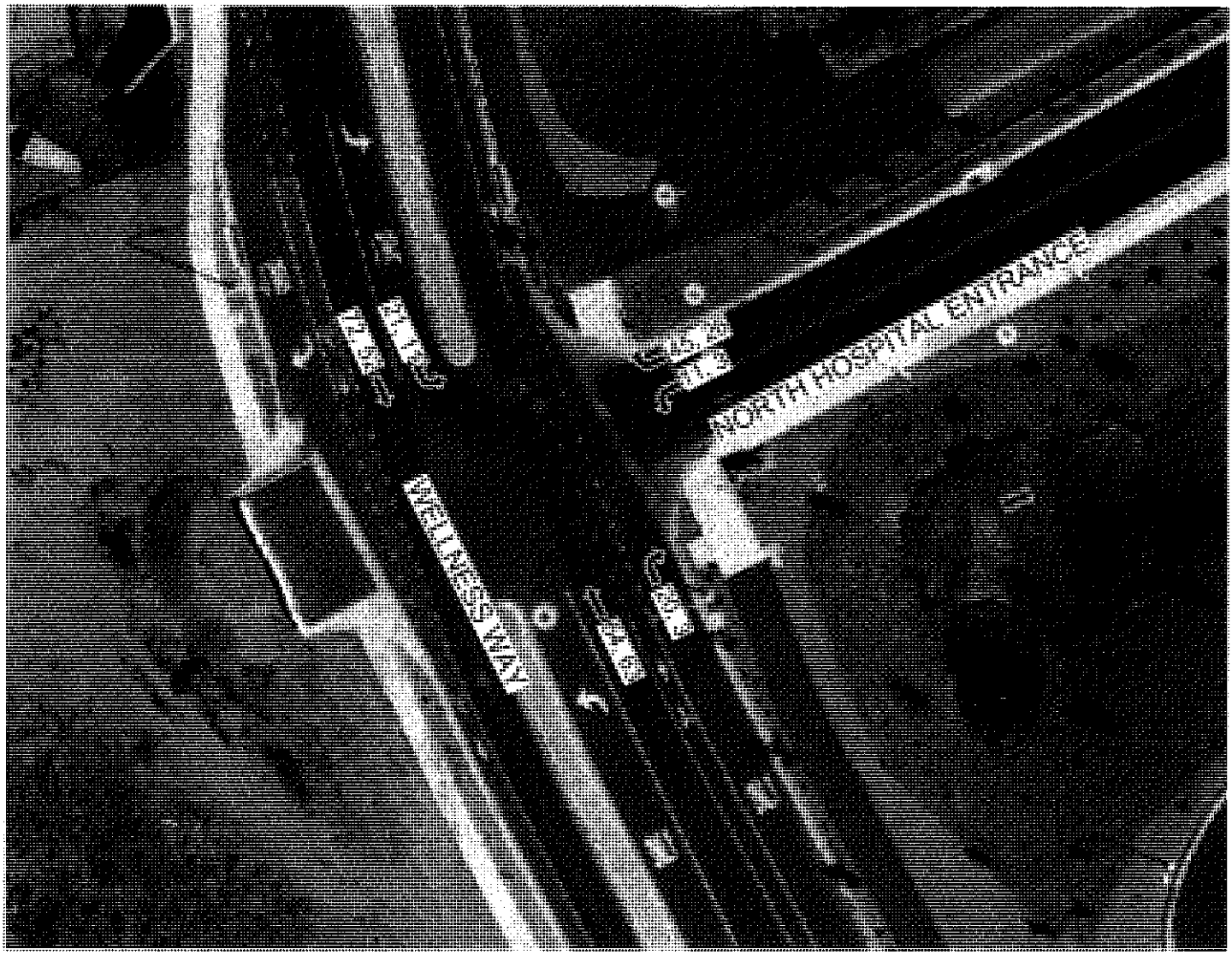
LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

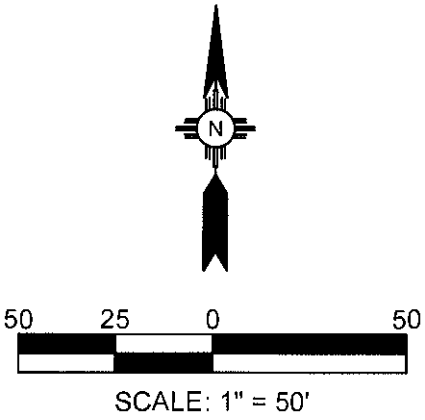
DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES CERRILLOS ROAD & HERRERA DRIVE & WELLNESS WAY

FIGURE 16



PEAK HOURS FOR TRAFFIC COUNT DATED July 7, 2020 (Tuesday)	
AM	PM
8:00 AM to 9:00 AM	4:30 PM to 5:30 PM

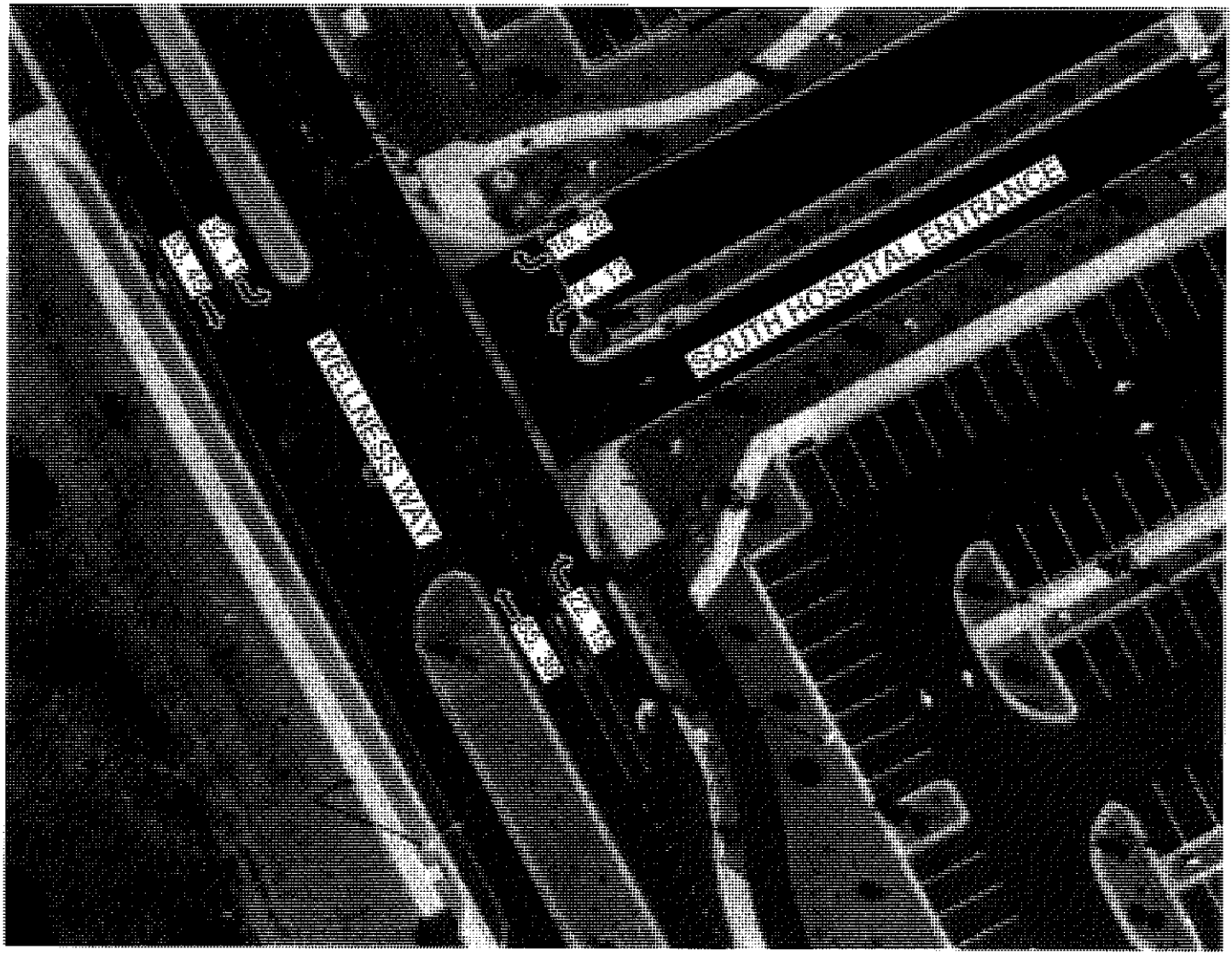


LEGEND

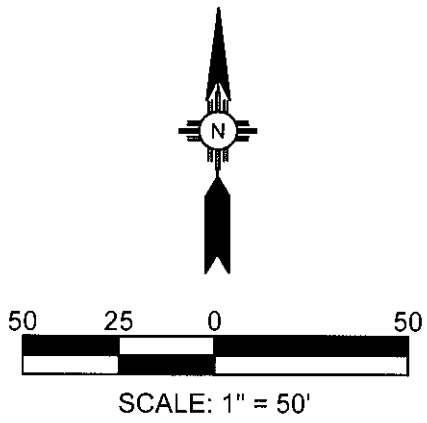
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES WELLNESS WAY & NORTH HOSPITAL ENTRANCE FIGURE 17



PEAK HOURS FOR TRAFFIC COUNT DATED July 7, 2020 (Tuesday)	
AM	PM
7:45 AM to 8:45 AM	4:30 PM to 5:30 PM

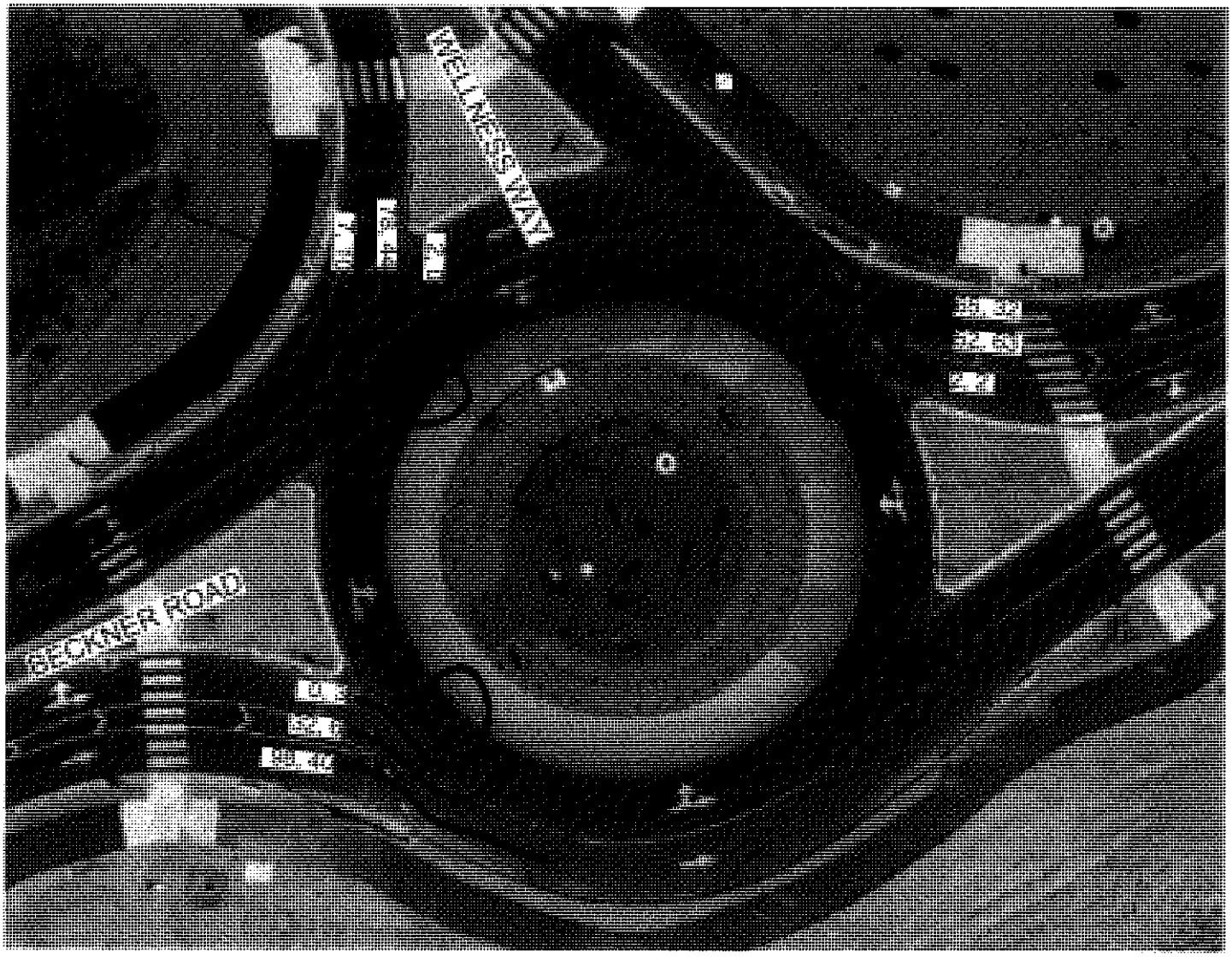


LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES WELLNESS WAY & SOUTH HOSPITAL ENTRANCE FIGURE 18



PEAK HOURS FOR TRAFFIC COUNT DATED July 9, 2020 (Thursday)	
AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM



50 25 0 50

SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
BECKNER ROAD & WELLNESS WAY
FIGURE 19



PEAK HOURS FOR TRAFFIC COUNT DATED October 3, 2019	
AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM

50 25 0 50

SCALE: 1" = 50'

LEGEND

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM — 11, 23

DENOTES MOVEMENT ←

EXISTING TRAFFIC VOLUMES
CERRILLOS ROAD & BECKNER ROAD
FIGURE 20

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2014 - 2018

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2013 - 2017

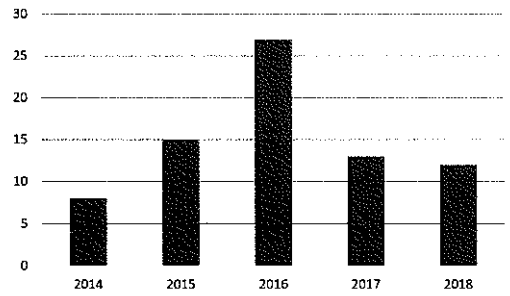


FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2014 - 2018

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2014	0	0.0%	3	14.3%	5	9.3%	8	10.7%
2015	0	0.0%	3	14.3%	12	22.2%	15	20.0%
2016	0	0.0%	7	33.3%	20	37.0%	27	36.0%
2017	0	0.0%	4	19.0%	9	16.7%	13	17.3%
2018	0	0.0%	4	19.0%	8	14.8%	12	16.0%
GRAND TOTAL	0	0.0%	21	100.0%	54	100.0%	75	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY SEVERITY OF INJURY, 2014 - 2018

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2014	0	0.0%	0	0.0%	1	20.0%	6	2.7%	37	16.4%	44	19.5%
2015	0	0.0%	0	0.0%	1	20.0%	5	16.1%	31	16.3%	37	16.4%
2016	0	0.0%	0	0.0%	2	40.0%	11	35.5%	68	35.8%	81	35.8%
2017	0	0.0%	0	0.0%	1	20.0%	4	12.9%	26	13.7%	31	13.7%
2018	0	0.0%	0	0.0%	0	0.0%	5	16.1%	28	14.7%	33	14.6%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY CRASH CLASSIFICATION, 2014 - 2018

CRASH CLASSIFICATION	2014	2015	2016	2017	2018	5-YEAR TOTAL
OTHER VEHICLE	12	12	24	11	11	70
FIXED OBJECT	2	0	2	2	1	7
ANIMAL	0	0	1	0	0	1
OVERTURN/ROLLOVER	1	0	0	0	0	1
GRAND TOTAL	15	12	27	13	12	79

TABLE 4: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY TOP CONTRIBUTING FACTOR, 2014 - 2018

HIGHEST CONTRIBUTING FACTOR TO CRASH	2014	2015	2016	2017	2018	5-YEAR TOTAL
FOLLOWING TOO CLOSELY	4	3	8	5	5	25
DRIVER INATTENTION	3	2	3	3	3	14
FAILURE TO YIELD RIGHT OF WAY	2	1	2	0	1	6
DISREGARDED TRAFFIC SIGNAL	0	2	3	0	1	6
OTHER IMPROPER DRIVING	3	0	0	1	1	5
IMPROPER LANE CHANGE	1	1	2	0	0	4
ALCOHOL/DRUG INVOLVED	2	0	0	1	0	3
EXCESSIVE SPEED	0	0	1	1	1	3
MADE IMPROPER TURN	0	0	2	1	0	3
IMPROPER BACKING	0	0	1	1	0	2
SPEED TOO FAST FOR CONDITIONS	0	1	1	0	0	2
INADEQUATE BRAKES	0	1	1	0	0	2
NONE	0	0	1	0	0	1
OTHER - NO DRIVER ERROR	0	0	1	0	0	1
AVOID NO CONTACT	0	1	0	0	0	1
IMPROPER OVERTAKING	0	0	1	0	0	1
GRAND TOTAL	15	12	27	13	12	79

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

NMDOT CRASH DATA
FIGURE 21

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2018

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2018

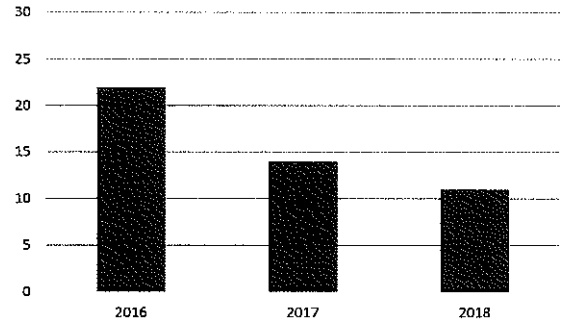


FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2018

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	5	38.5%	17	50.0%	22	46.8%
2017	0	0.0%	3	23.1%	11	32.4%	14	29.8%
2018	0	0.0%	5	38.5%	6	17.6%	11	23.4%
GRAND TOTAL	0	0.0%	13	100.0%	34	100.0%	47	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY SEVERITY OF INJURY, 2016 - 2018

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	1	20.0%	5	33.3%	53	50.5%	59	47.2%
2017	0	0.0%	0	0.0%	3	60.0%	3	20.0%	34	32.4%	40	32.0%
2018	0	0.0%	0	0.0%	1	20.0%	7	46.7%	18	17.1%	26	20.8%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY CRASH CLASSIFICATION, 2016 - 2018

CRASH CLASSIFICATION	2016	2017	2018	3-YEAR TOTAL
OTHER VEHICLE	20	14	10	44
FIXED OBJECT	2	0	1	3
GRAND TOTAL	22	14	11	47

TABLE 4: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY TOP CONTRIBUTING FACTOR, 2016 - 2018

HIGHEST CONTRIBUTING FACTOR TO CRASH	2016	2017	2018	3-YEAR TOTAL
FOLLOWING TOO CLOSELY	8	7	3	18
DRIVER INATTENTION	5	2	1	8
FAILURE TO YIELD RIGHT OF WAY	4	1	2	7
DISREGARDED TRAFFIC SIGNAL	2	1	2	5
NONE	1	1	2	4
OTHER IMPROPER DRIVING	1	0	1	2
IMPROPER LANE CHANGE	0	1	0	1
OTHER MECHANICAL DEFECT	0	1	0	1
AVOID NO CONTACT	1	0	0	1
GRAND TOTAL	22	14	11	47

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

NMDOT CRASH DATA
FIGURE 22

CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY, 2016 - 2018

FIGURE 1: CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY, 2016 - 2018



FIGURE 1: CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY, 2016 - 2018

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2018	0	0.0%	1	100.0%	0	0.0%	1	100.0%
GRAND TOTAL	0	0.0%	1	100.0%	0	0.0%	1	100.0%

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY BY SEVERITY OF INJURY, 2016 - 2018

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2017	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2018	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1	100.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY BY CRASH CLASSIFICATION, 2016 - 2018

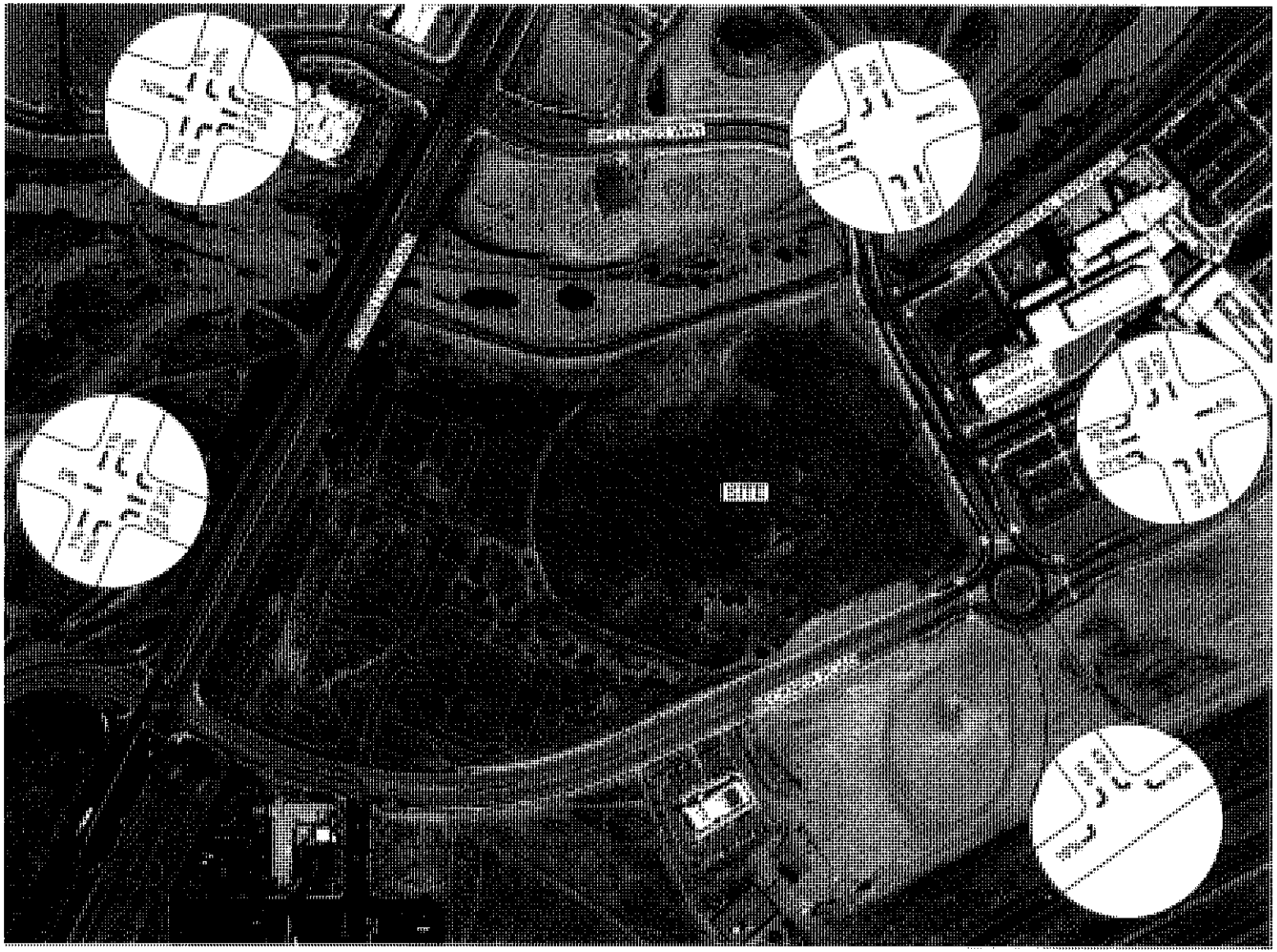
CRASH CLASSIFICATION	2016	2017	2018	3-YEAR TOTAL
OVERTURN / ROLLOVER	0	0	1	1
FIXED OBJECT	0	0	0	0
GRAND TOTAL	0	0	1	1

TABLE 4: CRASHES NEAR THE INTERSECTION OF BECKNER ROAD AND WELLNESS WAY BY TOP CONTRIBUTING FACTOR, 2016 - 2018

HIGHEST CONTRIBUTING FACTOR TO CRASH	2016	2017	2018	3-YEAR TOTAL
ALCOHOL/DRUG INVOLVED	0	0	1	1
GRAND TOTAL	0	0	1	1

SOURCE: NMDOT CRASH DATABASE AS OF JULY 16, 2020

NMDOT CRASH DATA
FIGURE 23



LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

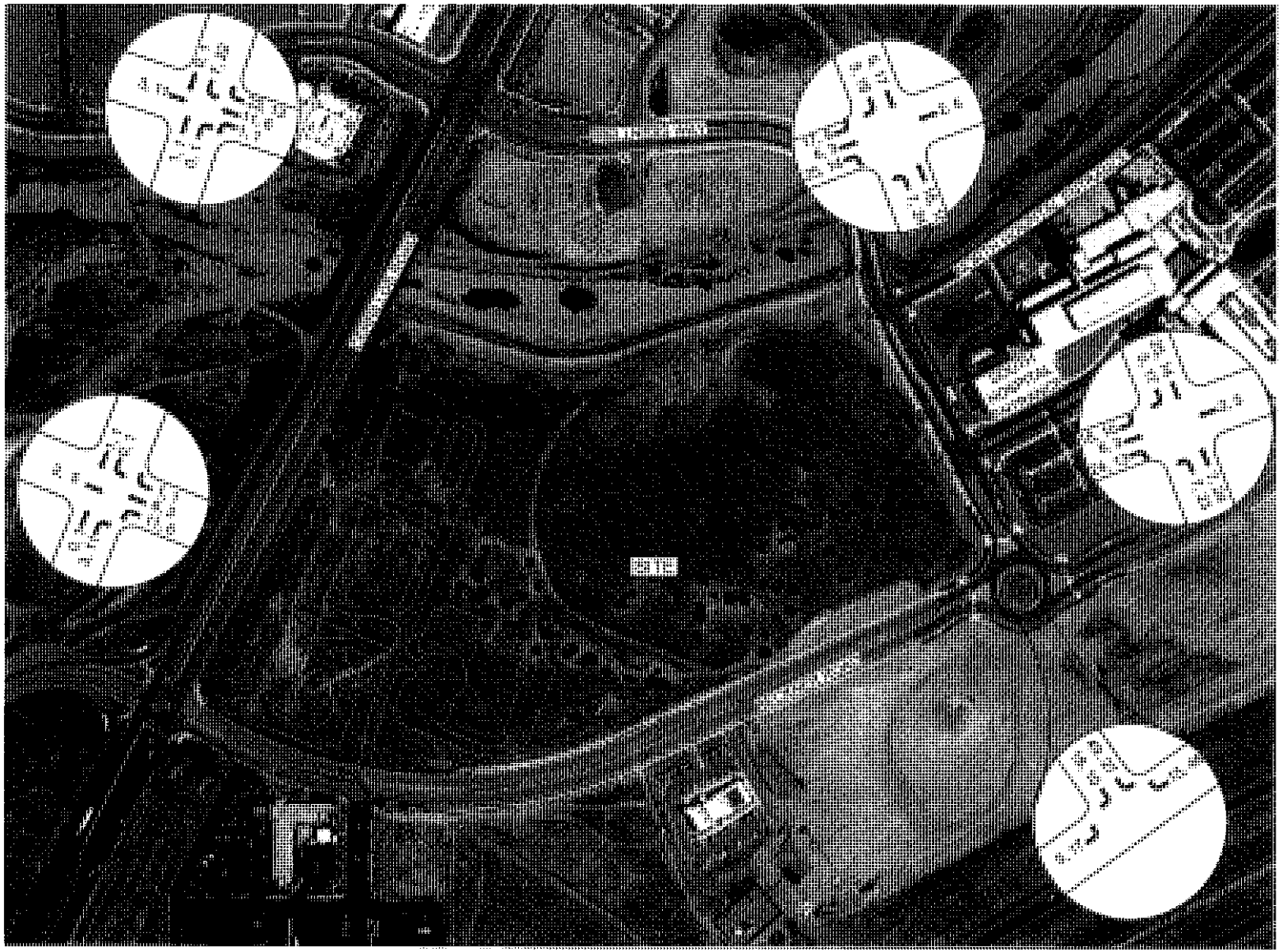
DENOTES MOVEMENT

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

300 150 0 300

SCALE: 1" = 300'

DIRECTIONS OF APPROACH AND RETURN - PHASE 1 APARTMENTS
FIGURE 24



LEGEND

DENOTES SITE GENERATED
TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT ←

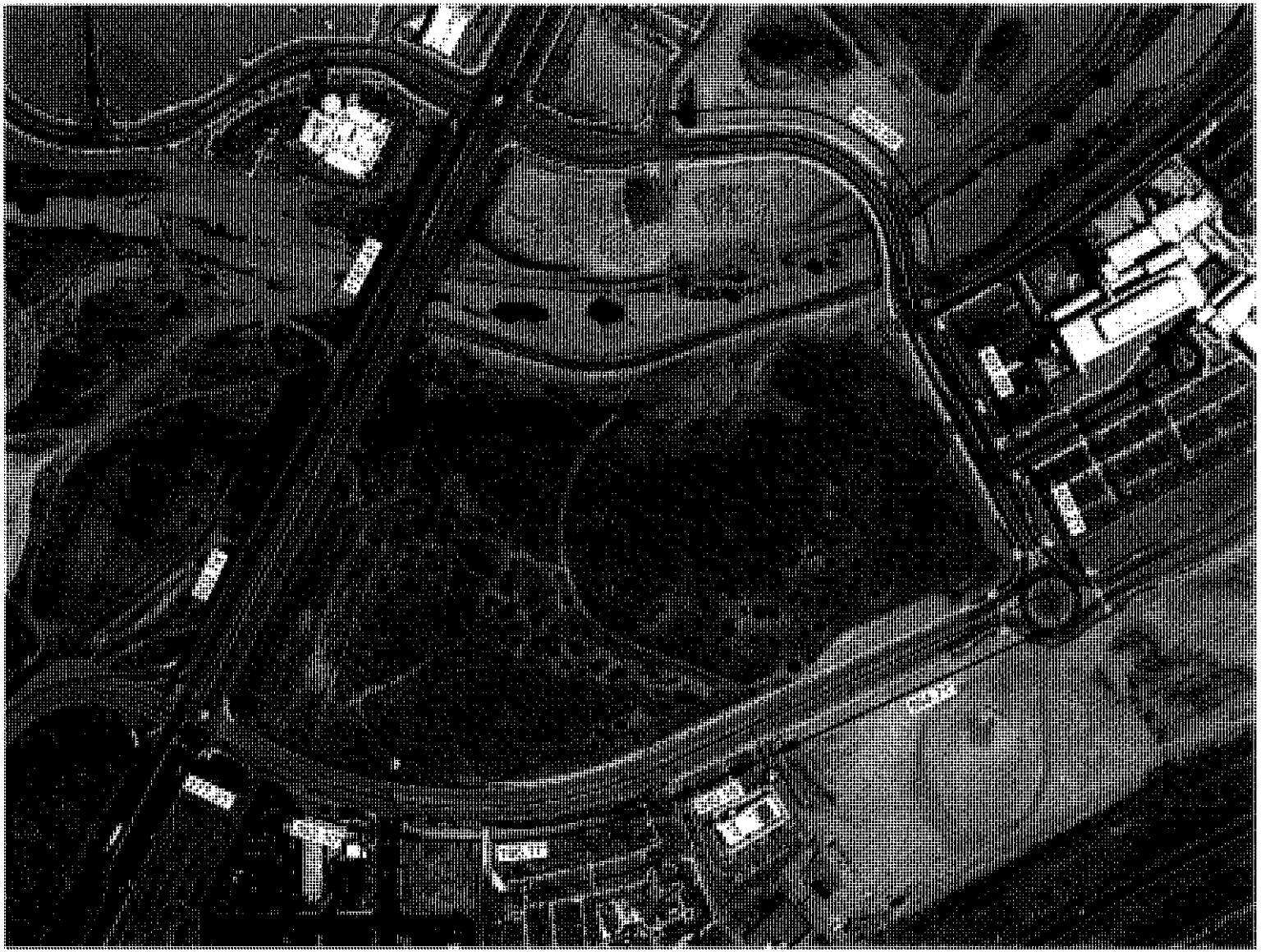
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

N

300 150 0 300

SCALE: 1" = 300'

SITE GENERATION TRAFFIC -
PHASE 1 APARTMENTS
FIGURE 25



LEGEND:

Ⓡ DENOTES EXISTING RIGHT IN / RIGHT OUT DRIVEWAY

Ⓢ DENOTES EXISTING SIGNALIZED INTERSECTION

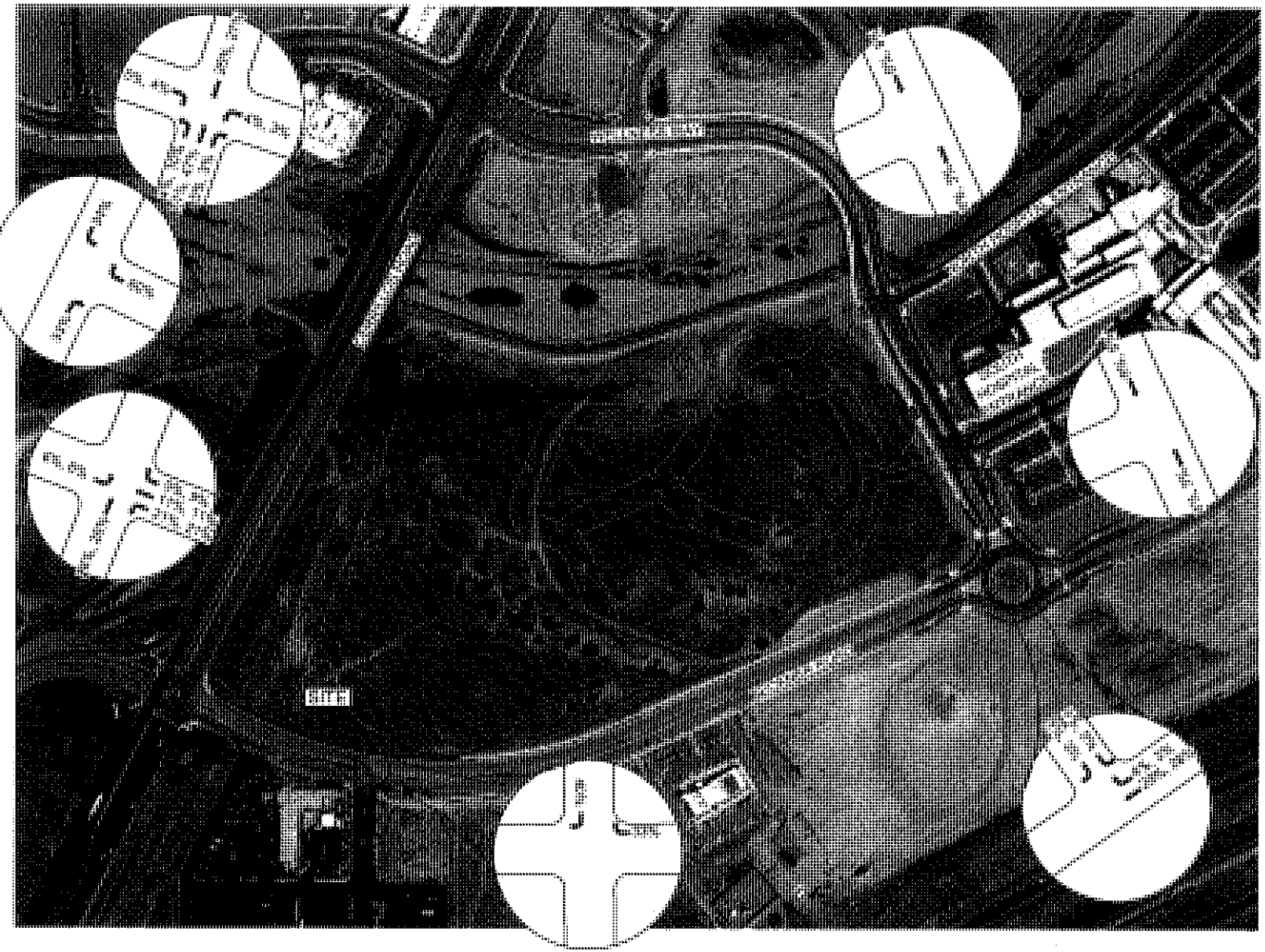
REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

N

300 150 0 300

SCALE: 1" = 300'

INTERSECTION SPACING
FIGURE 26



LEGEND

DENOTES PERCENTAGE OF
TRAFFIC AM, PM 11%,11%

NOTE:
WHERE ONE PERCENTAGE IS SHOWN THIS DEPICTS BOTH AM AND PM TRAFFIC

DENOTES MOVEMENT ⟵

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

N

300 150 0 300

SCALE: 1" = 300'

DIRECTIONS OF APPROACH AND RETURN - PHASE 2 COMMERCIAL
FIGURE 27

APPENDIX B

TRAFFIC COUNTS

File Name: CERRILLOS ROAD and BECKNER ROAD and I-25 Frontage Road- AM
Start Date: 6/24/2020
Peak Hour 7:15 to 8:15 AM
Person Counting: Veronica Cordova / Video

	I-25 FRONTAGE ROAD EASTBOUND						BECKNER ROAD WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
7:15 AM	46	3	13	0	0	0	8	4	2	0	0	0	3	173	17	0	2	0	1	95	38	0	5	0	403
7:30 AM	40	5	21	0	0	0	7	4	2	0	0	0	2	216	28	0	4	0	0	121	18	0	0	0	464
7:45 AM	39	3	10	0	0	0	8	1	3	0	0	0	8	258	30	0	3	0	2	130	32	0	3	0	524
8:00 AM	51	7	10	0	0	0	14	1	2	0	0	0	2	210	25	0	4	0	4	100	25	0	2	0	451
Total	176	18	54	0	0	0	37	10	9	0	0	0	15	857	100	0	13	0	7	446	113	0	10	0	1842
PHF	0.86	0.64	0.64				0.66	0.63	0.75				0.47	0.83	0.83				0.44	0.86	0.74				0.88

File Name: CERRILLOS ROAD and BECKNER ROAD and I-25 Frontage Road- AM
Start Date: 6/24/2020
Start Time: 6:30:00 AM
Person Counting: Veronica Cordova / Video

	I-25 FRONTAGE ROAD EASTBOUND						BECKNER ROAD WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	16	2	9	0	0	0	6	2	0	0	0	0	4	97	11	0	4	0	0	70	8	0	0	0	225
6:45 AM	21	1	5	0	1	0	0	0	0	0	0	0	3	199	21	0	6	0	2	95	12	0	1	1	359
7:00 AM	39	3	10	0	1	0	11	1	0	0	0	0	6	166	14	0	0	0	3	92	15	0	3	0	360
7:15 AM	46	3	13	0	0	0	8	4	2	0	0	0	3	173	17	0	2	0	1	95	38	0	5	0	403
7:30 AM	40	5	21	0	0	0	7	4	2	0	0	0	2	216	28	0	4	0	0	121	18	0	0	0	464
7:45 AM	39	3	10	0	0	0	8	1	3	0	0	0	8	258	30	0	3	0	2	130	32	0	3	0	524
8:00 AM	51	7	10	0	0	0	14	1	2	0	0	0	2	210	25	0	4	0	4	100	25	0	2	0	451
8:15 AM	43	5	17	0	0	0	6	2	0	0	0	0	8	185	19	0	4	0	1	88	12	0	0	0	386
8:30 AM	32	3	6	0	0	0	10	2	3	0	1	0	8	203	26	0	5	0	2	132	17	0	1	0	444
8:45 AM	41	8	7	0	0	1	4	2	4	0	1	0	4	190	16	1	1	0	4	112	20	0	2	0	412
Total	368	40	108	0	2	1	74	19	16	0	2	0	48	1897	207	1	33	0	19	1035	197	0	17	1	4028

File Name: CERRILLOS ROAD and BECKNER ROAD and I-25 Frontage Road- PM
Start Date: 6/24/2020
Peak Hour 4:30 to 5:30 PM
Person Counting: Veronica Cordova / Video

	I-25 FRONTAGE ROAD EASTBOUND						BECKNER ROAD WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
04:30 PM	39	2	9	0	0	2	27	0	8	0	0	0	5	220	22	1	0	0	5	241	46	0	5	0	624
04:45 PM	37	2	9	0	0	0	19	6	9	0	0	0	5	199	8	0	4	0	4	244	53	0	1	0	595
05:00 PM	49	3	12	0	0	0	32	6	12	0	0	0	8	205	11	0	2	0	0	254	49	0	0	0	641
05:15 PM	32	4	8	0	0	0	20	2	0	0	0	0	4	191	11	0	2	0	6	253	55	0	1	0	586
Total	157	11	38	0	0	2	98	14	29	0	0	0	22	815	52	1	8	0	15	992	203	0	7	0	2446
PHF	0.80	0.69	0.79				0.77	0.58	0.60				0.69	0.93	0.59				0.63	0.98	0.92				0.95

File Name: CERRILLOS ROAD and BECKNER ROAD and I-25 Frontage Road- PM
Start Date: 6/24/2020
Start Time: 03:00 PM
Person Counting: Veronica Cordova / Video

	I-25 FRONTAGE ROAD EASTBOUND						BECKNER ROAD WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	38	1	3	0	0	0	24	1	7	0	0	0	8	158	16	0	2	0	9	179	37	1	0	0	481
03:15 PM	44	3	8	0	0	0	14	5	20	0	0	0	9	163	6	0	3	0	5	232	49	2	3	0	558
03:30 PM	41	1	10	0	0	0	11	2	11	0	0	0	12	158	8	1	1	0	11	258	37	1	2	0	560
03:45 PM	34	1	6	0	0	0	16	2	6	0	0	0	4	153	12	0	3	0	3	238	33	0	2	0	510
04:00 PM	25	5	3	0	0	0	15	3	8	0	0	0	4	195	15	0	4	0	3	249	37	0	3	0	562
04:15 PM	37	3	7	0	0	0	17	2	7	0	0	0	8	191	7	0	1	0	4	245	47	0	3	0	575
04:30 PM	39	2	9	0	0	2	27	0	8	0	0	0	5	220	22	1	0	0	5	241	46	0	5	0	624
04:45 PM	37	2	9	0	0	0	19	6	9	0	0	0	5	199	8	0	4	0	4	244	53	0	1	0	595
05:00 PM	49	3	12	0	0	0	32	6	12	0	0	0	8	205	11	0	2	0	0	254	49	0	0	0	641
05:15 PM	32	4	8	0	0	0	20	2	0	0	0	0	4	191	11	0	2	0	6	253	55	0	1	0	586
05:30 PM	40	6	9	0	0	0	17	2	7	0	0	0	8	173	13	0	4	0	4	246	60	0	2	0	585
05:45 PM	42	2	7	0	0	0	19	2	6	0	0	0	4	181	16	0	1	2	4	219	41	1	0	0	543
Total	458	33	91	0	0	2	233	33	101	0	0	0	79	2187	145	2	27	2	58	2858	544	5	22	0	6820

File Name: CERRILLOS ROAD and HERRERA DRIVE and WELLNESS WAY- AM
Start Date: 7/1/2020
Peak Hour 7:30 to 8:30 AM
Person Counting: Veronica Cordova / Video

	HERRERA DRIVE EASTBOUND						WELLNESS WAY WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
7:30 AM	5	6	25	0	0	0	19	2	6	0	0	0	20	219	15	0	0	0	8	78	10	0	4	0	413
7:45 AM	6	9	31	0	0	0	20	1	3	0	0	0	15	263	25	0	2	0	23	149	6	2	0	0	551
8:00 AM	4	5	18	0	0	1	16	5	8	0	2	0	18	230	9	0	3	0	7	78	3	0	1	0	401
8:15 AM	2	11	18	0	0	0	10	7	8	0	0	0	22	184	21	0	5	0	10	112	7	0	4	0	412
Total	17	31	92	0	0	1	65	15	25	0	2	0	75	896	70	0	10	0	48	417	26	2	9	0	1779
PHF	0.71	0.70	0.74				0.81	0.54	0.78				0.85	0.85	0.70				0.52	0.70	0.65				0.81

File Name: CERRILLOS ROAD and HERRERA DRIVE and WELLNESS WAY- AM
Start Date: 7/1/2020
Start Time: 6:30:00 AM
Person Counting: Veronica Cordova / Video

	HERRERA DRIVE EASTBOUND						WELLNESS WAY WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	4	6	0	0	0	10	2	3	0	0	0	6	101	8	0	1	0	8	63	6	0	1	4	217
6:45 AM	4	6	19	0	0	0	19	1	5	0	0	0	17	130	12	1	0	0	14	78	0	0	5	0	305
7:00 AM	4	5	12	0	0	0	10	4	6	0	0	0	31	152	13	0	0	0	7	61	5	0	3	0	310
7:15 AM	5	6	15	0	0	0	18	3	6	0	0	0	17	194	12	0	0	0	9	93	4	0	1	0	382
7:30 AM	5	6	25	0	0	0	19	2	6	0	0	0	20	219	15	0	0	0	8	78	10	0	4	0	413
7:45 AM	6	9	31	0	0	0	20	1	3	0	0	0	15	263	25	0	2	0	23	149	6	2	0	0	551
8:00 AM	4	5	18	0	0	1	16	5	8	0	2	0	18	230	9	0	3	0	7	78	3	0	1	0	401
8:15 AM	2	11	18	0	0	0	10	7	8	0	0	0	22	184	21	0	5	0	10	112	7	0	4	0	412
8:30 AM	10	8	14	0	0	0	20	4	13	0	0	0	12	201	13	0	4	0	10	85	8	0	2	0	398
8:45 AM	8	7	13	0	0	0	18	7	17	0	0	0	10	224	6	0	5	0	5	116	10	0	5	0	441
Total	48	67	171	0	0	1	160	36	75	0	2	0	168	1898	134	1	20	0	101	913	59	2	26	4	3830

File Name: CERRILLOS ROAD and HERRERA DRIVE and WELLNESS WAY- PM
Start Date: 7/1/2020
Peak Hour 4:30 to 5:30 PM
Person Counting: Veronica Cordova / Video

	HERRERA DRIVE EASTBOUND						WELLNESS WAY WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	16	6	41	0	0	0	32	9	14	0	0	0	44	202	12	0	1	0	8	274	9	0	3	0	667
04:45 PM	15	11	42	2	0	0	29	14	8	0	0	0	35	208	13	0	2	0	5	213	13	0	2	0	606
05:00 PM	14	11	29	0	0	0	38	12	12	0	0	0	35	182	7	0	2	0	3	286	7	0	2	0	636
05:15 PM	18	10	27	0	0	0	30	33	12	0	0	0	52	182	6	0	2	0	4	270	11	0	1	0	655
Total	63	38	139	2	0	0	129	68	46	0	0	0	166	774	38	0	7	0	20	1043	40	0	8	0	2564
PHF	0.98	0.86	0.83				0.85	0.52	0.82				0.80	0.93	0.73				0.63	0.91	0.77				0.96

File Name: CERRILLOS ROAD and HERRERA DRIVE and WELLNESS WAY- PM
Start Date: 7/1/2020
Start Time: 03:00 PM
Person Counting: Veronica Cordova / Video

	HERRERA DRIVE EASTBOUND						WELLNESS WAY WESTBOUND						CERRILLOS ROAD NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	17	10	30	0	0	0	30	16	10	0	0	0	35	165	10	1	2	0	11	189	14	0	6	0	537
03:15 PM	13	3	36	0	0	0	18	14	18	0	0	0	30	160	6	0	5	0	2	202	9	0	6	0	511
03:30 PM	16	6	21	0	1	0	27	11	9	0	0	0	26	225	12	0	1	0	9	249	13	0	1	0	624
03:45 PM	16	5	36	0	0	0	30	12	11	0	0	0	31	157	11	0	1	0	8	231	16	0	4	0	564
04:00 PM	16	12	32	0	0	0	24	18	10	0	0	0	30	153	11	0	1	1	3	230	15	0	7	0	554
04:15 PM	11	10	40	0	0	0	38	8	21	0	0	0	52	190	10	0	1	0	6	215	9	1	1	0	610
04:30 PM	16	6	41	0	0	0	32	9	14	0	0	0	44	202	12	0	1	0	8	274	9	0	3	0	667
04:45 PM	15	11	42	2	0	0	29	14	8	0	0	0	35	208	13	0	2	0	5	213	13	0	2	0	606
05:00 PM	14	11	29	0	0	0	38	12	12	0	0	0	35	182	7	0	2	0	3	286	7	0	2	0	636
05:15 PM	18	10	27	0	0	0	30	33	12	0	0	0	52	182	6	0	2	0	4	270	11	0	1	0	655
05:30 PM	8	5	38	0	0	0	29	17	9	0	0	0	57	159	10	0	3	0	5	295	11	0	1	0	643
05:45 PM	10	15	36	0	0	0	23	21	7	0	0	0	40	167	8	0	1	0	4	196	16	0	0	0	543
Total	170	104	408	2	1	0	348	185	141	0	0	0	467	2150	116	1	22	1	68	2850	143	1	34	0	7150

File Name: WELLNESS WAY and NORTH HOSPITAL ENTRANCE - AM
Start Date: 7/7/2020
Peak Hour 8:00 to 9:00 AM
Person Counting: Elizer Pena / Video

	DRIVEWAY EASTBOUND						NORTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
8:00 AM	0	0	0	0	0	0	3	0	14	0	0	0	0	15	9	0	0	0	10	20	0	0	0	0	71
8:15 AM	0	0	0	0	0	0	0	0	9	0	1	0	0	21	3	0	0	0	2	22	0	0	0	0	57
8:30 AM	0	0	0	0	0	0	3	0	10	0	0	0	0	14	5	0	0	0	6	15	0	0	2	1	53
8:45 AM	0	0	0	0	0	0	5	0	12	0	1	0	0	14	3	0	0	1	3	15	0	1	0	0	52
Total	0	0	0	0	0	0	11	0	45	0	2	0	0	64	20	0	0	1	21	72	0	1	2	1	234
PHF							0.55		0.80					0.76	0.56				0.53	0.82					0.82

File Name: WELLNESS WAY and NORTH HOSPITAL ENTRANCE - AM
Start Date: 7/7/2020
Start Time: 6:30:00 AM
Person Counting: Elizer Pena / Video

	DRIVEWAY EASTBOUND						NORTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	5	8	0	0	0	11	24	0	0	0	0	50
7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	12	8	1	1	1	11	10	0	0	0	0	43
7:30 AM	0	0	0	0	0	0	0	0	3	0	2	0	0	9	4	0	0	0	8	8	0	0	0	0	32
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	14	23	0	0	0	0	48
8:00 AM	0	0	0	0	0	0	3	0	14	0	0	0	0	15	9	0	0	0	10	20	0	0	0	0	71
8:15 AM	0	0	0	0	0	0	0	0	9	0	1	0	0	21	3	0	0	0	2	22	0	0	0	0	57
8:30 AM	0	0	0	0	0	0	3	0	10	0	0	0	0	14	5	0	0	0	6	15	0	0	2	1	53
8:45 AM	0	0	0	0	0	0	5	0	12	0	1	0	0	14	3	0	0	1	3	15	0	1	0	0	52
Total	0	0	0	0	0	0	14	0	49	0	4	0	0	98	43	1	1	2	65	137	0	1	2	1	406

File Name: WELLNESS WAY and NORTH HOSPITAL ENTRANCE - PM
Start Date: 7/7/2020
Peak Hour 4:30 to 5:30 PM
Person Counting: Elizer Pena / Video

	DRIVEWAY EASTBOUND						NORTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	0	0	0	0	0	0	1	0	7	0	0	0	0	20	2	0	0	0	2	15	0	0	0	0	47
04:45 PM	0	0	0	0	0	0	1	0	8	0	0	0	0	17	1	0	0	0	4	11	0	0	1	0	42
05:00 PM	0	0	0	0	0	0	1	0	7	0	0	0	0	11	0	0	0	0	2	11	0	0	0	1	32
05:15 PM	0	0	0	0	0	0	0	0	4	0	1	0	0	15	0	0	0	1	3	15	0	0	0	0	37
Total	0	0	0	0	0	0	3	0	26	0	1	0	0	63	3	0	0	1	11	52	0	0	1	1	158
PHF							0.75		0.81					0.79	0.38				0.69	0.87					0.84

File Name: WELLNESS WAY and NORTH HOSPITAL ENTRANCE - PM
Start Date: 7/7/2020
Start Time: 03:00 PM
Person Counting: Elizer Pena / Video

	DRIVEWAY EASTBOUND						NORTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	13	0	1	0	0	3	9	0	0	0	0	26
04:15 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	9	0	0	0	0	2	13	0	0	0	0	27
04:30 PM	0	0	0	0	0	0	1	0	7	0	0	0	0	20	2	0	0	0	2	15	0	0	0	0	47
04:45 PM	0	0	0	0	0	0	1	0	8	0	0	0	0	17	1	0	0	0	4	11	0	0	1	0	42
05:00 PM	0	0	0	0	0	0	1	0	7	0	0	0	0	11	0	0	0	0	2	11	0	0	0	1	32
05:15 PM	0	0	0	0	0	0	0	0	4	0	1	0	0	15	0	0	0	1	3	15	0	0	0	0	37
05:30 PM	0	0	0	0	0	0	1	0	10	0	0	0	0	18	1	0	0	0	1	12	0	0	0	0	43
05:45 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	14	0	0	0	0	2	8	0	0	0	0	28
Total	0	0	0	0	0	0	6	0	44	0	1	0	0	117	4	1	0	1	19	94	0	0	1	1	284

File Name: WELLNESS WAY and SOUTH HOSPITAL ENTRANCE - AM
Start Date: 7/7/2020
Peak Hour 7:45 to 8:45 AM
Person Counting: Veronica Cordova / Video

	EASTBOUND						SOUTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:45 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	10	3	0	0	0	9	14	0	0	0	0	39
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	23	6	0	0	0	3	20	0	0	0	0	54
8:15 AM	0	0	0	0	0	0	4	0	5	0	0	0	0	18	6	0	0	0	10	12	0	0	0	1	55
8:30 AM	0	0	0	0	0	0	8	0	8	0	0	0	0	14	7	0	0	0	10	7	0	0	0	1	54
Total	0	0	0	0	0	0	14	0	16	0	0	0	0	65	22	0	0	0	32	53	0	0	0	2	202
PHF							0.44		0.50					0.71	0.79				0.80	0.66					0.92

File Name: WELLNESS WAY and SOUTH HOSPITAL ENTRANCE - AM
Start Date: 7/7/2020
Start Time: 6:30:00 AM
Person Counting: Veronica Cordova / Video

	EASTBOUND						SOUTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	9	4	0	0	0	9	17	0	2	0	0	41
7:15 AM	0	0	0	0	0	0	1	0	3	0	0	0	0	17	1	0	1	1	3	8	0	1	0	0	33
7:30 AM	0	0	0	0	0	0	0	0	5	0	1	0	0	8	3	0	0	0	4	5	0	0	0	0	25
7:45 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	10	3	0	0	0	9	14	0	0	0	0	39
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	23	6	0	0	0	3	20	0	0	0	0	54
8:15 AM	0	0	0	0	0	0	4	0	5	0	0	0	0	18	6	0	0	0	10	12	0	0	0	1	55
8:30 AM	0	0	0	0	0	0	8	0	8	0	0	0	0	14	7	0	0	0	10	7	0	0	0	1	54
8:45 AM	0	0	0	0	0	0	0	0	9	0	0	0	0	8	2	0	0	0	9	11	0	0	0	1	39
Total	0	0	0	0	0	0	16	0	34	0	1	0	0	107	32	0	1	1	57	94	0	3	0	3	340

File Name: WELLNESS WAY and SOUTH HOSPITAL ENTRANCE - PM
Start Date: 7/7/2020
Peak Hour 4:30 to 5:30 PM
Person Counting: Elizer Pena / Video

	EASTBOUND						SOUTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
04:30 PM	0	0	0	0	0	0	2	0	9	0	0	0	0	13	8	0	0	0	2	14	0	0	0	0	48
04:45 PM	0	0	0	0	0	0	3	0	10	0	0	0	0	8	3	1	0	0	1	12	0	0	0	0	37
05:00 PM	0	0	0	0	0	0	2	0	5	0	0	0	0	7	1	0	0	0	2	10	0	0	0	0	27
05:15 PM	0	0	0	0	0	0	5	0	4	0	0	0	0	11	3	0	0	1	6	9	0	0	0	1	38
Total	0	0	0	0	0	0	12	0	28	0	0	0	0	39	15	1	0	1	11	45	0	0	0	1	150
PHF							0.60		0.70					0.75	0.47				0.46	0.80					0.78

File Name: WELLNESS WAY and SOUTH HOSPITAL ENTRANCE - PM
Start Date: 7/7/2020
Start Time: 03:00 PM
Person Counting: Elizer Pena / Video

	EASTBOUND						SOUTH HOSPITAL ENTRANCE WESTBOUND						WELLNESS WAY NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	4	0	4	0	0	0	0	10	4	0	0	0	2	9	0	0	0	0	33
04:15 PM	0	0	0	0	0	0	4	0	5	0	0	0	0	5	2	0	0	1	3	11	0	0	0	3	30
04:30 PM	0	0	0	0	0	0	2	0	9	0	0	0	0	13	8	0	0	0	2	14	0	0	0	0	48
04:45 PM	0	0	0	0	0	0	3	0	10	0	0	0	0	8	3	1	0	0	1	12	0	0	0	0	37
05:00 PM	0	0	0	0	0	0	2	0	5	0	0	0	0	7	1	0	0	0	2	10	0	0	0	0	27
05:15 PM	0	0	0	0	0	0	5	0	4	0	0	0	0	11	3	0	0	1	6	9	0	0	0	1	38
05:30 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	12	0	0	0	0	3	10	0	0	0	0	35
05:45 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	11	2	0	0	0	3	6	0	0	0	0	26
Total	0	0	0	0	0	0	26	0	45	0	0	0	0	77	23	1	0	2	22	81	0	0	0	4	274

File Name: BECKNER ROAD and WELLNESS WAY - AM
Start Date: 7/9/2020
Peak Hour 7:30 to 8:30 AM
Person Counting: Elizer Pena / Video

	BECKNER ROAD EASTBOUND						BECKNER ROAD WESTBOUND						NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
7:30 AM	5	22	0	0	0	0	0	16	15	0	0	0	0	0	0	0	0	0	13	0	2	1	0	0	73
7:45 AM	7	35	0	0	1	0	0	13	16	0	1	0	0	0	0	0	0	0	27	0	0	1	0	0	98
8:00 AM	8	20	0	0	1	0	0	14	21	1	1	0	0	0	0	0	0	0	20	0	3	0	0	0	86
8:15 AM	12	21	0	0	0	0	0	9	13	1	1	0	0	0	0	0	0	0	18	0	2	0	0	0	75
Total	32	98	0	0	2	0	0	52	65	2	3	0	0	0	0	0	0	0	78	0	7	2	0	0	336
PHF	0.67	0.70						0.81	0.77										0.72		0.58				0.86

File Name: BECKNER ROAD and WELLNESS WAY - AM
Start Date: 7/9/2020
Start Time: 6:30:00 AM
Person Counting: Elizer Pena / Video

	BECKNER ROAD EASTBOUND						BECKNER ROAD WESTBOUND						NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	2	12	0	0	2	0	0	7	5	0	1	0	0	0	0	0	0	0	5	0	1	0	0	0	32
6:45 AM	5	17	0	0	1	0	0	6	6	1	0	0	0	0	0	0	0	0	17	0	2	0	0	0	53
7:00 AM	4	11	0	0	0	0	0	9	7	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	39
7:15 AM	5	21	0	1	0	0	0	6	11	1	0	0	0	0	0	0	0	0	12	0	4	0	0	0	59
7:30 AM	5	22	0	0	0	0	0	16	15	0	0	0	0	0	0	0	0	0	13	0	2	1	0	0	73
7:45 AM	7	35	0	0	1	0	0	13	16	0	1	0	0	0	0	0	0	0	27	0	0	1	0	0	98
8:00 AM	8	20	0	0	1	0	0	14	21	1	1	0	0	0	0	0	0	0	20	0	3	0	0	0	86
8:15 AM	12	21	0	0	0	0	0	9	13	1	1	0	0	0	0	0	0	0	18	0	2	0	0	0	75
8:30 AM	7	10	0	3	2	0	0	8	12	1	1	0	0	0	0	0	0	0	18	0	0	1	0	0	55
8:45 AM	6	8	0	2	0	0	0	12	10	1	0	0	0	0	0	0	0	0	18	0	2	1	1	0	56
Total	61	177	0	6	7	0	0	100	116	7	5	0	0	0	0	0	0	0	156	0	16	4	1	0	626

File Name: BECKNER ROAD and WELLNESS WAY - PM
Start Date: 7/9/2020
Peak Hour 4:30 to 5:30 PM
Person Counting: Elizer Pena / Video

	BECKNER ROAD EASTBOUND						BECKNER ROAD WESTBOUND						NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Left	Thru	Right	Utum	Truck	Peds	Total
04:30 PM	4	12	0	3	0	0	0	11	7	0	0	0	0	0	0	0	0	0	13	0	2	0	0	0	49
04:45 PM	1	9	0	0	0	0	0	17	9	0	0	0	0	0	0	0	0	0	13	0	3	0	0	0	52
05:00 PM	0	10	0	0	0	0	0	17	9	1	0	0	0	0	0	0	0	0	10	0	3	0	0	0	49
05:15 PM	1	9	0	0	0	0	0	18	7	1	1	0	0	0	0	0	0	0	8	0	2	0	0	0	45
Total	6	40	0	3	0	0	0	63	32	2	1	0	0	0	0	0	0	0	44	0	10	0	0	0	195
PHF	0.38	0.83						0.88	0.89										0.85		0.83				0.94

File Name: BECKNER ROAD and WELLNESS WAY - PM
Start Date: 7/9/2020
Start Time: 03:00 PM
Person Counting: Elizer Pena / Video

	BECKNER ROAD EASTBOUND						BECKNER ROAD WESTBOUND						NORTHBOUND						WELLNESS WAY SOUTHBOUND						
Start Time	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Total
03:00 PM	4	6	0	0	2	0	0	7	10	0	0	0	0	0	0	0	0	0	15	0	5	2	0	0	47
03:15 PM	4	7	0	1	1	0	0	14	9	0	2	0	0	0	0	0	0	0	13	0	1	0	0	0	48
03:30 PM	5	10	0	1	0	0	0	13	6	0	3	0	0	0	0	0	0	0	7	0	5	0	0	0	46
03:45 PM	2	6	0	1	0	0	0	10	8	1	0	0	0	0	0	0	0	0	4	0	1	0	0	0	31
04:00 PM	2	9	0	1	0	0	0	9	10	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	38
04:15 PM	2	8	0	2	0	0	0	12	7	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	39
04:30 PM	4	12	0	3	0	0	0	11	7	0	0	0	0	0	0	0	0	0	13	0	2	0	0	0	49
04:45 PM	1	9	0	0	0	0	0	17	9	0	0	0	0	0	0	0	0	0	13	0	3	0	0	0	52
05:00 PM	0	10	0	0	0	0	0	17	9	1	0	0	0	0	0	0	0	0	10	0	3	0	0	0	49
05:15 PM	1	9	0	0	0	0	0	18	7	1	1	0	0	0	0	0	0	0	8	0	2	0	0	0	45
05:30 PM	0	10	0	1	0	0	0	8	10	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	38
05:45 PM	1	8	0	0	0	0	0	12	7	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	38
Total	26	104	0	10	3	0	0	148	99	3	6	0	0	0	0	0	0	0	113	0	30	2	0	0	520

APPENDIX C

TRAFFIC VOLUME CALCULATIONS

Cerrillos Road & Beckner Road & I-25 Frontage Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		I-25 Frontage Road			Beckner Road			Cerrillos Road			Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Traffic Data Peri-Covid 19 dated June 24, 2020	PHF	176	18	54	37	10	9	15	857	100	7	446	113
	0.88												
Traffic Data Pre Covid 19 dated October 3, 2019		*306*	*50*	*70*	*57*	*29*	*21*	*117*	*1368*	*58*	*33*	*753*	*202*
Revised Existing for 2020		**309**	**51**	**71**	**58**	**29**	**21**	**118**	**1382**	**59**	**33**	**761**	**204**
No Build Year 2024 (4 Years)		**322**	**53**	**74**	**60**	**30**	**22**	**123**	**1438**	**61**	**35**	**791**	**212**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering			5%						1%	10%	1%		
Vehicles Entering	34		2						0	3	0		
Percentage Vehicles Exiting					10%	5%	1%					1%	
Vehicles Exiting	114				11	6	1					1	
Developed (Phase 1)		**322**	**54**	**74**	**71**	**36**	**23**	**123**	**1438**	**64**	**35**	**793**	**212**
No Build Year 2026 (6 Years)		**328**	**54**	**75**	**61**	**31**	**23**	**125**	**1467**	**62**	**35**	**807**	**217**
Developed (Phase 2)													
Phase 1 Construction		**0**	**2**	**0**	**11**	**6**	**1**	**0**	**0**	**3**	**0**	**1**	**0**
Drive-Thru Pharmacy													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	31	2					0		8				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	27				6	3	2						
Grocery Store													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	34	2					0		9				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	23				5	3	2						
Casual Dining													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	41	2					0		11				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	34				7	4	3						
Hotel													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	32	2					0		8				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	23				5	3	2						
Developed (Phase 2)		**336**	**55**	**75**	**95**	**49**	**34**	**125**	**1503**	**66**	**36**	**808**	**217**
No Build Horizon Year 2036 (16 Years)		**362**	**59**	**83**	**68**	**34**	**25**	**139**	**1620**	**69**	**39**	**892**	**239**
Developed Horizon Year													
Site generated traffic		8	2	0	34	17	11	0	36	3	0	1	0
Developed Horizon Year		**371**	**61**	**83**	**101**	**52**	**36**	**139**	**1656**	**72**	**39**	**893**	**239**

*Increased at a rate of 1% per year.

Cerrillos Road & Beckner Road & I-25 Frontage Road

PM Peak Hour

	Site Generated Traffic	Eastbound I-25 Frontage Road			Westbound Beckner Road			Northbound Cerrillos Road			Southbound Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Traffic Data Peri-Covid 19 dated June 24, 2020	PHF	157	11	38	98	14	29	22	815	52	15	992	203
	0.95												
Traffic Data Pre Covid 19 dated October 3, 2019		*258*	*31*	*106*	*118*	*30*	*48*	*78*	*1140*	*33*	*38*	*1241*	*262*
Revised Existing for 2020		**261**	**31**	**107**	**119**	**30**	**48**	**79**	**1151**	**33**	**38**	**1253**	**265**
No Build Year 2024 (4 Years)		**271**	**33**	**111**	**124**	**32**	**50**	**82**	**1198**	**35**	**40**	**1304**	**275**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering			5%						1%	10%	1%		
Vehicles Entering	108		5						1	11	1		
Percentage Vehicles Exiting					10%	5%	1%					1%	
Vehicles Exiting	63				6	3	1					1	
Developed (Phase 1)		**271**	**38**	**111**	**130**	**35**	**51**	**82**	**1199**	**45**	**41**	**1305**	**275**
No Build Year 2026 (6 Years)		**277**	**33**	**114**	**127**	**32**	**51**	**84**	**1222**	**35**	**41**	**1331**	**281**
Developed (Phase 2)													
Phase 1 Construction		**0**	**5**	**0**	**6**	**3**	**1**	**0**	**1**	**11**	**1**	**1**	**0**
Drive-Thru Pharmacy													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	77	5					1		20				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	77				16	8	6						
Grocery Store													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	96	6					1		25				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	93				20	10	7						
Casual Dining													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	45	3					0		12				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	28				6	3	2						
Hotel													
Percentage Vehicles Entering		6%					1%		26%				
Vehicles Entering	33	2					0		9				
Percentage Vehicles Exiting					21%	11%	8%						
Vehicles Exiting	31				7	3	2						
Developed (Phase 2)		**292**	**39**	**114**	**181**	**61**	**73**	**84**	**1289**	**46**	**42**	**1331**	**281**
No Build Horizon Year 2036 (16 Years)		**306**	**37**	**126**	**140**	**36**	**57**	**92**	**1350**	**39**	**45**	**1470**	**310**
Developed Horizon Year													
Site generated traffic		15	5	0	54	28	21	0	66	11	1	1	0
Developed Horizon Year		**321**	**42**	**126**	**194**	**64**	**78**	**92**	**1416**	**50**	**46**	**1470**	**310**

*Increased at a rate of 1% per year.

Cerrillos Road & Herrera Drive & Wellness Way

AM Peak Hour

	Site Generated Traffic	Eastbound Herrera Drive			Westbound Wellness Way			Northbound Cerrillos Road			Southbound Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Traffic Data Peri-Covid dated July 1, 2020	PHF	17	31	92	65	15	25	75	896	70	48	417	26
	0.81												
Adjustments for Covid 19		*22%*	*22%*	*22%*	*28%*	*28%*	*28%*	*41%*	*41%*	*41%*	*46%*	*46%*	*46%*
Additional Traffic add by Villa Sendero Apartments							*13*				*4*		
Revised Existing for 2020		**22**	**40**	**118**	**90**	**21**	**48**	**127**	**1519**	**119**	**93**	**772**	**48**
No Build Year 2024 (4 Years)		**23**	**41**	**123**	**94**	**22**	**50**	**132**	**1580**	**123**	**97**	**804**	**50**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering			10%							1%	20%	1%	
Vehicles Entering	34		3							0	7	0	
Percentage Vehicles Exiting					1%	10%	20%		1%				
Vehicles Exiting	114				1	11	23		1				
Developed (Phase 1)		**23**	**45**	**123**	**95**	**33**	**72**	**132**	**1581**	**124**	**103**	**804**	**50**
No Build Year 2026 (6 Years)		**23**	**42**	**125**	**96**	**22**	**51**	**135**	**1612**	**126**	**99**	**820**	**51**
Developed (Phase 2)													
Phase 1 Construction		**0**	**3**	**0**	**1**	**11**	**23**	**0**	**1**	**0**	**7**	**0**	**0**
Drive-Thru Pharmacy													
Percentage Vehicles Entering				5%	4%							25%	
Vehicles Entering	31			2	1							8	
Percentage Vehicles Exiting								4%	51%	5%			
Vehicles Exiting	27							1	14	1			
Grocery Store													
Percentage Vehicles Entering				5%	4%							25%	
Vehicles Entering	34			2	1							9	
Percentage Vehicles Exiting								4%	51%	5%			
Vehicles Exiting	23							1	12	1			
Casual Dining													
Percentage Vehicles Entering				5%	4%							25%	
Vehicles Entering	41			2	2							10	
Percentage Vehicles Exiting								4%	51%	5%			
Vehicles Exiting	34							1	17	2			
Hotel													
Percentage Vehicles Entering				5%	4%							25%	
Vehicles Entering	32			2	1							8	
Percentage Vehicles Exiting								4%	51%	5%			
Vehicles Exiting	23							1	12	1			
Developed		**23**	**46**	**132**	**102**	**34**	**73**	**139**	**1668**	**132**	**105**	**855**	**51**
No Build Horizon Year 2032 (13 Years)		**25**	**45**	**134**	**103**	**24**	**54**	**145**	**1728**	**135**	**106**	**879**	**55**
Developed Horizon Year													
Site generated traffic		0	3	7	7	11	23	4	56	6	7	35	0
Developed Horizon Year		**25**	**49**	**141**	**109**	**35**	**77**	**149**	**1784**	**141**	**113**	**914**	**55**

*Increased at a rate of 1% per year.

Cerrillos Road & Herrera Drive & Wellness Way

PM Peak Hour

	Site Generated Traffic	Eastbound Herrera Drive			Westbound Wellness Way			Northbound Cerrillos Road			Southbound Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.96	63	38	139	129	68	46	166	774	38	20	1043	40
Adjustments for Covid 19		*28%*	*28%*	*28%*	*8%*	*8%*	*8%*	*31%*	*31%*	*31%*	*21%*	*21%*	*21%*
Additional Traffic add by Ville Sendero Apartments							*8*				*13*		
Revised Existing for 2020		**88**	**53**	**193**	**140**	**74**	**58**	**241**	**1122**	**55**	**38**	**1320**	**51**
No Build Year 2024 (4 Years)		**91**	**55**	**201**	**146**	**77**	**60**	**250**	**1167**	**57**	**40**	**1374**	**53**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering			10%							1%	20%	1%	
Vehicles Entering	108		11							1	22	1	
Percentage Vehicles Exiting					1%	10%	20%		1%				
Vehicles Exiting	63				1	6	13		1				
Developed (Phase 1)		**91**	**66**	**201**	**147**	**83**	**73**	**250**	**1168**	**58**	**61**	**1375**	**53**
No Build Year 2026 (6 Years)		**93**	**56**	**205**	**149**	**78**	**62**	**255**	**1191**	**58**	**41**	**1401**	**54**
Developed (Phase 2)													
Phase 1 Construction		**0**	**11**	**0**	**1**	**6**	**13**	**0**	**1**	**1**	**22**	**1**	**0**
Drive-Thru Pharmacy													
Percentage Vehicles Entering				4%	3%							27%	
Vehicles Entering	77			3	2							21	
Percentage Vehicles Exiting								10%	47%	3%			
Vehicles Exiting	77							8	36	2			
Grocery Store													
Percentage Vehicles Entering				4%	3%							27%	
Vehicles Entering	96			4	3							26	
Percentage Vehicles Exiting								10%	47%	3%			
Vehicles Exiting	93							9	44	3			
Casual Dining													
Percentage Vehicles Entering				4%	3%							27%	
Vehicles Entering	45			2	1							12	
Percentage Vehicles Exiting								10%	47%	3%			
Vehicles Exiting	28							3	13	1			
Hotel													
Percentage Vehicles Entering				4%	3%							27%	
Vehicles Entering	33			1	1							9	
Percentage Vehicles Exiting								10%	47%	3%			
Vehicles Exiting	31							3	15	1			
Developed		**93**	**67**	**215**	**157**	**85**	**74**	**278**	**1299**	**66**	**62**	**1470**	**54**
No Build Horizon Year 2032 (13 Years)		**100**	**60**	**220**	**160**	**84**	**66**	**274**	**1277**	**63**	**44**	**1503**	**58**
Developed Horizon Year													
Site generated traffic		0	11	10	8	6	13	23	108	8	22	69	0
Developed Horizon Year		**100**	**71**	**230**	**168**	**90**	**79**	**297**	**1385**	**71**	**65**	**1571**	**58**

*Increased at a rate of 1% per year.

Beckner Road & Wellness Way

AM Peak Hour

	Site Generated Traffic	Eastbound Beckner Road			Westbound Beckner Road			Northbound			Southbound Wellness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.86	32	98	0	0	52	66	0	0	0	78	0	7
Adjustments for Covid 19		*9%*	*9%*	*0%*	*0%*	*45%*	*19%*	*0%*	*0%*	*0%*	*51%*	*0%*	*51%*
Factory Outlet Stores and Hotel		15	47	0	0	86	0	0	0	0	0	0	12
Additional Traffic add by Villa Sendero Apartments		*13*											*4*
Revised Existing for 2020		**63**	**155**	**0**	**0**	**181**	**81**	**0**	**0**	**0**	**160**	**0**	**30**
No Build Year 2024 (4 Years)		**66**	**161**	**0**	**0**	**189**	**85**	**0**	**0**	**0**	**167**	**0**	**32**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering		16%					43%						
Vehicles Entering	34	5					15						
Percentage Vehicles Exiting											43%		16%
Vehicles Exiting	114										49		18
Developed (Phase 1)		**71**	**161**	**0**	**0**	**189**	**99**	**0**	**0**	**0**	**216**	**0**	**50**
No Build Year 2026 (6 Years)		**67**	**164**	**0**	**0**	**192**	**86**	**0**	**0**	**0**	**170**	**0**	**32**
Developed (Phase 2)													
Phase 1 Construction		**5**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**49**	**0**	**18**
Drive-Thru Pharmacy													
Percentage Vehicles Entering						29%	4%				4%		
Vehicles Entering	31					9	1				1		
Percentage Vehicles Exiting													5%
Vehicles Exiting	27												1
Grocery Store													
Percentage Vehicles Entering						29%	4%				4%		
Vehicles Entering	34					10	1				1		
Percentage Vehicles Exiting													5%
Vehicles Exiting	23												1
Casual Dining													
Percentage Vehicles Entering						29%	4%				4%		
Vehicles Entering	41					12	2				2		
Percentage Vehicles Exiting													5%
Vehicles Exiting	34												2
Hotel													
Percentage Vehicles Entering						29%	4%				4%		
Vehicles Entering	32					9	1				1		
Percentage Vehicles Exiting													5%
Vehicles Exiting	23												1
Developed		**73**	**164**	**0**	**6**	**232**	**101**	**0**	**0**	**0**	**224**	**0**	**56**
No Build Horizon Year 2032 (13 Years)		**72**	**176**	**0**	**0**	**206**	**93**	**0**	**0**	**0**	**182**	**0**	**35**
Developed Horizon Year													
Site generated traffic		5	0	0	6	40	20	0	0	0	55	0	24
Developed Horizon Year		**77**	**176**	**0**	**6**	**246**	**113**	**0**	**0**	**0**	**237**	**0**	**58**

*Increased at a rate of 1% per year.

Beckner Road & Wellness Way

PM Peak Hour

	Site Generated Traffic	Eastbound Beckner Road			Westbound Beckner Road			Northbound			Southbound Weliness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.94	6	40	0	0	63	32	0	0	0	44	0	10
Adjustments for Covid 19		*55%*	*55%*	*0%*	*0%*	*63%*	*76%*	*0%*	*0%*	*0%*	*54%*	*0%*	*54%*
Factory Outlet Stores and Hotel		21	138	0	0	127	0	0	0	0	0	0	21
Additional Traffic add by Villa Sendero Apartments		*8*											*13*
Revised Existing for 2020		**42**	**227**	**0**	**0**	**297**	**133**	**0**	**0**	**0**	**96**	**0**	**56**
No Build Year 2024 (4 Years)		**44**	**236**	**0**	**0**	**309**	**138**	**0**	**0**	**0**	**100**	**0**	**58**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering		16%					43%						
Vehicles Entering	108	17					46						
Percentage Vehicles Exiting											43%		16%
Vehicles Exiting	63										27		10
Developed (Phase 1)		**61**	**236**	**0**	**0**	**309**	**185**	**0**	**0**	**0**	**127**	**0**	**68**
No Build Year 2026 (6 Years)		**45**	**241**	**0**	**0**	**315**	**141**	**0**	**0**	**0**	**102**	**0**	**59**
Developed (Phase 2)													
Phase 1 Construction		**17**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**27**	**0**	**10**
Drive-Thru Pharmacy													
Percentage Vehicles Entering						28%	3%				5%		
Vehicles Entering	77					22	2				4		
Percentage Vehicles Exiting													3%
Vehicles Exiting	77												2
Grocery Store													
Percentage Vehicles Entering						28%	3%						5%
Vehicles Entering	96					27	3						5
Percentage Vehicles Exiting													
Vehicles Exiting	93												
Casual Dining													
Percentage Vehicles Entering						28%	3%						5%
Vehicles Entering	45					13	1						2
Percentage Vehicles Exiting													
Vehicles Exiting	28												
Hotel													
Percentage Vehicles Entering						28%	3%						5%
Vehicles Entering	33					9	1						2
Percentage Vehicles Exiting													
Vehicles Exiting	31												
Developed		**62**	**241**	**0**	**0**	**386**	**195**	**0**	**0**	**0**	**133**	**0**	**80**
No Build Horizon Year 2032 (13 Years)		**48**	**258**	**0**	**0**	**338**	**151**	**0**	**0**	**0**	**110**	**0**	**64**
Developed Horizon Year													
Site generated traffic		17	0	0	0	70	54	0	0	0	31	0	21
Developed Horizon Year		**65**	**258**	**0**	**0**	**408**	**205**	**0**	**0**	**0**	**141**	**0**	**85**

*increased at a rate of 1% per year.

Wellness Way & South Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound South Driveway (Site)			Westbound South Driveway (Hospital)			Northbound Wellness Way			Southbound Wellness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.92	0	0	0	14	0	16	0	65	22	32	53	0
Adjustments for Covid 19		*0%*	*0%*	*0%*	*51%*	*0%*	*28%*	*0%*	*19%*	*19%*	*62%*	*62%*	*0%*
Factory Outlet Stores and Hotel		0	0	0	3	0	0	0	11	4	0	9	0
Additional Traffic add by Villa Sendero Apartments									*13*			*4*	
Revised Existing for 2020		**0**	**0**	**0**	**32**	**0**	**22**	**0**	**104**	**31**	**83**	**151**	**0**
No Build Year 2024 (4 Years)		**0**	**0**	**0**	**33**	**0**	**23**	**0**	**108**	**32**	**87**	**157**	**0**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering						5%		21%	22%				16%
Vehicles Entering	34					2		7	7				5
Percentage Vehicles Exiting		16%	5%	21%								22%	
Vehicles Exiting	114	18	6	24								25	
Developed (Phase 1)		**18**	**6**	**24**	**33**	**2**	**23**	**7**	**116**	**32**	**87**	**182**	**5**
No Build Year 2026 (6 Years)		**0**	**0**	**0**	**34**	**0**	**24**	**0**	**111**	**33**	**88**	**160**	**0**
Developed (Phase 2)													
Phase 1 Construction		**18**	**6**	**24**	**0**	**2**	**0**	**7**	**7**	**0**	**0**	**25**	**5**
Drive-Thru Pharmacy													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	31								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	27											1	
Grocery Store													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	34								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	23											1	
Casual Dining													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	41								2			2	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	34											2	
Hotel													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	32								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	23											1	
Developed		**18**	**6**	**24**	**34**	**2**	**24**	**7**	**124**	**33**	**88**	**196**	**5**
No Build Horizon Year 2032 (13 Years)		**0**	**0**	**0**	**36**	**0**	**25**	**0**	**119**	**35**	**95**	**172**	**0**
Developed Horizon Year													
Site generated traffic		18	6	24	0	2	0	7	13	0	0	36	5
Developed Horizon Year		**18**	**6**	**24**	**36**	**2**	**25**	**7**	**132**	**35**	**95**	**208**	**5**

*Increased at a rate of 1% per year.

Wellness Way & South Driveway

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		South Driveway (Site)			South Driveway (Hospital)			Wellness Way			Wellness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF	0	0	0	12	0	28	0	39	15	11	45	0
	0.78												
Adjustments for Covid 19		*0%*	*0%*	*0%*	*54%*	*0%*	*66%*	*0%*	*76%*	*76%*	*52%*	*52%*	*0%*
Factory Outlet Stores and Hotel		0	0	0	4	0	0	0	15	6	0	17	0
Additional Traffic add by Villa Sendero Apartments									*8*			*13*	
Revised Existing for 2020		0	0	0	30	0	82	0	177	68	23	110	0
No Build Year 2024 (4 Years)		0	0	0	31	0	85	0	184	71	24	115	0
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering						5%		21%	22%				16%
Vehicles Entering	108					5		23	24				17
Percentage Vehicles Exiting		16%	5%	21%								22%	
Vehicles Exiting	63	10	3	13								14	
Developed (Phase 1)		10	3	13	31	5	85	23	208	71	24	129	17
No Build Year 2026 (6 Years)		0	0	0	32	0	87	0	188	72	24	117	0
Developed (Phase 2)													
Phase 1 Construction		10	3	13	0	5	0	23	24	0	0	14	17
Drive-Thru Pharmacy													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	77								2			4	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	77											2	
Grocery Store													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	96								3			5	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	93											3	
Casual Dining													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	45								1			2	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	28											1	
Hotel													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	33								1			2	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	31											1	
Developed		10	3	13	32	5	87	23	219	72	24	150	17
No Build Horizon Year 2032 (13 Years)		0	0	0	34	0	93	0	201	78	26	126	0
Developed Horizon Year													
Site generated traffic		10	3	13	0	5	0	23	31	0	0	33	17
Developed Horizon Year		10	3	13	34	5	93	23	233	78	26	159	17

*Increased at a rate of 1% per year.

Wellness Way & North Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound North Driveway (Site)			Westbound North Driveway (Hospital)			Northbound Wellness Way			Southbound Wellness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.82	0	0	0	11	0	45	0	64	20	21	72	0
Adjustments for Covid 19		*0%*	*0%*	*0%*	*63%*	*0%*	*25%*	*0%*	*25%*	*25%*	*63%*	*63%*	*0%*
Factory Outlet Stores and Hotel		0	0	0	1	0	0	0	8	3	0	8	0
Additional Traffic add by Villa Sendero Apartments									*13*			*4*	
Revised Existing for 2020		**0**	**0**	**0**	**30**	**0**	**60**	**0**	**107**	**30**	**56**	**204**	**0**
No Build Year 2024 (4 Years)		**0**	**0**	**0**	**32**	**0**	**63**	**0**	**111**	**31**	**58**	**212**	**0**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering						5%		22%				16%	15%
Vehicles Entering	34					2		7				5	5
Percentage Vehicles Exiting		15%	5%	22%					16%				
Vehicles Exiting	114	17	6	25					18				
Developed (Phase 1)		**17**	**6**	**25**	**32**	**2**	**63**	**7**	**129**	**31**	**58**	**218**	**5**
No Build Year 2026 (6 Years)		**0**	**0**	**0**	**32**	**0**	**64**	**0**	**113**	**32**	**59**	**217**	**0**
Developed (Phase 2)													
Phase 1 Construction		**17**	**6**	**25**	**0**	**2**	**0**	**7**	**18**	**0**	**0**	**5**	**5**
Drive-Thru Pharmacy													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	31								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	27											1	
Grocery Store													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	34								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	23											1	
Casual Dining													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	41								2			2	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	34											2	
Hotel													
Percentage Vehicles Entering									4%			4%	
Vehicles Entering	32								1			1	
Percentage Vehicles Exiting												5%	
Vehicles Exiting	23											1	
Developed		**17**	**6**	**25**	**32**	**2**	**64**	**7**	**137**	**32**	**59**	**233**	**5**
No Build Horizon Year 2032 (13 Years)		**0**	**0**	**0**	**35**	**0**	**69**	**0**	**121**	**34**	**64**	**232**	**0**
Developed Horizon Year													
Site generated traffic		17	6	25	0	2	0	7	24	0	0	16	5
Developed Horizon Year		**17**	**6**	**25**	**35**	**2**	**69**	**7**	**145**	**34**	**64**	**248**	**5**

*Increased at a rate of 1% per year

Wellness Way & North Driveway

PM Peak Hour

	Site Generated Traffic	Eastbound North Driveway (Site)			Westbound North Driveway (Hospital)			Northbound Wellness Way			Southbound Wellness Way		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2020	PHF 0.84	0	0	0	3	0	26	0	63	3	11	52	0
Adjustments for Covid 19		*0%*	*0%*	*0%*	*52%*	*0%*	*66%*	*0%*	*66%*	*66%*	*53%*	*53%*	*0%*
Factory Outlet Stores and Hotel		0	0	0	1	0	0	0	14	1	0	16	0
Additional Traffic add by Villa Sendero Apartments									*8*			*13*	
Revised Existing for 2020		**0**	**0**	**0**	**7**	**0**	**77**	**0**	**198**	**10**	**23**	**126**	**0**
No Build Year 2024 (4 Years)		**0**	**0**	**0**	**8**	**0**	**80**	**0**	**206**	**10**	**24**	**131**	**0**
Developed (Phase 1)													
Apartments													
Percentage Vehicles Entering						5%		22%				16%	15%
Vehicles Entering	108					5		24				17	16
Percentage Vehicles Exiting		15%	5%	22%					16%				
Vehicles Exiting	63	9	3	14					10				
Developed (Phase 1)		**9**	**3**	**14**	**8**	**5**	**80**	**24**	**216**	**10**	**24**	**148**	**16**
No Build Year 2026 (6 Years)		**0**	**0**	**0**	**8**	**0**	**82**	**0**	**210**	**10**	**25**	**134**	**0**
Developed (Phase 2)													
Phase 1 Construction		**9**	**3**	**14**	**0**	**5**	**0**	**24**	**10**	**0**	**0**	**17**	**16**
Drive-Thru Pharmacy													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	77								2			4	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	77											2	
Grocery Store													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	96								3			5	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	93											3	
Casual Dining													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	45								1			2	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	28											1	
Hotel													
Percentage Vehicles Entering									3%			5%	
Vehicles Entering	33								1			2	
Percentage Vehicles Exiting												3%	
Vehicles Exiting	31											1	
Developed		**9**	**3**	**14**	**8**	**5**	**82**	**24**	**228**	**10**	**25**	**170**	**16**
No Build Horizon Year 2032 (13 Years)		**0**	**0**	**0**	**8**	**0**	**88**	**0**	**225**	**11**	**26**	**143**	**0**
Developed Horizon Year													
Site generated traffic		9	3	14	0	5	0	24	18	0	0	37	16
Developed Horizon Year		**9**	**3**	**14**	**8**	**5**	**88**	**24**	**243**	**11**	**26**	**180**	**16**

*Increased at a rate of 1% per year.

APPENDIX D

EXISTING CONDITIONS CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	51	71	58	29	21	118	1382	59	33	761	204
Future Volume (veh/h)	309	51	71	58	29	21	118	1382	59	33	761	204
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	366	60	0	69	34	25	140	1636	70	39	901	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	499	410	348	240	113	96	328	2536	108	216	1735	776
Arrive On Green	0.21	0.22	0.00	0.05	0.06	0.06	0.06	0.51	0.51	0.01	0.16	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5001	214	1774	3539	1583
Grp Volume(v), veh/h	366	60	0	69	34	25	140	1109	597	39	901	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1825	1774	1770	1583
Q Serve(g_s), s	21.2	3.0	0.0	4.1	2.0	1.7	4.4	27.6	27.6	1.2	26.8	0.0
Cycle Q Clear(g_c), s	21.2	3.0	0.0	4.1	2.0	1.7	4.4	27.6	27.6	1.2	26.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	499	410	348	240	113	96	328	1719	925	216	1735	776
V/C Ratio(X)	0.73	0.15	0.00	0.29	0.30	0.26	0.43	0.65	0.65	0.18	0.52	0.00
Avail Cap(c_a), veh/h	691	596	507	252	113	96	329	1719	925	247	1735	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	36.5	36.2	0.0	46.9	51.7	51.5	16.7	20.8	20.8	16.6	35.8	0.0
Incr Delay (d2), s/veh	2.6	0.2	0.0	0.7	1.5	1.4	0.9	1.9	3.5	0.4	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	1.6	0.0	2.0	1.1	0.8	2.2	13.2	14.7	0.6	13.4	0.0
LnGrp Delay(d),s/veh	39.0	36.3	0.0	47.5	53.1	53.0	17.5	22.6	24.2	17.0	36.8	0.0
LnGrp LOS	D	D		D	D	D	B	C	C	B	D	
Approach Vol, veh/h		426			128			1846			940	
Approach Delay, s/veh		38.6			50.1			22.8			36.0	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	63.4	28.5	12.2	9.0	65.3	10.2	30.5
Change Period (Y+Rc), s	4.0	7.0	4.0	*5.2	4.0	7.0	4.0	*5.2
Max Green Setting (Gmax), s	7.0	44.0	37.0	*7	7.0	44.0	7.0	*37
Max Q Clear Time (g_c+I1), s	6.4	28.8	23.2	4.0	3.2	29.6	6.1	5.0
Green Ext Time (p_c), s	0.0	3.7	1.3	0.0	0.0	6.9	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	366	60	84	69	34	25	140	1706	39	901	242
v/c Ratio	0.77	0.14	0.19	0.37	0.27	0.10	0.43	0.67	0.22	0.56	0.16
Control Delay	43.2	32.7	3.3	33.1	55.6	0.8	16.5	25.1	9.6	15.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	32.7	3.3	33.1	55.6	0.8	16.5	25.1	9.6	15.6	0.2
Queue Length 50th (ft)	225	35	0	35	24	0	44	368	9	135	0
Queue Length 95th (ft)	274	61	17	57	55	0	87	476	29	295	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	579	576	567	188	126	248	328	2538	179	1596	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.10	0.15	0.37	0.27	0.10	0.43	0.67	0.22	0.56	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	31	107	119	30	48	79	1151	33	38	1253	265
Future Volume (veh/h)	261	31	107	119	30	48	79	1151	33	38	1253	265
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	293	35	0	134	34	54	89	1293	37	43	1408	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	321	273	234	104	89	365	2889	83	307	1976	884
Arrive On Green	0.17	0.17	0.00	0.06	0.06	0.06	0.05	0.57	0.57	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5082	145	1774	3539	1583
Grp Volume(v), veh/h	293	35	0	134	34	54	89	863	467	43	1408	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1837	1774	1770	1583
Q Serve(g_s), s	18.7	2.0	0.0	7.0	2.2	4.2	2.6	18.4	18.4	1.2	0.0	0.0
Cycle Q Clear(g_c), s	18.7	2.0	0.0	7.0	2.2	4.2	2.6	18.4	18.4	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	413	321	273	234	104	89	365	1927	1044	307	1976	884
V/C Ratio(X)	0.71	0.11	0.00	0.57	0.33	0.61	0.24	0.45	0.45	0.14	0.71	0.00
Avail Cap(c_a), veh/h	533	462	393	234	119	101	398	1927	1044	330	1976	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.00
Uniform Delay (d), s/veh	42.9	43.7	0.0	53.4	56.7	57.7	9.9	15.6	15.6	10.9	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.1	0.0	3.4	1.8	8.1	0.3	0.8	1.4	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	1.0	0.0	4.5	1.2	2.0	1.3	8.8	9.8	0.6	0.2	0.0
LnGrp Delay(d),s/veh	45.9	43.8	0.0	56.8	58.5	65.8	10.3	16.4	17.0	11.0	0.6	0.0
LnGrp LOS	D	D		E	E	E	B	B	B	B	A	
Approach Vol, veh/h		328			222			1419			1451	
Approach Delay, s/veh		45.7			59.2			16.2			1.0	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.8	25.5	12.0	9.4	78.1	11.0	26.5
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	9.0	58.0	30.0	8.0	7.0	60.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	4.6	2.0	20.7	6.2	3.2	20.4	9.0	4.0
Green Ext Time (p_c), s	0.1	8.7	0.8	0.0	0.0	6.7	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	293	35	120	134	34	54	89	1330	43	1408	298
v/c Ratio	0.74	0.11	0.32	0.78	0.31	0.24	0.44	0.48	0.17	0.76	0.19
Control Delay	49.9	39.4	8.9	70.4	63.4	2.5	16.5	18.8	14.7	28.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	39.4	8.9	70.4	63.4	2.5	16.5	18.8	14.7	28.3	0.1
Queue Length 50th (ft)	202	23	0	83	27	0	25	244	16	345	0
Queue Length 95th (ft)	271	49	47	#144	61	0	53	314	m19	m398	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	453	446	469	171	117	231	218	2770	259	1846	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.08	0.26	0.78	0.29	0.23	0.41	0.48	0.17	0.76	0.19

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	67	118	90	21	48	127	1519	119	93	772	48
Future Volume (veh/h)	22	67	118	90	21	48	127	1519	119	93	772	48
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	22	67	118	90	21	48	181	1875	170	93	887	48
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	169	144	198	219	186	536	2924	264	217	2168	970
Arrive On Green	0.03	0.09	0.09	0.06	0.12	0.12	0.02	0.20	0.20	0.12	1.00	1.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4749	429	1774	3539	1583
Grp Volume(v), veh/h	22	67	118	90	21	48	181	1336	709	93	887	48
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1787	1774	1770	1583
Q Serve(g_s), s	0.7	3.9	8.4	2.9	1.2	3.2	4.1	41.5	41.8	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.7	3.9	8.4	2.9	1.2	3.2	4.1	41.5	41.8	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	106	169	144	198	219	186	536	2087	1100	217	2168	970
V/C Ratio(X)	0.21	0.40	0.82	0.46	0.10	0.26	0.34	0.64	0.64	0.43	0.41	0.05
Avail Cap(c_a), veh/h	209	178	151	209	219	186	582	2087	1100	269	2168	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.4	49.3	51.3	52.5	45.3	46.2	7.1	34.2	34.3	18.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.5	27.7	1.6	0.2	0.7	0.2	1.0	2.0	1.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	4.8	1.4	0.6	1.4	2.0	19.8	21.4	1.8	0.2	0.0
LnGrp Delay(d),s/veh	55.3	50.8	79.1	54.1	45.5	46.9	7.4	35.2	36.2	19.6	0.5	0.1
LnGrp LOS	E	D	E	D	D	D	A	D	D	B	A	A
Approach Vol, veh/h		207			159			2226			1028	
Approach Delay, s/veh		67.4			50.8			33.3			2.2	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	77.0	7.5	19.5	10.6	77.3	10.6	16.5
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	10.0	66.5	7.0	11.0	10.0	66.5	7.0	11.0
Max Q Clear Time (g_c+I1), s	6.1	2.0	2.7	5.2	4.1	43.8	4.9	10.4
Green Ext Time (p_c), s	0.2	7.1	0.0	0.1	0.1	14.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	22	67	118	90	21	48	181	2045	93	887	48
v/c Ratio	0.11	0.46	0.51	0.45	0.10	0.17	0.40	0.67	0.50	0.42	0.05
Control Delay	52.4	60.3	16.9	59.5	47.0	1.3	9.8	25.4	33.6	9.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	60.3	16.9	59.5	47.0	1.3	9.8	25.4	33.6	9.0	0.6
Queue Length 50th (ft)	8	48	0	34	13	0	83	553	41	98	0
Queue Length 95th (ft)	22	94	56	60	40	0	61	526	99	168	1
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	172	253	202	227	289	468	3062	215	2127	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.39	0.47	0.45	0.09	0.17	0.39	0.67	0.43	0.42	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	53	193	140	74	58	241	1122	55	38	1320	51
Future Volume (veh/h)	88	53	193	140	74	58	241	1122	55	38	1320	51
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	98	62	227	200	106	83	317	1194	92	51	1553	59
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	283	127	248	182	155	412	3071	237	392	2082	931
Arrive On Green	0.05	0.08	0.08	0.07	0.10	0.10	0.19	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4816	371	1774	3539	1583
Grp Volume(v), veh/h	98	62	227	200	106	83	317	840	446	51	1553	59
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1797	1774	1770	1583
Q Serve(g_s), s	3.5	2.1	10.0	7.2	6.8	6.2	9.3	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	3.5	2.1	10.0	7.2	6.8	6.2	9.3	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	186	283	127	248	182	155	412	2161	1146	392	2082	931
V/C Ratio(X)	0.53	0.22	1.79	0.81	0.58	0.54	0.77	0.39	0.39	0.13	0.75	0.06
Avail Cap(c_a), veh/h	193	283	127	248	182	155	540	2161	1146	409	2082	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.6	53.8	57.5	57.1	53.9	53.7	6.4	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.4	386.1	17.6	4.6	3.6	4.2	0.4	0.8	0.1	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.0	17.9	4.0	3.7	2.9	4.8	0.1	0.3	0.6	0.6	0.0
LnGrp Delay(d),s/veh	60.0	54.2	443.6	74.8	58.5	57.3	10.6	0.4	0.8	8.3	2.0	0.1
LnGrp LOS	E	D	F	E	E	E	B	A	A	A	A	A
Approach Vol, veh/h		387			389			1603			1663	
Approach Delay, s/veh		284.1			66.6			2.6			2.1	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	80.0	10.8	18.2	9.8	86.2	13.0	16.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	64.5	7.0	12.0	7.0	78.5	9.0	10.0
Max Q Clear Time (g_c+I1), s	11.3	2.0	5.5	8.8	3.3	2.0	9.2	12.0
Green Ext Time (p_c), s	0.6	17.8	0.0	0.2	0.0	10.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	98	62	227	200	106	83	317	1286	51	1553	59
v/c Ratio	0.53	0.25	0.71	0.84	0.66	0.32	0.93	0.40	0.17	0.86	0.07
Control Delay	68.2	56.8	20.1	86.0	74.9	4.6	79.6	7.1	4.3	21.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	56.8	20.1	86.0	74.9	4.6	79.6	7.1	4.3	21.2	0.1
Queue Length 50th (ft)	40	25	2	84	84	0	231	109	6	640	0
Queue Length 95th (ft)	70	46	65	96	111	0	#272	119	9	182	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	273	329	238	172	269	349	3178	295	1800	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.23	0.69	0.84	0.62	0.31	0.91	0.40	0.17	0.86	0.07

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

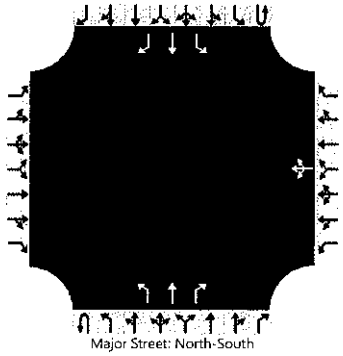
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						30	0	60		0	107	30		56	204	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized											No				No	
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							110			0				68		
Capacity, c (veh/h)							675			1323				1417		
v/c Ratio							0.16			0.00				0.05		
95% Queue Length, Q_{95} (veh)							0.6			0.0				0.2		
Control Delay (s/veh)							11.4			7.7				7.7		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)							11.4			0.0				1.7		
Approach LOS							B									

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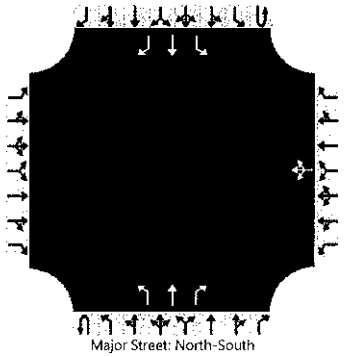
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						5	0	37		0	109	5		19	91	0
Percent Heavy Vehicles (%)						0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.30	6.71	6.30		4.10				4.10		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							50			0				23		
Capacity, c (veh/h)							879			1495				1461		
v/c Ratio							0.06			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.2			0.0				0.0		
Control Delay (s/veh)							9.3			7.4				7.5		
Level of Service (LOS)							A			A				A		
Approach Delay (s/veh)							9.3			0.0				1.3		
Approach LOS							A									

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HCS7 Two-Way Stop-Control Report

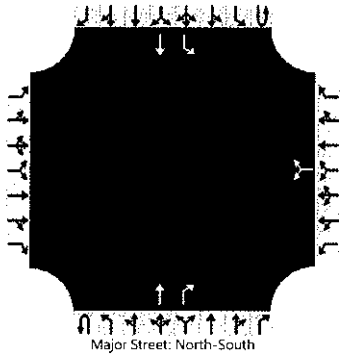
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		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	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						32		22			104	31		83	151	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							59							90		
Capacity, c (veh/h)							631							1441		
v/c Ratio							0.09							0.06		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							11.3							7.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						11.3								2.7		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

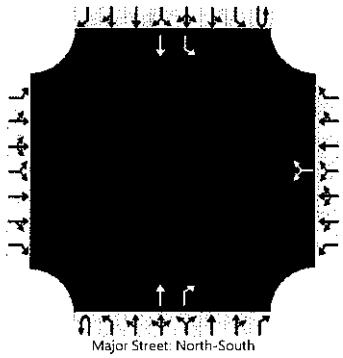
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						21		40			68	26		19	79	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.60		6.30						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

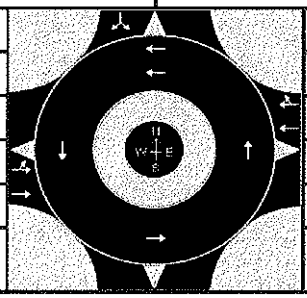
Flow Rate, v (veh/h)							78							24		
Capacity, c (veh/h)							875							1480		
v/c Ratio							0.09							0.02		
95% Queue Length, Q_{95} (veh)							0.3							0.1		
Control Delay (s/veh)							9.5							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.5								1.4			
Approach LOS					A											

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	AM PEAK
Project Description	COVID ADJUSTED



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	63	155		0		181	81					0	160		30
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	74	182		0		213	95					0	188		35
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	120	136		145	163						223	
Entry Volume, veh/h	119	134		143	162						221	
Circulating Flow (v_c), pc/h	188			74			444			213		
Exiting Flow (v_{ex}), pc/h	370			248			169			0		
Capacity (c_{pce}), pc/h	1197	1197		1328	1328						1185	
Capacity (c), veh/h	1185	1185		1314	1314						1173	
v/c Ratio (x)	0.10	0.11		0.11	0.12						0.19	

Delay and Level of Service

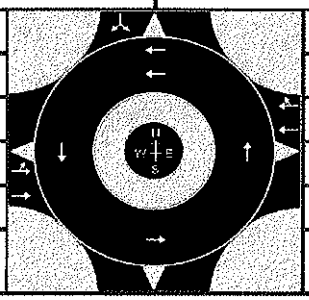
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.9	4.0		3.6	3.7						4.7	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.3	0.4		0.4	0.4						0.7	
Approach Delay, s/veh	3.9			3.7						4.7		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.1						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2020
Time Analyzed	PM PEAK
Project Description	COVID ADJUSTED



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	42	227		0		297	133					0	96		56
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	45	244		0		319	143					0	103		60
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	136	153		217	245						163	
Entry Volume, veh/h	134	152		215	242						161	
Circulating Flow (v_c), pc/h	103			45			392			319		
Exiting Flow (v_{ex}), pc/h	347			379			188			0		
Capacity (c_{pce}), pc/h	1293	1293		1363	1363						1083	
Capacity (c), veh/h	1280	1280		1350	1350						1072	
v/c Ratio (x)	0.11	0.12		0.16	0.18						0.15	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	8ypass
Lane Control Delay (d), s/veh	3.7	3.8		4.0	4.1						4.7	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.6	0.7						0.5	
Approach Delay, s/veh	3.7			4.1						4.7		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.1						A					

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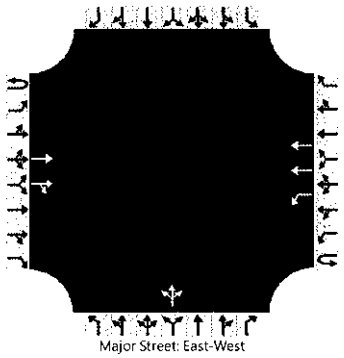
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2020
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITION

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LTR					
Volume (veh/h)			143	66	0	98	108			41	0	62				
Percent Heavy Vehicles (%)					1	1				1	1	1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5	6.5	6.9				
Critical Headway (sec)						4.12				7.72	6.72	7.02				
Base Follow-Up Headway (sec)						2.2				3.5	4.0	3.3				
Follow-Up Headway (sec)						2.21				3.51	4.01	3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						111					117					
Capacity, c (veh/h)						1334					627					
v/c Ratio						0.08					0.19					
95% Queue Length, Q_{95} (veh)						0.3					0.7					
Control Delay (s/veh)						7.9					12.1					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					3.8				12.1							
Approach LOS									B							

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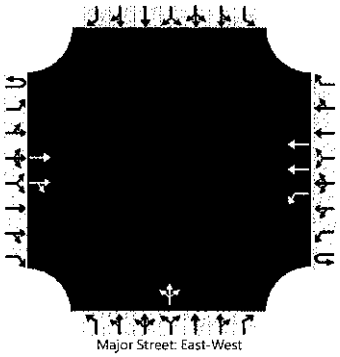
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2020
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING CONDITION

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LTR					
Volume (veh/h)			102	99	0	148	197			106	0	159				
Percent Heavy Vehicles (%)					1	1				1	1	1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5	6.5	6.9				
Critical Headway (sec)						4.12				7.72	6.72	7.02				
Base Follow-Up Headway (sec)						2.2				3.5	4.0	3.3				
Follow-Up Headway (sec)						2.21				3.51	4.01	3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						168					301					
Capacity, c (veh/h)						1344					532					
v/c Ratio						0.13					0.57					
95% Queue Length, Q_{95} (veh)						0.4					3.5					
Control Delay (s/veh)						8.1					20.2					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					3.5				20.2							
Approach LOS									C							

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APPENDIX E

TRIP GENERATION CALCULATIONS

Project Information	
Project Name:	LAS SOLERAS TRACT 1
No:	
Date:	7/22/2020
City:	SANTA FE
State/Province:	NM
Zip/Postal Code:	87505
Country:	United States
Client Name:	
Analyst's Name:	VSC
Edition:	Trip Gen Manual, 10th Ed

Land Use	Size	AM		PM	
		Entry	Exit	Entry	Exit
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	330 Dwelling Units	34	114	108	63
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		34	114	108	63
310 - Hotel (General Urban/Suburban)	120 Rooms	32	23	33	31
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		32	23	33	31
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	7.5 1000 Sq. Ft. GFA	41	34	45	28
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	19	12
Non-pass-by		41	34	26	16
881 - Pharmacy/Drugstore with Drive-Through Window (General Urban/Suburban)	15 1000 Sq. Ft. GFA	31	27	77	77
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	38	37
Non-pass-by		31	27	39	40
850 - Supermarket (General Urban/Suburban)	15 1000 Sq. Ft. GFA	34	23	96	93
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	35	33
Non-pass-by		34	23	61	60
Total		172	221	359	292
Total Reduction		0	0	0	0
Total Internal		0	0	0	0
Total Pass-by		0	0	92	82
Total Non-pass-by		172	221	267	210

PERIOD SETTING

Analysis Name :	AM		
Project Name :	LAS SOLERAS TRACT 1	**No :**	
Date:	7/22/2020	**City:**	SANTA FE
State/Province:	NM	**Zip/Postal Code:**	87505
Country:	United States	**Client Name:**	
Analyst's Name:	VSC	**Edition:**	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	330	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.95Ln(X) +-0.51	34 23%	114 77%	148
310 - Hotel (General Urban/Suburban)	Rooms	120	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.5 (X)+-5.34	32 58%	23 42%	55
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	7.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 9.94	41 55%	34 45%	75
881 - Pharmacy/Drugstore with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 3.84	31 53%	27 47%	58
850 - Supermarket (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 3.82	34 60%	23 40%	57

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	34	0 %	114
310 - Hotel	0 %	32	0 %	23
932 - High-Turnover (Sit-Down) Restaurant	0 %	41	0 %	34
881 - Pharmacy/Drugstore with Drive-Through Window	0 %	31	0 %	27
850 - Supermarket	0 %	34	0 %	23

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)						**310 - Hotel**	
Exit	114	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	32
Entry	34	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	23
220 - Multifamily Housing (Low-Rise)						**932 - High-Turnover (Sit-Down) Restaurant**	
Exit	114	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	41
Entry	34	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	34
220 - Multifamily Housing (Low-Rise)						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	114	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	31
Entry	34	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	27
220 - Multifamily Housing (Low-Rise)						**850 - Supermarket**	
Exit	114	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	34
Entry	34	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	23
310 - Hotel						**932 - High-Turnover (Sit-Down) Restaurant**	
Exit	23	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	41
Entry	32	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	34
310 - Hotel						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	23	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	31
Entry	32	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	27
310 - Hotel						**850 - Supermarket**	
Exit	23	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	34
Entry	32	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	23
932 - High-Turnover (Sit-Down) Restaurant						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	34	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	31
Entry	41	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	27
932 - High-Turnover (Sit-Down) Restaurant						**850 - Supermarket**	
Exit	34	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	34

Entry	41	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	23

881 - Pharmacy/Drugstore with Drive-Through Window **850 - Supermarket**

Exit	27	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	34
Entry	31	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	23

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips					External Trips
		310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	34 (100%)
Exit	114 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	114 (100%)
Total	148 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	148 (100%)

310 - Hotel

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	32 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	32 (100%)
Exit	23 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	23 (100%)
Total	55 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	55 (100%)

932 - High-Turnover (Sit-Down) Restaurant

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	310 - Hotel	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	41 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	41 (100%)
Exit	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	34 (100%)
Total	75 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	75 (100%)

881 - Pharmacy/Drugstore with Drive-Through Window

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	850 - Supermarket	Total	
Entry	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	31 (100%)
Exit	27 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	27 (100%)
Total	58 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	58 (100%)

850 - Supermarket

	Total Trips	Internal Trips					External Trips
		220 - Multifamily	310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore	Total	

		Housing (Low-Rise)			with Drive-Through Window		
Entry	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	34 (100%)
Exit	23 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	23 (100%)
Total	57 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	57 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	148	0	0	148
310 - Hotel	55	0	0	55
932 - High-Turnover (Sit-Down) Restaurant	75	0	0	75
881 - Pharmacy/Drugstore with Drive-Through Window	58	0	0	58
850 - Supermarket	57	0	0	57

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

310 - Hotel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

881 - Pharmacy/Drugstore with Drive-Through Window (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

850 - Supermarket (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	172
Total Exiting	221
Total Entering Reduction	0

Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	172
Total Exiting Non-Pass-by Trips	221

PERIOD SETTING

Analysis Name :	PM		
Project Name :	LAS SOLERAS TRACT 1	**No :**	
Date:	7/22/2020	**City:**	SANTA FE
State/Province:	NM	**Zip/Postal Code:**	87505
Country:	United States	**Client Name:**	
Analyst's Name:	VSC	**Edition:**	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	330	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.89Ln(X) +-0.02	108 63%	63 37%	171
310 - Hotel (General Urban/Suburban)	Rooms	120	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.75 (X)+-26.02	33 52%	31 48%	64
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	7.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 9.77	45 62%	28 38%	73
881 - Pharmacy/Drugstore with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 10.29	77 50%	77 50%	154
850 - Supermarket (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.75Ln(X) +3.21	96 51%	93 49%	189

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	108	0 %	63
310 - Hotel	0 %	33	0 %	31
932 - High-Turnover (Sit-Down) Restaurant	0 %	45	0 %	28
881 - Pharmacy/Drugstore with Drive-Through Window	0 %	77	0 %	77
850 - Supermarket	0 %	96	0 %	93

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)						**310 - Hotel**	
Exit	63	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	33
Entry	108	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	31
220 - Multifamily Housing (Low-Rise)						**932 - High-Turnover (Sit-Down) Restaurant**	
Exit	63	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	45
Entry	108	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	28
220 - Multifamily Housing (Low-Rise)						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	63	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	77
Entry	108	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	77
220 - Multifamily Housing (Low-Rise)						**850 - Supermarket**	
Exit	63	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	96
Entry	108	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	93
310 - Hotel						**932 - High-Turnover (Sit-Down) Restaurant**	
Exit	31	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	45
Entry	33	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	28
310 - Hotel						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	31	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	77
Entry	33	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	77
310 - Hotel						**850 - Supermarket**	
Exit	31	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	96
Entry	33	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	93
932 - High-Turnover (Sit-Down) Restaurant						**881 - Pharmacy/Drugstore with Drive-Through Window**	
Exit	28	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	77
Entry	45	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)		**Exit**	77
932 - High-Turnover (Sit-Down) Restaurant						**850 - Supermarket**	
Exit	28	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)		**Entry**	96

Entry	45	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	93	

881 - Pharmacy/Drugstore with Drive-Through Window **850 - Supermarket**

Exit	77	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	96	
Entry	77	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	93	

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips					External Trips
		310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	108 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	108 (100%)
Exit	63 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	63 (100%)
Total	171 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	171 (100%)

310 - Hotel

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	33 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	33 (100%)
Exit	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	31 (100%)
Total	64 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	64 (100%)

932 - High-Turnover (Sit-Down) Restaurant

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	310 - Hotel	881 - Pharmacy/Drugstore with Drive-Through Window	850 - Supermarket	Total	
Entry	45 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	45 (100%)
Exit	28 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)
Total	73 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	73 (100%)

881 - Pharmacy/Drugstore with Drive-Through Window

	Total Trips	Internal Trips					External Trips
		220 - Multifamily Housing (Low-Rise)	310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	850 - Supermarket	Total	
Entry	77 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
Exit	77 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
Total	154 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	154 (100%)

850 - Supermarket

	Total Trips	Internal Trips					External Trips
		220 - Multifamily	310 - Hotel	932 - High-Turnover (Sit-Down) Restaurant	881 - Pharmacy/Drugstore	Total	

		Housing (Low-Rise)			with Drive-Through Window		
Entry	96 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	96 (100%)
Exit	93 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	93 (100%)
Total	189 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	189 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	171	0	0	171
310 - Hotel	64	0	0	64
932 - High-Turnover (Sit-Down) Restaurant	73	43	31	42
881 - Pharmacy/Drugstore with Drive-Through Window	154	49	75	79
850 - Supermarket	189	36	68	121

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

310 - Hotel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	359
Total Exiting	292
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	92
Total Exiting Pass-by Reduction	82
Total Entering Non-Pass-by Trips	267

Total Exiting Non-Pass-by Trips	210

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

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[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Land Use: 850
Supermarket

Description

A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day. Discount supermarket (Land Use 854) is a related use.

Additional Data

Caution should be used when applying daily trip generation rates for supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify hours of operation of a site.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 4:00 and 5:00 p.m., respectively. For the one dense multi-use urban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:15 and 6:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Illinois, Kentucky, Maryland, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 251, 273, 305, 359, 365, 438, 442, 447, 448, 514, 520, 552, 577, 610, 715, 716, 728, 746, 854, 870, 882, 917, 926, 935, 946, 961, 966, 975

Land Use: 881
Pharmacy/Drugstore with Drive-Through Window

Description

A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.

Additional Data

Several studies indicated that they had two drive-through windows.

To assist in the future analysis of this land use, it is important that the number of drive-through lanes at the study site be reported.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Florida, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Texas, Vermont, and Wisconsin.

Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573, 599, 621, 716, 727, 728, 734, 810, 870, 883

Land Use: 932
High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977

APPENDIX F

2024 IMPLEMENTATION YEAR CAPACITY CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	53	74	60	30	22	123	1438	61	35	791	212
Future Volume (veh/h)	322	53	74	60	30	22	123	1438	61	35	791	212
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	381	63	0	71	36	26	146	1702	72	41	936	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	505	417	354	240	113	96	314	2510	106	207	1719	769
Arrive On Green	0.22	0.22	0.00	0.05	0.06	0.06	0.06	0.50	0.50	0.01	0.16	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5004	212	1774	3539	1583
Grp Volume(v), veh/h	381	63	0	71	36	26	146	1153	621	41	936	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1825	1774	1770	1583
Q Serve(g_s), s	22.2	3.1	0.0	4.2	2.1	1.8	4.7	29.5	29.6	1.3	28.0	0.0
Cycle Q Clear(g_c), s	22.2	3.1	0.0	4.2	2.1	1.8	4.7	29.5	29.6	1.3	28.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	505	417	354	240	113	96	314	1701	916	207	1719	769
V/C Ratio(X)	0.75	0.15	0.00	0.30	0.32	0.27	0.46	0.68	0.68	0.20	0.54	0.00
Avail Cap(c_a), veh/h	582	483	410	252	113	96	361	1701	916	236	1719	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	36.4	35.9	0.0	46.9	51.7	51.6	17.4	21.6	21.6	17.5	36.6	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.0	0.7	1.6	1.5	1.1	2.2	4.0	0.4	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	1.6	0.0	2.1	1.2	0.8	2.4	14.3	15.9	0.7	14.0	0.0
LnGrp Delay(d),s/veh	41.3	36.0	0.0	47.6	53.3	53.1	18.5	23.8	25.7	17.9	37.7	0.0
LnGrp LOS	D	D		D	D	D	B	C	C	B	D	
Approach Vol, veh/h		444			133			1920			977	
Approach Delay, s/veh		40.5			50.2			24.0			36.8	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	62.9	29.0	12.2	9.1	64.7	10.3	30.9
Change Period (Y+Rc), s	4.0	7.0	4.0	* 5.2	4.0	7.0	4.0	* 5.2
Max Green Setting (Gmax), s	10.0	48.0	30.0	* 7	7.0	51.0	7.0	* 30
Max Q Clear Time (g_c+I1), s	6.7	30.0	24.2	4.1	3.3	31.6	6.2	5.1
Green Ext Time (p_c), s	0.1	4.1	0.9	0.0	0.0	8.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	381	63	88	71	36	26	146	1774	41	936	251
v/c Ratio	0.83	0.15	0.20	0.40	0.32	0.11	0.45	0.68	0.24	0.58	0.16
Control Delay	49.5	35.0	4.2	35.9	59.8	1.0	15.4	23.9	10.2	16.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	35.0	4.2	35.9	59.8	1.0	15.4	23.9	10.2	16.6	0.2
Queue Length 50th (ft)	235	37	0	36	26	0	46	394	9	176	0
Queue Length 95th (ft)	318	70	21	66	59	0	79	449	m25	309	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	500	466	481	177	111	237	341	2597	172	1623	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.14	0.18	0.40	0.32	0.11	0.43	0.68	0.24	0.58	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	33	111	124	32	50	82	1198	35	40	1304	275
Future Volume (veh/h)	271	33	111	124	32	50	82	1198	35	40	1304	275
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	304	37	0	139	36	56	92	1346	39	45	1465	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	266	226	291	104	89	353	2868	83	295	1965	879
Arrive On Green	0.18	0.14	0.00	0.09	0.06	0.06	0.05	0.56	0.56	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5080	147	1774	3539	1583
Grp Volume(v), veh/h	304	37	0	139	36	56	92	898	487	45	1465	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1837	1774	1770	1583
Q Serve(g_s), s	19.5	2.2	0.0	9.1	2.3	4.3	2.7	19.6	19.6	1.3	0.0	0.0
Cycle Q Clear(g_c), s	19.5	2.2	0.0	9.1	2.3	4.3	2.7	19.6	19.6	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	417	266	226	291	104	89	353	1914	1037	295	1965	879
V/C Ratio(X)	0.73	0.14	0.00	0.48	0.35	0.63	0.26	0.47	0.47	0.15	0.75	0.00
Avail Cap(c_a), veh/h	461	298	253	304	104	89	357	1914	1037	316	1965	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.00
Uniform Delay (d), s/veh	42.8	46.9	0.0	49.6	56.8	57.7	10.1	16.1	16.1	11.3	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.2	0.0	1.2	2.0	13.6	0.4	0.8	1.5	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	1.1	0.0	4.5	1.3	2.2	1.3	9.3	10.3	0.6	0.3	0.0
LnGrp Delay(d),s/veh	48.0	47.1	0.0	50.9	58.7	71.3	10.5	16.9	17.6	11.4	1.1	0.0
LnGrp LOS	D	D		D	E	E	B	B	B	B	A	
Approach Vol, veh/h		341			231			1477			1510	
Approach Delay, s/veh		47.9			57.1			16.8			1.4	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.4	25.9	12.0	9.5	77.6	15.0	22.8
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	66.0	25.0	7.0	7.0	66.0	12.0	20.0
Max Q Clear Time (g_c+I1), s	4.7	2.0	21.5	6.3	3.3	21.6	11.1	4.2
Green Ext Time (p_c), s	0.0	9.4	0.4	0.0	0.0	7.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	304	37	125	139	36	56	92	1385	45	1465	309
v/c Ratio	0.80	0.15	0.40	0.62	0.35	0.26	0.49	0.49	0.18	0.77	0.20
Control Delay	56.3	47.2	11.7	50.2	66.8	2.8	18.5	17.7	11.5	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	47.2	11.7	50.2	66.8	2.8	18.5	17.7	11.5	21.1	0.2
Queue Length 50th (ft)	211	26	0	86	28	0	26	259	13	277	0
Queue Length 95th (ft)	305	58	54	141	64	0	52	297	m18	364	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	397	288	349	232	102	218	188	2820	250	1908	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.13	0.36	0.60	0.35	0.26	0.49	0.49	0.18	0.77	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	41	123	94	22	50	132	1580	123	97	804	50
Future Volume (veh/h)	23	41	123	94	22	50	132	1580	123	97	804	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	23	41	123	94	22	50	189	1951	176	97	924	50
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	175	149	199	223	190	477	2908	261	218	2157	965
Arrive On Green	0.03	0.09	0.09	0.06	0.12	0.12	0.04	0.41	0.41	0.08	0.81	0.81
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4752	426	1774	3539	1583
Grp Volume(v), veh/h	23	41	123	94	22	50	189	1389	738	97	924	50
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1788	1774	1770	1583
Q Serve(g_s), s	0.7	2.3	8.8	3.0	1.2	3.3	4.4	38.3	38.8	2.2	8.7	0.7
Cycle Q Clear(g_c), s	0.7	2.3	8.8	3.0	1.2	3.3	4.4	38.3	38.8	2.2	8.7	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	109	175	149	199	223	190	477	2075	1094	218	2157	965
V/C Ratio(X)	0.21	0.23	0.83	0.47	0.10	0.26	0.40	0.67	0.67	0.45	0.43	0.05
Avail Cap(c_a), veh/h	209	178	151	209	223	190	555	2075	1094	269	2157	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.3	48.3	51.2	52.5	45.1	46.0	7.6	24.5	24.6	19.0	5.1	4.3
Incr Delay (d2), s/veh	1.0	0.7	29.8	1.7	0.2	0.7	0.3	1.1	2.2	1.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	5.1	1.5	0.6	1.5	2.2	18.3	19.9	1.9	4.3	0.3
LnGrp Delay(d),s/veh	55.2	49.0	81.0	54.2	45.3	46.7	8.0	25.6	26.8	20.3	5.7	4.4
LnGrp LOS	E	D	F	D	D	D	A	C	C	C	A	A
Approach Vol, veh/h		187			166			2316			1071	
Approach Delay, s/veh		70.8			50.8			24.5			6.9	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	76.6	7.6	19.8	10.7	76.9	10.7	16.8
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	12.0	64.5	7.0	11.0	10.0	66.5	7.0	11.0
Max Q Clear Time (g_c+I1), s	6.4	10.7	2.7	5.3	4.2	40.8	5.0	10.8
Green Ext Time (p_c), s	0.2	7.4	0.0	0.1	0.1	16.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	23	41	123	94	22	50	189	2127	97	924	50
v/c Ratio	0.11	0.31	0.54	0.47	0.11	0.19	0.44	0.71	0.52	0.45	0.05
Control Delay	52.5	56.2	18.3	60.1	49.8	1.5	8.2	24.1	34.2	9.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	56.2	18.3	60.1	49.8	1.5	8.2	24.1	34.2	9.5	0.7
Queue Length 50th (ft)	8	29	0	35	16	0	52	527	43	102	0
Queue Length 95th (ft)	22	64	57	63	42	0	56	522	103	175	1
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	172	257	202	216	279	471	3007	215	2076	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.24	0.48	0.47	0.10	0.18	0.40	0.71	0.45	0.45	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	55	201	146	77	60	250	1167	57	40	1374	53
Future Volume (veh/h)	91	55	201	146	77	60	250	1167	57	40	1374	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	101	65	236	209	110	86	329	1241	95	53	1616	62
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	255	114	248	167	142	406	3108	238	383	2102	940
Arrive On Green	0.05	0.07	0.07	0.07	0.09	0.09	0.20	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4819	369	1774	3539	1583
Grp Volume(v), veh/h	101	65	236	209	110	86	329	873	463	53	1616	62
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1798	1774	1770	1583
Q Serve(g_s), s	3.6	2.2	9.0	7.5	7.1	6.5	9.6	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	3.6	2.2	9.0	7.5	7.1	6.5	9.6	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	187	255	114	248	167	142	406	2186	1159	383	2102	940
V/C Ratio(X)	0.54	0.26	2.07	0.84	0.66	0.61	0.81	0.40	0.40	0.14	0.77	0.07
Avail Cap(c_a), veh/h	193	255	114	248	167	142	530	2186	1159	399	2102	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.6	54.8	58.0	57.3	55.0	54.8	7.1	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.5	510.4	22.4	9.1	7.1	6.0	0.5	0.9	0.1	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.1	20.1	4.3	4.1	3.1	6.9	0.1	0.3	0.7	0.7	0.0
LnGrp Delay(d),s/veh	60.4	55.4	568.4	79.7	64.2	61.9	13.0	0.5	0.9	8.0	2.3	0.1
LnGrp LOS	E	E	F	E	E	E	B	A	A	A	A	A
Approach Vol, veh/h		402			405			1665			1731	
Approach Delay, s/veh		357.8			71.7			3.0			2.4	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	80.7	10.8	17.2	9.9	87.1	13.0	15.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	65.5	7.0	11.0	7.0	79.5	9.0	9.0
Max Q Clear Time (g_c+I1), s	11.6	2.0	5.6	9.1	3.4	2.0	9.5	11.0
Green Ext Time (p_c), s	0.7	19.3	0.0	0.1	0.0	11.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	65	236	209	110	86	329	1336	53	1616	62
v/c Ratio	0.55	0.28	0.76	0.88	0.72	0.34	0.96	0.42	0.18	0.89	0.07
Control Delay	68.9	58.2	25.4	91.3	81.7	5.5	83.4	7.2	4.3	24.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	58.2	25.4	91.3	81.7	5.5	83.4	7.2	4.3	24.2	0.1
Queue Length 50th (ft)	41	26	12	87	88	0	243	124	6	667	0
Queue Length 95th (ft)	72	48	#81	100	116	0	#290	127	9	377	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	246	315	238	158	257	346	3200	287	1810	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.26	0.75	0.88	0.70	0.33	0.95	0.42	0.18	0.89	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

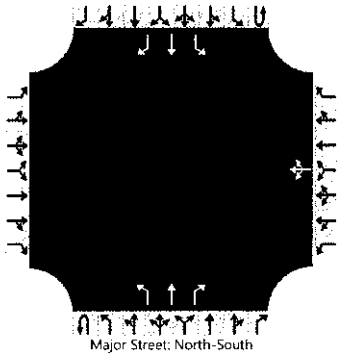
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						32	0	63		0	111	31		58	212	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							116			0				71		
Capacity, c (veh/h)							660			1312				1410		
v/c Ratio							0.18			0.00				0.05		
95% Queue Length, Q_{95} (veh)							0.6			0.0				0.2		
Control Delay (s/veh)							11.6			7.7				7.7		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)						11.6				0.0				1.7		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

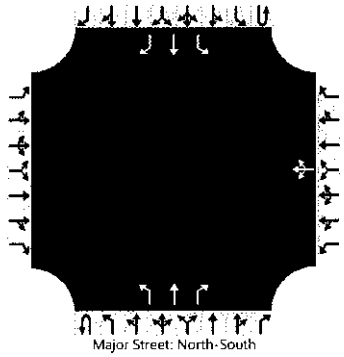
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK NO BUILD
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						7	0	106		0	258	12		27	130	0
Percent Heavy Vehicles (%)						0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.30	6.71	6.30		4.10				4.10		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							135			0				32		
Capacity, c (veh/h)							703			1438				1250		
v/c Ratio							0.19			0.00				0.03		
95% Queue Length, Q_{95} (veh)							0.7			0.0				0.1		
Control Delay (s/veh)							11.3			7.5				8.0		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)							11.3			0.0				1.4		
Approach LOS							B									

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HCS7 Two-Way Stop-Control Report

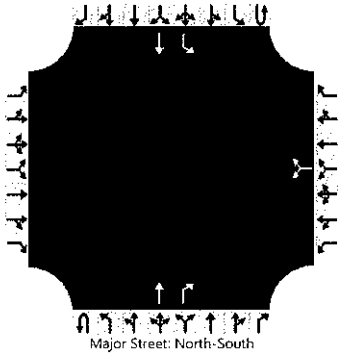
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		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	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						33		23			108	32		87	157	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							61							95		
Capacity, c (veh/h)							617							1435		
v/c Ratio							0.10							0.07		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							11.5							7.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						11.5								2.7		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

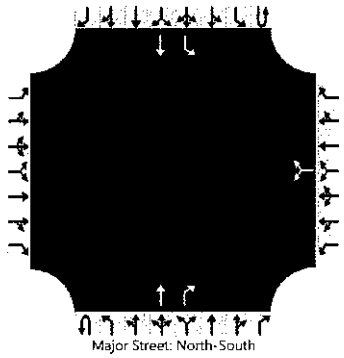
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK NO BUILD
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						29		113			157	60		27	110	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized											No					
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.60		6.30						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

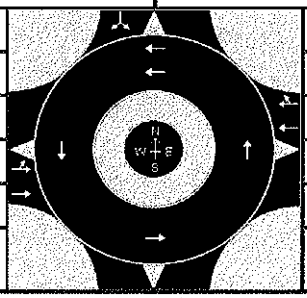
Flow Rate, v (veh/h)							182							35		
Capacity, c (veh/h)							766							1296		
v/c Ratio							0.24							0.03		
95% Queue Length, Q_{95} (veh)							0.9							0.1		
Control Delay (s/veh)							11.2							7.9		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						11.2								1.5		
Approach LOS						B										

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	66	161		0		189	85					0	167		32
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	78	189		0		222	100					0	196		38
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			S8		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	125	142		151	171						234	
Entry Volume, veh/h	124	140		150	169						232	
Circulating Flow (v_c), pc/h	196			78			463			222		
Exiting Flow (v_{ex}), pc/h	385			260			178			0		
Capacity (c_{pce}), pc/h	1188	1188		1323	1323						1176	
Capacity (c), veh/h	1176	1176		1310	1310						1164	
v/c Ratio (x)	0.11	0.12		0.11	0.13						0.20	

Delay and Level of Service

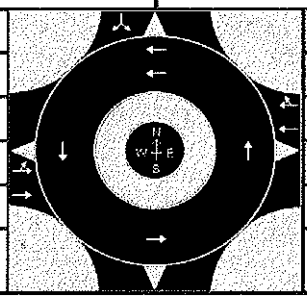
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.9	4.1		3.7	3.8						4.9	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.4	0.4						0.7	
Approach Delay, s/veh	4.0			3.7						4.9		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.1						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	44	236		0		309	138					0	100		58
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	47	254		0		332	148					0	107		62
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	141	160		226	254						169	
Entry Volume, veh/h	140	158		223	252						167	
Circulating Flow (v_c), pc/h	107			47			408			332		
Exiting Flow (v_{ex}), pc/h	361			394			195			0		
Capacity (c_{pce}), pc/h	1288	1288		1361	1361						1071	
Capacity (c), veh/h	1276	1276		1347	1347						1060	
v/c Ratio (x)	0.11	0.12		0.17	0.19						0.16	

Delay and Level of Service

Approach	E8			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.7	3.8		4.0	4.2						4.8	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.6	0.7						0.6	
Approach Delay, s/veh	3.8			4.1						4.8		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.1						A					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	54	74	71	36	23	123	1438	64	35	793	212
Future Volume (veh/h)	322	54	74	71	36	23	123	1438	64	35	793	212
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	381	64	0	84	43	27	146	1702	76	41	939	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	500	412	350	245	113	96	313	2503	112	206	1719	769
Arrive On Green	0.22	0.22	0.00	0.06	0.06	0.06	0.06	0.50	0.50	0.01	0.16	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4991	223	1774	3539	1583
Grp Volume(v), veh/h	381	64	0	84	43	27	146	1156	622	41	939	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1823	1774	1770	1583
Q Serve(g_s), s	22.2	3.2	0.0	5.0	2.6	1.9	4.7	29.6	29.7	1.3	28.1	0.0
Cycle Q Clear(g_c), s	22.2	3.2	0.0	5.0	2.6	1.9	4.7	29.6	29.7	1.3	28.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	500	412	350	245	113	96	313	1701	915	206	1719	769
V/C Ratio(X)	0.76	0.16	0.00	0.34	0.38	0.28	0.47	0.68	0.68	0.20	0.55	0.00
Avail Cap(c_a), veh/h	577	483	410	252	113	96	360	1701	915	235	1719	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	36.4	36.1	0.0	47.0	51.9	51.6	17.5	21.7	21.7	17.5	36.6	0.0
Incr Delay (d2), s/veh	5.2	0.2	0.0	0.8	2.1	1.6	1.1	2.2	4.1	0.4	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	1.7	0.0	2.5	1.4	0.9	2.4	14.3	15.9	0.7	14.1	0.0
LnGrp Delay(d),s/veh	41.6	36.3	0.0	47.8	54.0	53.2	18.5	23.9	25.8	18.0	37.7	0.0
LnGrp LOS	D	D		D	D	D	B	C	C	B	D	
Approach Vol, veh/h		445			154			1924			980	
Approach Delay, s/veh		40.8			50.5			24.1			36.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	62.9	29.0	12.2	9.1	64.7	10.6	30.6
Change Period (Y+Rc), s	4.0	7.0	4.0	* 5.2	4.0	7.0	4.0	* 5.2
Max Green Setting (Gmax), s	10.0	48.0	30.0	* 7	7.0	51.0	7.0	* 30
Max Q Clear Time (g_c+I1), s	6.7	30.1	24.2	4.6	3.3	31.7	7.0	5.2
Green Ext Time (p_c), s	0.1	4.1	0.9	0.0	0.0	8.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	381	64	88	84	43	27	146	1778	41	939	251
v/c Ratio	0.83	0.16	0.20	0.47	0.38	0.11	0.45	0.69	0.24	0.58	0.16
Control Delay	49.5	35.0	4.2	38.5	62.0	1.0	15.5	24.0	10.4	17.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	35.0	4.2	38.5	62.0	1.0	15.5	24.0	10.4	17.1	0.2
Queue Length 50th (ft)	235	37	0	42	31	0	47	397	9	189	0
Queue Length 95th (ft)	318	71	21	74	67	0	79	450	m26	323	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	500	466	481	178	112	238	340	2595	171	1622	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.14	0.18	0.47	0.38	0.11	0.43	0.69	0.24	0.58	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	38	111	130	35	51	82	1199	45	41	1305	275
Future Volume (veh/h)	271	38	111	130	35	51	82	1199	45	41	1305	275
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	304	43	0	146	39	57	92	1347	51	46	1466	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	259	220	297	104	89	353	2837	107	292	1965	879
Arrive On Green	0.18	0.14	0.00	0.09	0.06	0.06	0.05	0.56	0.56	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5029	190	1774	3539	1583
Grp Volume(v), veh/h	304	43	0	146	39	57	92	908	490	46	1466	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1829	1774	1770	1583
Q Serve(g_s), s	19.5	2.5	0.0	9.6	2.5	4.4	2.7	19.9	19.9	1.3	0.0	0.0
Cycle Q Clear(g_c), s	19.5	2.5	0.0	9.6	2.5	4.4	2.7	19.9	19.9	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	415	259	220	297	104	89	353	1913	1032	292	1965	879
V/C Ratio(X)	0.73	0.17	0.00	0.49	0.37	0.64	0.26	0.47	0.47	0.16	0.75	0.00
Avail Cap(c_a), veh/h	459	298	253	304	104	89	357	1913	1032	313	1965	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	42.9	47.4	0.0	49.4	56.9	57.8	10.1	16.2	16.2	11.3	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.3	0.0	1.3	2.2	14.7	0.4	0.8	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	1.3	0.0	4.8	1.4	2.3	1.3	9.6	10.5	0.6	0.3	0.0
LnGrp Delay(d),s/veh	48.2	47.7	0.0	50.7	59.1	72.5	10.5	17.1	17.8	11.4	1.0	0.0
LnGrp LOS	D	D		D	E	E	B	B	B	B	A	
Approach Vol, veh/h		347			242			1490			1512	
Approach Delay, s/veh		48.2			57.2			16.9			1.3	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.4	25.9	12.0	9.6	77.5	15.5	22.4
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	66.0	25.0	7.0	7.0	66.0	12.0	20.0
Max Q Clear Time (g_c+I1), s	4.7	2.0	21.5	6.4	3.3	21.9	11.6	4.5
Green Ext Time (p_c), s	0.0	9.4	0.4	0.0	0.0	7.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	304	43	125	146	39	57	92	1398	46	1466	309
v/c Ratio	0.79	0.18	0.40	0.65	0.38	0.26	0.49	0.50	0.19	0.77	0.20
Control Delay	56.1	47.7	11.8	51.8	68.1	2.9	18.8	17.7	11.7	21.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	47.7	11.8	51.8	68.1	2.9	18.8	17.7	11.7	21.8	0.1
Queue Length 50th (ft)	211	30	0	91	31	0	26	262	14	294	0
Queue Length 95th (ft)	305	65	54	148	69	0	53	301	m18	370	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	397	288	349	232	102	218	187	2815	247	1906	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.15	0.36	0.63	0.38	0.26	0.49	0.50	0.19	0.77	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	45	123	95	33	72	132	1581	124	103	804	50
Future Volume (veh/h)	23	45	123	95	33	72	132	1581	124	103	804	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	23	45	123	95	33	72	189	1952	177	103	924	50
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	175	149	199	224	190	477	2904	262	218	2156	965
Arrive On Green	0.03	0.09	0.09	0.06	0.12	0.12	0.04	0.41	0.41	0.08	0.81	0.81
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4749	428	1774	3539	1583
Grp Volume(v), veh/h	23	45	123	95	33	72	189	1390	739	103	924	50
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1787	1774	1770	1583
Q Serve(g_s), s	0.7	2.6	8.8	3.1	1.8	4.8	4.4	38.4	38.8	2.4	8.7	0.7
Cycle Q Clear(g_c), s	0.7	2.6	8.8	3.1	1.8	4.8	4.4	38.4	38.8	2.4	8.7	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	109	175	149	199	224	190	477	2073	1093	218	2156	965
V/C Ratio(X)	0.21	0.26	0.83	0.48	0.15	0.38	0.40	0.67	0.68	0.47	0.43	0.05
Avail Cap(c_a), veh/h	209	178	151	209	224	190	554	2073	1093	269	2156	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.3	48.4	51.2	52.5	45.3	46.6	7.7	24.5	24.7	19.6	5.1	4.3
Incr Delay (d2), s/veh	1.0	0.8	29.7	1.8	0.3	1.2	0.3	1.1	2.2	1.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	5.1	1.5	1.0	2.2	2.2	18.3	19.9	2.1	4.3	0.3
LnGrp Delay(d),s/veh	55.2	49.2	80.9	54.2	45.6	47.9	8.0	25.7	26.8	21.1	5.7	4.4
LnGrp LOS	E	D	F	D	D	D	A	C	C	C	A	A
Approach Vol, veh/h		191			200			2318			1077	
Approach Delay, s/veh		70.3			50.5			24.6			7.1	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	76.6	7.6	19.8	10.7	76.8	10.7	16.8
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	12.0	64.5	7.0	11.0	10.0	66.5	7.0	11.0
Max Q Clear Time (g_c+I1), s	6.4	10.7	2.7	6.8	4.4	40.8	5.1	10.8
Green Ext Time (p_c), s	0.2	7.4	0.0	0.1	0.1	16.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	23	45	123	95	33	72	189	2129	103	924	50
v/c Ratio	0.11	0.34	0.54	0.47	0.16	0.27	0.44	0.71	0.55	0.45	0.05
Control Delay	52.5	56.9	18.1	60.2	50.5	5.6	8.3	24.3	35.8	9.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	56.9	18.1	60.2	50.5	5.6	8.3	24.3	35.8	9.6	0.7
Queue Length 50th (ft)	8	32	0	35	24	0	52	532	47	102	0
Queue Length 95th (ft)	22	69	57	64	55	18	56	523	107	175	1
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	172	257	202	216	279	468	2996	215	2072	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.26	0.48	0.47	0.15	0.26	0.40	0.71	0.48	0.45	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	66	201	147	83	73	250	1168	58	61	1375	53
Future Volume (veh/h)	91	66	201	147	83	73	250	1168	58	61	1375	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	101	78	236	210	119	104	329	1243	97	81	1618	62
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	255	114	248	167	142	406	3076	240	392	2102	940
Arrive On Green	0.05	0.07	0.07	0.07	0.09	0.09	0.20	1.00	1.00	0.11	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4811	375	1774	3539	1583
Grp Volume(v), veh/h	101	78	236	210	119	104	329	876	464	81	1618	62
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1796	1774	1770	1583
Q Serve(g_s), s	3.6	2.6	9.0	7.5	7.8	8.0	9.6	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	3.6	2.6	9.0	7.5	7.8	8.0	9.6	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	187	255	114	248	167	142	406	2168	1149	392	2102	940
V/C Ratio(X)	0.54	0.31	2.07	0.85	0.71	0.73	0.81	0.40	0.40	0.21	0.77	0.07
Avail Cap(c_a), veh/h	193	255	114	248	167	142	530	2168	1149	398	2102	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.6	55.0	58.0	57.3	55.3	55.4	7.1	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.7	510.4	23.0	13.3	17.6	6.0	0.5	0.9	0.2	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.3	20.1	4.4	4.6	4.2	6.9	0.1	0.3	1.0	0.7	0.0
LnGrp Delay(d),s/veh	60.4	55.7	568.4	80.3	68.6	73.0	13.1	0.5	0.9	7.9	2.3	0.1
LnGrp LOS	E	E	F	F	E	E	B	A	A	A	A	A
Approach Vol, veh/h		415			433			1669			1761	
Approach Delay, s/veh		348.4			75.3			3.1			2.5	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	80.7	10.8	17.2	10.6	86.4	13.0	15.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	65.5	7.0	11.0	7.0	79.5	9.0	9.0
Max Q Clear Time (g_c+I1), s	11.6	2.0	5.6	10.0	4.1	2.0	9.5	11.0
Green Ext Time (p_c), s	0.7	19.3	0.0	0.1	0.0	11.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	78	236	210	119	104	329	1340	81	1618	62
v/c Ratio	0.55	0.33	0.76	0.88	0.78	0.41	0.96	0.42	0.28	0.89	0.07
Control Delay	68.9	59.3	25.3	92.0	88.0	8.9	83.2	7.2	5.4	24.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	59.3	25.3	92.0	88.0	8.9	83.2	7.2	5.4	24.5	0.2
Queue Length 50th (ft)	41	32	12	88	96	0	242	124	9	668	0
Queue Length 95th (ft)	72	55	#81	100	124	1	#287	128	13	413	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	246	315	238	158	257	346	3199	286	1810	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.32	0.75	0.88	0.75	0.40	0.95	0.42	0.28	0.89	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

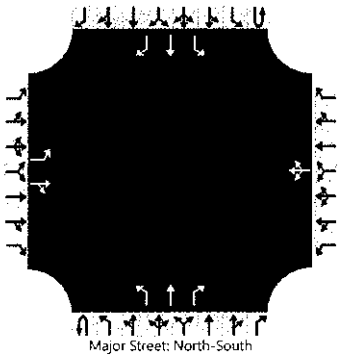
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR			LTR			L	T	R		L	T	R
Volume (veh/h)		17	6	25		32	2	63		7	129	31		58	218	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21		38			118			9				71		
Capacity, c (veh/h)		338		775			588			1297				1384		
v/c Ratio		0.06		0.05			0.20			0.01				0.05		
95% Queue Length, Q_{95} (veh)		0.2		0.2			0.7			0.0				0.2		
Control Delay (s/veh)		16.3		9.9			12.7			7.8				7.7		
Level of Service (LOS)		C		A			B			A				A		
Approach Delay (s/veh)	12.2				12.7				0.3				1.6			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

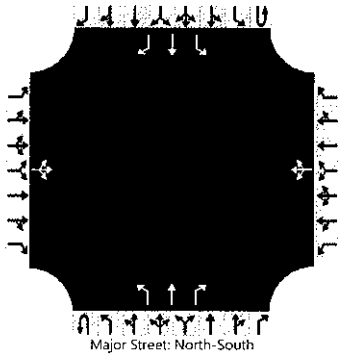
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK BUILD
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration			LTR				LTR			L	T	R		L	T	R
Volume (veh/h)		9	3	14		7	5	106		24	268	12		27	147	16
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.30	6.71	6.30		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31				140			29				32		
Capacity, c (veh/h)			469				654			1391				1237		
v/c Ratio			0.07				0.21			0.02				0.03		
95% Queue Length, Q_{95} (veh)			0.2				0.8			0.1				0.1		
Control Delay (s/veh)			13.2				12.0			7.6				8.0		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	13.2				12.0				0.6				1.1			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

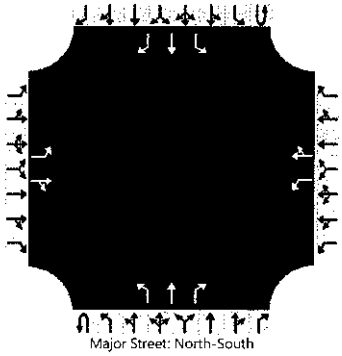
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		18	6	24		33	2	23		7	102	32		87	178	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		0				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		33		36		27		8				95		
Capacity, c (veh/h)		417		851		407		942		1386				1443		
v/c Ratio		0.05		0.04		0.09		0.03		0.01				0.07		
95% Queue Length, Q_{95} (veh)		0.1		0.1		0.3		0.1		0.0				0.2		
Control Delay (s/veh)		14.1		9.4		14.7		8.9		7.6				7.7		
Level of Service (LOS)		B		A		B		A		A				A		
Approach Delay (s/veh)		11.1				12.2				0.4				2.5		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

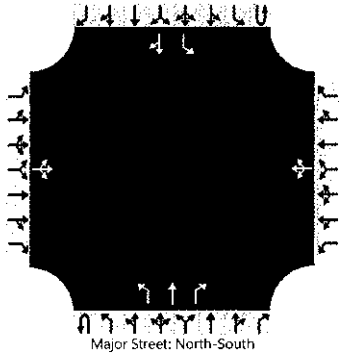
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK BUILD
Intersection Orientation	North-South
Project Description	COVID ADJUSTED

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume (veh/h)		10	3	13		29	5	113		23	181	60		27	124	17
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.30	6.71	6.30		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

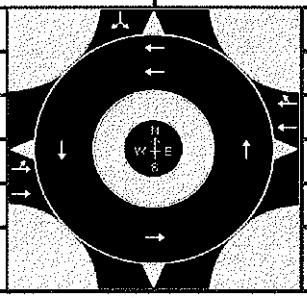
Flow Rate, v (veh/h)			33				188			29				35		
Capacity, c (veh/h)			470				662			1407				1263		
v/c Ratio			0.07				0.28			0.02				0.03		
95% Queue Length, Q_{95} (veh)			0.2				1.2			0.1				0.1		
Control Delay (s/veh)			13.2				12.6			7.6				7.9		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		13.2				12.6				0.7				1.3		
Approach LOS		B				B										

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	AM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	71	161		0		189	99					0	216		50
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	83	189		0		222	116					0	254		59
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	128	144		159	179						313	
Entry Volume, veh/h	127	143		157	177						310	
Circulating Flow (v_c), pc/h	254			83			526			222		
Exiting Flow (v_{ex}), pc/h	443			281			199			0		
Capacity (c_{pce}), pc/h	1127	1127		1317	1317						1176	
Capacity (c), veh/h	1116	1116		1304	1304						1164	
v/c Ratio (x)	0.11	0.13		0.12	0.14						0.27	

Delay and Level of Service

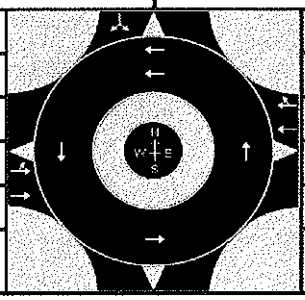
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.2	4.3		3.7	3.9						5.5	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.4	0.5						1.1	
Approach Delay, s/veh	4.3			3.8						5.5		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.5						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2024
Time Analyzed	PM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	61	236		0		309	185					0	127		68
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	66	254		0		332	199					0	136		73
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	150	170		250	281						209	
Entry Volume, veh/h	149	168		247	279						207	
Circulating Flow (v_c), pc/h	136			66			456			332		
Exiting Flow (v_{ex}), pc/h	390			405			265			0		
Capacity (c_{pce}), pc/h	1255	1255		1337	1337						1071	
Capacity (c), veh/h	1242	1242		1324	1324						1060	
v/c Ratio (x)	0.12	0.14		0.19	0.21						0.20	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.9	4.0		4.3	4.5						5.2	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.7	0.8						0.7	
Approach Delay, s/veh	4.0			4.4						5.2		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.4						A					

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APPENDIX G

2026 IMPLEMENTATION YEAR CAPACITY CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	54	75	61	31	23	125	1467	62	35	807	217
Future Volume (veh/h)	328	54	75	61	31	23	125	1467	62	35	807	217
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	388	64	0	72	37	27	148	1737	73	41	955	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	421	358	241	113	96	307	2498	105	201	1710	765
Arrive On Green	0.22	0.23	0.00	0.05	0.06	0.06	0.06	0.50	0.50	0.01	0.16	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5006	210	1774	3539	1583
Grp Volume(v), veh/h	388	64	0	72	37	27	148	1176	634	41	955	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1826	1774	1770	1583
Q Serve(g_s), s	22.6	3.2	0.0	4.3	2.2	1.9	4.8	30.6	30.6	1.3	28.6	0.0
Cycle Q Clear(g_c), s	22.6	3.2	0.0	4.3	2.2	1.9	4.8	30.6	30.6	1.3	28.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	509	421	358	241	113	96	307	1692	911	201	1710	765
V/C Ratio(X)	0.76	0.15	0.00	0.30	0.33	0.28	0.48	0.70	0.70	0.20	0.56	0.00
Avail Cap(c_a), veh/h	566	466	397	252	113	96	354	1692	911	231	1710	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	36.4	35.7	0.0	46.9	51.8	51.6	17.8	22.1	22.1	18.0	37.0	0.0
Incr Delay (d2), s/veh	5.5	0.2	0.0	0.7	1.7	1.6	1.2	2.4	4.4	0.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	1.7	0.0	2.1	1.2	0.9	2.4	14.8	16.4	0.7	14.4	0.0
LnGrp Delay(d),s/veh	41.9	35.8	0.0	47.6	53.4	53.2	19.0	24.5	26.5	18.4	38.2	0.0
LnGrp LOS	D	D		D	D	D	B	C	C	B	D	
Approach Vol, veh/h		452			136			1958			996	
Approach Delay, s/veh		41.0			50.3			24.7			37.4	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	62.6	29.3	12.2	9.1	64.4	10.3	31.2
Change Period (Y+Rc), s	4.0	7.0	4.0	*5.2	4.0	7.0	4.0	*5.2
Max Green Setting (Gmax), s	10.0	49.0	29.0	*7	7.0	52.0	7.0	*29
Max Q Clear Time (g_c+I1), s	6.8	30.6	24.6	4.2	3.3	32.6	6.3	5.2
Green Ext Time (p_c), s	0.1	4.2	0.7	0.0	0.0	8.6	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	388	64	89	72	37	27	148	1810	41	955	257
v/c Ratio	0.85	0.16	0.20	0.41	0.33	0.11	0.46	0.70	0.24	0.59	0.17
Control Delay	51.7	35.4	4.5	36.2	60.1	1.0	15.6	24.0	10.4	17.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	35.4	4.5	36.2	60.1	1.0	15.6	24.0	10.4	17.5	0.2
Queue Length 50th (ft)	239	37	0	36	27	0	48	410	9	239	0
Queue Length 95th (ft)	329	72	22	67	60	0	78	455	m25	329	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	489	451	468	177	112	237	334	2602	171	1626	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.14	0.19	0.41	0.33	0.11	0.44	0.70	0.24	0.59	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	388	64	89	72	37	27	148	1810	41	955	257
v/c Ratio	0.85	0.16	0.20	0.41	0.33	0.11	0.46	0.70	0.24	0.59	0.17
Control Delay	51.7	35.4	4.5	36.2	60.1	1.0	15.6	24.0	10.4	17.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	35.4	4.5	36.2	60.1	1.0	15.6	24.0	10.4	17.5	0.2
Queue Length 50th (ft)	239	37	0	36	27	0	48	410	9	239	0
Queue Length 95th (ft)	329	72	22	67	60	0	78	455	m25	329	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	489	451	468	177	112	237	334	2602	171	1626	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.14	0.19	0.41	0.33	0.11	0.44	0.70	0.24	0.59	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	33	114	127	32	51	84	1222	35	41	1331	281
Future Volume (veh/h)	277	33	114	127	32	51	84	1222	35	41	1331	281
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	311	37	0	143	36	57	94	1373	39	46	1496	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	267	227	294	104	89	346	2855	81	288	1955	875
Arrive On Green	0.18	0.14	0.00	0.09	0.06	0.06	0.05	0.56	0.56	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5083	144	1774	3539	1583
Grp Volume(v), veh/h	311	37	0	143	36	57	94	916	496	46	1496	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1837	1774	1770	1583
Q Serve(g_s), s	19.9	2.2	0.0	9.4	2.3	4.4	2.8	20.3	20.3	1.3	0.0	0.0
Cycle Q Clear(g_c), s	19.9	2.2	0.0	9.4	2.3	4.4	2.8	20.3	20.3	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	421	267	227	294	104	89	346	1904	1032	288	1955	875
V/C Ratio(X)	0.74	0.14	0.00	0.49	0.35	0.64	0.27	0.48	0.48	0.16	0.77	0.00
Avail Cap(c_a), veh/h	447	283	241	304	104	89	350	1904	1032	308	1955	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	42.8	46.8	0.0	49.5	56.8	57.8	10.2	16.5	16.5	11.5	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.2	0.0	1.2	2.0	14.7	0.4	0.9	1.6	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	1.1	0.0	4.6	1.3	2.3	1.3	9.6	10.7	0.6	0.3	0.0
LnGrp Delay(d),s/veh	48.8	47.0	0.0	50.8	58.7	72.5	10.6	17.3	18.1	11.6	1.1	0.0
LnGrp LOS	D	D		D	E	E	B	B	B	B	A	
Approach Vol, veh/h		348			236			1506			1542	
Approach Delay, s/veh		48.6			57.2			17.2			1.4	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.1	26.2	12.0	9.6	77.2	15.3	22.9
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	67.0	24.0	7.0	7.0	67.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	4.8	2.0	21.9	6.4	3.3	22.3	11.4	4.2
Green Ext Time (p_c), s	0.0	9.8	0.3	0.0	0.0	7.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	311	37	128	143	36	57	94	1412	46	1496	316
v/c Ratio	0.82	0.16	0.41	0.64	0.36	0.26	0.51	0.50	0.19	0.78	0.21
Control Delay	59.7	47.9	12.1	51.8	67.2	2.9	20.5	17.5	11.2	21.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	47.9	12.1	51.8	67.2	2.9	20.5	17.5	11.2	21.1	0.1
Queue Length 50th (ft)	219	26	0	90	29	0	26	261	14	291	0
Queue Length 95th (ft)	#331	59	55	147	64	0	57	300	m18	367	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	385	273	341	231	100	217	183	2837	245	1919	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.14	0.38	0.62	0.36	0.26	0.51	0.50	0.19	0.78	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	42	125	96	22	51	135	1612	126	99	820	51
Future Volume (veh/h)	23	42	125	96	22	51	135	1612	126	99	820	51
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	23	42	125	96	22	51	193	1990	180	99	943	51
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	177	150	200	226	192	469	2900	261	214	2152	963
Arrive On Green	0.03	0.09	0.09	0.06	0.12	0.12	0.04	0.41	0.41	0.08	0.81	0.81
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4751	427	1774	3539	1583
Grp Volume(v), veh/h	23	42	125	96	22	51	193	1416	754	99	943	51
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1787	1774	1770	1583
Q Serve(g_s), s	0.7	2.4	8.9	3.1	1.2	3.4	4.6	39.4	40.0	2.3	9.1	0.7
Cycle Q Clear(g_c), s	0.7	2.4	8.9	3.1	1.2	3.4	4.6	39.4	40.0	2.3	9.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	109	177	150	200	226	192	469	2069	1091	214	2152	963
V/C Ratio(X)	0.21	0.24	0.83	0.48	0.10	0.27	0.41	0.68	0.69	0.46	0.44	0.05
Avail Cap(c_a), veh/h	209	178	151	209	226	192	546	2069	1091	265	2152	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.3	48.2	51.1	52.5	44.9	45.9	7.8	24.9	25.0	20.2	5.2	4.4
Incr Delay (d2), s/veh	1.0	0.7	30.5	1.8	0.2	0.7	0.4	1.2	2.3	1.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	5.2	1.5	0.6	1.5	2.2	18.9	20.4	2.0	4.4	0.3
LnGrp Delay(d),s/veh	55.2	48.9	81.7	54.3	45.1	46.6	8.1	26.1	27.3	21.6	5.8	4.5
LnGrp LOS	E	D	F	D	D	D	A	C	C	C	A	A
Approach Vol, veh/h		190			169			2363			1093	
Approach Delay, s/veh		71.2			50.8			25.0			7.2	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	76.4	7.6	20.0	10.7	76.7	10.7	16.9
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	12.0	64.5	7.0	11.0	10.0	66.5	7.0	11.0
Max Q Clear Time (g_c+I1), s	6.6	11.1	2.7	5.4	4.3	42.0	5.1	10.9
Green Ext Time (p_c), s	0.2	7.6	0.0	0.1	0.1	16.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	23	42	125	96	22	51	193	2170	99	943	51
v/c Ratio	0.11	0.32	0.55	0.48	0.11	0.19	0.46	0.72	0.53	0.45	0.05
Control Delay	52.5	56.4	18.2	60.4	49.8	1.6	8.3	24.3	34.7	9.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	56.4	18.2	60.4	49.8	1.6	8.3	24.3	34.7	9.6	0.7
Queue Length 50th (ft)	8	30	0	36	16	0	47	538	44	104	0
Queue Length 95th (ft)	22	66	57	64	42	0	56	533	105	179	1
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	172	259	202	216	279	461	3005	215	2073	969
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.24	0.48	0.48	0.10	0.18	0.42	0.72	0.46	0.45	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	56	205	149	78	62	255	1191	58	41	1401	54
Future Volume (veh/h)	93	56	205	149	78	62	255	1191	58	41	1401	54
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	103	66	241	213	111	89	336	1267	97	55	1648	63
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	227	101	248	152	129	403	3143	241	381	2128	952
Arrive On Green	0.05	0.06	0.06	0.07	0.08	0.08	0.20	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4819	369	1774	3539	1583
Grp Volume(v), veh/h	103	66	241	213	111	89	336	891	473	55	1648	63
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1798	1774	1770	1583
Q Serve(g_s), s	3.6	2.2	8.0	7.7	7.3	6.8	9.6	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	3.6	2.2	8.0	7.7	7.3	6.8	9.6	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	187	227	101	248	152	129	403	2211	1173	381	2128	952
V/C Ratio(X)	0.55	0.29	2.38	0.86	0.73	0.69	0.83	0.40	0.40	0.14	0.77	0.07
Avail Cap(c_a), veh/h	193	227	101	248	152	129	527	2211	1173	396	2128	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.6	55.8	58.5	57.4	56.1	55.9	7.8	0.0	0.0	7.5	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.7	649.5	24.9	16.3	14.4	7.2	0.4	0.8	0.1	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.1	21.8	4.5	4.5	3.5	7.2	0.1	0.3	0.7	0.7	0.0
LnGrp Delay(d),s/veh	60.7	56.5	708.0	82.3	72.4	70.2	15.0	0.4	0.8	7.7	2.3	0.1
LnGrp LOS	E	E	F	F	E	E	B	A	A	A	A	A
Approach Vol, veh/h		410			413			1700			1766	
Approach Delay, s/veh		440.5			77.0			3.4			2.4	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	81.7	10.8	16.2	10.0	88.0	13.0	14.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	66.5	7.0	10.0	7.0	80.5	9.0	8.0
Max Q Clear Time (g_c+I1), s	11.6	2.0	5.6	9.3	3.4	2.0	9.7	10.0
Green Ext Time (p_c), s	0.7	20.1	0.0	0.1	0.0	11.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	66	241	213	111	89	336	1364	55	1648	63
v/c Ratio	0.56	0.31	0.80	0.89	0.79	0.36	0.96	0.42	0.20	0.91	0.07
Control Delay	69.4	60.0	30.7	94.0	91.6	6.5	82.3	7.0	4.3	25.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	60.0	30.7	94.0	91.6	6.5	82.3	7.0	4.3	25.9	0.1
Queue Length 50th (ft)	42	27	18	89	90	0	248	126	6	686	0
Queue Length 95th (ft)	73	48	#109	#101	118	0	#297	130	9	495	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	218	302	238	144	246	350	3230	281	1820	875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.30	0.80	0.89	0.77	0.36	0.96	0.42	0.20	0.91	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

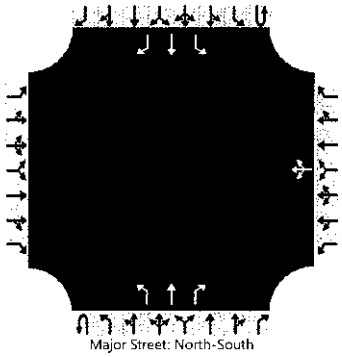
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						32	0	64		0	113	32		59	217	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized											No				No	
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							117			0				72		
Capacity, c (veh/h)							655			1305				1405		
v/c Ratio							0.18			0.00				0.05		
95% Queue Length, Q_{95} (veh)							0.6			0.0				0.2		
Control Delay (s/veh)							11.7			7.8				7.7		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)							11.7			0.0				1.6		
Approach LOS							B									

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HCS7 Two-Way Stop-Control Report

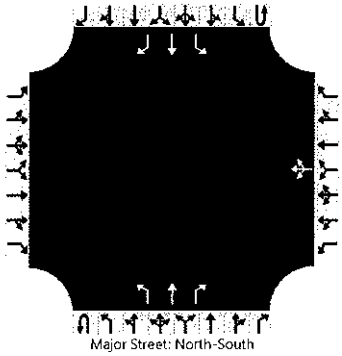
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						8	0	82		0	210	10		25	134	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							107			0				30		
Capacity, c (veh/h)							745			1426				1308		
v/c Ratio							0.14			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.5			0.0				0.1		
Control Delay (s/veh)							10.6			7.5				7.8		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)							10.6			0.0				1.2		
Approach LOS							B									

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HCS7 Two-Way Stop-Control Report

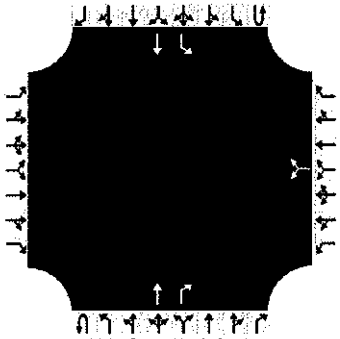
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		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	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						34		24			111	33		88	160	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							63							96		
Capacity, c (veh/h)							612							1430		
v/c Ratio							0.10							0.07		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							11.6							7.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						11.6								2.7		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

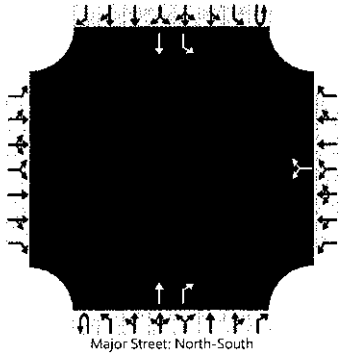
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						32		87			188	72		24	117	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized											No					
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

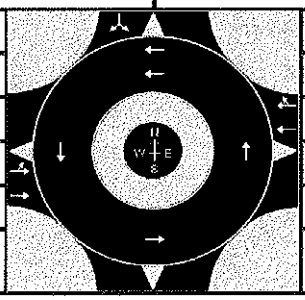
Flow Rate, v (veh/h)							153							31		
Capacity, c (veh/h)							705							1232		
v/c Ratio							0.22							0.02		
95% Queue Length, Q_{95} (veh)							0.8							0.1		
Control Delay (s/veh)							11.5							8.0		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)							11.5							1.4		
Approach LOS							B									

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	67	164		0		192	86					0	170		32
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	79	193		0		225	101					0	200		38
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	128	144		153	173						238	
Entry Volume, veh/h	127	143		152	171						236	
Circulating Flow (v_c), pc/h	200			79			472			225		
Exiting Flow (v_{ex}), pc/h	393			263			180			0		
Capacity (c_{pce}), pc/h	1184	1184		1322	1322						1173	
Capacity (c), veh/h	1172	1172		1308	1308						1161	
v/c Ratio (x)	0.11	0.12		0.12	0.13						0.20	

Delay and Level of Service

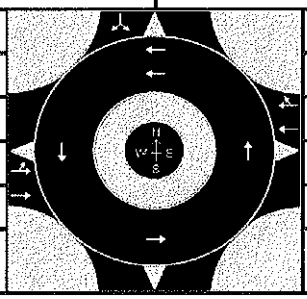
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.0	4.1		3.7	3.8						4.9	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.4	0.4						0.8	
Approach Delay, s/veh	4.0			3.8						4.9		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.2						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	45	241		0		315	141					0	102		59
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	48	259		0		338	152					0	110		63
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	144	163		230	260						173	
Entry Volume, veh/h	143	161		228	257						171	
Circulating Flow (v_c), pc/h	110			48			417			338		
Exiting Flow (v_{ex}), pc/h	369			401			200			0		
Capacity (c_{pce}), pc/h	1285	1285		1359	1359						1065	
Capacity (c), veh/h	1272	1272		1346	1346						1055	
v/c Ratio (x)	0.11	0.13		0.17	0.19						0.16	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.7	3.9		4.1	4.3						4.9	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.4		0.6	0.7						0.6	
Approach Delay, s/veh	3.8			4.2						4.9		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.2						A					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	55	75	95	49	34	125	1503	66	36	808	217
Future Volume (veh/h)	336	55	75	95	49	34	125	1503	66	36	808	217
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	398	65	0	112	58	40	148	1779	78	43	957	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	395	336	274	113	96	303	2464	108	196	1693	758
Arrive On Green	0.22	0.21	0.00	0.07	0.06	0.06	0.06	0.49	0.49	0.02	0.16	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4996	219	1774	3539	1583
Grp Volume(v), veh/h	398	65	0	112	58	40	148	1207	650	43	957	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1824	1774	1770	1583
Q Serve(g_s), s	23.2	3.3	0.0	6.7	3.5	2.8	4.8	32.2	32.3	1.4	28.8	0.0
Cycle Q Clear(g_c), s	23.2	3.3	0.0	6.7	3.5	2.8	4.8	32.2	32.3	1.4	28.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	501	395	336	274	113	96	303	1672	900	196	1693	758
V/C Ratio(X)	0.79	0.16	0.00	0.41	0.51	0.42	0.49	0.72	0.72	0.22	0.57	0.00
Avail Cap(c_a), veh/h	550	434	369	282	113	96	366	1672	900	223	1693	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	36.2	37.0	0.0	46.0	52.3	52.0	18.2	22.9	22.9	18.9	37.4	0.0
Incr Delay (d2), s/veh	7.3	0.2	0.0	1.0	3.8	2.8	1.2	2.7	5.0	0.5	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	1.7	0.0	3.3	1.9	1.3	2.4	15.6	17.5	0.7	14.4	0.0
LnGrp Delay(d),s/veh	43.5	37.2	0.0	46.9	56.2	54.9	19.4	25.7	28.0	19.4	38.6	0.0
LnGrp LOS	D	D		D	E	D	B	C	C	B	D	
Approach Vol, veh/h		463			210			2005			1000	
Approach Delay, s/veh		42.6			51.0			25.9			37.7	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	62.0	29.8	12.2	9.2	63.7	12.5	29.6
Change Period (Y+Rc), s	4.0	7.0	4.0	* 5.2	4.0	7.0	4.0	* 5.2
Max Green Setting (Gmax), s	11.0	48.0	29.0	* 7	7.0	52.0	9.0	* 27
Max Q Clear Time (g_c+I1), s	6.8	30.8	25.2	5.5	3.4	34.3	8.7	5.3
Green Ext Time (p_c), s	0.2	4.1	0.7	0.0	0.0	8.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	398	65	89	112	58	40	148	1857	43	957	257
v/c Ratio	0.86	0.18	0.23	0.55	0.51	0.17	0.46	0.75	0.25	0.60	0.17
Control Delay	52.5	37.3	4.9	40.6	68.4	1.5	15.8	26.7	10.8	18.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	37.3	4.9	40.6	68.4	1.5	15.8	26.7	10.8	18.7	0.2
Queue Length 50th (ft)	245	39	0	57	42	0	48	432	10	268	0
Queue Length 95th (ft)	340	74	23	96	#85	0	78	472	m27	370	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	490	419	444	208	114	239	342	2487	171	1597	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.16	0.20	0.54	0.51	0.17	0.43	0.75	0.25	0.60	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	39	114	181	61	73	84	1289	46	42	1331	281
Future Volume (veh/h)	292	39	114	181	61	73	84	1289	46	42	1331	281
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	328	44	0	203	69	82	94	1448	52	47	1496	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	236	200	362	119	101	341	2751	99	264	1900	850
Arrive On Green	0.19	0.13	0.00	0.12	0.06	0.06	0.05	0.55	0.55	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5040	181	1774	3539	1583
Grp Volume(v), veh/h	328	44	0	203	69	82	94	974	526	47	1496	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1831	1774	1770	1583
Q Serve(g_s), s	20.8	2.6	0.0	13.1	4.5	6.4	2.9	22.9	22.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	20.8	2.6	0.0	13.1	4.5	6.4	2.9	22.9	22.9	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	421	236	200	362	119	101	341	1850	999	264	1900	850
V/C Ratio(X)	0.78	0.19	0.00	0.56	0.58	0.81	0.28	0.53	0.53	0.18	0.79	0.00
Avail Cap(c_a), veh/h	447	236	200	400	119	101	345	1850	999	283	1900	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.00
Uniform Delay (d), s/veh	41.6	48.8	0.0	46.7	56.9	57.7	11.1	18.1	18.1	12.8	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.4	0.0	1.4	6.8	36.9	0.4	1.1	2.0	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	1.4	0.0	6.5	2.5	3.8	1.4	11.0	12.1	0.7	0.3	0.0
LnGrp Delay(d),s/veh	49.8	49.2	0.0	48.1	63.7	94.7	11.5	19.2	20.1	12.9	1.1	0.0
LnGrp LOS	D	D		D	E	F	B	B	C	B	A	
Approach Vol, veh/h		372			354			1594			1543	
Approach Delay, s/veh		49.7			61.9			19.0			1.5	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	74.1	27.1	13.0	9.6	75.2	19.3	20.8
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	65.0	25.0	8.0	7.0	65.0	18.0	15.0
Max Q Clear Time (g_c+I1), s	4.9	2.0	22.8	8.4	3.4	24.9	15.1	4.6
Green Ext Time (p_c), s	0.0	9.8	0.3	0.0	0.0	8.0	0.2	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	328	44	128	203	69	82	94	1500	47	1496	316
v/c Ratio	0.80	0.20	0.43	0.65	0.61	0.36	0.55	0.56	0.22	0.82	0.21
Control Delay	54.7	51.9	13.1	46.6	79.0	4.9	25.5	19.9	12.7	25.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	51.9	13.1	46.6	79.0	4.9	25.5	19.9	12.7	25.0	0.1
Queue Length 50th (ft)	228	32	0	130	55	0	28	295	16	318	0
Queue Length 95th (ft)	#330	70	57	199	#115	3	68	337	m20	392	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	419	224	302	340	117	231	170	2698	218	1823	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.20	0.42	0.60	0.59	0.35	0.55	0.56	0.22	0.82	0.21

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	46	132	102	34	73	139	1668	132	105	855	51
Future Volume (veh/h)	23	46	132	102	34	73	139	1668	132	105	855	51
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	23	46	132	102	34	73	199	2059	189	105	983	51
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	185	158	201	236	200	451	2870	261	207	2133	954
Arrive On Green	0.03	0.10	0.10	0.06	0.13	0.13	0.04	0.41	0.41	0.08	0.80	0.80
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4745	432	1774	3539	1583
Grp Volume(v), veh/h	23	46	132	102	34	73	199	1466	782	105	983	51
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1787	1774	1770	1583
Q Serve(g_s), s	0.7	2.6	9.4	3.3	1.9	4.9	4.8	41.6	42.4	2.4	10.1	0.8
Cycle Q Clear(g_c), s	0.7	2.6	9.4	3.3	1.9	4.9	4.8	41.6	42.4	2.4	10.1	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	109	185	158	201	236	200	451	2051	1081	207	2133	954
V/C Ratio(X)	0.21	0.25	0.84	0.51	0.14	0.36	0.44	0.71	0.72	0.51	0.46	0.05
Avail Cap(c_a), veh/h	209	194	165	209	236	200	528	2051	1081	257	2133	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.3	47.8	50.9	52.5	44.7	46.0	8.2	25.9	26.1	22.2	5.5	4.6
Incr Delay (d2), s/veh	1.0	0.7	28.8	2.0	0.3	1.1	0.4	1.2	2.4	1.8	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	5.4	1.6	1.0	2.2	2.3	19.8	21.6	2.1	5.0	0.3
LnGrp Delay(d),s/veh	55.2	48.5	79.7	54.5	45.0	47.1	8.6	27.1	28.5	24.0	6.2	4.7
LnGrp LOS	E	D	E	D	D	D	A	C	C	C	A	A
Approach Vol, veh/h		201			209			2447			1139	
Approach Delay, s/veh		69.8			50.4			26.1			7.8	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	75.8	7.6	20.5	10.8	76.1	10.7	17.5
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	12.0	63.5	7.0	12.0	10.0	65.5	7.0	12.0
Max Q Clear Time (g_c+I1), s	6.8	12.1	2.7	6.9	4.4	44.4	5.3	11.4
Green Ext Time (p_c), s	0.2	8.1	0.0	0.1	0.1	15.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	23	46	132	102	34	73	199	2248	105	983	51
v/c Ratio	0.11	0.34	0.55	0.50	0.17	0.27	0.49	0.75	0.56	0.48	0.05
Control Delay	52.5	56.3	17.6	61.4	50.1	5.6	8.1	23.9	35.9	10.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	56.3	17.6	61.4	50.1	5.6	8.1	23.9	35.9	10.6	0.9
Queue Length 50th (ft)	8	33	0	38	24	0	43	564	48	113	0
Queue Length 95th (ft)	22	69	58	68	56	19	57	557	110	198	2
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	187	277	202	225	287	443	2982	214	2060	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.25	0.48	0.50	0.15	0.25	0.45	0.75	0.49	0.48	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	67	215	157	85	74	278	1299	66	62	1470	54
Future Volume (veh/h)	93	67	215	157	85	74	278	1299	66	62	1470	54
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	103	79	253	224	121	106	366	1382	110	83	1729	63
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	227	101	248	152	129	407	3108	247	359	2090	935
Arrive On Green	0.05	0.06	0.06	0.07	0.08	0.08	0.22	1.00	1.00	0.11	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4803	382	1774	3539	1583
Grp Volume(v), veh/h	103	79	253	224	121	106	366	975	517	83	1729	63
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1795	1774	1770	1583
Q Serve(g_s), s	3.6	2.7	8.0	8.1	8.0	8.2	10.9	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	2.7	8.0	8.1	8.0	8.2	10.9	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	187	227	101	248	152	129	407	2194	1162	359	2090	935
V/C Ratio(X)	0.55	0.35	2.50	0.90	0.80	0.82	0.90	0.44	0.44	0.23	0.83	0.07
Avail Cap(c_a), veh/h	193	227	101	248	152	129	525	2194	1162	364	2090	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.6	56.0	58.5	57.6	56.4	56.5	10.3	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.9	701.9	33.0	24.8	32.7	12.6	0.5	1.0	0.3	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.3	23.2	5.0	5.1	4.8	8.1	0.2	0.3	1.1	0.9	0.0
LnGrp Delay(d),s/veh	60.7	56.9	760.4	90.5	81.2	89.2	22.9	0.5	1.0	8.1	3.2	0.1
LnGrp LOS	E	E	F	F	F	F	C	A	A	A	A	A
Approach Vol, veh/h		435			451			1858			1875	
Approach Delay, s/veh		467.0			87.7			5.1			3.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	80.3	10.8	16.2	10.6	87.4	13.0	14.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	22.0	65.5	7.0	10.0	7.0	80.5	9.0	8.0
Max Q Clear Time (g_c+I1), s	12.9	2.0	5.6	10.2	4.2	2.0	10.1	10.0
Green Ext Time (p_c), s	0.8	22.1	0.0	0.0	0.0	14.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.9
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	79	253	224	121	106	366	1492	83	1729	63
v/c Ratio	0.56	0.36	0.82	0.94	0.84	0.43	1.01	0.46	0.32	0.96	0.07
Control Delay	69.4	61.0	31.4	102.6	99.1	9.8	94.4	7.0	6.3	35.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	61.0	31.4	102.6	99.1	9.8	94.4	7.0	6.3	35.1	0.1
Queue Length 50th (ft)	42	32	20	94	98	0	~277	134	9	728	0
Queue Length 95th (ft)	73	56	#117	#112	#136	2	#338	138	13	772	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	218	310	238	144	246	361	3224	256	1792	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.82	0.94	0.84	0.43	1.01	0.46	0.32	0.96	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

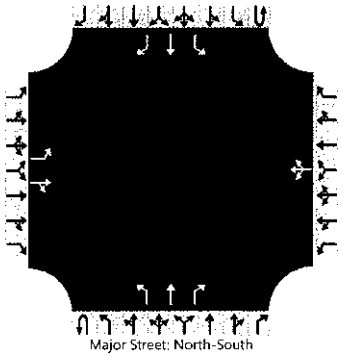
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR			LTR			L	T	R		L	T	R
Volume (veh/h)		17	6	25		32	2	64		7	137	32		59	233	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21		38			120			9				72		
Capacity, c (veh/h)		321		757			570			1277				1371		
v/c Ratio		0.06		0.05			0.21			0.01				0.05		
95% Queue Length, Q_{95} (veh)		0.2		0.2			0.8			0.0				0.2		
Control Delay (s/veh)		17.0		10.0			13.0			7.8				7.8		
Level of Service (LOS)		C		B			B			A				A		
Approach Delay (s/veh)		12.5				13.0				0.3				1.5		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

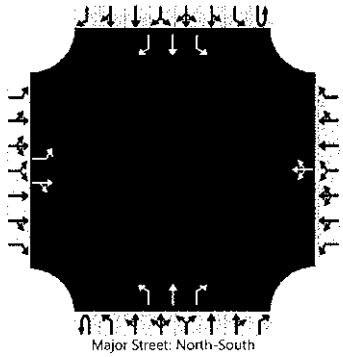
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR			LTR			L	T	R		L	T	R
Volume (veh/h)		9	3	14		8	5	82		24	228	10		25	170	16
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11		20			113			29				30		
Capacity, c (veh/h)		320		841			669			1354				1285		
v/c Ratio		0.03		0.02			0.17			0.02				0.02		
95% Queue Length, Q_{95} (veh)		0.1		0.1			0.6			0.1				0.1		
Control Delay (s/veh)		16.6		9.4			11.5			7.7				7.9		
Level of Service (LOS)		C		A			B			A				A		
Approach Delay (s/veh)		11.9				11.5				0.7				0.9		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

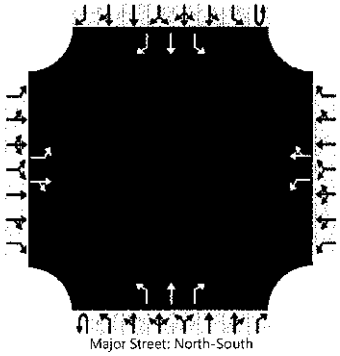
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		18	6	24		34	2	24		7	124	33		88	196	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		0				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		33		37		28		8				96		
Capacity, c (veh/h)		386		830		377		913		1363				1413		
v/c Ratio		0.05		0.04		0.10		0.03		0.01				0.07		
95% Queue Length, Q_{95} (veh)		0.2		0.1		0.3		0.1		0.0				0.2		
Control Delay (s/veh)		14.8		9.5		15.6		9.1		7.7				7.7		
Level of Service (LOS)		B		A		C		A		A				A		
Approach Delay (s/veh)		11.5				12.8				0.3				2.4		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

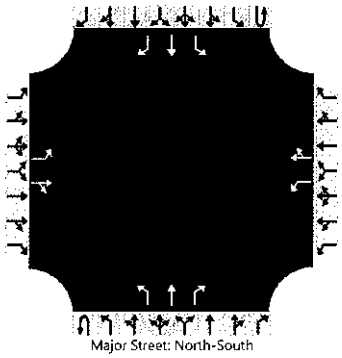
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		10	3	13		32	5	87		23	219	72		24	150	17
Percent Heavy Vehicles (%)		1	1	1		1	1	1		0				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.20				2.21		

Delay, Queue Length, and Level of Service

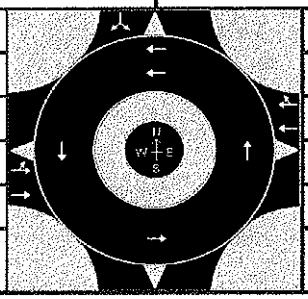
Flow Rate, v (veh/h)		13		21		41		118		29				31		
Capacity, c (veh/h)		289		852		367		755		1368				1191		
v/c Ratio		0.04		0.02		0.11		0.16		0.02				0.03		
95% Queue Length, Q_{95} (veh)		0.1		0.1		0.4		0.6		0.1				0.1		
Control Delay (s/veh)		18.0		9.3		16.0		10.7		7.7				8.1		
Level of Service (LOS)		C		A		C		B		A				A		
Approach Delay (s/veh)		12.7				12.0				0.6				1.0		
Approach LOS		B				B										

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	73	164		0		232	101					0	224		56
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	86	193		0		272	119					0	263		66
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	131	148		184	207						329	
Entry Volume, veh/h	130	146		182	205						326	
Circulating Flow (v_c), pc/h	263			86			542			272		
Exiting Flow (v_{ex}), pc/h	456			338			205			0		
Capacity (c_{pce}), pc/h	1118	1118		1313	1313						1127	
Capacity (c), veh/h	1107	1107		1300	1300						1116	
v/c Ratio (x)	0.12	0.13		0.14	0.16						0.29	

Delay and Level of Service

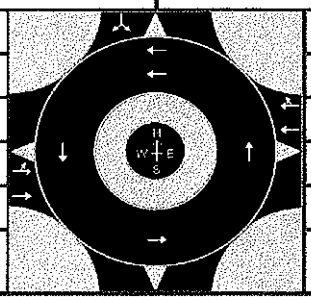
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.3	4.4		3.9	4.1						6.0	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.5	0.6						1.2	
Approach Delay, s/veh	4.3			4.0						6.0		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.8						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	62	241		0		386	195					0	133		80
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	67	259		0		415	210					0	143		86
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	153	173		294	331						229	
Entry Volume, veh/h	152	171		291	328						227	
Circulating Flow (v_c), pc/h	143			67			469			415		
Exiting Flow (v_{ex}), pc/h	402			501			277			0		
Capacity (c_{pce}), pc/h	1247	1247		1336	1336						998	
Capacity (c), veh/h	1234	1234		1323	1323						988	
v/c Ratio (x)	0.12	0.14		0.22	0.25						0.23	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	8ypass
Lane Control Delay (d), s/veh	3.9	4.1		4.6	4.9						5.9	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.8	1.0						0.9	
Approach Delay, s/veh	4.0			4.7						5.9		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.8						A					

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HCS7 Two-Way Stop-Control Report

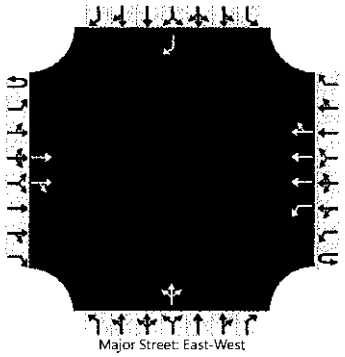
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	3	0		0	1	0		0	0	1
Configuration			T	TR		L	T	TR			LTR					R
Volume (veh/h)			151	66	0	98	115	50		41	0	62				45
Percent Heavy Vehicles (%)					1	1				1	1	1				3
Proportion Time Blocked																
Percent Grade (%)										1				0		
Right Turn Channelized														No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				6.4	6.5	6.9				7.1
Critical Headway (sec)						4.12				6.62	6.72	7.02				7.16
Base Follow-Up Headway (sec)						2.2				3.8	4.0	3.3				3.9
Follow-Up Headway (sec)						2.21				3.81	4.01	3.31				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						111					117					51
Capacity, c (veh/h)						1324					632					800
v/c Ratio						0.08					0.19					0.06
95% Queue Length, Q_{95} (veh)						0.3					0.7					0.2
Control Delay (s/veh)						8.0					12.0					9.8
Level of Service (LOS)						A					B					A
Approach Delay (s/veh)						3.0				12.0				9.8		
Approach LOS										B				A		

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HCS7 Two-Way Stop-Control Report

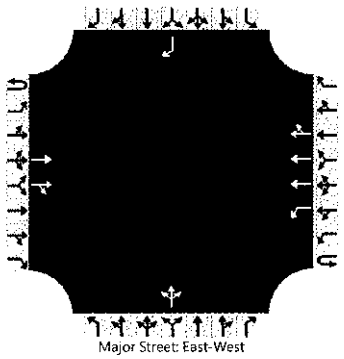
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	3	0		0	1	0		0	0	1
Configuration			T	TR		L	T	TR			LTR					R
Volume (veh/h)			109	99	0	148	210	50		106	0	159				45
Percent Heavy Vehicles (%)					1	1				1	1	1				3
Proportion Time Blocked																
Percent Grade (%)										1				0		
Right Turn Channelized														No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				6.4	6.5	6.9				7.1
Critical Headway (sec)						4.12				6.62	6.72	7.02				7.16
Base Follow-Up Headway (sec)						2.2				3.8	4.0	3.3				3.9
Follow-Up Headway (sec)						2.21				3.81	4.01	3.31				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						168					301					51
Capacity, c (veh/h)						1335					556					739
v/c Ratio						0.13					0.54					0.07
95% Queue Length, Q_{95} (veh)						0.4					3.2					0.2
Control Delay (s/veh)						8.1					18.9					10.2
Level of Service (LOS)						A					C					B
Approach Delay (s/veh)						2.9				18.9				10.2		
Approach LOS										C				B		

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HCS7 Two-Way Stop-Control Report

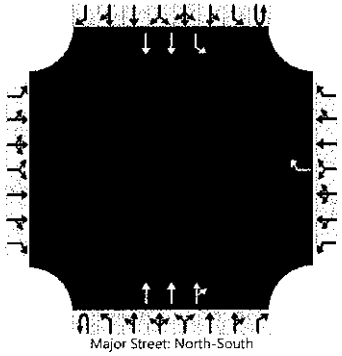
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2026
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND SITE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	1	2	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								64			1818	44	0	48	1059	
Percent Heavy Vehicles (%)								1					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.12						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.91						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								73						55		
Capacity, c (veh/h)								191						108		
v/c Ratio								0.38						0.51		
95% Queue Length, Q_{95} (veh)								1.7						2.3		
Control Delay (s/veh)								35.0						68.6		
Level of Service (LOS)								D						F		
Approach Delay (s/veh)						35.0								3.0		
Approach LOS						D										

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HCS7 Two-Way Stop-Control Report

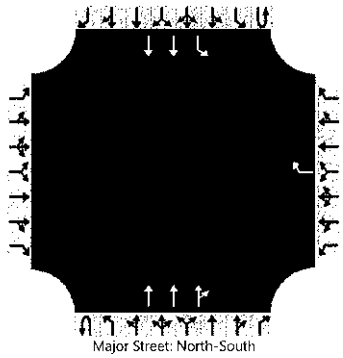
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2026
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND SITE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	1	2	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								138			1550	84	0	85	1653	
Percent Heavy Vehicles (%)								1					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.12						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.91						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								145						89		
Capacity, c (veh/h)								259						171		
v/c Ratio								0.56						0.52		
95% Queue Length, Q_{95} (veh)								3.1						2.6		
Control Delay (s/veh)								35.4						47.0		
Level of Service (LOS)								E						E		
Approach Delay (s/veh)						35.4								2.3		
Approach LOS						E										

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APPENDIX H

HORIZON YEAR 2036 CAPACITY CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	362	59	83	68	34	25	139	1620	69	39	892	239
Future Volume (veh/h)	362	59	83	68	34	25	139	1620	69	39	892	239
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	429	70	0	81	40	30	165	1918	82	46	1056	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	451	383	243	113	96	277	2397	102	179	1624	726
Arrive On Green	0.24	0.24	0.00	0.06	0.06	0.06	0.07	0.48	0.48	0.02	0.15	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5002	213	1774	3539	1583
Grp Volume(v), veh/h	429	70	0	81	40	30	165	1299	701	46	1056	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1825	1774	1770	1583
Q Serve(g_s), s	25.1	3.4	0.0	4.9	2.4	2.1	5.6	37.2	37.4	1.5	32.3	0.0
Cycle Q Clear(g_c), s	25.1	3.4	0.0	4.9	2.4	2.1	5.6	37.2	37.4	1.5	32.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	537	451	383	243	113	96	277	1625	875	179	1624	726
V/C Ratio(X)	0.80	0.16	0.00	0.33	0.35	0.31	0.60	0.80	0.80	0.26	0.65	0.00
Avail Cap(c_a), veh/h	548	451	383	251	113	96	342	1625	875	204	1624	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	35.6	34.3	0.0	47.0	51.8	51.7	20.8	25.3	25.3	22.0	40.1	0.0
Incr Delay (d2), s/veh	8.1	0.2	0.0	0.8	1.9	1.8	2.1	4.2	7.7	0.6	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	1.8	0.0	2.4	1.3	1.0	2.9	18.3	20.6	0.8	16.3	0.0
LnGrp Delay(d),s/veh	43.7	34.5	0.0	47.8	53.7	53.5	22.9	29.5	33.0	22.6	41.9	0.0
LnGrp LOS	D	C		D	D	D	C	C	C	C	D	
Approach Vol, veh/h		499			151			2165			1102	
Approach Delay, s/veh		42.4			50.5			30.1			41.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	59.8	31.3	12.2	9.4	62.1	10.5	33.0
Change Period (Y+Rc), s	4.0	7.0	4.0	* 5.2	4.0	7.0	4.0	* 5.2
Max Green Setting (Gmax), s	12.0	48.0	28.0	* 7	7.0	53.0	7.0	* 28
Max Q Clear Time (g_c+I1), s	7.6	34.3	27.1	4.4	3.5	39.4	6.9	5.4
Green Ext Time (p_c), s	0.2	4.2	0.2	0.0	0.0	7.9	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	429	70	98	81	40	30	165	2000	46	1056	283
v/c Ratio	0.91	0.17	0.21	0.46	0.37	0.11	0.57	0.81	0.27	0.67	0.18
Control Delay	59.5	35.8	2.1	38.5	61.8	0.8	18.9	28.7	11.6	21.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	35.8	2.1	38.5	61.8	0.8	18.9	28.7	11.6	21.8	0.2
Queue Length 50th (ft)	274	41	0	41	29	0	53	480	11	383	0
Queue Length 95th (ft)	#385	78	7	75	63	0	84	522	m27	437	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	480	435	485	175	109	271	317	2473	171	1569	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.16	0.20	0.46	0.37	0.11	0.52	0.81	0.27	0.67	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	37	126	140	36	57	92	1350	39	45	1470	310
Future Volume (veh/h)	306	37	126	140	36	57	92	1350	39	45	1470	310
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	42	0	157	40	64	103	1517	44	51	1652	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	279	237	308	104	89	316	2771	80	256	1903	851
Arrive On Green	0.19	0.15	0.00	0.10	0.06	0.06	0.05	0.55	0.55	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5080	147	1774	3539	1583
Grp Volume(v), veh/h	344	42	0	157	40	64	103	1012	549	51	1652	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1837	1774	1770	1583
Q Serve(g_s), s	22.1	2.5	0.0	10.3	2.6	5.0	3.1	24.2	24.2	1.5	0.0	0.0
Cycle Q Clear(g_c), s	22.1	2.5	0.0	10.3	2.6	5.0	3.1	24.2	24.2	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	444	279	237	308	104	89	316	1849	1002	256	1903	851
V/C Ratio(X)	0.78	0.15	0.00	0.51	0.38	0.72	0.33	0.55	0.55	0.20	0.87	0.00
Avail Cap(c_a), veh/h	444	279	237	332	104	89	319	1849	1002	273	1903	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.22	0.00
Uniform Delay (d), s/veh	42.1	46.2	0.0	49.0	56.9	58.0	11.0	18.4	18.4	13.0	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	0.0	1.3	2.3	24.8	0.6	1.2	2.2	0.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	1.3	0.0	5.1	1.4	2.8	1.6	11.6	12.8	0.7	0.4	0.0
LnGrp Delay(d),s/veh	50.5	46.5	0.0	50.3	59.2	82.8	11.6	19.6	20.6	13.1	1.3	0.0
LnGrp LOS	D	D		D	E	F	B	B	C	B	A	
Approach Vol, veh/h		386			261			1664			1703	
Approach Delay, s/veh		50.1			59.7			19.4			1.7	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	74.2	28.0	12.0	9.8	75.2	16.3	23.7
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	67.0	24.0	7.0	7.0	67.0	14.0	17.0
Max Q Clear Time (g_c+I1), s	5.1	2.0	24.1	7.0	3.5	26.2	12.3	4.5
Green Ext Time (p_c), s	0.0	11.8	0.0	0.0	0.0	8.5	0.1	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	42	142	157	40	64	103	1561	51	1652	348
v/c Ratio	0.90	0.19	0.46	0.64	0.40	0.29	0.66	0.55	0.24	0.87	0.23
Control Delay	68.4	50.1	12.8	50.7	69.1	3.4	39.7	18.7	12.0	25.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	50.1	12.8	50.7	69.1	3.4	39.7	18.7	12.0	25.3	0.1
Queue Length 50th (ft)	248	30	0	100	32	0	31	302	17	361	0
Queue Length 95th (ft)	#359	66	58	160	69	0	#110	343	m19	m398	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	387	249	334	258	100	217	156	2817	214	1906	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.17	0.43	0.61	0.40	0.29	0.66	0.55	0.24	0.87	0.23

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	45	134	103	24	54	145	1728	135	106	879	55
Future Volume (veh/h)	25	45	134	103	24	54	145	1728	135	106	879	55
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	45	134	103	24	54	207	2133	193	106	1010	55
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	178	151	202	225	191	446	2893	259	211	2137	956
Arrive On Green	0.03	0.10	0.10	0.06	0.12	0.12	0.06	0.61	0.61	0.08	0.80	0.80
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4752	426	1774	3539	1583
Grp Volume(v), veh/h	25	45	134	103	24	54	207	1515	811	106	1010	55
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1788	1774	1770	1583
Q Serve(g_s), s	0.8	2.6	9.6	3.3	1.3	3.6	5.1	36.4	37.3	2.5	10.4	0.8
Cycle Q Clear(g_c), s	0.8	2.6	9.6	3.3	1.3	3.6	5.1	36.4	37.3	2.5	10.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	115	178	151	202	225	191	446	2064	1088	211	2137	956
V/C Ratio(X)	0.22	0.25	0.88	0.51	0.11	0.28	0.46	0.73	0.74	0.50	0.47	0.06
Avail Cap(c_a), veh/h	209	178	151	209	225	191	534	2064	1088	261	2137	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.47	0.47	0.47	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.1	48.2	51.4	52.5	45.0	46.0	8.0	15.9	16.1	20.6	5.5	4.6
Incr Delay (d2), s/veh	0.9	0.7	41.5	2.0	0.2	0.8	0.4	1.1	2.2	1.7	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	6.0	1.6	0.7	1.6	2.5	17.2	18.9	2.1	5.1	0.4
LnGrp Delay(d),s/veh	55.0	48.9	92.9	54.5	45.2	46.8	8.3	17.0	18.3	22.3	6.2	4.7
LnGrp LOS	E	D	F	D	D	D	A	B	B	C	A	A
Approach Vol, veh/h		204			181			2533			1171	
Approach Delay, s/veh		78.6			51.0			16.7			7.6	
Approach LOS		E			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	76.0	7.9	19.9	10.8	76.5	10.7	17.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	13.0	63.5	7.0	11.0	10.0	66.5	7.0	11.0
Max Q Clear Time (g_c+I1), s	7.1	12.4	2.8	5.6	4.5	39.3	5.3	11.6
Green Ext Time (p_c), s	0.3	8.4	0.0	0.1	0.1	19.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	25	45	134	103	24	54	207	2326	106	1010	55
v/c Ratio	0.12	0.34	0.56	0.51	0.12	0.20	0.52	0.78	0.56	0.49	0.06
Control Delay	52.6	56.9	18.1	61.6	49.8	1.7	8.1	24.8	35.8	10.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	56.9	18.1	61.6	49.8	1.7	8.1	24.8	35.8	10.2	0.8
Queue Length 50th (ft)	9	32	0	38	17	0	45	597	48	115	0
Queue Length 95th (ft)	23	69	60	68	44	1	m56	584	109	194	1
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	172	267	202	216	279	445	2993	215	2060	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.26	0.50	0.51	0.11	0.19	0.47	0.78	0.49	0.49	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	60	220	160	84	66	274	1277	63	44	1503	58
Future Volume (veh/h)	100	60	220	160	84	66	274	1277	63	44	1503	58
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	111	71	259	229	120	94	361	1359	105	59	1768	67
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	227	101	248	151	129	397	3136	242	358	2097	938
Arrive On Green	0.05	0.06	0.06	0.07	0.08	0.08	0.21	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4815	372	1774	3539	1583
Grp Volume(v), veh/h	111	71	259	229	120	94	361	957	507	59	1768	67
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1797	1774	1770	1583
Q Serve(g_s), s	3.9	2.4	8.0	8.3	7.9	7.2	10.7	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	3.9	2.4	8.0	8.3	7.9	7.2	10.7	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	189	227	101	248	151	129	397	2208	1170	358	2097	938
V/C Ratio(X)	0.59	0.31	2.56	0.92	0.79	0.73	0.91	0.43	0.43	0.16	0.84	0.07
Avail Cap(c_a), veh/h	193	227	101	248	151	129	505	2208	1170	371	2097	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.7	55.9	58.5	57.7	56.4	56.1	10.8	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.8	728.2	37.3	24.5	19.0	14.1	0.5	0.9	0.2	3.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	24.0	5.2	5.1	3.9	8.3	0.1	0.3	0.7	1.0	0.0
LnGrp Delay(d),s/veh	62.2	56.7	786.7	94.9	80.9	75.1	24.9	0.5	0.9	8.1	3.6	0.1
LnGrp LOS	E	E	F	F	F	E	C	A	A	A	A	A
Approach Vol, veh/h		441			443			1825			1894	
Approach Delay, s/veh		486.8			86.9			5.4			3.6	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	80.6	10.9	16.1	10.1	87.9	13.0	14.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	66.5	7.0	10.0	7.0	80.5	9.0	8.0
Max Q Clear Time (g_c+I1), s	12.7	2.0	5.9	9.9	3.5	2.0	10.3	10.0
Green Ext Time (p_c), s	0.7	23.2	0.0	0.0	0.0	13.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.6
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	111	71	259	229	120	94	361	1464	59	1768	67
v/c Ratio	0.60	0.33	0.87	0.96	0.84	0.38	1.04	0.45	0.22	0.97	0.08
Control Delay	71.6	60.2	40.7	107.1	98.3	7.5	99.2	7.0	4.9	35.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	60.2	40.7	107.1	98.3	7.5	99.2	7.0	4.9	35.9	0.2
Queue Length 50th (ft)	45	29	36	96	97	0	~271	137	7	745	0
Queue Length 95th (ft)	78	51	#150	#116	#134	0	#340	142	10	790	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	218	298	238	144	246	348	3225	263	1819	875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.33	0.87	0.96	0.83	0.38	1.04	0.45	0.22	0.97	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

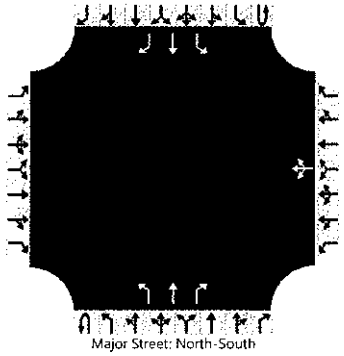
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						35	0	69		0	121	34		64	232	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							127			0				78		
Capacity, c (veh/h)							626			1285				1391		
v/c Ratio							0.20			0.00				0.06		
95% Queue Length, Q_{95} (veh)							0.8			0.0				0.2		
Control Delay (s/veh)							12.2			7.8				7.7		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)						12.2				0.0				1.7		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

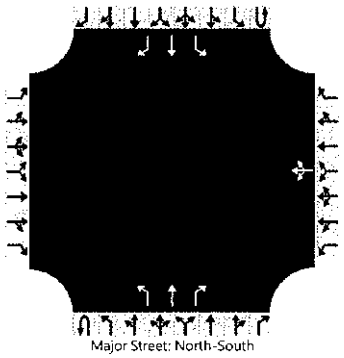
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	1	1	0	1	1	1
Configuration							LTR			L	T	R		L	T	R
Volume (veh/h)						8	0	88		0	225	11		26	143	0
Percent Heavy Vehicles (%)						1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)							1									
Right Turn Channelized										No				No		
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)						7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)						3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)						3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							114			0				31		
Capacity, c (veh/h)							727			1413				1287		
v/c Ratio							0.16			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.6			0.0				0.1		
Control Delay (s/veh)							10.9			7.5				7.9		
Level of Service (LOS)							B			A				A		
Approach Delay (s/veh)						10.9				0.0				1.2		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

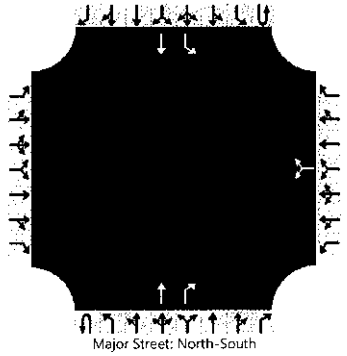
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		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	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						36		25			119	35		95	172	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized											No					
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							66							103		
Capacity, c (veh/h)							583							1417		
v/c Ratio							0.11							0.07		
95% Queue Length, Q_{95} (veh)							0.4							0.2		
Control Delay (s/veh)							12.0							7.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						12.0								2.8		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

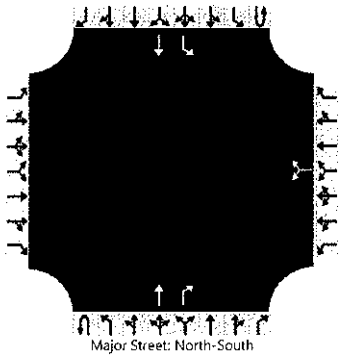
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	NO BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						34		93			201	78		26	126	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

Delay, Queue Length, and Level of Service

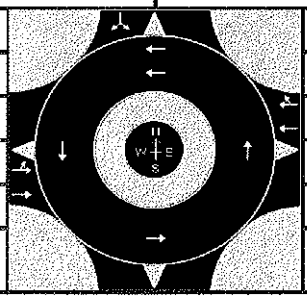
Flow Rate, v (veh/h)							163							33		
Capacity, c (veh/h)							683							1207		
v/c Ratio							0.24							0.03		
95% Queue Length, Q_{95} (veh)							0.9							0.1		
Control Delay (s/veh)							11.9							8.1		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						11.9								1.4		
Approach LOS						B										

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	72	176		0		206	93					0	182		35
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	85	207		0		242	109					0	214		41
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	137	155		165	186						255	
Entry Volume, veh/h	136	153		163	184						252	
Circulating Flow (v_c), pc/h	214			85			506			242		
Exiting Flow (v_{ex}), pc/h	421			283			194			0		
Capacity (c_{pce}), pc/h	1169	1169		1314	1314						1156	
Capacity (c), veh/h	1157	1157		1301	1301						1145	
v/c Ratio (x)	0.12	0.13		0.13	0.14						0.22	

Delay and Level of Service

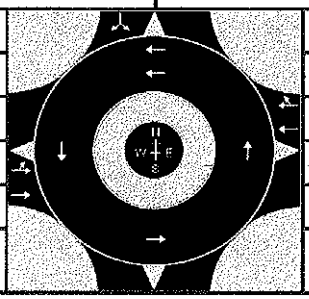
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.1	4.2		3.8	3.9						5.1	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.4	0.5						0.8	
Approach Delay, s/veh	4.2			3.9						5.1		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.3						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Project Description	NO BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	48	258		0		338	151					0	110		64
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	52	277		0		363	162					0	118		69
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	155	174		247	278						187	
Entry Volume, veh/h	153	173		244	275						185	
Circulating Flow (v_c), pc/h	118			52			447			363		
Exiting Flow (v_{ex}), pc/h	395			432			214			0		
Capacity (c_{pce}), pc/h	1275	1275		1354	1354						1043	
Capacity (c), veh/h	1263	1263		1341	1341						1033	
v/c Ratio (x)	0.12	0.14		0.18	0.21						0.18	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	3.8	4.0		4.2	4.4						5.1	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.7	0.8						0.7	
Approach Delay, s/veh	3.9			4.3						5.1		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.3						A					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	61	83	101	52	36	139	1656	72	39	893	239
Future Volume (veh/h)	371	61	83	101	52	36	139	1656	72	39	893	239
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	439	72	0	120	62	43	165	1961	85	46	1057	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	421	358	282	113	96	274	2367	102	173	1601	716
Arrive On Green	0.24	0.23	0.00	0.08	0.06	0.06	0.07	0.47	0.47	0.02	0.15	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4999	216	1774	3539	1583
Grp Volume(v), veh/h	439	72	0	120	62	43	165	1329	717	46	1057	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1825	1774	1770	1583
Q Serve(g_s), s	25.7	3.6	0.0	7.2	3.7	3.0	5.7	39.0	39.2	1.6	32.4	0.0
Cycle Q Clear(g_c), s	25.7	3.6	0.0	7.2	3.7	3.0	5.7	39.0	39.2	1.6	32.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	531	421	358	282	113	96	274	1605	864	173	1601	716
V/C Ratio(X)	0.83	0.17	0.00	0.43	0.55	0.45	0.60	0.83	0.83	0.27	0.66	0.00
Avail Cap(c_a), veh/h	547	434	369	282	113	96	338	1605	864	198	1601	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	35.4	35.8	0.0	45.7	52.5	52.1	21.2	26.2	26.3	23.2	40.6	0.0
Incr Delay (d2), s/veh	10.0	0.2	0.0	1.0	5.4	3.2	2.1	5.1	9.1	0.7	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	1.9	0.0	3.6	2.1	1.4	2.9	19.4	21.9	0.8	16.3	0.0
LnGrp Delay(d),s/veh	45.4	36.0	0.0	46.7	57.9	55.3	23.3	31.3	35.4	23.9	42.4	0.0
LnGrp LOS	D	D		D	E	E	C	C	D	C	D	
Approach Vol, veh/h		511			225			2211			1103	
Approach Delay, s/veh		44.1			51.4			32.0			41.6	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	59.0	32.0	12.2	9.4	61.4	13.0	31.2
Change Period (Y+Rc), s	4.0	7.0	4.0	* 5.2	4.0	7.0	4.0	* 5.2
Max Green Setting (Gmax), s	12.0	47.0	29.0	* 7	7.0	52.0	9.0	* 27
Max Q Clear Time (g_c+I1), s	7.7	34.4	27.7	5.7	3.6	41.2	9.2	5.6
Green Ext Time (p_c), s	0.2	4.1	0.3	0.0	0.0	6.9	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	439	72	98	120	62	43	165	2046	46	1057	283
v/c Ratio	0.91	0.19	0.22	0.59	0.55	0.16	0.58	0.84	0.27	0.69	0.18
Control Delay	58.5	37.2	2.4	42.7	71.4	1.2	20.0	30.7	11.1	20.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	37.2	2.4	42.7	71.4	1.2	20.0	30.7	11.1	20.5	0.2
Queue Length 50th (ft)	279	43	0	61	45	0	55	508	11	378	0
Queue Length 95th (ft)	#393	81	7	102	#96	0	86	551	m24	407	0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	494	419	473	206	112	273	310	2434	171	1541	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.17	0.21	0.58	0.55	0.16	0.53	0.84	0.27	0.69	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	42	126	194	64	78	92	1416	50	46	1470	310
Future Volume (veh/h)	321	42	126	194	64	78	92	1416	50	46	1470	310
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	361	47	0	218	72	88	103	1591	56	52	1652	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	235	199	375	119	101	314	2710	95	239	1874	838
Arrive On Green	0.19	0.13	0.00	0.13	0.06	0.06	0.05	0.54	0.54	0.09	1.00	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5044	178	1774	3539	1583
Grp Volume(v), veh/h	361	47	0	218	72	88	103	1069	578	52	1652	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1831	1774	1770	1583
Q Serve(g_s), s	23.2	2.8	0.0	14.1	4.7	6.9	3.2	26.7	26.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	23.2	2.8	0.0	14.1	4.7	6.9	3.2	26.7	26.7	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	430	235	199	375	119	101	314	1821	984	239	1874	838
V/C Ratio(X)	0.84	0.20	0.00	0.58	0.60	0.87	0.33	0.59	0.59	0.22	0.88	0.00
Avail Cap(c_a), veh/h	430	235	199	400	119	101	316	1821	984	255	1874	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.19	0.19	0.00
Uniform Delay (d), s/veh	41.8	49.0	0.0	46.3	57.0	58.0	11.5	19.6	19.6	14.0	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.4	0.0	1.9	8.3	50.3	0.6	1.4	2.6	0.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	1.5	0.0	7.0	2.7	4.4	1.6	12.8	14.2	0.7	0.3	0.0
LnGrp Delay(d),s/veh	55.5	49.4	0.0	48.2	65.3	108.3	12.1	20.9	22.1	14.1	1.3	0.0
LnGrp LOS	E	D		D	E	F	B	C	C	B	A	
Approach Vol, veh/h		408			378			1750			1704	
Approach Delay, s/veh		54.8			65.4			20.8			1.7	
Approach LOS		D			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	73.2	28.0	13.0	9.8	74.2	20.3	20.7
Change Period (Y+Rc), s	4.0	7.0	4.0	5.0	4.0	7.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	66.0	24.0	8.0	7.0	66.0	18.0	14.0
Max Q Clear Time (g_c+I1), s	5.2	2.0	25.2	8.9	3.6	28.7	16.1	4.8
Green Ext Time (p_c), s	0.0	11.8	0.0	0.0	0.0	9.2	0.2	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	361	47	142	218	72	88	103	1647	52	1652	348
v/c Ratio	0.88	0.22	0.46	0.69	0.64	0.39	0.66	0.61	0.27	0.91	0.23
Control Delay	63.9	53.3	13.3	49.1	82.7	6.6	39.4	20.8	12.6	27.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	53.3	13.3	49.1	82.7	6.6	39.4	20.8	12.6	27.9	0.1
Queue Length 50th (ft)	261	35	0	142	58	0	30	333	18	373	0
Queue Length 95th (ft)	#367	74	60	216	#123	9	#107	377	m20	m401	m0
Internal Link Dist (ft)		838			1595			946		1529	
Turn Bay Length (ft)			250	250		450	320		400		450
Base Capacity (vph)	412	216	309	338	115	229	156	2696	192	1823	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.22	0.46	0.64	0.63	0.38	0.66	0.61	0.27	0.91	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	49	141	109	35	77	149	1784	141	113	914	55
Future Volume (veh/h)	25	49	141	109	35	77	149	1784	141	113	914	55
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	49	141	109	35	77	213	2202	201	113	1051	55
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.81	0.70	1.00	0.87	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	146	124	203	193	164	490	2969	268	210	2198	983
Arrive On Green	0.03	0.08	0.08	0.06	0.10	0.10	0.06	0.63	0.63	0.12	1.00	1.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	1774	4749	428	1774	3539	1583
Grp Volume(v), veh/h	25	49	141	109	35	77	213	1564	839	113	1051	55
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1774	1695	1787	1774	1770	1583
Q Serve(g_s), s	0.8	2.9	9.0	3.5	2.0	5.3	5.0	36.9	38.1	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	2.9	9.0	3.5	2.0	5.3	5.0	36.9	38.1	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	115	146	124	203	193	164	490	2120	1117	210	2198	983
V/C Ratio(X)	0.22	0.34	1.14	0.54	0.18	0.47	0.43	0.74	0.75	0.54	0.48	0.06
Avail Cap(c_a), veh/h	209	146	124	209	193	164	609	2120	1117	228	2198	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.43	0.43	0.43	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.1	50.2	53.0	52.6	47.1	48.5	6.5	15.0	15.2	20.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.3	122.7	2.5	0.4	2.1	0.3	1.0	2.0	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5	8.1	1.8	1.0	2.4	2.4	17.5	19.3	2.2	0.2	0.0
LnGrp Delay(d),s/veh	55.0	51.5	175.7	55.1	47.5	50.6	6.8	16.0	17.3	22.3	0.7	0.1
LnGrp LOS	E	D	F	E	D	D	A	B	B	C	A	A
Approach Vol, veh/h		215			221			2616			1219	
Approach Delay, s/veh		133.4			52.3			15.7			2.7	
Approach LOS		F			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	77.9	7.9	17.9	10.8	78.4	10.8	15.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	15.0	63.5	7.0	9.0	8.0	70.5	7.0	9.0
Max Q Clear Time (g_c+I1), s	7.0	2.0	2.8	7.3	4.5	40.1	5.5	11.0
Green Ext Time (p_c), s	0.3	9.0	0.0	0.0	0.1	21.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	25	49	141	109	35	77	213	2403	113	1051	55
v/c Ratio	0.12	0.39	0.58	0.54	0.18	0.26	0.55	0.79	0.63	0.51	0.06
Control Delay	52.6	59.8	17.4	62.8	51.7	2.1	9.4	26.9	41.8	9.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	59.8	17.4	62.8	51.7	2.1	9.4	26.9	41.8	9.3	0.1
Queue Length 50th (ft)	9	35	0	41	25	0	59	662	52	125	0
Queue Length 95th (ft)	23	75	57	71	58	0	m66	609	#117	161	0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	202	140	255	202	197	299	454	3034	186	2072	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.35	0.55	0.54	0.18	0.26	0.47	0.79	0.61	0.51	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	71	230	168	90	79	297	1385	71	65	1571	58
Future Volume (veh/h)	100	71	230	168	90	79	297	1385	71	65	1571	58
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	111	84	271	240	129	113	391	1473	118	87	1848	67
Adj No. of Lanes	2	2	1	2	1	1	1	3	0	1	2	1
Peak Hour Factor	0.90	0.85	0.85	0.70	0.70	0.70	0.76	0.94	0.60	0.75	0.85	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	227	101	248	151	129	412	3105	249	336	2038	912
Arrive On Green	0.05	0.06	0.06	0.07	0.08	0.08	0.25	1.00	1.00	0.11	1.00	1.00
Sat Flow, veh/h	3442	3539	1583	3442	1863	1583	1774	4801	384	1774	3539	1583
Grp Volume(v), veh/h	111	84	271	240	129	113	391	1040	551	87	1848	67
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1863	1583	1774	1695	1795	1774	1770	1583
Q Serve(g_s), s	3.9	2.8	8.0	8.7	8.5	8.8	12.9	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	3.9	2.8	8.0	8.7	8.5	8.8	12.9	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	189	227	101	248	151	129	412	2193	1161	336	2038	912
V/C Ratio(X)	0.59	0.37	2.67	0.97	0.85	0.88	0.95	0.47	0.47	0.26	0.91	0.07
Avail Cap(c_a), veh/h	193	227	101	248	151	129	490	2193	1161	341	2038	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.7	56.1	58.5	57.9	56.7	56.8	13.1	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.0	780.8	48.2	34.8	45.1	20.8	0.5	1.0	0.3	6.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.4	25.5	5.8	5.9	5.5	15.1	0.2	0.3	1.1	1.7	0.0
LnGrp Delay(d),s/veh	62.2	57.1	839.3	106.1	91.5	101.9	33.9	0.5	1.0	8.9	6.1	0.1
LnGrp LOS	E	E	F	F	F	F	C	A	A	A	A	A
Approach Vol, veh/h		466			482			1982			2002	
Approach Delay, s/veh		513.2			101.2			7.2			6.0	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	78.5	10.9	16.1	10.7	87.3	13.0	14.0
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0
Max Green Setting (Gmax), s	21.0	66.5	7.0	10.0	7.0	80.5	9.0	8.0
Max Q Clear Time (g_c+I1), s	14.9	2.0	5.9	10.8	4.4	2.0	10.7	10.0
Green Ext Time (p_c), s	0.7	25.4	0.0	0.0	0.0	15.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.7
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	111	84	271	240	129	113	391	1591	87	1848	67
v/c Ratio	0.60	0.39	0.92	1.01	0.90	0.46	1.13	0.51	0.36	1.02	0.08
Control Delay	71.6	61.6	49.6	117.9	108.5	11.8	124.6	7.7	7.5	47.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	61.6	49.6	117.9	108.5	11.8	124.6	7.7	7.5	47.2	0.2
Queue Length 50th (ft)	45	34	47	~102	105	0	~323	147	10	~846	0
Queue Length 95th (ft)	78	59	#175	#125	#148	8	#388	151	14	#888	m0
Internal Link Dist (ft)		400			607			1529		1213	
Turn Bay Length (ft)	200		200	200		200	226		228		
Base Capacity (vph)	185	218	296	238	144	246	347	3138	239	1819	875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.39	0.92	1.01	0.90	0.46	1.13	0.51	0.36	1.02	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCS7 Two-Way Stop-Control Report

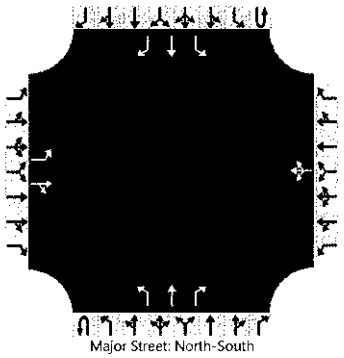
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR			LTR			L	T	R		L	T	R
Volume (veh/h)		17	6	25		35	2	69		7	145	34		64	248	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21		38			129			9				78		
Capacity, c (veh/h)		296		740			543			1258				1357		
v/c Ratio		0.07		0.05			0.24			0.01				0.06		
95% Queue Length, Q_{95} (veh)		0.2		0.2			0.9			0.0				0.2		
Control Delay (s/veh)		18.1		10.1			13.7			7.9				7.8		
Level of Service (LOS)		C		B			B			A				A		
Approach Delay (s/veh)		12.9				13.7				0.3				1.6		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

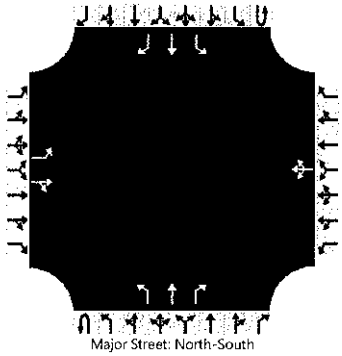
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / N DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	NORTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR			LTR			L	T	R		L	T	R
Volume (veh/h)		9	3	14		8	5	88		24	243	11		26	180	16
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				1										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11		20			120			29				31		
Capacity, c (veh/h)		298		828			654			1340				1264		
v/c Ratio		0.04		0.02			0.18			0.02				0.02		
95% Queue Length, Q_{95} (veh)		0.1		0.1			0.7			0.1				0.1		
Control Delay (s/veh)		17.5		9.5			11.7			7.7				7.9		
Level of Service (LOS)		C		A			B			A				A		
Approach Delay (s/veh)		12.2				11.7				0.7				0.9		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

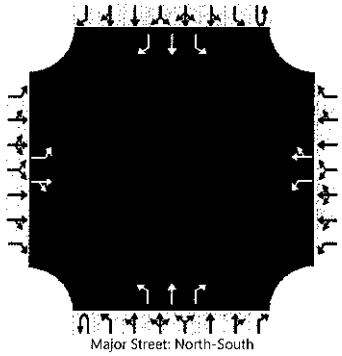
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		18	6	24		36	2	25		7	132	35		95	208	5
Percent Heavy Vehicles (%)		1	1	1		1	1	1		0				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		33		39		29		8				103		
Capacity, c (veh/h)		362		816		354		903		1348				1400		
v/c Ratio		0.05		0.04		0.11		0.03		0.01				0.07		
95% Queue Length, Q_{95} (veh)		0.2		0.1		0.4		0.1		0.0				0.2		
Control Delay (s/veh)		15.5		9.6		16.4		9.1		7.7				7.8		
Level of Service (LOS)		C		A		C		A		A				A		
Approach Delay (s/veh)	11.8				13.3				0.3				2.4			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

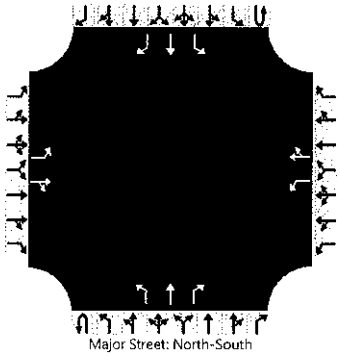
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	WELLNESS WAY / S DRIVEWAY
Jurisdiction	CITY OF SANTA FE
East/West Street	SOUTH DRIVEWAY
North/South Street	WELLNESS WAY
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		10	3	13		34	5	93		23	233	78		26	159	17
Percent Heavy Vehicles (%)		1	1	1		1	1	1		0				1		
Proportion Time Blocked																
Percent Grade (%)	0				1											
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.31	6.71	6.31		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.20				2.21		

Delay, Queue Length, and Level of Service

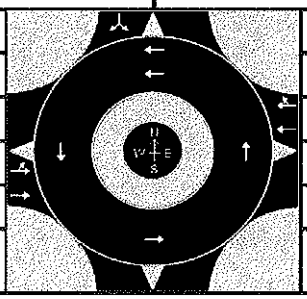
Flow Rate, v (veh/h)		13		21		44		126		29				33		
Capacity, c (veh/h)		265		839		346		737		1355				1165		
v/c Ratio		0.05		0.02		0.13		0.17		0.02				0.03		
95% Queue Length, Q_{95} (veh)		0.2		0.1		0.4		0.6		0.1				0.1		
Control Delay (s/veh)		19.3		9.4		16.9		10.9		7.7				8.2		
Level of Service (LOS)		C		A		C		B		A				A		
Approach Delay (s/veh)	13.2				12.4				0.5				1.1			
Approach LOS	B				B											

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.86
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	77	176		0		246	113					0	237		58
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	90	207		0		289	133					0	278		68
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	140	157		198	224						346	
Entry Volume, veh/h	138	156		196	221						343	
Circulating Flow (v_c), pc/h	278			90			575			289		
Exiting Flow (v_{ex}), pc/h	485			357			223			0		
Capacity (c_{pce}), pc/h	1103	1103		1308	1308						1111	
Capacity (c), veh/h	1092	1092		1295	1295						1100	
v/c Ratio (x)	0.13	0.14		0.15	0.17						0.31	

Delay and Level of Service

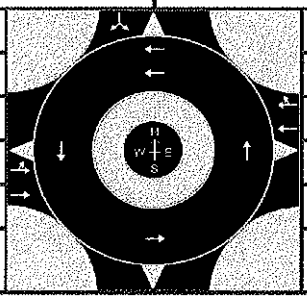
Approach	E8			W8			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.4	4.6		4.0	4.2						6.3	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.4	0.5		0.5	0.6						1.3	
Approach Delay, s/veh	4.5			4.1						6.3		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.9						A					

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HCS7 Roundabouts Report

General Information

Analyst	CPC
Agency or Co.	SANTA FE ENGINEERING
Date Performed	9/9/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Project Description	BUILD



Site Information

Intersection	BECKNER / WELLNESS WAY
E/W Street Name	BECKNER ROAD
N/S Street Name	WELLNESS WAY
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	CITY OF SANTA FE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0
Lane Assignment	LT		T		T		TR								LR	
Volume (V), veh/h	0	65	258		0		408	205					0	141		85
Percent Heavy Vehicles, %	3	1	1		1		1	1					1	1		1
Flow Rate (v_{PCE}), pc/h	0	70	277		0		438	220					0	152		91
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								2			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436						4.3276	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352						2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	163	184		309	349						243	
Entry Volume, veh/h	161	182		306	345						241	
Circulating Flow (v_c), pc/h	152			70			499			438		
Exiting Flow (v_{ex}), pc/h	429			529			290			0		
Capacity (c_{pce}), pc/h	1237	1237		1332	1332						979	
Capacity (c), veh/h	1224	1224		1319	1319						969	
v/c Ratio (x)	0.13	0.15		0.23	0.26						0.25	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.0	4.2		4.7	5.0						6.2	
Lane LOS	A	A		A	A						A	
95% Queue, veh	0.5	0.5		0.9	1.1						1.0	
Approach Delay, s/veh	4.1			4.9						6.2		
Approach LOS	A			A						A		
Intersection Delay, s/veh | LOS	4.9						A					

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HCS7 Two-Way Stop-Control Report

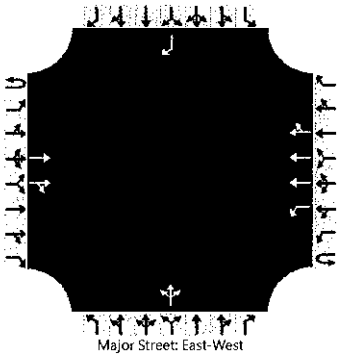
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	3	0		0	1	0		0	0	1
Configuration			T	TR		L	T	TR			LTR					R
Volume (veh/h)			167	66	0	98	127	50		41	0	62				45
Percent Heavy Vehicles (%)					1	1				1	1	1				3
Proportion Time Blocked																
Percent Grade (%)										1				0		
Right Turn Channelized														No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				6.4	6.5	6.9				7.1
Critical Headway (sec)						4.12				6.62	6.72	7.02				7.16
Base Follow-Up Headway (sec)						2.2				3.8	4.0	3.3				3.9
Follow-Up Headway (sec)						2.21				3.81	4.01	3.31				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						111					117					51
Capacity, c (veh/h)						1304					616					792
v/c Ratio						0.09					0.19					0.06
95% Queue Length, Q_{95} (veh)						0.3					0.7					0.2
Control Delay (s/veh)						8.0					12.2					9.9
Level of Service (LOS)						A					B					A
Approach Delay (s/veh)					2.9				12.2				9.9			
Approach LOS									B				A			

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HCS7 Two-Way Stop-Control Report

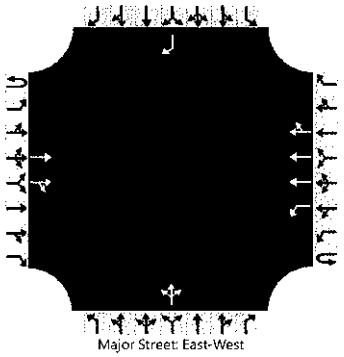
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	BECKNER / FACTORY STORES
Jurisdiction	CITY OF SANTA FE
East/West Street	BECKNER ROAD
North/South Street	FACTORY OUTLET STORES
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	3	0		0	1	0		0	0	1
Configuration			T	TR		L	T	TR			LTR					R
Volume (veh/h)			121	99	0	148	233	50		106	0	159				45
Percent Heavy Vehicles (%)					1	1				1	1	1				3
Proportion Time Blocked																
Percent Grade (%)										1				0		
Right Turn Channelized														No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				6.4	6.5	6.9				7.1
Critical Headway (sec)						4.12				6.62	6.72	7.02				7.16
Base Follow-Up Headway (sec)						2.2				3.8	4.0	3.3				3.9
Follow-Up Headway (sec)						2.21				3.81	4.01	3.31				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						168					301					51
Capacity, c (veh/h)						1320					541					725
v/c Ratio						0.13					0.56					0.07
95% Queue Length, Q_{95} (veh)						0.4					3.4					0.2
Control Delay (s/veh)						8.1					19.7					10.3
Level of Service (LOS)						A					C					B
Approach Delay (s/veh)						2.8				19.7				10.3		
Approach LOS										C				B		

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HCS7 Two-Way Stop-Control Report

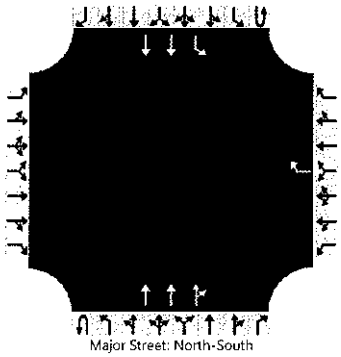
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2036
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND SITE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	1	2	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								64			2007	44	0	48	1209	
Percent Heavy Vehicles (%)								1					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.12						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.91						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								73						55		
Capacity, c (veh/h)								162						84		
v/c Ratio								0.45						0.65		
95% Queue Length, Q_{95} (veh)								2.1						3.1		
Control Delay (s/veh)								44.2						107.0		
Level of Service (LOS)								E						F		
Approach Delay (s/veh)						44.2								4.1		
Approach LOS						E										

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HCS7 Two-Way Stop-Control Report

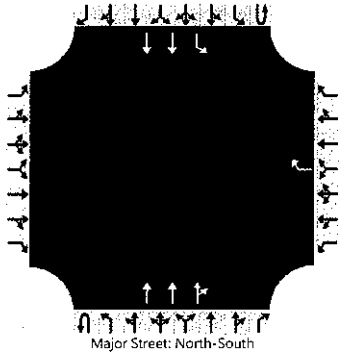
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	9/18/2020
Analysis Year	2036
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS AND SITE
Jurisdiction	CITY OF SANTA FE
East/West Street	SITE
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	1	2	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								138			1713	84	0	85	1825	
Percent Heavy Vehicles (%)								1					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

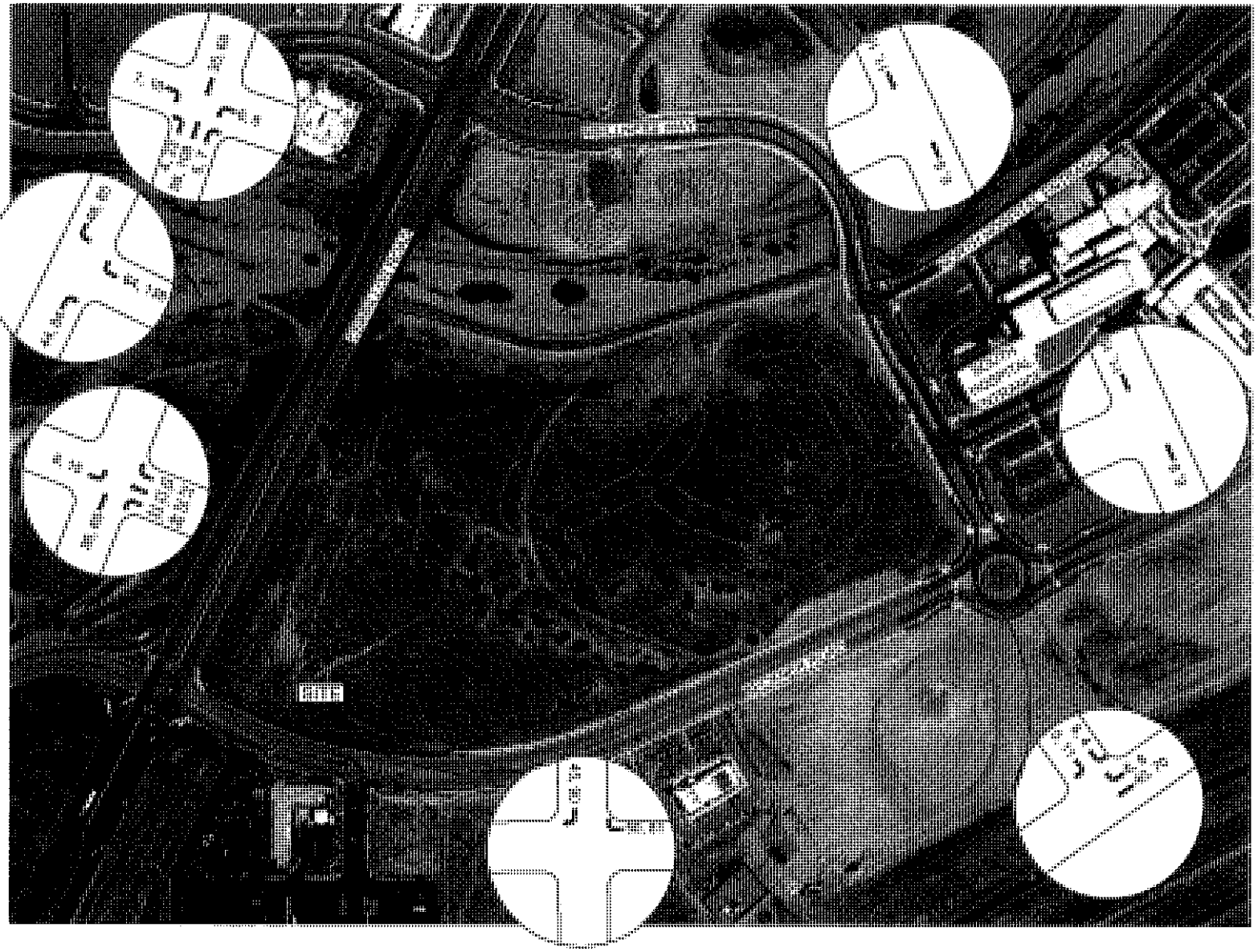
Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.12						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.91						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								145						89		
Capacity, c (veh/h)								227						140		
v/c Ratio								0.64						0.64		
95% Queue Length, Q_{95} (veh)								3.9						3.4		
Control Delay (s/veh)								45.4						67.6		
Level of Service (LOS)								E						F		
Approach Delay (s/veh)						45.4								3.0		
Approach LOS						E										

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LEGEND

DENOTES SITE GENERATED
TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT

REFERENCE:
CITY OF SANTA FE INTERNET MAPPING SITE
GEOCORTEX INTERNET MAPPING
2019 AERIAL PHOTOGRAPHY

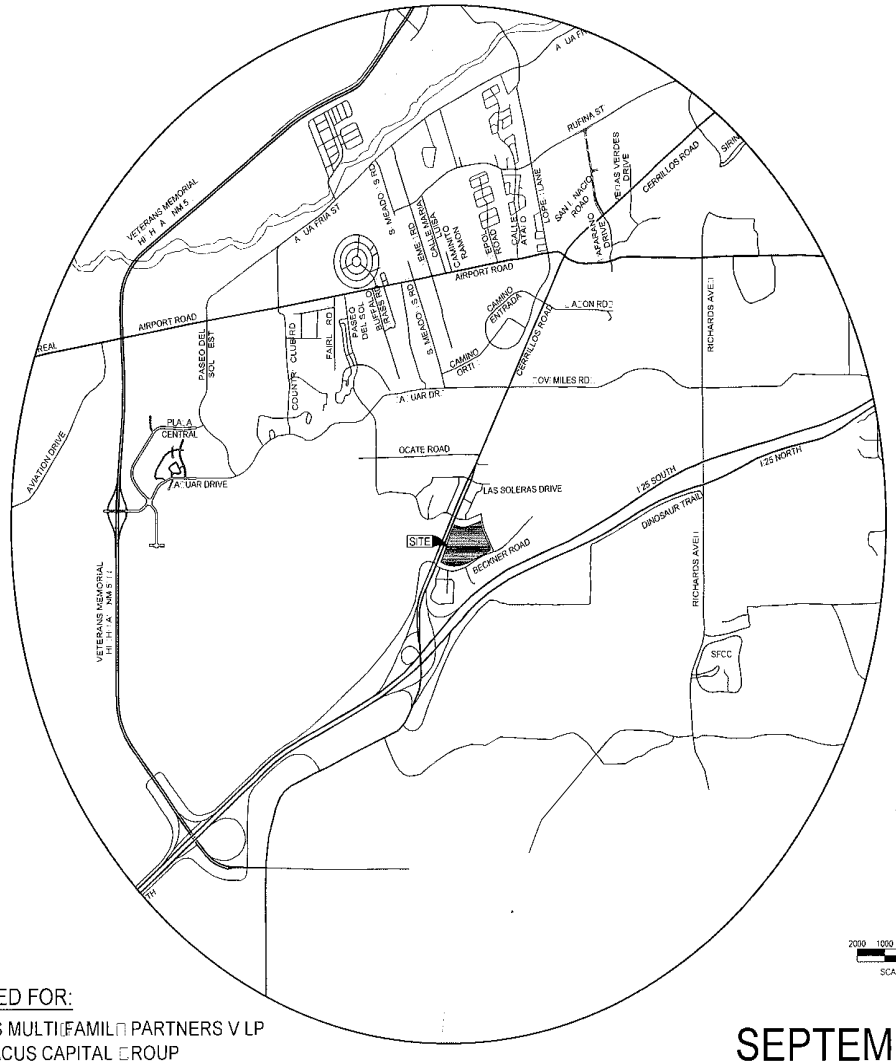
N

300 150 0 300

SCALE: 1" = 300'

SITE GENERATED TRAFFIC
- PHASE 2 COMMERCIAL
FIGURE 28

PRELIMINARY SUBDIVISION PLAT
DEVELOPMENT PLAN, PHASES 1 AND 2
5201 BECKNER ROAD


AIRPORT ROAD
VETERANS MEMORIAL HIGHWAY
CAMINO ENTRADA
CAMINO ORTIZ
CERRILLOS ROAD
RICHARDS AVE
OCATE ROAD
LAS SOLERAS DRIVE
SITE
BECKNER ROAD
I-25 SOUTH
I-25 NORTH
DINOSAUR TRAIL
AVIATION DRIVE
SFCC
PASEO DEL SOL EAST
COUNTRY CLUB RD
FAIRL RD
PASEO DE PERALTA
CALLE ATAJO
CALLE LAVANDA
CAMINO CARLOS REY SOUTH
CAMINO CAPITAN
CAMINO CARLOS REY NORTH
CAMINO CRISTOBAL
CAMINO CRISTOBAL NORTH
CAMINO CRISTOBAL SOUTH
CAMINO DE LAS CRUCES
CAMINO DE LOS MARQUES
CAMINO DE LOS PADRES
CAMINO DE LOS PINOS
CAMINO DE LOS PINOS SOUTH
CAMINO DE LOS PINOS NORTH
CAMINO DE LOS REYES
CAMINO DE LOS REYES SOUTH
CAMINO DE LOS REYES NORTH
CAMINO DE LOS REYES EAST
CAMINO DE LOS REYES WEST
CAMINO DE LOS REYES NORTH EAST
CAMINO DE LOS REYES NORTH WEST
CAMINO DE LOS REYES SOUTH EAST
CAMINO DE LOS REYES SOUTH

INDE□ OF SHEETS □OVERALL PRO□ECT

..100	COVER SHEET
.101	INDE OF SHEETS
102	PHASIN PLAN
V.100 TO V.10	LE AL LOT OF RECORD
V.10 TO V.10	CERTIFIED TOPO RAPHIC MAPS
V.10 TO V.110	PRELIMINAR SUBDIVISION PLAT

INDE□ OF SHEETS □PHASE I

DP 100	PH I FINAL DEVELOPMENT PLAN COVER SHEET NOTES
DP 101	PH I FINAL DEVELOPMENT PLAN
DP 102	PH I OPEN SPACE PLAN
A.100	PH I BLD A FLOOR PLANS
A.101	PH I BLD A ELEVATIONS
A.102	PH I BLD B FLOOR PLANS
A.10	PH I BLD B ELEVATIONS
A.10.	PH I CLUBHOUSE FLOOR PLAN
A.105	PH I CLUBHOUSE ELEVATIONS
L.100	PH I LANDSCAPE NOTES
L.101	PH I TREE PLAN
L.102	PH I SHRUB PLAN
I.100 TO I.10	PH I IRRI ATION PLANS
I 110 TO I 111	PH I IRRI ATION DETAILS
SD 100 TO SD 10	PH I SITE DETAILS
SP.101	PH I SITE PHOTOMETRIC PLAN
C.100	PH I CIVIL SITE PLAN
C.101 TO C.102	PH I SLOPE ANAL SIS MAP AND CALCULATIONS
C.10	PH I DEMOLITION PLAN
C.200 TO C.202	PH I T PICAL SECTIONS, NOTES AND DETAILS
C..00	PH I EOMETRICS PLAN
C.00	PH I UTILIT NOTES AND DETAILS
C.01	PH I MASTER UTILIT PLAN
C.02	PH I FIRE ACCESS PLAN
C.500 TO C.501	PH I RADIN AND DRAINA E PLANS
C.00 TO C..0.	PH I DRIVE A PLAN AND PROFILES
C..00 TO C.01	PH I SI NIN AND STRIPIN PLAN
C.00 TO C.0	PH I SANITAR SE ER PLAN AND PROFILES
C.00 TO C.010	PH I STRUCTURE SECTIONS
C.1000 TO C.1011	PH I SITE CROSS SECTIONS
C.1100	PH I STORM ATER POLLUTION PREVENTION PLAN
C.1101 TO C.1102	PH I EROSION CONTROL PLANS

INDE□ OF SHEETS □PHASE II

DP2.100	PH II PRELIMINAR DEVELOPMENT PLAN
A2.100	PH II BUILDIN CHARACTER
L2.100	PH II LANDSCAPE NOTES
L2.101	PH II PLANTIN PLAN
C2.100	PH II CIVIL SITE PLAN
C2.101 TO C2.102	PH II SLOPE ANAL SIS MAP AND CALCULATIONS
C2.10	PH II DEMOLITION PLAN
C.200 TO C.202	PH II T PICAL SECTIONS, NOTES AND DETAILS
C2.00	PH II EOMETRICS PLAN
C2.00	PH II UTILIT NOTES AND DETAILS
C2.01	PH II MASTER UTILIT PLAN
C2.02	PH II FIRE ACCESS PLAN
C2.500 TO C2.501	PH II RADIN AND DRAINA E PLANS
C2..00 TO C2.0	PH II DRIVE A PLAN AND PROFILES
C2..00 TO C2.01	PH II SI NIN AND STRIPIN PLAN
C2.02	PH II OFFSITE IMPROVEMENT PLAN
C2..00	PH II SANITAR SE ER PLAN AND PROFILES
C2..00 TO C2.0	PH II STRUCTURE SECTIONS
C2.1000 TO C2.100	PH II SITE CROSS SECTIONS
C2.1100	PH II STORM ATER POLLUTION PREVENTION PLAN
C2.1101 TO C2.1102	PH II EROSION CONTROL PLANS

INDE□ OF STANDARD DETAIL SHEETS □BOTH PHASES

CD.100	STORM ATER CONTROL DETAILS
CD.101 TO CD.105	CIT OF SANTA FE SANITAR SE ER STANDARD CONSTRUCTION DETAILS
CD.105	CIT OF SANTA FE STANDARD DRAINA E DETAILS
CD.10 TO CD.112	NMDOT STANDARD DRA IN S AND DETAILS

EN INEER'S SEAL

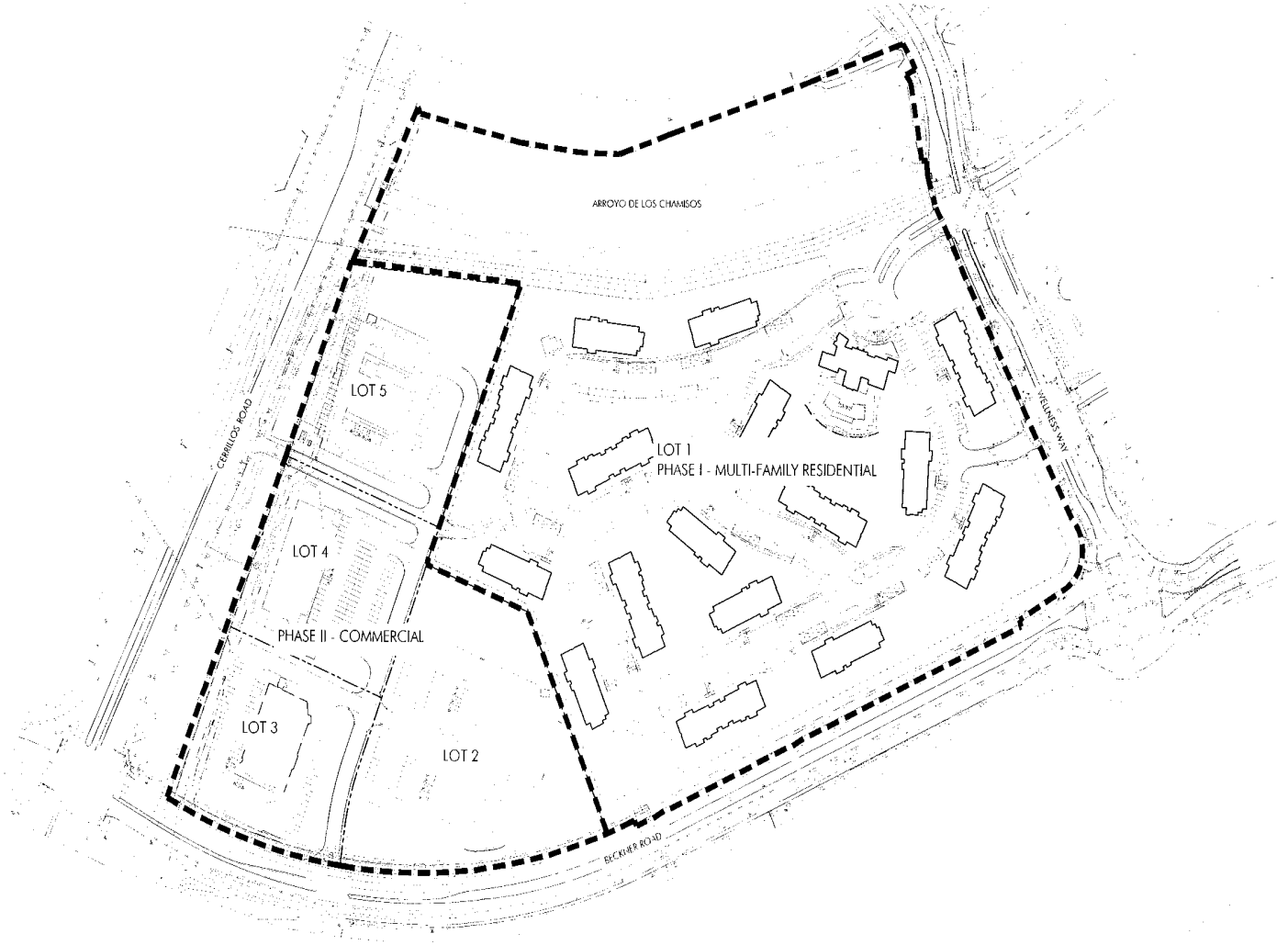
REVISIONS	DATE

S□□□ F□ E□□□□□□□□
C□□□□□□□□ LLC
15 S Fr Dr S 1 B
S F N M 505
505 22 5 F 505 22 1
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

INDE□ OF SHEETS

DATE	SCALE	SHEET
SEPTEMBER 2020	N T S	101



Phasing Plan
SCALE: 1" = 100'-0"

0 50 100 200

GENERAL SITE DATA:

PHASE I
MULTI-FAMILY RESIDENTIAL
330 UNITS
LOT 1 = 24.879 ACRES

PHASE II COMMERCIAL
LOT 2 = 3.96 ACRES

LOT 3 = 2.29 ACRES

LOT 4 = 2.24 ACRES

LOT 5 = 2.84 ACRES

TOTAL = 11.33 ACRES

PHASING NOTE:

THE PHASING SHOWN HEREON IS CONCEPTUAL AND MAY BE MODIFIED AT THE OWNERS DISCRETION. A MODIFICATION OF THE PHASING WILL NOT REQUIRE AN AMENDMENT TO THIS MASTER PHASING PLAN.

PHASE II COMMERCIAL NOTE:

COMMERCIAL USES HEREON ARE CONCEPTUAL. PHASE 2 MAY BE DEVELOPED IN SUB-PHASES.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL
DATE
REVISIONS

POD design
Columbus
Cincinnati
abacus
Capital Group LLC

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

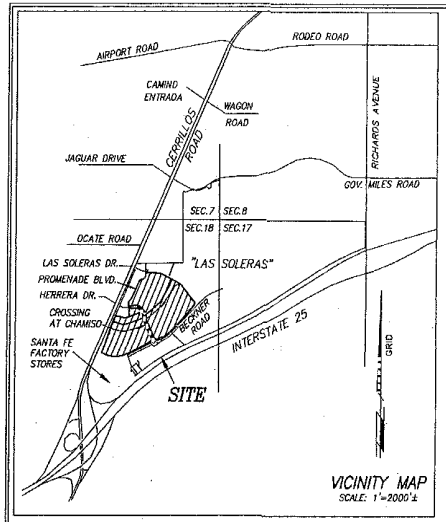
MASTER PHASING PLAN

DATE: OCTOBER 15, 2020
SCALE:
SHEET: G-102

ROAD DEDICATION PLAT

829008

SHOWING THE
REALIGNMENT AND RIGHT OF WAY DEDICATION OF A
PORTION OF
CROSSING AT CHAMISO ROAD &
A PORTION OF BECKNER ROAD
ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B,
& TRACT 8-A
PREPARED FOR
PRESBYTERIAN HEALTHCARE SERVICES
TOSA PROPERTIES, LLC.
AND
LAS SOLERAS OESTE, LTD, CO.



VICINITY MAP
SCALE: 1"=2000'±

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO RE-ALIGN A PORTION OF CROSSING AT CHAMISO AND BECKNER ROADS AND DEDICATE THOSE LANDS SHOWN HEREON FROM TRACTS 1, 3A, 4B AND 8-A. THIS PLAT RE-ALIGNS A PORTION OF CROSSING AT CHAMISO AND BECKNER ROADS, EXTINGUISHING THE PREVIOUSLY DEDICATED RIGHT OF WAYS AND UTILITY EASEMENTS IN ORDER TO ADHERE WITH THE ROAD DESIGN.

ALL THOSE PORTIONS OF TRACTS ARE HEREBY DEDICATED AS PUBLIC RIGHT OF WAY AND ADDED TO THE EXISTING CROSSING AT CHAMISO AND BECKNER ROAD RIGHT OF WAYS. THE AFFECTED TRACTS, RIGHT OF WAYS AND EASEMENTS, AS SHOWN ON PLATS RECORDED AS BK.714 PG.14-26, BK. 735 PG.07-10 BK. 809 PG. 3-4 AND BK.810 PG.31-35 ARE HEREBY SUPERCEDED BY THIS DEDICATION PLAT. THIS DEDICATION INCLUDES CONSTRUCTION MAINTENANCE EASEMENTS WITHIN THE ADJACENT PROPERTIES FOR ROADWAY APPURTENANCES, INCLUDING, BUT NOT LIMITED TO, TIE SLOPES AND DRAINAGE STRUCTURES.

TRAIL EASEMENTS ARE HEREBY GRANTED TO THE CITY OF SANTA FE FOR A NON-MOTORIZED PEDESTRIAN TRAIL AND THE CONSTRUCTION, REPAIR AND MAINTENANCE OF SAID TRAIL. MAINTENANCE IS THE RESPONSIBILITY OF THE CITY OF SANTA FE.

SLOPE EASEMENTS ARE HEREBY GRANTED TO THE CITY OF SANTA FE FOR MAINTENANCE OF CUT AND FILL SLOPES. THESE EASEMENTS MAY BE MODIFIED OR VACATED UPON THE FINAL LOT GRADING FOR EACH INDIVIDUAL LOT.

WATER LINE EASEMENTS ARE HEREBY GRANTED TO THE CITY OF SANTA FE FOR A POTABLE WATER LINE AND THE CONSTRUCTION, REPAIR AND MAINTENANCE OF SAID LINE. MAINTENANCE IS THE RESPONSIBILITY OF THE CITY OF SANTA FE.

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:
PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

CENTURY LINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID 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, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND 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. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

EASEMENTS SHALL BE BINDING UPON THE UNDERSIGNED AND THEIR SUCCESSORS AND ASSIGNS

THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). THIS PLAT CONTAINS 145.696 ACRES, MORE OR LESS. THIS DEDICATION LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER TRACT 1:
TOSA PROPERTIES, LLC.

DALE ARMSTRONG, MANAGING MEMBER

STATE OF NEW MEXICO)
)SS
COUNTY OF Bernalillo)

ON THIS 19th DAY OF December, 2017 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY DALE ARMSTRONG, MANAGING MEMBER OF TOSA PROPERTIES, LLC.

Leslie Batthrop — June 20, 2018
NOTARY PUBLIC — COMMISSION EXPIRES

OFFICIAL SEAL
Leslie Batthrop
NOTARY PUBLIC-STATE OF NEW MEXICO
My Commission Expires: 6/20/18

OWNER TRACT 3A & 4B: LAS SOLERAS OESTE LTD. CO. LLC

BY: GORDON L. SKARSGARD, OPERATIONS MANAGER

STATE OF NEW MEXICO)SS
COUNTY OF Bernalillo)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GORDON L. SKARSGARD, OPERATIONS MANAGER OF LAS SOLERAS OESTE LTD. CO. LLC, A NEW MEXICO CORPORATION THIS 14th DAY OF December, 2017

Baylee Brown — 3/27/2021
NOTARY PUBLIC — MY COMMISSION EXPIRES

OFFICIAL SEAL
Baylee Brown
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 3/27/2021

JOHN J. MAHONEY, OPERATIONS MANAGER

STATE OF NEW MEXICO)SS
COUNTY OF Bernalillo)

ON THIS 14th DAY OF December, 2017 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY JOHN J. MAHONEY, OPERATIONS MANAGER OF LAS SOLERAS OESTE LTD. CO. LLC

Baylee Brown — 3/27/2021
NOTARY PUBLIC — COMMISSION EXPIRES

OFFICIAL SEAL
Baylee Brown
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 3/27/2021

RANDALL W. EAKIN, OVERSIGHT MANAGER

STATE OF NEW MEXICO)SS
COUNTY OF Bernalillo)

ON THIS 15th DAY OF December, 2017 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY RANDALL W. EAKIN, OVERSIGHT MANAGER OF LAS SOLERAS OESTE LTD. CO. LLC

Baylee Brown — 3/27/2021
NOTARY PUBLIC — COMMISSION EXPIRES

OFFICIAL SEAL
Baylee Brown
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 3/27/2021

OWNER TRACT 8-A:
PRESBYTERIAN HEALTH CARE SERVICES

JENNIFER BROWN, VICE PRESIDENT-LEGAL

STATE OF NEW MEXICO)
)SS
COUNTY OF Bernalillo)

ON THIS 21st DAY OF December, 2017 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY JENNIFER BROWN, VICE PRESIDENT-LEGAL OF PRESBYTERIAN HEALTH CARE SERVICES

Linda J. Van Auken — Mar. 1, 2019
NOTARY PUBLIC — COMMISSION EXPIRES

OFFICIAL SEAL
LINDA J. VANAUKEN
Notary Public
State of New Mexico
My Commission Expires 3/1/19

UTILITY COMPANIES

COMCAST — DATE 12-11-2017

IN APPROVING THIS PLAT, PNM 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 NOR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT WHICH ARE NOT SHOWN ON THIS PLAT.

PNM ELECTRIC SERVICE — DATE 12/7/2017

NM GAS COMPANY — DATE 12-11-17

CENTURY LINK DISCLAIMER.

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

QWEST CORPORATION, d/b/a Century/Link QC — DATE 12-7-2017

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 22nd DAY OF AUG., 2017. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

DIEGO J. SISNEROS, NMPS#13986 12/6/2017

NEW MEXICO — DIEGO J. SISNEROS — 13986 — REGISTERED PROFESSIONAL SURVEYOR

INST.# 184619
COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 17th day of January, 2019 A.D. at 9:37 o'clock AM, and was duly recorded in book 821, page(s) 3-6 of the records of Santa Fe County.

Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe county, N.M.

Deputy

COUNTY CLERK — SANTA FE COUNTY — STATE OF NEW MEXICO

CONTROL REFERENCE

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83('92) CENTRAL ZONE. DISTANCES SHOWN ARE REFERRED TO GROUND AMSL. TO CONVERT TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999583883.
ALL REFERENCE TO NAD83('92) DERIVED FROM SANTA FE COUNTY GIS & NGS BLUE BOOK CONTROL MONUMENTS LOCATED VIA STATIC SESSION SURVEYS.

EX. LOT OF RECORD & MISC. REFERENCE DOCUMENTS

1. TRACT B;BECKNER ROAD DEDICATION PLAT RECORDED AS INSTRUMENT #1808503 IN BOOK 810 PAGES 31-35.
2. TRACT 1 & TRACT 3A;LOT LINE ADJUSTMENT AND ROAD REALIGNMENT PLAT RECORDED AS INSTRUMENT #1642002 IN BOOK 735 PAGES 07-08.
3. TRACT 4B;LOT LINE ADJUSTMENT AND ROAD REALIGNMENT PLAT RECORDED AS INSTRUMENT #1642009 IN BOOK 735 PAGES 09-10.
4. LAS SOLERAS ANNEXATION, GENERAL PLAN AMENDMENT, REZONING TO MULTIPLE ZONING DISTRICTS. PLAT RECORDED AS INSTRUMENT #1592455 ON THE 4TH DAY OF MARCH, 2010 IN PLAT BOOK 714 PAGES 14-26, IN THE SANTA FE COUNTY CLERK'S OFFICE.
5. SPECIAL WARRANTY DEED TO LAS SOLERAS CENTER, LLC, INST.# 1603199.
6. LOT LINE ADJUSTMENT PLAT RECORDED AS INSTRUMENT #1778342 ON THE 29TH DAY OF OCT., 2015 IN PLAT BOOK 794 PAGES 7-13.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. THESE LOTS SHALL COMPLY WITH THE INTERNATIONAL FIRE CODE (IFC) 2009 EDITION..
4. EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.
5. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.
6. WASTEWATER USE CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.
7. NO FENCES, WALLS OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS.
8. THESE TRACTS ARE SUBJECT TO ALL APPLICABLE EASEMENTS AND RESTRICTIONS AS SHOWN ON PLAT RECORDED AS BOOK 714 PAGES 14-26.

CITY OF SANTA FE APPROVAL

CITY ENGINEER FOR LAND USE — DATE 1/19/18

CITY PLANNER — DATE 1/18/18

CITY TRAFFIC ENGINEER — DATE 1/18/18

FLOOD ZONE

THIS PROPERTY LIES WITHIN OTHER FLOOD AREAS ZONE "X", AREAS OF 0.2% ANNUAL CHANCE FLOOD AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAPS (F.I.R.M.) #35049C0507E, MAP REVISED DECEMBER 4, 2012.

TRACT B LIES PARTIALLY WITHIN ZONE "AE", SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD (100 YEAR FLOOD) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAPS (F.I.R.M.) #35049C0507E, MAP REVISED DECEMBER 4, 2012. (FLOOD PLAIN IS RETAINED BY OWNER FOR INSTALLATION OF IMPROVEMENTS. DEDICATION TO OCCUR UPON COMPLETION OF IMPROVEMENTS.)

PURPOSE: TO RE-ALIGN AND DEDICATE RIGHT OF WAYS FOR CROSSING AT CHAMISO AND BECKNER RD.'S AND ADJACENT PUBLIC UTILITY EASEMENTS.

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

TOSA PROPERTIES, LLC.
TRACT 1 UPC: 1-049-094-206-177

OWNERS: PRESBYTERIAN HEALTHCARE SERVICES;
TRACT 8-A UPC: 1-049-094-361-251

LAS SOLERAS OESTE, LTD. CO., LLC
TRACT 3A UPC: 1-049-094-230-251
TRACT 4B UPC: 1-049-094-291-312

PLSS LOCATION: LYING WITHIN SECTION 18, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

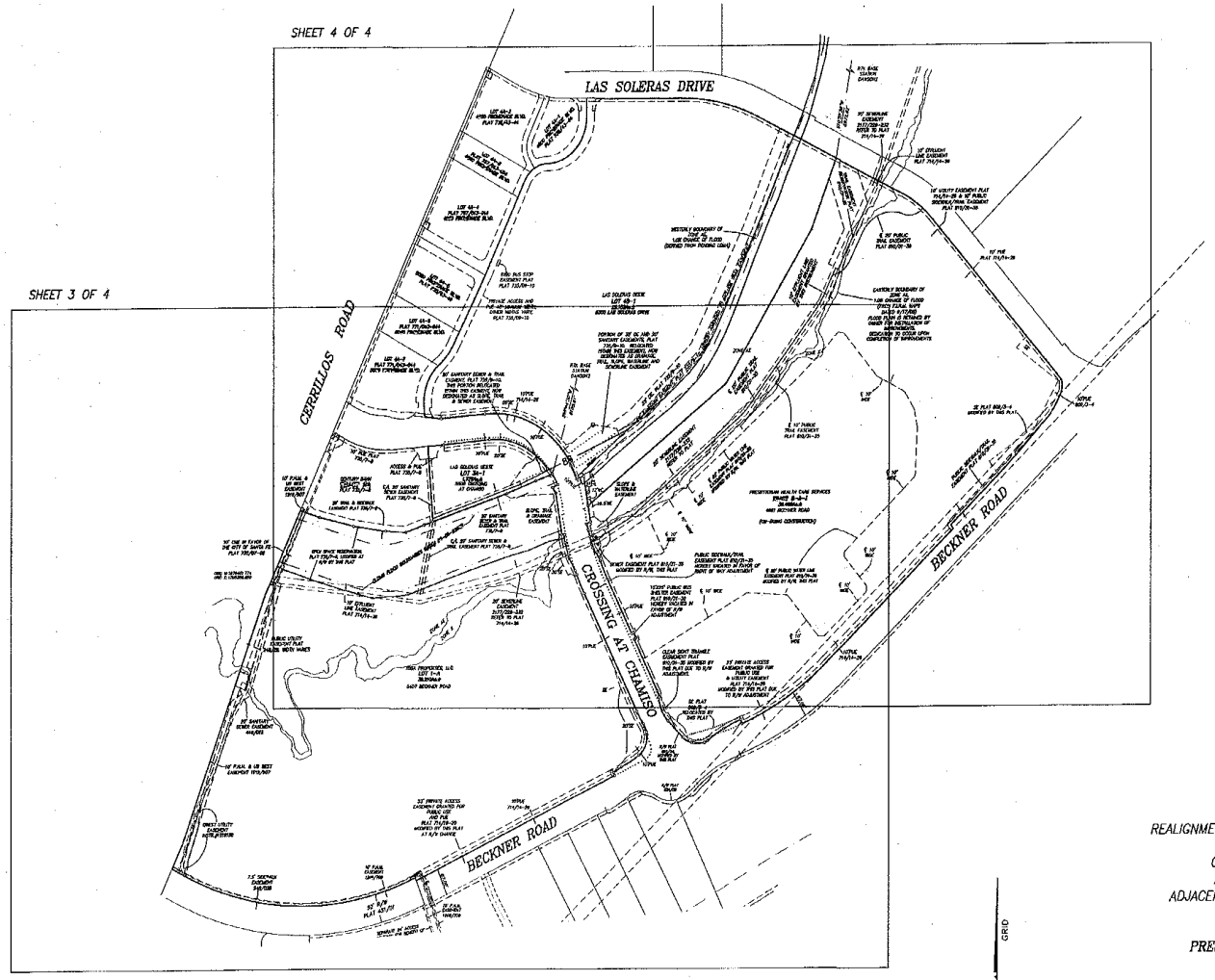
STATE: NEW MEXICO

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507

FILE# 1005BDED DATE:12/8/2017

829004

SITE MAP, SEE SHEETS 3 AND 4 FOR DATA
AT ENLARGED SCALE



ROAD DEDICATION PLAT
SHOWING THE
REALIGNMENT AND RIGHT OF WAY DEDICATION OF A
PORTION OF
CROSSING AT CHAMISO ROAD &
A PORTION OF BECKNER ROAD
ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B,
& TRACT 8-A
PREPARED FOR
PRESBYTERIAN HEALTHCARE SERVICES
TOSA PROPERTIES, LLC.
AND
LAS SOLERAS OESTE, LTD, CO.

GRID

SCALE 1" = 200' FEET
200 0 200

Diego J. Sisneros
DIEGO J. SISNEROS, NMPS#13988 12/6/2017

DIEGO J. SISNEROS NEW MEXICO 13988 PROFESSIONAL SURVEYOR

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10058DED DATE:12/6/2017

SHEET 2 OF 4

SHEET V 101

829005

SEE SHEET 4 OF 4

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C1	75.00'	24.88'	24.77'	S05°36'04"E	19°00'33"
C2	798.95'	41.33'	41.32'	S16°35'02"E	2°57'50"
C3	792.99'	67.02'	67.00'	S25°27'30"E	4°50'32"
C4	30.00'	6.91'	6.89'	S24°16'39"E	13°11'36"
C5	415.00'	39.30'	39.29'	S33°35'13"E	5°25'33"
C6	70.00'	28.84'	28.64'	S24°29'43"E	23°36'34"
C7	70.00'	74.44'	70.98'	S24°31'04"W	60°55'38"
C8	385.00'	75.79'	75.67'	S80°37'15"W	11°16'47"
C9	1058.55'	930.62'	900.34'	N88°36'12"W	50°22'17"
C10	266.00'	39.80'	39.76'	S30°08'43"E	8°34'22"
C11	327.00'	127.35'	126.54'	S54°34'56"E	22°18'47"
C12	48.00'	5.22'	5.21'	S09°40'08"E	6°13'33"
C13	63.00'	35.93'	35.44'	S09°46'54"W	32°40'32"
C14	410.90'	78.81'	78.69'	S31°36'52"W	10°59'22"
C15	1456.00'	95.95'	95.94'	S46°34'09"W	3°46'33"
C16	1062.00'	378.97'	376.86'	S56°40'48"W	20°26'44"
C17	772.85'	70.77'	70.74'	S62°55'13"W	5°14'43"
C18	417.61'	71.65'	71.57'	S58°22'57"W	9°49'50"
C19	33.00'	12.66'	12.58'	S84°29'04"W	21°58'20"
C20	93.00'	39.46'	39.16'	S87°37'27"W	24°18'28"
C21	63.00'	36.56'	36.04'	N63°35'57"W	33°14'43"
C22	110.00'	85.27'	83.15'	N24°46'08"W	44°24'55"
C23	45.00'	19.88'	19.72'	N15°13'12"W	25°19'02"
C24	695.00'	64.02'	64.00'	N25°14'22"W	5°16'41"
C25	707.00'	12.28'	12.28'	N18°11'46"W	0°59'42"
C26	707.00'	22.53'	22.53'	N14°39'57"W	1°49'32"
C27	86.00'	19.92'	19.87'	N20°23'14"W	13°16'05"
C28	701.00'	297.25'	295.03'	N77°51'09"W	24°17'44"
C29	800.00'	56.58'	56.57'	N87°58'27"W	4°03'08"
C30	150.00'	232.69'	210.05'	S44°26'25"W	88°52'49"
C31	100.00'	109.73'	103.46'	S57°43'50"W	62°53'58"
C32	200.00'	84.16'	83.54'	S40°26'32"W	24°06'35"
C33	150.00'	67.71'	67.13'	S39°33'58"W	25°51'43"
C34	150.00'	81.48'	80.48'	S11°04'25"W	31°07'23"
C35	543.00'	373.51'	365.33'	S65°04'03"E	82°33'35"
C36	25.00'	15.13'	14.90'	S14°05'33"E	34°40'58"
C37	338.00'	48.41'	48.37'	S27°19'52"E	8°12'20"
C38	21.00'	15.37'	15.03'	S57°50'40"E	41°55'59"
C39	268.00'	11.36'	11.36'	S35°39'17"E	2°26'47"
C40	261.00'	248.29'	239.03'	S67°12'47"E	54°30'20"
C41	250.00'	42.15'	42.10'	N57°12'48"E	9°39'37"
C42	31.00'	54.86'	47.98'	N05°25'14"W	101°23'55"
C43	100.00'	88.19'	85.36'	N52°58'53"E	50°31'41"
C44	125.00'	182.30'	166.37'	S67°31'52"W	83°33'32"
C45	75.00'	83.00'	78.83'	N77°36'06"E	63°24'24"
C46	50.00'	43.95'	42.54'	S25°10'43"W	50°21'27"

LINE	BEARING	DIST.
L1	S86°05'48"E	9.92'
L2	S18°26'52"E	10.79'
L3	S30°28'03"E	46.03'
L4	S22°33'54"E	13.07'
L5	S09°19'05"E	8.24'
L6	S59°34'58"W	34.89'
L7	S23°46'58"E	10.88'
L8	N23°08'49"W	10.15'
L9	N83°25'03"W	21.30'
L10	N26°50'32"E	83.44'
L11	S28°09'50"E	4.08'
L12	S74°36'36"E	73.68'
L13	S88°14'07"E	76.92'
L14	N71°12'04"E	71.59'
L15	N72°20'08"E	35.12'
L16	N71°04'44"E	66.06'
L17	S64°08'28"W	21.96'
L18	S36°53'33"E	21.24'
L19	N09°45'09"W	52.77'
L20	S06°33'22"E	4.99'
L21	S47°02'45"W	40.28'
L22	S43°40'18"W	13.85'
L23	S44°40'52"W	98.75'
L24	S41°25'42"E	15.00'
L25	N21°26'43"W	14.99'
L26	N80°13'19"W	10.16'
L27	N46°58'36"W	76.86'
L28	N62°00'00"E	7.01'
L29	N27°52'43"W	20.00'
L30	S62°00'00"W	7.00'
L31	N27°52'43"W	68.14'
L32	N22°05'04"W	12.52'
L33	N38°58'00"W	37.18'
L34	N16°38'19"W	26.16'
L35	N67°13'07"E	16.32'
L36	N68°46'18"E	28.55'
L37	S09°45'09"E	95.72'
L38	S89°59'59"W	30.57'
L39	S00°00'00"E	56.77'
L40	S04°29'17"E	36.02'
L41	S84°19'09"E	62.25'
L42	S03°14'56"W	0.44'
L43	S71°04'44"W	66.06'
L44	N85°39'37"E	60.02'
L45	S64°08'53"E	25.05'
L46	N83°39'05"E	86.06'
L47	S56°26'00"E	29.82'
L48	N80°12'04"E	24.56'
L49	S11°27'36"E	62.76'
L50	S37°56'25"W	70.12'
L51	S66°35'47"W	48.23'
L52	S62°02'37"W	97.93'
L53	S22°32'21"E	48.77'
L54	S55°14'55"E	109.06'
L55	N10°23'18"E	16.25'
L56	N51°09'34"E	13.86'
L57	N22°50'58"W	30.00'

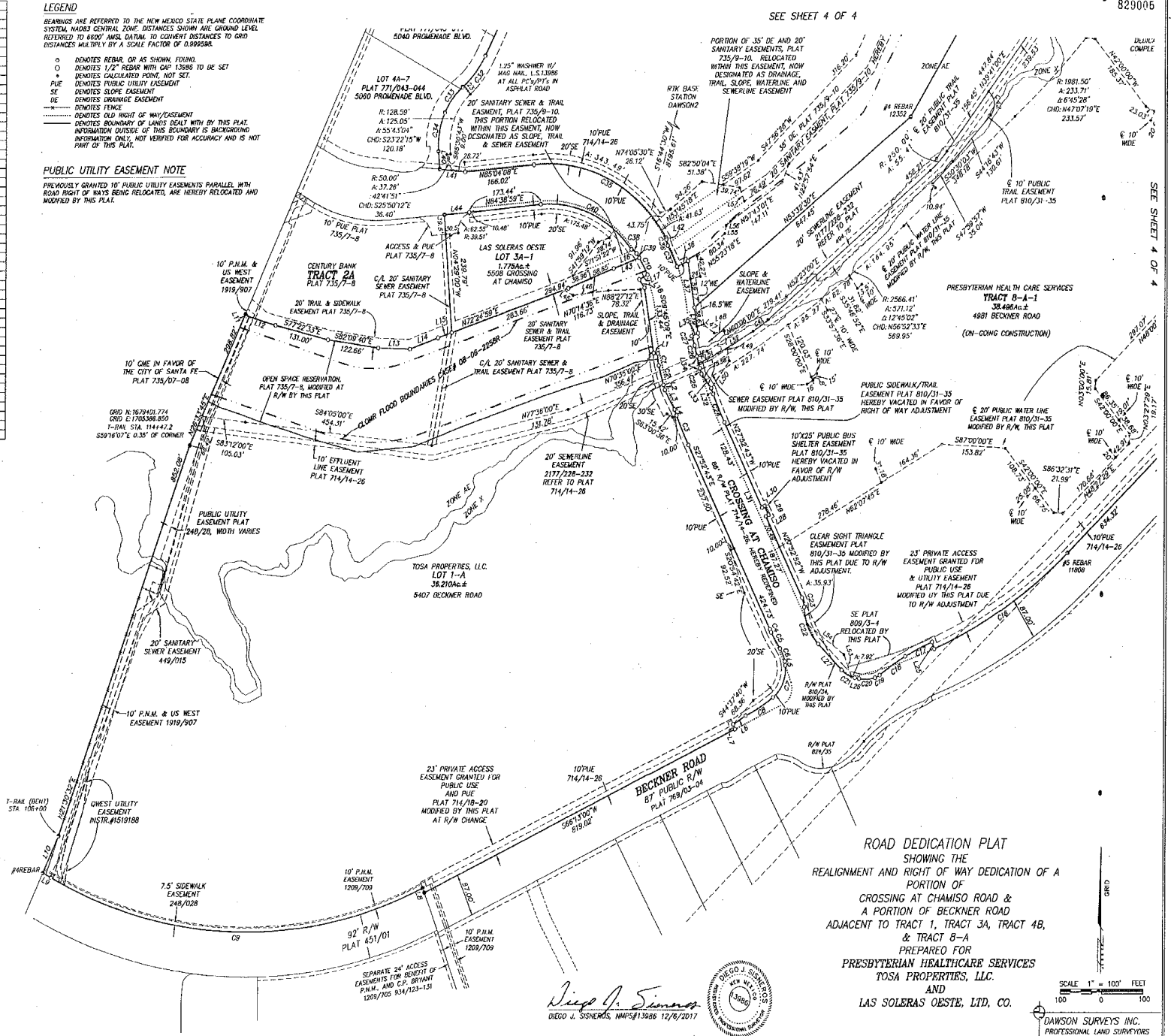
LEGEND

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL REFERRED TO 6600' AMSL DATUM. TO CONVERT DISTANCES TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999598.

- ○ DENOTES REBAR, OR AS SHOWN, FOUND.
- ○ DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET
- • DENOTES CALCULATED POINT, NOT SET.
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- DE DENOTES DRAINAGE EASEMENT
- ——— DENOTES FENCE
- ····· DENOTES OLD RIGHT OF WAY/EASEMENT
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

PUBLIC UTILITY EASEMENT NOTE

PREVIOUSLY GRANTED 10' PUBLIC UTILITY EASEMENTS PARALLEL WITH ROAD RIGHT OF WAYS BEING RELOCATED, ARE HEREBY RELOCATED AND MODIFIED BY THIS PLAT.



SEE SHEET 4 OF 4

SEE SHEET 4 OF 4

ROAD DEDICATION PLAT

SHOWING THE
REALIGNMENT AND RIGHT OF WAY DEDICATION OF A PORTION OF
CROSSING AT CHAMISO ROAD &
A PORTION OF BECKNER ROAD
ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B, & TRACT 8-A
PREPAREO FOR
PRESBYTERIAN HEALTHCARE SERVICES
TOSA PROPERTIES, LLC.
AND
LAS SOLERAS OESTE, LTD, CO.

SCALE 1" = 100' FEET
100 0 100

DIEGO J. SISNEROS, NMPS#13986 12/6/2017

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 1005BDED DATE:12/6/2017

SHEET 3 OF 4

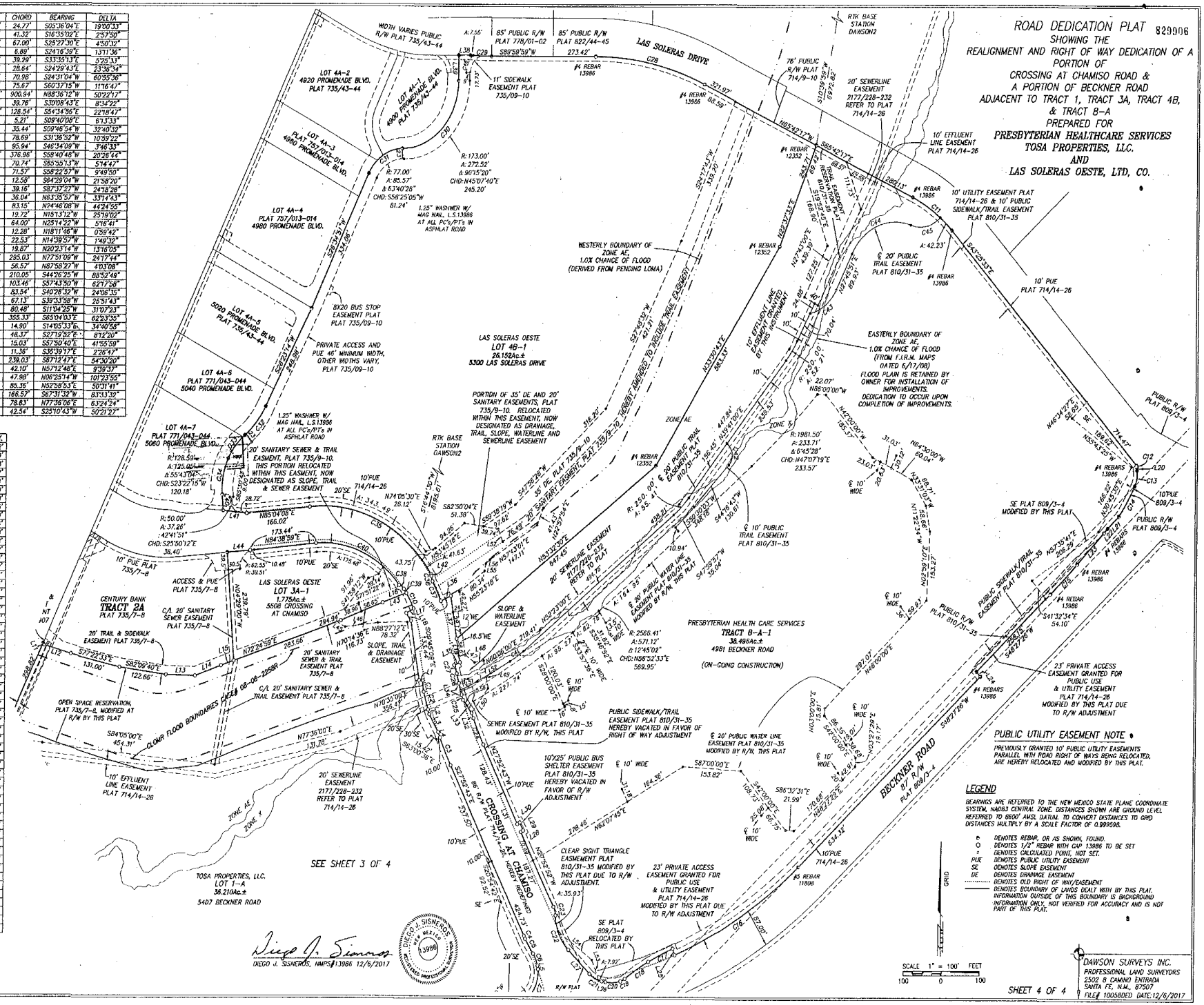
SHEET V 102

ROAD DEDICATION PLAT 829006

SHOWING THE
REALIGNMENT AND RIGHT OF WAY DEDICATION OF A
PORTION OF
CROSSING AT CHAMISO ROAD &
A PORTION OF BECKNER ROAD
ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B,
& TRACT 8-A
PREPARED FOR
PRESBYTERIAN HEALTHCARE SERVICES
TOSA PROPERTIES, LLC.
AND
LAS SOLERAS OESTE, LTD, CO.

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C1	75.00'	24.88'	24.77'	S05°36'04"E	19°00'33"
C2	798.95'	41.33'	41.32'	S16°35'02"E	2°57'50"
C3	792.99'	67.02'	67.00'	S25°27'30"E	4°50'32"
C4	30.00'	6.91'	6.89'	S24°16'39"E	13°11'36"
C5	415.00'	39.30'	39.29'	S33°35'13"E	5°25'33"
C6	70.00'	28.84'	28.64'	S24°29'43"E	23°36'34"
C7	70.00'	74.44'	70.98'	S24°31'04"W	60°55'36"
C8	385.00'	75.79'	75.67'	S60°37'15"W	11°16'47"
C9	1058.55'	930.62'	900.64'	N88°36'12"W	50°22'12"
C10	266.00'	39.80'	39.76'	S30°08'43"E	8°34'22"
C11	327.00'	127.35'	126.54'	S54°34'56"E	22°18'47"
C12	48.00'	5.22'	5.21'	S09°40'08"E	6°13'33"
C13	63.00'	35.93'	35.44'	S09°46'54"W	32°40'32"
C14	410.90'	78.81'	78.69'	S31°36'52"W	10°59'22"
C15	1456.00'	95.95'	95.94'	S46°34'09"W	3°46'33"
C16	1062.00'	378.97'	376.96'	S58°40'48"W	20°26'44"
C17	772.85'	70.77'	70.74'	S85°55'51"W	5°14'47"
C18	417.61'	71.65'	71.57'	S58°32'57"W	9°49'50"
C19	33.00'	12.66'	12.58'	S64°29'04"W	21°58'20"
C20	93.00'	39.46'	39.16'	S87°37'27"W	24°18'28"
C21	63.00'	36.56'	36.04'	N83°35'57"W	33°14'43"
C22	110.00'	85.27'	83.15'	N24°46'08"W	44°24'55"
C23	45.00'	19.88'	19.72'	N15°13'12"W	25°19'02"
C24	695.00'	64.02'	64.00'	N25°14'22"W	5°16'41"
C25	707.00'	12.28'	12.28'	N18°11'46"W	0°59'42"
C26	707.00'	22.53'	22.53'	N19°09'57"W	1°49'32"
C27	86.00'	19.92'	19.87'	N20°23'14"W	13°16'05"
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C30	150.00'	232.69'	210.05'	S44°26'25"W	88°52'49"
C31	100.00'	108.73'	103.46'	S57°43'50"W	62°17'58"
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C34	150.00'	81.48'	80.48'	S11°04'25"W	31°07'23"
C35	343.00'	373.51'	355.33'	S85°04'03"E	62°23'30"
C36	25.00'	15.13'	14.90'	S14°05'33"E	34°40'59"
C37	338.00'	48.41'	48.37'	S27°19'52"E	8°12'20"
C38	21.00'	15.37'	15.03'	S57°50'40"E	41°55'59"
C39	266.00'	11.36'	11.36'	S35°39'17"E	2°26'47"
C40	261.00'	248.29'	239.03'	S67°12'47"E	54°30'20"
C41	250.00'	42.15'	42.10'	N57°12'48"E	9°39'37"
C42	31.00'	54.86'	47.98'	N06°25'14"W	101°23'55"
C43	100.00'	88.19'	85.36'	N52°58'53"E	50°31'41"
C44	125.00'	182.30'	166.52'	S67°31'32"W	83°33'32"
C45	75.00'	83.09'	78.83'	N77°36'06"E	63°29'24"
C46	50.00'	43.95'	42.54'	S25°10'43"W	50°21'27"

LINE	BEARING	DIST.
L1	S86°05'46"E	9.92'
L2	S18°26'52"E	10.79'
L3	S30°28'03"E	46.03'
L4	S22°33'54"E	13.07'
L5	S09°13'05"E	8.21'
L6	S59°34'58"W	34.89'
L7	S23°46'58"E	10.88'
L8	N23°08'49"W	10.15'
L9	N63°25'03"W	21.30'
L10	N26°50'32"E	83.44'
L11	S28°09'50"E	4.08'
L12	S74°36'35"E	73.68'
L13	S88°14'07"E	76.92'
L14	N71°12'04"E	71.59'
L15	N72°20'08"E	35.12'
L16	N71°04'44"E	66.06'
L17	S64°08'28"W	21.96'
L18	S36°53'33"E	21.24'
L19	N09°45'09"W	52.77'
L20	S06°33'22"E	4.99'
L21	S47°02'45"W	40.26'
L22	S43°40'18"W	13.85'
L23	S44°40'52"W	98.75'
L24	S41°25'42"E	15.00'
L25	N21°28'43"W	14.99'
L26	N80°13'19"W	10.16'
L27	N46°58'36"W	76.96'
L28	N62°00'00"E	7.01'
L29	N27°52'43"W	20.00'
L30	S62°00'00"W	7.00'
L31	N27°52'43"W	88.14'
L32	N22°05'04"W	12.52'
L33	N38°58'00"W	37.16'
L34	N16°38'19"W	26.16'
L35	N67°13'07"E	16.32'
L36	N86°46'18"E	28.55'
L37	S09°45'09"E	95.72'
L38	S89°59'59"W	30.57'
L39	S00°00'00"E	56.77'
L40	S04°29'17"E	36.02'
L41	S84°19'09"E	62.25'
L42	S03°14'56"W	0.44'
L43	S71°04'44"W	66.06'
L44	N85°38'37"E	60.02'
L45	S64°08'53"E	25.05'
L46	N83°39'05"E	86.06'
L47	S56°26'00"E	29.82'
L48	N80°12'04"E	24.56'
L49	S11°27'36"E	62.76'
L50	S37°56'25"W	70.12'
L51	S86°35'47"W	48.23'
L52	S62°02'37"W	97.93'
L53	S22°32'21"E	48.77'
L54	S55°14'55"E	109.06'
L55	N10°23'18"E	16.25'
L56	N51°09'34"E	13.86'
L57	N22°50'58"W	30.00'



PUBLIC UTILITY EASEMENT NOTE

PREVIOUSLY GRANTED 10' PUBLIC UTILITY EASEMENTS PARALLEL WITH ROAD RIGHT OF WAYS BEING RELOCATED, ARE HEREBY RELOCATED AND MODIFIED BY THIS PLAT.

LEGEND

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL REFERRED TO 6600' AMSL DATUM. TO CONVERT DISTANCES TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999598.

- ● DENOTES REBAR, OR AS SHOWN, FOUND.
- O DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET
- + DENOTES CALCULATED POINT, NOT SET.
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- DE DENOTES DRAINAGE EASEMENT
- DENOTES OLD RIGHT OF WAY/EASEMENT
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

DIEGO J. SISNEROS, NMPS#13986 12/6/2017

DIEGO J. SISNEROS 13986 NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR

SHEET 4 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE# 10058DED DATE:12/6/2017

AEROTECH MAPPING LEGEND

SYMBOLS DESCRIPTIONS
NOT ALL SYMBOLS SHOWN ARE USED ON THIS SURVEY

- FLAG
- GRID TICK
- AERIAL PANELS
- PEDESTRIAN SIGNAL
- CULVERT
- POST– MISC
- SPOT ELEVATION
- BILLBOARD
- TRANSMISSION
- BRIDGE SIGNS
- CATCH BASIN
- FIRE HYDRANT
- METER / UTILITY
- MAN HOLE
- STREET LIGHT
- LIGHT POLE
- UTILITY POLE
- SIGNS
- SIGNS
- TV DISH
- STREET SIGN
- GATE
- TRAFFIC SIGNAL
- VALVE
- ARROW / STRAIGHT
- ARROW / TURNS
- ARROWS / TURNS
- BIKE LANE
- HANDICAP
- TRAFFIC PAINT
- TRAFFIC PAINT
- MINE
- BUILDING
- BRIDGE
- CANOPY
- CENTER LINE PAINT
- CONCRETE
- CURB / GUTTER
- DIRT ROAD / TRAIL
- GOLF FAIRWAY
- FENCE
- GRID TEXT
- INDEX CONTOUR
- INTER CONTOUR
- ASPHALT PAVEMENT
- SWIMMING POOL
- RETAINING WALL
- PAVED ROAD
- RAILROAD
- GUARD RAIL
- PARKING STRIPES
- WASH

REFERENCE DOCUMENTS:

"ROAD DEDICATION PLAT SHOWING THE REALIGNMENT AND RIGHT OF WAY DEDICATION OF A PORTION OF GRISSING AT CHAMISO ROAD & A PORTION OF BECKNER ROAD ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B, & TRACT 8–A PREPARED FOR PRESBYTERIAN HEALTHCARE SERVICES, TOSA PROPERTIES, LLC. AND LAS SOLERAS OESTE LTD, CO.", AS RECORDED AS INST.# 1846619 IN BK. 829 PAGES 3–8.

LOT LINE ADJUSTMENT PLAT PREPARED FOR BECKNER ROAD EQUITIES, INC. BY GARY E. DAWSON, NMLS 7014. PLAT RECORDED AS INSTRUMENT NUMBER 1592455 ON THE 4TH DAY OF MARCH, 2010 AND PLAT BOOK 714 PAGES 14–26, IN THE SANTA FE COUNTY CLERKS OFFICE.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON OR AS SHOWN ON THOSE SPECIFIC REFERENCE DOCUMENTS.

NOTES:

ALL EASEMENTS AND DATA ARE TAKEN FROM REFERENCE DOCUMENTS #1&#2. NO ADDITIONAL RESEARCH HAS BEEN PROVIDED NOR PERFORMED FOR THIS SURVEY.

TOPOGRAPHIC MAPPING PROVIDED BY "AEROTECH MAPPING, INC."("AEROTECH") WAS THE BASIS OF CONTOURS PROVIDED HEREIN. ALL DATA FROM THIS MAPPING HAS NOT BEEN VERIFIED AND THE PURPOSE OF THIS MAP IS TO CERTIFY THAT MAPPING MEETS OR EXCEEDS MAPPING STANDARDS.

SEE RECORDED PLATS FOR NOTES, RESTRICTIONS AND EASEMENTS. THIS PROPERTY IS SUBJECT TO VALID RESTRICTIONS, EASEMENTS AND COVENANTS OF RECORD.

THIS IS NOT A BOUNDARY SURVEY OR A RIGHT–OF–WAY SURVEY. APPARENT PROPERTY CORNERS, RIGHT–OF–WAY LINE, OR PROPERTY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEY PLATS, RIGHT–OF–WAY MAPS, OR DEEDS REFERENCED HEREON AND ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

ALL UNDERGROUND UTILITIES ON THIS DRAWING ARE APPROXIMATE, LOCATED FROM A COMBINATION OF FIELD TIES OF SURFACE FEATURES, MARKINGS BY LOCATORS AND G.I.S. MAPS PROVIDED BY UTILITY COMPANIES. REFER TO NM811 TICKET 20MA160423. THIS INFORMATION SHOULD NOT BE USED IN LIEU OF FIELD INSPECTIONS. CONTRACTOR OR OWNER IS RESPONSIBLE TO HAVE UTILITIES LOCATED AND POT–HOLED PRIOR TO DIGGING. CONTACT THE GOVERNING UTILITY PROVIDER FOR ADDITIONAL INFORMATION.

DAWSON SURVEYS FIELD TIE LEGEND AND ABBREVIATIONS

- ●F DENOTES #4 REBAR 10277
- ● DENOTES #4 REBAR, LS 13986 OR AS INDICATED
- • DENOTES CALCULATED POINT, NOT SET
- DENOTES PEDESTAL, TRANSFORMER, SWITCHGEAR OR UTILITY CABINET
- DENOTES COMMUNICATION MANHOLE/VAULT
- DENOTES COMMUNICATION PEDESTAL/RISER
- DENOTES STAKE, MARKING BORE HOLE LOCATION
- DENOTES ELEC. METER
- DENOTES METER/METERS
- DENOTES ELEC. MANHOLE/VAULT
- DENOTES UTILITY POLE
- DENOTES ANCHOR/GUY
- DENOTES SEWER MANHOLE
- DENOTES WATER VALVE
- DENOTES WATER METER
- +D.D DENOTES SPOT ELEVATIONS/SPOT VERIFICATIONS
- DENOTES FIRE HYDRANT
- DENOTES FENCE
- OH DENOTES OVERHEAD UTILITY LINE
- W DENOTES WATER LINE, LOCATOR LOCATION
- DENOTES SEWER LINE, ASSUMED LOCATION
- C DENOTES COMMUNICATION LINE, LOCATOR LOCATION
- G DENOTES GAS, LOCATOR LOCATION
- DENOTES ELECTRIC LOCATOR LOCATION
- DENOTES WATERLINE, G.I.S. MAPPING
- JT DENOTES JOINT UTILITY TRENCH, G.I.S. MAPPING
- G DENOTES GAS, G.I.S. MAPPING
- SDE DENOTES SLOPE & DRAINAGE EASEMENT
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SCME DENOTES SLOPE CONSTRUCTION & MAINTENANCE EASEMENT
- PUE DENOTES PUBLIC UTILITY EASEMENT
- DE DENOTES DRAINAGE EASEMENT
- DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.
- DENOTES PINON TREES
- DENOTES JUNIPER/CEDAR TREE
- DENOTES DECIDUOUS TREES
- DENOTES OPEN SPACE RESERVATION
- DENOTES RIP RAP

SIGNIFICANT TREE COUNT:

132 ---- EVERGREEN TREES(8' OR TALLER):
131 JUNIPER TREES
1 PINON TREE

15 ---- DECIDUOUS TREES(6" OR LARGER CALIPER):
15 CHINESE ELM

147 TOTAL TREES

SURVEYORS CERTIFICATE:

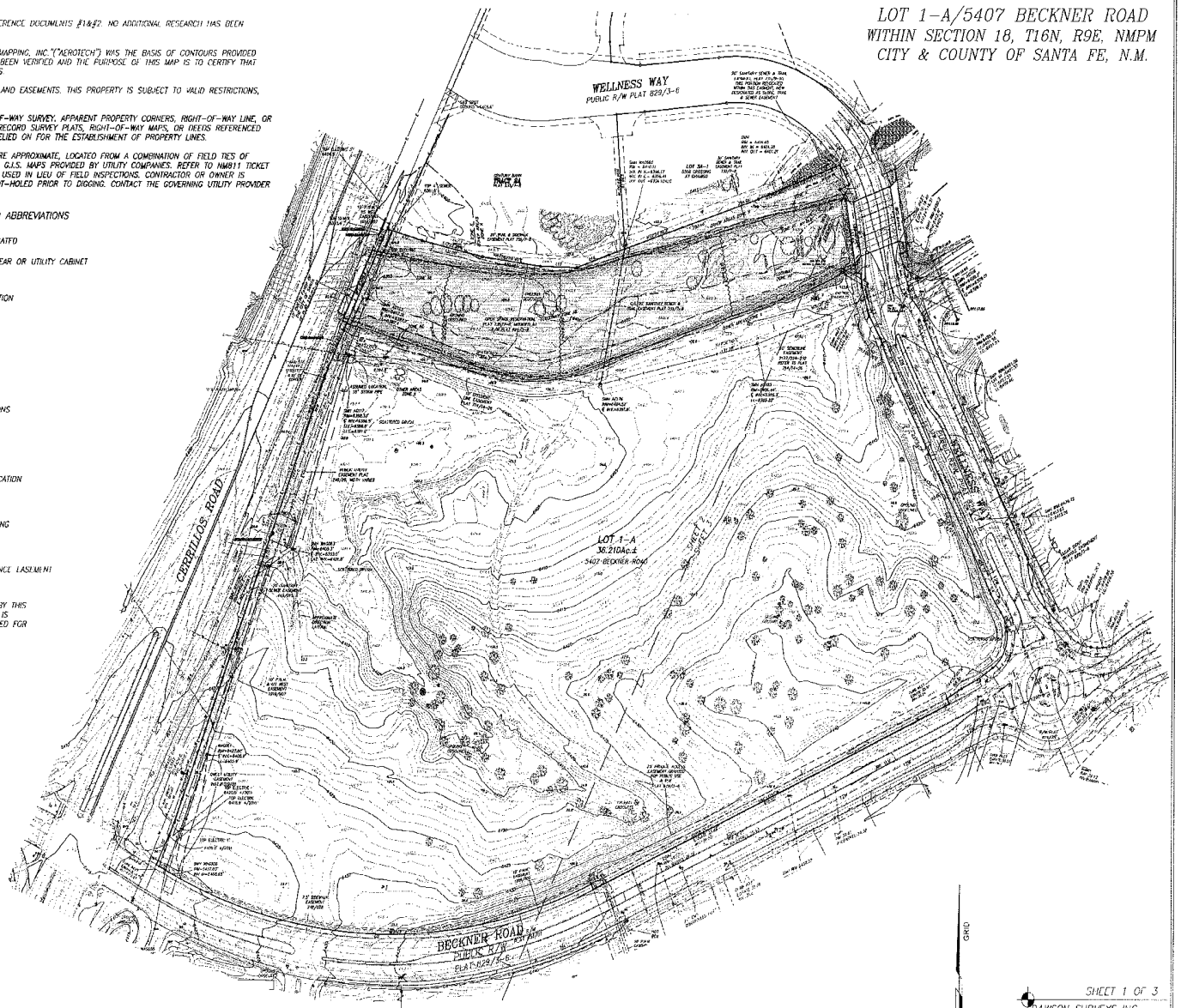
I HEREBY CERTIFY THAT I ESTABLISHED THE HORIZONTAL AND VERTICAL CONTROL POINTS USED FOR THE BASIS OF THIS AERIAL MAPPING ON JANUARY 27, 2020. THE SPOT ELEVATIONS WERE OBTAINED UNDER MY PERSONAL SUPERVISION ON FEB. 26, 2020 AND MORE THAN 95% OF THOSE POINTS COMPARED TO THE CONTOURS AS REFERENCED, MEET OR EXCEED MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS. THIS IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPILED BY ME. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND MAP ARE CORRECT, TRUE AND AND MEET MINIMUM MAPPING STANDARDS.

DIEGO J. SIGNEROS N.M.P.L.S. #13986 08/26/2020

CONTROL SUMMARY:

BEARINGS ARE GRID, DISTANCES ARE REFERRED TO 6800' AMSL. TO CONVERT TO NMSP CENTRAL ZONE GRID DISTANCES, MULTIPLY BY THE COMBINED SCALE FACTOR OF 0.999583863. VERTICAL DATUM IS NAVD88. ALL DATA IS DERIVED FROM CONTROL ESTABLISHED USING THE NMSP NAD83 PROJECTION FROM RTK BASE STATION "DAWSON2", ESTABLISHED FROM '92 NGS AND SANTA FE COUNTY G.I.S. CONTROL STATIONS: GRID N1687626.67027, GRID E 1708833.475 AND AN ELEVATION OF 6572.376 VIA STATIC OBSERVATION.

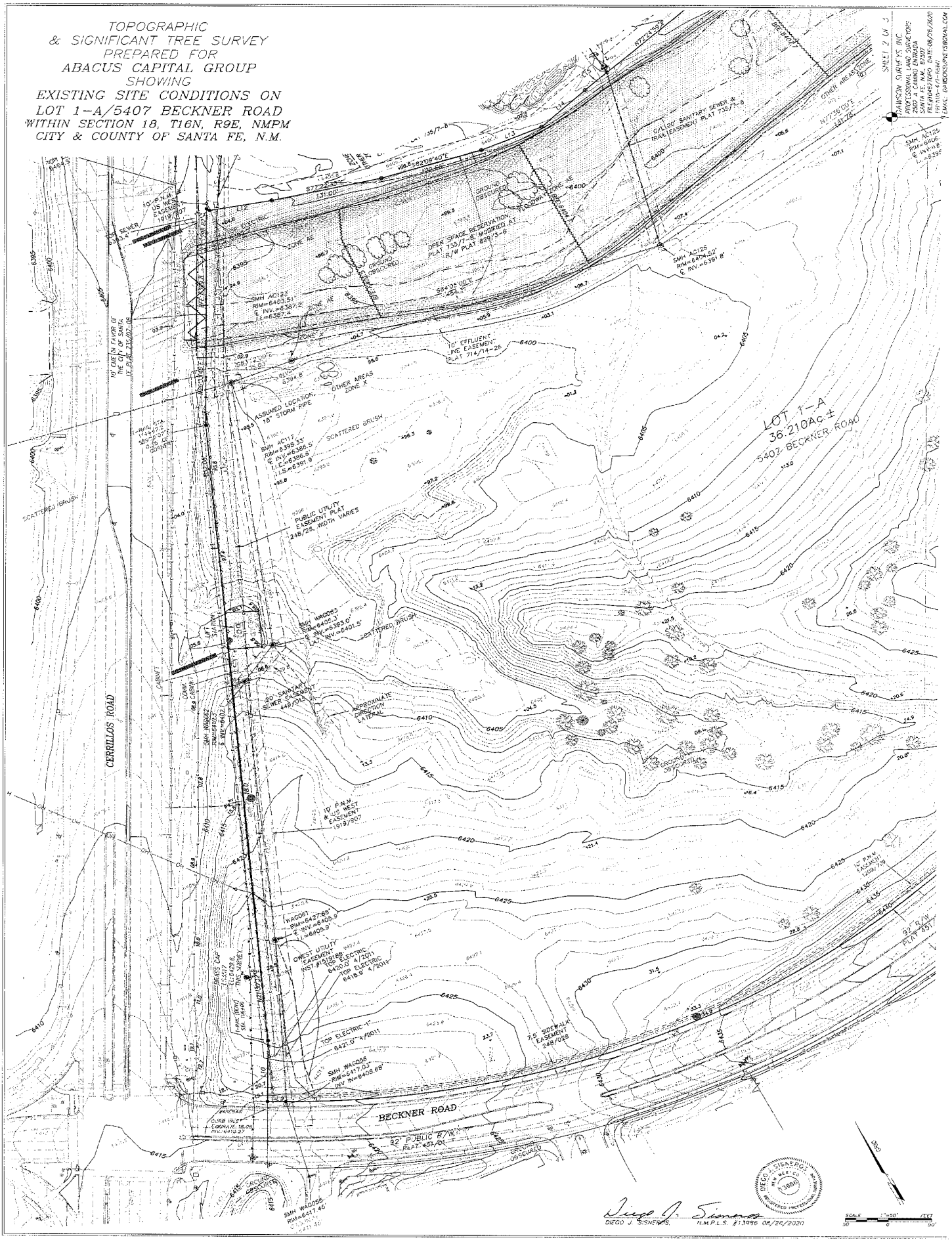
TOPOGRAPHIC & SIGNIFICANT TREE SURVEY PREPARED FOR ABACUS CAPITAL GROUP SHOWING EXISTING SITE CONDITIONS ON LOT 1–A/5407 BECKNER ROAD WITHIN SECTION 18, T16N, R9E, NMPM CITY & COUNTY OF SANTA FE, N.M.



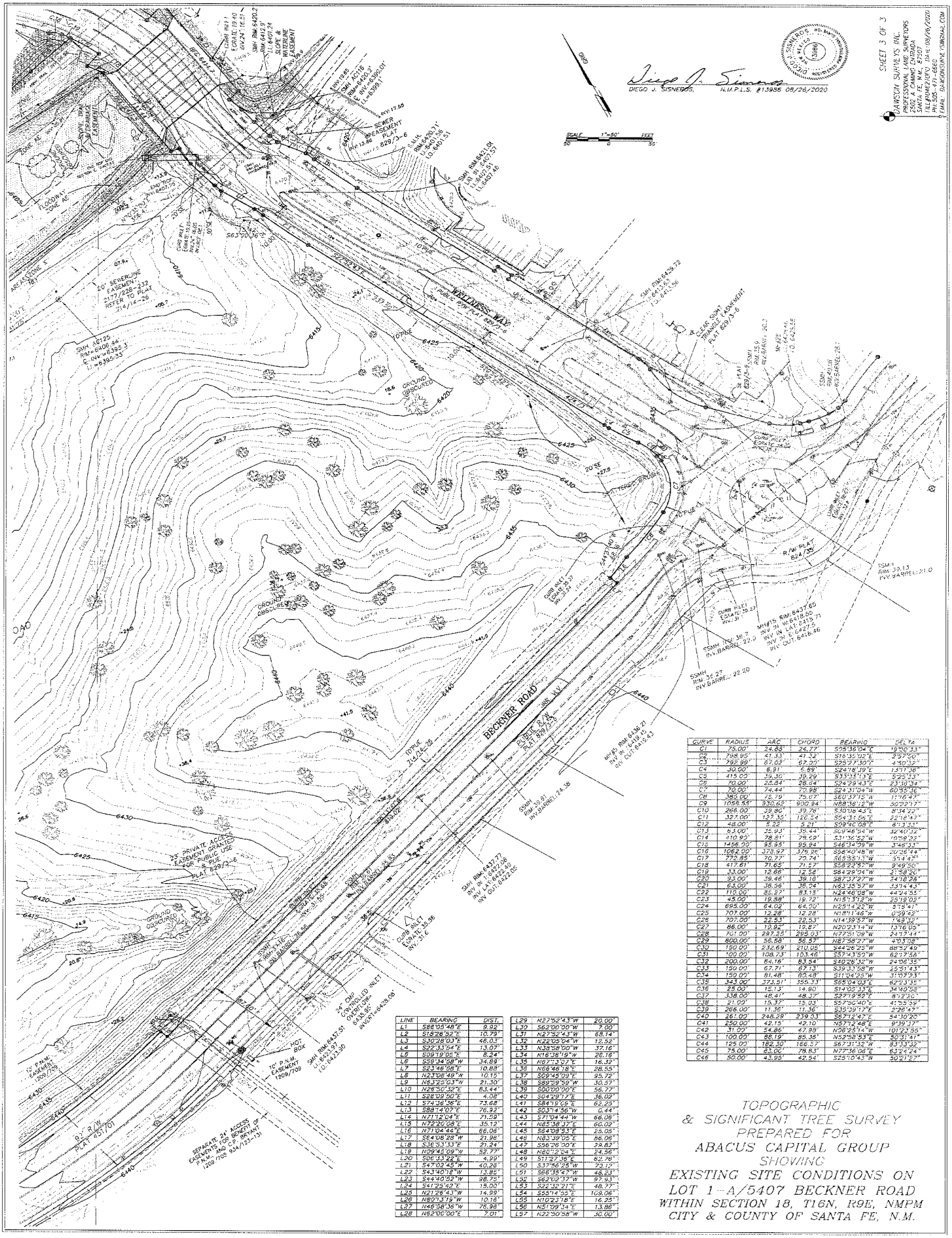
SHEET 1 OF 3

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2505 A CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE#10462TOPO DATE: 08/26/2020
PH: 505 471 6660
EMAIL: DAWSONSURVEYS@GMAIL.COM

TOPOGRAPHIC & SIGNIFICANT TREE SURVEY PREPARED FOR ABACUS CAPITAL GROUP SHOWING EXISTING SITE CONDITIONS ON LOT 1-A/5407 BECKNER ROAD WITHIN SECTION 18, T16N, R9E, NMPM CITY & COUNTY OF SANTA FE, N.M.



SHEET V 105



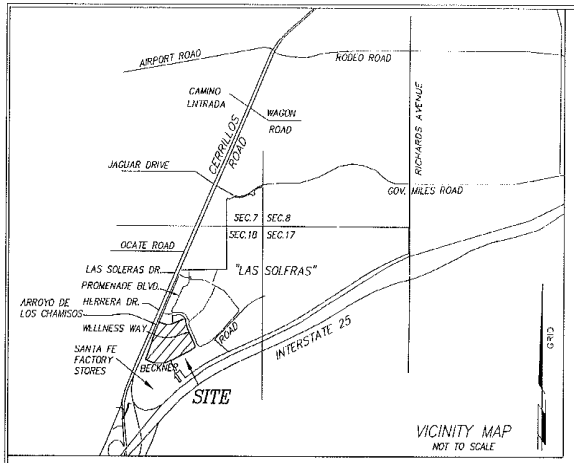
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C36	25.00'	12.13'	14.80'	S14°05'13"E	34°49'58"
C37	338.00'	48.41'	48.37'	S27°19'52"E	8°12'20"
C38	21.09'	15.37'	15.03'	S57°50'40"E	41°55'59"
C39	266.00'	11.35'	11.36'	S35°39'17"E	2°26'47"
C40	261.00'	248.28'	239.03'	S67°12'47"E	54°30'20"
C41	250.00'	42.15'	42.10'	N57°12'48"E	9°39'37"
C42	31.00'	54.86'	47.98'	N26°25'14"W	101°23'55"
C43	100.00'	88.19'	85.35'	N52°58'53"E	50°31'47"
C44	129.00'	182.30'	168.27'	S67°31'32"W	81°43'32"
C45	75.00'	83.06'	78.83'	N77°36'08"E	63°24'24"
C46	50.00'	43.95'	42.54'	S25°10'43"W	50°21'27"

LINE	BEARING	DIST.
L1	S88°05'48"E	9.92'
L2	S19°26'52"E	10.79'
L3	S30°28'03"E	46.03'
L4	S22°33'54"E	13.07'
L5	S09°19'06"E	8.34'
L6	S59°34'58"W	34.89'
L7	S23°46'56"E	10.88'
L8	N23°08'49"W	10.15'
L9	N63°25'03"W	21.30'
L10	N26°50'32"E	83.44'
L11	S28°09'50"E	4.08'
L12	S74°36'36"E	73.68'
L13	S88°41'07"E	76.93'
L14	N71°12'04"E	71.09'
L15	N72°20'08"E	35.12'
L16	N71°04'44"E	66.06'
L17	S64°08'28"W	21.96'
L18	S26°53'33"E	21.24'
L19	N09°45'09"W	52.77'
L20	S06°33'22"E	4.39'
L21	S47°02'45"W	40.28'
L22	S43°40'12"W	13.85'
L23	S44°40'52"W	98.75'
L24	S41°25'42"E	15.00'
L25	N21°26'43"W	14.99'
L26	N80°13'19"W	10.18'
L27	N46°58'36"W	76.98'
L28	N52°00'00"E	7.01'

LINE	BEARING	DIST.
L29	N27°52'43"W	20.00'
L30	S62°00'00"W	7.00'
L31	N27°52'43"W	88.14'
L32	N22°05'04"W	12.52'
L33	N33°58'00"W	37.16'
L34	N16°38'19"W	26.16'
L35	N87°13'07"E	16.33'
L36	N66°46'18"E	28.55'
L37	S09°45'09"E	95.79'
L38	S80°25'39"W	30.57'
L39	S00°00'00"E	56.77'
L40	S04°29'17"E	36.02'
L41	S84°19'05"E	62.25'
L42	S03°14'56"W	0.44'
L43	S71°04'44"W	66.08'
L44	N85°38'37"E	60.02'
L45	S64°09'53"E	25.05'
L46	N83°39'05"E	86.06'
L47	S56°26'00"E	28.83'
L48	N80°12'04"E	24.56'
L49	S11°27'16"E	62.76'
L50	S37°56'25"W	73.17'
L51	S66°18'42"W	48.23'
L52	S62°02'37"W	97.93'
L53	S25°32'21"E	48.77'
L54	S55°14'55"E	109.06'
L55	N10°23'18"E	16.25'
L56	N51°09'34"E	13.86'
L57	N22°50'58"W	30.00'

TOPOGRAPHIC
& SIGNIFICANT TREE SURVEY
PREPARED FOR
ABACUS CAPITAL GROUP
SHOWING
EXISTING SITE CONDITIONS ON
LOT 1-A/5407 BECKNER ROAD
WITHIN SECTION 18, T16N, R9E, NMPM
CITY & COUNTY OF SANTA FE, N.M.

SHEET V 10



UTILITY COMPANIES

COMCAST DATE

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), NEW MEXICO GAS COMPANY (NMGC) AND QWEST CORPORATION D/B/A CENTURYLINK (QWEST) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM, NMGC AND QWEST 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.

PNM ELECTRIC SERVICE DATE

NM GAS COMPANY DATE

QWEST CORP. d/b/a/ CENTURYLINK QC

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.

CENTURY LINK DATE

CONTROL REFERENCE

-BEARINGS ARE GRID, REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83(1992), CENTRAL ZONE FROM GPS STATE PLANE PROJECTION.
-DISTANCES ARE REFERRED TO GROUND AMSL.
-DATUM DERIVED FROM DAWSON2 GPS BASE STATION N=1,687,626.870 E=1,708,833.475 EL=6572.376', ESTABLISHED FROM SANTA FE COUNTY CONTROL STATIONS USING DATA FROM THE 1992 BLUEBOOK REPORT FOR NGS AND S.F. CO.

SANTA FE COUNTY SIGNATURES

SANTA FE COUNTY TREASURER: DATE

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the..... day of ..... 202..... A.D. at ..... o'clock ..... , and was duly recorded in book ..... , page(s) ..... of the records of Santa Fe County.

Witness my Hand and Seal of office
GERALDINE SALAZAR
County Clerk, Santa Fe county, N.M.

Deputy

CITY OF SANTA FE APPROVAL & REVIEW

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF 2020, AS CASE NO. 2020-

PLANNING COMMISSION CHAIRPERSON DATE

PLANNING COMMISSION SECRETARY DATE

CITY ENGINEER FOR LAND USE DATE

CITY PLANNER DATE

NOTES

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.
4. EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.
5. THE PROPERTY AND STRUCTURES SHALL BE CONNECTED TO THE CITY'S PUBLIC SEWER COLLECTION SYSTEM.
6. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.
7. WASTEWATER U.E.C. CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.
8. NO FENCES, WALLS OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS.
9. NO WALLS, FENCES OR OTHER STRUCTURES THAT WOULD IMPEDE DRAINAGE FLOW SHALL BE PLACED WITHIN DRAINAGE EASEMENTS SHOWN HEREON.
10. ANY AND ALL DEVELOPMENT SHALL MEET THE IFC CODE REQUIREMENTS 2009 EDITION OR THE MOST CURRENT EDITION THE GOVERNING BODY HAS ADOPTED AT THE TIME OF PERMITTING.

FLOOD ZONE

THIS PROPERTY LIES WITHIN OTHER AREAS ZONE "X", AREAS OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAPS (F.I.R.M.) #35049C0394D, EFFECTIVE DATE JUNE 17, 2008.

LOT OF RECORD AND OTHER REFERENCE DOCUMENTS:

1. "ROAD DEDICATION PLAT SHOWING THE REALIGNMENT AND RIGHT OF WAY DEDICATION OF A PORTION OF CROSSING AT CHAMISO ROAD & A PORTION OF BECKNER ROAD ADJACENT TO TRACT 1, TRACT 3A, TRACT 4B, & TRACT 8-A PREPARED FOR PRESBYTERIAN HEALTHCARE SERVICES, TOSA PROPERTIES, LLC. AND LAS SOLERAS OESTE LTD. CO.", AS RECORDED AS INST.# 1846619 IN BK. 829 PAGES 3-6.
2. LOT LINE ADJUSTMENT PLAT PREPARED FOR BECKNER ROAD EQUITIES, INC. BY CARY E. DAWSON, NMLS 7014. PLAT RECORDED AS INSTRUMENT NUMBER 1592455 ON THE 4TH DAY OF MARCH, 2010 AND PLAT BOOK 714 PAGES 14-26, IN THE SANTA FE COUNTY CLERKS OFFICE.
3. AERIAL SURVEY FOR TOPOGRAPHIC MAP PERFORMED BY AEROTECH MAPPING DATED FEBRUARY 27, 2020 BEARING PROJECT NUMBER ATWBNM0220-007 AND BEARING SEAL OF ERIC T. PHAN, CERTIFIED PHOTOGRAMMETRIST NO. 1589.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON OR AS SHOWN ON THOSE SPECIFIC REFERENCE DOCUMENTS.

SHEET INDEX

2 OF 4: OVERALL SITE MAP
3 OF 4: PHASE 1, LOT 1
4 OF 4: PHASE 2, LOTS 2-5

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 19TH DAY OF MARCH, 2019. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

DIEGO J. SISNEROS, NMPS#13986 9/1/2020

DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO SUBDIVIDE THOSE LANDS AS SPECIFIED AND SHOWN HEREON

ALL THOSE PORTIONS OF THE PARCELS INDICATED FOR DEDICATION ARE HEREBY DEDICATED AS PUBLIC RIGHT OF WAY AND ADDED TO THE BECKNER ROAD RIGHT OF WAY. THE BECKNER ROAD RIGHT OF WAY AND ADJACENT EASEMENTS, AS SHOWN ON PLAT RECORDED AS BK.829 PG.03-06, ARE HEREBY SUPERCEDED BY THIS DEDICATION PLAT. THIS DEDICATION INCLUDES CONSTRUCTION MAINTENANCE EASEMENTS WITHIN THE ADJACENT PROPERTIES FOR ROADWAY APPURTENANCES, INCLUDING, BUT NOT LIMITED TO, TIE SLOPES AND DRAINAGE STRUCTURES.

THE PRIVATE ACCESS IS HEREBY GRANTED TO THE OWNERS OF LOTS 1 THROUGH 5 AS SHOWN HEREON FOR INGRESS, EGRESS, CONSTRUCTION & MAINTENANCE OF SAID SHARED ACCESS. MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE SHARING LAND OWNERS. THIS EASEMENT IS ALSO GRANTED FOR INGRESS & EGRESS FOR EMERGENCY TYPE VEHICLES. THESE ROADS ARE NOT DEDICATED TO THE PUBLIC EXCEPT FOR EMERGENCY TYPE VEHICLES.

OPEN SPACE TRACT/DRAINAGE WAY (THE ARROYO DE LOS CHAMISOS) WITHIN LOT 1 IS HEREBY GRANTED TO THE CITY OF SANTA FE.

DRAINAGE EASEMENTS ARE HEREBY CREATED FOR THE MITIGATION OF STORM WATERS OF THE SUBDIVISION LOTS AND ROADS. THE MAINTENANCE OF THESE EASEMENTS SHALL BE THE RESPONSIBILITY OF THE LOT OWNERS.

TRAIL EASEMENTS SHOWN HEREON, CREATED BY THIS PLAT, ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR A PUBLIC NON-MOTORIZED PEDESTRIAN TRAIL AND THE CONSTRUCTION, REPAIR, AND MAINTENANCE OF SAID TRAIL. MAINTENANCE IS THE RESPONSIBILITY OF THE CITY OF SANTA FE.

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF: PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO COMPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

"QWEST CORPORATION, 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 PROVIDED 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.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID 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, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND 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. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS SHALL BE BINDING UPON THE UNDERSIGNED AND THEIR SUCCESSORS AND ASSIGNS

THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). THIS PLAT CONTAINS 94.058 ACRES, MORE OR LESS. THIS DEDICATION LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

STORM WATER AGREEMENT:

PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORM WATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY ESTANCIAS DEL NORTE HOME OWNERS ASSOCIATION(OWNER) AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

DRAINAGE FACILITIES MAINTENANCE

THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.

INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED 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. THE HOMEOWNERS ASSOCIATION SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND, (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

OWNER LOT 1-A:
ABACUS FUND, LLC,

, MANAGING MEMBER.

STATE OF NEW MEXICO)
)SS
COUNTY OF)
ON THIS DAY OF 202_ THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY JEFFERY BRANCH, MANAGING MEMBER. OF ABACUS FUND, LLC,.

NOTARY PUBLIC COMMISSION EXPIRES

PRELIMINARY SUBDIVISION PLAT
LAS SOLERAS LOT 1-A
5407 BECKNER ROAD
PHASE 1 & 2
PREPARED FOR
ABACUS CAPITAL GROUP
LYING WITHIN SECTION 18, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

PURPOSE: TO CREATE 5 COMMERCIAL LOTS

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

OWNERS: ABACUS CAPITAL GROUP

PARENT PARCEL: LOT 1-A, ROAD DEDICATION PLAT SHOWING THE REALIGNMENT AND RIGHT OF WAY DEDICATION OF A PORTION OF CROSSING AT CHAMISO ROAD & A PORTION OF BECKNER ROAD..... RECORDED AS INST.#1846619 IN BOOK 829 PAGES 3-6.

LOT 1-A UPC#: 1-049-094-206-177.

PLSS LOCATION: SECTION 18, T16N, R09E., NMPM.

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

SHEET 1 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
SANTA FE, N.M., 87507 471-6660
FILE# 1042S90 DATE 9/18/2020

NOTES

PORTIONS HEREBY DEDICATED AND ADDED TO PUBLIC RIGHT OF WAY

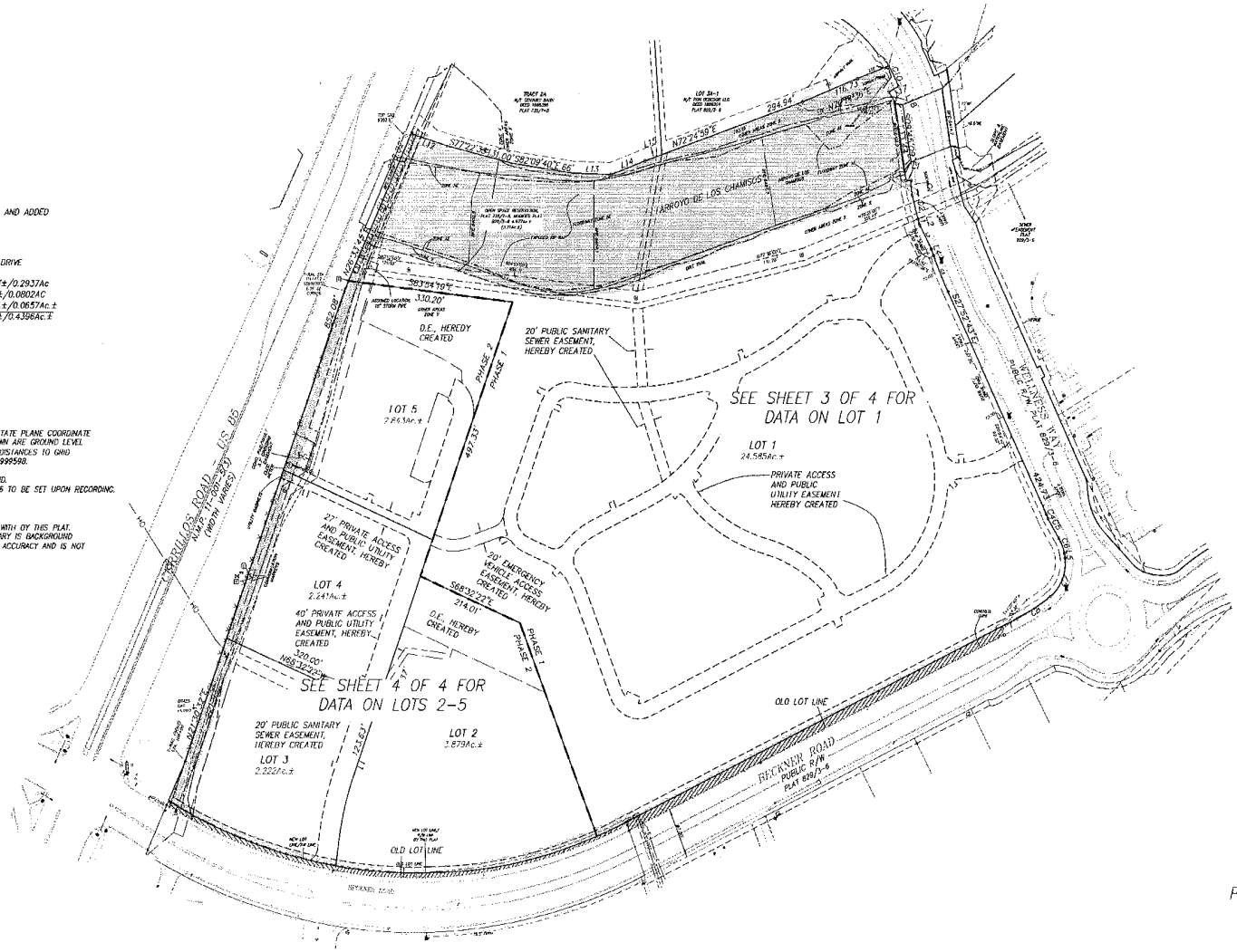
ROAD DEDICATION SUMMARY
SHOWING AREA ADDED TO BECKNER DRIVE

TRACT #	DEDICATED
ADJACENT TO LOT 1	12787.7 SQ.FT.±/0.2937Ac
ADJACENT TO LOT 2	3496.5 SQ.FT.±/0.0802AC
ADJACENT TO LOT 3	2865.6 SQ.FT.±/0.0657Ac.±
TOTAL DEDICATION	19159.8 SQ.FT.±/0.4396Ac.±

LEGEND

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL MULTIPLIED TO 6600' AMSL DATUM. TO CONVERT DISTANCES TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999598.

- ●F DENOTES REBAR, OR AS SHOWN, FOUND.
- ● DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET UPON RECORDING.
- • DENOTES CALCULATED POINT, NOT SET.
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.



DILCO J. SISNEROS, NMPS#13986 9/10/2020

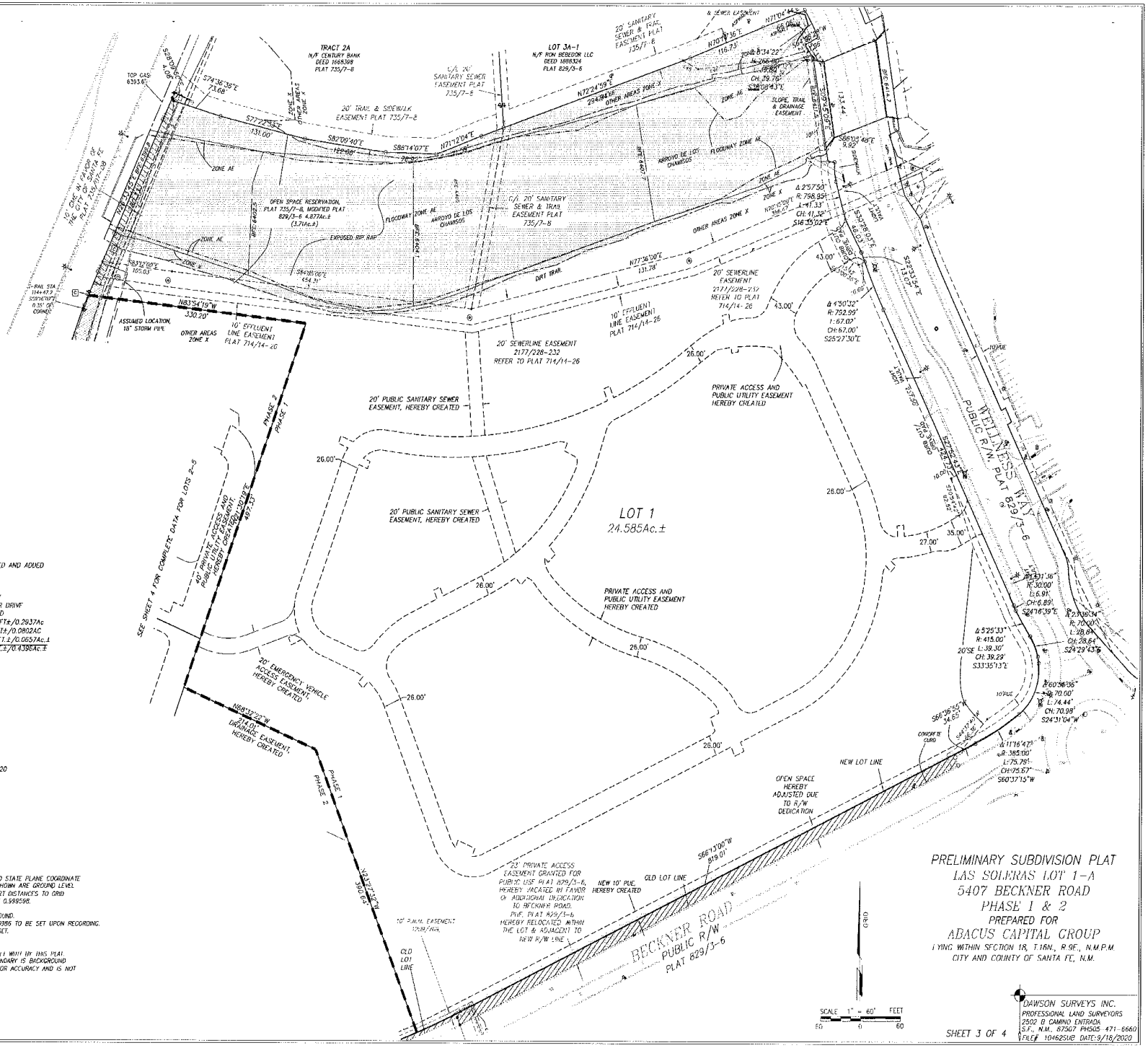
PRELIMINARY SUBDIVISION PLAT
LAS SOLERAS LOT 1-A
5407 BECKNER ROAD
PHASE 1 & 2

PREPARED FOR
ABACUS CAPITAL GROUP

LYING WITHIN SECTION 18, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
S.F., N.M., 87507 PH505-471-6660
FILE# 10462SUB DATE: 9/18/2020

PHASE 1
LOT 1 DATA



NOTES

PORTIONS HEREBY DEDICATED AND ADDED TO PUBLIC RIGHT OF WAY

ROAD DEDICATION SUMMARY
SHOWING AREA ADDED TO BECKNER DRIVE

TRACT #	DEDICATED
ADJACENT TO LOT 1	12797.7 SQ.FT.±/0.2937Ac
ADJACENT TO LOT 2	3496.5 SQ.FT.±/0.0802AC
ADJACENT TO LOT 3	2865.6 SQ.FT.±/0.0657Ac.±
TOTAL DEDICATION	19159.8 SQ.FT.±/0.4396Ac.±

DIEGO J. SISNEROS, NMPS#13986 9/9/2020

LEGEND

BEARINGS ARE REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM, NAD83 CENTRAL ZONE. DISTANCES SHOWN ARE GROUND LEVEL REFERRED TO 6600' AMSL DATUM. TO CONVERT DISTANCES TO GRID DISTANCES MULTIPLY BY A SCALE FACTOR OF 0.999596.

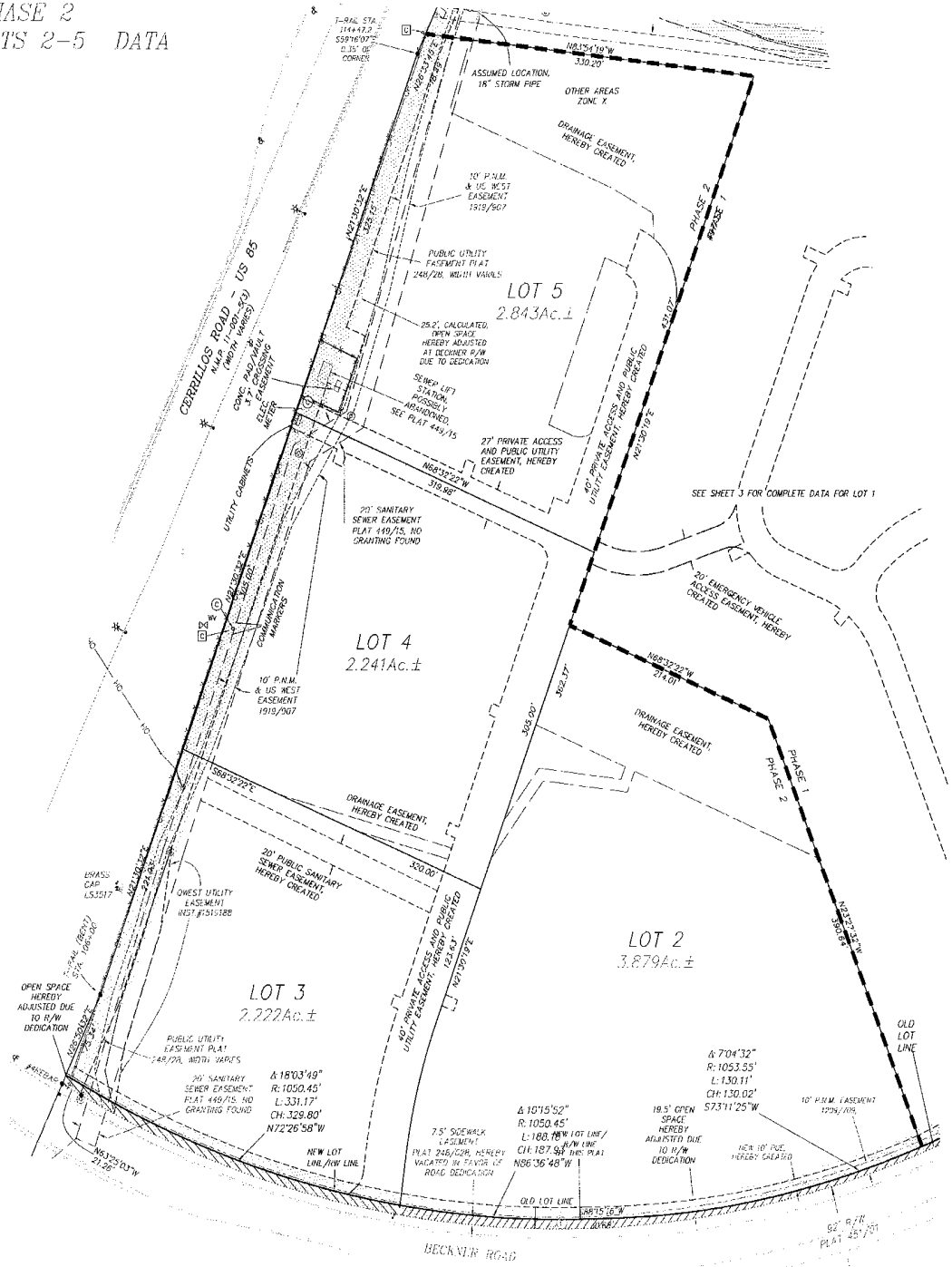
- ●F DENOTES REBAR, OR AS SHOWN, FOUND.
- ● DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET UPON RECORDING.
- • DENOTES CALCULATED POINT, NOT SET.
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- ——— INDICATES TERMINUS OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

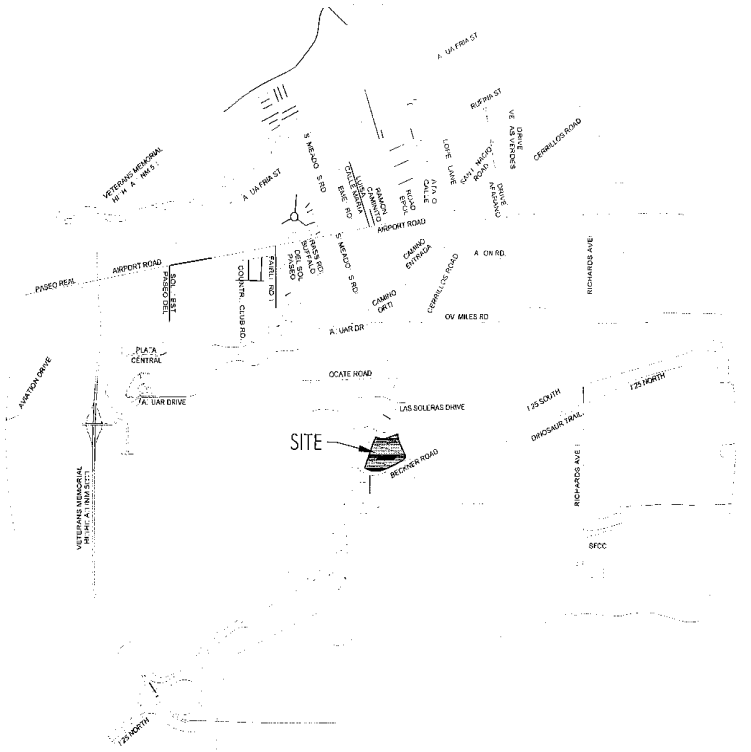
PRELIMINARY SUBDIVISION PLAT
LAS SOLERAS LOT 1-A
5407 BECKNER ROAD
PHASE 1 & 2
PREPARED FOR
ABACUS CAPITAL GROUP
LYING WITHIN SECTION 18, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 B CAMINO ENTRADA
S.F., N.M. 87507 PHONE 471-6660

SHEET 3 OF 4 FILE# 104625SUB DATE: 9/18/2020

PHASE 2
LOTS 2-5 DATA


LOT 5
2.843Ac.±
LOT 4
2.241Ac.±
LOT 3
2.222Ac.±
LOT 2
3.879Ac.±
CERRILLOS ROAD / US 85
(NMDOT #10-501)
(WIDTH VARIES)
BECKNER ROAD
PHASE 1
PHASE 2
ASSUMED LOCATION, 18" STORM PIPE
OTHER AREAS ZONE X
DRAINAGE EASEMENT, HEREBY CREATED
10' P.N.M. & U.S. WEST EASEMENT 1919/907
PUBLIC UTILITY EASEMENT PLAT 248/128, WIDTH VARIES
25.2', CALCULATED, OPEN SPACE HEREBY ADJUSTED AT BECKNER R/W DUE TO DEDICATION
SEWER LIFT STATION, PREVIOUSLY ABANDONED SEE PLAT 449/15
27' PRIVATE ACCESS AND PUBLIC UTILITY EASEMENT, HEREBY CREATED
40' PRIVATE ACCESS AND PUBLIC UTILITY EASEMENT, HEREBY CREATED
20' SANITARY SEWER EASEMENT PLAT 449/15, NO GRANTING FOUND
20' PUBLIC SANITARY SEWER EASEMENT HEREBY CREATED
20' EMERGENCY VEHICLE ACCESS EASEMENT, HEREBY CREATED
SEE SHEET 3 FOR COMPLETE DATA FOR LOT 1
CONC. RAD WALL & CROSSING 5' EASEMENT
ELEC. METER
UTILITY CABINETS
COMMUNICATION MARKERS
DWEST UTILITY EASEMENT INST.#1516188
BRASS CAP L.S.3517
OPEN SPACE HEREBY ADJUSTED DUE TO R/W DEDICATION
PUBLIC UTILITY EASEMENT PLAT 248/128, WIDTH VARIES
20' SANITARY SEWER EASEMENT PLAT 449/15, NO GRANTING FOUND
Δ 18°03'49"
R: 1050.45'
L: 331.17'
CH: 329.80'
N72°26'58"W
NEW LOT LINE/R/W LINE
7.5' SIDEWALK EASEMENT PLAT 248/128, HEREBY VACATED IN FAVOR OF ROAD DEDICATION
Δ 10°15'52"
R: 1050.45'
L: 188.18'
CH: 187.93'
N86°36'48"W
NEW LOT LINE/R/W LINE PER THIS PLAT
OLD LOT LINE
19.5' OPEN SPACE HEREBY ADJUSTED DUE TO R/W DEDICATION
Δ 7°04'32"
R: 1053.55'
L: 130.11'
CH: 130.02'
S73°11'25"W
NEW 10' PUE HEREBY CREATED
10' P.N.M. EASEMENT 1220/109
OLD LOT LINE
92' R/W PLAT 45/101
T-RAIL STA. 144+47.3 S59°16'07"E 0.35' OF CORNER
N89°13'19"W 330.20'
N21°39'19"E 428.07'
N68°33'22"W 319.98'
N21°39'19"E 428.07'
N68°33'22"W 214.01'
N23°27'37"W 395.04'
S68°33'22"E
N21°39'19"E 224.43'
N68°33'22"W 320.00'
N21°39'19"E 224.43'
N68°33'22"W 214.01'
N21°39'19"E 395.00'
S68°33'22"E 395.00'
N21°39'19"E 224.43'
N68°33'22"W 214.01'
N21°39'19"E 224.43'
N68°33'22"W 214.01'
N21°39'19"E 224.43'
N68°33'22"W 214.01



Vicinity Map
N.T.S.

AFFIDAVIT:

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

MANAGING PARTNER OF ABACUS MULTI-FAMILY PARTNERS IV, LP

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME
BY _____, THIS ___ DAY OF _____, 20__.

NOTARY PUBLIC

MY COMMISSION EXPIRES

STORMWATER AGREEMENT PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS, THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

MANAGING PARTNER OF ABACUS MULTI-FAMILY PARTNERS IV, LP

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME
BY _____, THIS___ DAY OF _____, 20__.

NOTARY PUBLIC

MY COMMISSION EXPIRES

DRAINAGE FACILITY MAINTENANCE SCHEDULE (I 30 DAYS) SHALL BE AS FOLLOWS:

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE BECKNER APARTMENTS OWNERSHIP.
2. THE DRAINAGE FACILITIES MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS, MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF ONE-INCH OR GREATER:
   A. FLUSH ALL CULVERTS AND DRAIN PIPES TO REMOVE SEDIMENT AND VEGETATION.
   B. FLUSH STORM DRAIN MANHOLES AND DROP INLETS.
   C. IF SEDIMENT IN PONDS IS DEEPER THAN 6-INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
   D. CHECK POND DRAINS AND RIP-RAP INTEGRITY, REPAIR, AS NECESSARY.
   E. CHECK FOR SOIL EROSION WITHIN AND AROUND ALL SWALES, FILL SLOPES, CUT SLOPES AND RETAINING WALLS. UNSTABILIZED SOILS SHALL BE STABILIZED WITH VEGETATION, ROCK PLATING OR EROSION MATS.

GENERAL NOTES:

CITY OF SANTA FE APPROVAL,
NOTES AND CONDITIONS

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____ 20__, AS CASE NO _____

PLANNING COMMISSION CHAIRPERSON DATE

PLANNING COMMISSION SECRETARY DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14-3.8(F).

CITY PLANNER DATE

CITY ENGINEER FOR LAND USE DATE

1. 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.
2. COMPLIANCE WITH GUNNISONS PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
3. 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.
4. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
5. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH BUILDING LOT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
6. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE LAND USE DEPARTMENT
7. COMPLY WITH THE CURRENT COSF WATER CONSERVATION STAGE.
8. FOR LOCATION AND TYPE OF LANDSCAPING SEE SHEETS L-101, L-102, L2-101.
9. ANY CHANGES AND/OR MODIFICATIONS TO THE APPROVED LANDSCAPE PLAN SHALL BE APPROVED BY THE COSF PLANNING & LAND USE DEPARTMENT.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
11. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2008-02 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
12. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
13. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
14. 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 OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
15. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
16. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1412.1
17. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1412.1
18. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
19. THIS DEVELOPMENT LIES OUTSIDE OF A HISTORIC DISTRICT.

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SEAL | DATE | REVISIONS

abacus
Capital Group LLC

PODdesign
Columbus
160 Northwoods Blvd Ste A
Columbus, Ohio 43235
o 614.221.2279

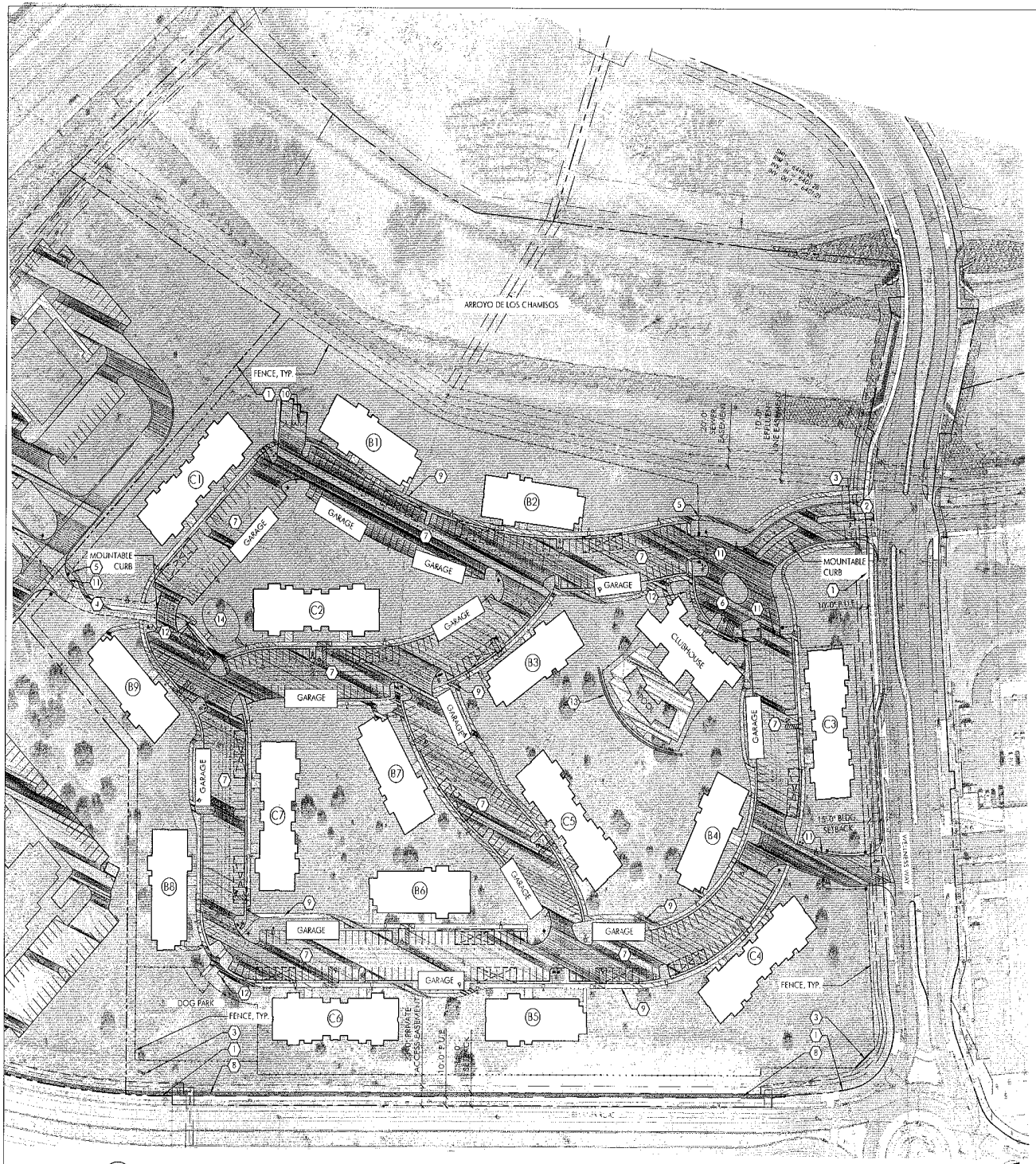
Cincinnati
20 Chapin Executive Park Drive
Cincinnati, Ohio 45246
o 614.221.2279

POD design inc

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. DEVELOPMENT PLAN COVER SHEET

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		DP-100



Phase I Multi-Family Residential Final Development Plan
SCALE: 1" = 60'-0"

0 30 60 120

LEGEND

- PROPERTY LINE
- ADA PARKING SPACE
- FIRE HYDRANT
- B# / 09 UNITS, C# / 07 UNITS — BUILDING TYPE & NUMBER
- ADA RAMP
- CARPORT
- POLE LIGHT BY OTHERS- SEE PHOTOMETRIC PLAN

NOTE KEY

1. PROPERTY LINE
2. MAIN VEHICULAR ENTRY
3. PROJECT MONUMENT SIGN, SEE SHEET SD-100
4. REINFORCED TURF OR GRAVEL EMERGENCY VEHICLE ACCESS LANE
5. PEDESTRIAN GATE, TYP.
6. 20-FOOT WIDE FIRE LANE
7. 26-FOOT WIDE FIRE LANE
8. 10-FOOT WIDE CONCRETE JOINT USE PEDESTRIAN/BICYCLE TRAIL
9. CONCRETE SIDEWALK, TYP.
10. SCREENED COMPACTOR ENCLOSURE, SEE DETAILS 1-5, SHEET SD-102 AND 1-4, SHEET SD-103
11. AUTOMATIC VEHICULAR GATE, SEE DETAIL 3, SHEET SD-101
12. BICYCLE PARKING PER TABLE 14-8.6-3, SEE DETAIL 4, SHEET SD-101
13. RETAINING WALL, SEE DETAIL 1, SHEET SD-101
14. TOT LOT

PROJECT DATA:

ZONING: C2 - GENERAL COMMERCIAL

LEGAL DESCRIPTION:
LOT 1-A LAS SOLERAS/5201 BECKNER ROAD WITHIN SECTION 18, T16N, R9E, NMPM CITY & COUNTY OF SANTA FE, N.M.

SITE AREA:
LOT 1 24.879 ACRES
FLOOD PLAIN: 4.355 ACRES
NET ACREAGE: 20.524

DENSITY: 16.08 DU/ACRE

LOT COVERAGE
MAXIMUM ROOFED AREA = 650,238 SF
TOTAL ROOFED AREA PROVIDED = 34% OR 370,589 SF

OPEN SPACE
REQUIRED 250 SF/GROUND FLOOR DWELLING UNIT = 28,500 SF
TOTAL PROVIDED = 566,305 SF
REQUIRED USABLE OPEN SPACE = 14,250 SF
PROVIDED USABLE OPEN SPACE = 23,265 SF

BUILDING HEIGHT, (TABLE 14-7.3-1)
FOR C2, 45-FT MAXIMUM HEIGHT
MAXIMUM PLANNED BUILDING HEIGHT, 45-FT

PARKING CALCULATIONS: REQUIRED (14-8.6 SFCC)
DWELLING UNITS
192 UNITS X 1.25 SPACES/UNIT (<800 SF UNITS) = 240 SPACES
102 UNITS X 1.5 SPACES/UNIT (800-1200 SF UNITS) = 153 SPACES
36 UNITS X 2 SPACES/UNIT (>1200 SF UNITS) = 72 SPACES
RESIDENTIAL SPACES REQUIRED = 465 SPACES
TOTAL PARKING PROVIDED = 534 SPACES
INCLUDING 18 ACCESSIBLE SPACES, 74 GARAGES SPACES AND 442 SURFACE PARKING SPACES

BICYCLE PARKING (TABLE 14-8.6-5)
REQUIRED, 100 OR MORE AUTOMOBILE SPACES, 12 BICYCLE SPACES
PROVIDED, 12 BICYCLE SPACES DISPERSED ACROSS THE SITE

UNIT TYPES:

DESCRIPTION	UNIT AREA	QUANTITY	TOTAL AREA	TOTAL #UNITS
BUILDING B		9		
1 BEDROOM	VARIES	12	10,030 SF	108
3 BEDROOM	1,279 SF	4	5,116 SF	36
BUILDING C		7		
1 BEDROOM	702 SF	12	8,424 SF	84
2 BEDROOM	1,026 SF	12	12,312 SF	84

TOTAL: 330 UNITS 281,646 SF
210 ONE BEDROOM UNITS
84 TWO BEDROOM UNITS
36 THREE BEDROOM UNITS

CLUBHOUSE (INCLUDING MECH. BLDG): 6,160 SF
GARAGE (12 TOTAL) :18,144 SF
TOTAL BUILDING AREA: 305,950 SF

BUILDING SETBACK:
STREET= 15'-0" SIDE. 0'-0" REAR: 10'-0"

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SEAL
DATE
REVISIONS

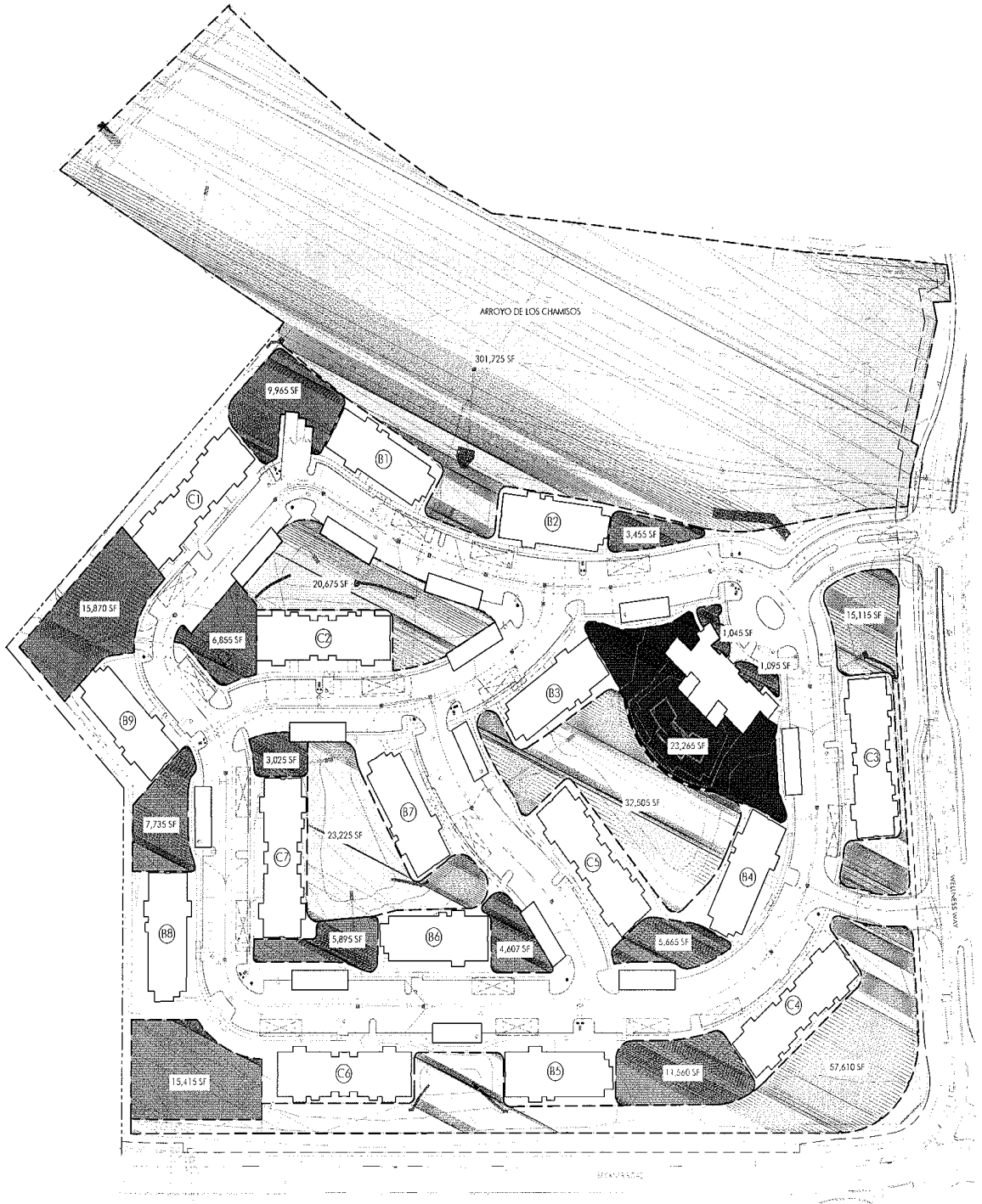
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. DEVELOPMENT PLAN

DATE	SCALE	SHEET
OCTOBER 15, 2020		DP-101



Phase I Multi-Family Residential Open Space Plan
SCALE: 1" = 60'-0"

0 30 60 120

OPEN SPACE:

OPEN SPACE REQUIREMENTS
250 SF OF OPEN SPACE PER GROUND FLOOR LEVEL UNIT
NUMBER OF GROUND FLOOR UNITS: 114
REQUIRED OPEN SPACE: 28,500 SF
PROVIDED OPEN SPACE: 566,305 SF
REQUIRED USABLE OPEN SPACE: 14,250 SF
PROVIDED USABLE OPEN SPACE: 23,265 SF

TOTAL PROJECT AREA: 1,083,730 SF (24.879 AC)
TOTAL OPEN SPACE: 566,305 SF (13 AC)
PERCENT OF TOTAL PROJECT AREA: 52%

NOTE:
PORTALS, PATIOS AND BALCONIES HAVE NOT BEEN INCLUDED IN OPEN SPACE CALCULATIONS. ALL OPEN SPACE REFLECTED HEREON MEETS THE 15 FOOT DIMENSIONAL REQUIREMENTS AND IS A MINIMUM OF 500 SF PER SEGMENT.

USABLE OPEN SPACE WILL INCLUDE:

DOG PARK/DOG RUN
FLEXIBLE RECREATION AREAS
SEATING AREAS/LOUNGE AREAS
SHADE ELEMENTS
SWIMMING POOL
BBQ AREAS
FIRE FEATURES
OUTDOOR FITNESS/LEISURE ACTIVITIES
SIDEWALKS/WALKING PATHS

REQUIRED USABLE OPEN SPACE SUMMARY
USABLE OPEN SPACE REQUIRED: 14,250 SF
USABLE OPEN SPACE PROVIDED: 23,265 SF

ADDITIONAL GENERAL OPEN SPACE SUMMARY
GENERAL OPEN SPACE REQUIRED: 28,500 SF
GENERAL OPEN SPACE PROVIDED: 450,855 SF

ADDITIONAL USABLE OPEN SPACE SUMMARY
GENERAL OPEN SPACE REQUIRED: 28,500 SF
GENERAL OPEN SPACE PROVIDED: 92,185 SF

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REVISIONS | DATE | SEAL

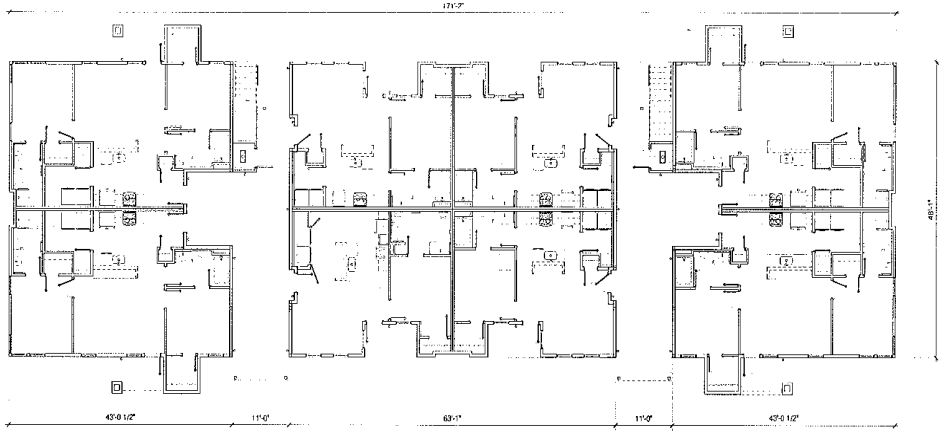
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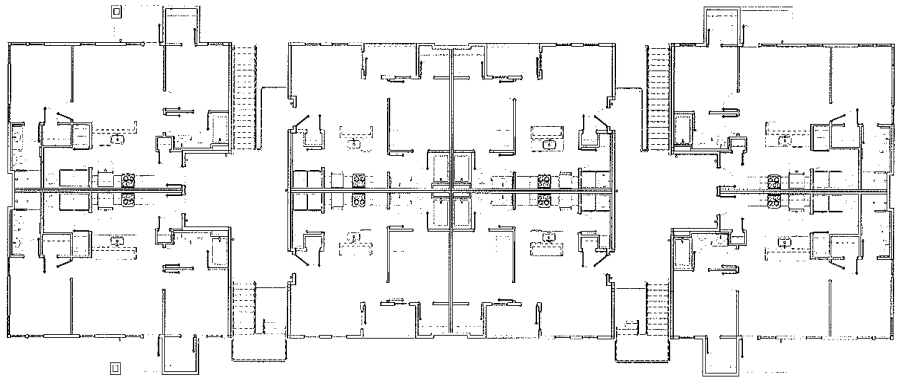
DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. OPEN SPACE PLAN

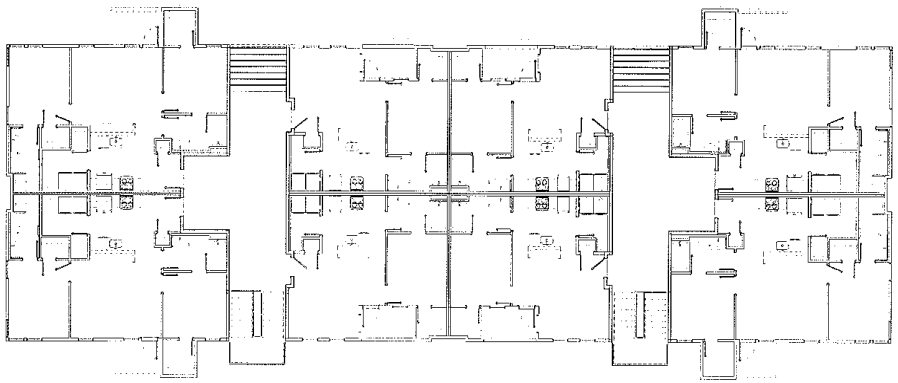
DATE	SCALE	SHEET
SEPTEMBER 21, 2020		DP-102



A11 FIRST FLOOR PLAN - BUILDING TYPE A
3/32"=1'-0"



A6 SECOND FLOOR PLAN - BUILDING TYPE A
3/32"=1'-0"



A1 THIRD FLOOR PLAN - BUILDING TYPE A
3/32"=1'-0"

0' 2' 4' 8' 16'

meyers+associates
ARCHITECTURE
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DESCRIPTION	DATE

BECKNER APARTMENTS
5201 BECKNER ROAD
SANTA FE, NM 87507

SHEET TITLE
BUILDING TYPE A
PROJECT TITLE

SEAL

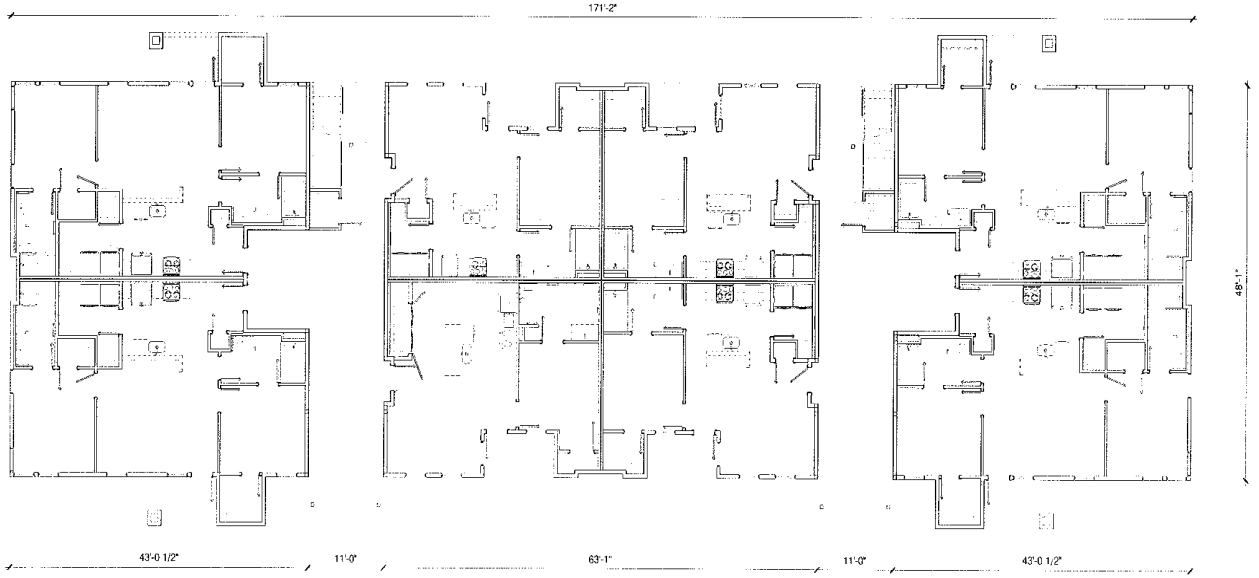
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MEYERS+ASSOCIATES PROJECT NUMBER
2020-15
SHEET NUMBER
A-100



A9 FRONT ELEVATION - BUILDING TYPE A
1/8"=1'-0"

0' 1' 2' 4' 8'



A1 FIRST FLOOR PLAN - BUILDING TYPE A
1/8"=1'-0"

0' 1' 2' 4' 8'

meyers associates ARCHITECTURE
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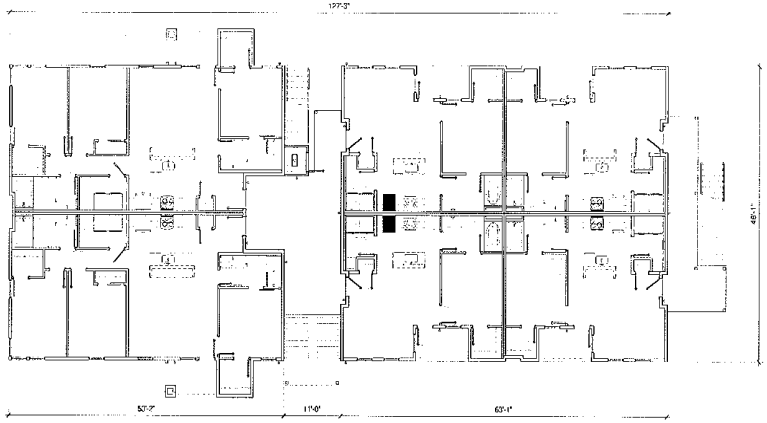
DESCRIPTION DATE

SHEET TITLE
BUILDING TYPE A
PROJECT TITLE
BECKNER APARTMENTS
5201 BECKNER ROAD
SANTA FE, NM 87507

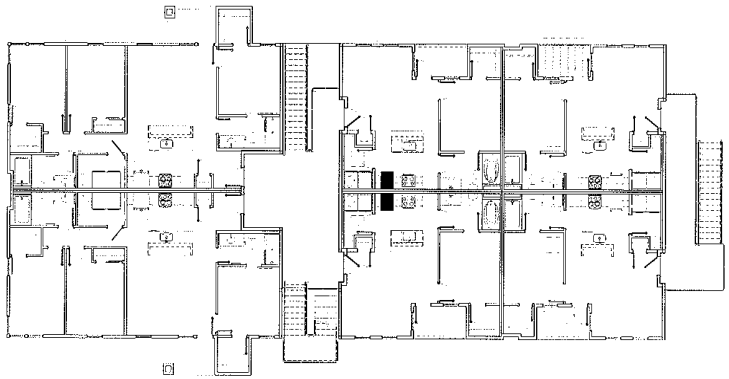
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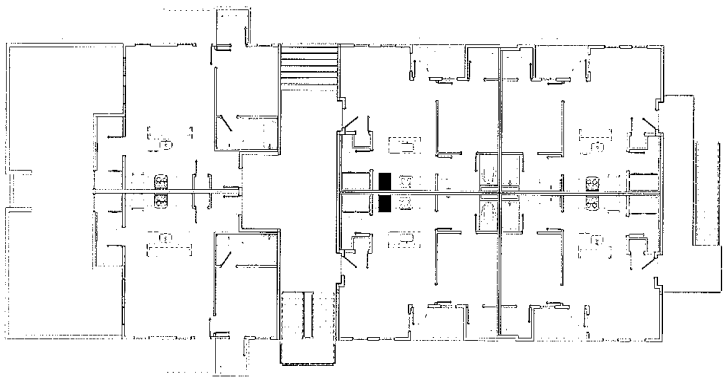
MEYERS - ASSOCIATES PROJECT NUMBER
2020-15
SHEET NUMBER
A-101



A12 FIRST FLOOR PLAN - BUILDING TYPE B
3/32" = 1'-0"



A6 SECOND FLOOR PLAN - BUILDING TYPE B
3/32" = 1'-0"



A1 THIRD FLOOR PLAN - BUILDING TYPE B
3/32" = 1'-0"

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DESCRIPTION DATE

BECKNER APARTMENTS
5201 BECKNER ROAD
SANTA FE, NM 87507

SHEET TITLE
BUILDING TYPE B
PROJECT TITLE

SEAL

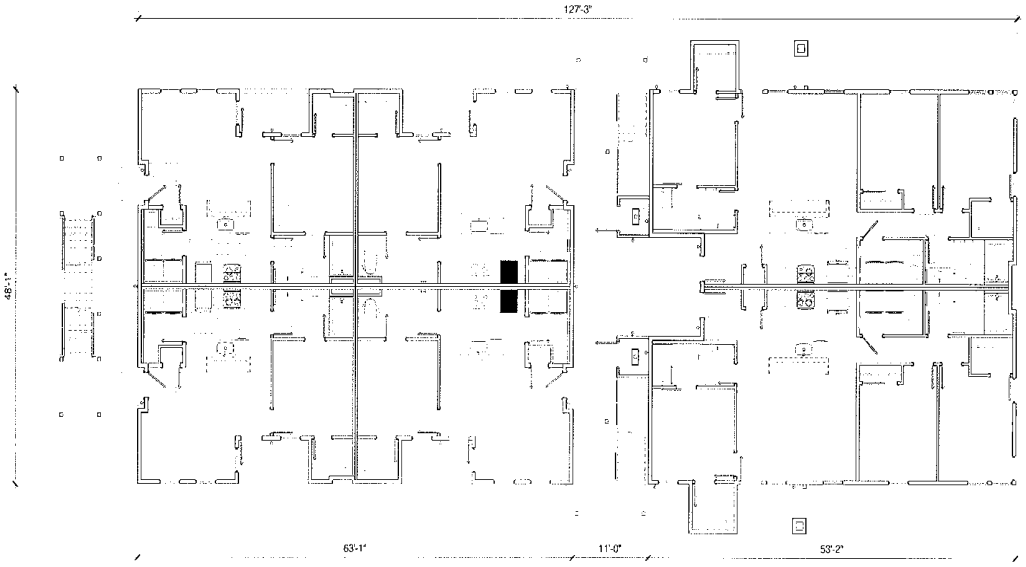
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MEYERS - ASSOCIATES PROJECT NUMBER
2020-15

SHEET NUMBER
A-102



A9 FRONT ELEVATION - BUILDING TYPE B
1/8"=1'-0"



A1 FIRST FLOOR PLAN - BUILDING TYPE B
1/8"=1'-0"

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DESCRIPTION DATE

SHEET TITLE: BUILDING TYPE B

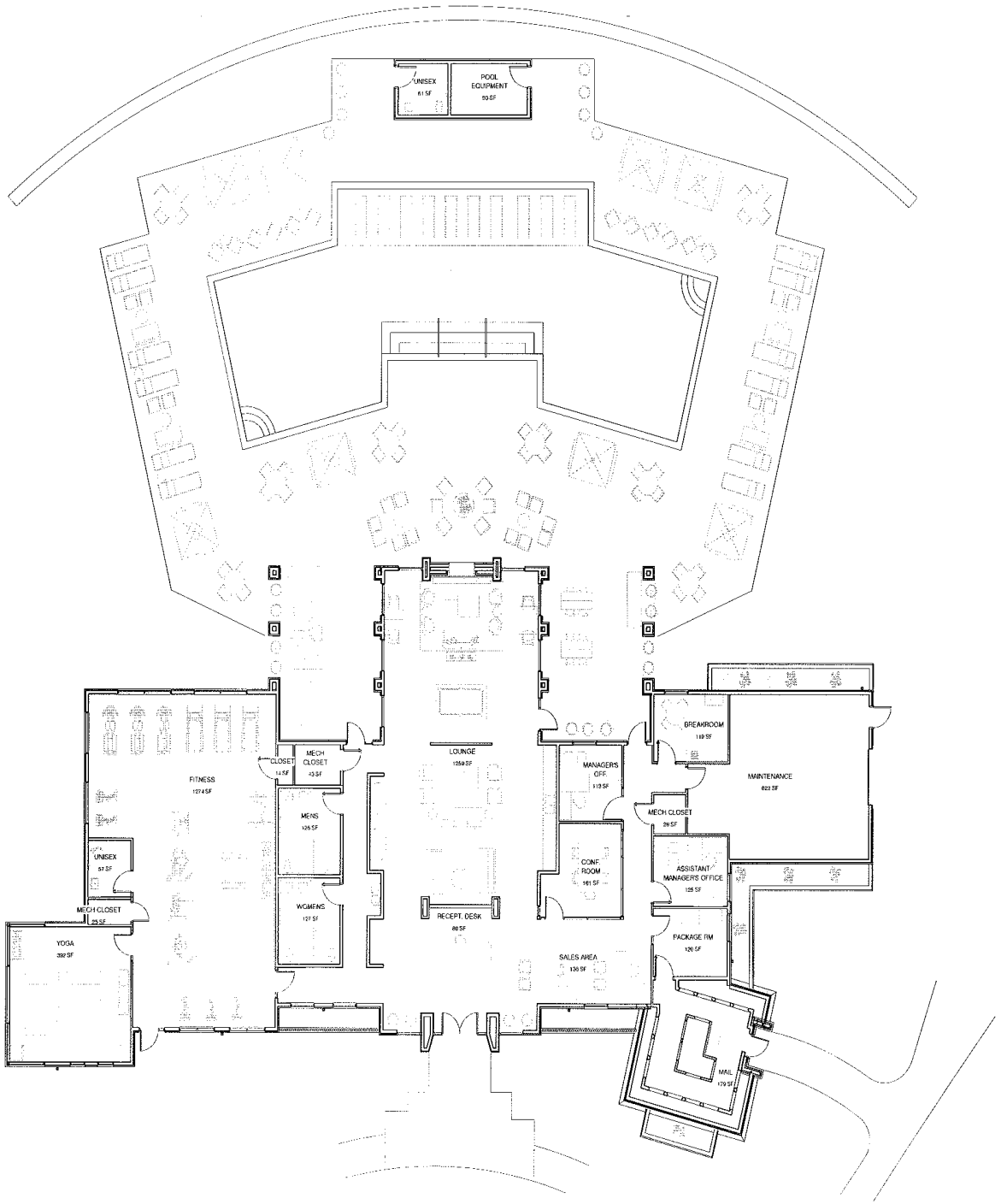
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5201 BECKNER ROAD
SANTA FE, NM 87507

SEAL

NOT FOR CONSTRUCTION

MEYERS + ASSOCIATES PROJECT NUMBER: 2020-15

SHEET NUMBER: A-103



A1 CLUBHOUSE FLOOR PLAN

1/8" = 1'-0"

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DESCRIPTION	DATE
XXXXXXX	XX.XX.XX

SHEET TITLE: CLUBHOUSE FLOOR PLAN

PROJECT TITLE: BECKNER APARTMENTS

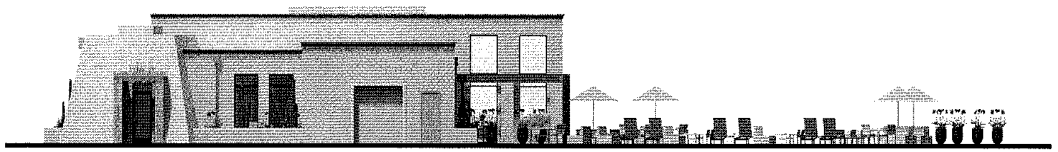
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SS #4

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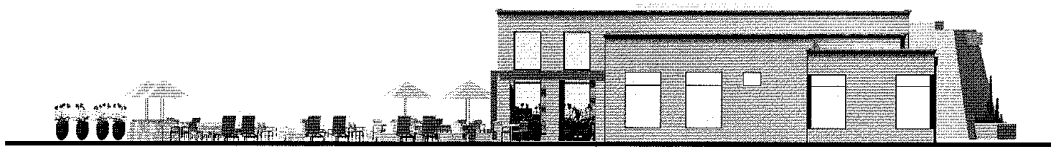
MEYERS + ASSOCIATES PROJECT NUMBER
2020-15

SHEET NUMBER
A-104



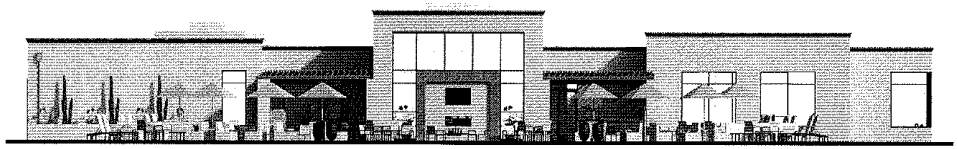
A13 WEST ELEVATION
1/8"=1'-0"

0' 1' 2' 4' 8'



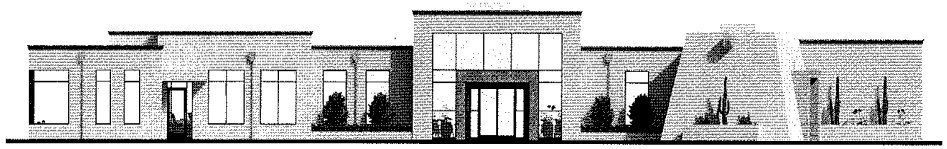
A9 EAST ELEVATION
1/8"=1'-0"

0' 1' 2' 4' 8'



A5 SOUTH ELEVATION
1/8"=1'-0"

0' 1' 2' 4' 8'



A1 NORTH ELEVATION
1/8"=1'-0"

0' 1' 2' 4' 8'

meyers associates
ARCHITECTURE
www.meyersarchitects.com

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DESCRIPTION DATE

SHEET TITLE
CLUBHOUSE ELEVATIONS

PROJECT TITLE
BECKNER APARTMENTS
5201 BECKNER ROAD
SANTA FE, NM 87507

SEAL

NOT FOR CONSTRUCTION

M+A PROJECT NUMBER
2020-15

SHEET NUMBER
A-105

IRRIGATION NOTES

WATER HARVESTING AND WATER CONSERVATION ARE KEY ISSUES IN THE DEVELOPMENT OF PROPOSED LANDSCAPE PLAN. STORM WATER MANAGEMENT IS UTILIZED IN COLLECTING OF WATER FOR RAIN GARDENS, AND DIRECTING STORM WATER TO AREAS THAT WILL UTILIZE STORM WATER. LARGE TREES WITH TOLERANCE TO FLOODING SHALL BE PLACED IN AND AROUND PONDS TO TAKE ADVANTAGE OF STORM WATER. SHRUBS THAT WILL TOLERATE WET SOILS SHALL BE USED AT DOWNSPOUT LOCATIONS AND MINI CHANNELS WILL BE DEVELOPED ALONG WITH THE LANDSCAPE PLAN TO MAXIMIZE WATER HARVESTING.

LANDSCAPE PLANTINGS SHALL BE PLACED SO AS TO TAKE ADVANTAGE OF ANY WATER FLOWING OFF BUILDINGS, PARKING AREAS, SIDEWALKS.

IRRIGATION SHALL BE A COMPLETE UNDERGROUND SYSTEM WITH TREES TO RECEIVE (5) 1.0 GPH DRIP EMITTERS AND SHRUBS TO RECEIVE (2) 1.0 GPH DRIP EMITTERS. DRIP AND BUBBLER SYSTEMS TO BE TIED TO 1/2" POLYPIPE WITH FLUSH CAPS AT EACH END.

RUN TIME PER EACH DRIP VALVE WILL BE APPROXIMATELY 15 MINUTES PER DAY, TO BE ADJUSTED ACCORDINGLY TO THE SEASON. POINT OF CONNECTION FOR IRRIGATION SYSTEM IS CURRENTLY UNKNOWN AND WILL BE FIELD COORDINATED.

IRRIGATION WILL BE OPERATED BY AUTOMATIC CONTROLLER. LOCATION OF CONTROLLER TO BE FIELD DETERMINED. CONTROLLER POWER SOURCE PROVIDED BY OTHERS.

IRRIGATION MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

WATER SOURCE AND POWER FOR BACKFLOW PREVENTOR AND IRRIGATION CONTROLLER SHALL BE THE RESPONSIBILITY OF THE OWNER.

LANDSCAPE NOTES

THIS LANDSCAPE PLAN IS CONCEPTUAL. PLANT TYPES ARE SHOWN FOR REFERENCE AND PLANT SPECIES HAVE BEEN SELECTED FROM THE CITY OF SANTA FE APPROVED PLANT LIST.

LANDSCAPE MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

IT IS THE INTENT OF THIS PLAN TO COMPLY WITH THE CITY OF SANTA FE LANDSCAPE PROVISIONS 14-8.4

**ALL LANDSCAPE AREAS SHALL BE COVERED. NO LANDSCAPE AREAS SHALL BE LEFT BARE OR UNFINISHED. ALL LANDSCAPE BEDS SHALL BE MULCHED WITH GRAVEL OR HARDWOOD MULCH.

NO CHANGES SHALL BE MADE TO THIS PLAN WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF THE LANDSCAPE ARCHITECT.

PROPERTY ZONING

ZONING: C2-GENERAL COMMERCIAL

PLANTING CALCULATIONS

PLANTING REQUIREMENT: 1 TREE & 2 SHRUBS PER 500 SF OF REQUIRED OPEN SPACE
TREES REQUIRED: 28,500/500=57 TREES REQUIRED
242 TREES PROVIDED
EVERGREEN TREE REQUIREMENT: 57 X 0.25 = 15 REQUIRED
44 EVERGREEN TREES PROVIDED
SHRUBS REQUIRED: 28,500/500 X 2=114 SHRUBS REQUIRED
704 SHRUBS PROVIDED
EVERGREEN SHRUB REQUIREMENT: 114 X 0.25 = 29 SHRUBS REQUIRED
172 EVERGREEN SHRUBS PROVIDED

LANDSCAPE CALCULATIONS

TOTAL LOT AREA: ±1,083,730 SF (±21.9 AC)
TOTAL OPEN SPACE PROVIDED: ±566,305 (±13 AC) (±52%)

RETENTION POND LANDSCAPE CALCULATIONS

RETENTION POND AREA PROVIDED 42,270 SF

PLANTING REQUIREMENT: 1 TREE & 3 SHRUBS PER 500 SF
TREES REQUIRED: 42,270 /500 = 85 TREES REQUIRED
85 TREES PROVIDED
SHRUBS REQUIRED: 42,270 /500 X 3=255 SHRUBS REQUIRED
255 SHRUBS PROVIDED

PARKING LOT LANDSCAPE CALCULATIONS

TOTAL PARKING SPACES PROVIDED: 534

LANDSCAPE REQUIREMENT: 10 SF OF LANDSCAPE AREA WITH 1 TREE PER PARKING SPACE:
534 SPACES X 10 = 5,340 SF PARKING LOT LANDSCAPING REQUIRED
5,340 SF PARKING LOT LANDSCAPING PROVIDED
1 TREE PER 90 SF REQUIRED
5,340 /90 = 60
TREES REQUIRED: 60
TREES PROVIDED: 60

STREET TREE LANDSCAPE CALCULATIONS

BECKNER ROAD (MINOR ARTERIAL)
STREET TREES REQUIRED: 1,060 LF / 35 – 31 TREES
STREET TREES PROVIDED: 31 TREES

WELLNESS WAY (COLLECTOR)
STREET TREES REQUIRED: 755 LF / 35 = 22 TREES
STREET TREES PROVIDED: 22 TREES

WATER BUDGET

YEAR 1
324 TREES 25 GAL PER WEEK EACH = 8,100 GAL AT 40 WEEKS PER YEAR = 324,000 GAL
704 SHRUBS 3 GAL PER WEEK EACH = 2,112 GAL AT 40 WEEKS PER YEAR = 84,480 GAL
YEAR 1 TOTAL: 408,480 GAL

YEAR 2
324 TREES 22 GAL PER WEEK EACH = 7,128 GAL AT 40 WEEKS PER YEAR =285,120 GAL
704 SHRUBS 2.5 GAL PER WEEK EACH = 1,760 GAL AT 40 WEEKS PER YEAR =70,400 GAL
YEAR 2 TOTAL: 355,520 GAL

YEAR 3
324 TREES 20 GAL PER WEEK EACH = 6,480 GAL AT 40 WEEKS PER YEAR =259,200 GAL
704 SHRUBS 2 GAL PER WEEK EACH = 1,408 GAL AT 40 WEEKS PER YEAR =56,320 GAL
YEAR 3 TOTAL: 315,520 GAL

PRELIMINARY
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SEAL | DATE | REVISIONS

abacus
Capital Group LLC

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Columbus
100 Northwoods Blvd Ste C
Columbus, OH 43235
p 614 780 2599

Cincinnati
201 Village Square Trail East
Cincinnati, OH 45246
p 614 780 2599

PODdesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
LANDSCAPE NOTES

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		L-100

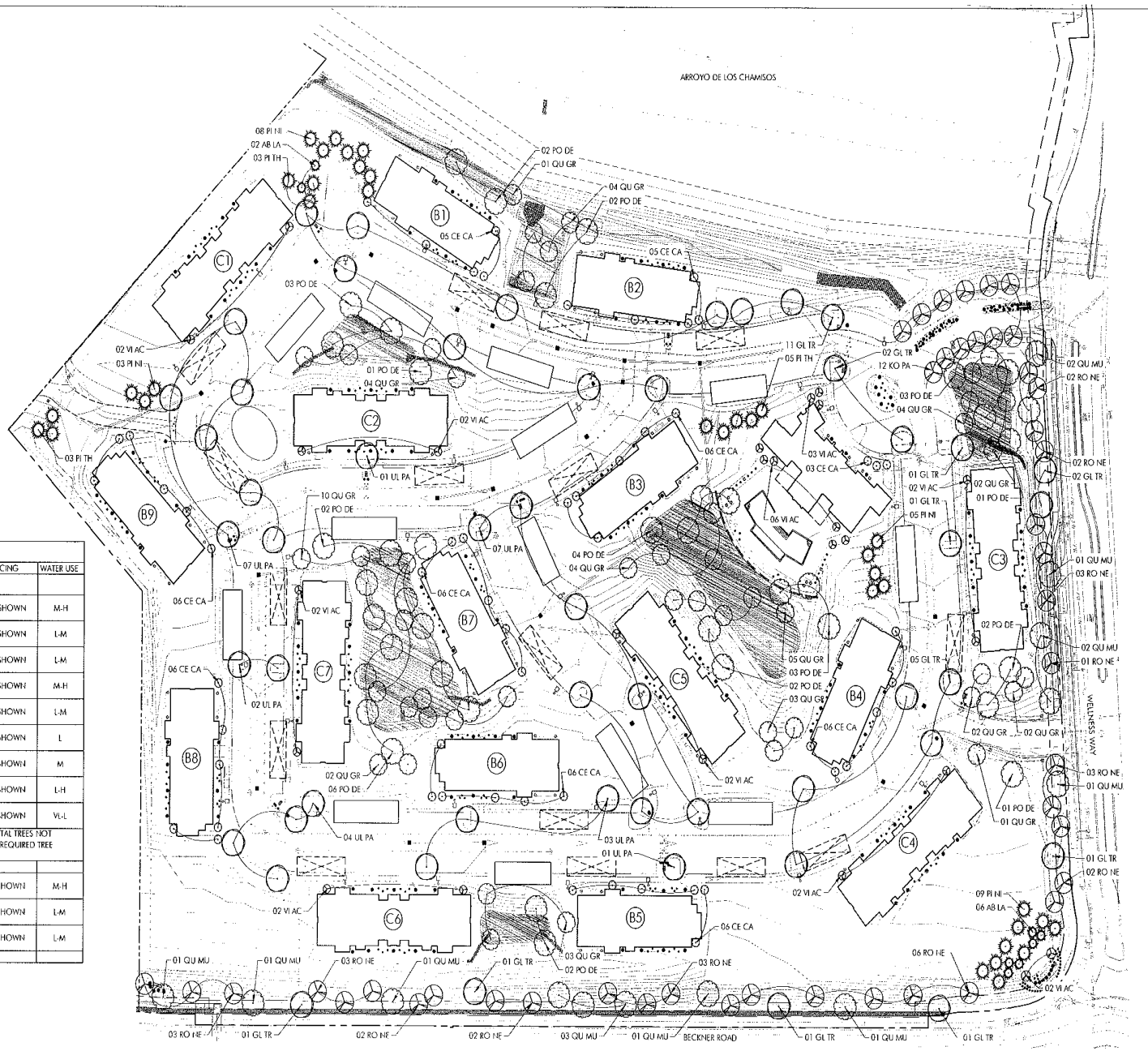
PLANTING LEGEND

- 1 XX XX — PLANT CALLOUT, SEE PLANT LIST
- (X#) — BUILDING IDENTIFICATION PER CIVIL PLANS
- CARPORT BY OWNER
- GARAGE BUILDING PER ARCHITECTURE PLANS

PLANT LIST

QTY.	SYMBOL	BOTANICAL & COMMON NAMES	SIZE	SPACING	WATER USE
DECIDUOUS TREES					
57	CE CA	Cercis canadensis Eastern Redbud	10' ht.	AS SHOWN	M-H
27	GL TR	Gleditsia triacanthos Honeylocust	2" cal.	AS SHOWN	L-M
14	KO PA	Koelreuteria paniculata Golden Raintree	2" cal.	AS SHOWN	L-M
39	PO DE	Populus deltoides ssp. wislizeni Rio Grande Cottonwood	2" cal.	AS SHOWN	M-H
32	RO NE	Robinia neomexicana Desert locust	10' ht.	AS SHOWN	L-M
47	QU GR	Quercus grisea Gray Oak	2" cal.	AS SHOWN	L
14	QU MU	Quercus muehlenbergii Chinkapin Oak	2" cal.	AS SHOWN	M
25	VI AC	Vitex agnus-castus Chaste Tree	10' ht.	AS SHOWN	L-H
25	UL PA	Ulmus Parvifiora Lacebark Elm	2" cal.	AS SHOWN	VL-L
TOTAL DECIDIOUS TREE: 198			82 ORNAMENTAL TREES NOT INCLUDED IN REQUIRED TREE COUNT		
EVERGREEN TREES					
8	AB LA	Abies lasiocarpa arizonica Corkbark Fir	10' ht.	AS SHOWN	M-H
25	PI NI	Pinus nigra Austrian Pine	10' ht.	AS SHOWN	L-M
11	PI TH	Pinus thunbergii Japanese Black Pine	10' ht.	AS SHOWN	L-M
TOTAL EVERGREEN TREES: 44					

**ALL LANDSCAPE AREAS SHALL BE COVERED. NO LANDSCAPE AREAS SHALL BE LEFT BARE OR UNFINISHED. ALL LANDSCAPE BEDS SHALL BE MULCHED WITH GRAVEL OR HARDWOOD MULCH.



Phase I Multi-Family Residential Landscape Plan
SCALE: 1" = 50'-0"

0 25 50 100

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL | DATE | REVISIONS

abacus
Capital Group LLC

POD design
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410 Mackenzie Blvd, Ste 4
Columbus, Ohio 43229
p 614.228.2095

Cincinnati
20 Village Square - 2nd Floor
Cincinnati, Ohio 45208
p 614.228.2095

PODesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. TREE PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		L-101

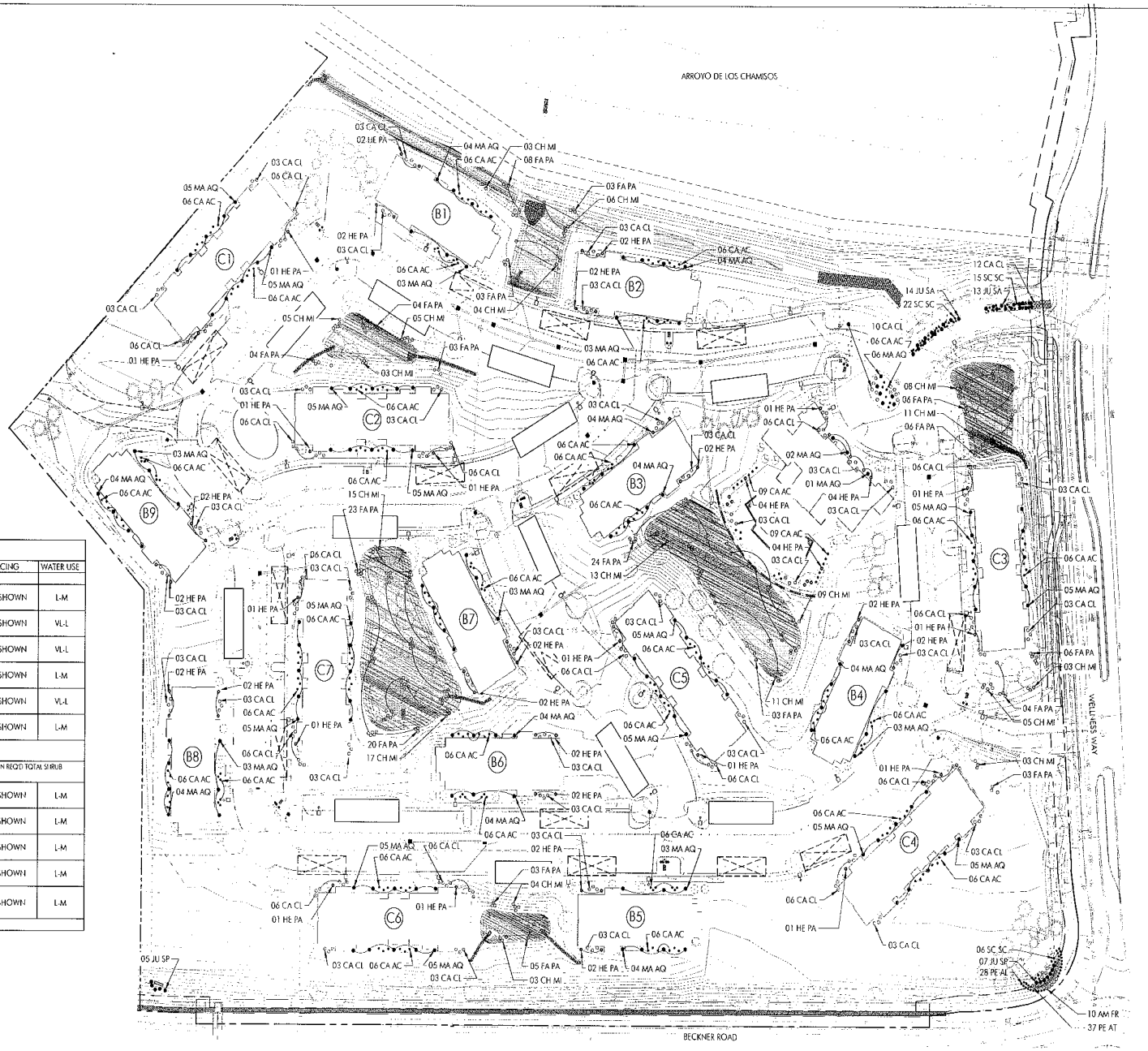
PLANTING LEGEND

1 XX XX — PLANT CALLOUT, SEE PLANT LIST

(X#) BUILDING IDENTIFICATION PER CIVIL PLANS

CARPORT BY OWNER

GARAGE BUILDING PER ARCHITECTURE PLANS



Phase I Multi-Family Residential Landscape Plan
SCALE: 1" = 50'-0"

0 25 50 100

PLANT LIST					
QTY.	SYMBOL	BOTANICAL & COMMON NAMES	SIZE	SPACING	WATER USE
SHRUBS					
217	CA CL	Caryopteris x. clandonensis Blue Mist Spirea	5G	AS SHOWN	L-M
128	CH MI	Chamaebatiaria millefolium Fern Bush	5G	AS SHOWN	VL-L
128	FA PA	Fallugia paradoxa Apache Plume	5G	AS SHOWN	VL-L
61	HE PA	Hesperaloe parviflora Red Yucca	5G	AS SHOWN	L-M
41	JU SA	Juniperus sabina 'Buffalo' Buffalo Juniper	5G	AS SHOWN	VL-L
140	MA AQ	Mahonia aquifolium Oregon Grape Holly	5G	AS SHOWN	L-M
TOTAL SHRUBS: 704					
PERENNIALS, GRASSES, CACTI, AND GROUNDCOVERS (NOT INCLUDED IN REQD TOTAL SHRUB COUNT)					
10	AM FR	Amorpha fruticosa False Indigo	3G	AS SHOWN	L-M
216	CA AC	Calamagrostis acutiflora Karl Foerster	5G	AS SHOWN	L-M
28	PE AL	Pennisetum alopecuroides Hardy Fountain Grass	3G	AS SHOWN	L-M
37	PE AT	Perovskia x atriplicifolia Russian Sage	3G	AS SHOWN	L-M
43	SC SC	Schizachyrium scoparium Little Bluestem	1G	AS SHOWN	L-M
TOTAL: 334		NOT INCLUDED IN REQUIRED SHRUB COUNTS			

**ALL LANDSCAPE AREAS SHALL BE COVERED. NO LANDSCAPE AREAS SHALL BE LEFT BARE OR UNFINISHED. ALL LANDSCAPE BEDS SHALL BE MULCHED WITH GRAVEL OR HARDWOOD MULCH.

PRELIMINARY
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REVISIONS | DATE | SEAL

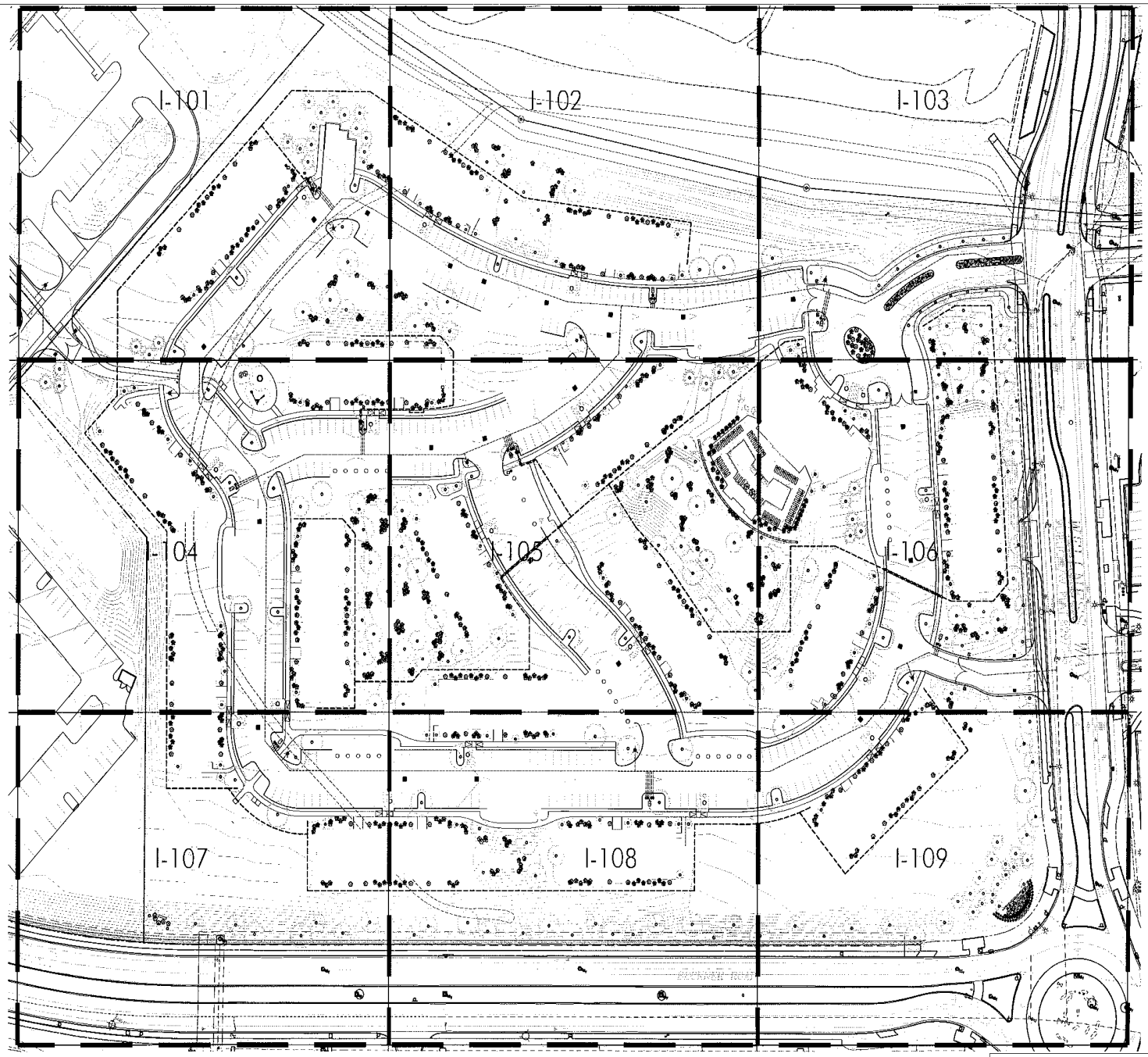
abacus
Capital Group LLC

POD design
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100 Northwood Blvd., Ste. A
Columbus, OH 43235
p 614.252.5284
Cincinnati
201 Village Square, 3rd Floor
Cincinnati, OH 45246
p 614.268.5284
PODdesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
SHRUB PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		L-102



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Ken Burgs NS-10PC (c ma) Irrigation to provide .21 1 GPM emitters, per shrub/planting Mount on Rain Bird 1/4" tubing stake
	Ken Burgs NS-10PC (c ma) Irrigation to provide .21 1 GPM emitters, per tree, Mount on Rain Bird 1/4" tubing stake
	Area to Receive Dripline Rain Bird XFT-06-17 1/2 Inch Surface Pressure Compensating Landscape Dripline. .6 to 1 GPM emitters at 17" o.c. Dripline laterals spaced at 12" apart, Install soil staples per Manufacturer's recommendations

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Model TBD 120 VAC to be provided by local Controller location
	Rain Bird WR2MRC Wireless Rain Sensor. Combo. location per Irrigation Controller
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 3/4" Proposed 3/4" Irrigation Meter
M	Water Meter 3/8" Proposed 3/8" Irrigation Meter
	Irrigation Mainline: PVC Class 200 SDR 21
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size to be 3", unless noted otherwise

IRRIGATION NOTES

1. Water source, Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all Local Codes.
6. The irrigation system is diagrammatic; adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved (minimum 3" unless noted). Contractor installation of sleeve with all General Contractor. Additional sleeving will be required for lateral piping, Not shown.
10. Drawings show expository materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have your conditioned a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings or intent of the drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections requested by local agencies and endeavors to keep the owner of construction as required.
14. Irrigation Contractor shall make any reasonable minor adjustments to layout to provide adequate and full coverage of irrigation areas, at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owners Authorized Representative as to installation of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control wire shall be buried on local Irrigation Controller side run.
18. 24 vac wire splicing material will be direct burial splice kit as manufactured by 3M.
19. Irrigation piping should be installed so that there is no disturbance to the critical root zones of existing trees.
20. Irrigation laterals & mainline shown as-is for clarity. Install in turf or landscape areas.
21. Irrigation Contractor responsible to install lateral piping from drip zone to drip areas. See installation of flush valves & air relief valves. Valves located. Do not exceed maximum lateral drip line runs. See Manufacturer's Data for additional information.
22. Irrigation Controllers to be grounded per Manufacturer's recommendations.

0 50 100 150 feet

SCALE: 1" = 50'

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
REGISTERED LANDSCAPE ARCHITECT
COMMERCIAL

REVISIONS	DATE

CJD. 866.252.2699
IRRIGATION CONSULTANTS

POD design

Columbus
100 Northwoods Blvd, Ste A
Columbus, Ohio 43235
p 614.255.3399

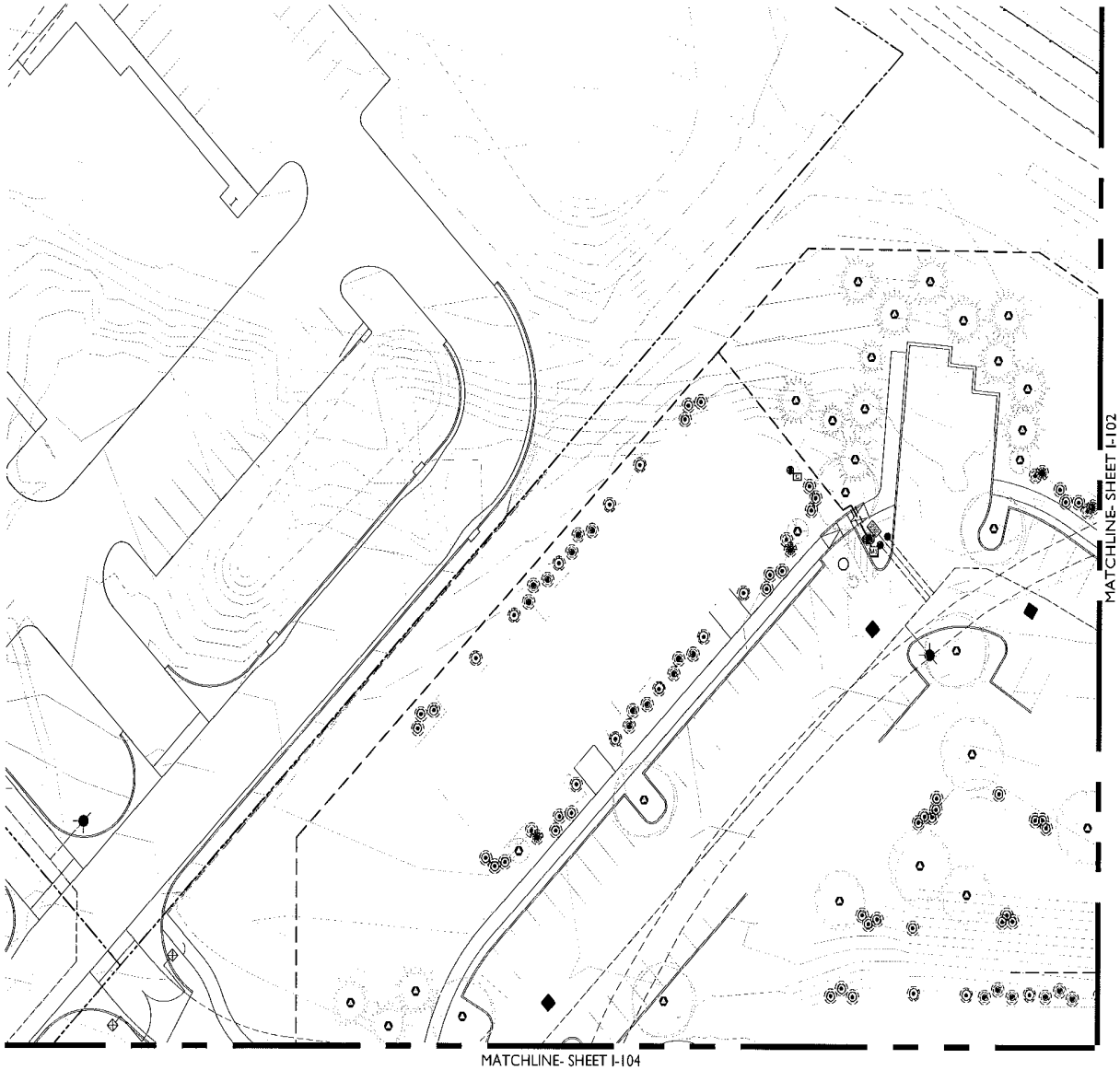
Cincinnati
10816 Millington Court, Ste 118
Cincinnati, Ohio 45242
p 614.460.3066

PODdesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 50'	I-100



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird XB-10PC (2 qty.) In-ground pressure compensating drip emitters per shrub/planting. Mount on Rain Bird 1/2" tubing stake
	Rain Bird XB-10PC (5 qty.) In-ground pressure compensating drip emitters per tree. Mount on Rain Bird 1/4" tubing stake
	Area to Receive Dripline Rain Bird XFD-06-12 XFD On-Surface Pressure Compensating Landscape Dripline. 0.6 GPH emitters at 12" O.C. Dripline laterals spaced at 12" apart. Install per Manufacturer's recommendations.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflows to be installed in Hot-Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflows to be installed in Hot-Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflows to be installed in Hot-Box with Fire Services water equipment
C	Controller Irrigation Controller - Model TBD. 120 VAC to be provided to local Controller location
	Rain Bird WRS-RC Wireless Rain Sensor Combo. location per Irrigation Contractor
M	Water Meter 3/4" Proposed 3/4" Irrigation Meter
M	Water Meter 3/4" Proposed 3/4" Irrigation Meter
M	Water Meter 3/4" Proposed 3/4" Irrigation Meter
	Irrigation Mainline: PVC Class 200 SDR 21
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size to be 2" unless noted otherwise.

IRRIGATION NOTES

1. Water source, Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all local Codes.
6. The irrigation system in diagrammatic: adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved. (minimum 2" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for lateral piping, not shown.
10. Drawings show necessary materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all details of the proposed irrigation system. Failure to clarify misunderstandings or intent of these drawings and specifications before submittal bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or destroy such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and authorities during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas, at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to finalization of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control wire shall be routed on Install Irrigation Controller collection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
LANDSCAPE ARCHITECT
COMMERCIAL

DATE

REVISIONS

0 20 40 80 feet
SCALE: 1" = 20'

C.I.D. 866.252.2058
IRRIGATION CONSULTANTS

POD design

Columbus
100 Northwoods Blvd, Ste A
Columbus, Ohio 43235
p 614.255.3399

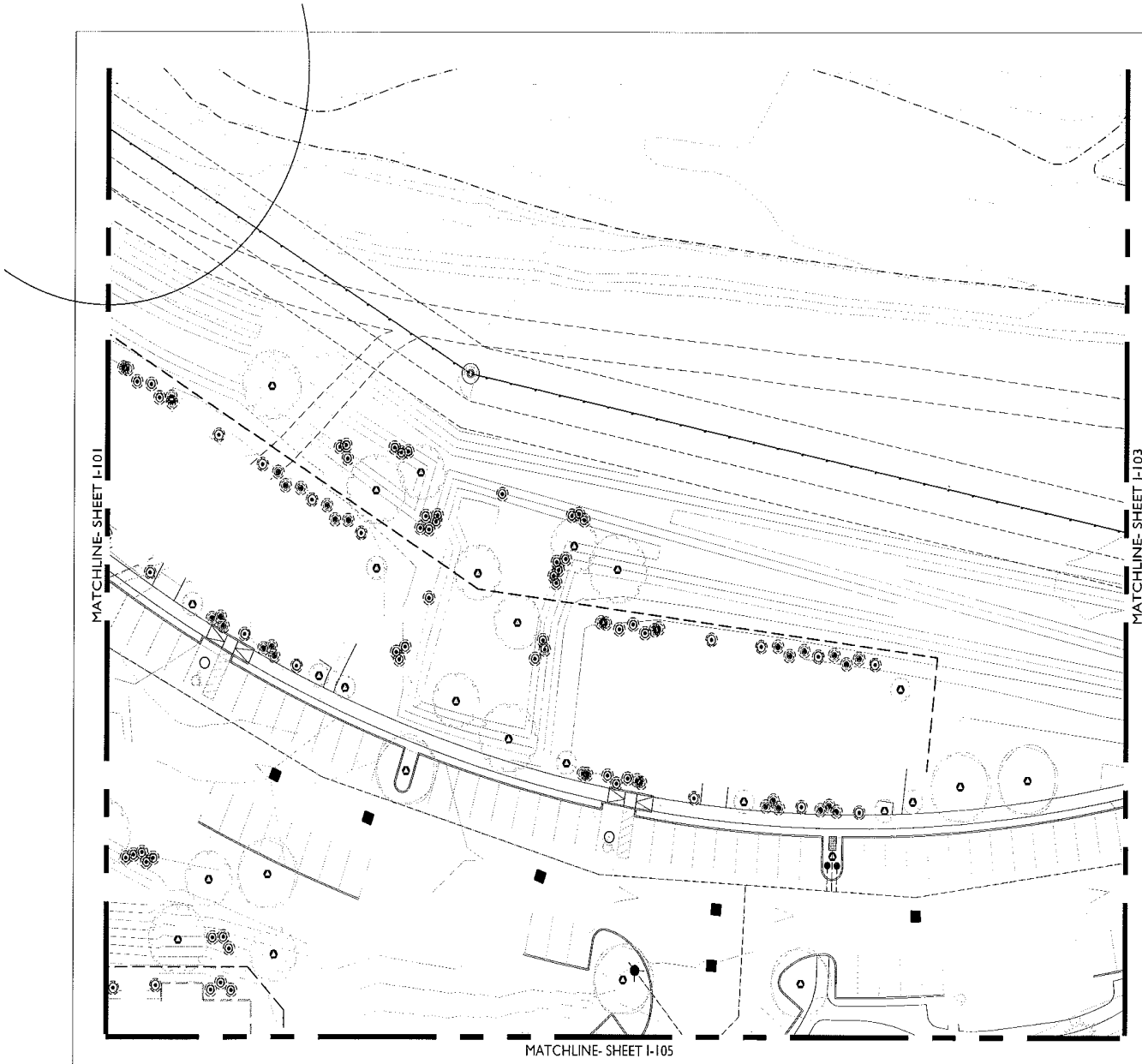
Cincinnati
10816 Millington Court, Ste 118
Cincinnati, Ohio 45242
p 614.360.3066

PODdesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-101



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter MP Rotator MP1000-90 (90-105°) 1 - 4.6gpm Irrigation to provide 100% coverage with 50% overlap. Mount on Rain Bird 1800 SAM-PRS-D pop-up spray body with 6" pop height. Adjust to 90° arc pattern.
	Hunter MP Rotator MP1000-360 (360°) 1 - 4.6gpm Irrigation to provide 100% coverage with 50% overlap. Mount on Rain Bird 1800 SAM-PRS-D pop-up spray body with 6" pop height.
	Area to Receive Drip Emitter Rain Bird XFD-06-12 XFD Dripline Surface Pressure Compensating Landscape Dripline 0.6 GPH emitters at 12" o.c. Dripline to be laid out at 12" apart. Install per manufacturer's recommendations.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Model TBD, 120 VAC to be provided to final Controller location
	Rain Bird WR2-RC 1 Freeze/Rain Sensor. Combo location per Irrigation Contractor
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline: PVC Class 200 (SDR 21)
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size is Sch. 2 - unless noted otherwise

IRRIGATION NOTES

1. Water source: Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device: shall be Class 200 PVC type, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Preventers to be per all local Codes.
6. The irrigation system is diagrammatic: adjustments necessary on the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved. (minimum 2" unless noted). Coordinate installation of sleeve with all Overall Contractor. Additional sleeving will be required for lateral piping, not shown.
10. Drawings show necessary materials, but contain other materials may have to be supplied and installed by the Irrigation Contractor also for to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to strictly, related drawings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and ordinances during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to final location of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation components shall be tested on final Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURT
REGISTERED
LANDSCAPE ARCHITECT
COMMERCIAL

REVISIONS	DATE

0 20 40 60 feet
SCALE: 1" = 20'

C.J.D. 866.252.2059
IRRIGATION CONSULTANTS

POD design

Columbus
100 Northwoods Blvd, Ste A
Columbus, Ohio 43235
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Cincinnati
10816 Millington Court, Ste 118
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-102



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rotor Zone Rotor Head Setting 10 360 On-Surface Pressure Compensating Landscape Drip Line Drip Emitters at 12" O.C. Feeder lines at ground or 12" apart. Install leaf shields per Manufacturer's recommendations.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow, Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow, Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow, Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Hunter HRM, 120 VAC to be provided to final Controller location
	Rain Bird WR2-RC Wireless Rain Sensor Combo, location per Irrigation Contractor
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline: PVC Class 200 SDR 21
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size to be 2", unless noted otherwise

IRRIGATION NOTES

1. Water source Backflow Preventor & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flow & Pressure requirements, to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Preventers to be per all Local Codes.
6. The irrigation system is diagrammatic- adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2X) the size of pipe being sleeved (minimum 2" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for future piping not shown.
10. Drawings show necessary materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all valves as are commonly encountered underground and shall take proper precautions not to damage or obstruct such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and authorities during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas, at no additional cost to the owner.
15. Electric service to be provided at a controller location. Coordinate with owner's Authorized Representative as to final location of Controller. Commence electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control wire shall be based on final Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
06580
REGISTERED
LANDSCAPE
ARCHITECT
COMMERCIAL

REVISIONS	DATE

0 20 40 60 feet
SCALE: 1" = 20'

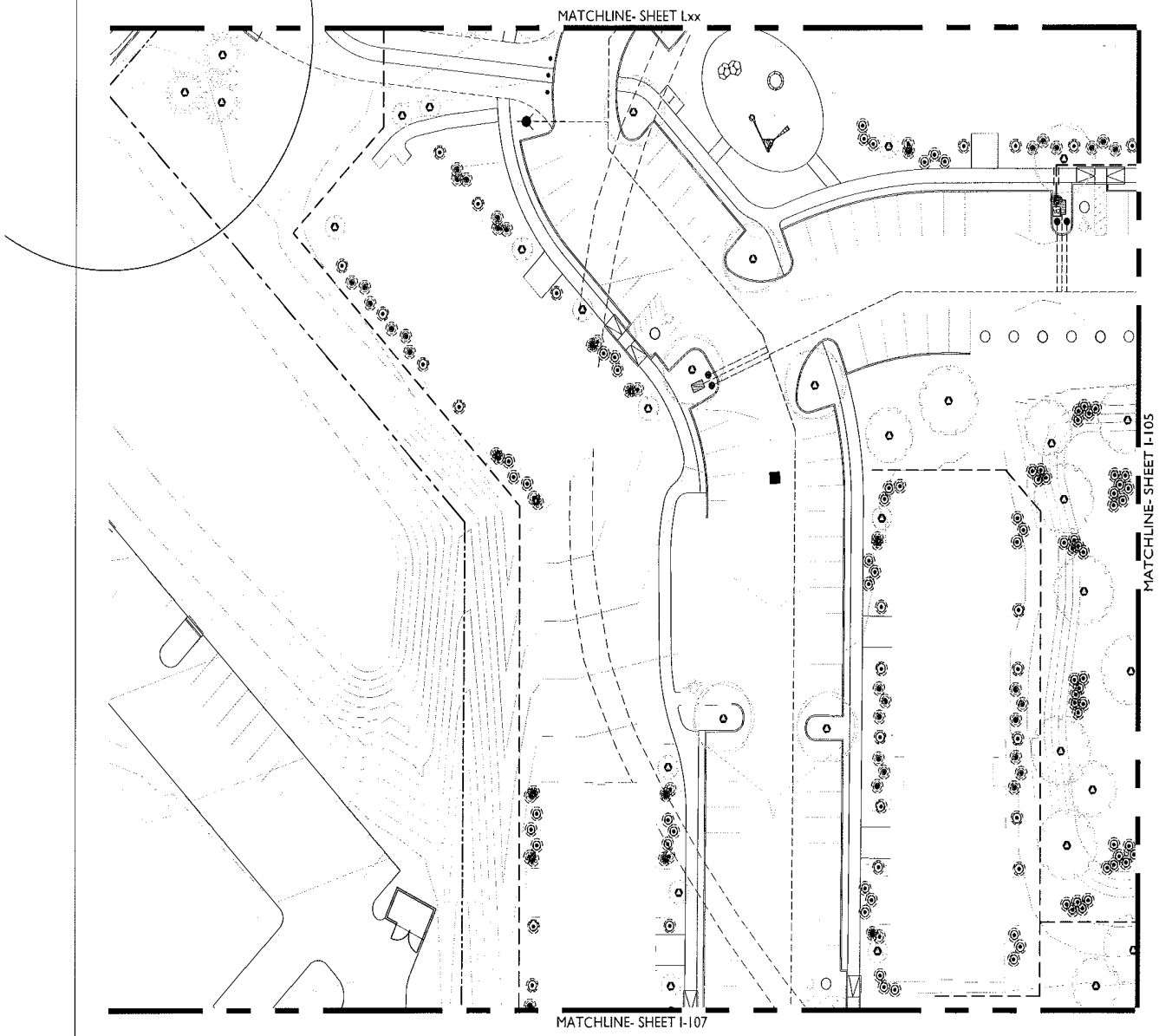
C.I.D. 866.252.2059
IRRIGATION CONSULTANTS

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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-103



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Xeri-Bug 705-70PC (1 qty) Irrigation to remain. 23.1 GPM emitters per shrubbubbler. Mount on Rain Bird 1/4" tubing stake
	Xeri-Bug 705-70PC (1 qty) Irrigation to remain. 23.1 GPM emitter per line. Mountain Rain Bird 1/4" tubing stake
	Area to Receive Dripline Rain Bird RWD-06-12 .9 GPH On-Surface Pressure Compensating Emitters on Dripline 0.5 GPH emitters at 12" O.C. Dripline beneath spaced at 12" apart. Install as shown on Manufacturer's recommendations.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Hunter HRD, 120 VAC to be provided by local Electrician Installer
	Rain Bird WR2-RC Wireless Rain Sensor. Location per Irrigation Contractor
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline: PVC Class 200 SDR 21
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size to be 3", unless noted otherwise

IRRIGATION NOTES

1. Water source Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flow & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all Local Codes.
6. The irrigation system as diagrammatic; adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2X) the size of pipe being sleeved (minimum 2" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for lateral piping. Not shown.
10. Drawings show eccentric valve manifolds, but certain other manifolds may have to be supplied and installed by the Irrigation Contractor in order to keep upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and ordinances during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas at no additional cost to the owner.
15. Electric service to be provided by contractor location. Coordinate with owner's Authorized Representative as to final location of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control wire shall be based on final Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

BOB KURTZ
REGISTERED LANDSCAPE ARCHITECT
COMMERCIAL

REVISIONS	DATE

0 20 40 60 feet
SCALE: 1" = 20'

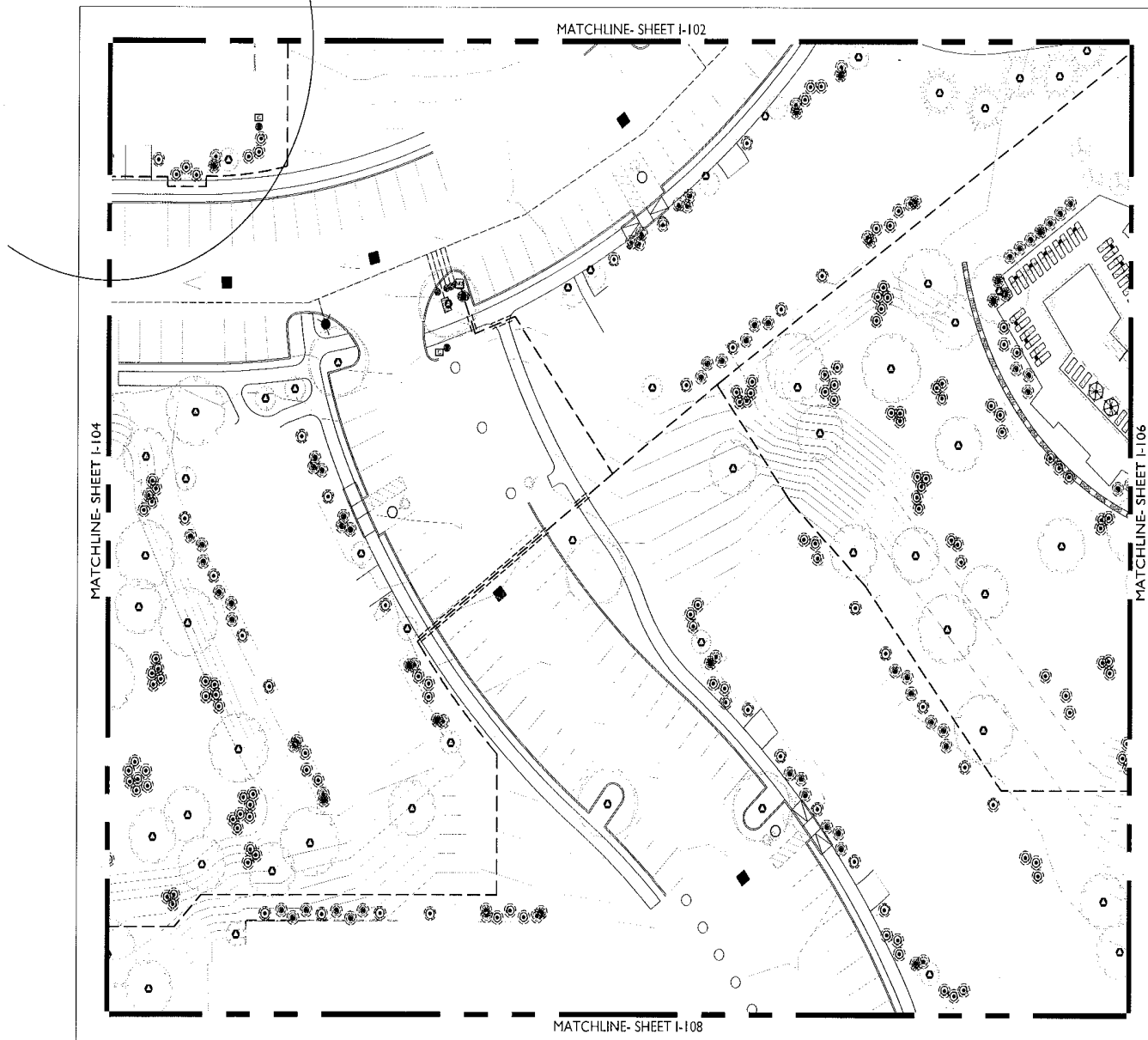
CHD 866.252.2069
IRRIGATION CONSULTANTS

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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-104



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL NO./DESCRIPTION
	Xeri-Bugs XB-10PC (1 ea) Irrigation to provide (2) 1 GPM emitters per shrub/planting Mount on Rain Bird 1/4" tubing stake
	Xeri-Bugs XB-1HPC (1 ea) Irrigation to provide (2) 1 GPM emitters per tree. Mount on Rain Bird 1/4" tubing stake
	Rain Bird Xeri-Mat Turf Rotor Rain Bird MSD-Gn-12 XFD Gn-Barbed Pressure Compensating 1 Waterapp Emitter 0.9 GPM emitters at 12" O.C. Double banded, spaced at 12" apart. Install nail staples per Manufacturer's recommendations.

SYMBOL	MANUFACTURER/MODEL NO./DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 36" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Model ESP- 120 VAC to be provided to final Controller location
	Rain Bird WM1-RC Wireless Rain Sensor Combo. Location per Irrigation Contractor
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline - PVC Class 200 SDR 21
	Pipe Sleeve - PVC Schedule 40 Minimum sleeve size to be 3" unless noted otherwise

IRRIGATION NOTES

1. Water Source, Backflow Preventor & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Preventor to be per all Local Codes.
6. The irrigation system is diagrammatic; adjustments necessary on the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2X) the size of pipe being placed, (minimum 2" unless noted). Coordinate installation of sleeves with all Owner/Contractor. Additional sleeving will be required for lateral piping. Not shown.
10. Drawings show necessary materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have a report complete and a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify intended drawings, or intent of these drawings and specifications before submittal will not relieve the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities so as to correctly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and testing as they are required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas, at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to final location of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control valve shall be based on final Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

0 20 40 80 feet
SCALE: 1" = 20'

SEAL

REVISIONS | DATE

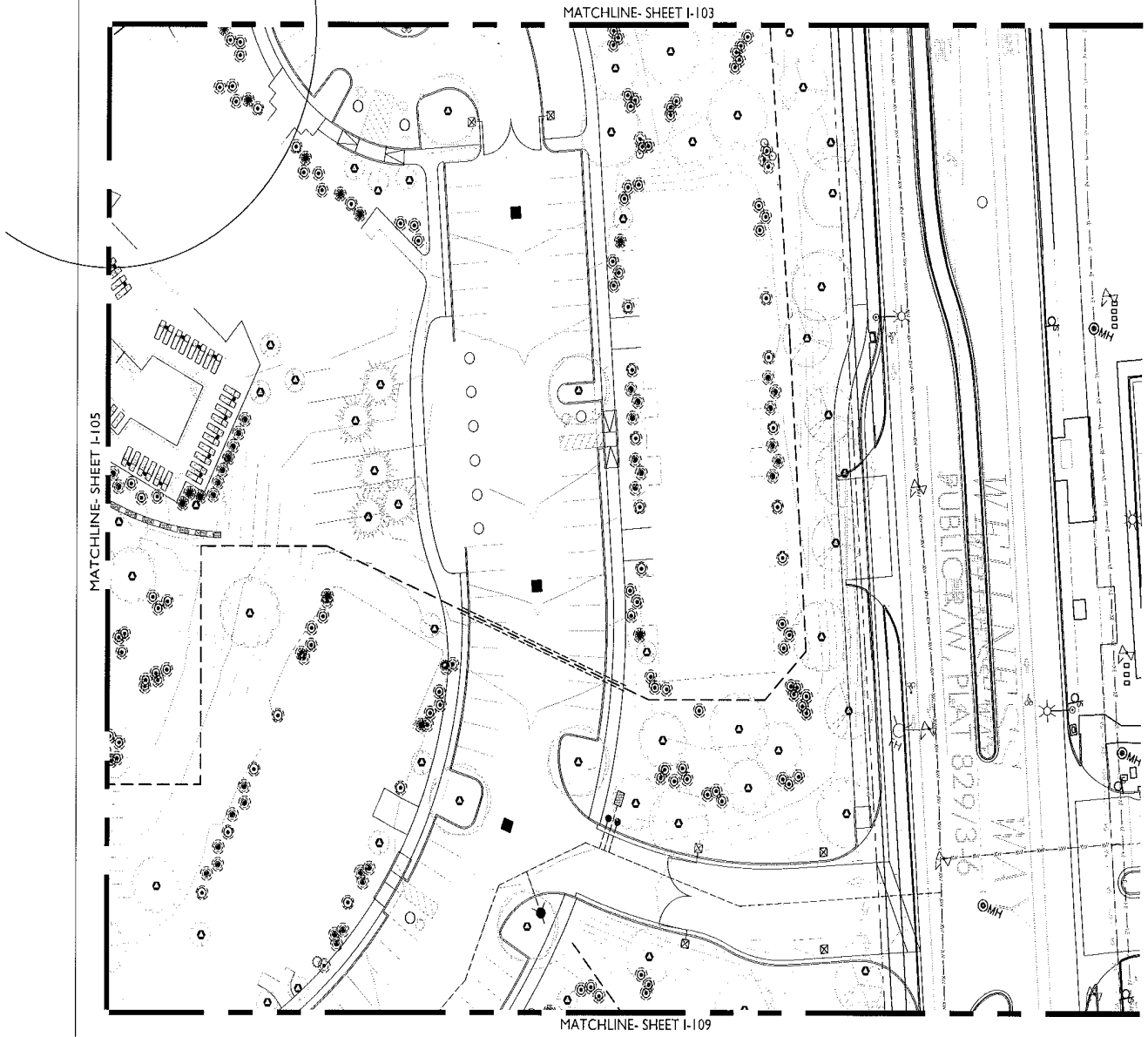
C.I.D. 866.252.2059
IRRIGATION CONSULTANTS

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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-105



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Xer-Guys XB-10PC (2 ea) Irrigation to provide (2) 1 GPH emitters per shrub/ornamental. Mount on Rain Bird 1/4" tubing stake
	Xer-Guys XB-10PC (5 ea) Irrigation to provide (5) 1 GPH emitters per tree. Mount on Rain Bird 1/4" tubing stake
	Area to Receive Duplex Rain Bird XFD-06-17 XFD On-Surface Pressure Compensating Landscape Dripline 0.6 GPH emitters at 12" O.C. Duplex brush ground at 12" apart. Install soil staples per Manufacturer's recommendations

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer, Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Manhole with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer, Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Manhole with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer, Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Manhole with Fire Services water equipment
C	Controller Irrigation Controller - Model TBD. 120 VAC to be provided to final Controller location
	Rain Bird WR2-RC Wireless Rain Sensor Combo. location per Irrigation Contractor
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline PVC Class 200 SDR 21
	Pipe Sleeve PVC Schedule 40 Minimum sleeve size to be 3", unless noted otherwise

IRRIGATION NOTES

1. Water source, Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure measurements to be determined upon complete system design.
3. All pipe after Backflow Device shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all local Codes.
6. The irrigation systems diagrammatic adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved. (minimum 3" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for landscaping. Not shown.
10. Drawings show necessary materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are reasonably encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and ordinances during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to his plan required to achieve full coverage at irrigation areas - at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to final location of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation controller use shall be based on Installing Contractor selection.

0 20 40 60 feet

SCALE: 1" = 20'

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
063343
REGISTERED
LANDSCAPE ARCHITECT
COMMERCIAL

REVISIONS	DATE

C.I.D. 866.252.2068
IRRIGATION CONSULTANTS

POD design

Columbus
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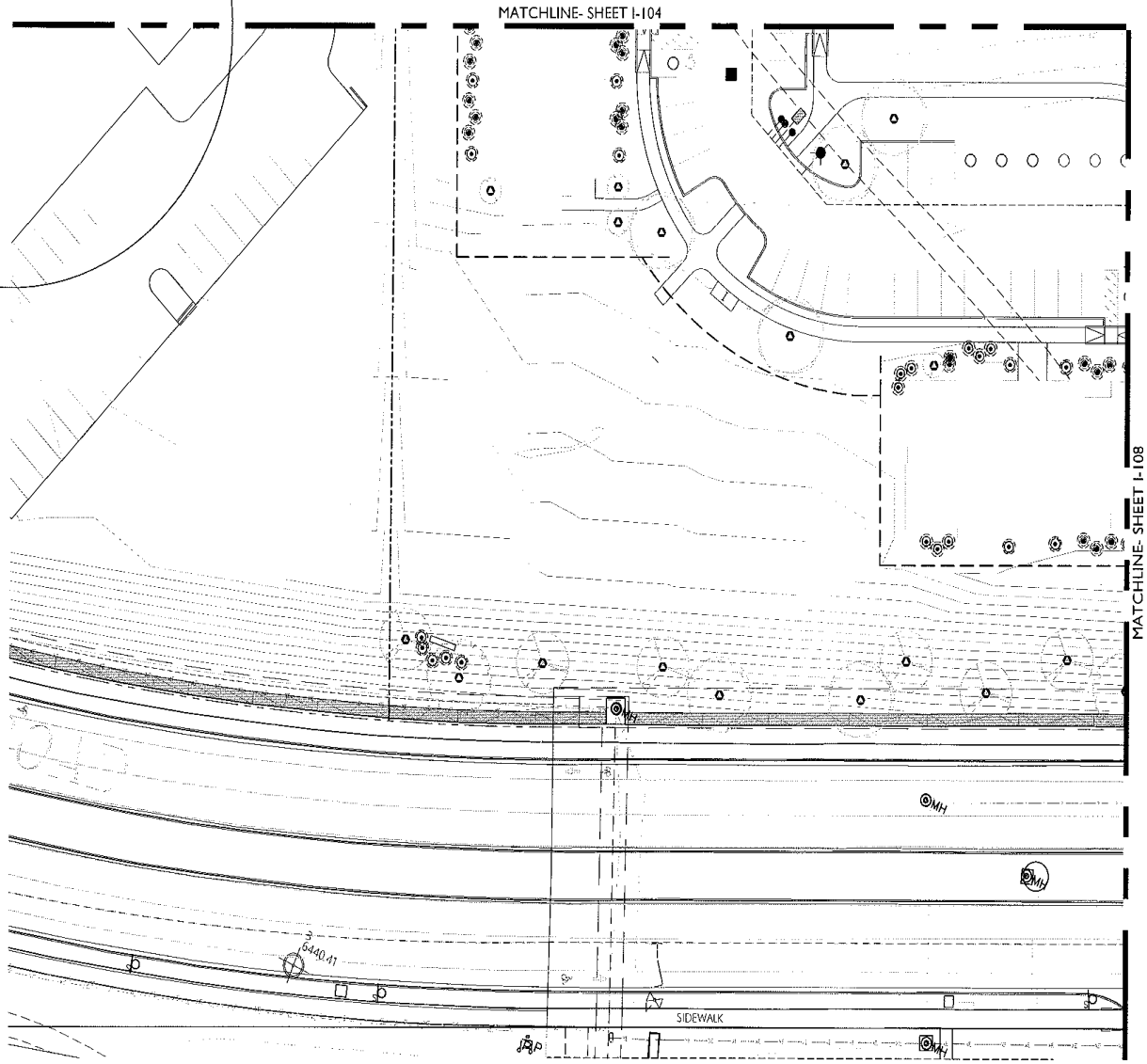
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-106



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/TYPE/DESCRIPTION
	Rain Bird 1806 (6" pop) Irrigation to provide (2) 1.0 GPM emitters per inch. Mounted on Rain Bird 3/4" tubing stake
	Rain Bird 1802 (2" pop) Irrigation to provide (2) 1.0 GPM emitters per inch. Mounted on Rain Bird 3/4" tubing stake
	Area to Receive Irrigation Rain Bird XFD-045-CV 17" D On-Surface Pressure Compensating Landscape Dripline, 0.9 GPH emitters at 12" O.C. Dripline laterals spaced at 12" apart. Install soil staples per Manufacturer's recommendations.

SYMBOL	MANUFACTURER/TYPE/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4 Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Fire Services water equipment
C	Controller Irrigation Controller - Model TBD. 120 VAC to be provided to feed Controller location
	Rain Bird WR2-MC Wireless Rain Sensor Combo. Location per Irrigation Contractor
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline: PVC Class 200 SDR 21
	Pipe Sleeve: PVC Schedule 40 Minimum sleeve size twice 2". unless noted otherwise

IRRIGATION NOTES

1. Water source, Backflow Preventor & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flows & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all Local Codes.
6. The irrigation system is diagrammatic, adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved, minimum 2" unless noted. Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for future piping. Not shown.
10. Drawings show necessary materials, but contain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and ordinances during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to its allocation of Controller. Coordinate electrical connections with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative
17. Irrigation controller zone shall be based on total Irrigation Controller selection.

0 20 40 80 feet

SCALE: 1" = 20'

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

REVISIONS	DATE

C.I.D. 866.252.2059
IRRIGATION CONSULTANTS

POD design

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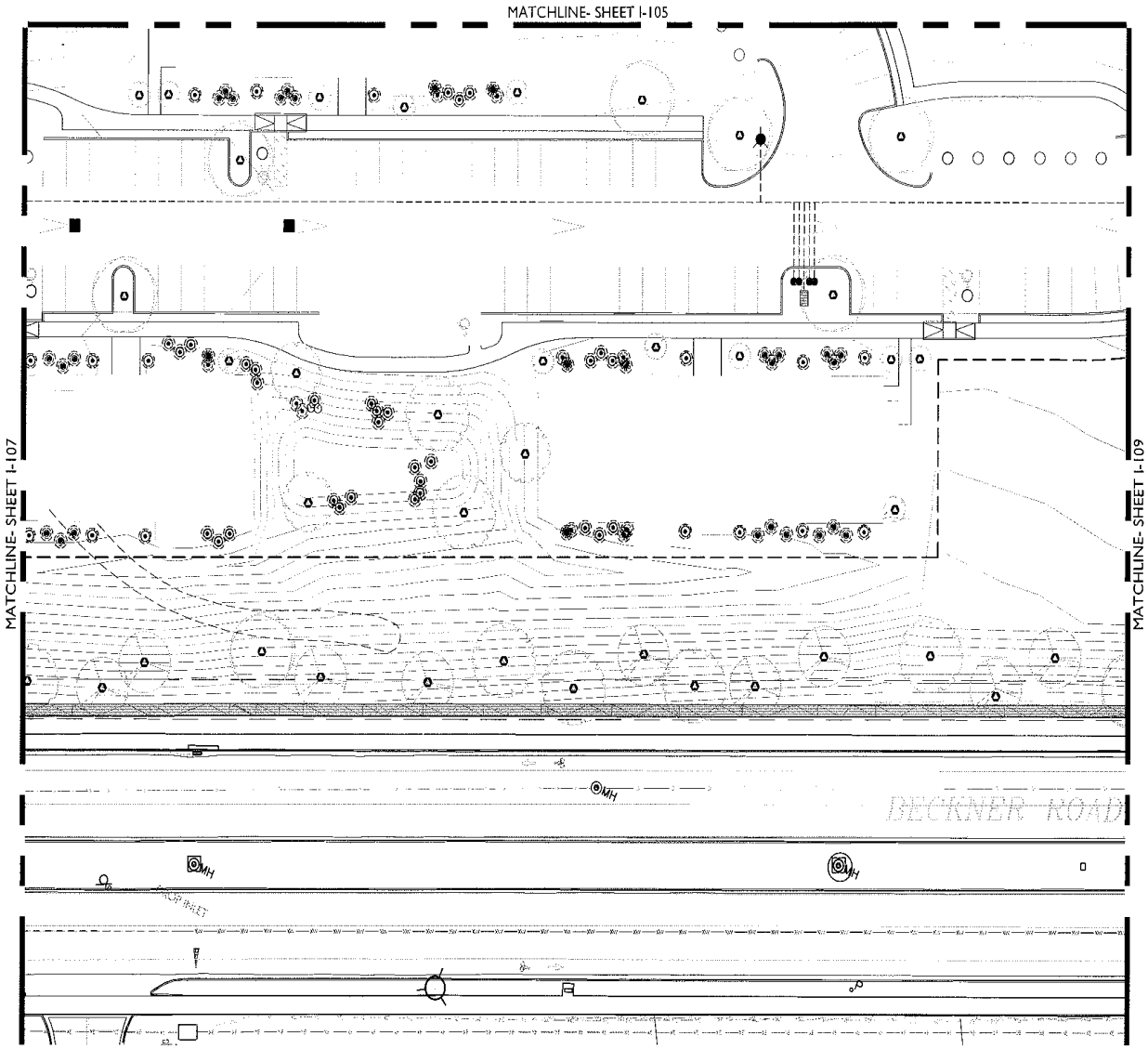
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-107



IRRIGATION SCHEDULE

SYMBOL — MAIN LATERAL/BRANCH/DRIP LINE DESCRIPTION

- Rain Bird XB-10PC 1" size
  Irrigation to provide 20 FT GPH emitters per inch Watering
  Mount on Main End Fill tubing stake
- Rain Bird XB-10PC 1" size
  Irrigation to provide 20 FT GPH emitters per inch Watering
  End Fill tubing stake
- Area to Receive Duplex
  Rain Bird XFD-040-F
  MFD Drip Subsurface Pressure Compensating Landscape Duplex.
  Fits Dripline inlet at 18" O.C. Dripline laterals spaced at 12
  apart. Install soil staples per Manufacturer's recommendations.

SYMBOL — MAIN VALVE (GROUNDING) DESCRIPTION

- Febco 825Y 3/4"
  Reduced Pressure Backflow Preventer. Install 24" Type K
  Copper from Meter to Backflow. Backflow to be installed in
  Hot Box with Fire Services water requirement
- Febco 825Y 3/4"
  Reduced Pressure Backflow Preventer. Install 24" Type K
  Copper from Meter to Backflow. Backflow to be installed in
  Hot Box with Fire Services water requirement
- Febco 825Y 3/4"
  Reduced Pressure Backflow Preventer. Install 24" Type K
  Copper from Meter to Backflow. Backflow to be installed in
  Hot Box with Fire Services water requirement
- C — Controller
  Irrigation Controller - Model TBOS - 230 VAC to be grounded to local
  Controller location
- Rain Bird WR2-RC
  Wireless Rain Sensor. Combo location per Irrigation Controller
- Water Meter 5/8"
  Proposed 5/8" Irrigation Meter
- Water Meter 5/8"
  Proposed 5/8" Irrigation Meter
- Water Meter 5/8"
  Proposed 5/8" Irrigation Meter

Irrigation Mainline: PVC Class 200 SDR 21

Pipe Sleeve: PVC Schedule 40
Minimum sleeve size table 5 - unless noted otherwise

IRRIGATION NOTES

1. Water source: Backflow Prevention & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flow & Pressure requirements, to be determined upon complete system design.
3. All pipe after Backflow Device, shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Prevention to be per all local codes.
6. The irrigation system as diagrammatic. adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2X) the size of pipe being sleeved. (minimum 3" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for lateral piping. Not shown.
10. Drawings show materially materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation systems. Failure to clarify misunderstandings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities as are commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and authorities during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas, at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to finalization of Controller Coordinate electrical connection with Electrical Contractor.
16. Installation sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation control wire shall be based on local Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL — ROB KURTZ — 69360 — REGISTERED LANDSCAPE ARCHITECT — COMMERCIAL

REVISIONS	DATE

0 20 40 60 feet

SCALE: 1" = 20'

C.I.D. 866.252.2059 IRRIGATION CONSULTANTS

POD design

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Columbus, Ohio 43235
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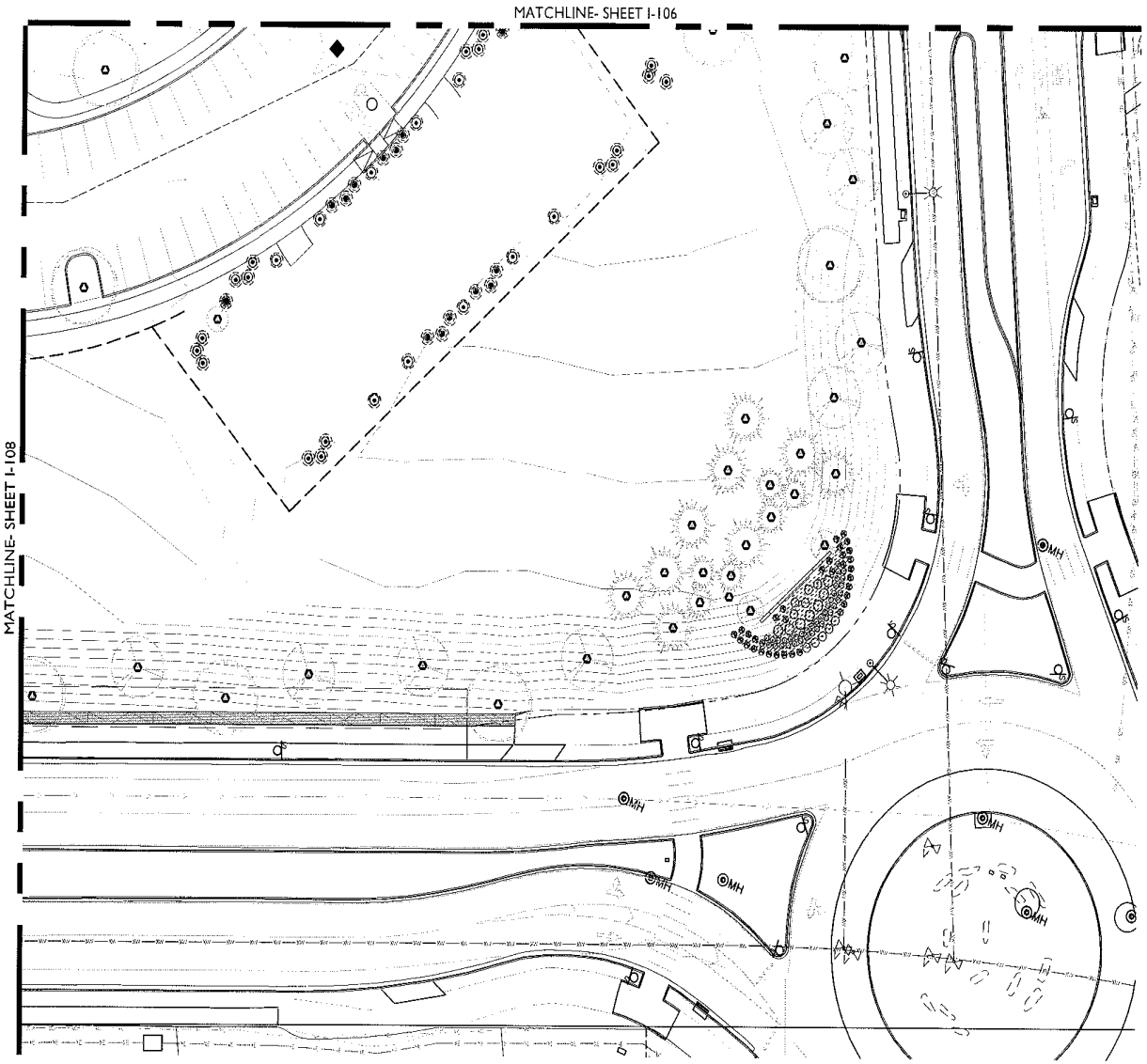
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10816 Millington Court, Ste 118
Cincinnati, Ohio 45242
p 614.360.3044

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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES. UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-108



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/DESCRIPTION
	Rain Bird XB-10PC (1 gal) Irrigation to provide 0.11 GPM emitters per tree (typ.) Mount on Rain Bird 1/4" tubing stake
	Rain Bird XB-10PC (1 gal) Irrigation to provide 0.11 GPM emitters per tree. Mount on Rain Bird 1/4" tubing stake
	Area to Receive Drip Irrigation REFER TO NOTE NO. 12 3/60 Low Volume Pressure Compensating Landscape Dripline, 0.5 GPH emitters at 12" O.C. Dripline Rows 6" apart to 12" apart. Install soil staples per Manufacturer's recommendations.

SYMBOL	MANUFACTURER/DESCRIPTION
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Five Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Five Services water equipment
	Febco 825Y 3/4" Reduced Pressure Backflow Preventer. Install 3/4" Type K Copper from Meter to Backflow. Backflow to be installed in Hot Box with Five Services water equipment
C	Controller Irrigation Controller - Hunter PRO-C, 120 VAC to be provided to Irrigation Controller location
	Rain Bird WR3-RC Wireless Rain Sensor. Location per Irrigation Contractor
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
M	Water Meter 5/8" Proposed 5/8" Irrigation Meter
	Irrigation Mainline, PVC Class 200 SDR 21
	Pipe Sleeve, PVC Schedule 40 Minimum sleeve size to be 3 - unless noted otherwise

IRRIGATION NOTES

1. Water source, Backflow Preventer & Power to Irrigation Controller shall be the responsibility of the Owner.
2. Flow & Pressure requirements to be determined upon complete system design.
3. All pipe after Backflow Device shall be Class 200 PVC pipe, unless noted otherwise.
4. All wiring as per local code.
5. Backflow Preventers to be per all local Codes.
6. The irrigation system's diagrammatic adjustments necessary in the field shall be made by the Contractor.
7. All valves shall be located in valve boxes flush with grade.
8. The irrigation system shall be installed as per Manufacturer's Specifications.
9. Sleeving shall be required under all walks and roadways. Sleeve size shall be twice (2x) the size of pipe being sleeved, (minimum 2" unless noted). Coordinate installation of sleeve with all General Contractor. Additional sleeving will be required for bridal piping, not shown.
10. Drawings show necessary materials, but certain other materials may have to be supplied and installed by the Irrigation Contractor in order to have upon completion a fully operational irrigation system.
11. Bidding Contractors should become thoroughly familiar with all facets of the proposed irrigation system. Failure to clarify misunderstandings, or intent of these drawings and specifications before submittal of bid shall be the responsibility of the Contractor.
12. The Irrigation Contractor shall locate all utilities on site commonly encountered underground and shall take proper precautions not to damage or disturb such improvements.
13. Irrigation Contractor will arrange inspections required by local agencies and authorities during the course of construction as required.
14. Irrigation Contractor shall make any necessary minor adjustments to layout required to achieve full coverage of irrigation areas at no additional cost to the owner.
15. Electric service to be provided to controller location. Coordinate with owner's Authorized Representative as to final location of Controller. Coordinate electrical connection with Electrical Contractor.
16. Install rain sensor per Manufacturer's recommendations. Coordinate all sensor locations with Owner's Authorized Representative.
17. Irrigation controller size shall be based on total Irrigation Controller selection.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
STATE OF OHIO
36534
COMMERCIAL

REVISIONS	DATE

0 20 40 60 feet
SCALE: 1" = 20'

C.I.D. 866.252.2059
IRRIGATION CONSULTANTS

POD design

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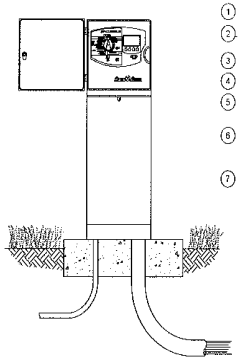
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

DATE	SCALE	SHEET
SEPTEMBER 21, 2020	1" = 20'	I-109

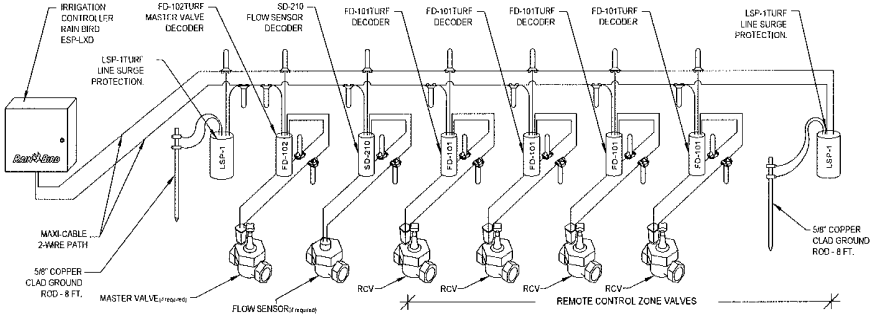


1. RAINBIRD ESPLXME CONTROLLER
2. RAINBIRD LXMMSS & LXMSSPED - STAINLESS
3. FINISH GRADE
4. WIRES TO REMOTE CONTROL VALVE
5. 3-INCH SCH 40 PVC CONDUIT, FITTINGS AND SWEEP ELL
6. 1-INCH SCH 40 PVC CONDUIT, FITTINGS AND SWEEP ELL TO POWER SUPPLY
7. CONCRETE PAD: 6-INCH MINIMUM THICKNESS

RAINBIRD ESPLXMEF CONTROLLER STAINLESS STEEL PEDESTAL MOUNT

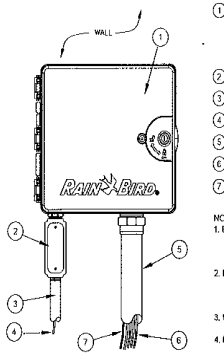
SCALE: NOT TO SCALE

2-WIRE PATH IRRIGATION CONTROLLER WIRING - SEE RAIN BIRD WIRING DIAGRAMS



RAIN BIRD ESP-LXD SURGE, SENSOR & VALVE DECODERS

SCALE: NOT TO SCALE

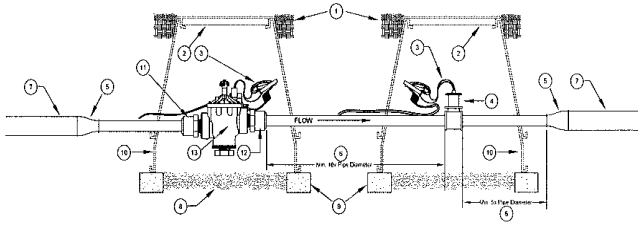


1. IRRIGATION CONTROLLER: RAIN BIRD ESP-LXMEF CONTROLLER WITH FLOW SMART MODULE IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.
2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS TO POWER SUPPLY
4. POWER SUPPLY WIRE
5. 2-INCH CONDUIT AND FITTINGS FOR STATION WIRES
6. MASTER VALVE AND REMOTE CONTROL VALVE WIRES
7. FLOW SENSOR WIRE (PE 39, 89 OR 54) TO FLOW SENSOR

NOTES:
1. ESP-LXMEF CONTROLLER IS AVAILABLE IN 8- OR 12-STATION BASE MODELS. ADDITIONAL MODULES IN 4-, 8- AND 12-STATION VERSIONS MAY BE ADDED TO BRING THE CONTROLLER UP TO 48 STATIONS MAXIMUM.
2. FOR EASE OF INSTALLATION INTO A CONTROLLER WITH MORE THAN 24 STATIONS, INSTALL A JUNCTION BOX AT THE BASE OF CONTROLLER AND TRANSITION LARGER VALVE AND COMMON WIRES FROM FIELD TO 18 AWG MULTI CONDUCTOR WIRE TO BE USED IN CONTROLLER.
3. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.
4. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS.

RAIN BIRD ESP-LXMEF CONTROLLER WITH FLOW SMART MODULE

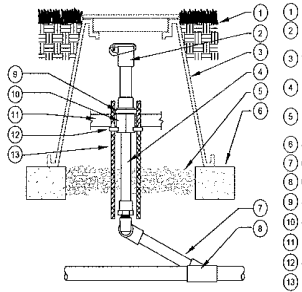
SCALE: NOT TO SCALE



1. FINISH GRADE
2. JUMBO VALVE BOX & COVER
3. CONTROL WIRES WITH 12" MIN. SERVICE COIL AND WATERPROOF WIRE SPLICE CONNECTORS - WIRE COLORS PER SPECIFICATIONS
4. FLOW SENSOR PER SPECIFICATIONS
5. CONCENTRIC REDUCER
6. MINIMUM 10x PIPE DIAMETER UPSTREAM & MINIMUM 5x PIPE DIAMETER DOWNSTREAM OF STRAIGHT PIPE (check Flow Sensor spec)
7. PVC MAINLINE - LENGTH AS REQUIRED - SEE SPECIFICATIONS FOR TYPE AND DEPTH
8. GRAVEL (1 CU. FT.)
9. CONTINUOUS BRICK SUPPORTS
10. VALVE BOX EXTENSIONS AS REQUIRED
11. PVC MALE ADAPTER
12. PVC MALE ADAPTER - BUSH DOWN TO FLOW METER SIZE AS NECESSARY
13. MASTER VALVE PER PLAN

MASTER VALVE / FLOW SENSOR TYPICAL INSTALLATION

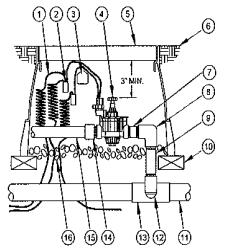
SCALE: NOT TO SCALE



1. FINISH GRADE/TOP OF MULCH
2. QUICK-COUPLING VALVE RAIN BIRD MODEL 5RC
3. VALVE BOX WITH COVER
4. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
5. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
6. BRICK (1 OF 2)
7. MANUFACTURED SWING JOINT
8. PVC SCH 40 TEE OR ELL
9. SNAP-LOK RING
10. SNAP-LOK
11. 1" PVC PIPE
12. STABILIZER ELBOW
13. 1/2" OR 3/8" REBAR

RAIN BIRD QUICK COUPLER 5RC SERIES W/ SNAP LOK

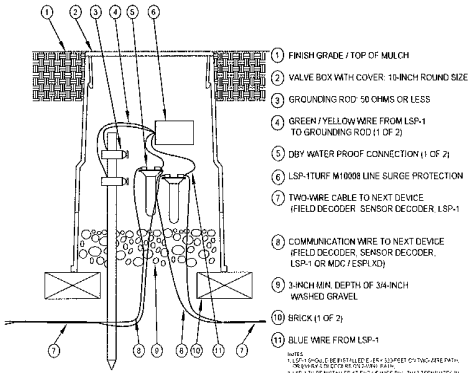
SCALE: NOT TO SCALE



1. 36-INCH LINEAR LENGTH OF WIRE, COILED
2. WATERPROOF CONNECTIONS
3. ID TAG: N/A
4. REMOTE CONTROL VALVE: RAIN BIRD PGA SERIES
5. VALVE BOX WITH COVER
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

RAIN BIRD PGA SERIES ELECTRIC REMOTE CONTROL VALVE

SCALE: NOT TO SCALE

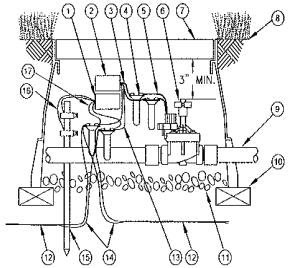


1. FINISH GRADE / TOP OF MULCH
2. VALVE BOX WITH COVER: 10-INCH ROUND SIZE
3. GROUNDING ROD: 50 OHMS OR LESS
4. GREEN / YELLOW WIRE FROM LSP-1 TO GROUNDING ROD (1 OF 2)
5. DBY WATER PROOF CONNECTION (1 OF 2)
6. LSP-1TURF M10008 LINE SURGE PROTECTION
7. TWO-WIRE CABLE TO NEXT DEVICE (FIELD DECODER, SENSOR DECODER, LSP-1
8. COMMUNICATION WIRE TO NEXT DEVICE (FIELD DECODER, SENSOR DECODER, LSP-1 OR MDC / ESPLXD)
9. 3-INCH MIN. DEPTH OF 3/4-INCH WASHED GRAVEL
10. BRICK (1 OF 2)
11. BLUE WIRE FROM LSP-1

NOTES:
1. LSP-1TURF SHOULD BE INSTALLED EVERY 500 FEET OR FOR EVERY EIGHT DECODERS ON TWO-WIRE PATH.
2. MAXIMUM LENGTH OF SECONDARY WIRE PATH (24 AWG) FROM DECODER TO SOLENOID IS 450 FEET.
3. PLACE 3-INCH OF ADDITIONAL WASHED GRAVEL IF NOT PROVIDED.
4. RAIN BIRD FD-102TURF AND FD-101TURF FIELD DECODERS COME WITH LSP-1TURF PRE-INSTALLED. NO ADDITIONAL SURGE PROTECTION REQUIRED FOR LSP-1TURF SURGE PROTECTION.

RAIN BIRD LSP-1TURF TO 2-WIRE PATH CONNECTION DETAIL

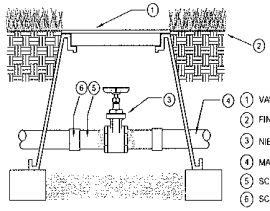
SCALE: NOT TO SCALE



1. LINE SURGE PROTECTOR: RAIN BIRD LSP-1TURF M10008
2. FIELD DECODER (WITHOUT LINE SURGE PROTECTION: RAIN BIRD FD-101TURF, FD-102TURF OR FD-202TURF FIELD DECODER
3. WHITE WIRE FROM FIELD DECODER (1 OF 2)
4. DB SERIES WIRE CONNECTOR: RAIN BIRD DBTWC25 (1 OF 4)
5. SOLENOID WIRE (1 OF 2)
6. RAIN BIRD REMOTE CONTROL VALVE
7. 12-INCH VALVE BOX WITH COVER
8. FINISH GRADE OR TOP OF MULCH
9. PVC MAINLINE PIPE
10. BRICK (1 OF 4)
11. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
12. TWO-WIRE CABLE TO NEXT DEVICE (FIELD DECODER, SENSOR DECODER, LINE SURGE PROTECTOR OR ESP-LXD CONTROLLER)
13. BLUE WIRE FROM FIELD DECODER
14. COMMUNICATION WIRE TO NEXT DEVICE (FIELD DECODER, SENSOR DECODER, LINE SURGE PROTECTOR OR ESP-LXD CONTROLLER)
15. 8' GROUNDING ROD: 10 OHMS OR LESS
16. GREEN/YEL LOW WIRE FROM LSP-1TURF TO BRASS CLAMPS ON GROUNDING ROD (1 OF 2)
17. BLUE WIRE FROM LSP-1TURF

RAIN BIRD LSP-1TURF FIELD DECODER CONNECTION

SCALE: NOT TO SCALE



1. VALVE BOX WITH COVER
2. FINISH GRADE
3. NIBCO T-113-K GATE VALVE
4. MAINLINE - PER PLAN
5. SCH. 80 TOE NIPPLE
6. SCH. 40 PVC GLUE COUPLING

NIBCO T-113-K GATE VALVE

SCALE: NOT TO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

ROB KURTZ
PROFESSIONAL ENGINEER
COMMERCIAL

REVISIONS	DATE

CJD IRRIGATION CONSULTANTS 866.202.2009

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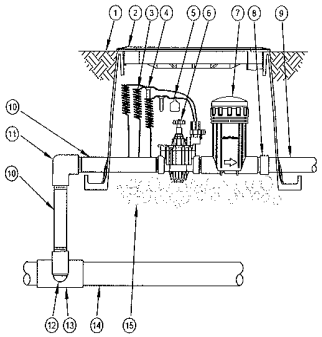
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

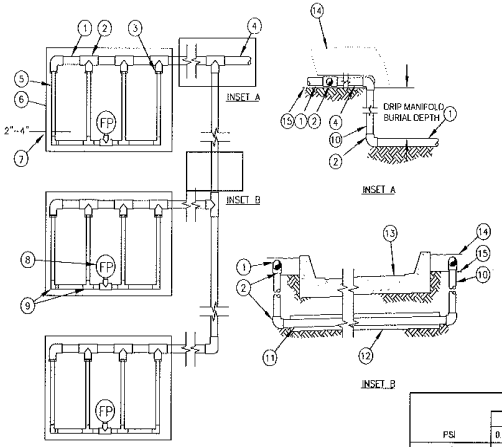
DATE	SCALE	SHEET
SEPTEMBER 21, 2020	N.T.S.	I-110



1. FINISH GRADE/TOP OF MULCH
2. VALVE BOX WITH COVER
3. 36-INCH LINEAR LENGTH OF WIRE, COILED
4. WATERPROOF CONNECTION
5. ID TAG- N/A
6. REMOTE CONTROL VALVE: RAIN BIRD 100-PGA
7. PRESSURE REGULATING BASKET FILTER: RAIN BIRD PRB-100
8. PVC SCH 40 FEMALE ADAPTOR
9. LATERAL PIPE
10. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
11. PVC SCH 40 ELL
12. PVC SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND PVC SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. MAINLINE PIPE
15. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

RAIN BIRD DRIP ZONE KIT XCZ-100-PRB-LC

SCALE: NOT TO SCALE



1. PVC SUPPLY HEADER
2. PVC SCH 40 TEE OR EL (TYPICAL)
3. BARB X MALE FITTING: RAIN BIRD XFD-MA FITTING (TYPICAL)
4. PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE VALVE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
5. ON-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE (TYPICAL) POTABLE: XFD DRIPLINE NON-POTABLE: XFDP DRIPLINE
6. PERIMETER OF AREA
7. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PERIMETER OF AREA
8. FLUSH POINT (TYPICAL) - SEE RAIN BIRD XFD DETAILS FOR FLUSH POINT INSTALLATION
9. BARB X BARB INSERT TEE OR EL: RAIN BIRD XFD-TEE OR RAIN BIRD XFD-EL (TYPICAL)
10. PVC RISER PIPE
11. PVC SUPPLY MANIFOLD
12. PVC SCH 40 SLEEVE PIPE SIZED TWICE THE SIZE OF MANIFOLD PIPE SIZE
13. PAVEMENT AND CURB
14. 2" - 3" DEPTH OF MULCH
15. FINISH GRADE

NOTES:
LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.

PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.

AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

XFD Dripline Maximum Lateral Lengths (Feet)

	12" Spacing		18" Spacing		24" Spacing	
PSI	0.6 GPH	0.9 GPH	0.6 GPH	0.9 GPH	0.6 GPH	0.9 GPH
15	273	155	314	250	424	322
20	316	169	353	294	508	368
30	360	230	413	350	586	414
40	395	255	465	402	652	474
50	417	285	528	420	720	486
60	460	290	596	455	788	512

WHEN USING 17MM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

MULTIPLE DRIP AREA DETAIL

SCALE: NOT TO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL | DATE | REVISIONS

C.I.D. 866.252.2059 IRRIGATION CONSULTANTS

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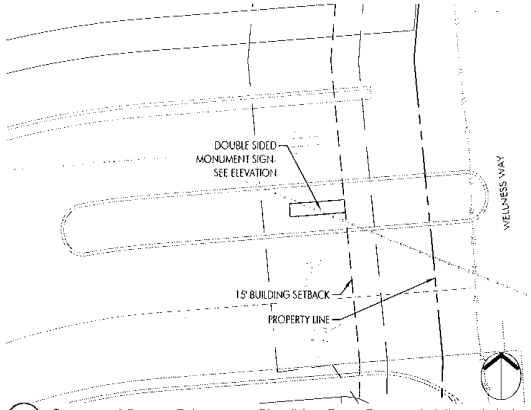
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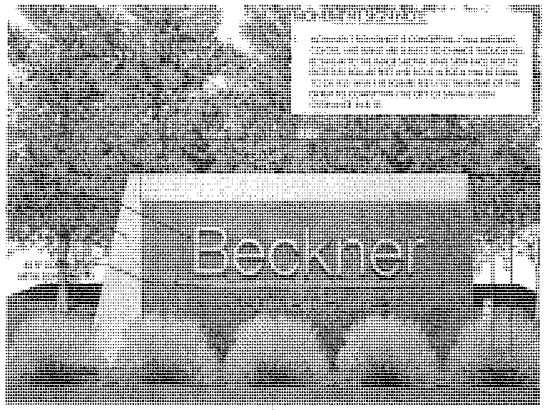
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DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

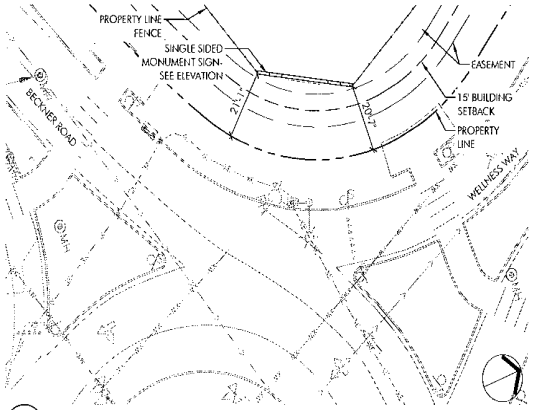
PHASE I - MULTI FAMILY RES.
UPPERSTORY PLAN

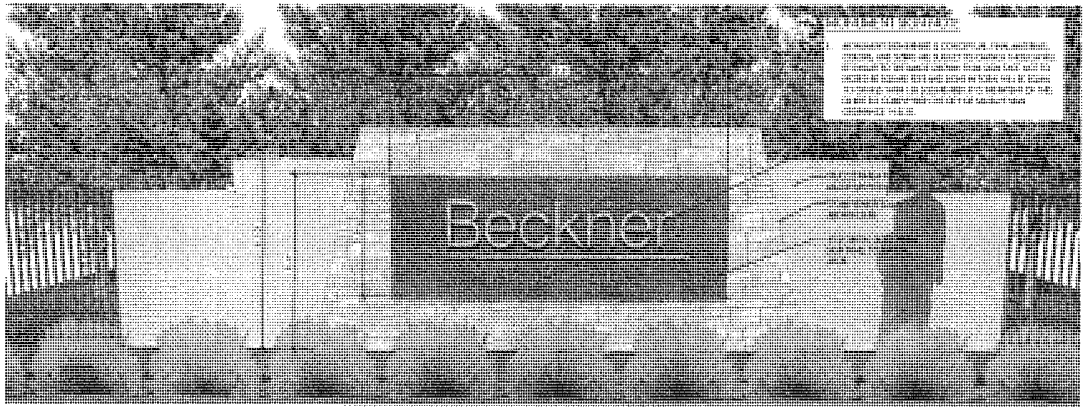
DATE	SCALE	SHEET
SEPTEMBER 21, 2020	N.T.S.	L-111



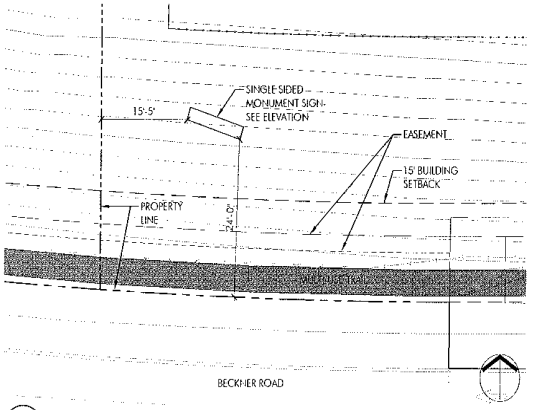


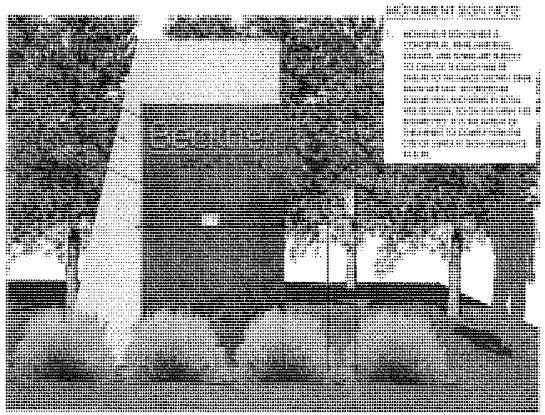
1 Conceptual Signage Enlargement Plan (Main Entry Drive at Wellness Way)
SCALE: 1" = 10'-0"





2 Conceptual Signage Enlargement Plan (Beckner Rd. & Wellness Way)
SCALE: 1" = 20'-0"





3 Conceptual Signage Enlargement Plan (Southwest Corner)
SCALE: 1" = 10'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL | DATE | REVISIONS

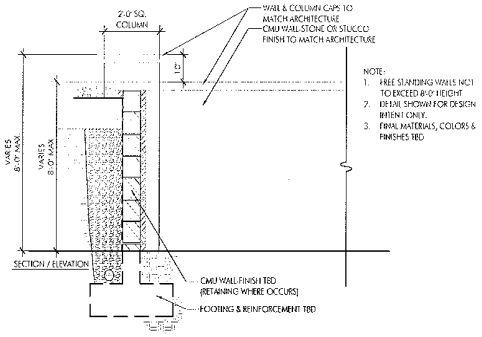
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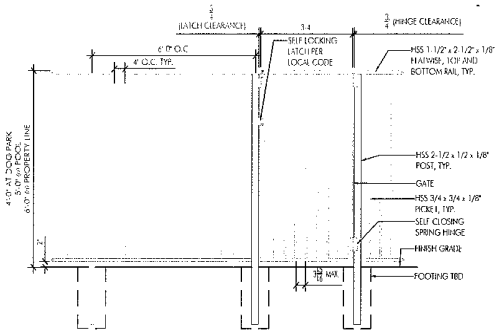
DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I - MULTI FAMILY RES.
SIGNAGE DETAILS

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		SD-100

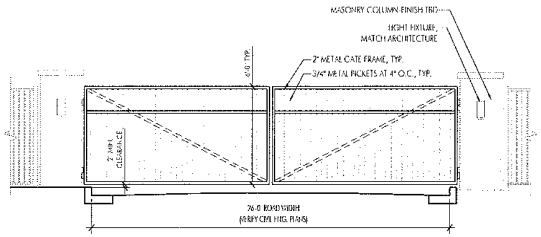


1 Site Walls
1/2" = 1'-0"



2 Property Line | Pool | Dog Park Fence & Gate
1/2" = 1'-0"

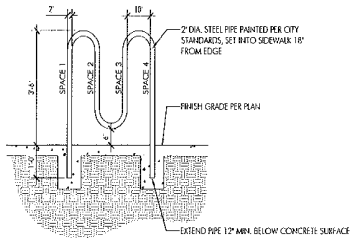
NOTES:
1. FIRE STATION CONNECTION TO COMPLY WITH SANTA FE CITY CODES
2. GATES TO OPERATE INDEPENDENTLY WITH AUTOMATED OPENER
3. GATE SWING PATTERN TBD



3 Entry Drive Gates
1/4" = 1'-0"

NOTE:

1. IT IS THE INTENT OF THIS EXHIBIT TO COMPLY WITH THE CITY OF SANTA FE, NM CODE OF ORDINANCES EXHIBIT D BICYCLE RACK STANDARDS & DIMENSIONS SUBSECTION 14-8.6(E)



4 City Standard Bike Rack
1/2" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	DATE	SEAL

abacus
Capital Group LLC

POD design
Columbus
100 Northwoods Blvd, Ste A
Columbus, Ohio 43235
p 614.255.3399

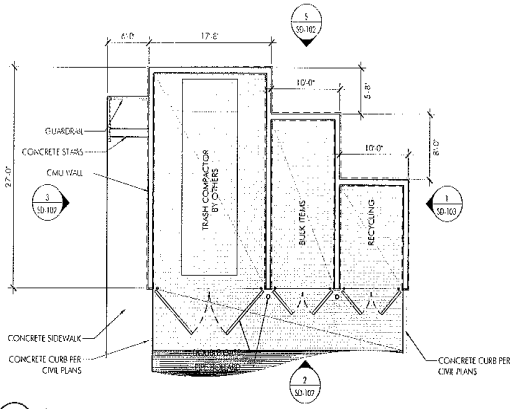
Cincinnati
20 West Seventh, 3rd Floor
Cincinnati, Ohio 45246
p 513.218.2399

PODdesign.net

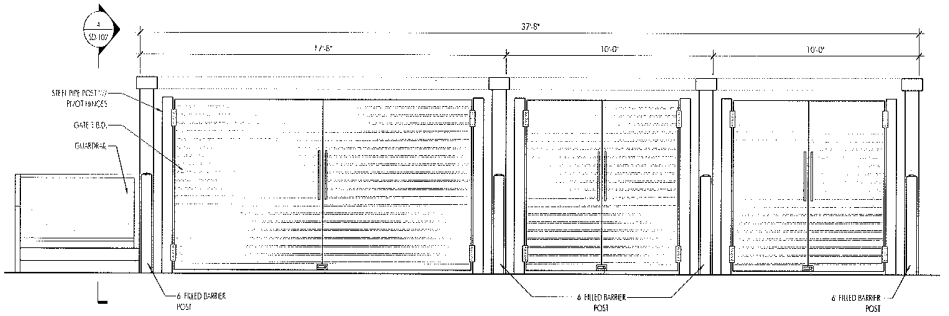
DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I & II
STANDARD SITE DETAILS

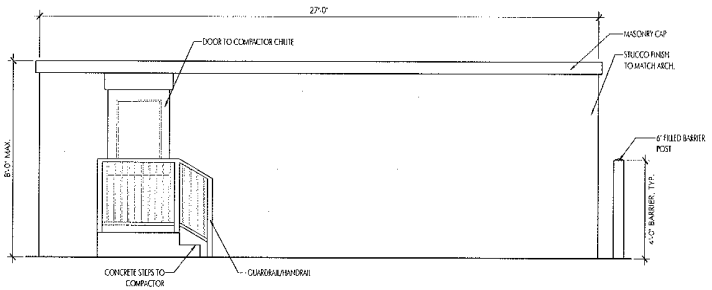
DATE	SCALE	SHEET
SEPTEMBER 21, 2020		SD-101



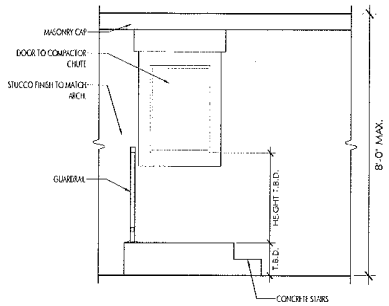
1 Compactor Enclosure Enlarged Plan
1/8"= 1'-0"



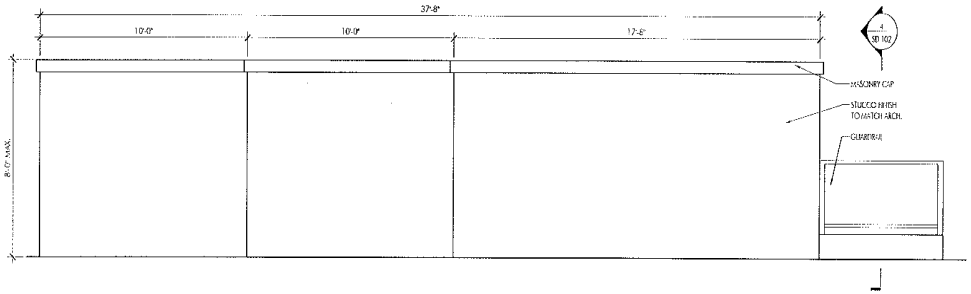
2 Compactor Enclosure Front Elevation
3/8"= 1'-0"



3 Compactor Enclosure Side Elevation
3/8"= 1'-0"



4 Compactor Enclosure Stair Section
1/2"= 1'-0"



5 Compactor Enclosure Rear Elevation
3/8"= 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL
DATE
REVISIONS

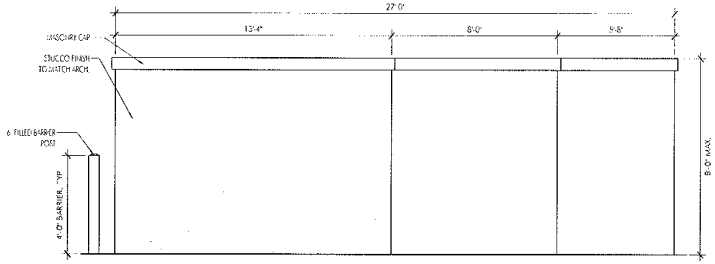
abacus
Capital Group LLC

PODdesign
Columbus
Cincinnati

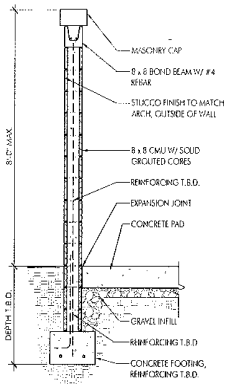
DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I & II
STANDARD SITE DETAILS

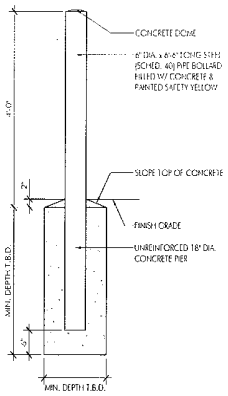
DATE SEPTEMBER 21, 2020 | SCALE | SHEET SD-102



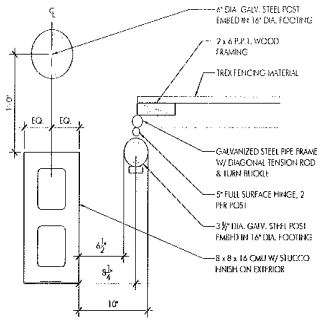
1 Compactor Enclosure Side Elevation
3/8" = 1'-0"



2 Compactor Enclosure Typical Wall Section
1/2" = 1'-0"

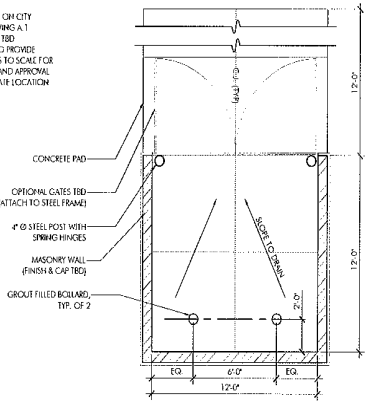


3 Compactor Enclosure Bollard Detail
3/4" = 1'-0"



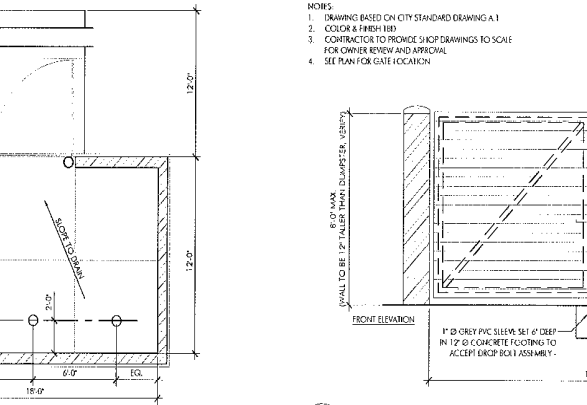
4 Compactor Enclosure Gate Connection Detail
1½" = 1'-0"

NOTES:
1. DRAWING BASED ON CITY STANDARD DRAWING A.1
2. COLOR & FINISH TBD
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO SCALE FOR OWNER REVIEW AND APPROVAL
4. SEE PLAN FOR GATE LOCATION



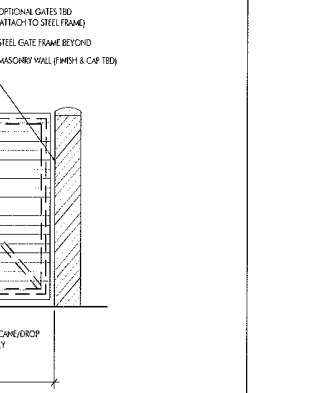
5 Single Dumpster Enclosure Plan (Commercial Lots Only)
1/4" = 1'-0"

NOTES:
1. DRAWING BASED ON CITY STANDARD DRAWING A.2
2. COLOR & FINISH TBD
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO SCALE FOR OWNER REVIEW AND APPROVAL
4. SEE PLAN FOR GATE LOCATION



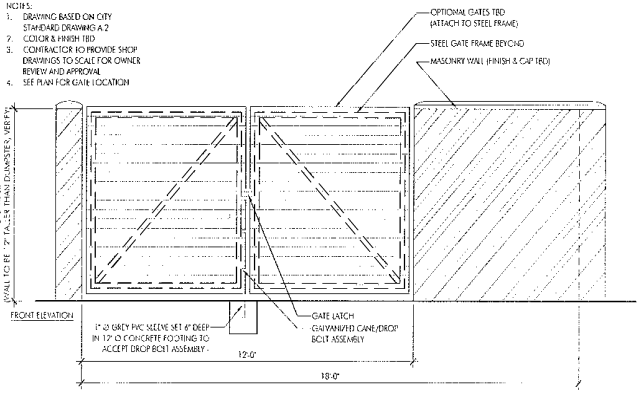
6 Double Dumpster Enclosure Plan (Commercial Lots Only)
1/4" = 1'-0"

NOTES:
1. DRAWING BASED ON CITY STANDARD DRAWING A.1
2. COLOR & FINISH TBD
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO SCALE FOR OWNER REVIEW AND APPROVAL
4. SEE PLAN FOR GATE LOCATION



7 Single Dumpster Enclosure Elevation (Commercial Lots Only)
1/2" = 1'-0"

NOTES:
1. DRAWING BASED ON CITY STANDARD DRAWING A.2
2. COLOR & FINISH TBD
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS TO SCALE FOR OWNER REVIEW AND APPROVAL
4. SEE PLAN FOR GATE LOCATION



8 Double Dumpster Enclosure Elevation (Commercial Lots Only)
1/2" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

REVISIONS	DATE

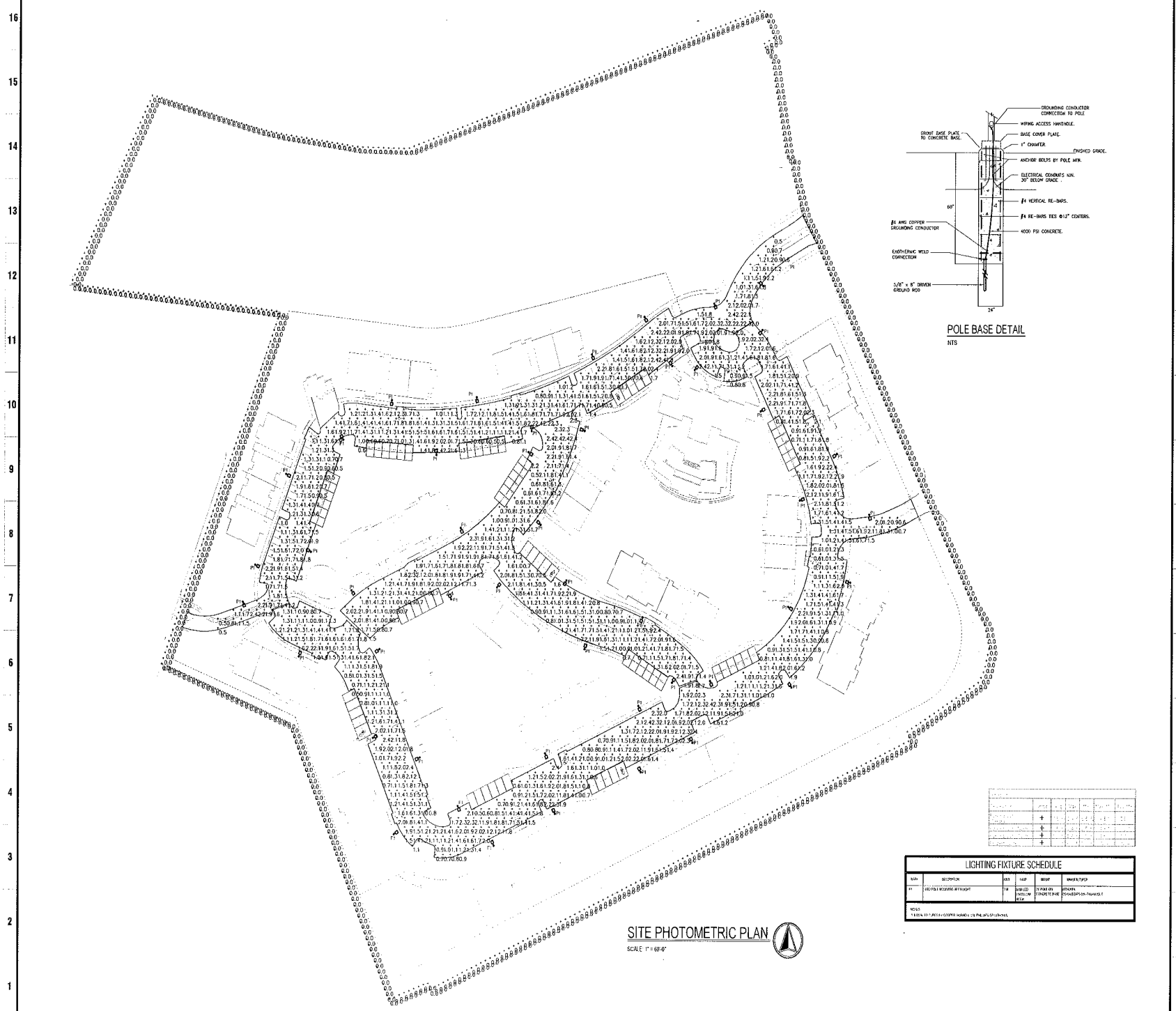
abacus Capital Group LLC

POD design
Columbus
100 Nationwide Blvd, Ste 4
Columbus, Ohio 43215
p 614 255 3399
Cincinnati
28 Village Square, 3rd Floor
Cincinnati, Ohio 45246
p 614 255 3399
PODdesign.net

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE I & II
STANDARD SITE DETAILS

DATE	SCALE	SHEET
SEPTEMBER 21, 2020		SD-103



POLE BASE DETAIL

NTS

LIGHTING FIXTURE SCHEDULE					
MARK	DESCRIPTION	QTY	LAMP	MOUNT	MANUFACTURER
P1	LED POLE MOUNTED SITE FIXTURE	TBD	3000 LED 3500LUM 80CRI	TO BASE ON CONCRETE BASE	KICHLER 15341BKP30K MANUFACTURER

NOTES:
1. LOCAL UTILITIES & COUPER SHARED ON PHOTOMETRIC PLAN

SITE PHOTOMETRIC PLAN

SCALE: 1" = 60'-0"

meyers+associates ARCHITECTURE
328 e third street, suite 300, columbia, mo 65201
t (573) 823.9433 f (573) 229.9447
www.meyersarchitects.com

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COPYRIGHT 2020

DESCRIPTION	DATE

SHEET TITLE: SITE PHOTOMETRIC PLAN

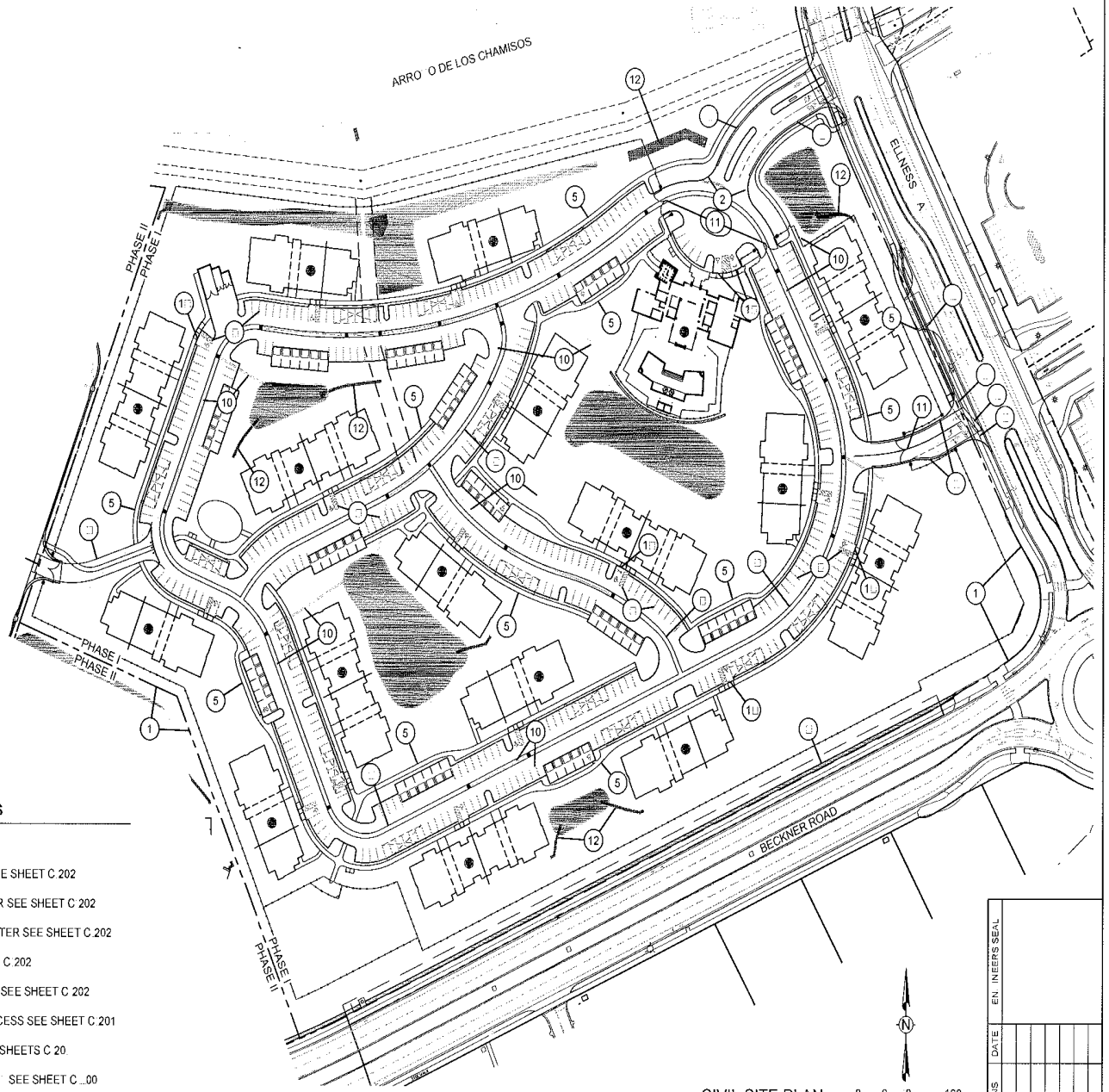
PROJECT TITLE: RESIDENTIAL BUILDINGS
XXXX BECKNER ROAD
SANTA FE, NM 87507

SEAL

NOT FOR CONSTRUCTION

MEYERS + ASSOCIATES PROJECT NUMBER: 2020-15

SHEET NUMBER: SP-101



SHEET KEYNOTES

1. PROPERT LINE
2. " STAND UP CURB SEE SHEET C 202
3. 2 " CURB AND UTTER SEE SHEET C 202
4. 5 T PE II VALLE UTTER SEE SHEET C 202
5. SIDE ALK SEE SHEET C 202
6. FILLET CURB RETURN SEE SHEET C 202
7. EMER ENC FIRE ACCESS SEE SHEET C 201
8. MULTI USE TRAIL SEE SHEETS C 20
9. SI NIN AND STRIPIN SEE SHEET C 00
10. STORM SE ER SEE SHEETS SERIES C 00
11. ATE SEE ARCHITECTURAL PLANS
12. RIPRAP RUNDO N SEE SHEET CD 10
1. ADA PARKIN SI NA E, T P SEE SHEET C 00

CIVIL SITE PLAN
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0

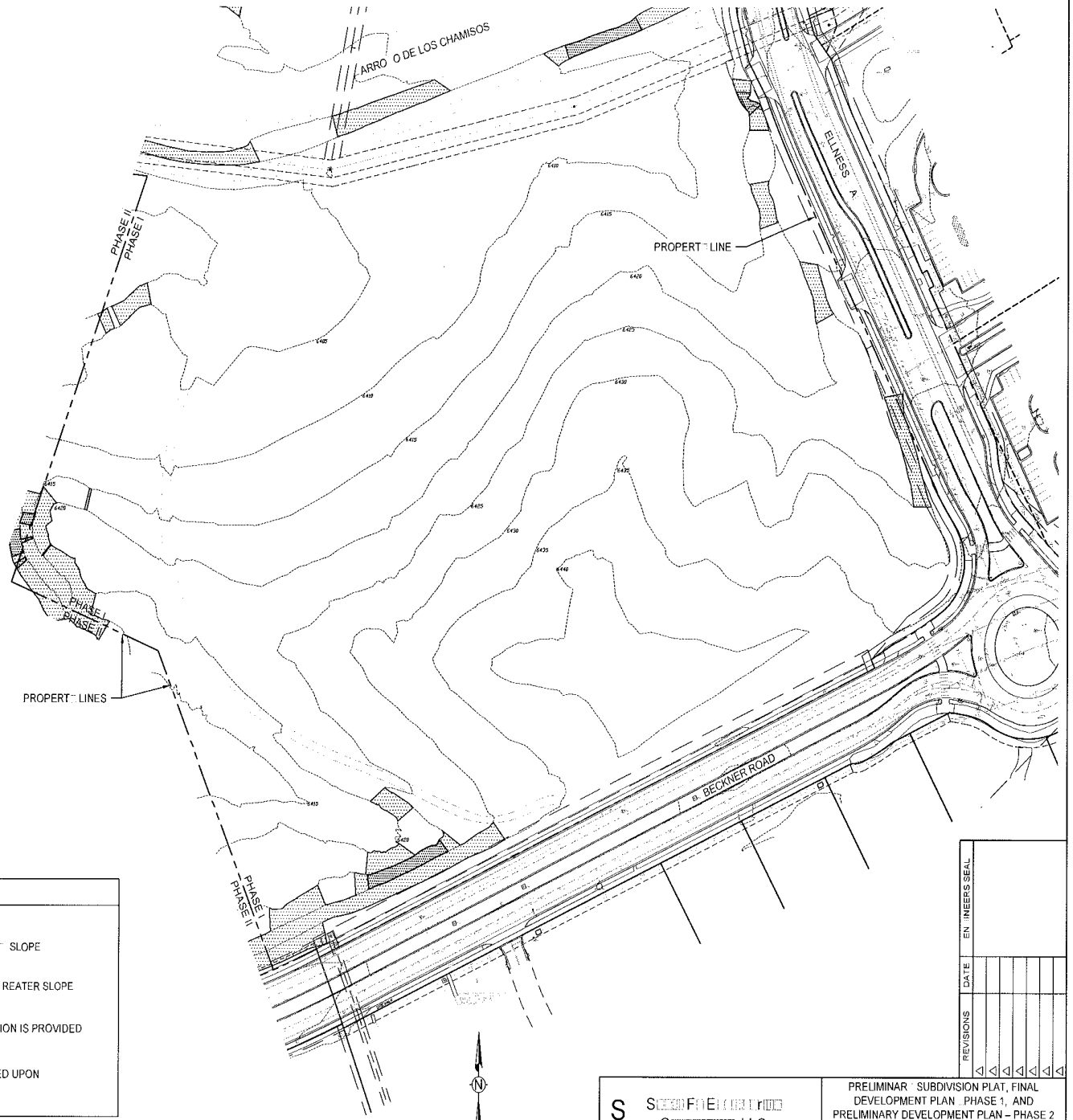
REVISIONS | DATE | EN INEER'S SEAL

S F E C
S F E
C LLC
15 S Fr I Dr I, S I B
S F, N M 505
505 2 2 5 F 505 2 2 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I CIVIL SITE PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C 100



LEGEND

AREA OF 20 TO 0 SLOPE

AREA OF 0 AND REATER SLOPE

ALL TOPO RAPHIC INFORMATION IS PROVIDED B DA SON SURVE S INC

THIS SLOPE ANAL SIS IS BASED UPON A 5 CONTOUR INTERVAL

SLOPE ANAL SIS MAP
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0
CONTOUR INTERVAL 5

S F E C

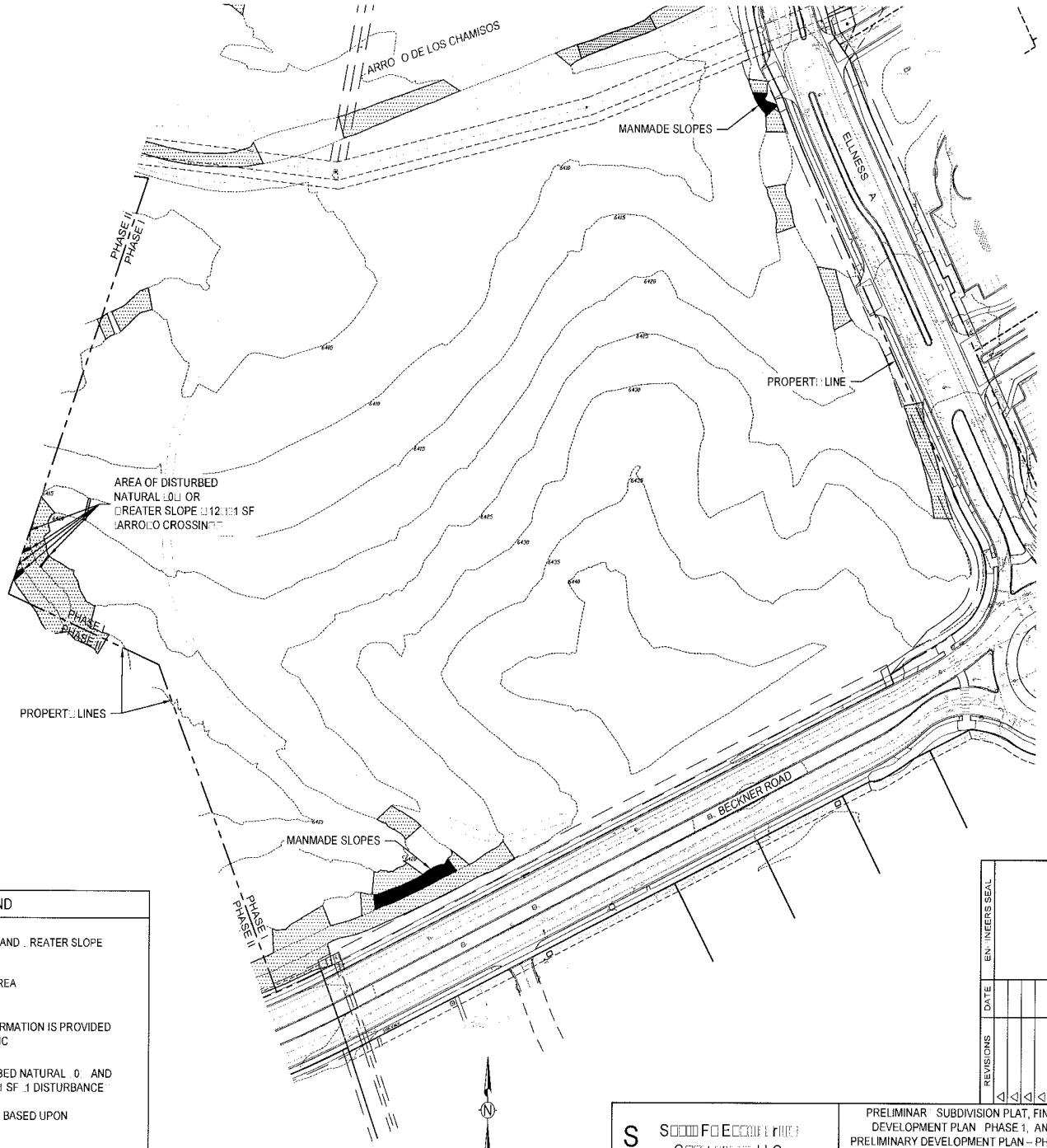
S F
C , LLC
15 S Fr Dr , S B
S F , N M 505
505 22 5 F 505 22 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I SLOPE ANAL SIS MAP

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C 101

REVISIONS | DATE | EN INEERS SEAL



LE END

AREA OF 0 AND . REATER SLOPE

DISTURBED AREA

ALL TOPO RAPHIC INFORMATION IS PROVIDED B DA SON SURVE S INC

TOTAL AREA OF DISTURBED NATURAL 0 AND . REATER SLOPE 12 1 SF .1 DISTURBANCE

THIS SLOPE ANAL SIS IS BASED UPON A 5 CONTOUR INTERVAL

SLOPE ANAL SIS CALCULATIONS
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0
CONTOUR INTERVAL 5

S F E C

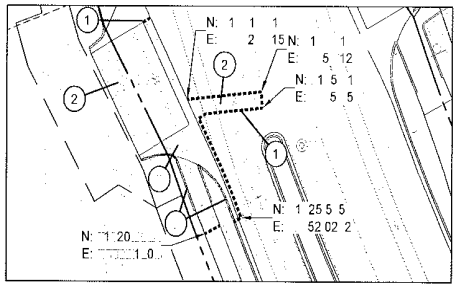
S F
C LLC
15 S Fr Dr S B
S F N M 505
505 22 5 F 505 22 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

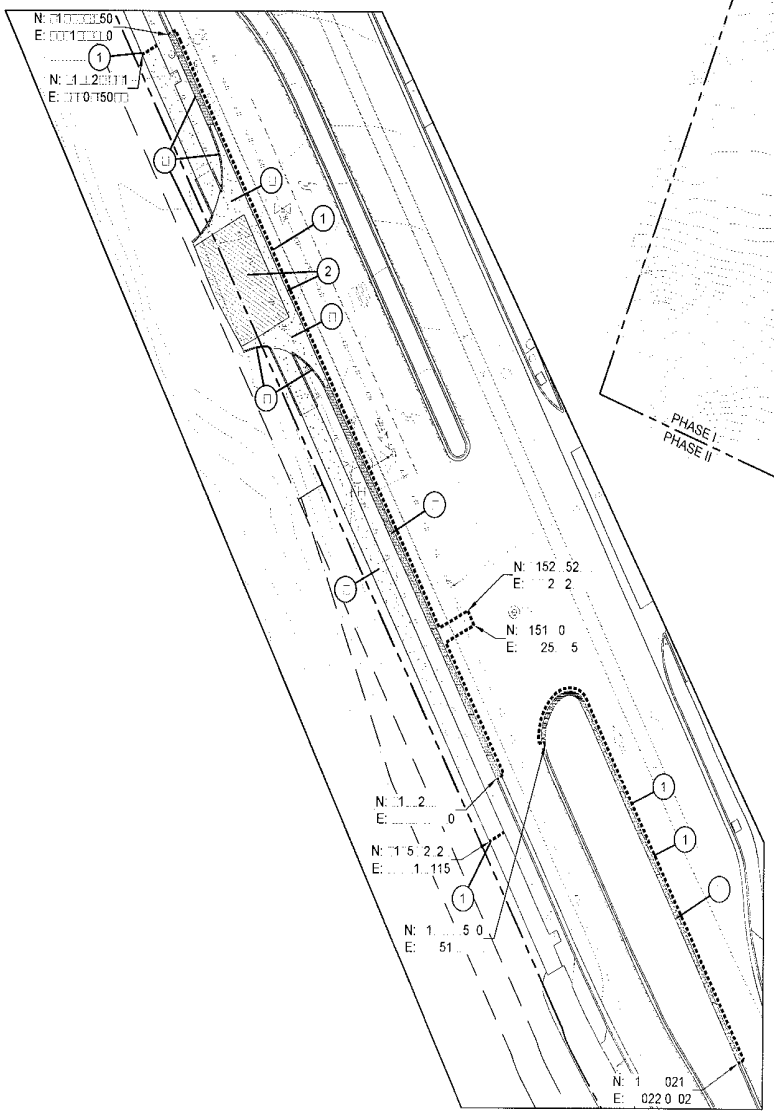
PH I SLOPE ANAL SIS CALCULATIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C 102

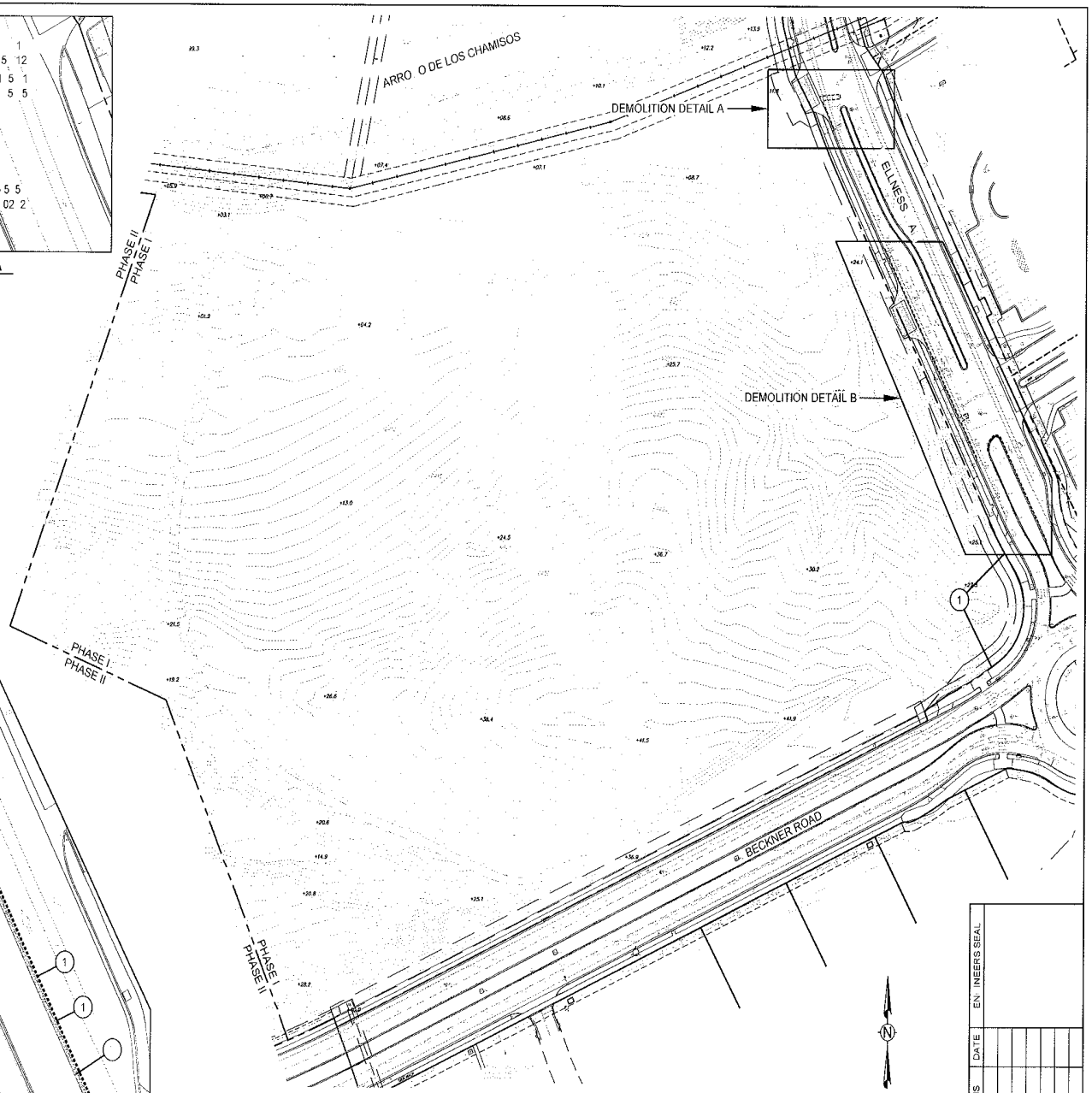
REVISIONS	DATE	EN INEERS SEAL



DEMOLITION DETAIL A
SCALE: 1" 20'



DEMOLITION DETAIL B
SCALE: 1" 20'



DEMOLITION PLAN
SCALE: 1" 0'

0 0 0 120
SCALE: 1" 0'

LEGEND

1 SAW CUT
2 REMOVE ASPHALT
REMOVE CURB AND GUTTER
REMOVE SIDEWALK CONCRETE

SFEC
SOUTHFIELD CONSTRUCTION LLC
15 S Fr D S B
S F N M 505
505 22 5 F 505 22 1
SFEN R

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE I DEMOLITION PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	AS NOTED	C 10

REVISIONS	DATE	ENGINEERS SEAL

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All construction shall conform to the City of Santa Fe Standard Specifications for Public Improvements, 2014 Edition, SSHBC, and Standard Details for Public Improvements, 2014 Edition, SSHBC, and APWA.
5. All
6. The Contractor shall
7. The Project Engineer
8. All
9. The Contractor shall
10. EPA NOI
11. The Contractor
12. The Owner
13. Failure
14. All
15. Underground
16. All
17. The Contractor
18. Material
19. The Contractor
20. Contractor
21. Project
22. Contractor

2. The
3. Street
25. Utility
26. Existing
27. ASTM, AASHTO,
28. All
29. HMA
30. HMA
31. The Contractor
32. Utility

ADDITIONAL CONSTRUCTION NOTES

1. The
2. The
5. The

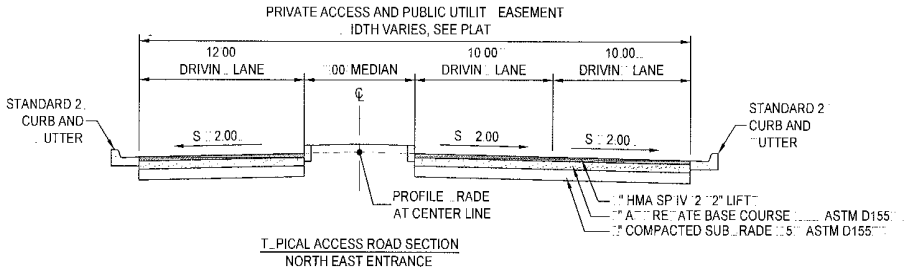
SFEC	SANTA FE ENGINEERING CONSULTANTS, LLC 1512 Pacheco Street, Suite E-201 Santa Fe, New Mexico 87505 505-982-9283

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN, PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

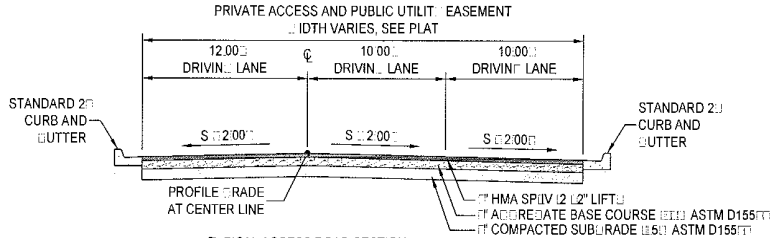
PHASE 1 GENERAL NOTES

DATE	SCALE	SHEET
SEPTEMBER 2020	N.T.S.	C-200

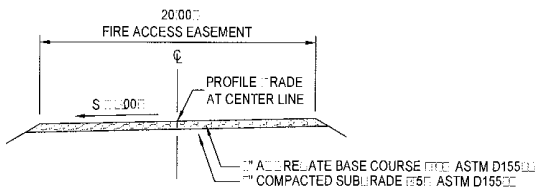
REVISIONS	DATE	ENGINEER'S SEAL



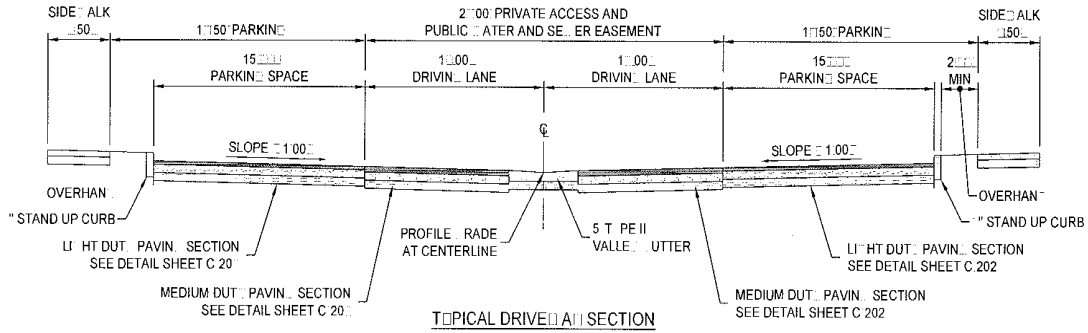
TYPICAL ACCESS ROAD SECTION
NORTH EAST ENTRANCE



TYPICAL ACCESS ROAD SECTION
SOUTH EAST ENTRANCES



EMERGENCY ACCESS ROAD SECTION



TYPICAL DRIVE AISLE SECTION

ENGINEERS SEAL

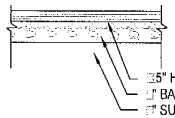
REVISIONS	DATE

SFEC
SOUTHFORK ENGINEERING, LLC
15 SOUTH FRONT DRIVE, SUITE B
SOUTHLAKE, TEXAS 76092
505.222.5FEC (505.222.1332)
TBPELS FIRM REGISTRATION #

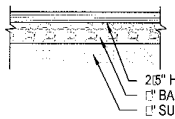
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 TYPICAL SECTIONS

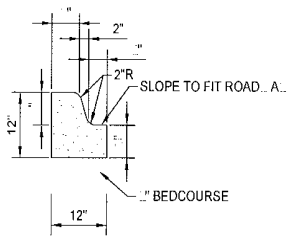
DATE	SCALE	SHEET
SEPTEMBER 2020	N.T.S.	C 201



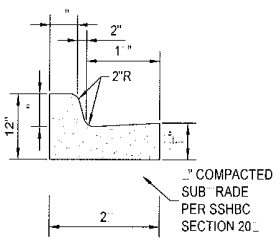
T.PICAL PAVIN. SECTION .MEDIUM DUT.



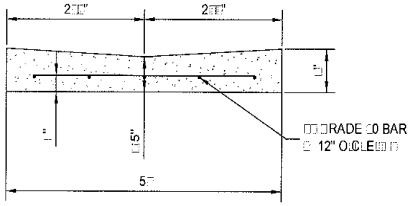
T.PICAL PAVIN. SECTION .LI.HT DUT. .PARKIN..



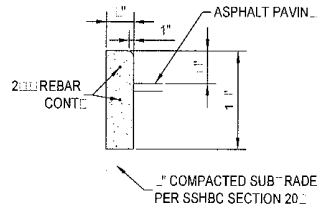
12" MEDIAN CURB AND .UTTER



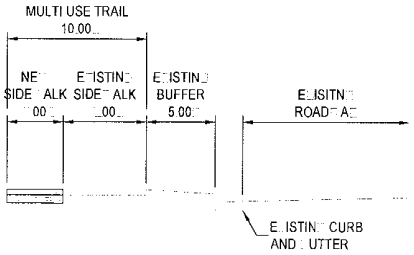
STANDARD 2. CURB AND .UTTER



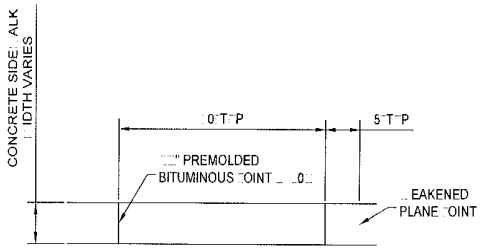
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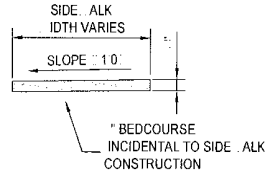
." STAND UP CURB



T.PICAL MULTI USE TRAIL SECTION
IDEN E.ISTIN.



T.PICAL SIDE. ALK PLAN



T.PICAL SIDE. ALK SECTION

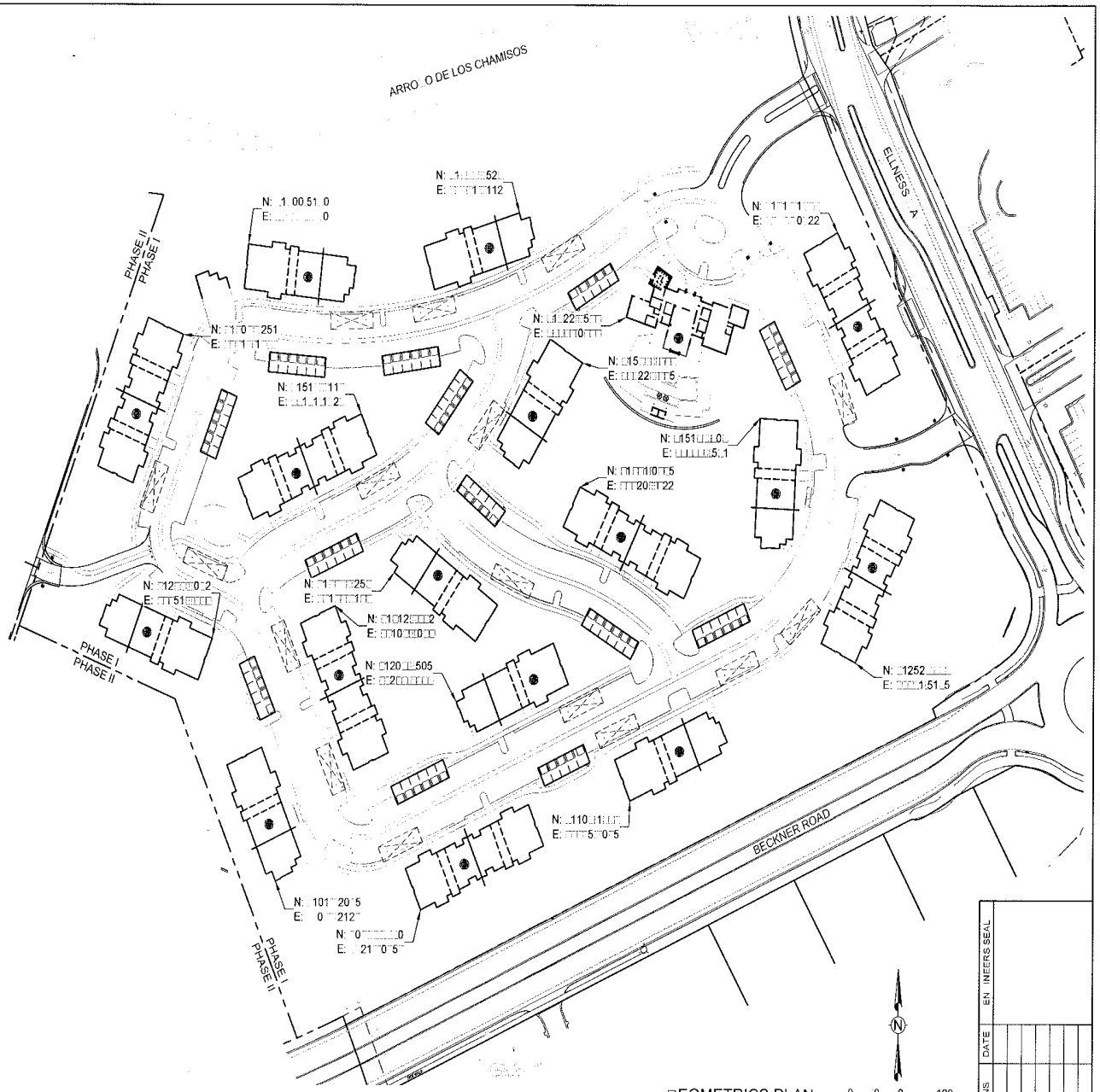
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PRELIMINAR. SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN .PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I .T.PICAL DETAILS

DATE	SCALE	SHEET
SEPTEMBER 2020	N.T.S.	C 202



EOMETRICS PLAN
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NOTE:
AN AUTOCAD DRA IN ILL BE PROVIDED TO THE CONTRACTOR FOR DETAILED EOMETRICS AND RADIN

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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I EOMETRICS PLAN

DATE	SCALE	SHEET
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CIT□ OF SANTA FE □ ASTE□ ATER MANA□EMENT DIVISION □ENERAL NOTES

1 PRIOR TO THE ASTE ATER MANA EMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER ILL BE RE UIRED FROM THE PRO ECT EN INEER INDICATIN THE ARE PROVIDIN THE INSPECTION AND RECORD DRA IN SERVICES FOR THE PRO ECT

2 THE CONTRACTOR MUST OBTAIN ALL SE ER HOOKUP PERMITS FROM THE CIT S BUILDIN PERMITS SECTION SE ER LINES PRIOR TO COMMENCIN AN SE ER LINE CONSTRUCTION A COP OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE

ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE ITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRA IN S

A COP OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURIN ORKIN HOURS

5 ALL MODIFICATIONS TO THE SANITAR SE ER PLANS MUST BE REVIE ED AND APPROVED B THE CIT S ASTE ATER MANA EMENT DIVISION PRIOR TO CONSTRUCTION

ADDITIONAL ENERAL NOTES ARE CONTAINED IN THE STANDARD CIT DETAIL SHEETS FOR SANITAR SE ER CONSTRUCTION

ALL PUBLIC RAVIT SE ER LINES SHALL BE A MINIMUM INCH DIAMETER ITH A MINIMUM CLASS C BEDDIN 200 NE ME ICO AMERICAN PUBLIC ORKS ASSOCIATION

ALL INCH AND INCH DIAMETER RAVIT SE ER PIPE SHALL BE PRIVATE NO PRIVATE SE ER S STEM SHALL USE LAR ER THAN A INCH DIAMETER PIPE NO PUBLIC RAVIT SE ER LINE TO BE ACCEPTED B THE CIT OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN INCHES DIAMETER

NO CONCRETE ENCASEMENT OF NE OR E ISTIN PUBLIC SE ER PIPE ILL BE ALLO ED UNLESS APPROVED B THE CIT OF SANTA FE ASTE ATER MANA EMENT DIVISION

10. CORE DRILLIN IS RE UIRED FOR ALL NE CONNECTIONS TO AN E ISTIN MANHOLE

11 NO PUBLIC SE ER MAIN LINE OR MANHOLE ILL BE ALLO ED UNDER OR ITHIN A STORM ATER DETENTION RETENTION POND

12 PRIOR TO PAVIN OVER AN SANITAR SE ER LINES, SUBMIT TV TAPES AND LO S, PRESSURE TESTS, AND THE EN INEER'S CERTIFICATION TO THE CIT S ASTE ATER MANA EMENT DIVISION AFTER THE ASTE ATER MANA EMENT DIVISION REVIE S THE ABOVE LISTED INFORMATION, A PRELIMINAR MANHOLE INSPECTION ILL BE CONDUCTED HEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE ASTE ATER MANA EMENT DIVISION, A LETTER APPROVIN PAVIN ILL BE ISSUED IN RELATION TO THE SANITAR SE ER NOTE: A FINAL MANHOLE INSPECTION ILL BE CONDUCTED AFTER THE FINAL PAVIN IS COMPLETED

1 ALL SE ER MANHOLES ITH SE ER LINES 12 INCHES IN DIAMETER AND LAR ER ARE RE UIRED TO HAVE APPROVED VENTED AND LOCKIN MANHOLE COVERS

1 LOCATE IRES SHALL BE INSTALLED FOR ALL SANITAR SE ERS RAVIT FORCE MAINS THE LOCATE IRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE THIS ILL BE VERIFIED DURIN THE PRELIMINAR MANHOLE INSPECTION PRIOR TO PAVIN THE LOCATE IRE IS TO BE A CONTINUOUS, 12 AU E, SOLID STRAND INSULATED COPPER IRE

15 OFF ROAD PUBLIC SE ER ACCESS ILL BE PROVIDED FOR ALL PUBLIC SE ER LINES AND MANHOLES ACCESS ROADS ARE TO BE A MINIMUM 12 FEET IDE ITH A DRIVIN SURFACE OF INCHES OF COMPACTED BASE COURSE NO ACCESS ROAD SHALL HAVE A RADE EATER THAN 15 MANHOLES ARE TO BE ALI NED ITH THE CENTER LINE OF THE ACCESS ROAD SE ER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN IDTH

1 OFF ROAD SANITAR SE ER CALL THE ASTE ATER MANA EMENT DIVISION AT 55 51 FOR A FIELD REVIE OF THE RADIN OF ALL OFF ROAD SANITAR SE ER TO ENSURE THAT THE CIT S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES THE RADES MA BE RE UIRED TO BE AD USTED BASED UPON THIS INSPECTION ADDITIONAL BANK PROTECTION MA BE RE UIRED BASED UPON A FINAL INSPECTION B THE ASTE ATER MANA EMENT DIVISION AND THE PRO ECT EN INEER

1 FOR RECORD DRA IN S, TIE MANHOLE TO A CIT OF SANTA FE SURVE MONUMENT AS PART OF THE FINAL RECORD DRA IN S SHO CORRECTED AS BUILT BEARIN AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SE ER SERVICES ALON THE HORI ONTAL ALI NMENT OF THE SANITAR SE ER FOR RECORDS DRA IN S, A SEPARATE SUMMAR TABLE ADDED TO THE E ISTIN PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE RE UIRED. THE SUMMAR SHEET SHALL LIST DATA FOR THE SE ER LINE SE MENTS BET EEN MANHOLES SHO IN THE UPSTREAM AND DO NSTREAM MANHOLE ITH THE DESI N SE MENT LEN THS, SLOPES AND BEARIN S AND THE AS BUILT SE MENT LEN THS, SLOPES AND BEARIN S THE SUMMAR SHEET SHALL INDICATE THE TOTAL NUMBER OF NE PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO E ISTIN PUBLIC MANHOLES, THE TIE TO A CIT CONTROL MONUMENT AND THE TOTAL LEN TH OF AS BUILT PUBLIC SE ER LINE CONSTRUCTED B SI E

1 THE O NER DEVELOPER ILL BE RESPONSIBLE FOR MAINTAININ , REPAIRIN AND LOCATIN THE SE ER S STEM UNTIL CIT ACCEPTANCE FOR MAINTENANCE DAMA ES RESULTIN FROM A STOPPA E IN AN RAVIT AND OR PRESSURE SE ER S STEM ILL BE THE SOLE RESPONSIBILIT OF THE O NER DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED B THE ASTE ATER MANA EMENT DIVISION

ATER METERS ILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED B THE ASTE ATER DIVISION FOR ALL ON SITE SANITAR SE ER NEEDED IN ORDER FOR THE PRO ECT TO CONNECT TO THE SANITAR SE ER S STEM

20 20 FOOT IDE ACCESS ATES SHALL BE PROVIDED AT ALL FENCES, ALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SE ER LINE ACCESS ATES TO BE LOCATED ITHIN THE SANITAR SE ER EASEMENT

21 THE O NER DEVELOPER ILL BE RESPONSIBLE FOR LOCATIN EACH SE ER SERVICE AT THE TIME EACH LOT IS READ TO CONNECT TO THE SE ER IT IS SU ESTED THAT THE O NER DEVELOPER RETAIN A COP OF THE TELEVISION INSPECTION VIDEO ALON ITH THE VIDEO LO S EACH SERVICE SHALL BE CLEARL MARKED FOR EACH LOT AT POINT OF CONNECTION ALL CALLS RECEIVED B THIS DIVISION RE ARDIN THE LOCATION OF SERVICE ILL BE FOR ARDED TO THE O NER DEVELOPER

22 THE CONTRACTOR SHALL CALL THE ASTE ATER MANA EMENT DIVISION DOU LAS FLORES AT TELEPHONE 55 1 FOR A FINAL MANHOLE INSPECTION THIS INSPECTION ILL BE ISOLATED TO THE MANHOLES THE CIT S PLUMBIN AND MECHANICAL INSPECTORS ILL CONDUCT ALL OTHER NECESSAR PLUMBIN INSPECTIONS NOTE: THE CIT S PLUMBIN AND MECHANICAL INSPECTORS ILL INSPECT THE INDIVIDUAL SE ER SERVICE TAPS AND LATERALS, HICH CONNECT TO THE PUBLIC SANITAR SE ER

2 THE E ISTIN SANITAR SE ER LINE MUST BE TV TAPED PRIOR TO A NE SERVICE CONNECTION BEIN PLACED AS ELL AS TAPED AFTER THE SERVICES HAVE BEEN COMPLETED THIS IS TO ENSURE THAT THE E ISTIN SANITAR SE ER LINE IS NOT DAMA ED AND THE NE SERVICE IS INSTALLED CORRECTL

2 ALL COSTS ASSOCIATED ITH THE OPERATION, MAINTENANCE AND REPLACEMENT OF RINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILIT OF THE LOT O NER AND OR O NERS ASSOCIATION FOR RINDER PUMPS THAT CONNECT TO A PRESSURE SE ER MAIN, THE RINDER PUMP ILL BE A MODEL MANUFACTURED B ENVIRONMENT ONE OR A TPE APPROVED BE THE CIT OF SANTA FE ASTE ATER MANA EMENT DIVISION FOR RINDER PUMPS THAT CONNECT TO A RAVIT MAIN, THE RINDER PUMP SHALL BE OF A TPE APPROVED B THE CIT OF SANTA FE PLUMBIN CODE

25 A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BET EEN THE SE ER LINE AND AN STORM DRAIN PIPIN

2 ALL PRESSURE SE ER S STEMS SHALL BE AIR OR H DROSTATICALL PRESSURE TESTED 120 PSI FOR 2 HOURS MINIMUM THE TEST IS TO BE ITNESSED AND CERTIFIED B THE PRO ECT EN INEER PRIOR TO BEIN PUT INTO SERVICE AND ACCEPTANCE B THE CIT OF SANTA FE, ALL PRESSURE SE ER S STEM MAIN LINES ILL BE FILLED ITH ATER

2 NO PUBLIC PRESSURE SE ER S STEM PIPIN MA BE INSTALLED IN A COMMON TRENCH ITH OTHER UTILITIES

2 SE ER BACKFLO CHECK VALVES ILL BE RE UIRED FOR ALL SE ER SERVICE LATERAL CONNECTIONS TO SE ER MAINS 12 INCHES OR REATER IN DIAMETER THE SE ER SERVICE CONNECTION MUST BE MADE AT AN E ISTIN OR NE MANHOLE SE ER SERVICE CONNECTIONS TO SE ER MAINS ITH PIPE SI E DIAMETER OF 12 INCHES AND REATER ILL NOT BE MADE ITHOUT APPROVAL FROM THE ASTE ATER MANA EMENT DIVISION

2 SE ER BACK ATER CHECK VALVES SHALL BE RE UIRED ON PRIVATE SE ER SERVICE LATERALS PER THE CIT OF SANTA FE PLUMBIN CODE

0 ALL PVC SE ER PIPES THAT ARE INSTALLED AT A DEPTH OF TEN 10 FEET OR REATER OR AT A SLOPE OF ONE PERCENT 1 OR LESS SHALL BE SDR 2 PVC PIPE

1 ALL AS BUILT SE ER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED B A LICENSED SURVE OR OR EN INEER AS BUILT DATA SUPPLIED B OTHER THAN A LICENSED SURVE OR OR EN INEER SHALL NOT BE VALID FOR FINAL AS BUILTS

2 ALL E ISTIN AND NE PUBLIC MANHOLES ITHIN A PRO ECT SHALL HAVE ACCESS FOR CIT SE ER MAINTENANCE E UIPMENT ALL ACCESS IS SUB ECT TO FIELD VERIFICATION AND MODIFICATION AS RE UIRED B THE ASTE ATER DIVISION PRIOR TO FINAL PRO ECT CLOSE OUT ITH THE CIT OF SANTA FE

ALL SE ER LINE CROSSIN S OF RIVERS, STREAMS, ARRO OS, DRAINA E CHANNELS, ETC SHALL RE UIRE A BASIS OF DESI N ANAL SIS PREPARED B A LICENSED EN INEER

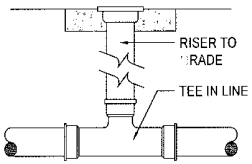
AN APPROVED BACKFLO VALVE AND ISOLATION VALVE ARE RE UIRED ON ALL LO PRESSURE SE ER SERVICE LINES AS PER THE CIT OF SANTA FE STANDARD SE ER SPECIFICATIONS

.5 TERMINAL FLUSHIN CONNECTIONS AND IN LINE FLUSHIN CONNECTIONS ARE RE UIRED ON ALL LO PRESSURE SE ER S STEMS THE MA IMUM SPACIN BET EEN IN LINE FLUSHIN CONNECTIONS SHALL BE 500 FEET DISTANCES REATER THE 500 FEET BET EEN LO PRESSURE SE ER IN LINE FLUSHIN CONNECTIONS SHALL BE APPROVED B THE ASTE ATER DIVISION

ALL SANITAR SE ER MANHOLES FIFTEEN 15 FEET IN DEPTH OR REATER SHALL BE SI FOOT DIAMETER

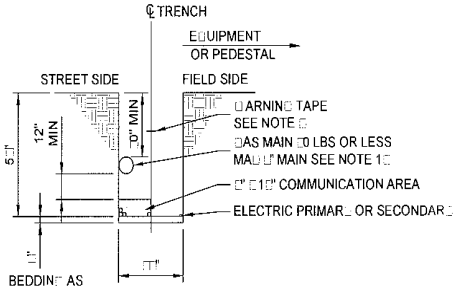
PVC SE ER PIPE SHALL BE RUN CONTINUOUS THROU H MANHOLES HEN PIPE OF APPRO IMATE E UAL SLOPES ARE ENTERIN AND LEAVIN THE MANHOLES

ALL NE CONNECTIONS TO AN E ISTIN SANITAR SE ER MANHOLE SHALL INCLUDE THE REHABILITATION RE UIRED TO MEET CIT OF SANTA FE ASTE ATER DIVISION STANDARD CONSTRUCTION DETAILS



NOTES:
IPSP RE UIRED AT ALL SANITAR SE ER SERVICE CONNECTIONS TO BUILDIN LOCATE SAMPLINE POINT OUT OF TRAFFIC BEHIND CURB

INDUSTRIAL PRE TREATMENT SAMPLIN□ PORT



TPICAL OINT TRENCH DETAIL

OINT TRENCH NOTES:

1 C
2 S d dd IV C 1 r d r d T IV, C 2 r d DS 10 12
M d 2" r 10
5 S d d 2" r r d
L OSHA r r d
12"
PNM d r r r
10 Pr r r r 12" r r r r
11 r 12"
12 A r r 12" r r
1 T d r r d 10 P U E PUE
1 D r d

REFERENCES

1 NESC r 52, 5 , 5

ASTE ATER NOTES:

ASTE ATER UEC CHAR ES SHALL BE PAID AT THE TIME OF BUILDIN PERMIT APPLICATION

SANITAR SE ER NOTE:

NO FENCES, ALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED ITHIN OR ACROSS SANITAR SE ER EASEMENTS

STREET LI HTIN NOTE:

PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TPE FI TURES E UIVALENT TO CONVENTIONAL 250 HIH PRESSURE SODIUM. THE DESI N AND FI TURE TPES SHALL BE REVIE ED AND APPROVED BE THE CIT OF SANTA FE TRAFFIC EN INEERIN DIVISION

DESI N NOTES:

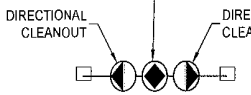
AS SERVICES AND METERS TO BE DESI NED B NE ME ICO AS COMPAN

ATER SERVICES TO BE DESI NED B SAN RE DE CRISTO ATER COMPAN

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESI NED B PUBLIC SERVICE COMPAN OF NE ME ICO

CABLE TELEVISION SERVICE TO BE DESI NED B COMCAST

CLEAN CHECK EXTENDABLE BACK ATER VALVE ITH SERVICE ACCESS EXTENSION B SPEARS MANUFACTURIN , OR APPROVED EUAL



NOTE:
BACK ATER VALVES ARE NOT NEEDED HEN FINISHED FLOOR IS REATER THAN ONE FOOT HIHER THAN THE UPSTREAM MANHOLE FOR ALL UNITS

CLEANOUT ASSEMBL ITH BACK ATER VALVE DETAIL

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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I UTILIT NOTES

DATE	SCALE	SHEET
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SHEET KE□NOTES

1. PROPERT□ LINE
2. E□ISTIN□ □ ATER LINE
3. E□ISTIN□ FIRE H□DRANT
4. E□ISTIN□ □AS LINE
5. E□ISTIN□ CABLE LINE
6. E□ISTIN□ FIRE H□DRANT TO BE RELOCATED
7. PROPOSED HOTBO□ □ BACKFLO□ PREVENTOR □ ITH REMOTE MOUNTED FIRE DEPARTMENT CONNECTION
8. TIE TO E□ISTIN□
9. PROPOSED □ ATER LINE □" DUCTILE IRON
10. PROPOSED □ ATER SERVICE□
11. PROPOSED FIRE SERVICE□
12. PROPOSED SANITAR□ SE□ ER LINE □" PVC SDR□5
13. PROPOSED □OINT UTILIT□ TRENCH□
14. PROPOSED T□PE E PUBLIC SANITAR□ SE□ ER MANHOLE
15. PROPOSED SANITAR□ SE□ ER SERVICE□
16. PROPOSED FIRE H□DRANT
17. PROPOSED □ ATER METER□
18. EMER□ENC□ FIRE ACCESS
19. INDUSTRIAL PRE□TREATMENT SAMPLIN□ PORT
20. PROPOSED IRRI□ATION □ ATER METER□

LE□END

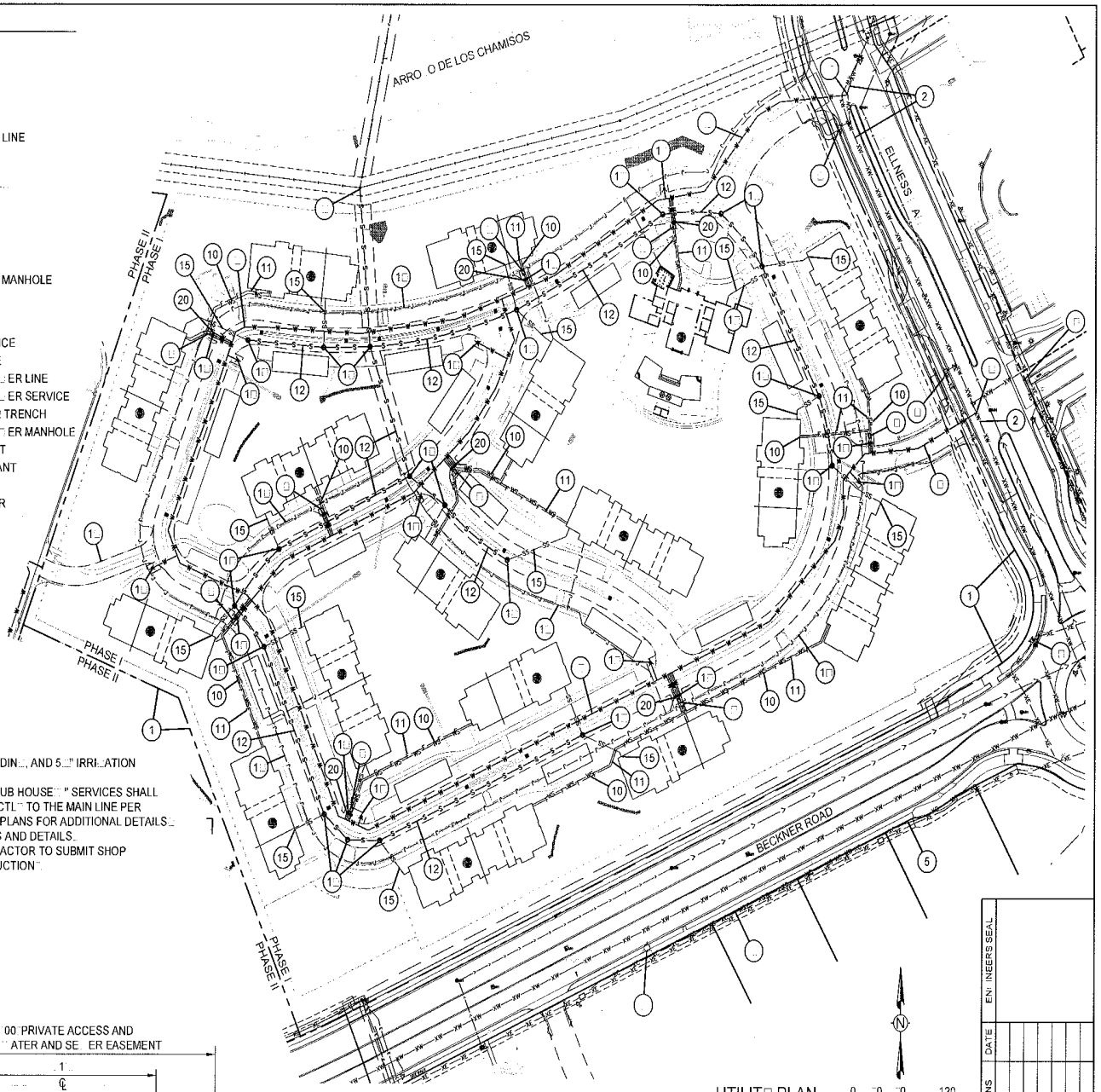
- LOT LINE
- EASEMENTS .SEE PLAT.

E□ISTIN□ UTILITIES

- E□ISTIN□ □ ATER LINE
- E□ISTIN□ SANITAR□ SE□ ER LINE
- E□ISTIN□ □AS LINE
- E□ISTIN□ CABLE
- E□ISTIN□ OVER HEAD UTILIT□
- E□ISTIN□ UTILIT□ POLE
- E□ISTIN□ □U□ □IRE
- E□ISTIN□ FIRE H□DRANT
- E□ISTIN□ □ ATER VALVE
- E□ISTIN□ SANITAR□ SE□ ER MANHOLE

PROPOSED UTILITIES

- PROPOSED □ ATER LINE
- PROPOSED □ ATER SERVICE
- PROPOSED FIRE SERVICE
- PROPOSED SANITAR□ SE□ ER LINE
- PROPOSED SANITAR□ SE□ ER SERVICE
- PROPOSED □OINT UTILIT□ TRENCH
- PROPOSED SANITAR□ SE□ ER MANHOLE
- PROPOSED FIRE H□DRANT
- PROPOSED FLUSH H□DRANT
- PROPOSED HOTBO□
- PROPOSED □ ATER METER
- PROPOSED LUMINAIRE, SEE LI□HTIN□ PLANS



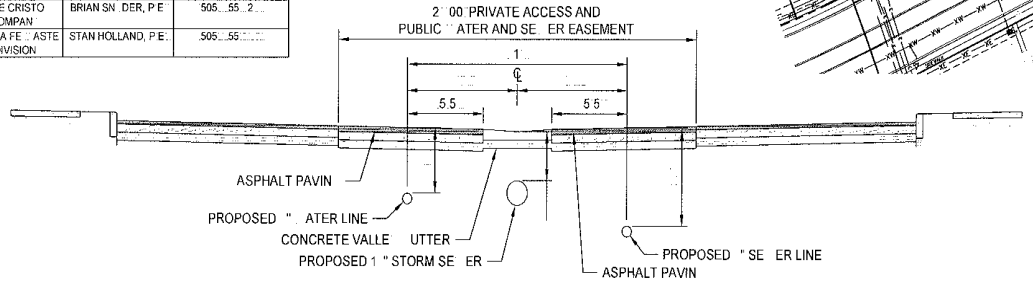
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NOTES:

1. THE ONSITE □ ATER AND SANITAR□ SE□ ER S□STEMS ARE TO BE PUBLIC□
2. □ ATER SERVICE SI□ES ARE 2" FOR APARTMENT BUILDIN□S, 1" FOR THE COMMUNIT□ BUILDIN□, AND 5□" IRRI□ATION SERVICES□ SEE PLUMBIN□ PLANS FOR ADDITIONAL DETAILS□
3. SANITAR□ SE□ ER SERVICE SI□ES ARE □" FOR APARTMENT BUILDIN□S AND □" FOR THE CLUB HOUSE□ □" SERVICES SHALL TIE IN AT MANHOLES PER DETAILS ON SHEET CD□101, □" SERVICES SHALL CONNECT DIRECTL□ TO THE MAIN LINE PER DETAILS ON SHEET CD□102□ T□ O□ AU CLEANOUTS RE□UIRED AT BENDS, SEE PLUMBIN□ PLANS FOR ADDITIONAL DETAILS□ SEE ELECTRICAL PLANS FOR TRANSFORMER, S□ITCH□EAR, AND SITE LI□HTIN□ LA□OUTS AND DETAILS□
5. FIRE SERVICE LINES TO BE □" PVC C□□00, □" DUCTILE IRON, OR APPROVED E□UAL□ CONTRACTOR TO SUBMIT SHOP DRA□ IN□S TO ARCHITECT AND PLUMBIN□ EN□INEER FOR APPROVAL PRIOR TO CONSTRUCTION□

UTILIT□ CONTACT INFORMATION		
COMPAN□	CONTACT	PHONE NUMBER
PNM	AMANDA MONTANO	505□□□□□2□1
CENTUR□ LINK	DOU□ DALE	505□□□□21□
COMCAST	DAVID AIKIN	505□□□□1□□0
NM □AS COMPAN□	FRANK ARA□ON	505□□□0.0
SAN□RE DE CRISTO ATER COMPAN□	BRIAN SN□DER, P E	505□55□2□
CIT□OF SANTA FE□ASTE ATER DIVISION	STAN HOLLAND, P E	505□55□□□□



T□PICAL DRIVE□ A□ SECTION

S□□□ F□E□□□□r□□ C□□□□□□□, LLC
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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I □MASTER UTILIT□ PLAN

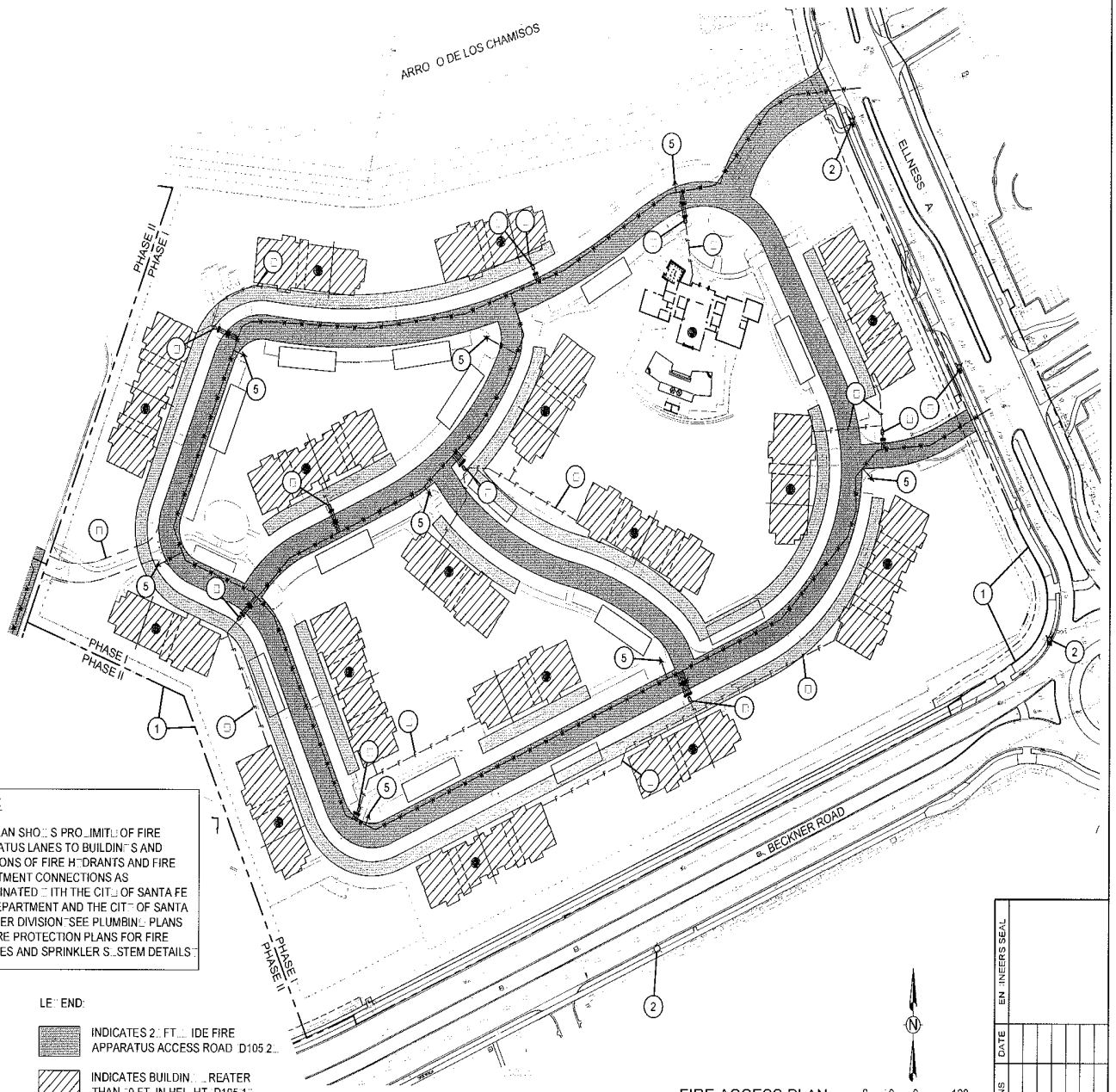
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REVISIONS	DATE

SHEET KE□NOTES

1. PROPERT LINE
2. E ISTIN FIRE H DRANT
3. E ISTIN FIRE H DRANT TO BE RELOCATED
4. PROPOSED HOTBO BACKFLO PREVENTOR WITH REMOTE MOUNTED FIRE DEPARTMENT CONNECTION NO PARKIN SI NS SEE C 00
5. PROPOSED FIRE H DRANT NO PARKIN SI NS SEE C 00
6. PROPOSED FIRE SERVICE
7. EMER ENC FIRE ACCESS ITH REMOVABLE BOLLARDS



FIRE APPARATUS ACCESS NOTES:

200 INTERNATIONAL FIRE CODE

D10□□FIRE LANE SI□NS

HERE RE□UIRED B□ THE FIRE CODE OFFICIAL FIRE APPARATUS ACCESS ROADS SHALL BE MARKED ITH PERMANENT NO PARKIN "FIRE LANE SI□NS" COMPL IN ITH FI URE D10 SI NS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES 05 MM IDE B 1 INCHES 5 MM HIH AND HAVE RED LETTERS ON A HITE REFLECTIVE BACK ROUND□ SI□NS SHALL BE POSTED ON ONE OR BOTH SIDES OF THE FIRE APPARATUS ROAD AS RE UIRED B SECTION D10 1 OR D10 2

D10 1 ROADS 20 TO 2 IN IDTH

FIRE APPARATUS ACCESS ROAD 20 TO 2 FEET IDE 0 TO 25 MM SHALL BE POSTED ON BOTH SIDES AS A FIRE LANE

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105 1 HERE RE UIRED BUILDIN S OR PORTIONS OF BUILDIN S OR FACILITIES E CEEDIN 0 FEET 1 MM IN HEI HT ABOVE THE LO EST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS SHALL BE PROVIDED ITH APPROVED FIRE APPARATUS ACCESS ROADS CAPABLE OF ACCOMMODATIN FIRE DEPARTMENT AERIAL APPARATUS OVERHEAD UTILIT AND PO ER LINES SHALL NOT BE LOCATED ITHIN THE AERIAL FIRE APPARATUS ACCESS ROAD A

D105 2 IDTH AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED IDTH OF 2 FEET 25 MM , E CLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINIT OF AN BUILDIN OR PORTION OF BUILDIN MORE THAN 0 FEET 1 MM IN HEI HT

D105 PRO IMIT TO BUILDIN AT LEAST ONE OF THE RE UIRED ACCESS ROUTES MEETIN THIS CONDITION SHALL BE LOCATED ITHIN A MINIMUM OF 15 FEET 5 2 MM AND A MA IMUM OF 0 FEET 1 MM FROM THE BUILDIN , AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDIN

NOTE:

THIS PLAN SHO S PRO_IMIT OF FIRE APPARATUS LANES TO BUILDIN S AND LOCATIONS OF FIRE H DRANTS AND FIRE DEPARTMENT CONNECTIONS AS COORDINATED ITH THE CIT OF SANTA FE FIRE DEPARTMENT AND THE CIT OF SANTA FE ATER DIVISION SEE PLUMBIN PLANS AND FIRE PROTECTION PLANS FOR FIRE SERVICES AND SPRINKLER S STEM DETAILS

LE END:

- INDICATES 2 FT IDE FIRE APPARATUS ACCESS ROAD D105 2
- INDICATES BUILDIN REATER THAN 0 FT IN HEI HT D105 1
- INDICATES 15 FT MIN AND 0 FT MA PRO IMIT TO AT LEAST ONE SIDE OF THE BUILDIN D105

FIRE ACCESS PLAN
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0

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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I FIRE ACCESS PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C 02

□RADIN□ NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTORS STA_IN_ AREAS SHALL BE IDENTIFIED B THE CONTRACTOR AND APPROVED B THE O NER_ THE LIMITS OF CONSTRUCTION SHALL BE CLEARL DELINEATED AND SHALL BE THE MINIMUM RE UIRED TO MAINTAIN ALL ORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S.H.A. RE ULATIONS.
2. CONTRACTOR IS RE_UIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION. RADIN SETBACKS TO E TERIOR PROPERT LINES ARE AS FOLLO S:
   - TOP OF VERTICAL SLOPE ONE FIFTH THE VERTICAL HEI HT OF CUT ITH A MINIMUM OF 2 FEET AND A MA_IMUM OF 15 FEET
   - TOE OF FILL SLOPE ONE HALF THE HEI HT OF THE SLOPE ITH A MINIMUM OF 2 FEET AND A MA IMUM OF 15 FEET
3. THE SURVE_OR SHALL VERIF SETBACKS, TIE IN ELEVATIONS, AND TOPO RAPH HEN STAKIN_ PRO ECT
5. UNSUITABLE MATERIAL FROM SITE RADIN_ AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL
6. ALL DISTURBED AREAS SHALL BE REVE ETATED AND COORDINATED ITH THE LANDSCAPIN PLAN
7. ALL FILL MATERIAL SHALL MEET THE RE_UIREMENTS OF THE N M D O T OR SITE SPECIFIC EOTECHNICAL SPECIFICATIONS THE FILL SHALL BE COMPACTED AS PER N M D O T SPECIFICATIONS
8. PROPERT DEVELOPMENT MUST COMPL ITH SECTION 1 12 RELOCATION OF UNNISON'S PRAIRIE DO S
9. PONDS SHALL BE LINED ITH FILTER FABRIC AND SLOPES SHALL BE LINED ITH L"5" COBBLE OR AS SHO N ON THE APPROVED LANDSCAPE PLAN_
10. ALL E TERIOR CONCRETE SIDE ALK ELEVATIONS AT DOOR OPENIN S SHALL BE ½" LO ER THAN THE FLOOR SLAB ELEVATION
11. THE MAIMUM CROSS SLOPE OF ALKIN SURFACES SHALL NOT E CEED 2

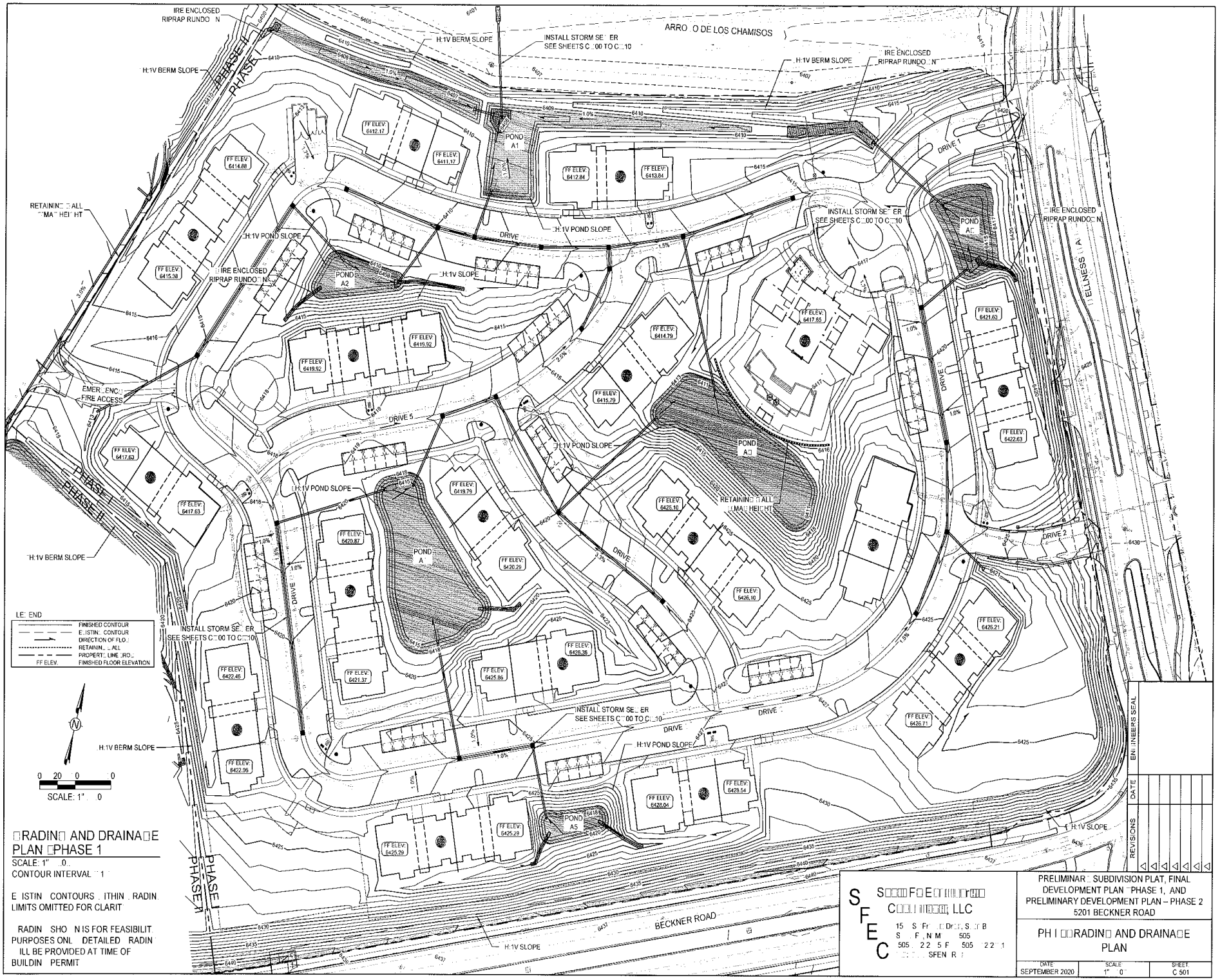
CIT OF SANTA FE DRAINA E NOTES

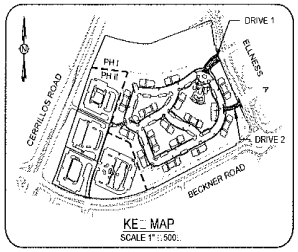
1. SUBJECT TO THE APPROVAL OF CIT OF SANTA FE PERMIT AND DEVELOPMENT REVIE DIVISION STAFF STORM DRAINA E AND EROSION SEDIMENT CONTROL IMPROVEMENTS SHALL BE E ECUTED IN CONJUNCTION ITH THE CONSTRUCTION OF EACH SE MENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDIN PERMITS FOR INDIVIDUAL BUILDIN S

2. MAINTENANCE OF PRIVATE DRAINA E EASEMENTS AND DRAINA E FACILITIES IS THE RESPONSIBILIT OF THE PROPERT 'S MANA EMENT COMPAN THE CIT OF SANTA FE IS HEREB RANTED THE RI HT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINA E FACILITIES AT THE DISCRETION OF THE CIT THE O NER A REES TO HOLD HARMLESS FROM ALL DAMA E TO PERSONS OR PROPERT RESULTIN FROM THE CIT 'S REASONABLE E ERCISE TO THEIR ACCESS AND INSPECTION RI HT STORM ATER DRAINA E FACILITIES AND EASEMENTS SHALL BE CLEARED AND MAINTAINED TO REMOVE SEDIMENT BUILD UP, TRASH, AND OTHER DEBRIS THAT CONTRIBUTE TO CLO IN AND POLLUTION LOADIN AND SHALL BE MANA ED IN ACCORDANCE ITH SFCC 1 2 SEASONAL INSPECTION SPRIN , FALL, AND AFTER SI NIFICANT STORM EVENTS IS RECOMMENDED.

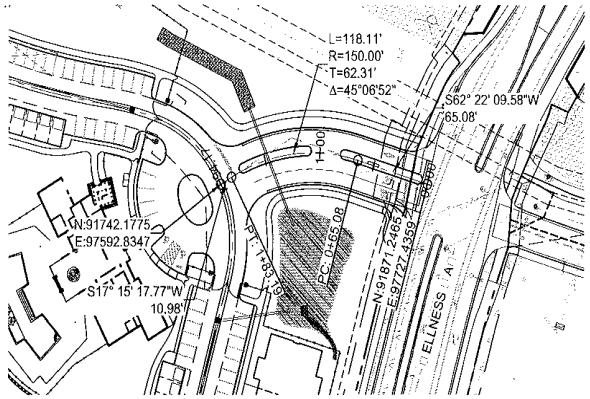
DUST CONTROL:

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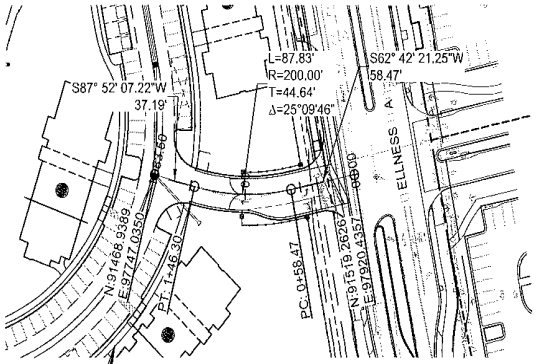

ARRO O DE LOS CHAMISOS
IRE ENCLOSED RIPRAP RUNDO N
H:1V BERM SLOPE
INSTALL STORM SE ER SEE SHEETS C 00 TO C 10
PHASE I
PHASE II
POND A1
POND A2
POND A3
POND A4
POND A5
H:1V POND SLOPE
H:1V SLOPE
DRIVE
DRIVE 1
DRIVE 2
DRIVE 5
RETAININ ALL MA HEIGHT
EMER ENC FIRE ACCESS
ELLNESS A
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LE END
FINISHED CONTOUR
E ISTIN CONTOUR
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FF ELEV. FINISHED FLOOR ELEVATION
SCALE: 1" 0
RADIN AND DRAINA E PLAN PHASE 1
SCALE: 1" 0
CONTOUR INTERVAL 1
E ISTIN CONTOURS ITHIN RADIN LIMITS OMITTED FOR CLARIT
RADIN SHO N IS FOR FEASIBILIT PURPOSES ONL DETAILED RADIN ILL BE PROVIDED AT TIME OF BUILDIN PERMIT
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD
PH I RADIN AND DRAINA E PLAN
DATE SEPTEMBER 2020
SCALE 1" 0
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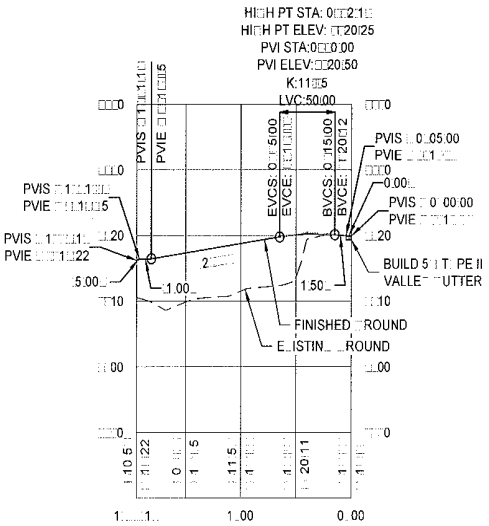
KE□ MAP
SCALE 1" □500□



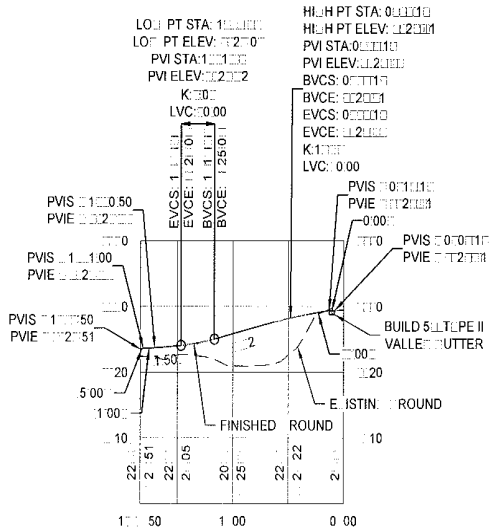
DRIVE 1 □PLAN VIE□
SCALE: 1" □50□



DRIVE 2 □PLAN VIE□
SCALE: 1" □50□



DRIVE 1 □PROFILE VIE□
SCALE HORI□: 1" □ 50□
VERT: 1" □10



DRIVE 2 □PROFILE VIE□
SCALE HORI□: 1" □ 50
VERT: 1" □10

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SCALE: 1" □ 50□

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SCALE: 1" □ 10□

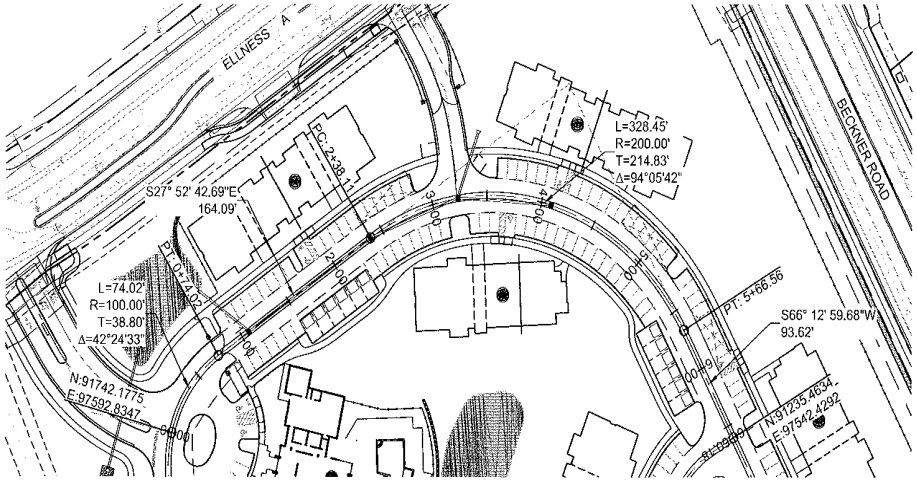
REVISIONS | DATE | ENGINEERS SEAL

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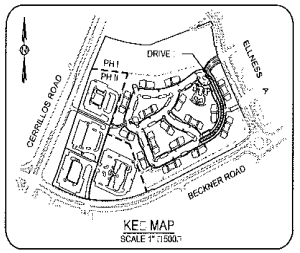
PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I □ DRIVE□ A□ PLAN AND PROFILE

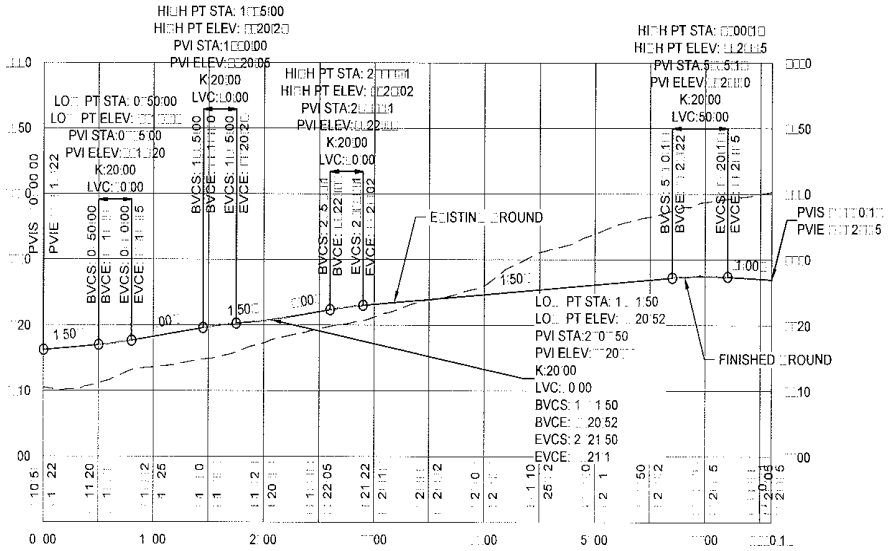
DATE	SCALE	SHEET
SEPTEMBER 2020	1" □50	C□00



DRIVE □□PLAN VIE□
SCALE: 1" □50□



KE□ MAP
SCALE 1" □500□



DRIVE □□PROFILE VIE□
SCALE HORI: 1" 50
VERT: 1" 10

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SCALE: 1" □50□

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SCALE: 1" □10□

EN□INEER'S SEAL

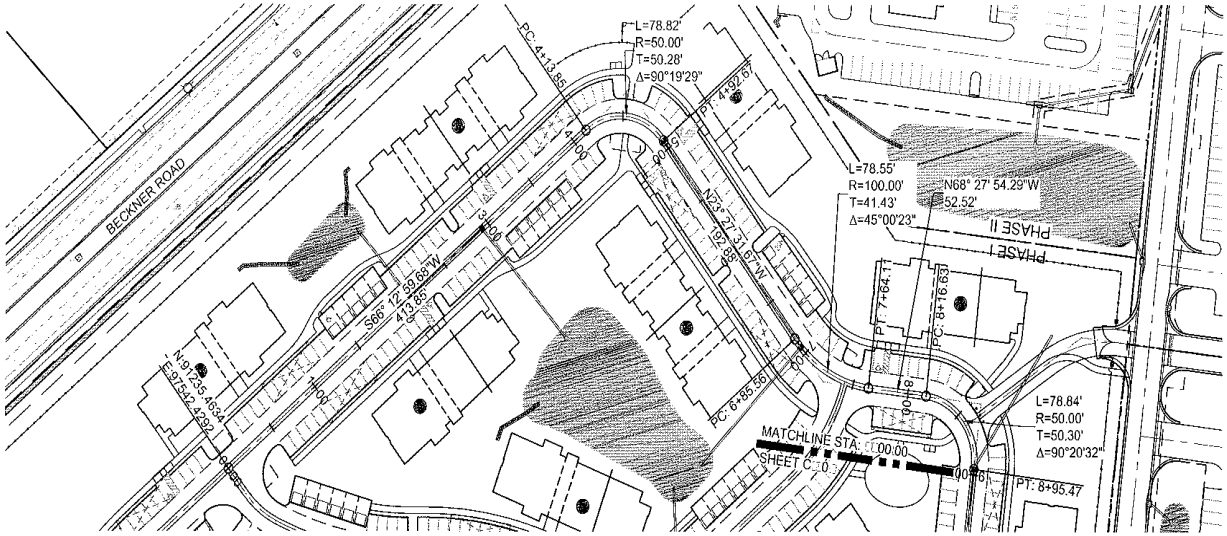
REVISIONS	DATE

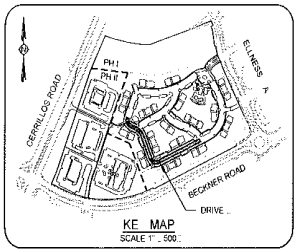
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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN □ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

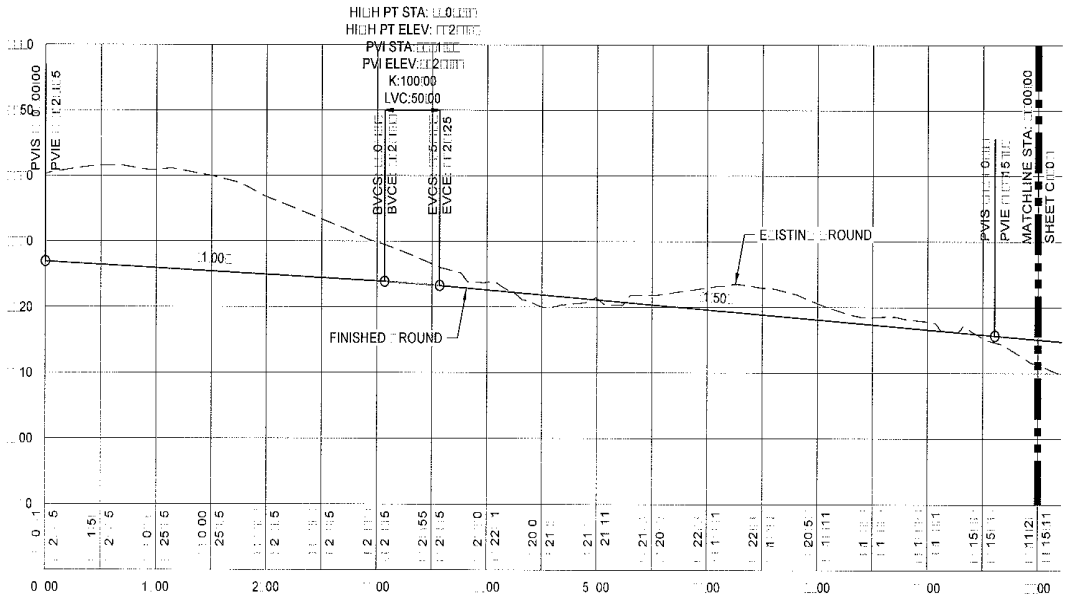
PH I □DRIVE□ A□□ PLAN AND PROFILE □CONT□D□

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 01





DRIVE A PLAN VIEW
SCALE: 1" = 50'



DRIVE A PROFILE VIEW
SCALE HORIZ.: 1" = 50'
VERT: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

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SCALE: 1" = 10'

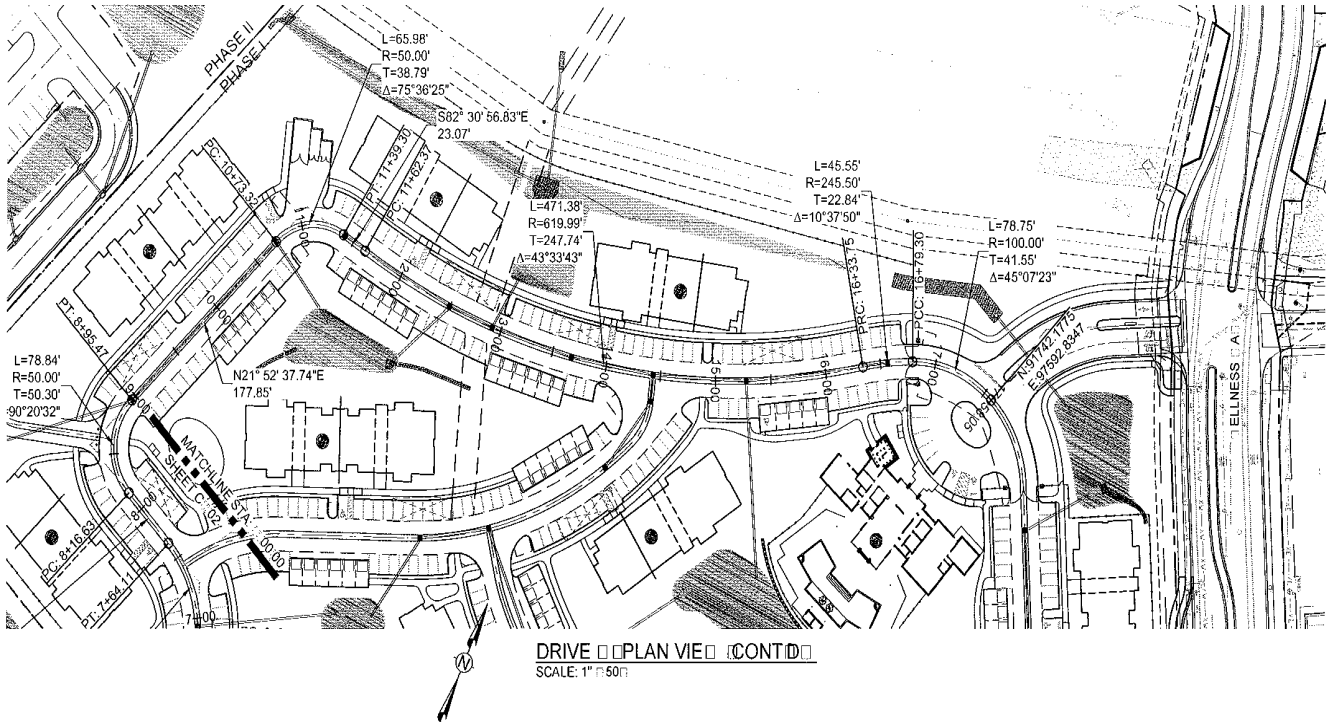
REVISIONS	DATE	ENGINEER'S SEAL

SFEC
SOUTHFORK ENGINEERING
CONSULTING, LLC
15 SOUTH FRONT DRIVE, SUITE B
SOUTHFORK, NM 87505
505.222.5555
SFEN.RI

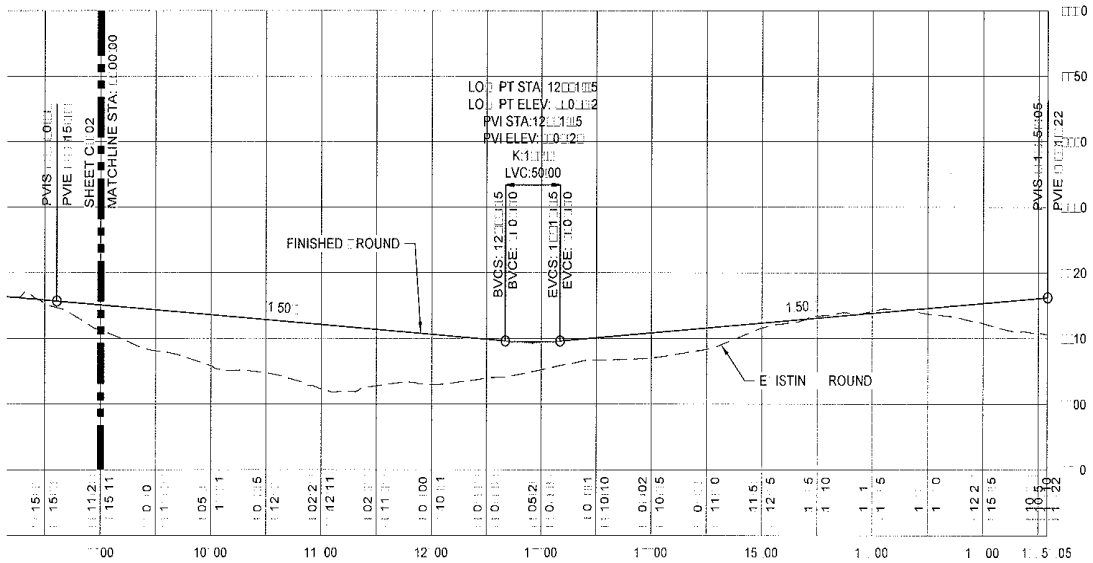
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I DRIVE A PLAN AND PROFILE (CONT'D)

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 50'	C-02



DRIVE A PLAN VIEW (CONT'D)
SCALE: 1" = 50'



DRIVE A PROFILE VIEW (CONT'D)
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

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SCALE: 1" = 50'

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SCALE: 1" = 10'

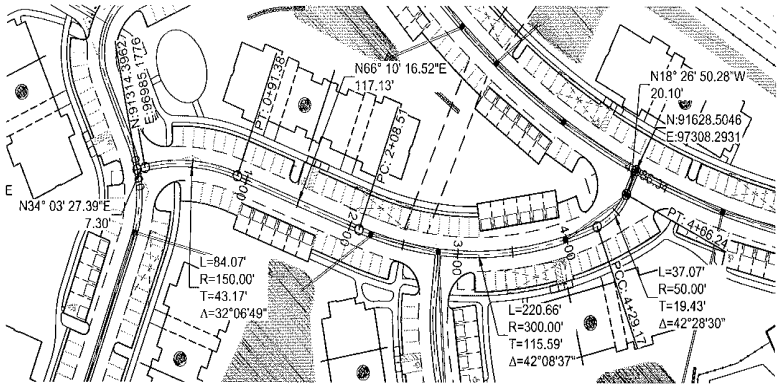
REVISIONS | DATE | ENGINEER'S SEAL

SFEC
SOUTHFIELD ENGINEERING CONSULTANTS, LLC
15 SOUTH FRANKLIN TURNPIKE, SUITE B
SPRING VALLEY, NEW YORK 10977
(845) 225-5990 FAX (845) 225-5991
WWW.SFEN.COM

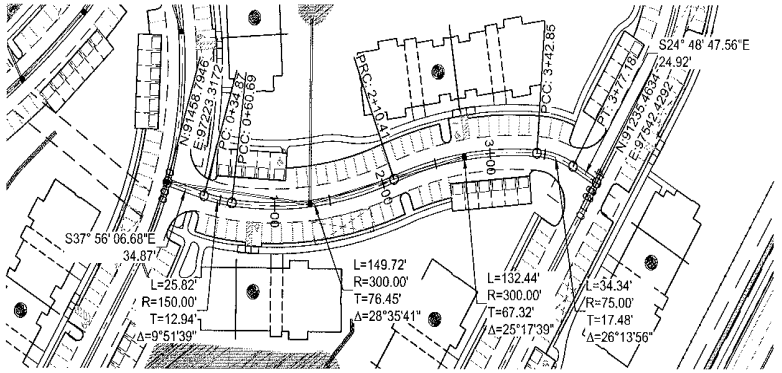
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I DRIVE A PLAN AND PROFILE (CONT'D)

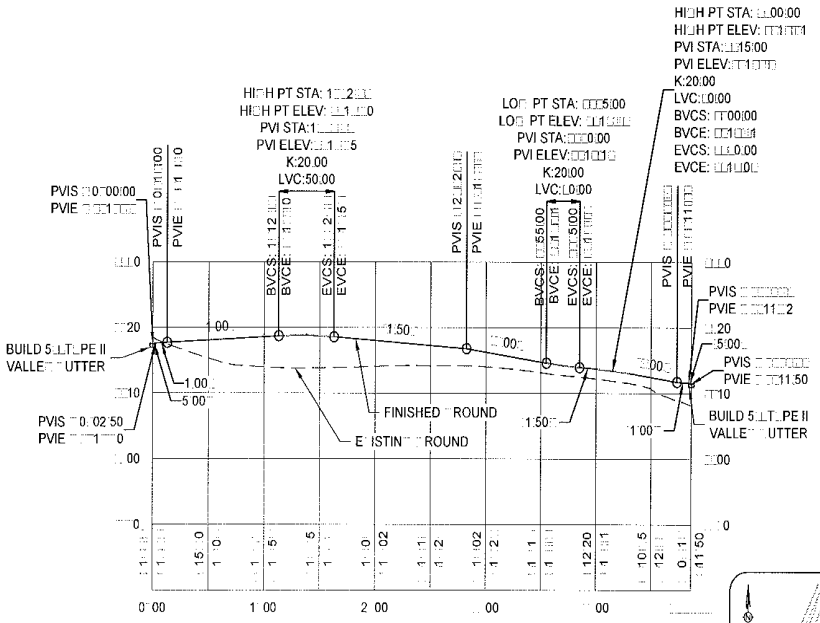
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SEPTEMBER 2020	1" = 50'	C-10



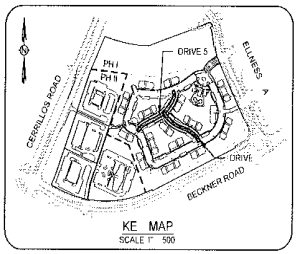
DRIVE 5 □PLAN VIE□
SCALE: 1" _ 50_

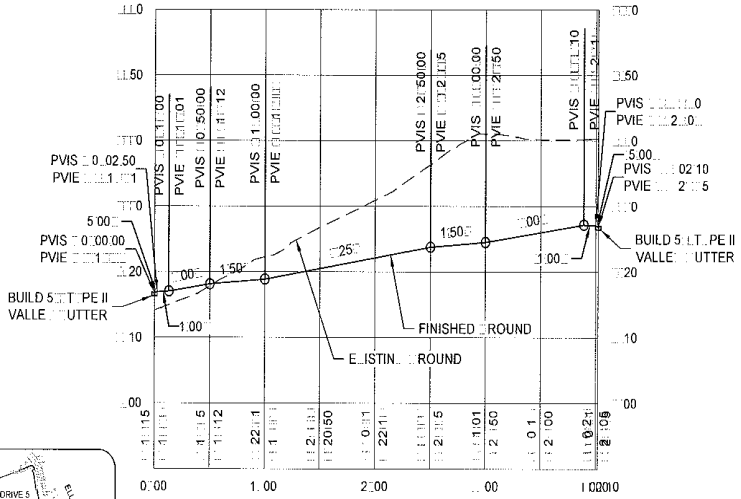


DRIVE □□PLAN VIE□
SCALE: 1" □50□



DRIVE 5 □PROFILE VIE□
SCALE HORI□ 1" □ 50□
VERT: 1" □ 10□





DRIVE □□PROFILE VIE□
SCALE HORI□ 1" □ 50□
VERT: 1" □ 10□

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SCALE: 1" □50□

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SCALE: 1" □10□

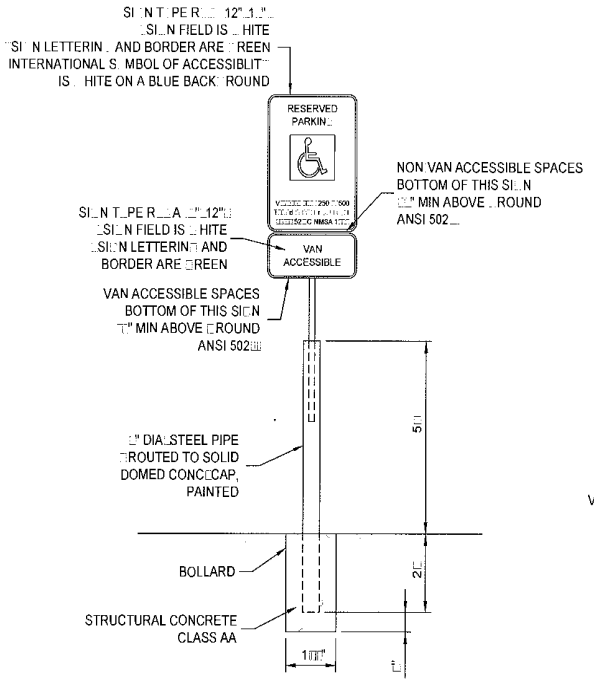
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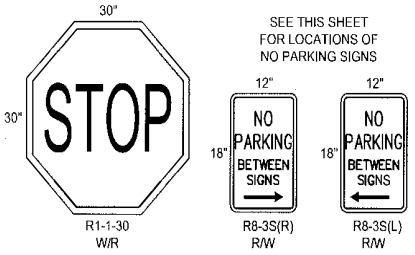
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I □DRIVE□ A□ PLAN AND PROFILE □CONT□D□

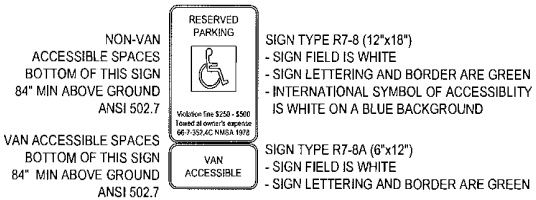
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 0



ACCESSIBLE SI N DETAIL
SCALE: N T S



SIGN FACE DETAILS
SCALE: N.T.S.

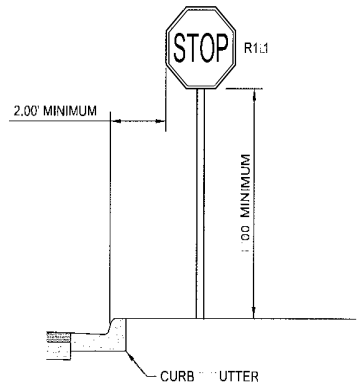


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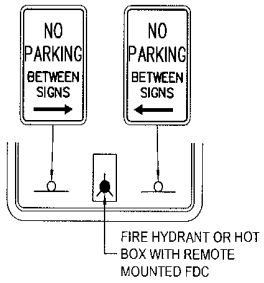
CIT OF SANTA FE SI NIN AND STRIPIN NOTES:

SI N AND POST RE UIREMENTS
1. ALL ALUMINUM PANEL SI NIN AND STEEL POSTS SHALL COMPL ITH THE NE ME ICO DEPARTMENT OF TRANSPORTATION NMDOT *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HI H A AND BRID E CONSTRUCTION SSHBC
2. ALL SI NIN SHALL COMPL ITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES MUTCD *CURRENT* EDITION
   SI NPOSTS ITH APPROVED BREAKA A DEVICE SHALL BE "MARION" BRAND LB FT U CHANNEL BLACK NO SUBSTITUTES ALLO ED
   SI N SHEETIN SHALL BE " M" BRAND HI H INTENSIT NO SUBSTITUTIONS ALLO ED
5. SI N HEI HT SHALL BE A MINIMUM OF HI H FROM THE BOTTOM OF THE LO EST SI N ABOVE THE TOP OF CURB, UNLESS OTHER ISE NOTED AND SHALL BE PLACED IN ACCORDANCE ITH NMDOT STANDARD DRA IN S AND SPECIFICATIONS
   STREET NAME LETTERIN SHALL COMPL ITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD THAT IS THE LETTERIN SHALL BE LO ER CASE LETTERS ITH UPPERCASE INITIAL LETTERS

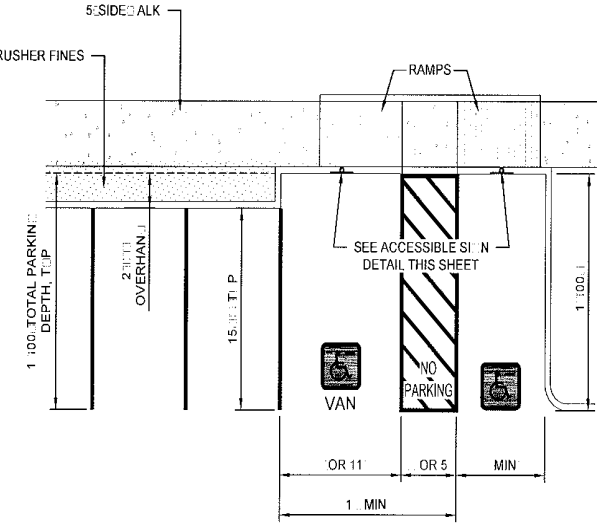
STRIPIN AND PAINT NOTES
1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 0 IES B "M", NO SUBSTITUTIONS
2. STOP BARS SHALL BE A MINIMUM 12" IDE HITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE AND SHALL BE 0 IES B "M", NO SUBSTITUTIONS
   CROSS ALK STRIPES SHALL BE 12" IDE HITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRAN ED IN A CONTINENTAL PATTERN, THAT IS, LON ITUDINAL LINES PARALLEL TO THE FLO OF TRAFFIC AND ARRAN ED TO AVOID HEEL PATHS, MUTCD P , SECTION B 1 AND SHALL BE 0 IES B "M", NO SUBSTITUTIONS
   ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKIN S ORD OR S MBOL SHALL BE 0 IES B "M", NO SUBSTITUTIONS
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* FOR HI H-BUILT *PAINT*, USE T O COATS AND FOR RE ULAR PAINT USE THREE COATS DOUBLE APPLICATION TO BE APPLIED ITHIN 1 DAYS
   ALL STRIPIN SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MUTCD CURRENT EDITION, AND THE NMDOT SSHBC



TYPICAL SIGN PLACEMENT
SCALE: N.T.S.



SIGN LAYOUT DETAIL
SCALE: N.T.S.



TYPICAL PARKING STRIPING LAYOUT
SCALE: N.T.S.

REVISIONS | DATE | EN INEER'S SEAL

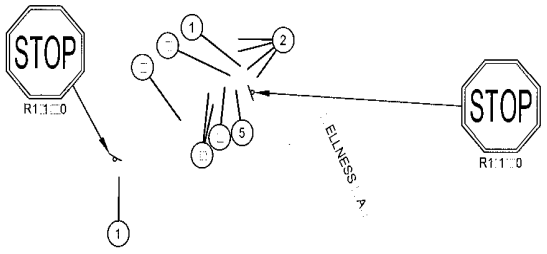
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

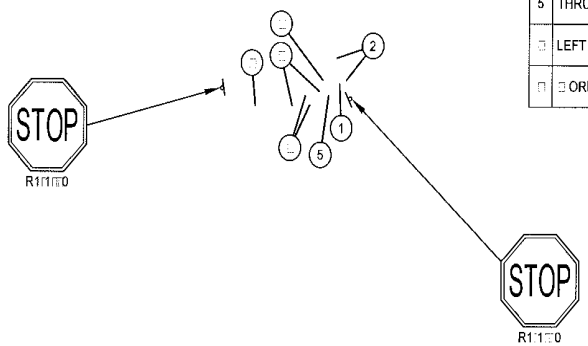
PH I SI NIN AND STRIPIN DETAILS AND NOTES

DATE	SCALE	SHEET
SEPTEMBER 2020	N T S	C 00

ARRO O DE LOS CHAMISOS



STRIPIN KE	
1	2 " HITE STOP BAR RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	12" HITE CROSS ALK RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
	" ELLO STRIPE PAINT DOUBLE APPLICATION AFTER 1 DA S
	" HITE STRIPE PAINT DOUBLE APPLICATION AFTER 1 DA S
5	THRURI HT ARRO S MBOL
	LEFT ARRO S MBOL
	ORD "ONL " S MBOL



BECKNER ROAD

SI NIN AND STRIPIN PLAN
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0"

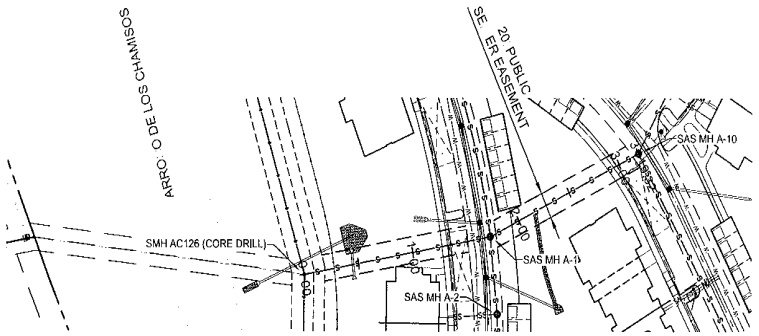
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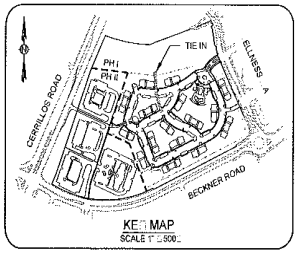
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S F E
C LLC
15 S Fr I Dr S B
S F N M 505
505 2 2 5 F 505 2 2 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I SI NIN AND STRIPIN PLAN

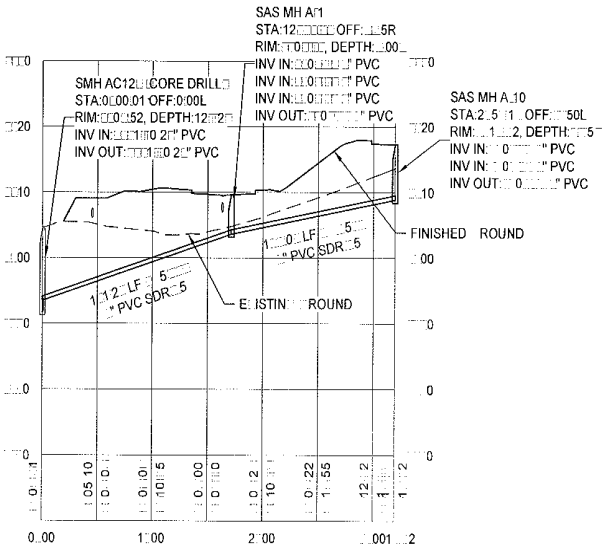
DATE:	SCALE:	SHEET:
SEPTEMBER 2020	1" 0	C 01





TIE IN PLAN VIEW

SCALE: 1" = 50'



TIE IN PROFILE VIEW

SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

0 5 10 20
SCALE: 1" = 10'

ENGINEERS SEAL

REVISIONS	DATE

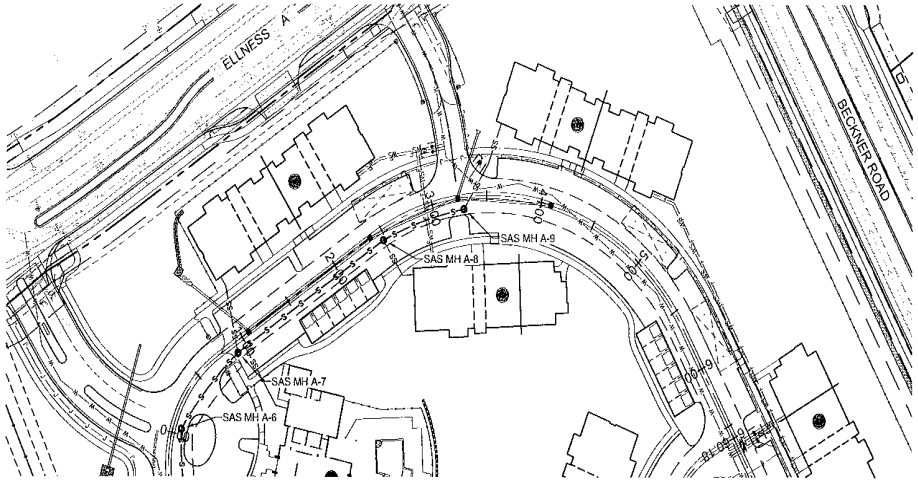
SFEC

SFEC [illegible] LLC
15 S Fr[illegible] Dr[illegible], S[illegible] B
S F, N M [illegible]505
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[illegible] SFEN R[illegible]

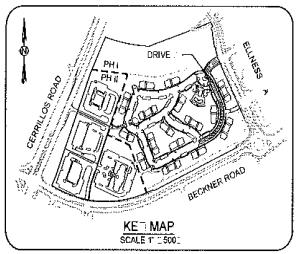
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I SANITARY SEWER PLAN AND PROFILE

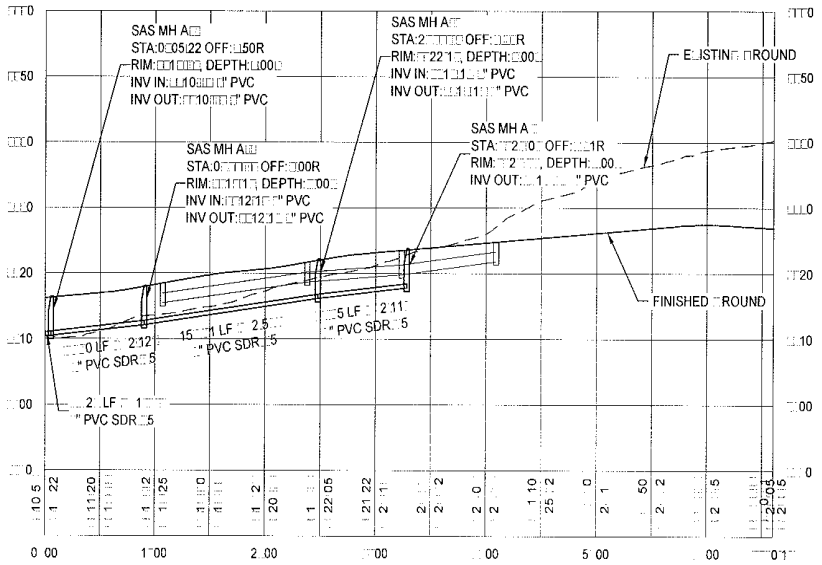
DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 50	C-00



DRIVE □□PLAN VIE□
SCALE: 1" □50□



KE□ MAP
SCALE 1" □500□



DRIVE □□PROFILE VIE□
SCALE HORI □ 1" □50□
VERT: 1" □10□

0 25 50 100
SCALE: 1" □50□

0 5 10 20
SCALE: 1" □10□

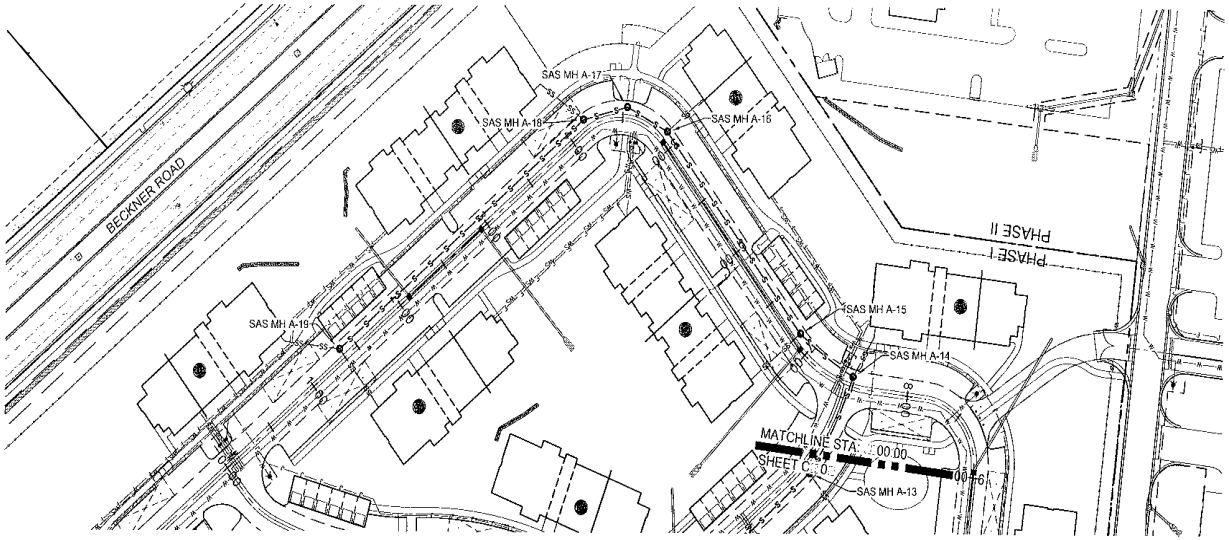
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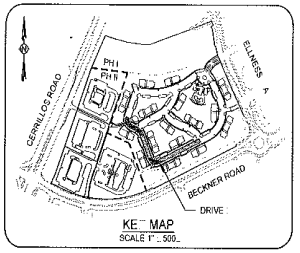
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□□ SFEN R□

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

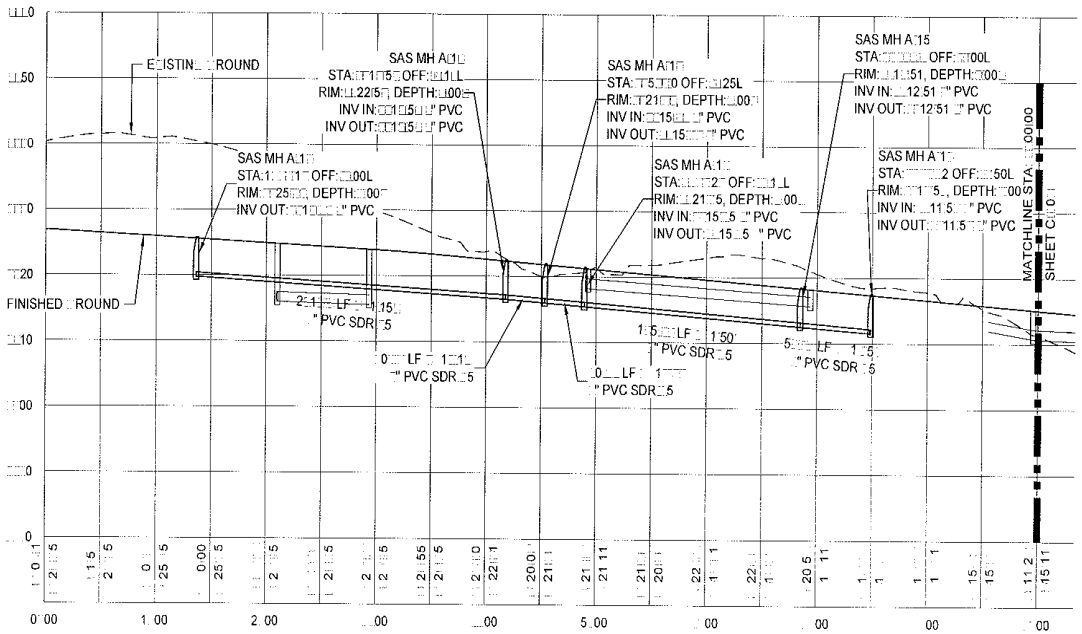
PH I □SANITAR□ SE□ ER PLAN AND PROFILE □CONTI□

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 01





DRIVE A PLAN VIEW
SCALE: 1" = 50'

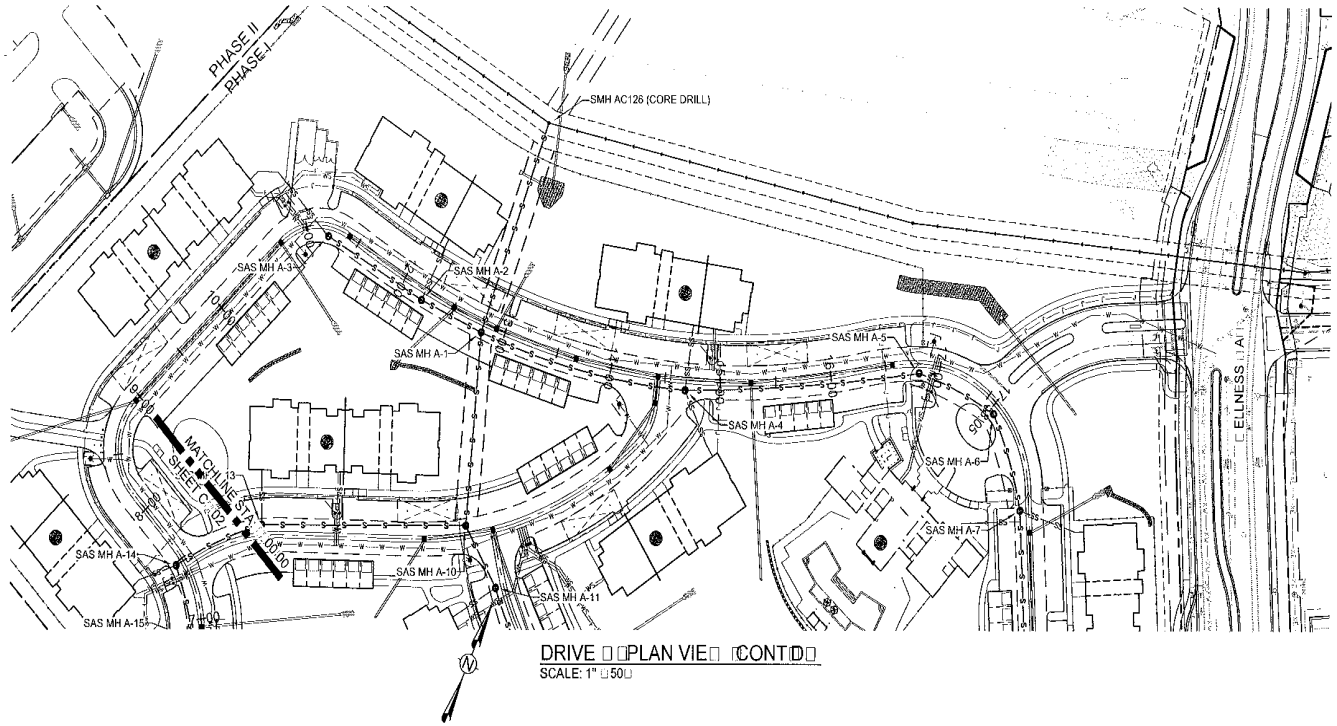


DRIVE A PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

SFEC	SFEC Consulting, LLC 1500 South Fry Road, Suite B Katy, Texas 77450 (281) 599-5505 FAX (281) 599-5506 TBPE Firm Registration No. F-14309
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2 5201 BECKNER ROAD	
PHASE I SANITARY SEWER PLAN AND PROFILE (CONTD.)	
DATE: SEPTEMBER 2020	SCALE: 1" = 50'
SHEET: C-02	

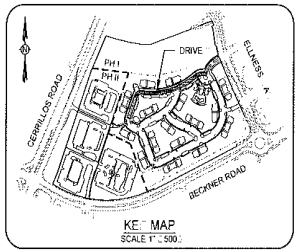
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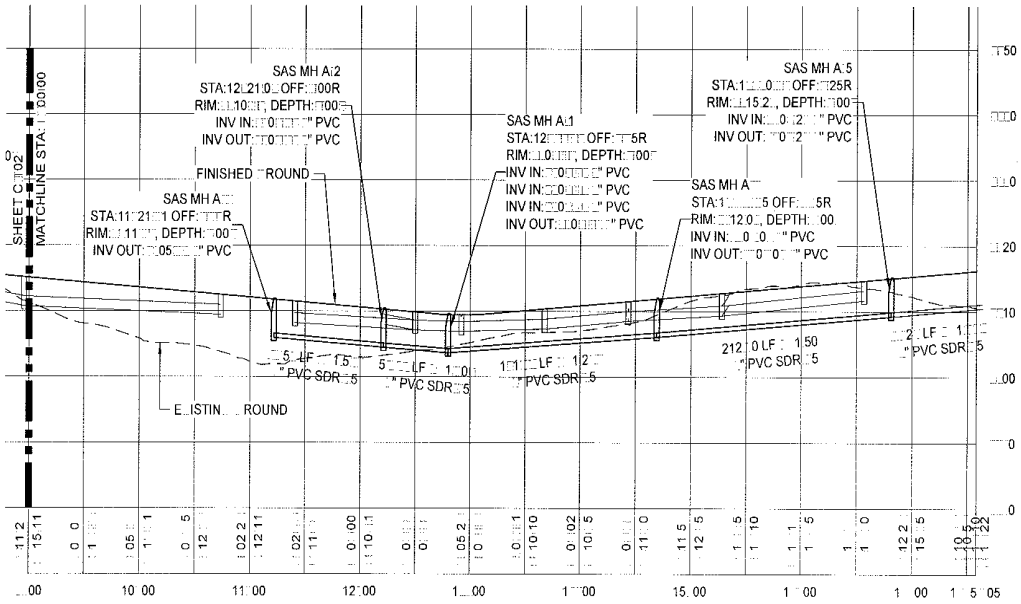
REVISIONS	DATE



DRIVE PLAN VIE CONTD

SCALE: 1" 50





DRIVE PROFILE VIE CONTD

SCALE HORI : 1" 50
VERT: 1" 10

0 25 50 100
SCALE: 1" 50

0 5 10 20
SCALE: 1" 10

REVISIONS	DATE	EN INEER'S SEAL

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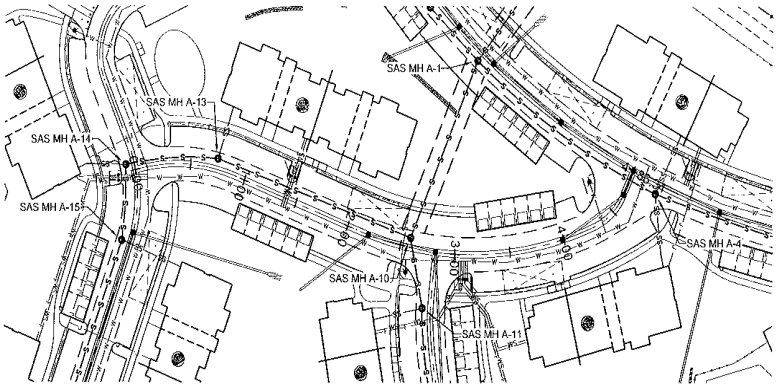
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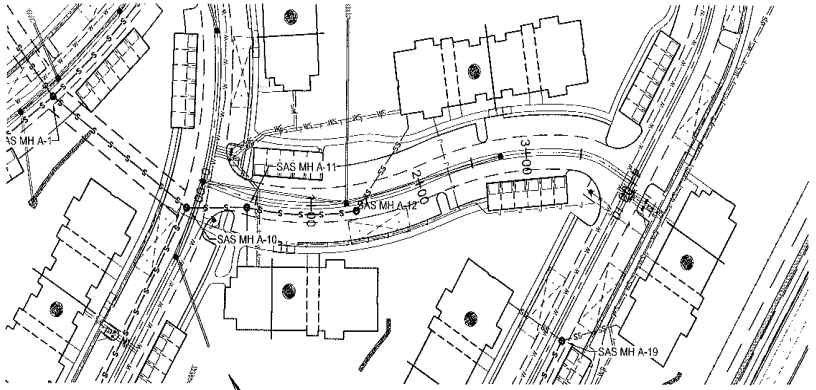
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I SANITAR SE ER PLAN AND PROFILE CONTD

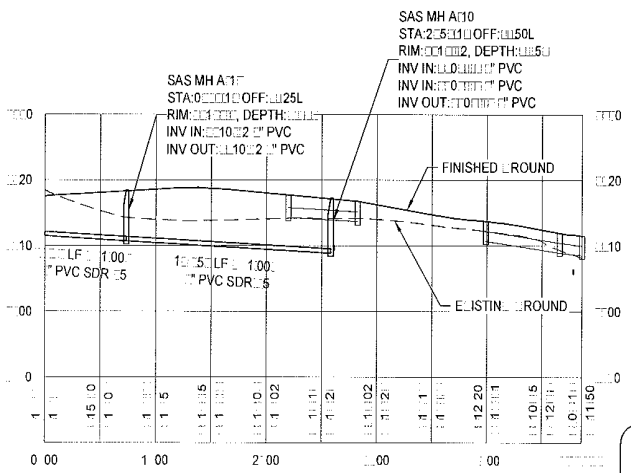
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 0



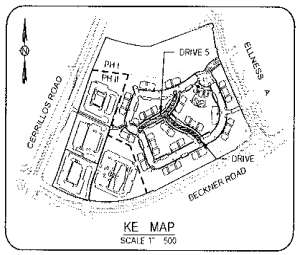
DRIVE 5 □PLAN VIE□
SCALE: 1" □50□

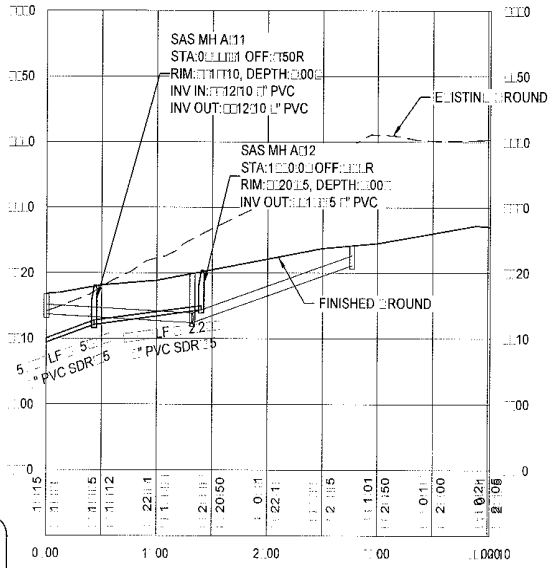


DRIVE □ □PLAN VIE□
SCALE: 1" □50□



DRIVE 5 □PROFILE VIE□
SCALE HORI□: 1" □50□
VERT: 1" □10□





DRIVE □ □PROFILE VIE□
SCALE HORI□: 1" □50□
VERT: 1" □10□

0 25 50 100
SCALE: 1" □50□

0 5 10 20
SCALE: 1" □10□

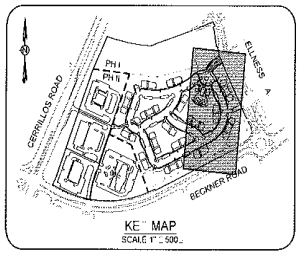
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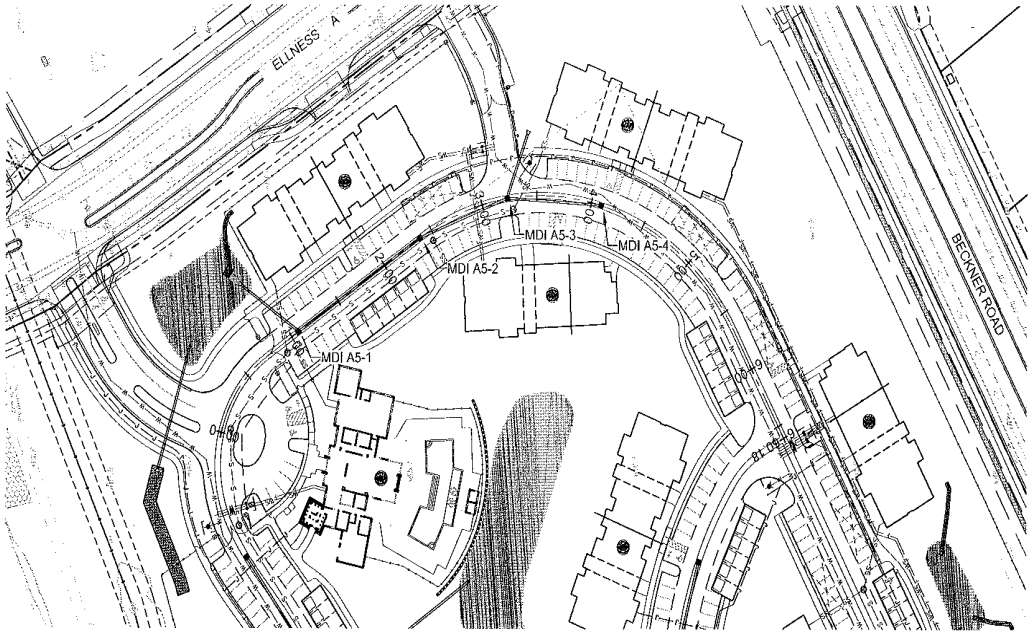
PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH□ □SANITAR□ SE□ ER PLAN AND PROFILE □CONT□D□

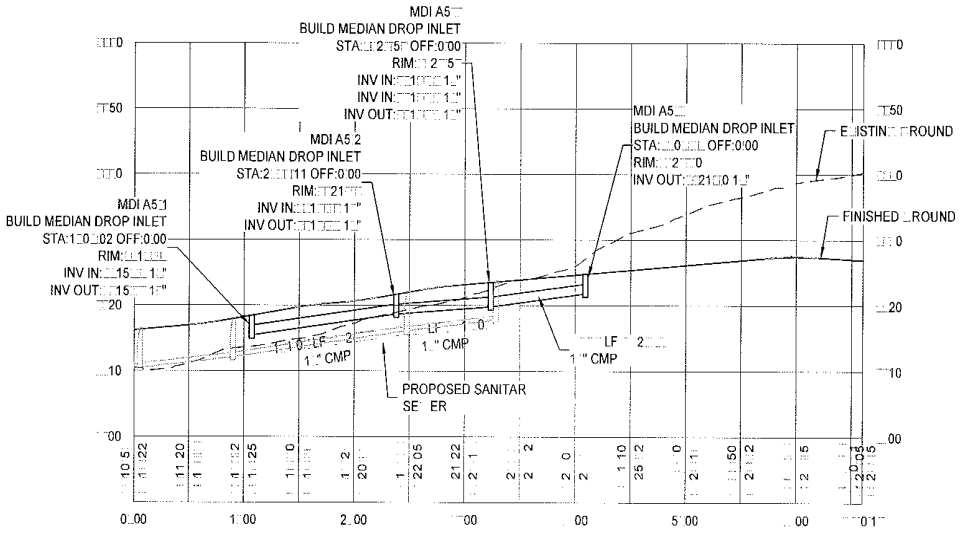
DATE	SCALE	SHEET
SEPTEMBER 2020	1" □50	C□0



KE MAP
SCALE 1" 500



DRIVE PLAN VIE
SCALE: 1" 50



DRIVE PROFILE VIE
SCALE HORI 1" 50
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

0 25 50 100
SCALE: 1" 50

REVISIONS	DATE	EN INEER S SEAL

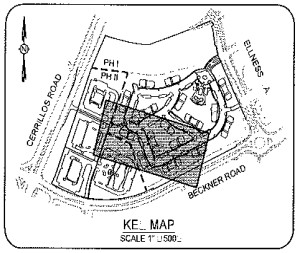
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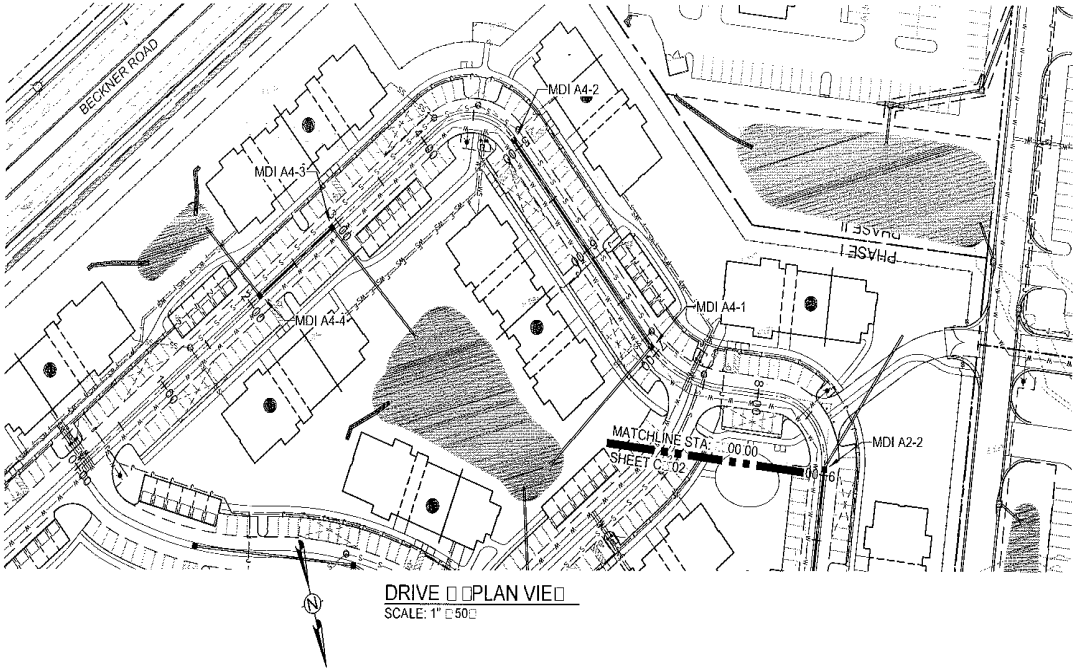
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

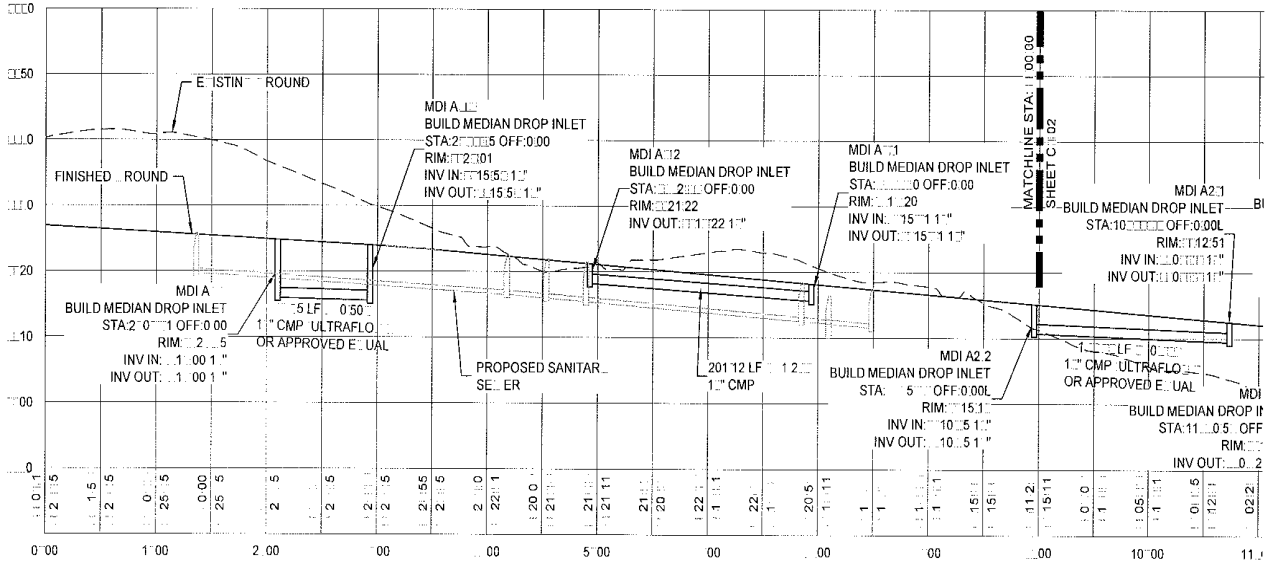
PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 00





DRIVE PLAN VIE
SCALE: 1" 50



DRIVE PROFILE VIE
SCALE HORI 1" 50
VERT 1" 10

0 5 10 20
SCALE: 1" 10

0 25 50 100
SCALE: 1" 50

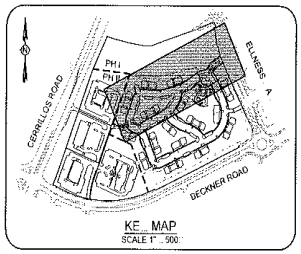
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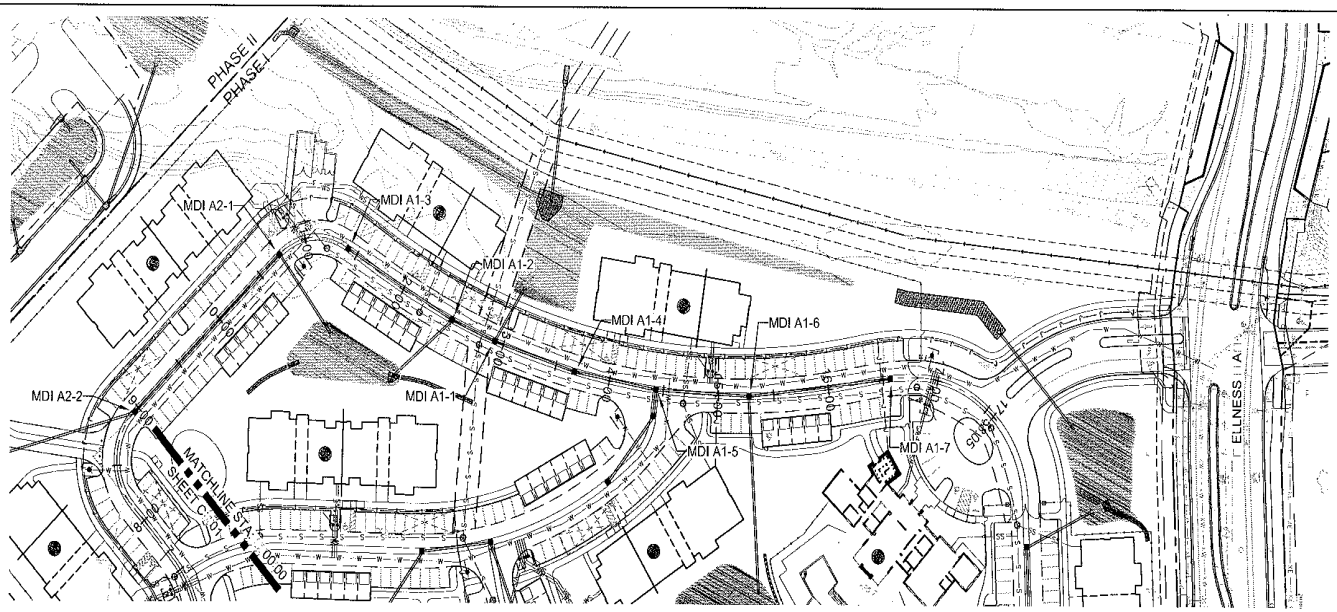
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I STRUCTURE SECTIONS

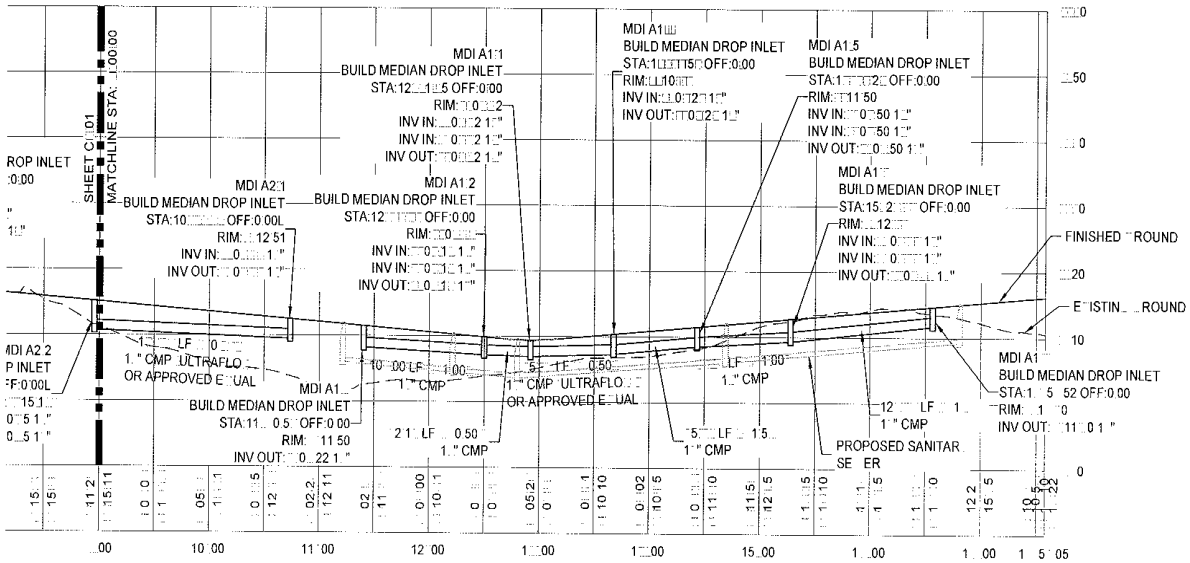
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 01



KE MAP
SCALE 1" 500



DRIVE PLAN VIE CONTD
SCALE: 1" 50



DRIVE PROFILE VIE CONTD
SCALE HORI 1" 50
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

0 25 50 100
SCALE: 1" 50

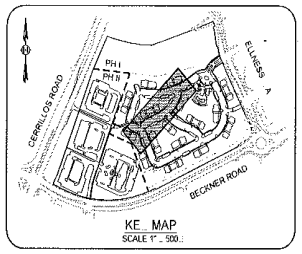
REVISIONS | DATE | ENGINEERS SEAL

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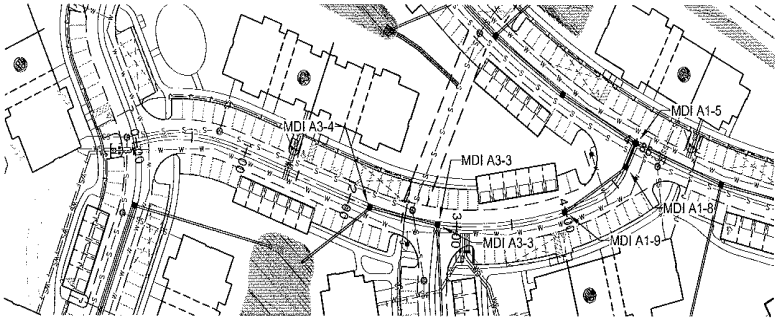
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C 02

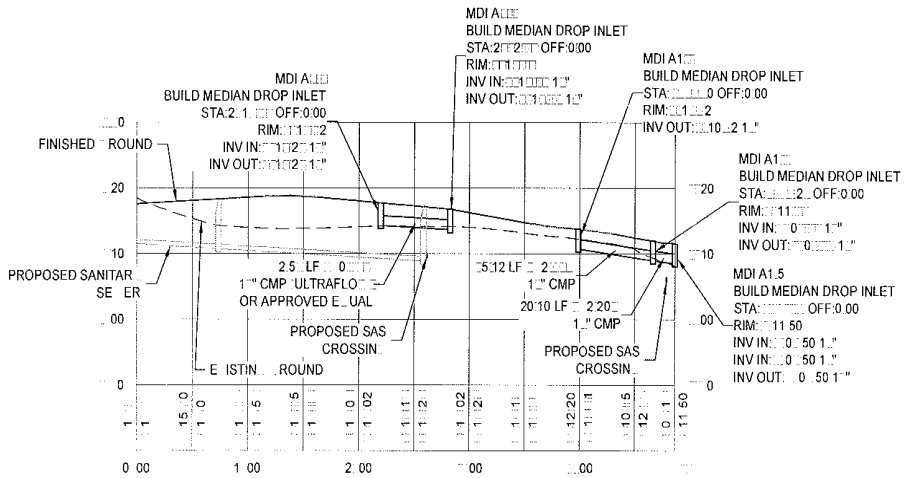


KEY MAP
SCALE 1" = 500'

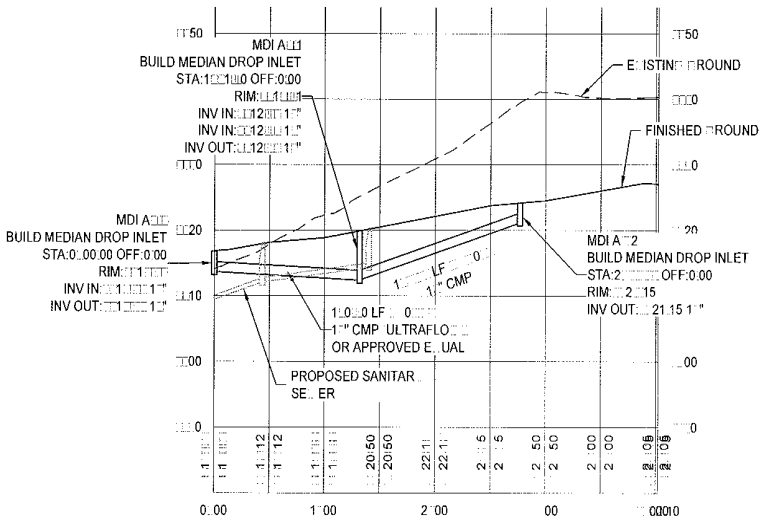


DRIVE 5 PLAN VIEW
SCALE: 1" = 50'

DRIVE 1 PLAN VIEW
SCALE: 1" = 50'



DRIVE 5 PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'



DRIVE 1 PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

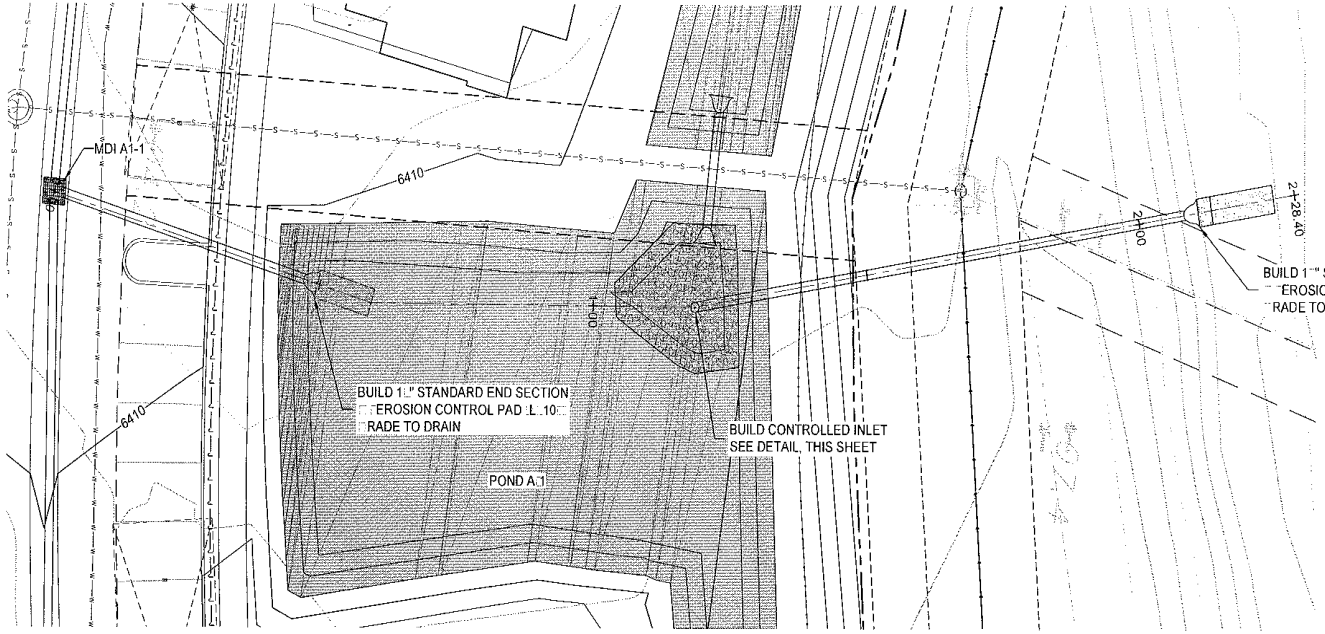
REVISIONS | DATE | ENGINEER'S SEAL

SFEC
SCHLUETER FOSTER ENGINEERING, LLC
15 S. Front Dr., Suite B
San Marcos, TX 78666
505 222 5F 505 222 1
SFEngr.com

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

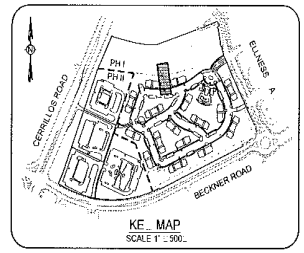
PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 50'	C-10



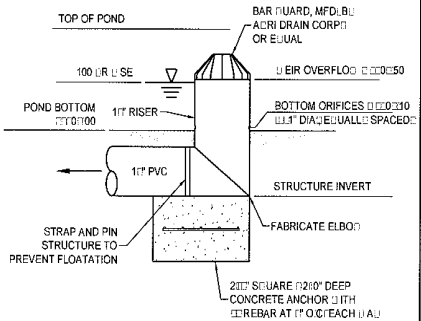
STORM SE ER A 1 PLAN VIE

SCALE: 1" 10



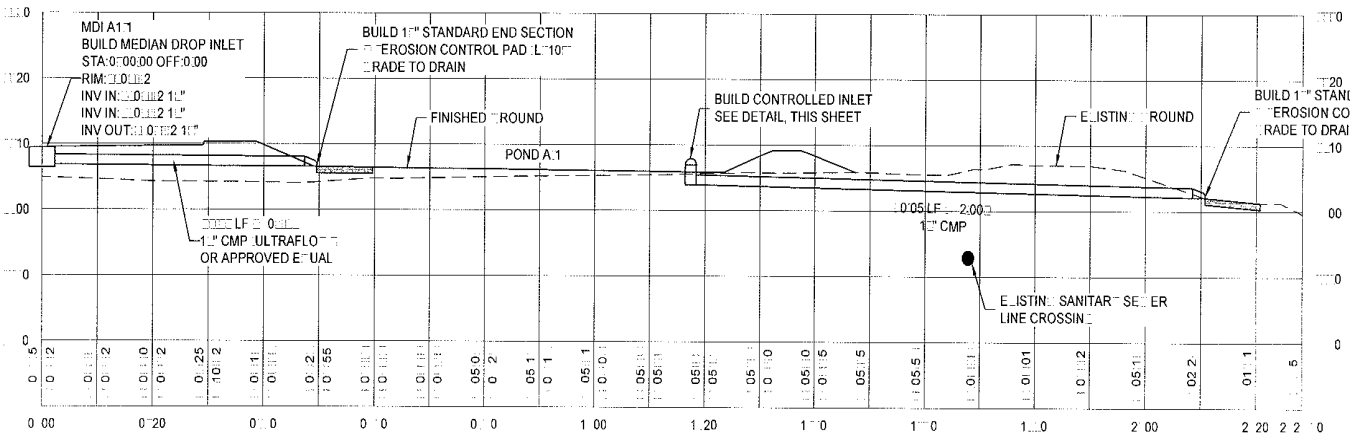
KE MAP

SCALE 1" 900



TYPICAL CONTROLLED INLET DETAIL

SCALE: N.T.S.



0 5 10 20

SCALE: 1" 10

STORM SE ER A 1 PROFILE VIE

SCALE HORI: 1" 10
VERT: 1" 10

REVISIONS	DATE	ENGINEER'S SEAL

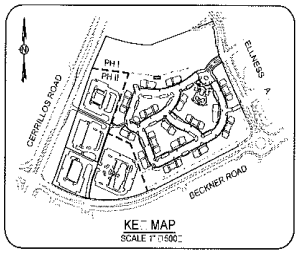
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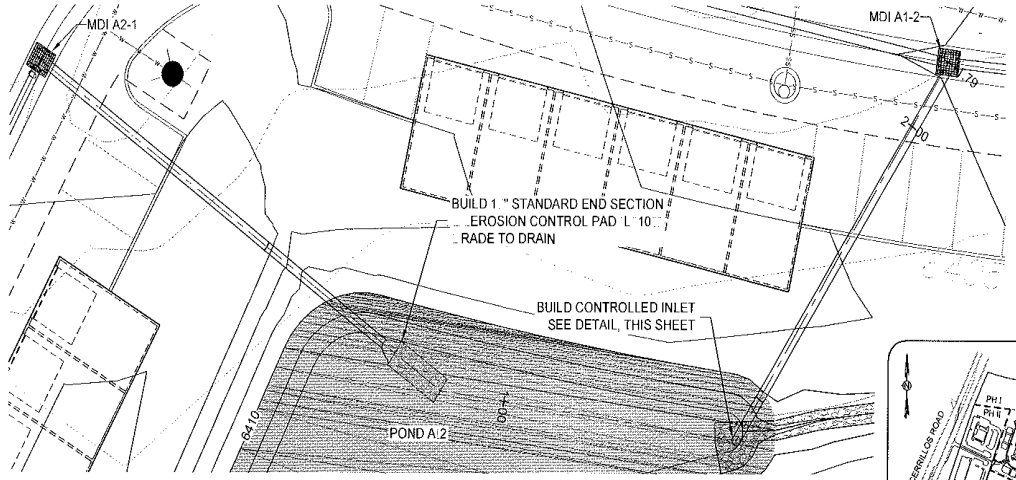
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

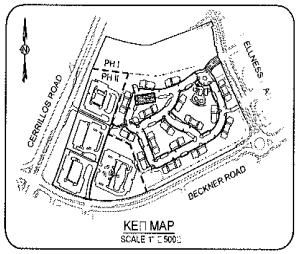
PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C 0

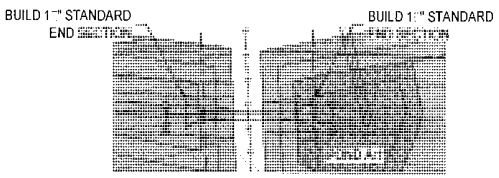


KE MAP
SCALE 1" 500

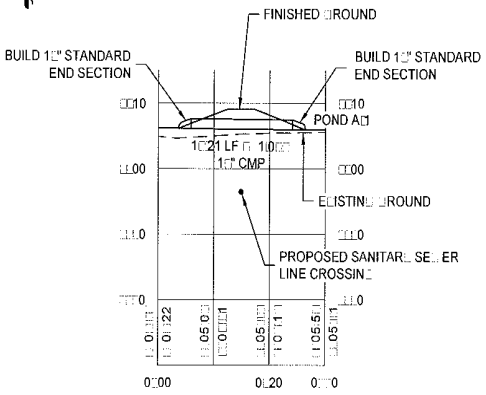




KE MAP
SCALE 1" 500

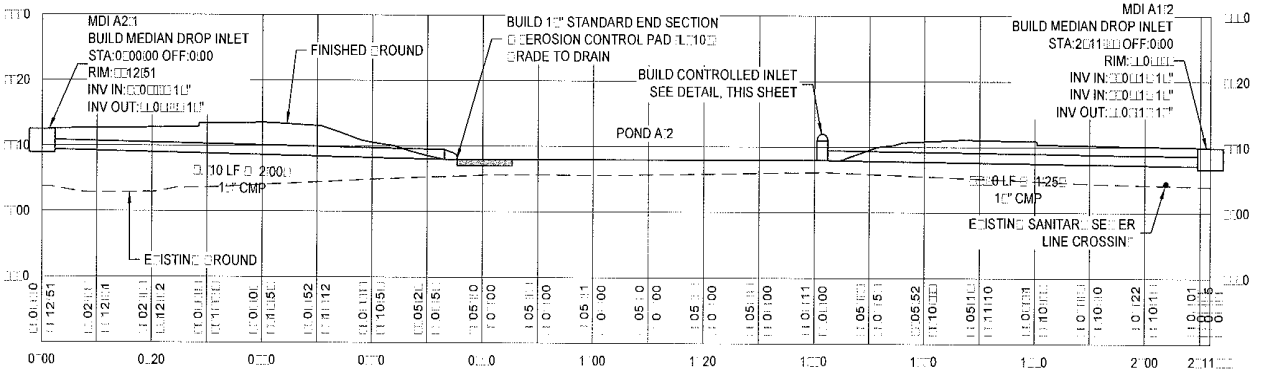


STORM SE ER A2 PLAN VIE
SCALE: 1" 10

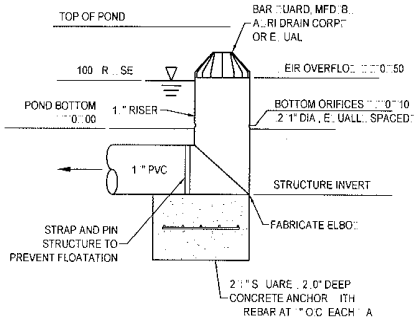


STORM SE ER A2 PROFILE VIE
SCALE HORI 1" 10
VERT: 1" 10

STORM SE ER A PLAN VIE
SCALE: 1" 10



STORM SE ER A PROFILE VIE
SCALE HORI 1" 10
VERT: 1" 10



TYPICAL CONTROLLED INLET DETAIL
SCALE: N T S

0 5 10 20
SCALE: 1" 10

EN INEERS SEAL

REVISIONS	DATE

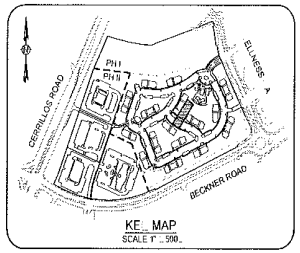
S FE C
S F
C LLC
15 S Fr Dr S B
S F N M 505
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

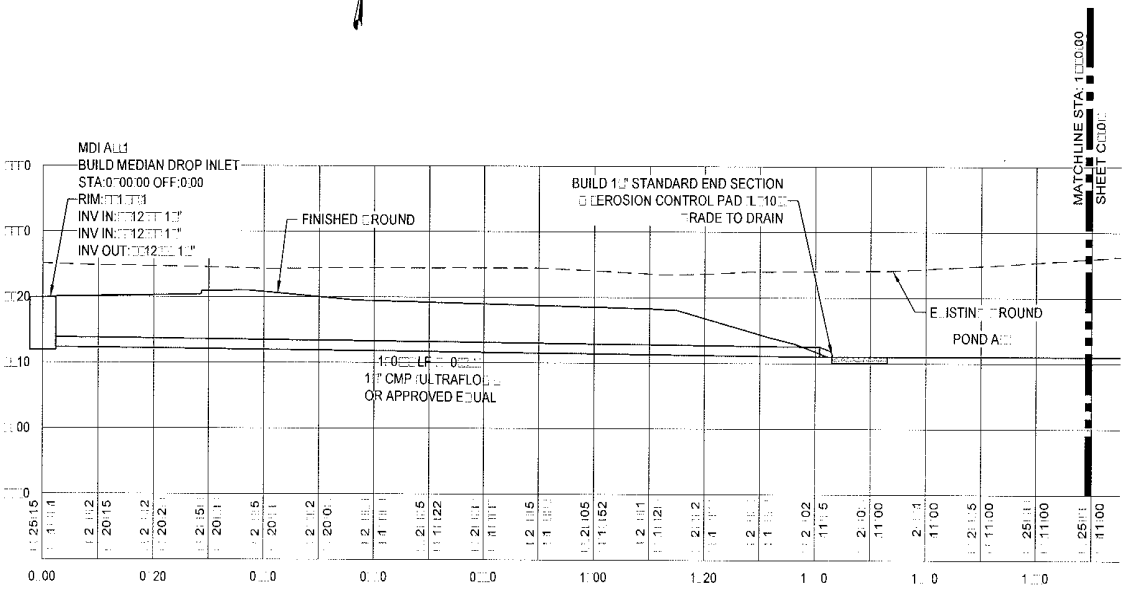
PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C 05





STORM SE' ER A'' 'PLAN VIE'
SCALE: 1" '10'



STORM SE' ER A'' 'PROFILE VIE'
SCALE HORI': 1" '10'
VERT: 1" '10'

0 5 10 20
SCALE: 1" '10

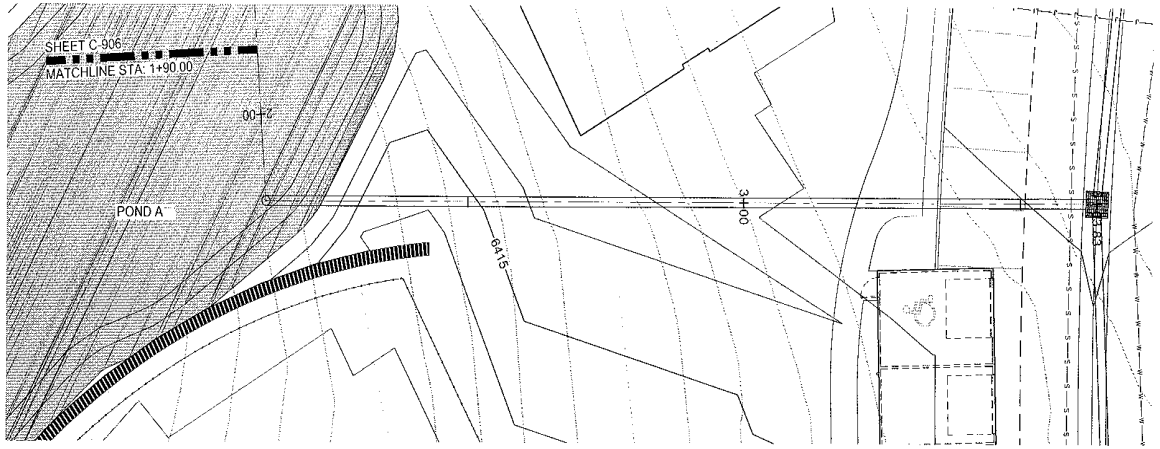
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S F'N M' '505
'505 2.2 '5 F '505' 2.2 1
SFEN R''

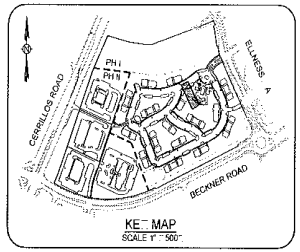
PRELIMINAR' SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

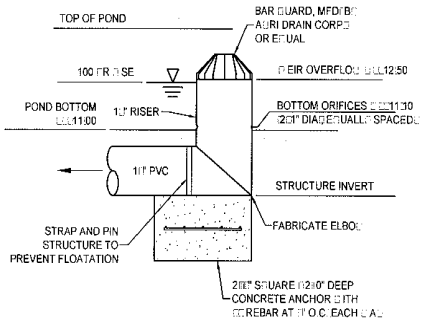
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DATE	SCALE	SHEET
SEPTEMBER 2020	1" '10	C '0'

REVISIONS	DATE	EN' INEER'S SEAL

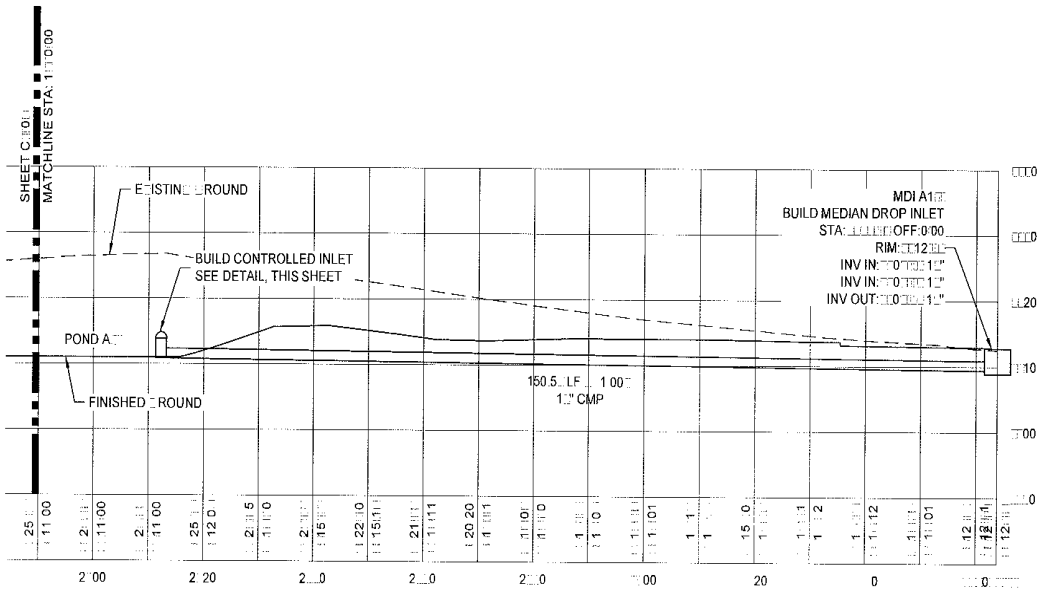






TYPICAL CONTROLLED INLET DETAIL
SCALE: NTS

STORM SEWER AREA PLAN VIEW (CONTD)
SCALE: 1" = 100'



STORM SEWER AREA PROFILE VIEW (CONTD)
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

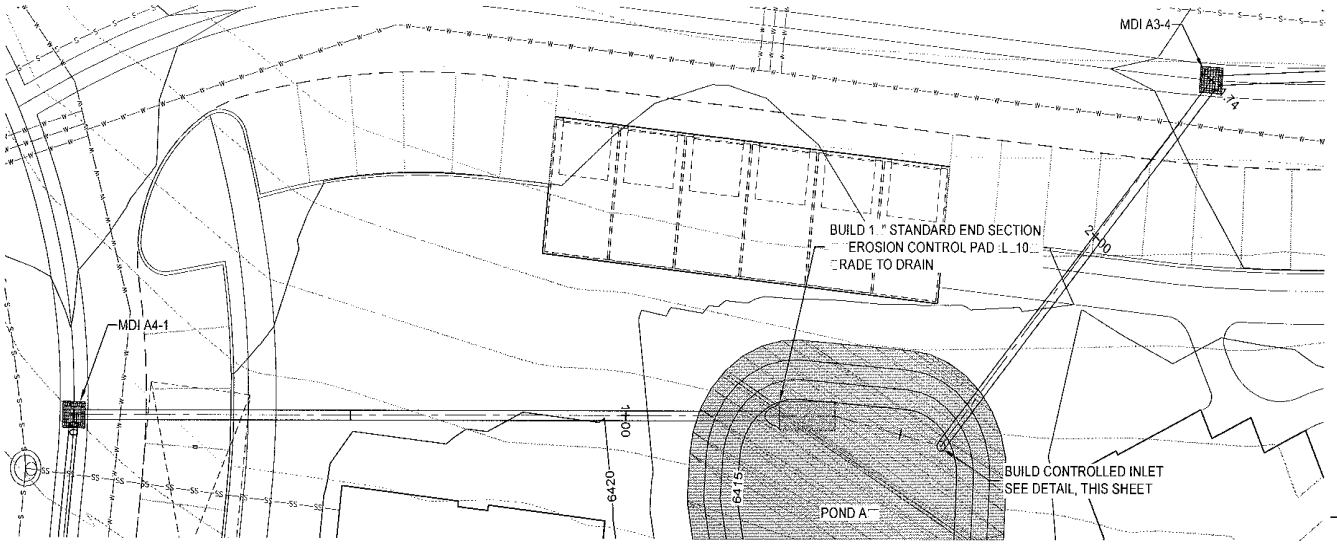
REVISIONS | DATE | ENGINEER'S SEAL

SFEC — SFEC CONSULTING LLC
15 S Fr I Dr , S B
S F N M 505
505 22 5 F 505 22 1
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PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

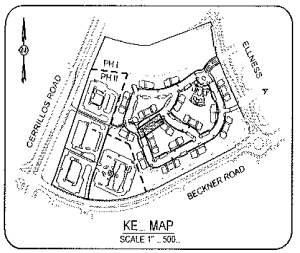
PHASE 1 STRUCTURE SECTIONS

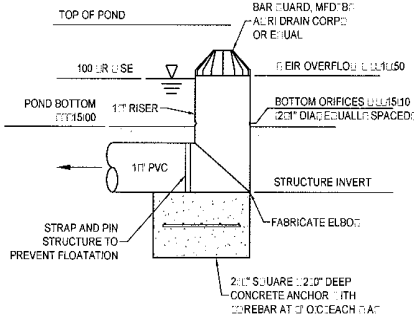
DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 10'	C-0



STORM SE ER A 5 PLAN VIE

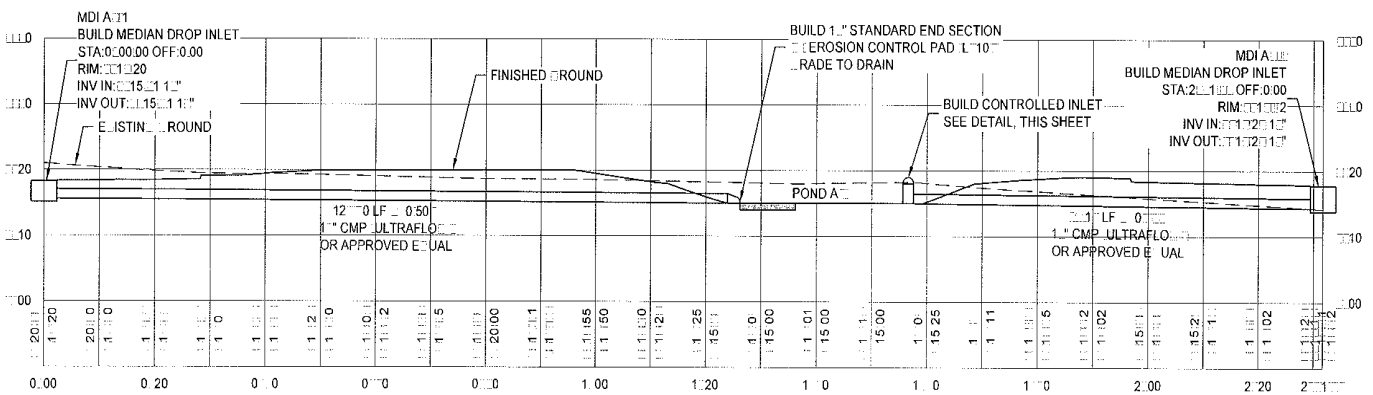
SCALE: 1" 10





TPICAL CONTROLLED INLET DETAIL

SCALE: NT S



STORM SE ER A 5 PROFILE VIE

SCALE HORI: 1" 10
VERT: 1" 10

0 5 10 20

SCALE: 1" 10

REVISIONS | DATE | ENGINEERS SEAL

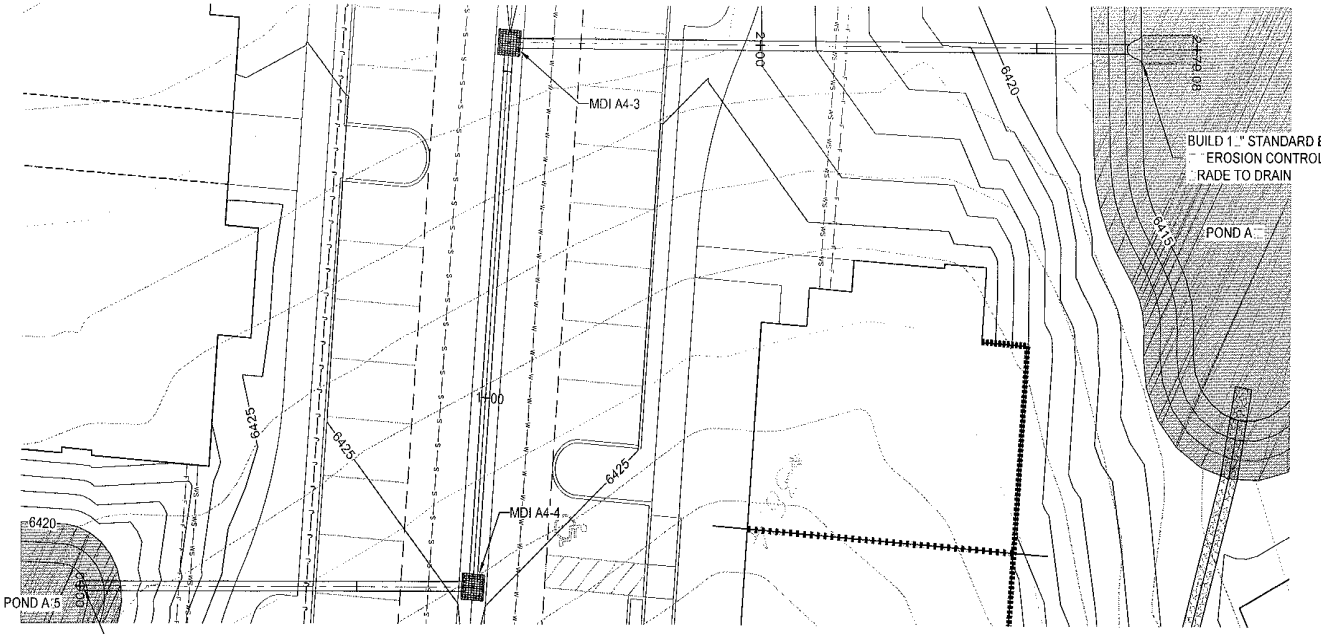
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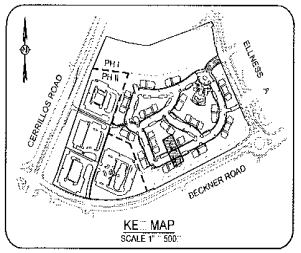
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

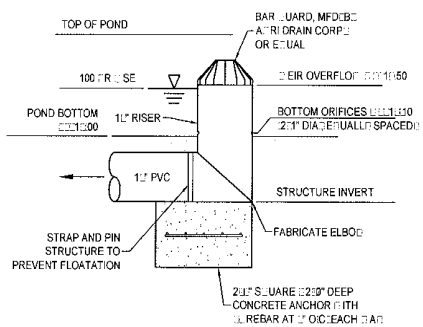
PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C 0

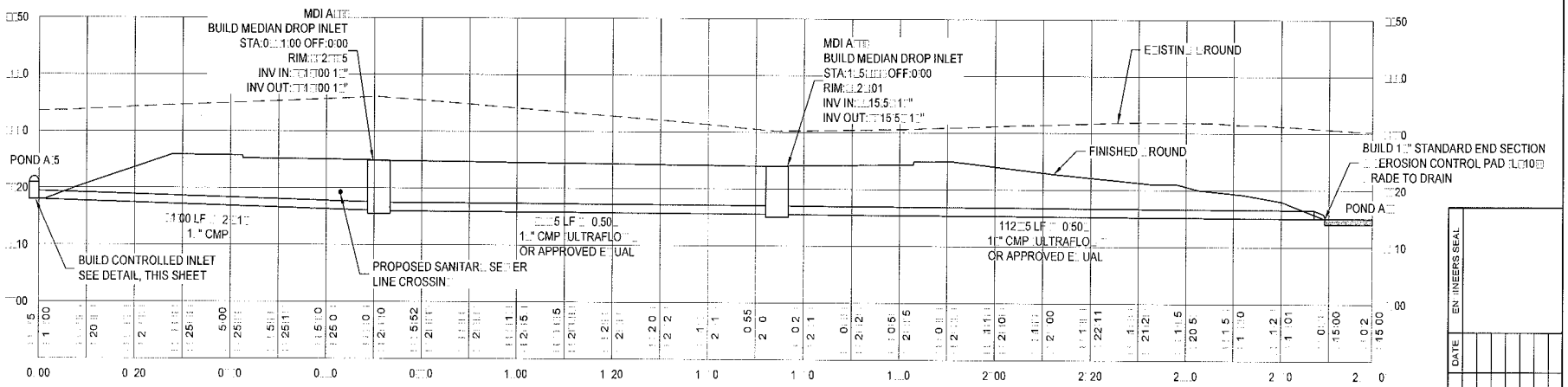


STORM SE ER A PLAN VIE
SCALE: 1" 10





TPICAL CONTROLLED INLET DETAIL
SCALE: N.T.S.



STORM SE ER A PROFILE VIE
SCALE HORI: 1" 10
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

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C LLC
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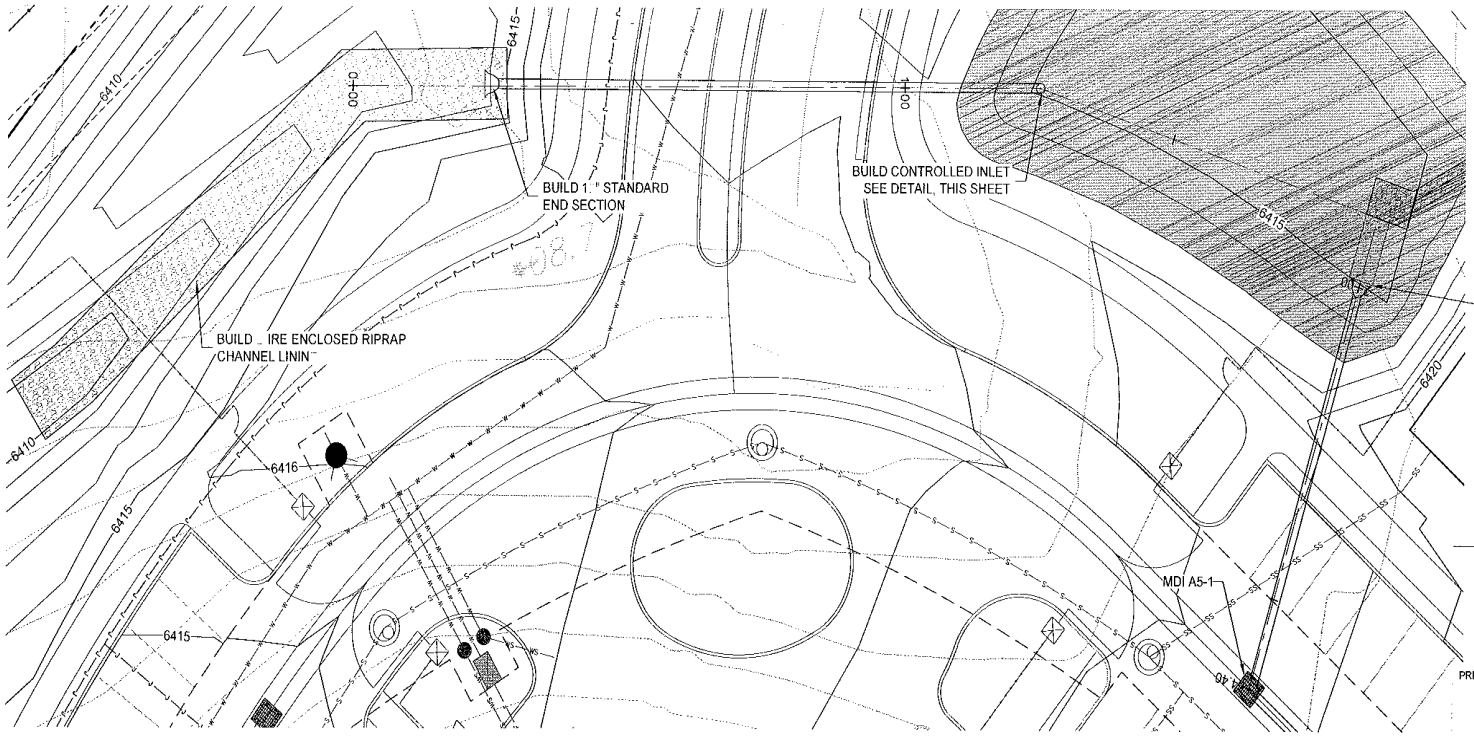
EN INEERS SEAL

REVISIONS	DATE

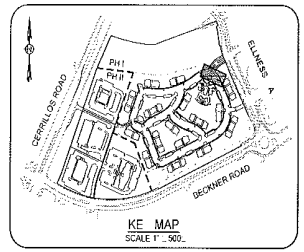
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C 0

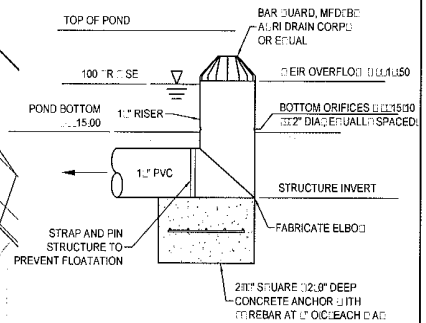


STORM SE ER A PLAN VIE
SCALE: 1" 10

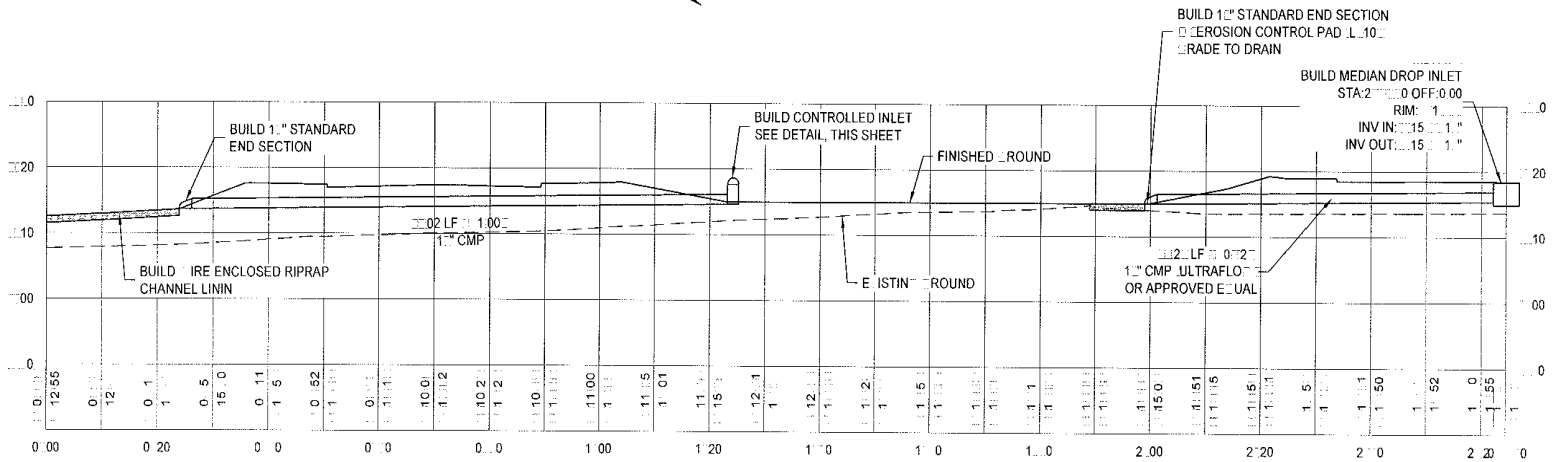


KE MAP
SCALE 1" 500

BUILD 1." STANDARD END SECTION
EROSION CONTROL PAD L 10
RADE TO DRAIN



TPICAL CONTROLLED INLET DETAIL
SCALE: N.T.S.



STORM SE ER A PROFILE VIE
SCALE HORI.: 1" 10
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

S F E C
S F
C LLC
15 S Fr Dr S B
S F N M 505
505 22 5 F 505 22 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C .10

REVISIONS	DATE	EN INEER'S SEAL



HORI ONTAL SITE CROSS SECTION LOCATION PLAN
SCALE: 1" 0

S F E C

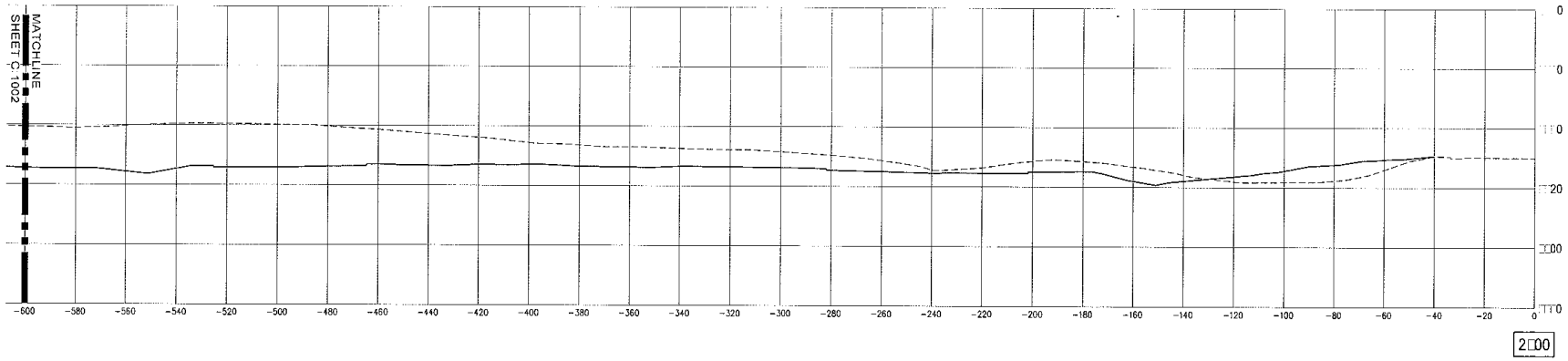
S F E C LLC
15 S Fr ; Dr . S . B
S F, N.M. 505
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SFEN R

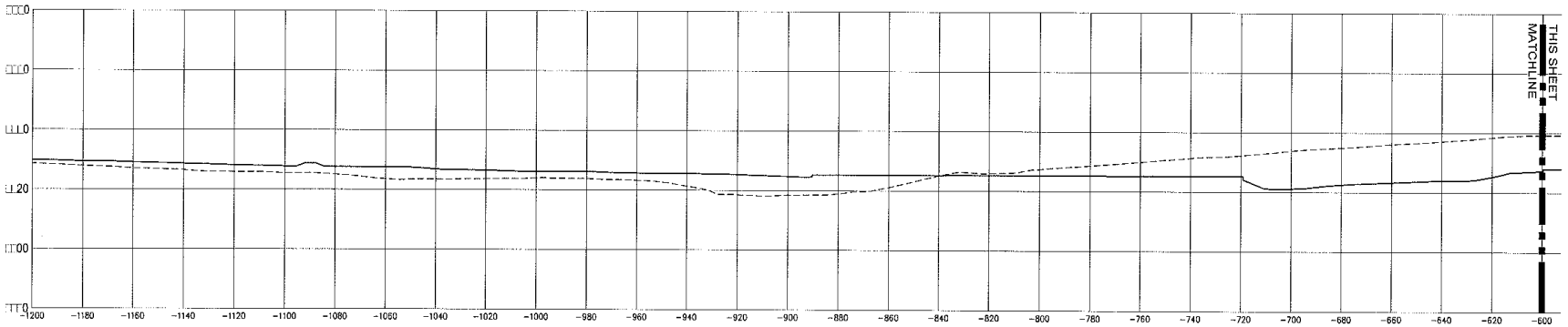
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

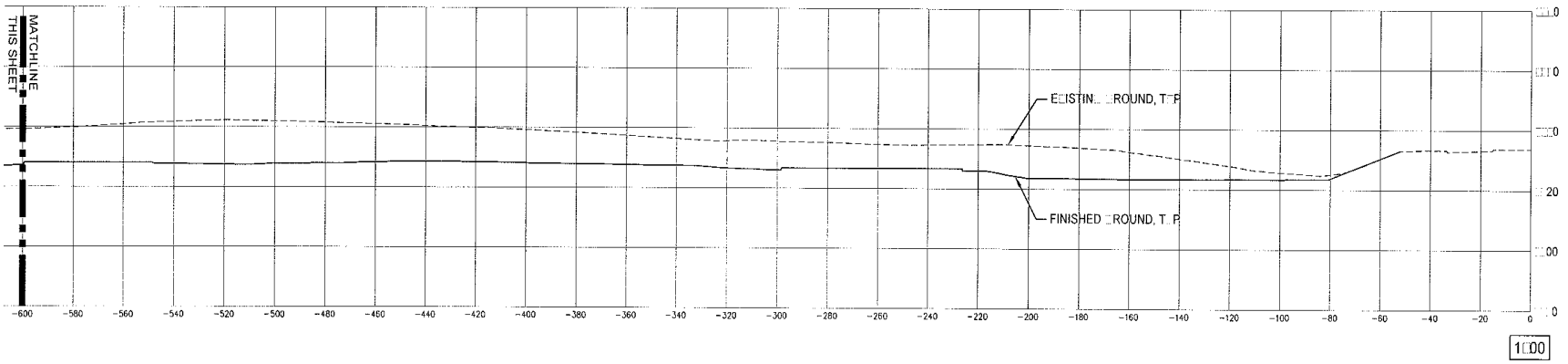
PH I HORI ONTAL CROSS SECTION LOCATION PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C 1000

REVISIONS | DATE | EN INEER'S SEAL







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SCALE: 1" 20

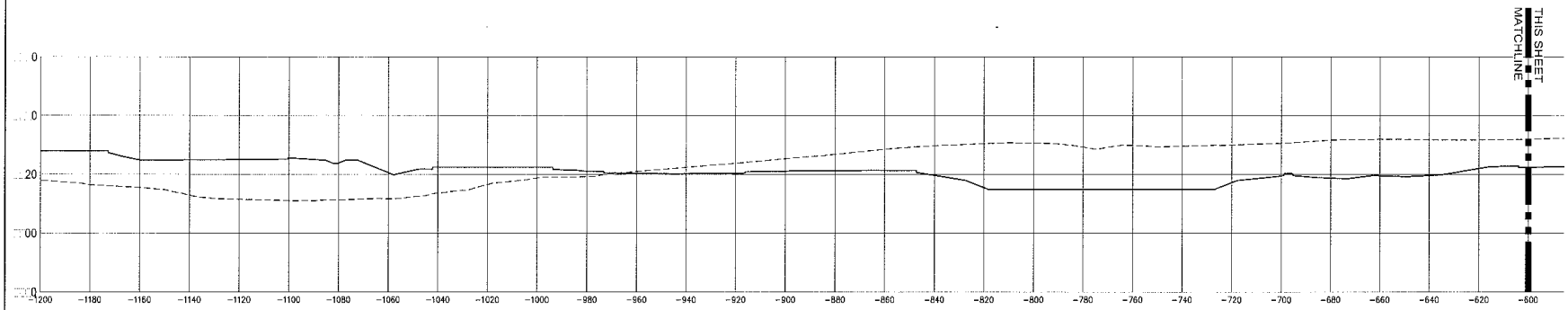
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C□□□□□□□□, LLC
15□ S. Fr□ □ Dr□. S□ □ B
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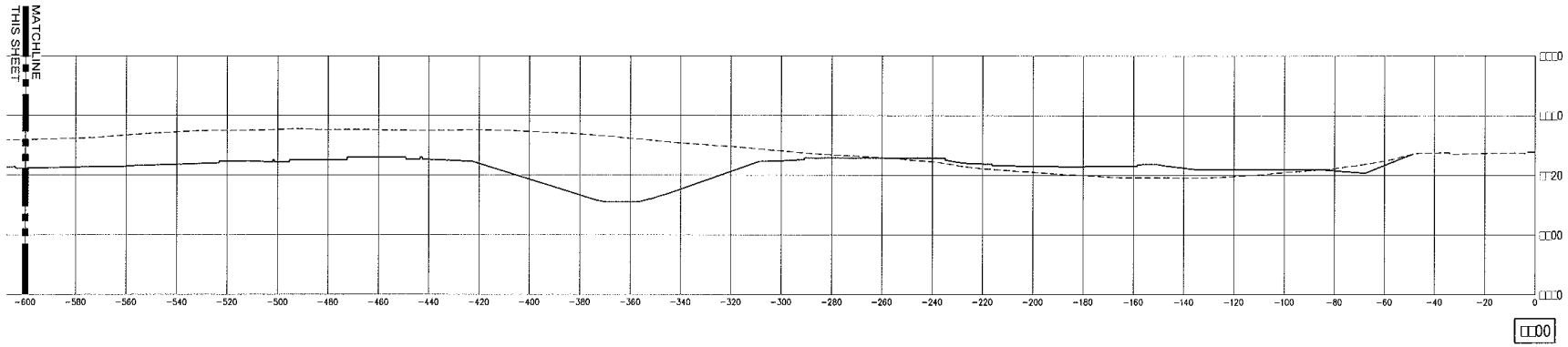
PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

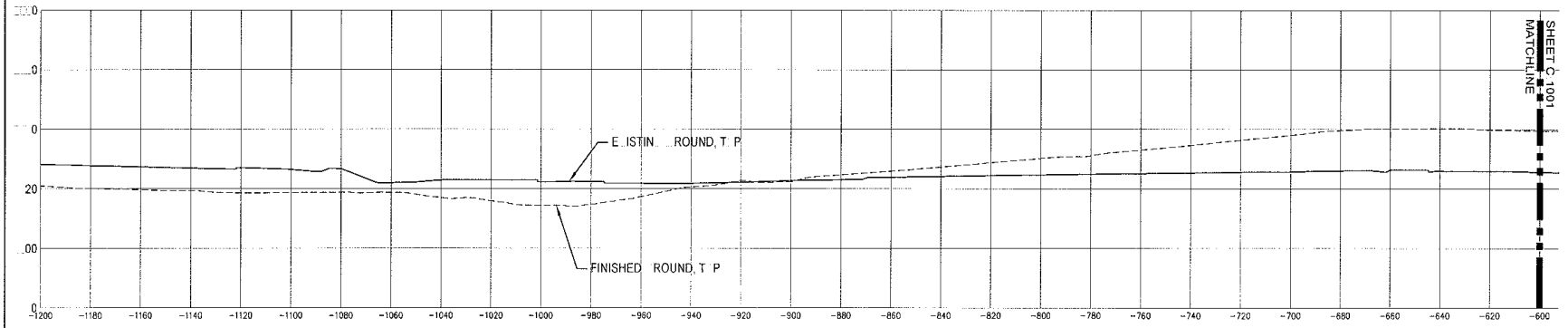
PH□ □HORI□ONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20	C 1001

REVISIONS	DATE	EN□INEER'S SEAL







0 10 20 0
SCALE: 1" 20

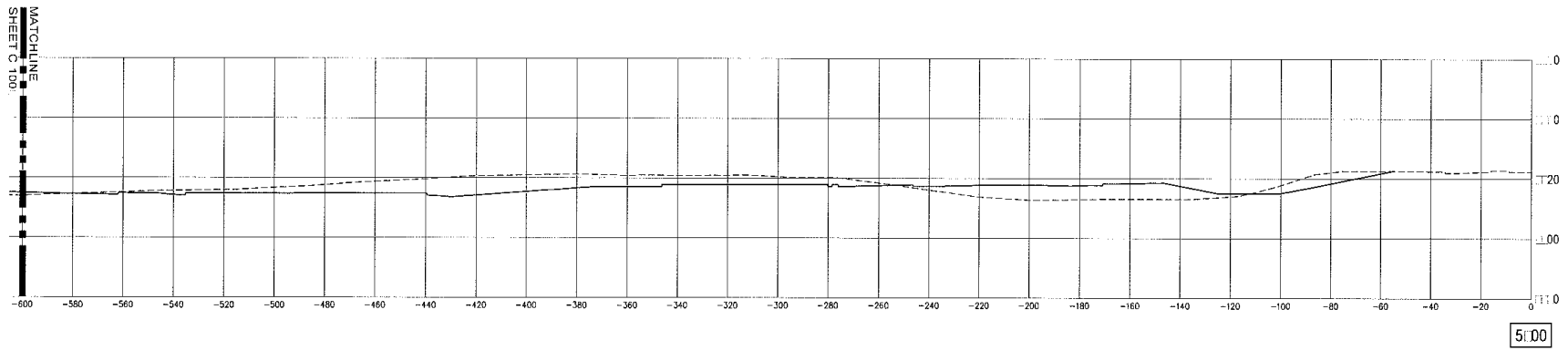
S F E C
S F E C, LLC
15 S Fr I Dr , S B
S F, N M 505
505 22 5 F 505 22 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

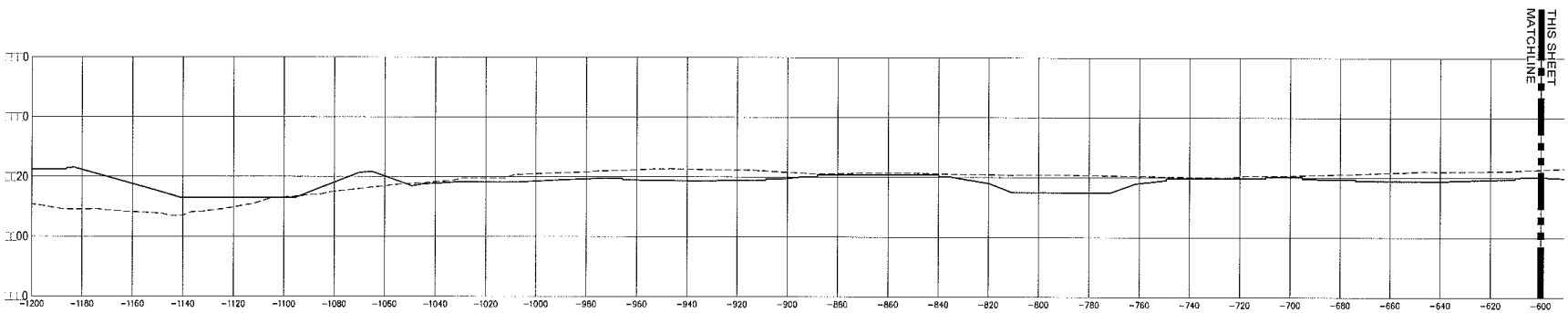
PH HORI ONTAL CROSS SECTIONS

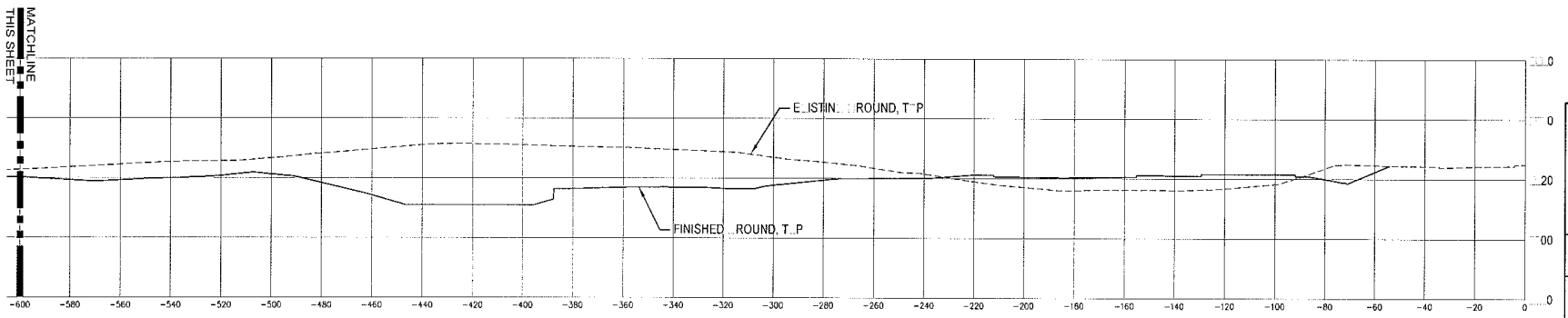
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20	C 1002

REVISIONS	DATE	ENGINEER'S SEAL



5□00





□□00

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SCALE: 1" 20

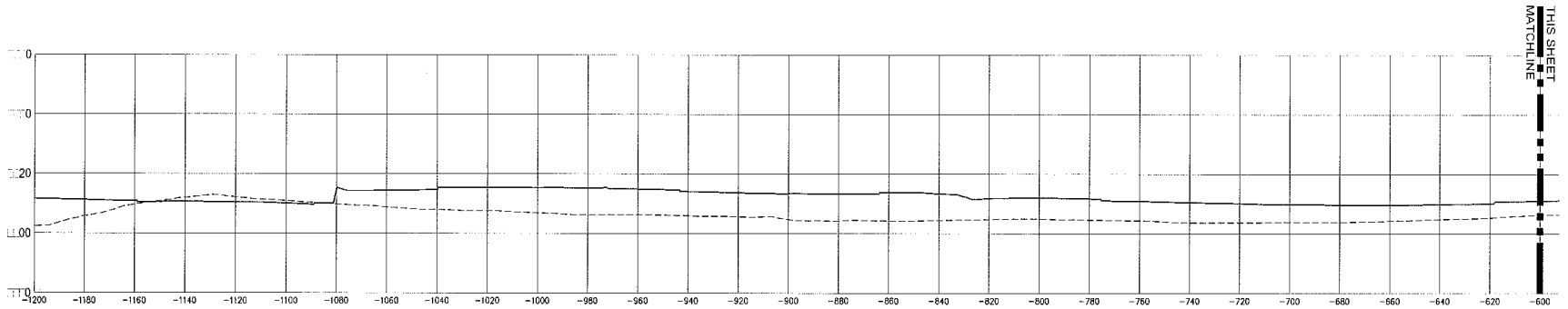
S□□□ F□ E□□□ r□□□
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15 S Fr F Dr , S E B
S F , N M 505
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SFEN R

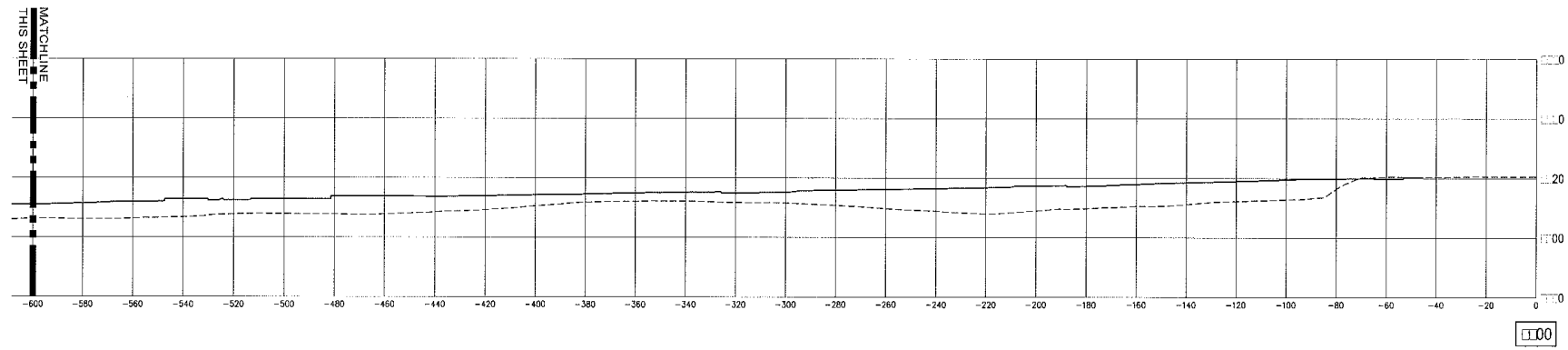
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

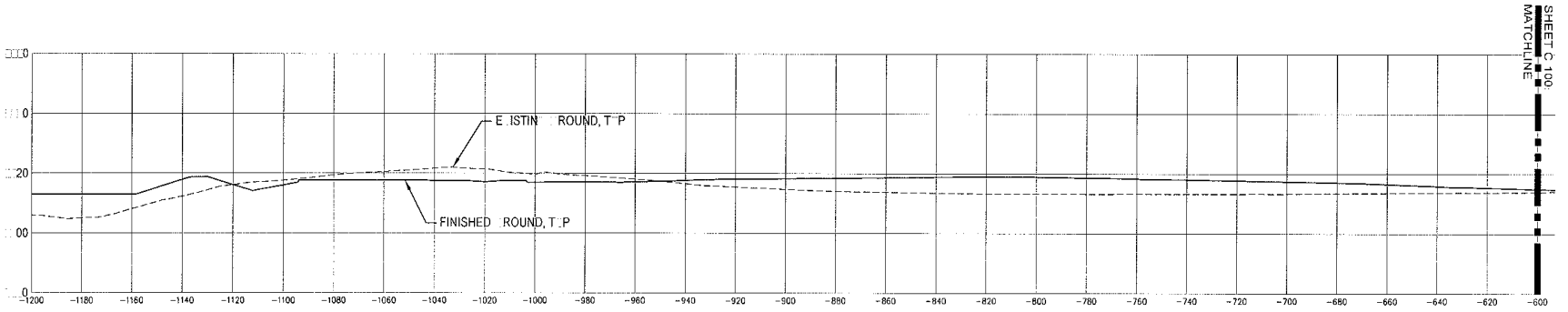
PH HORI□ONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20	C 100

EN INEERS SEAL
DATE
REVISIONS







SCALE: 1" 20'

S F E C

S F E C LLC

15 S Fr. Dr. S B
S F, N M 505
505 22 5 F. 505 22 1
SFEN R

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE HORIZONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20'	C.100

REVISIONS | DATE | ENGINEER'S SEAL



VERTICAL SITE CROSS SECTION LOCATION PLAN
SCALE: 1" = 100'

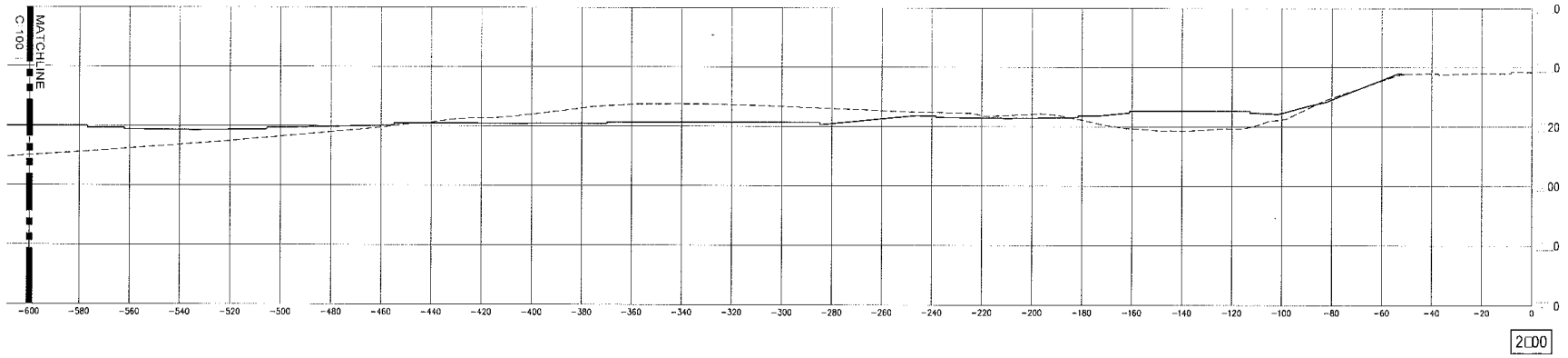
REVISIONS	
DATE	
ENGINEER'S SEAL	

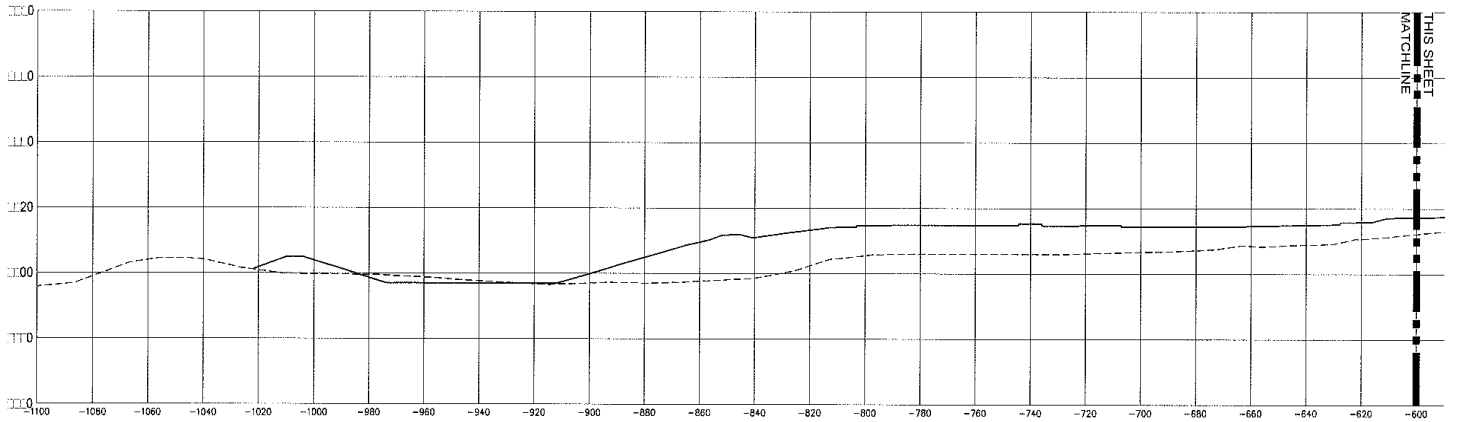
SFEC CONSTRUCTION, LLC
15 SAN FRANCISCO PLACE, SUITE B
SANTA FE, NM 87505
(505) 222-5500 FAX (505) 222-1001
SFEC.COM

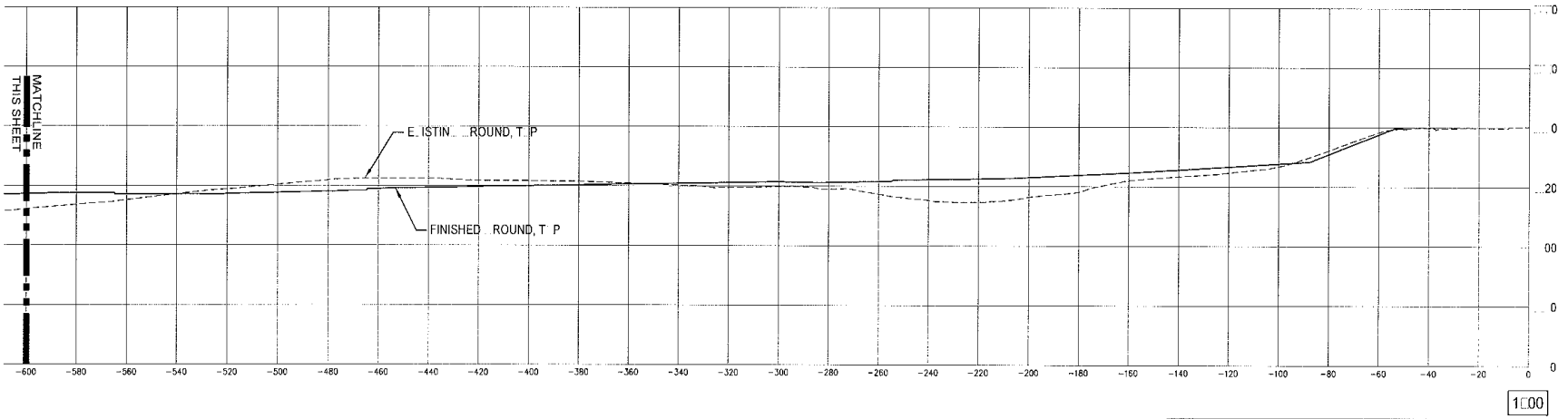
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE VERTICAL CROSS SECTION LOCATION PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 100'	C-1005







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SCALE: 1" 20

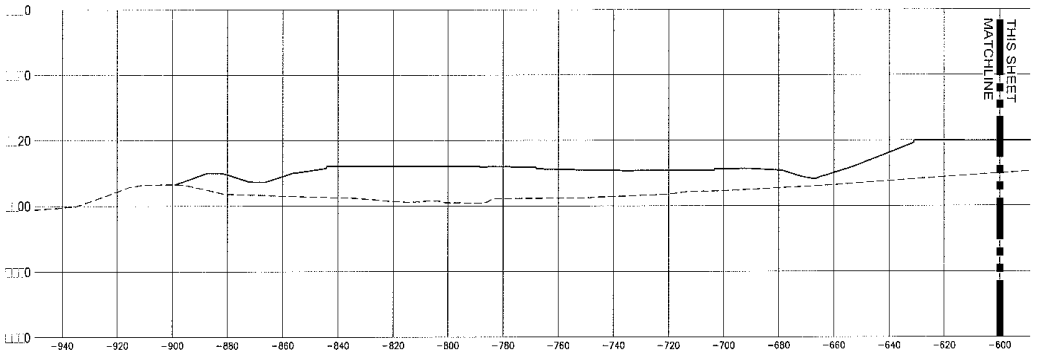
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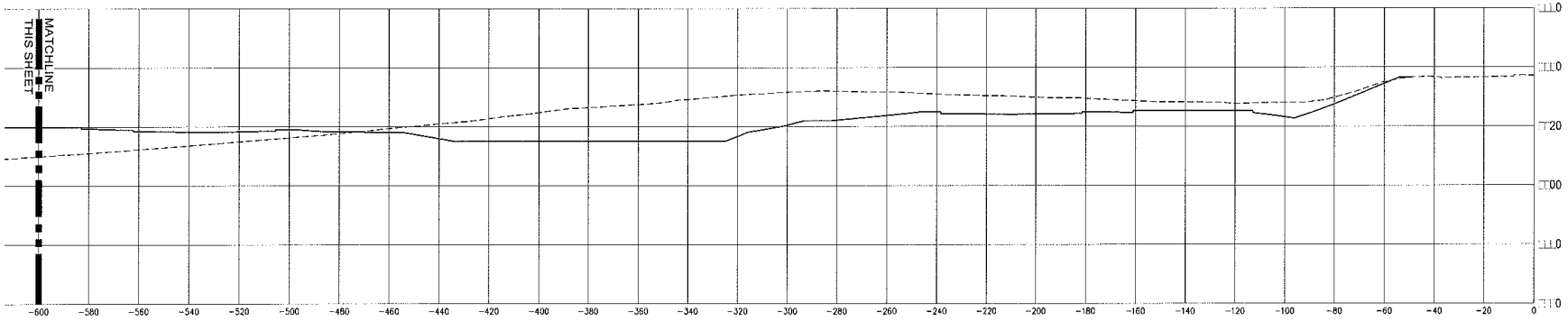
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

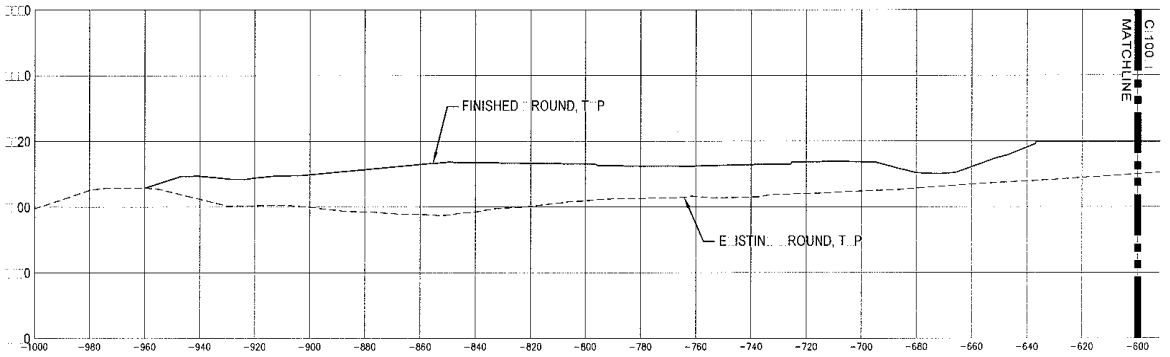
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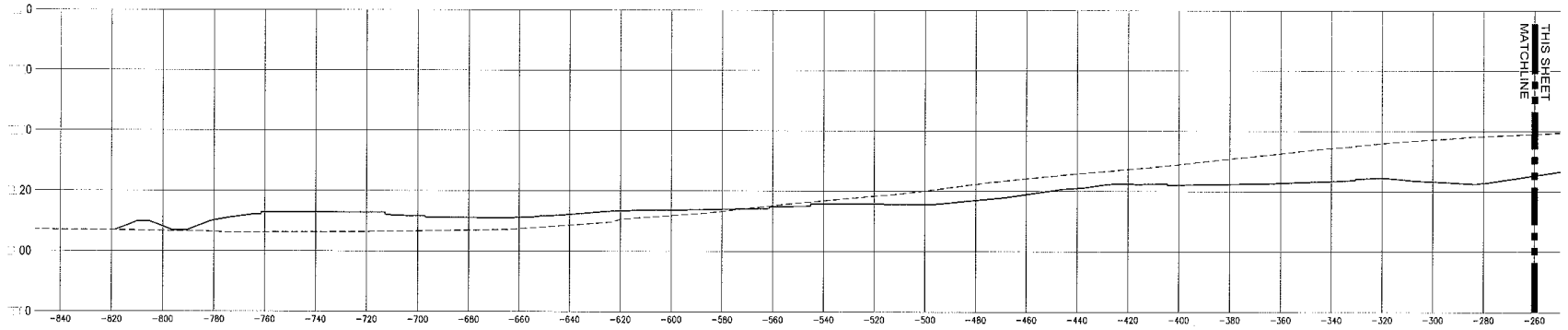
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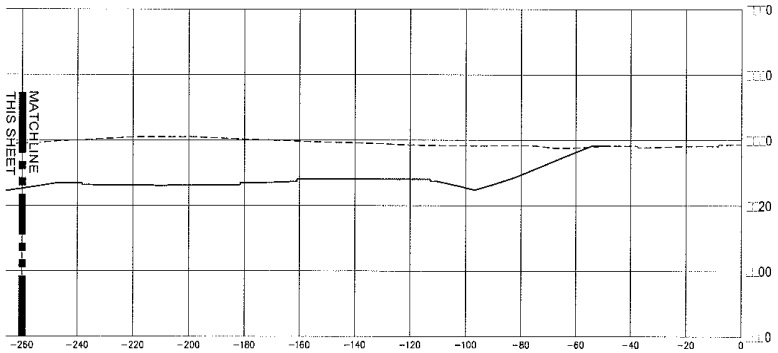
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN – PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
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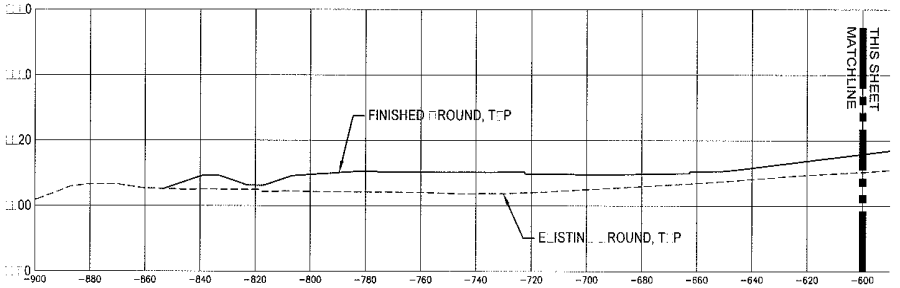
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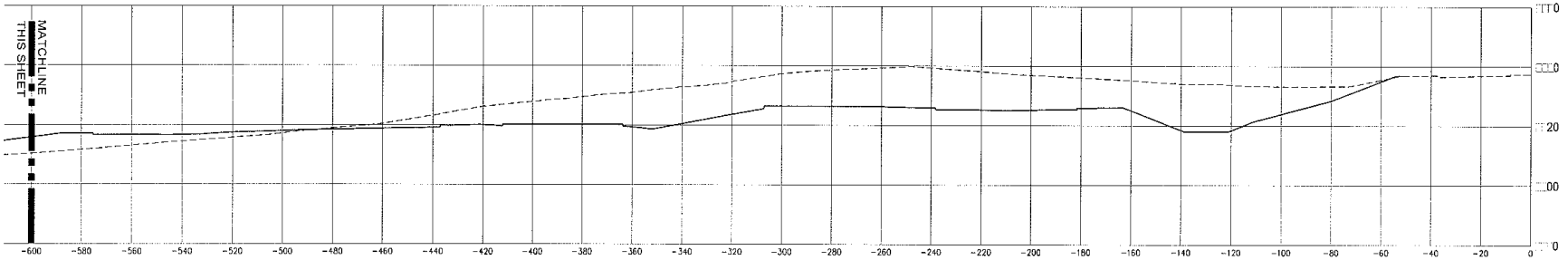
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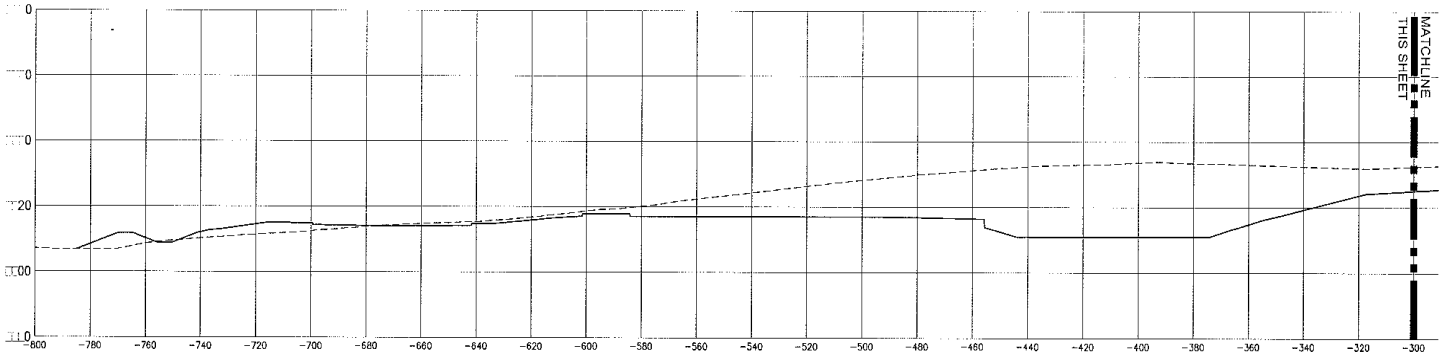
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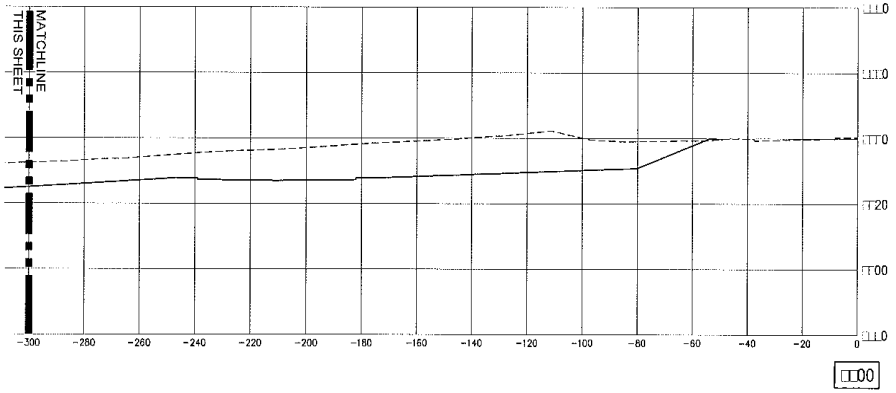
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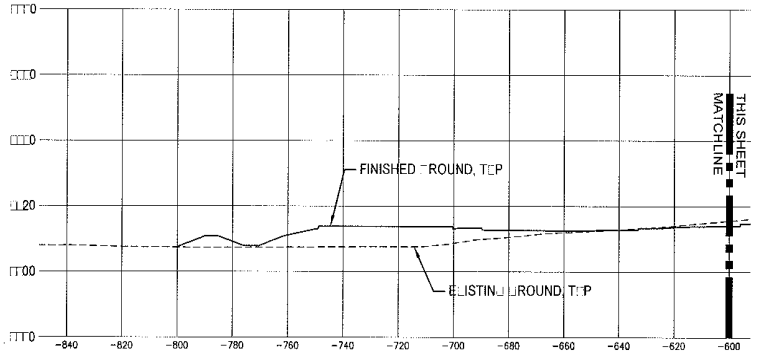
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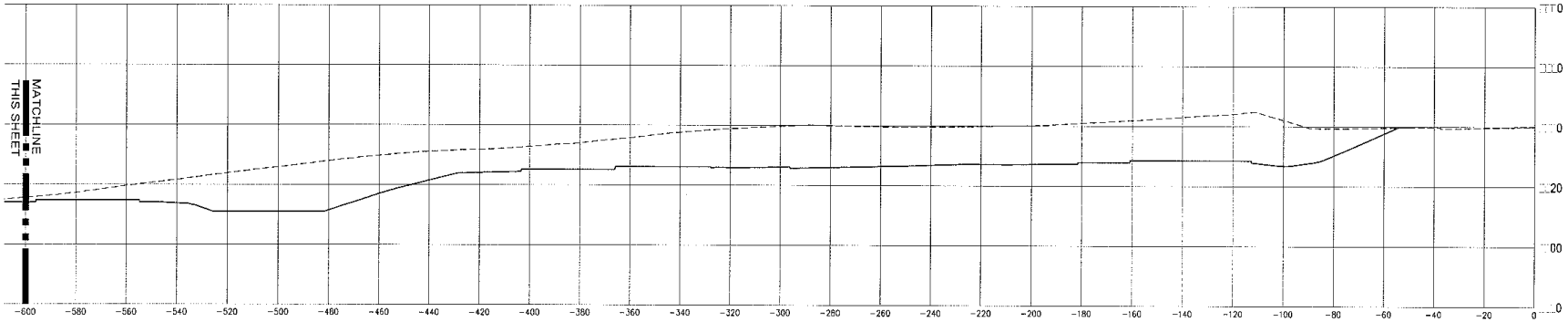
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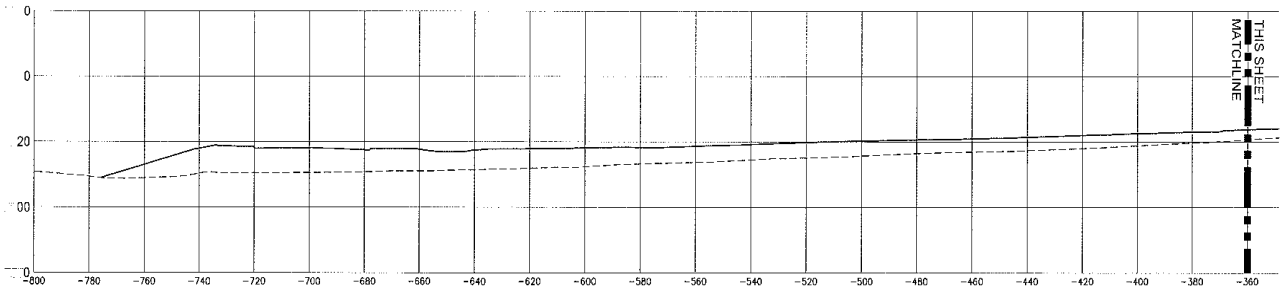
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1500 SOUTH FRANKLIN DRIVE, SUITE 800
SAN FRANCISCO, CALIFORNIA 94109
(415) 222-5555
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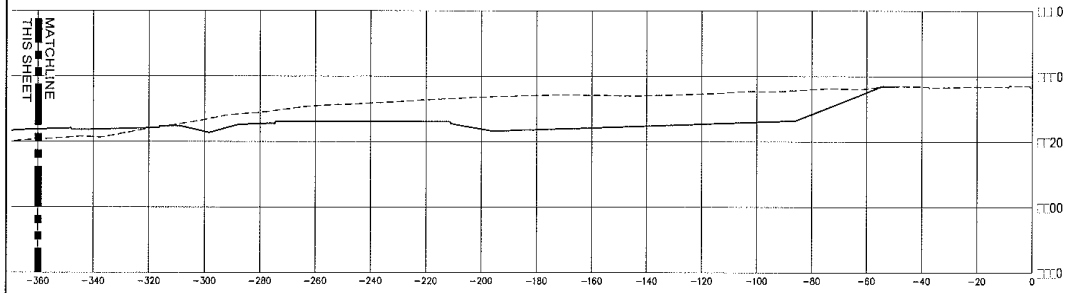
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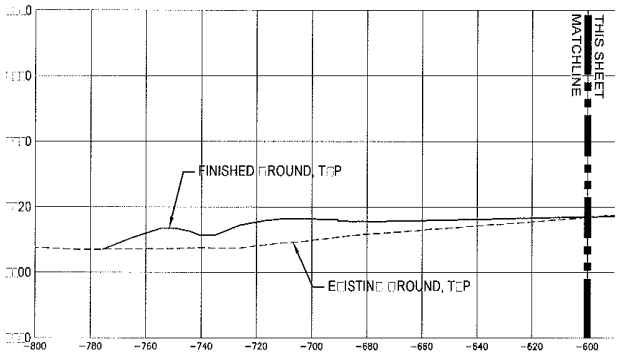
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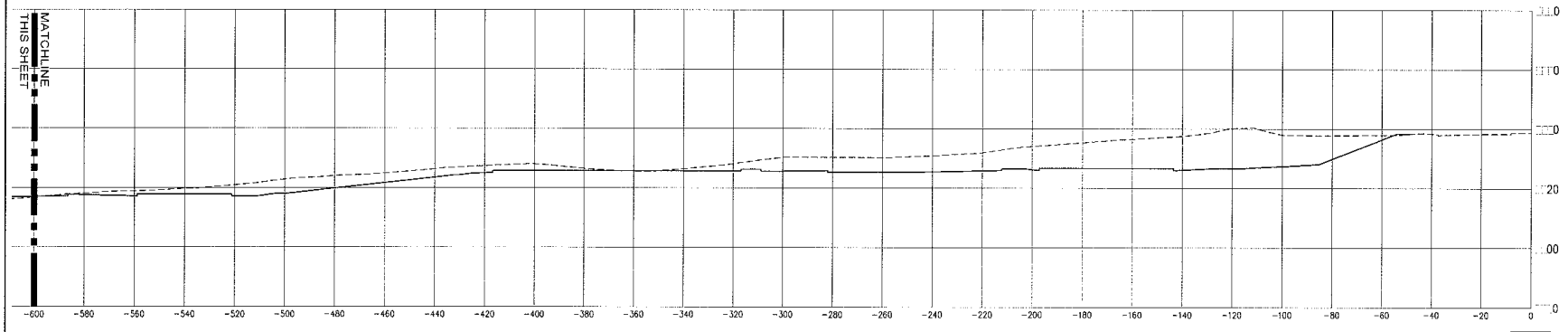
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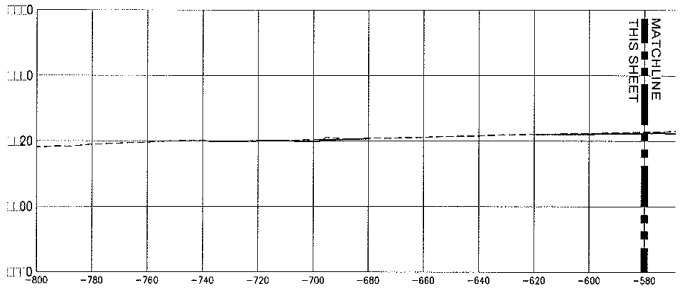
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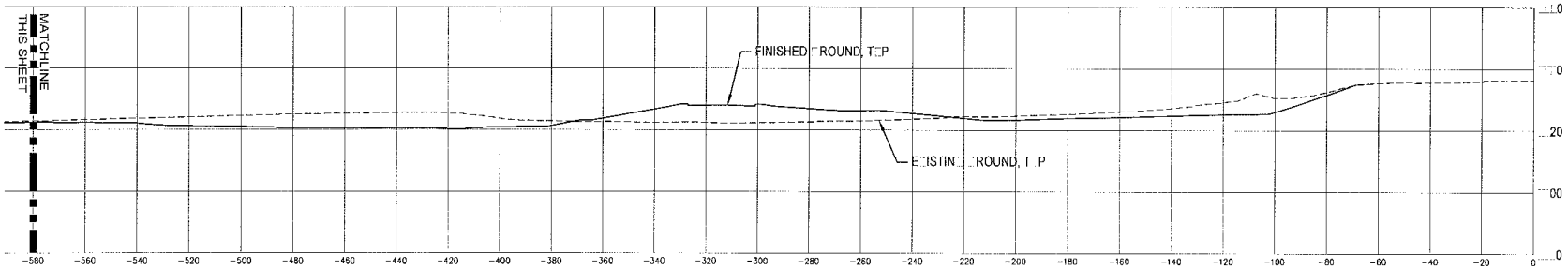
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 VERTICAL CROSS SECTIONS

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SCALE: 1" = 20'

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PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 VERTICAL CROSS SECTIONS

DATE	SCALE:	SHEET
SEPTEMBER 2020	1" = 20'	C-1011

STORM ... ATER POLLUTION PREVENTION PLAN
STORM RIVER PROPERTIES
SANTA FE, NE ... ME ICO

1. SITE AND PRO..ECT DESCRIPTION

T... ...5201 B... R... d P... ...d... ...d... ...d

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. DISTURBED AREAS, STABILI□ATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS RE□UIRED AND AT LEAST ONCE EVER□ T□ O □ EEKS, AND □ ITHIN 2□ HOURS OR THE NE□T □ ORKIN□ DA□ OF THE END OF A STORM EVENT□ IF A PORTION OF THE SITE HAS BEEN FINALL□ OR TEMPORARIL□ STABILI□ED, AND RUNOFF IS UNLIKEL□ DUE TO □ INTER CONDITIONS, OR DURIN□ SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHL□ BASIS□

2. THE STORM □ ATER MANA□EMENT S□STEM SHALL BE MAINTAINED IN □OOD CONDITION AND PROMPTL□ REPAIRED TO ENSURE THAT THE S□STEM IS MAINTAINED IN PROPER □ ORKIN□ CONDITION□

3. IF AFTER NOTICE B□ THE CIT□ TO CORRECT A VIOLATION RE□UIRIN□ MAINTENANCE □ ORK, SATISFACTOR□ CORRECTIONS ARE NOT MADE □ ITHIN A REASONABLE PERIOD OF TIME□ THE CIT□ MA□ PERFORM ALL NECESSAR□ □ ORK TO PLACE THE FACILIT□ IN PROPER □ ORKIN□ CONDITION□ THE CONTRACTOR SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE □ ORK□

BEST MANAGEMENT PRACTICES - NOTES

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURIN□ CONSTRUCTION B□ MEANS ADE□UATE TO RETAIN SOIL ON SITE□

2. E□CEPT AS NECESSAR□ TO INSTALL TEMPORAR□ EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE □RADED OR CLEARED UNTIL ALL SUCH TEMPORAR□ DEVICES HAVE BEEN PROPERL□ INSTALLED AND INSPECTED□ CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTL□ STABILI□ED□

3. SI□NIFICANT TREES, AREAS □ ITH SUBSTANTIAL □ RASS COVERA□E, AND DRAINA□E □ A□S THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF AN□ HEAV□ MACHINER□ ON SITE AND DURIN□ THE ENTIRE CONSTRUCTION PROCESS□ FENCIN□ SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SI□NIFICANT TREES□ THERE ARE NO SI□NIFICANT TREES□

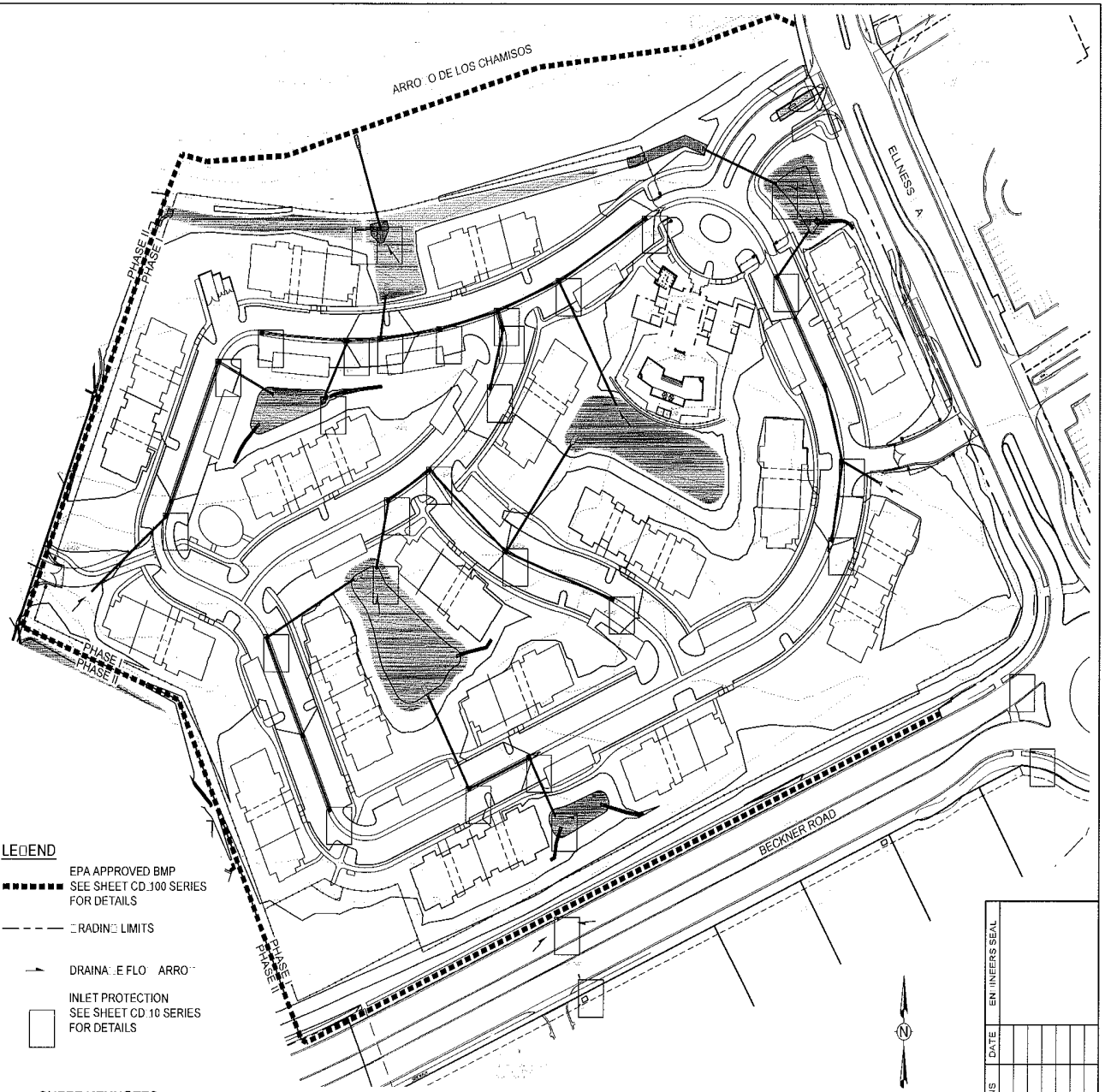
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROU□HOUT CONSTRUCTION B□ USIN□ APPROPRIATE EROSION CONTROL TECHNI□UES□ STA□IN□ AND SOIL STOCKPILE AREAS SHALL BE CLEARL□ DESI□NATED ON THE SITE□ ALL TOPSOIL SHALL BE KEPT ON SITE, □ ITHIN THE DISTURBANCE□ ONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTIN□ AREAS TO THE E□TENT POSSIBLE THERE ARE NO SOIL STOCKPILES ASSOCIATED □ITH THIS PRO□ECT□

5. □ ATERIN□ DO□N E□POSED AREAS IS RE□UIRED TO PREVENT THE BLO□IN□ OF DUST OR SEDIMENT□

   PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTR□ OF SEDIMENT□ □HILE STILL ALLO□IN□ THE ENTR□ OF STORM□ □ ATER□

   EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED B□ □ ATERIN□ AND OR FIBER MULCH □ITH TACKIFIER

   ALL CONSTRUCTION TRAFFIC SHALL USE TIRE□ □ ASHES



LE□END

- EPA APPROVED BMP SEE SHEET CD□100 SERIES FOR DETAILS
- □RADIN□ LIMITS
- DRAINA□E FLO□ ARRO□
- INLET PROTECTION SEE SHEET CD□10 SERIES FOR DETAILS

TEMPORAR□ EROSION AND SEDIMENT CONTROL PLAN
SCALE: 1"□ 0□

SHEET KEYNOTES

1. PROPERT□ LINE
2. EPA APPROVED BMP
3. RADIN□ LIMITS
4. INLET PROTECTION
5. DR□ TIRE□ □ ASH, SEE SHEET CD□100 FOR DETAILS

S□□□ F□E□□□

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. ALL STORM WATER FACILITIES SHALL BE MAINTAINED BY VILLA SENDERO APARTMENTS

2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.

THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION

IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION THE OWNERS OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1 INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION

2 FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY

DRAINAGE FACILITIES MAINTENANCE

1 THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS

2 INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

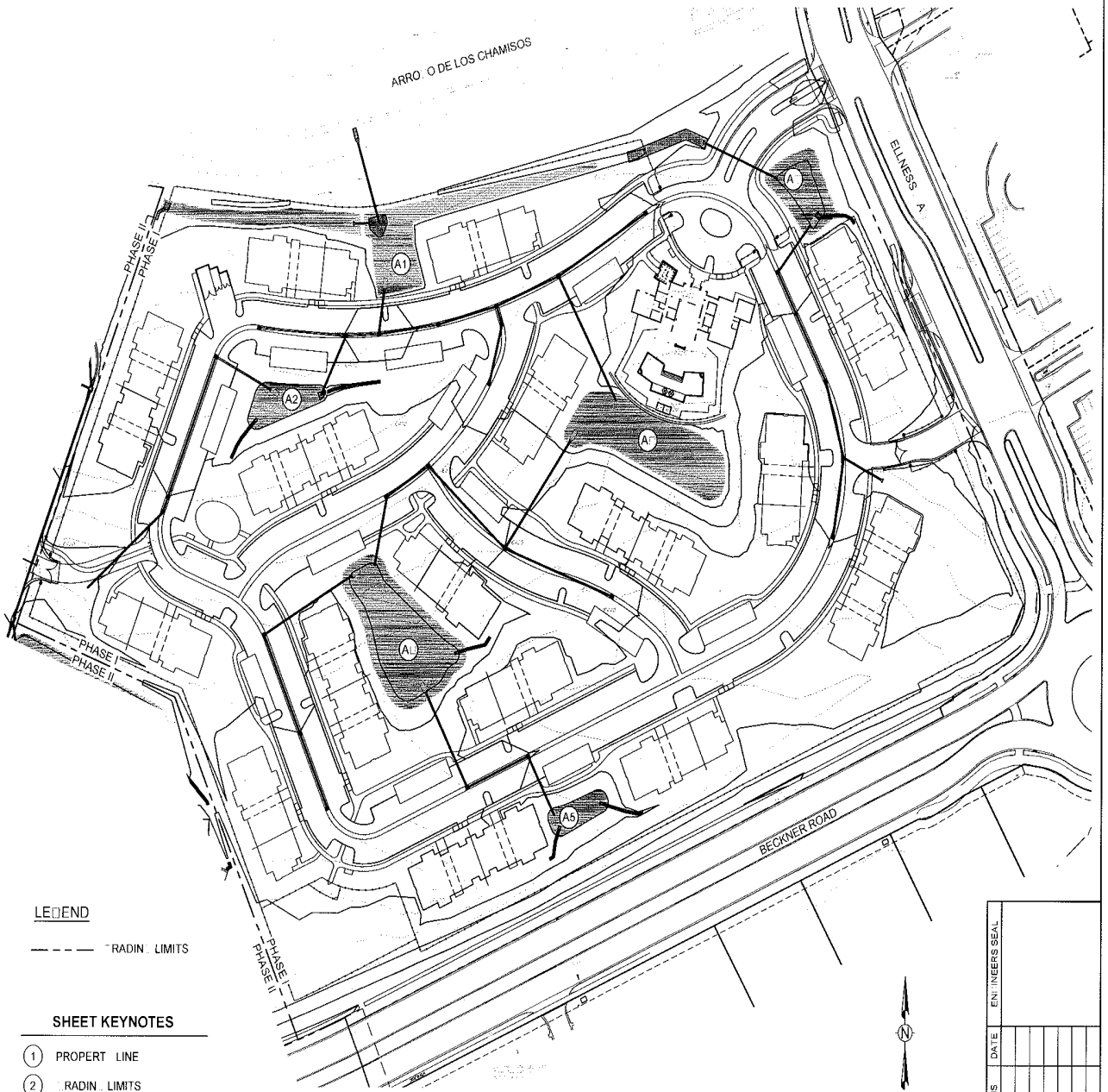
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1 INCH OR GREATER THE OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES

THE REMEDIAL ACTION SHALL CONSIST OF REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN INCHES IN DEPTH FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES AND, INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY

DRAINAGE FACILITIES MAINTENANCE SCHEDULE

SPRING MAINTENANCE:	MARCH 15	CLEARING AND MAINTENANCE FOR ALL STORM WATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE REMOVE SEDIMENT BUILD UP IN ALL PONDS AND RESEED
FALL MAINTENANCE:	SEPTEMBER 15	CLEARING AND MAINTENANCE FOR ALL STORM WATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE
PERIODIC MAINTENANCE:	AFTER SIGNIFICANT STORMS 1" OR GREATER	CLEARING AND MAINTENANCE FOR ALL STORM WATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF STORM

SFCC 12 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, VEGETATION, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND DEBRIS, ETC TO THE STORM DRAIN SYSTEM THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN MADE DRAINAGE CHANNELS, ARROYOS, RIVERS, AND ANY FACILITY AND APPURTENANCE BY WHICH STORM WATER IS COLLECTED AND OR CONVEYED CULVERT AND DRAIN FLUSHING SHALL BE CAREFULLY DONE POLLUTANTS AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OF AT THE LANDFILL



LEGEND

RADING LIMITS

SHEET KEYNOTES

1. PROPERTY LINE
2. GRADING LIMITS
3. POND A1
4. POND A2
5. POND A3
6. POND A4
7. POND A5
8. POND A6

POND INFORMATION				
NAME	BOTTOM ELEV	TOP ELEV	AREA SF	VOLUME CF
POND A1	0	8	12,000	1
POND A2	0	16	1,05	5,0
POND A3	11	1	11, 5	1
POND A4	15	1	1 , 2	
POND A5	1	20	2,0	,0
POND A6	15	1		,02

PERMANENT EROSION AND SEDIMENT CONTROL PLAN
SCALE: 1" = 0

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SCALE: 1" = 60'

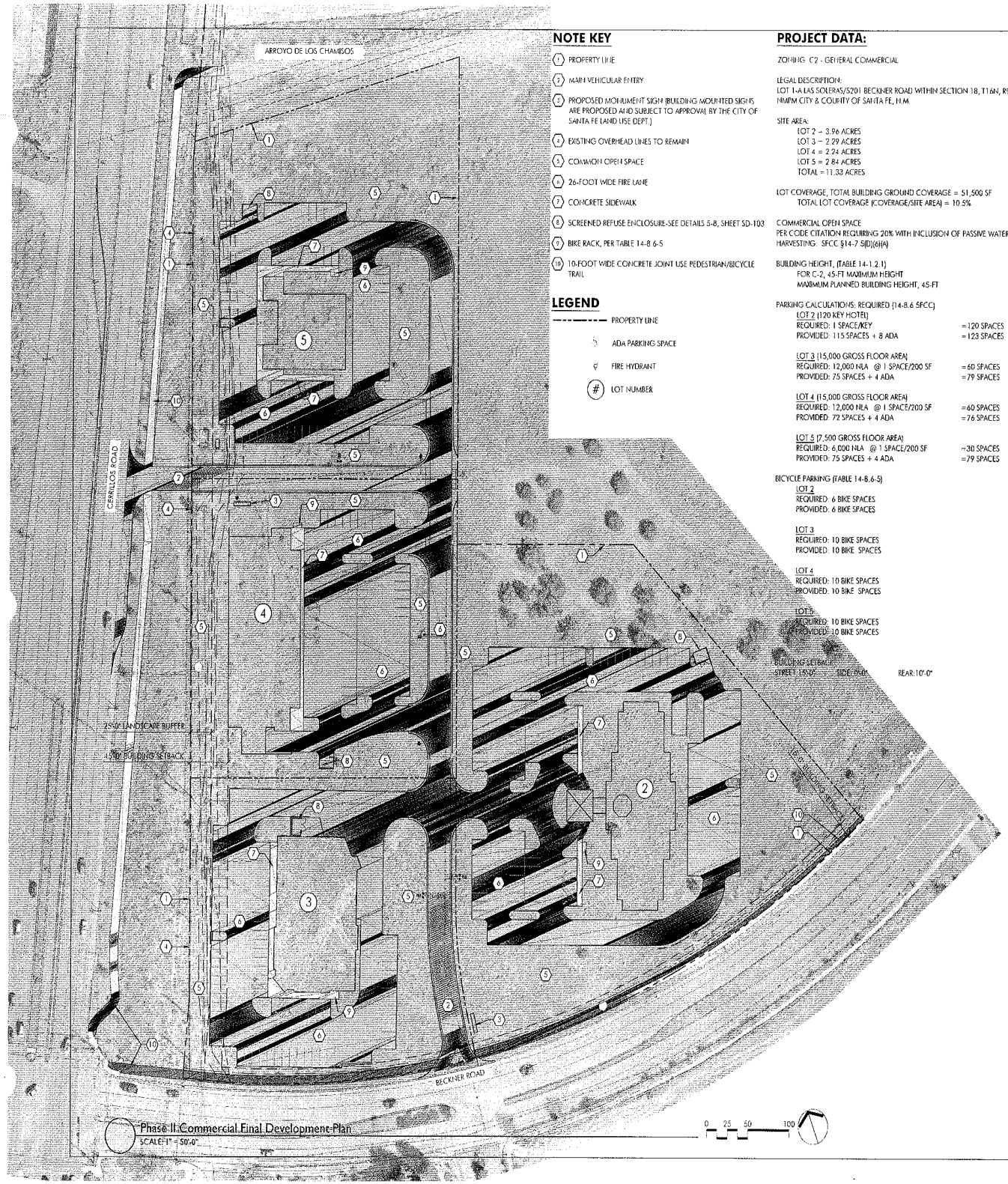
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PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH I PERMANENT EROSION AND SEDIMENT CONTROL PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 0	C 1102



NOTE KEY

1. PROPERTY LINE
2. MAIN VEHICULAR ENTRY
3. PROPOSED MONUMENT SIGN (BUILDING MOUNTED SIGNS ARE PROPOSED AND SUBJECT TO APPROVAL BY THE CITY OF SANTA FE LAND USE DEPT.)
4. EXISTING OVERHEAD LINES TO REMAIN
5. COMMON OPEN SPACE
6. 26-FOOT WIDE FIRE LANE
7. CONCRETE SIDEWALK
8. SCREENED REFUSE ENCLOSURE-SEE DETAILS 5-8, SHEET SD-103
9. BIKE RACK, PER TABLE 14-8.6-5
10. 10-FOOT WIDE CONCRETE JOINT USE PEDESTRIAN/BICYCLE TRAIL

LEGEND

- PROPERTY LINE
- ADA PARKING SPACE
- FIRE HYDRANT
- (#) LOT NUMBER

PROJECT DATA:

ZONING: C-2 - GENERAL COMMERCIAL

LEGAL DESCRIPTION:
LOT 1-A LAS SOLERAS/5201 BECKNER ROAD WITHIN SECTION 18, T16N, R9E, NMPM CITY & COUNTY OF SANTA FE, N.M.

SITE AREA:
LOT 2 = 3.96 ACRES
LOT 3 = 2.29 ACRES
LOT 4 = 2.24 ACRES
LOT 5 = 2.84 ACRES
TOTAL = 11.33 ACRES

LOT COVERAGE, TOTAL BUILDING GROUND COVERAGE = 51,500 SF
TOTAL LOT COVERAGE (COVERAGE/SITE AREA) = 10.5%

COMMERCIAL OPEN SPACE
PER CODE CITATION REQUIRING 20% WITH INCLUSION OF PASSIVE WATER HARVESTING: SFCC §14-7.5(D)(6)(A)

BUILDING HEIGHT, (TABLE 14-1.2.1)
FOR C-2, 45-FT MAXIMUM HEIGHT
MAXIMUM PLANNED BUILDING HEIGHT, 45-FT

PARKING CALCULATIONS: REQUIRED (14-8.6 SFCC)

LOT 2 (120 KEY HOTEL)
REQUIRED: 1 SPACE/KEY = 120 SPACES
PROVIDED: 115 SPACES + 8 ADA = 123 SPACES

LOT 3 (15,000 GROSS FLOOR AREA)
REQUIRED: 12,000 NLA @ 1 SPACE/200 SF = 60 SPACES
PROVIDED: 75 SPACES + 4 ADA = 79 SPACES

LOT 4 (15,000 GROSS FLOOR AREA)
REQUIRED: 12,000 NLA @ 1 SPACE/200 SF = 60 SPACES
PROVIDED: 72 SPACES + 4 ADA = 76 SPACES

LOT 5 (7,500 GROSS FLOOR AREA)
REQUIRED: 6,000 NLA @ 1 SPACE/200 SF = 30 SPACES
PROVIDED: 75 SPACES + 4 ADA = 79 SPACES

BICYCLE PARKING (TABLE 14-8.6-5)

LOT 2
REQUIRED: 6 BIKE SPACES
PROVIDED: 6 BIKE SPACES

LOT 3
REQUIRED: 10 BIKE SPACES
PROVIDED: 10 BIKE SPACES

LOT 4
REQUIRED: 10 BIKE SPACES
PROVIDED: 10 BIKE SPACES

LOT 5
REQUIRED: 10 BIKE SPACES
PROVIDED: 10 BIKE SPACES

BUILDING SETBACK
STREET: 15'-0" SIDE: 0'-0" REAR: 10'-0"

AFFIDAVIT:

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

MANAGING PARTNER OF ABACUS MULTI-FAMILY PARTNERS IV, LP

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____. THIS ___ DAY OF _____ 20XX.

NOTARY PUBLIC

MY COMMISSION EXPIRES

STORMWATER AGREEMENT PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES; THE CITY HAS THE RIGHT OF ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; THE CITY HAS THE RIGHT, IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

MANAGING PARTNER OF ABACUS MULTI-FAMILY PARTNERS IV, LP

THE FOREGOING WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY _____, THIS_____ DAY OF _____, 2018.

NOTARY PUBLIC

MY COMMISSION EXPIRES

DRAINAGE FACILITY MAINTENANCE SCHEDULE (+ 30 DAYS) SHALL BE AS FOLLOWS:

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE BECKNER APARTMENTS OWNERSHIP
2. THE DRAINAGE FACILITIES MAINTENANCE SCHEDULE SHALL BE AS FOLLOWS, MARCH 15TH, SEPTEMBER 15TH AND AFTER STORMS OF ONE-INCH OR GREATER.
   - A. FLUSH ALL CULVERTS AND DRAIN PIPES TO REMOVE SEDIMENT AND VEGETATION.
   - B. FLUSH STORM DRAIN MANHOLES AND DROP INLETS.
   - C. IF SEDIMENT IN PONDS IS DEEPER THAN 6-INCHES, REMOVE AND RESEED WITH NATIVE GRASSES.
   - D. CHECK POND DRAINS AND RIP-RAP INTEGRITY. REPAIR, AS NECESSARY.
   - E. CHECK FOR SOIL EROSION WITHIN AND AROUND ALL SWALES, FILL SLOPES, CUT SLOPES AND RETAINING WALLS. UNSTABILIZED SOILS SHALL BE STABILIZED WITH VEGETATION, ROCK PLATING OR EROSION MATS.

GENERAL NOTES:

CITY OF SANTA FE APPROVAL,
NOTES AND CONDITIONS:

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF _____ 2020, AS CASE NO ____ .

PLANNING COMMISSION CHAIRPERSON DATE

PLANNING COMMISSION SECRETARY DATE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14-3.8(F).

CITY PLANNER DATE

CITY ENGINEER FOR LAND USE DATE

1. 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.
2. COMPLIANCE WITH GUNNISON'S PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
3. 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.
4. FENCES, WALLS OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
5. UTILITY EXPANSION CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
6. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE
7. COMPLY WITH THE CURRENT COSF WATER CONSERVATION STAGE.
8. FOR LOCATION AND TYPE OF LANDSCAPING SEE SHEET __
9. ANY CHANGES AND/OR MODIFICATIONS TO THE APPROVED LANDSCAPE PLAN SHALL BE APPROVED BY THE COSF PLANNING & LAND USE DEPARTMENT.
10. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORDINANCE NO. 2008-02 (IMPACT FEES).
11. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO. 2008-02 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
12. BUILDING SETBACKS SHALL APPLY TO ALL PERMANENT STRUCTURES, INCLUDING ACCESSORY STRUCTURES.
13. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
14. 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 OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
15. PROPERTY DEVELOPMENT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5), "PLANT MATERIAL STANDARDS", WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
16. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1412.1
17. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1412.1
18. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER
19. THIS DEVELOPMENT LIES OUTSIDE OF A HISTORIC DISTRICT.

PRELIMINARY
NOT FOR CONSTRUCTION

*NOTES:

1. THE USES SHOWN HEREON ARE CONCEPTUAL. THE FINAL USES WILL BE DETERMINED WITH SUBMITTAL OF A FINAL DEVELOPMENT PLAN APPLICATION FOR EACH LOT.
2. PHASE 2 MAY BE DEVELOPED IN SUB-PHASES.

SEAL | DATE | REVISIONS

abacus
Capital Group LLC

POD design
Columbus
100 Northwoods Blvd. Ste A
Columbus, Ohio 43235
o 614 255 3399
Cincinnati
20 Village Square | 3rd Floor
Cincinnati, Ohio 45246
o 614 255 3399
PODdesign.net

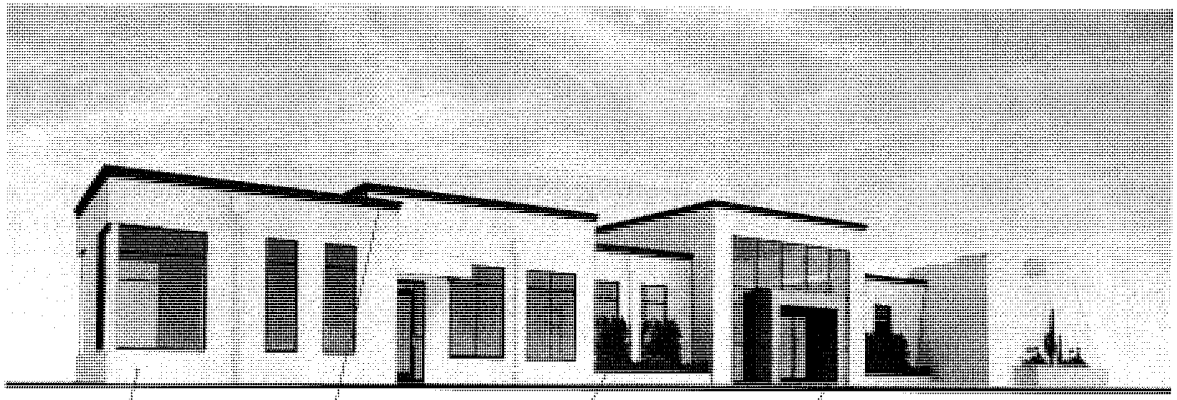
DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE II - COMMERCIAL FINAL DEVELOPMENT PLAN

DATE:	SCALE:	SHEET
OCTOBER 15, 2020		DP2-100



A9 RESIDENTIAL BUILDING PERSPECTIVE
N.T.S.



A1 CLUBHOUSE PERSPECTIVE
N.T.S.

meyers+associates
ARCHITECTURE
313 n mint street, 300, columbus oh 43215
t (614) 221 9433 f (614) 221 9441
www.meyersarchitects.com

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DESCRIPTION	DATE

SHEET TITLE
BUILDING CHARACTER

PROJECT TITLE
BECKNER APARTMENTS
5201 BECKNER ROAD
SANTA FE, NM 87507

SEAL

NOT FOR CONSTRUCTION

MEYERS + ASSOCIATES PROJECT NUMBER:
2020-15

SHEET NUMBER
A2-100

LOT #2

PROPERTY ZONING

ZONING: C2 - GENERAL COMMERCIAL

OPEN SPACE CALCULATIONS

TOTAL LOT AREA: ±172,498 SF
OPEN SPACE REQUIRED: 34,500

LANDSCAPE CALCULATIONS

PLANTING REQUIREMENT: 1 TREE & 2 SHRUBS PER 500 SF OF REQUIRED OPEN SPACE, TYP.
TREES REQUIRED: 34,500/500= 69 TREES REQUIRED
69 TREES PROVIDED
EVERGREEN TREE REQUIREMENT: 120 X 0.25 = 17 REQUIRED
17 EVERGREEN TREES PROVIDED
SHRUBS REQUIRED: 34,500/500 X 2= 138 SHRUBS REQUIRED
138 SHRUBS PROVIDED
EVERGREEN SHRUB REQUIREMENT: 240 X 0.25 = 35 SHRUBS REQUIRED
35 EVERGREEN SHRUBS PROVIDED

RETENTION POND LANDSCAPE CALCULATIONS

RETENTION POND AREA PROVIDED 16,035 SF

PLANTING REQUIREMENT: 1 TREE & 3 SHRUBS PER 500 SF
TREES REQUIRED: 16,035 /500=32 TREES REQUIRED
32 TREES PROVIDED
SHRUBS REQUIRED: 16,035 /500 X 3=96 SHRUBS REQUIRED
96 SHRUBS PROVIDED

PARKING LOT LANDSCAPE CALCULATIONS

TOTAL PARKING SPACES PROVIDED: 123

LANDSCAPE REQUIREMENT: 10 SF OF LANDSCAPE AREA WITH 1 TREE PER PARKING
SPACE: 123 SPACES X 10 = 1230 SF PARKING LOT LANDSCAPING REQUIRED
>1230 SF PARKING LOT LANDSCAPING PROVIDED
1 TREE PER 90 SF REQUIRED
1230 /90 = 14
TREES REQUIRED: 14
TREES PROVIDED: 14

STREET TREE LANDSCAPE CALCULATIONS

BECKNER ROAD
STREET TREES REQUIRED: 535 LF / 35 = 15 TREES
STREET TREES PROVIDED: 15 TREES

WATER BUDGET

YEAR 1
69 TREES 25 GAL PER WEEK EACH = 1,725 GAL AT 40 WEEKS PER YEAR = 69,000 GAL
138 SHRUBS 3 GAL PER WEEK EACH = 414 GAL AT 40 WEEKS PER YEAR = 16,560 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 1 TOTAL: (69,000 + 16,560) = 85,560 GAL

YEAR 2
69 TREES 22 GAL PER WEEK EACH = 1,518 GAL AT 40 WEEKS PER YEAR = 60,720 GAL
138 SHRUBS 2.5 GAL PER WEEK EACH = 345 GAL AT 40 WEEKS PER YEAR = 13,800 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 2 TOTAL: (60,720 + 13,800) = 74,520 GAL

YEAR 3
69 TREES 20 GAL PER WEEK EACH = 1,380 GAL AT 40 WEEKS PER YEAR = 55,200 GAL
138 SHRUBS 2 GAL PER WEEK EACH = 276 GAL AT 40 WEEKS PER YEAR = 11,040 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 3 TOTAL: (55,200 + 11,040) = 66,240 GAL

LOT #3

PROPERTY ZONING

ZONING: C2 - GENERAL COMMERCIAL

OPEN SPACE CALCULATIONS

TOTAL LOT AREA: ±99,753 SF
OPEN SPACE REQUIRED: 19,950 SF

LANDSCAPE CALCULATIONS

PLANTING REQUIREMENT: 1 TREE & 2 SHRUBS PER 500 SF
TREES REQUIRED: 19,950/500=40 TREES REQUIRED
40 TREES PROVIDED
EVERGREEN TREE REQUIREMENT: 40 X 0.25 = 10 REQUIRED
10 EVERGREEN TREES PROVIDED
SHRUBS REQUIRED: 19,950/500 X 2=80 SHRUBS REQUIRED
80 SHRUBS PROVIDED
EVERGREEN SHRUB REQUIREMENT: 80 X 0.25 = 20 SHRUBS REQUIRED
20 EVERGREEN SHRUBS PROVIDED

PARKING LOT LANDSCAPE CALCULATIONS

TOTAL PARKING SPACES PROVIDED: 79

LANDSCAPE REQUIREMENT: 10 SF OF LANDSCAPE AREA WITH 1 TREE PER PARKING
SPACE: 79 SPACES X 10 = 790 SF PARKING LOT LANDSCAPING REQUIRED
>790 SF PARKING LOT LANDSCAPING PROVIDED
1 TREE PER 90 SF REQUIRED
790 /90 = 9
TREES REQUIRED: 9
TREES PROVIDED: 9

STREET TREE LANDSCAPE CALCULATIONS

BECKNER ROAD
STREET TREES REQUIRED: 355 LF / 35 = 10 TREES
STREET TREES PROVIDED: 12 TREES

CERRILLOS ROAD
STREET TREES REQUIRED: 305 LF / 35 = 9 TREES
STREET TREES PROVIDED: 9 TREES

WATER BUDGET

YEAR 1
40 TREES 25 GAL PER WEEK EACH = 1,000 GAL AT 40 WEEKS PER YEAR = 40,000 GAL
80 SHRUBS 3 GAL PER WEEK EACH = 240 GAL AT 40 WEEKS PER YEAR = 9,600 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 1 TOTAL: (40,000 + 9,600) = 49,600 GAL

YEAR 2
40 TREES 22 GAL PER WEEK EACH = 880 GAL AT 40 WEEKS PER YEAR = 35,200 GAL
80 SHRUBS 2.5 GAL PER WEEK EACH = 200 GAL AT 40 WEEKS PER YEAR = 8,000 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 2 TOTAL: (35,200 + 8,000) = 43,200 GAL

YEAR 3
40 TREES 20 GAL PER WEEK EACH = 800 GAL AT 40 WEEKS PER YEAR = 32,000 GAL
80 SHRUBS 2 GAL PER WEEK EACH = 160 GAL AT 40 WEEKS PER YEAR = 6,400 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 3 TOTAL: (32,000 + 6,400) = 38,400 GAL

LOT #4

PROPERTY ZONING

ZONING: C2 - GENERAL COMMERCIAL

OPEN SPACE CALCULATIONS

TOTAL LOT AREA: ±99,575 SF
OPEN SPACE REQUIRED: 19,515

LANDSCAPE CALCULATIONS

PLANTING REQUIREMENT: 1 TREE & 2 SHRUBS PER 500 SF
TREES REQUIRED: 34,500/500= 69 TREES REQUIRED
69 TREES PROVIDED
EVERGREEN TREE REQUIREMENT: 120 X 0.25 = 17 REQUIRED
17 EVERGREEN TREES PROVIDED
SHRUBS REQUIRED: 34,500/500 X 2= 138 SHRUBS REQUIRED
138 SHRUBS PROVIDED
EVERGREEN SHRUB REQUIREMENT: 240 X 0.25 = 35 SHRUBS REQUIRED
35 EVERGREEN SHRUBS PROVIDED

PARKING LOT LANDSCAPE CALCULATIONS

TOTAL PARKING SPACES PROVIDED: 76

LANDSCAPE REQUIREMENT: 10 SF OF LANDSCAPE AREA WITH 1 TREE PER PARKING
SPACE: 76 SPACES X 10 = 760 SF PARKING LOT LANDSCAPING REQUIRED
>760 SF PARKING LOT LANDSCAPING PROVIDED
1 TREE PER 90 SF REQUIRED
760 /90 = 9
TREES REQUIRED: 9
TREES PROVIDED: 9

STREET TREE LANDSCAPE CALCULATIONS

CERRILLOS ROAD
STREET TREES REQUIRED: 305 LF / 35 = 9 TREES
STREET TREES PROVIDED: 9 TREES

WATER BUDGET

YEAR 1
69 TREES 25 GAL PER WEEK EACH = 1,725 GAL AT 40 WEEKS PER YEAR = 69,000 GAL
138 SHRUBS 3 GAL PER WEEK EACH = 414 GAL AT 40 WEEKS PER YEAR = 16,560 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 1 TOTAL: (69,000 + 16,560) = 85,560 GAL

YEAR 2
69 TREES 22 GAL PER WEEK EACH = 1,518 GAL AT 40 WEEKS PER YEAR = 60,720 GAL
138 SHRUBS 2.5 GAL PER WEEK EACH = 345 GAL AT 40 WEEKS PER YEAR = 13,800 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 2 TOTAL: (60,720 + 13,800) = 74,520 GAL

YEAR 3
69 TREES 20 GAL PER WEEK EACH = 1,380 GAL AT 40 WEEKS PER YEAR = 55,200 GAL
138 SHRUBS 2 GAL PER WEEK EACH = 276 GAL AT 40 WEEKS PER YEAR = 11,040 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 3 TOTAL: (55,200 + 11,040) = 66,240 GAL

LOT #5

PROPERTY ZONING

ZONING: C2 - GENERAL COMMERCIAL

OPEN SPACE CALCULATIONS

TOTAL LOT AREA: ±123,710 SF
OPEN SPACE REQUIRED: 24,742
TOTAL OPEN SPACE PROVIDED: 71,410 (58%)

LANDSCAPE CALCULATIONS

PLANTING REQUIREMENT: 1 TREE & 2 SHRUBS PER 500 SF
TREES REQUIRED: 24,742/500=50 TREES REQUIRED
50 TREES PROVIDED
EVERGREEN TREE REQUIREMENT: 50 X 0.25 = 13 REQUIRED
13 EVERGREEN TREES PROVIDED
SHRUBS REQUIRED: 24,742/500 X 2= 100 SHRUBS REQUIRED
100 SHRUBS PROVIDED
EVERGREEN SHRUB REQUIREMENT: 100 X 0.25 = 25 SHRUBS REQUIRED
25 EVERGREEN SHRUBS PROVIDED

RETENTION POND LANDSCAPE CALCULATIONS

RETENTION POND AREA PROVIDED 15,455 SF

PLANTING REQUIREMENT: 1 TREE & 3 SHRUBS PER 500 SF
TREES REQUIRED: 15,455 /500=31 TREES REQUIRED
31 TREES PROVIDED
SHRUBS REQUIRED: 15,455 /500 X 3=93 SHRUBS REQUIRED
93 SHRUBS PROVIDED

PARKING LOT LANDSCAPE CALCULATIONS

TOTAL PARKING SPACES PROVIDED: 79

LANDSCAPE REQUIREMENT: 10 SF OF LANDSCAPE AREA WITH 1 TREE PER PARKING
SPACE: 79 SPACES X 10 = 790 SF PARKING LOT LANDSCAPING REQUIRED
>790 SF PARKING LOT LANDSCAPING PROVIDED
1 TREE PER 90 SF REQUIRED
790 /90 = 9
TREES REQUIRED: 9
TREES PROVIDED. 9

STREET TREE LANDSCAPE CALCULATIONS

CERRILLOS ROAD
STREET TREES REQUIRED: 345 LF / 35 = 10 TREES
STREET TREES PROVIDED: 10 TREES

WATER BUDGET

YEAR 1
50 TREES 25 GAL PER WEEK EACH = 1,250 GAL AT 40 WEEKS PER YEAR = 50,000 GAL
100 SHRUBS 3 GAL PER WEEK EACH = 300 GAL AT 40 WEEKS PER YEAR = 12,000 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 1 TOTAL: (50,000 + 12,000) = 62,000 GAL

YEAR 2
50 TREES 22 GAL PER WEEK EACH = 1,100 GAL AT 40 WEEKS PER YEAR = 44,000 GAL
100 SHRUBS 2.5 GAL PER WEEK EACH = 250 GAL AT 40 WEEKS PER YEAR = 10,000 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 2 TOTAL: (44,000 + 10,000) = 54,000 GAL

YEAR 3
50 TREES 20 GAL PER WEEK EACH = 1,000 GAL AT 40 WEEKS PER YEAR = 40,000 GAL
100 SHRUBS 2 GAL PER WEEK EACH = 200 GAL AT 40 WEEKS PER YEAR = 8,000 GAL
0 SF SOD 21 GAL PER YEAR = 0 GAL

YEAR 3 TOTAL: (40,000 + 8,000) = 48,000 GAL

LANDSCAPE NOTES

THIS LANDSCAPE PLAN IS CONCEPTUAL. PLANT TYPES ARE SHOWN FOR REFERENCE AND PLANT SPECIES HAVE BEEN SELECTED FROM THE CITY OF SANTA FE APPROVED PLANT LIST.

LANDSCAPE MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

IT IS THE INTENT OF THIS PLAN TO COMPLY WITH THE CITY OF SANTA FE LANDSCAPE PROVISIONS 14-8.4

**ALL LANDSCAPE AREAS SHALL BE COVERED. NO LANDSCAPE AREAS SHALL BE LEFT BARE OR UNFINISHED. ALL LANDSCAPE BEDS SHALL BE MULCHED WITH GRAVEL OR HARDWOOD MULCH.

NO CHANGES SHALL BE MADE TO THIS PLAN WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF THE LANDSCAPE ARCHITECT.

IRRIGATION NOTES

WATER HARVESTING AND WATER CONSERVATION ARE KEY ISSUES IN THE DEVELOPMENT OF PROPOSED LANDSCAPE PLAN. STORM WATER MANAGEMENT IS UTILIZED IN COLLECTING OF WATER FOR RAIN GARDENS, AND DIRECTING STORM WATER TO AREAS THAT WILL UTILIZE STORM WATER. LARGE TREES WITH TOLERANCE TO FLOODING SHALL BE PLACED IN AND AROUND PONDS TO TAKE ADVANTAGE OF STORM WATER. SHRUBS THAT WILL TOLERATE WET SOILS SHALL BE USED AT DOWNSPOUT LOCATIONS AND MINI CHANNELS WILL BE DEVELOPED ALONG WITH THE LANDSCAPE PLAN TO MAXIMIZE WATER HARVESTING.

LANDSCAPE PLANTINGS SHALL BE PLACED SO AS TO TAKE ADVANTAGE OF ANY WATER FLOWING OFF BUILDINGS, PARKING AREAS, SIDEWALKS.

IRRIGATION SHALL BE A COMPLETE UNDERGROUND SYSTEM WITH TREES TO RECEIVE (5) 1.0 GPH DRIP EMITTERS AND SHRUBS TO RECEIVE (2) 1.0 GPH DRIP EMITTERS. DRIP AND BUBBLER SYSTEMS TO BE TIED TO 1/2" POLYPIPE WITH FLUSH CAPS AT EACH END.

RUN TIME PER EACH DRIP VALVE WILL BE APPROXIMATELY 15 MINUTES PER DAY, TO BE ADJUSTED ACCORDINGLY TO THE SEASON. POINT OF CONNECTION FOR IRRIGATION SYSTEM IS CURRENTLY UNKNOWN AND WILL BE FIELD COORDINATED.

IRRIGATION WILL BE OPERATED BY AUTOMATIC CONTROLLER. LOCATION OF CONTROLLER TO BE FIELD DETERMINED. CONTROLLER POWER SOURCE PROVIDED BY OTHERS.

IRRIGATION MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

WATER SOURCE AND POWER FOR BACKFLOW PREVENTOR AND IRRIGATION CONTROLLER SHALL BE THE RESPONSIBILITY OF THE OWNER.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

DATE

REVISIONS

POD design
Columbus
100 Hutchinson Blvd. Ste A
Columbus, Ohio 43235
o 614 255 3399

Cincinnati
20 Village Square, 3rd Floor
Cincinnati, Ohio 45246
o 614 255 3399

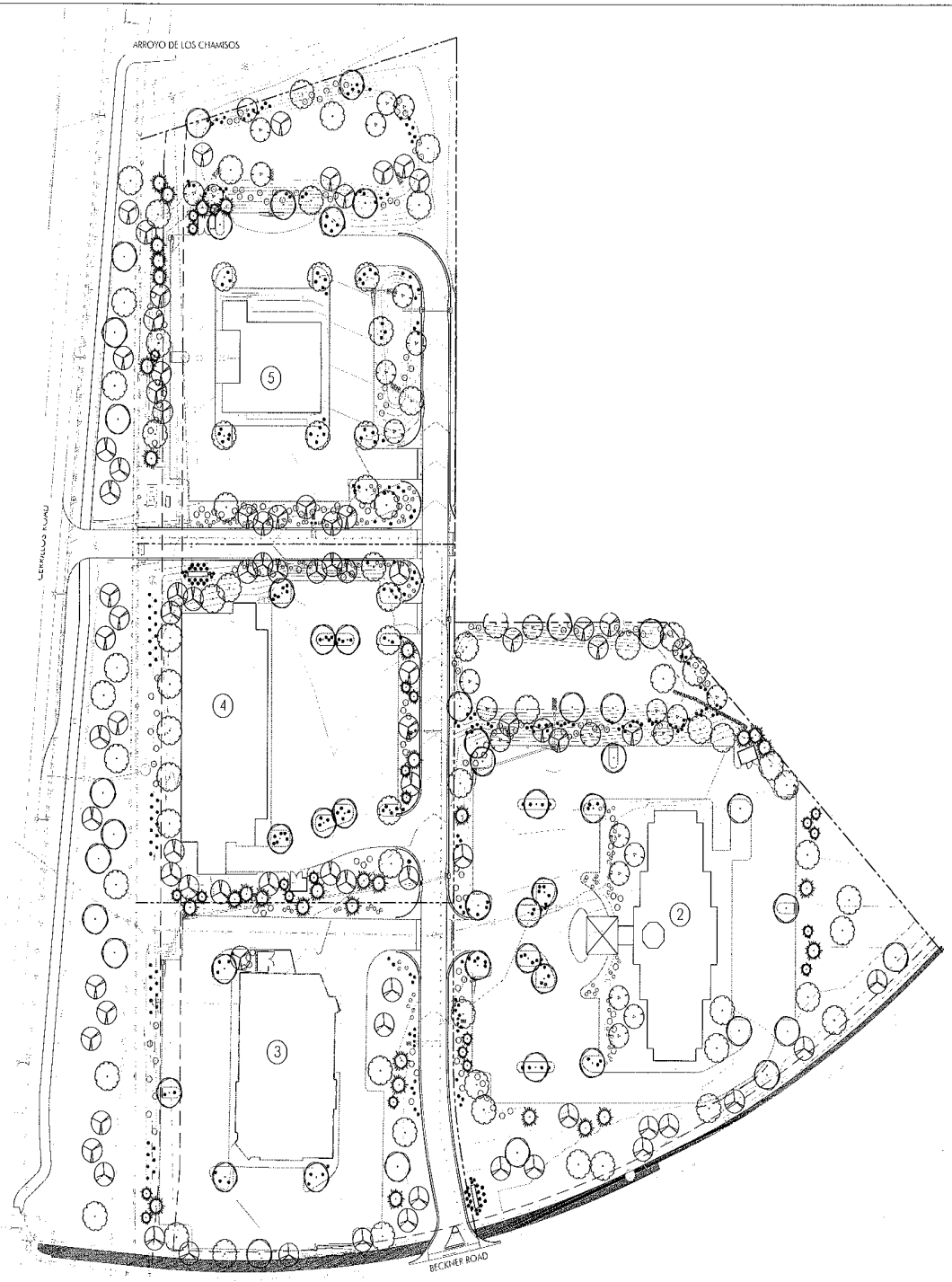
PODdesign.net

abacus
Capital Group LLC

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE II - COMMERCIAL LANDSCAPE NOTES

DATE	SCALE	SHEET
OCTOBER 15, 2020		L2-100



Phase II Commercial Final Landscape Plan
SCALE: 1" = 50'-0"

0 25 50 100

PLANTING LEGEND

1 XX XX — PLANT CALLOUT, SEE PLANT LIST

(#) LOT NUMBER

PROPOSED SHADE TREE
LOT 2 QTY: 36 (+14 @ RETENTION POND)
LOT 3 QTY: 15
LOT 4 QTY: 25
LOT 5 QTY: 20 (+12 @ RETENTION POND)

PROPOSED ORNAMENTAL TREE
LOT 2 QTY: 16 (+18 @ RETENTION POND)
LOT 3 QTY: 15
LOT 4 QTY: 27
LOT 5 QTY: 17 (+19 @ RETENTION POND)

PROPOSED EVERGREEN TREE
LOT 2 QTY: 17
LOT 3 QTY: 10
LOT 4 QTY: 17
LOT 5 QTY: 13

PROPOSED EVERGREEN SHRUB
LOT 2 QTY: 50
LOT 3 QTY: 20
LOT 4 QTY: 35
LOT 5 QTY: 39

PROPOSED DECIDUOUS SHRUB
LOT 2 QTY: 102 (+96 @ RETENTION POND)
LOT 3 QTY: 60
LOT 4 QTY: 103
LOT 5 QTY: 75 (+93 @ RETENTION POND)

**ALL LANDSCAPE AREAS SHALL BE COVERED. NO LANDSCAPE AREAS SHALL BE LEFT BARE OR UNFINISHED. ALL LANDSCAPE BEDS SHALL BE MULCHED WITH GRAVEL OR HARDWOOD MULCH.

PRELIMINARY
NOT FOR CONSTRUCTION

SEAL | DATE | REVISIONS

abacus
Capital Group LLC

POD design
Columbus
100 Northwoods Blvd Ste A
Columbus, Ohio 43235
p 614.255.3399

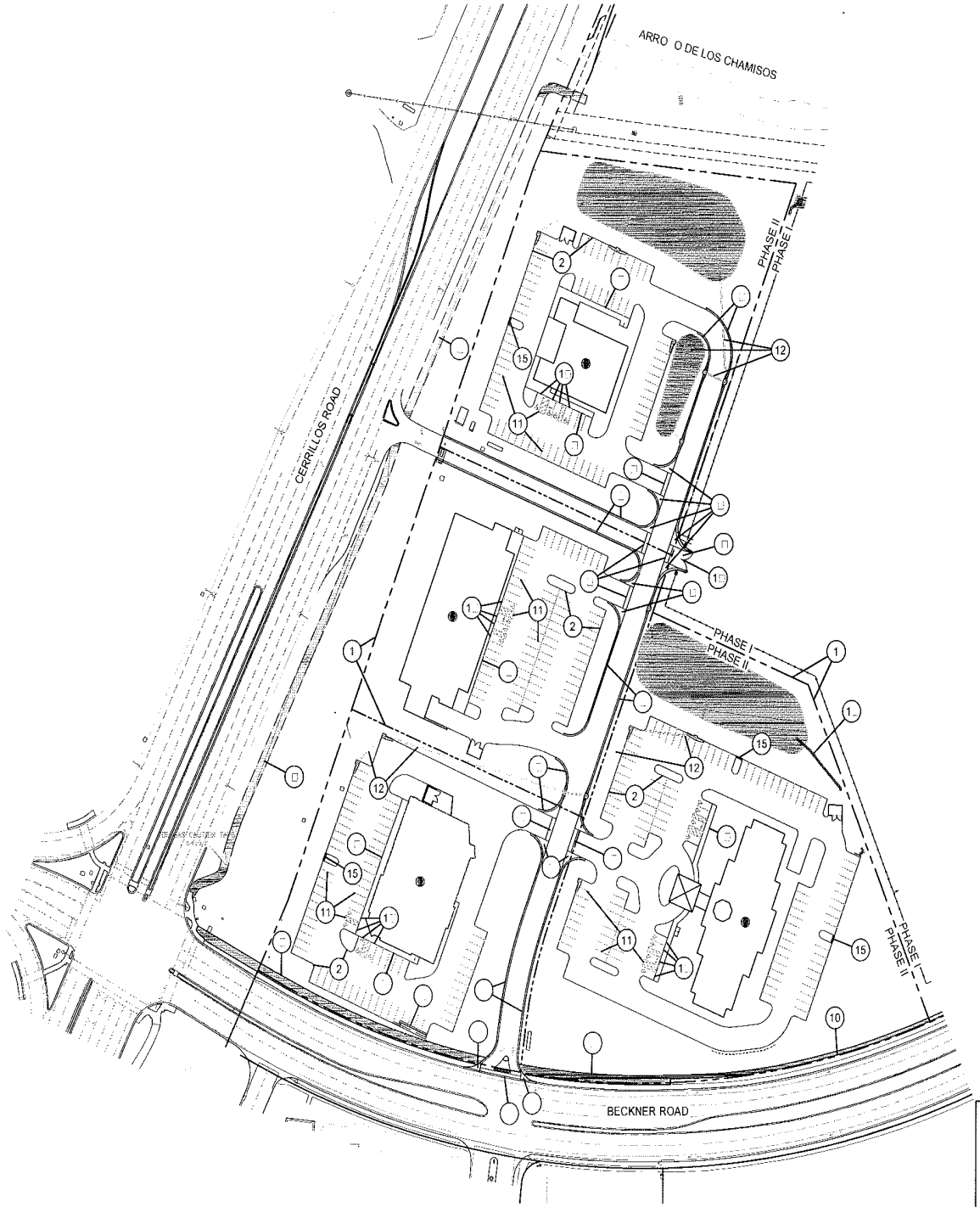
Cincinnati
20 Village Square | 3rd Floor
Cincinnati, Ohio 45246
p 614.255.3399

POD design inc

DEVELOPMENT PLAN SUBMITTAL FOR
5201 BECKNER ROAD

PHASE II - COMMERCIAL PLANTING PLAN

DATE	SCALE	SHEET
OCTOBER 15, 2020		L2-101



SHEET KEYNOTES

1. PROPERT LINE
2. " STAND UP CURB SEE SHEET C2 202
3. 2" CURB AND UTTER SEE SHEET C2 202
4. 5 T PE II VALLE UTTER SEE SHEET C2 202
5. SIDE ALK SEE SHEET C2 202
6. OFFSITE ASPHALT MULTI USE TRAIL SHO N FOR FEASIBILIT PURPOSES ONL FINAL RADE AND ALI NMENT TO BE SET IN THE FIELD
7. FILLET CURB RETURN SEE SHEET C2 202
8. EMER ENC FIRE ACCESS SEE SHEET C2 202
9. MULTI USE TRAIL SEE SHEET C2 202
10. IDEN E ISTIN SIDE ALK SEE SHEET C2 202
11. SI NIN AND STRIPIN SEE SHEET C2 00
12. STORM SE ER SEE SHEETS SERIES C2 00
13. ATE SEE ARCHITECTURAL PLANS
14. RIPRAP RUNDO N SEE SHEET CD 10
15. FLO THROU H CURB SEE SHEET C2 202
16. ADA PARKIN SI NA E, T P SEE SHEET C2 00

CIVIL SITE PLAN
SCALE: 1" 0"

N

0 0 0 120
SCALE: 1" 0

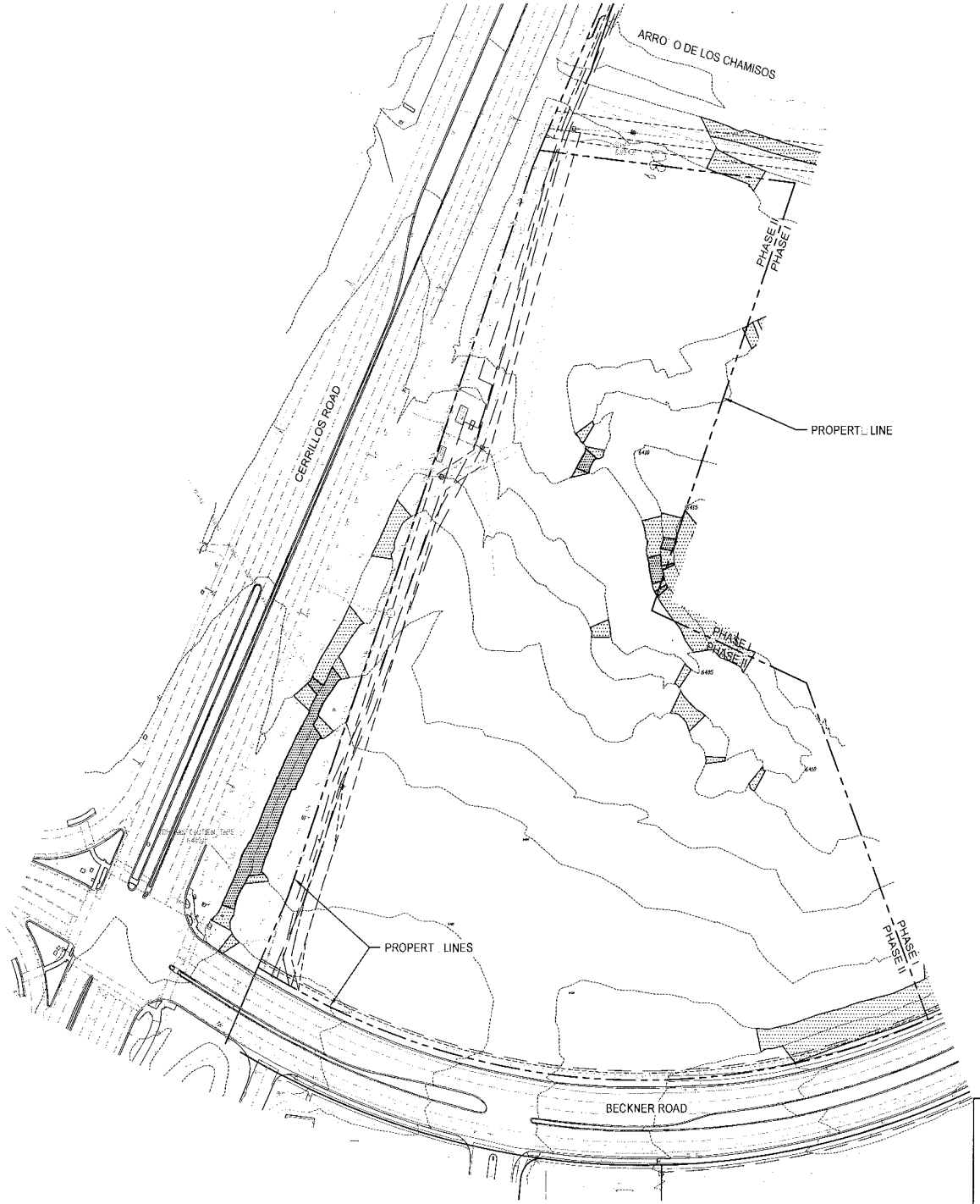
REVISIONS	DATE	ENGINEERS SEAL

S F E C
S F E
C LLC
15 S Fr Dr , S B
S F , N M 505
505 2 2 5 F 505 2 2 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II CIVIL SITE PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2 100



LEGEND

- AREA OF 20 TO 0 SLOPE
- AREA OF 0 AND REATER SLOPE

ALL TOPO RAPHIC INFORMATION IS PROVIDED B DA SON SURVE S INC

THIS SLOPE ANAL SIS IS BASED UPON A 5 CONTOUR INTERVAL

N

SLOPE ANAL SIS MAP
SCALE: 1" 0

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CONTOUR INTERVAL 5

REVISIONS	DATE	EN INEER'S SEAL

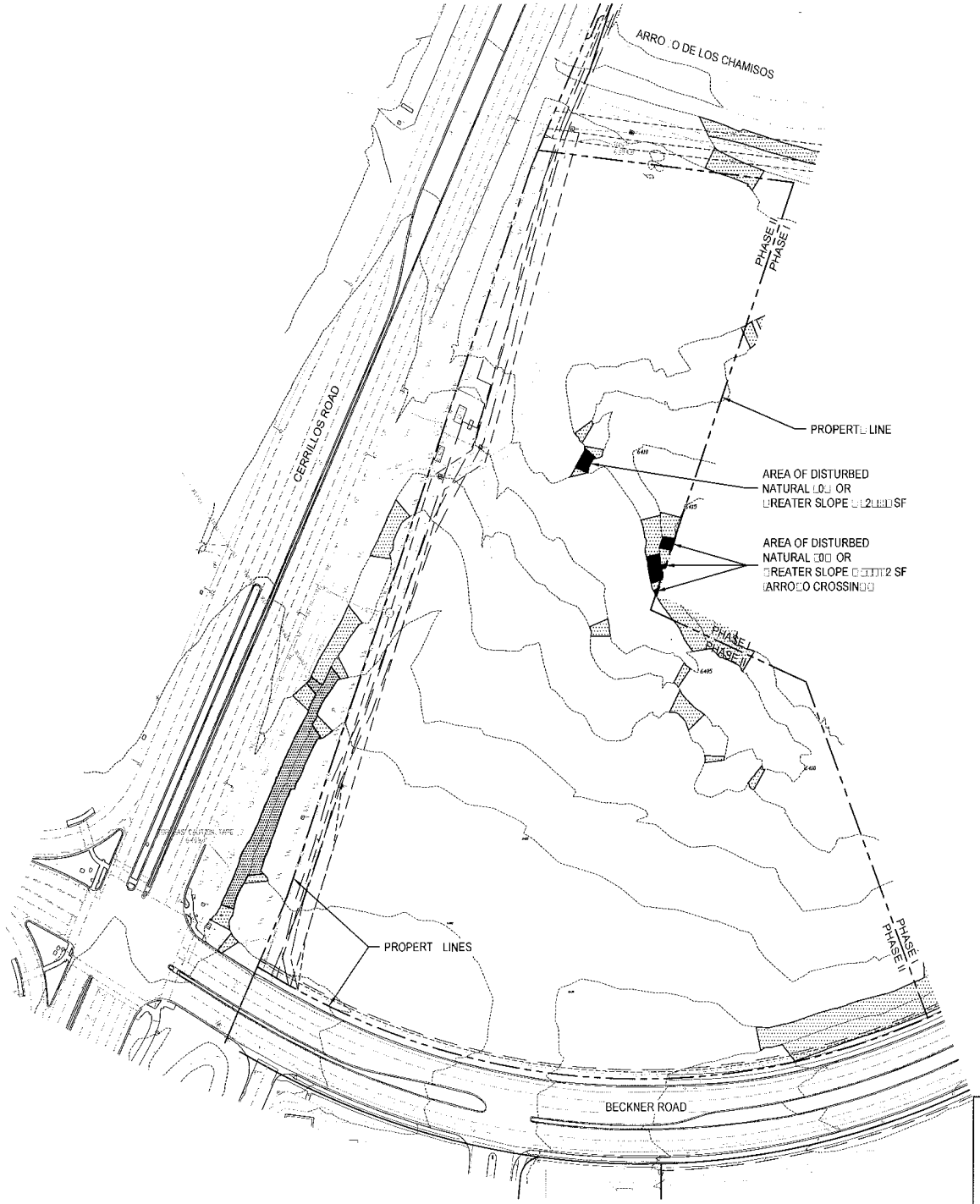
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II SLOPE ANAL SIS MAP

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2 101



LEGEND

- AREA OF 0 AND REATER SLOPE
- DISTURBED AREA

ALL TOPO RAPHIC INFORMATION IS PROVIDED B DA SON SURVE S INC

TOTAL AREA OF DISTURBED NATURAL 0 AND REATER SLOPE 1021 0 SF DISTURBANCE

THIS SLOPE ANAL SIS IS BASED UPON A 5 CONTOUR INTERVAL

SLOPE ANAL SIS MAP
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CONTOUR INTERVAL 5

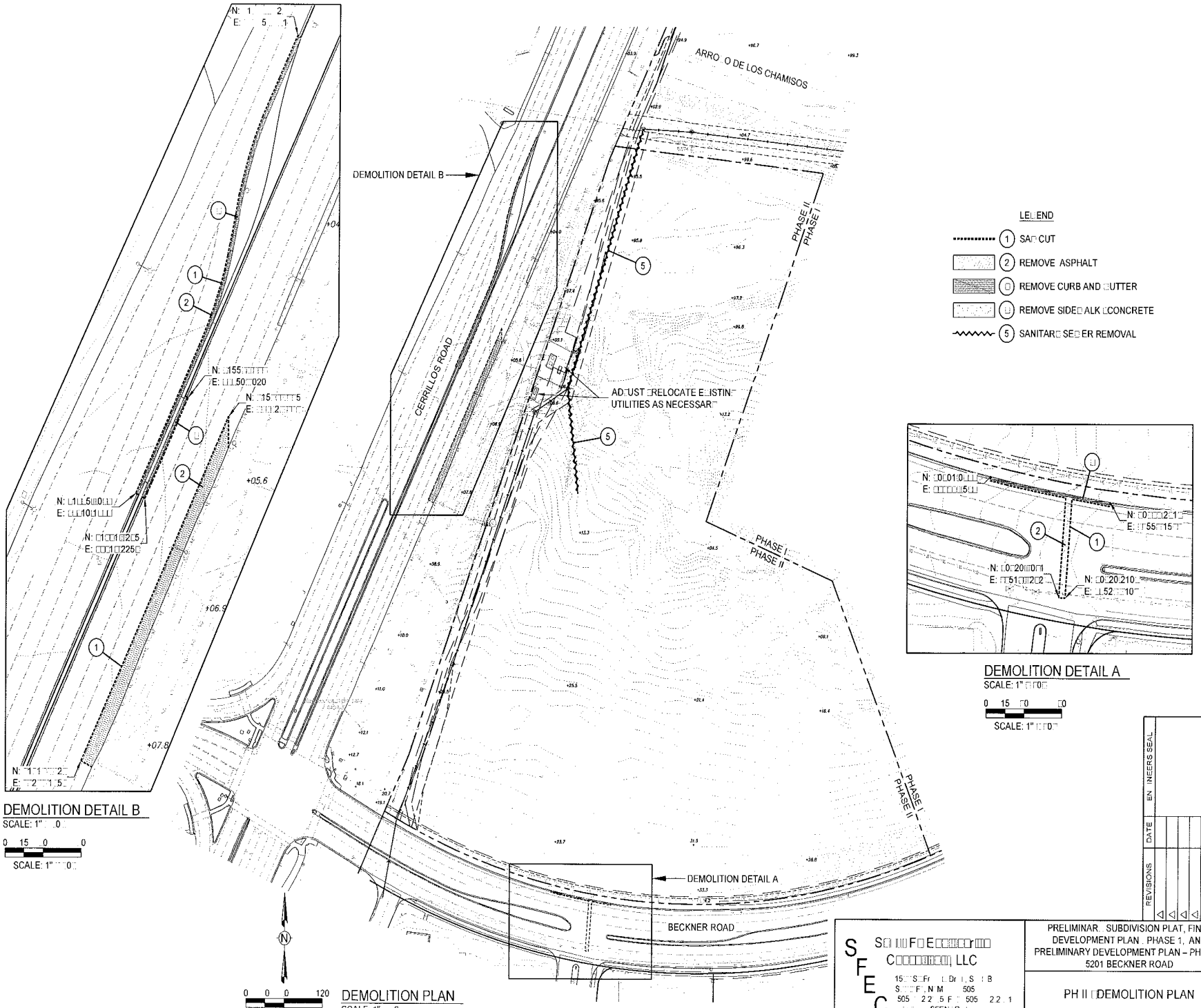
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II SLOPE ANAL SIS CALCULATIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2.102



REVISIONS	DATE	ENGINEER'S SEAL

SFEC

SFEC CONSULTING LLC

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE I DEMOLITION PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	AS SHOWN	C2.10

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. All work shall conform to the City of Santa Fe Standard Specifications for Public Improvements, 2014 Edition, as amended by the City of Santa Fe Standard Specifications Update, 2019 Edition, hereinafter referred to as the "Standard Specifications" and the City of Santa Fe Standard Details for Public Improvements, 2014 Edition, as amended by the City of Santa Fe Standard Details Update, 2019 Edition, hereinafter referred to as the "Standard Details". Where these plans and specifications conflict with the Standard Specifications or Standard Details, these plans and specifications shall govern.

2. Utility locations shown on the plans are approximate only. The Contractor shall verify the location of all utilities prior to construction. The Contractor shall notify the New Mexico One Call System, Inc. (811) at least two working days before excavating, grading or trenching. The Contractor shall also notify the City of Santa Fe Water Division, Wastewater Division, Traffic Engineering Division, Fire Department and all other utility companies with facilities in the area of the proposed work.

3. The Contractor shall be responsible for the protection of all public and private property, streets, sidewalks, alleys, roadways, structures and utilities on and adjacent to the work site, whether or not shown on the plans, and shall restore or replace all property damaged during the prosecution of the work to a condition equal to or better than that existing before the work was begun.

4. The Contractor shall provide adequate barricades, warning signs, flashing lights, flagmen and other traffic control devices as required by the Manual on Uniform Traffic Control Devices and the City of Santa Fe Traffic Engineering Division. Traffic control plans shall be submitted for approval at least 48 hours prior to beginning work.

5. All excavations shall be made in accordance with OSHA requirements and all applicable safety regulations. The Contractor shall provide shoring, bracing, sloping or other protective systems as required. The Contractor is solely responsible for job site safety.

6. Trench backfill shall be placed in lifts not exceeding 8 inches in loose depth and compacted to 95% of maximum density as determined by ASTM D698 (Standard Proctor). Jetting of backfill is prohibited. Compaction tests shall be performed at intervals not exceeding 500 linear feet per lift.

7. All pipe bedding shall be Type A or Type B as shown on Standard Detail 2-30.1, unless otherwise specified. Bedding material shall be placed and compacted to provide uniform support under the full length of the pipe barrel.

8. Concrete for curb and gutter, sidewalk, and other flatwork shall have a minimum compressive strength of 4,000 psi at 28 days and shall contain air entrainment of 5% to 7%. Concrete shall be cured by an approved method for a minimum of 7 days.

9. The Contractor shall maintain a set of record drawings on the job site, marked to show all deviations from the approved plans, including the actual location, size, and type of all utilities installed. Record drawings shall be submitted to the City Engineer before final acceptance.

10. Erosion and sediment control measures shall be installed prior to any earth disturbance and maintained throughout construction. The Contractor shall comply with the requirements of the EPA National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent (NOI) with the EPA.

11. The Contractor shall notify the City Engineer at least 48 hours before beginning any phase of work. Inspection by the City Engineer or his representative does not relieve the Contractor of responsibility for compliance with the plans and specifications. Work performed without adequate inspection may be required to be removed and replaced at the Contractor's expense.

12. The Contractor shall obtain all permits required by the City of Santa Fe, the State of New Mexico, and any other agency having jurisdiction over the work, and shall pay all fees associated therewith, before beginning construction.

13. For Rancho Viejo Boulevard, Avenida Vista Grande, and Richards Avenida, all construction shall be coordinated with the Community Association and the Developer's representative. Access to residences and businesses shall be maintained at all times. Construction hours shall be limited to 7:00 AM to 6:00 PM, Monday through Saturday, unless otherwise approved in writing by the City Engineer.

14. All concrete shall be ready-mix concrete conforming to ASTM C94. Batch tickets shall be delivered to the inspector for each load. Concrete shall not be placed when the ambient temperature is below 40°F and falling, or above 95°F, without approved hot or cold weather concreting procedures.

15. Contractor shall notify the City Engineer at least 48 hours before beginning any phase of work. Failure to notify may result in rejection of work. Contractor shall call 505-955-6611 to schedule inspections.

16. All materials and workmanship shall be subject to inspection by the City Engineer or his representative. The Contractor shall provide access to the work and shall furnish such assistance as may be required for the inspection. Work not inspected may be rejected.

17. All water and sewer utilities shall be installed by a contractor licensed in the State of New Mexico. The Contractor shall maintain a valid license throughout the duration of the project.

18. Contractor shall maintain adequate dust control measures during all phases of construction. Water trucks shall be available on site at all times when earthwork is in progress.

19. All disturbed areas not covered by pavement, buildings, or landscaping shall be revegetated with native seed mix approved by the City Forester. Revegetation shall be completed within 30 days of final grading.

20. Contractor shall provide a minimum of 48 hours notice before any shutdown of water service. Shutdowns shall be limited to 4 hours unless otherwise approved. Contractor shall notify all affected customers at least 24 hours in advance.

21. Prior to final acceptance, the Contractor shall clean all storm drain inlets, manholes, and pipes of debris and sediment. All temporary erosion control measures shall be removed upon stabilization of the site.

22. Contractor shall maintain a minimum of 500 feet of clear sight distance at all intersections. No landscaping, signs, or other obstructions shall be placed within the sight triangle.

ADDITIONAL CONSTRUCTION NOTES

1. The Contractor shall be responsible for coordinating all work with the Developer's representative, the City Engineer, and all utility companies. Weekly progress meetings shall be held on site.

2. The Contractor shall comply with all applicable OSHA regulations for trenching, excavation, and confined space entry. The Contractor is solely responsible for job site safety.

3. Contractor shall maintain a minimum of 500 feet of clear sight distance at all intersections. No landscaping, signs, or other obstructions shall be placed within the sight triangle.

4. All water and sewer utilities shall be installed by a contractor licensed in the State of New Mexico. The Contractor shall maintain a valid license throughout the duration of the project.

5. The Contractor shall maintain a set of record drawings on the job site, marked to show all deviations from the approved plans, including the actual location, size, and type of all utilities installed. Record drawings shall be submitted to the City Engineer before final acceptance.

REVISIONS	DATE	ENGINEER'S SEAL

SFEC

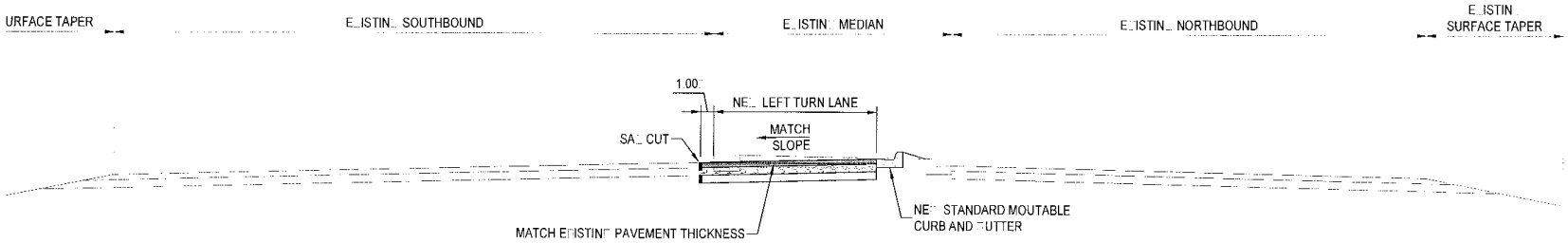
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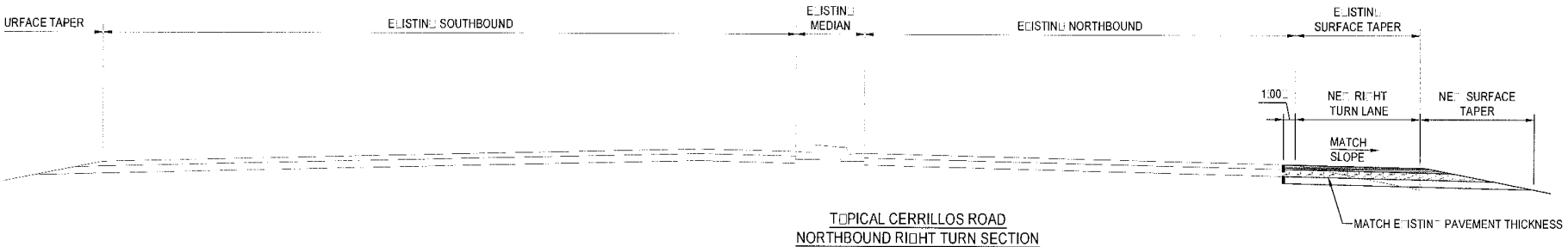
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH GENERAL NOTES

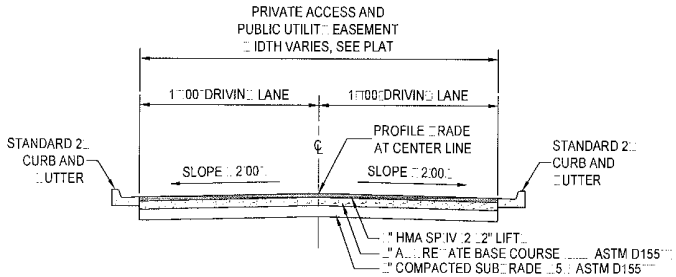
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SEPTEMBER 2020	N.T.S	C2.200



T□PICAL CERRILLOS ROAD
SOUTHBOUND LEFT TURN SECTION



T□PICAL CERRILLOS ROAD
NORTHBOUND RI□HT TURN SECTION



T□PICAL DRIVE□ A□ SECTION

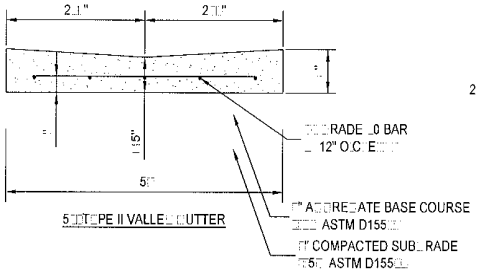
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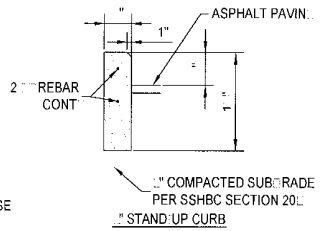
PRELIMINAR SUBDIVISION PLAT, FINAL
DEVELOPMENT PLAN PHASE 1, AND
PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □T□PICAL SECTIONS

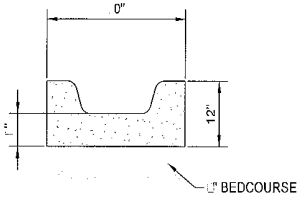
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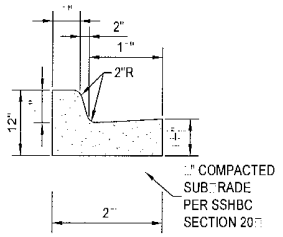
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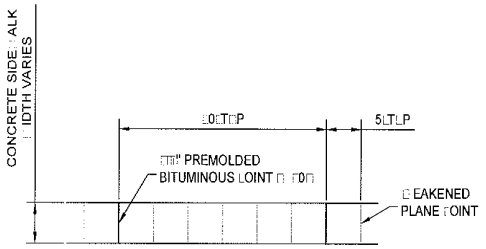
□" STAND□UP CURB



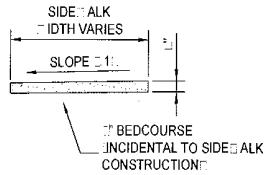
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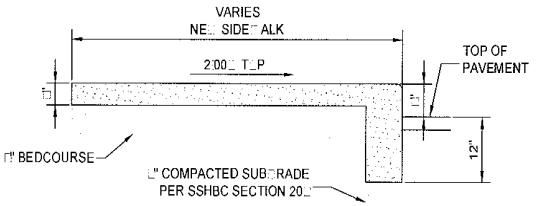
STANDARD 2□CURB AND □UTTER



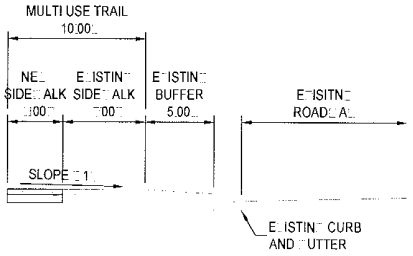
T□PICAL SIDE□ALK PLAN



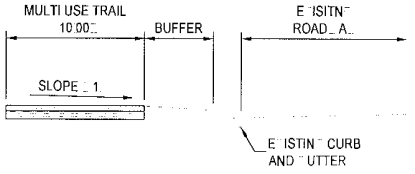
T□PICAL SIDE□ ALK SECTION



T□PICAL TURN DO□ N SIDE□ ALK DETAIL



T□PICAL MULTI USE TRAIL SECTION
IDEN E□ISTIN□



T□PICAL MULTI USE TRAIL SECTION

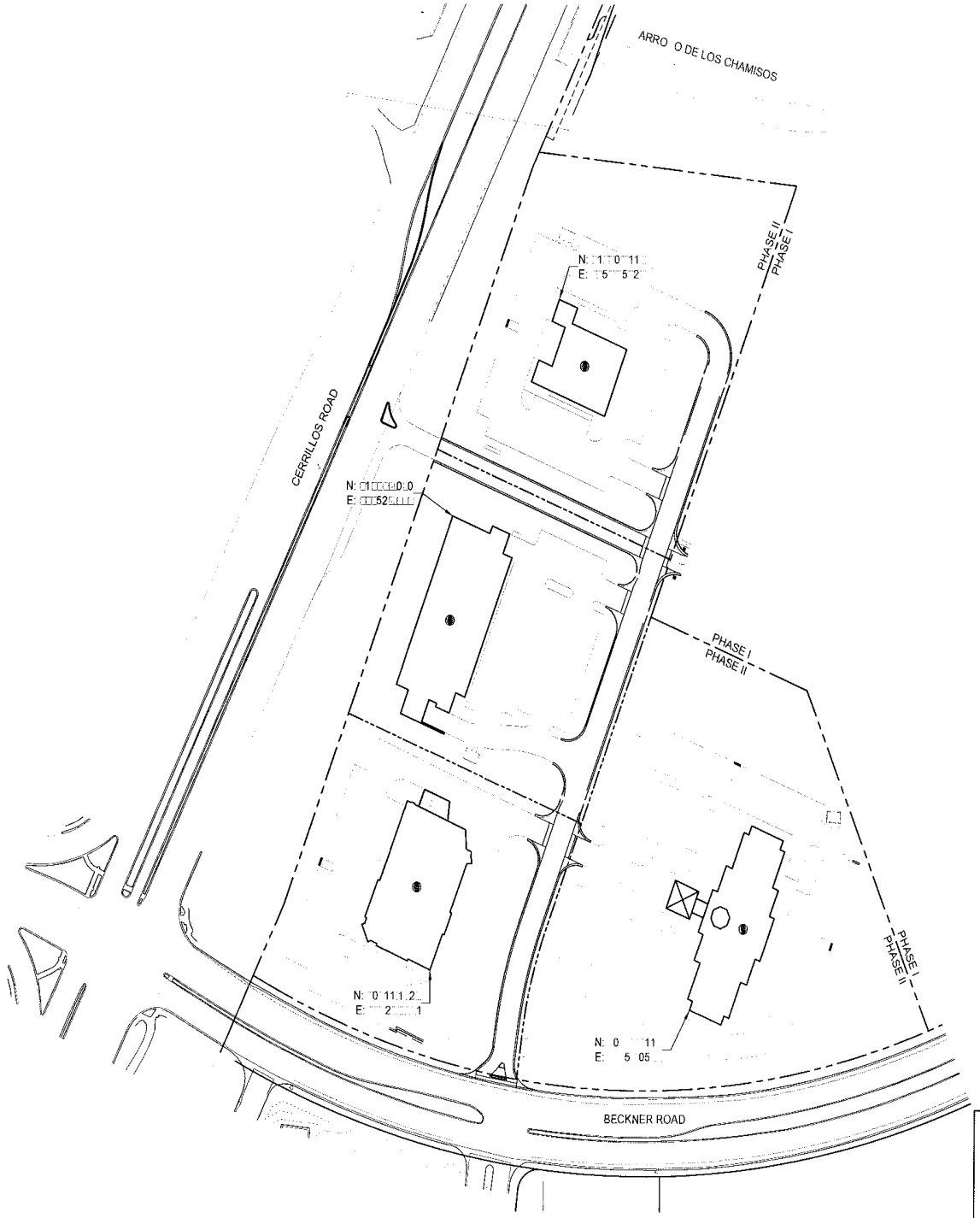
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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN □PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □T□PICAL DETAILS

DATE	SCALE	SHEET
SEPTEMBER 2020	N.T.S.	C2.202



NOTE:
AN AUTOCAD DRA IN ILL BE PROVIDED TO THE CONTRACTOR FOR DETAILED EOMETRICS AND RADIN

EOMETRICS PLAN
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II EOMETRICS PLAN

DATE	SCALE	SHEET
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CIT□ OF SANTA FE □ ASTE□ ATER MANA□EMENT DIVISION □ENERAL NOTES

1. PRIOR TO THE ASTE ATER MANA EMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER ILL BE RE UIRED FROM THE PRO ECT EN INEER INDICATIN THE ARE PROVIDIN THE INSPECTION AND RECORD DRA IN SERVICES FOR THE PRO ECT

2. THE CONTRACTOR MUST OBTAIN ALL SE ER HOOKUP PERMITS FROM THE CIT S BUILDIN PERMITS SECTION SE ER LINES PRIOR TO COMMENCIN AN SE ER LINE CONSTRUCTION A COP OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE

. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE ITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRA IN S

. A COP OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURIN ORKIN HOURS

5. ALL MODIFICATIONS TO THE SANITAR SE ER PLANS MUST BE REVIE ED AND APPROVED B THE CIT S ASTE ATER MANA EMENT DIVISION PRIOR TO CONSTRUCTION

. ADDITIONAL ENERAL NOTES ARE CONTAINED IN THE STANDARD CIT DETAIL SHEETS FOR SANITAR SE ER CONSTRUCTION

. ALL PUBLIC RAVIT SE ER LINES SHALL BE A MINIMUM INCH DIAMETER ITH A MINIMUM CLASS C BEDDIN 200 NE MEICO AMERICAN PUBLIC ORKS ASSOCIATION

. ALL INCH AND INCH DIAMETER RAVIT SE ER PIPE SHALL BE PRIVATE NO PRIVATE SE ER S STEM SHALL USE LAR ER THAN A INCH DIAMETER PIPE NO PUBLIC RAVIT SE ER LINE TO BE ACCEPTED B THE CIT OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN INCHES DIAMETER

. NO CONCRETE ENCASEMENT OF NE OR E ISTIN PUBLIC SE ER PIPE ILL BE ALLO ED UNLESS APPROVED B THE CIT OF SANTA FE ASTE ATER MANA EMENT DIVISION

10. CORE DRILLIN IS RE UIRED FOR ALL NE CONNECTIONS TO AN E ISTIN MANHOLE

11. NO PUBLIC SE ER MAIN LINE OR MANHOLE ILL BE ALLO ED UNDER OR ITHIN A STORM ATER DETENTION/RETENTION POND

12. PRIOR TO PAVIN OVER AN SANITAR SE ER LINES, SUBMIT TV TAPES AND LO S, PRESSURE TESTS, AND THE EN INEER'S CERTIFICATION TO THE CIT S ASTE ATER MANA EMENT DIVISION AFTER THE ASTE ATER MANA EMENT DIVISION REVIE S THE ABOVE LISTED INFORMATION, A PRELIMINAR MANHOLE INSPECTION ILL BE CONDUCTED HEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE ASTE ATER MANA EMENT DIVISION, A LETTER APPROVIN PAVIN ILL BE ISSUED IN RELATION TO THE SANITAR SE ER NOTE: A FINAL MANHOLE INSPECTION ILL BE CONDUCTED AFTER THE FINAL PAVIN IS COMPLETED

1. ALL SE ER MANHOLES ITH SE ER LINES 12 INCHES IN DIAMETER AND LAR ER ARE RE UIRED TO HAVE APPROVED VENTED AND LOCKIN MANHOLE COVERS

1. LOCATE IRES SHALL BE INSTALLED FOR ALL SANITAR SE ERS RAVIT FORCE MAINS THE LOCATE IRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE THIS ILL BE VERIFIED DURIN THE PRELIMINAR MANHOLE INSPECTION PRIOR TO PAVIN THE LOCATE IRE IS TO BE A CONTINUOUS, 12 AU E, SOLID STRAND INSULATED COPPER IRE

15. OFF ROAD PUBLIC SE ER ACCESS ILL BE PROVIDED FOR ALL PUBLIC SE ER LINES AND MANHOLES ACCESS ROADS ARE TO BE A MINIMUM 12 FEET IDE ITH A DRIVIN SURFACE OF INCHES OF COMPACTED BASE COURSE NO ACCESS ROAD SHALL HAVE A RADE REATER THAN 15 MANHOLES ARE TO BE ALI NED ITH THE CENTER LINE OF THE ACCESS ROAD SE ER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN IDTH

1. OFF ROAD SANITAR SE ER CALL THE ASTE ATER MANA EMENT DIVISION AT 55 51 FOR A FIELD REVIE OF THE RADIN OF ALL OFF ROAD SANITAR SE ER TO ENSURE THAT THE CIT S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES THE RADES MA BE RE UIRED TO BE AD USTED BASED UPON THIS INSPECTION ADDITIONAL BANK PROTECTION MA BE RE UIRED BASED UPON A FINAL INSPECTION B THE ASTE ATER MANA EMENT DIVISION AND THE PRO ECT EN INEER

1. FOR RECORD DRA IN S, TIE MANHOLE TO A CIT OF SANTA FE SURVE MONUMENT AS PART OF THE FINAL RECORD DRA IN S SHO CORRECTED AS BUILT BEARIN AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SE ER SERVICES ALON THE HORI ONTAL ALI NMENT OF THE SANITAR SE ER FOR RECORDS DRA IN S, A SEPARATE SUMMAR TABLE ADDED TO THE E ISTIN PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE RE UIRED THE SUMMAR SHEET SHALL LIST DATA FOR THE SE ER LINE SE MENTS BET EEN MANHOLES SHO IN THE UPSTREAM AND DO NSTREAM MANHOLE ITH THE DESI N SE MENT LEN THS, SLOPES AND BEARIN S AND THE AS BUILT SE MENT LEN THS, SLOPES AND BEARIN S THE SUMMAR SHEET SHALL INDICATE THE TOTAL NUMBER OF NE PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO E ISTIN PUBLIC MANHOLES, THE TIE TO A CIT CONTROL MONUMENT AND THE TOTAL LEN TH OF AS BUILT PUBLIC SE ER LINE CONSTRUCTED B SI E

1. THE O NER DEVELOPER ILL BE RESPONSIBLE FOR MAINTAININ , REPAIRIN AND LOCATIN THE SE ER S STEM UNTIL CIT ACCEPTANCE FOR MAINTENANCE DAMA ES RESULTIN FROM A STOPPA E IN AN RAVIT AND OR PRESSURE SE ER S STEM ILL BE THE SOLE RESPONSIBILIT OF THE O NER DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED B THE ASTE ATER MANA EMENT DIVISION

1. ATER METERS ILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED B THE ASTE ATER DIVISION FOR ALL ON SITE SANITAR SE ER NEEDED IN ORDER FOR THE PRO ECT TO CONNECT TO THE SANITAR SE ER S STEM

20. 20 FOOT IDE ACCESS ATES SHALL BE PROVIDED AT ALL FENCES, ALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SE ER LINE ACCESS ATES TO BE LOCATED ITHIN THE SANITAR SE ER EASEMENT

21. THE O NER DEVELOPER ILL BE RESPONSIBLE FOR LOCATIN EACH SE ER SERVICE AT THE TIME EACH LOT IS READ TO CONNECT TO THE SE ER IT IS SU ESTED THAT THE O NER DEVELOPER RETAIN A COP OF THE TELEVISION INSPECTION VIDEO ALON ITH THE VIDEO LO S EACH SERVICE SHALL BE CLEARL MARKED FOR EACH LOT AT POINT OF CONNECTION ALL CALLS RECEIVED B THIS DIVISION RE ARDIN THE LOCATION OF SERVICE ILL BE FOR ARDED TO THE O NER DEVELOPER

22. THE CONTRACTOR SHALL CALL THE ASTE ATER MANA EMENT DIVISION DOU LAS FLORES AT TELEPHONE 55 1 FOR A FINAL MANHOLE INSPECTION THIS INSPECTION ILL BE ISOLATED TO THE MANHOLES THE CIT S PLUMBIN AND MECHANICAL INSPECTORS ILL CONDUCT ALL OTHER NECESSAR PLUMBIN INSPECTIONS NOTE: THE CIT S PLUMBIN AND MECHANICAL INSPECTORS ILL INSPECT THE INDIVIDUAL SE ER SERVICE TAPS AND LATERALS, HICH CONNECT TO THE PUBLIC SANITAR SE ER

2. THE E ISTIN SANITAR SE ER LINE MUST BE T V TAPED PRIOR TO A NE SERVICE CONNECTION BEIN PLACED AS ELL AS TAPED AFTER THE SERVICES HAVE BEEN COMPLETED THIS IS TO ENSURE THAT THE E ISTIN SANITAR SE ER LINE IS NOT DAMA ED AND THE NE SERVICE IS INSTALLED CORRECTL

2. ALL COSTS ASSOCIATED ITH THE OPERATION, MAINTENANCE AND REPLACEMENT OF RINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILIT OF THE LOT O NER AND/OR O NERS ASSOCIATION FOR RINDER PUMPS THAT CONNECT TO A PRESSURE SE ER MAIN, THE RINDER PUMP ILL BE A MODEL MANUFACTURED B ENVIRONMENT ONE OR A TPE APPROVED B THE CIT OF SANTA FE ASTE ATER MANA EMENT DIVISION FOR RINDER PUMPS THAT CONNECT TO A RAVIT MAIN, THE RINDER PUMP SHALL BE OF A TPE APPROVED B THE CIT OF SANTA FE PLUMBIN CODE

25. A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BET EEN THE SE ER LINE AND AN STORM DRAIN PIPIN

2. ALL PRESSURE SE ER S STEMS SHALL BE AIR OR H DROSTATICALL PRESSURE TESTED 120 PSI FOR 2 HOURS MINIMUM THE TEST IS TO BE ITNESSED AND CERTIFIED B THE PRO ECT EN INEER PRIOR TO BEIN PUT INTO SERVICE AND ACCEPTANCE B THE CIT OF SANTA FE, ALL PRESSURE SE ER S STEM MAIN LINES ILL BE FILLED ITH ATER

2. NO PUBLIC PRESSURE SE ER S STEM PIPIN MA BE INSTALLED IN A COMMON TRENCH ITH OTHER UTILITIES

2. SE ER BACKFLO CHECK VALVES ILL BE RE UIRED FOR ALL SE ER SERVICE LATERAL CONNECTIONS TO SE ER MAINS 12 INCHES OR REATER IN DIAMETER THE SE ER SERVICE CONNECTION MUST BE MADE AT AN E ISTIN OR NE MANHOLE SE ER SERVICE CONNECTIONS TO SE ER MAINS ITH PIPE SI E DIAMETER OF 12 INCHES AND REATER ILL NOT BE MADE ITHOUT APPROVAL FROM THE ASTE ATER MANA EMENT DIVISION

2. SE ER BACK ATER CHECK VALVES SHALL BE RE UIRED ON PRIVATE SE ER SERVICE LATERALS PER THE CIT OF SANTA FE PLUMBIN CODE

0. ALL PVC SE ER PIPES THAT ARE INSTALLED AT A DEPTH OF TEN 10 FEET OR REATER OR AT A SLOPE OF ONE PERCENT 1 OR LESS SHALL BE SDR 2 PVC PIPE

1. ALL AS BUILT SE ER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED B A LICENSED SURVE OR OR EN INEER AS BUILT DATA SUPPLIED B OTHER THAN A LICENSED SURVE OR OR EN INEER SHALL NOT BE VALID FOR FINAL AS BUILTS

2. ALL E ISTIN AND NE PUBLIC MANHOLES ITHIN A PRO ECT SHALL HAVE ACCESS FOR CIT SE ER MAINTENANCE E UIPMENT ALL ACCESS IS SUB ECT TO FIELD VERIFICATION AND MODIFICATION AS RE UIRED B THE ASTE ATER DIVISION PRIOR TO FINAL PRO ECT CLOSE OUT ITH THE CIT OF SANTA FE

. ALL SE ER LINE CROSSIN S OF RIVERS, STREAMS, ARRO OS, DRAINA E CHANNELS, ETC SHALL RE UIRE A BASIS OF DESI N ANAL SIS PREPARED B A LICENSED EN INEER

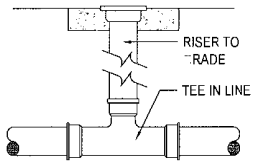
. AN APPROVED BACKFLO VALVE AND ISOLATION VALVE ARE RE UIRED ON ALL LO PRESSURE SE ER SERVICE LINES AS PER THE CIT OF SANTA FE STANDARD SE ER SPECIFICATIONS

5. TERMINAL FLUSHIN CONNECTIONS AND IN LINE FLUSHIN CONNECTIONS ARE RE UIRED ON ALL LO PRESSURE SE ER S STEMS THE MA IMUM SPACIN BET EEN IN LINE FLUSHIN CONNECTIONS SHALL BE 500 FEET DISTANCES REATER THE 500 FEET BET EEN LO PRESSURE SE ER IN LINE FLUSHIN CONNECTIONS SHALL BE APPROVED B THE ASTE ATER DIVISION

. ALL SANITAR SE ER MANHOLES FIFTEEN 15 FEET IN DEPTH OR REATER SHALL BE SI FOOT DIAMETER

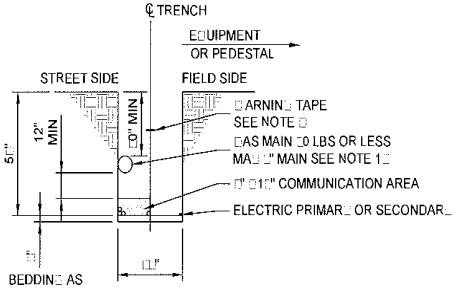
. PVC SE ER PIPE SHALL BE RUN CONTINUOUS THROU H MANHOLES HEN PIPE OF APPRO IMATE E UAL SLOPES ARE ENTERIN AND LEAVIN THE MANHOLES

. ALL NE CONNECTIONS TO AN E ISTIN SANITAR SE ER MANHOLE SHALL INCLUDE THE REHABILITATION RE UIRED TO MEET CIT OF SANTA FE ASTE ATER DIVISION STANDARD CONSTRUCTION DETAILS



NOTES:
IPSP RE UIRED AT ALL SANITAR SE ER SERVICE CONNECTIONS TO BUILDIN LOCATE SAMPLINE POINT OUT OF TRAFFIC BEHIND CURB

INDUSTRIAL PRE TREATMENT SAMPLIN PORT



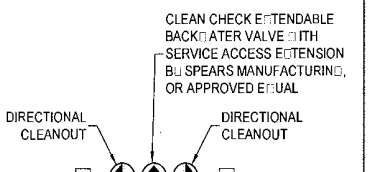
TOPICAL OINT TRENCH DETAIL

OINT TRENCH NOTES:

1. C
2. S d d dd IV C 1 r d d T IV, C 2 r R r DS 10.12 r
. I " dd d d d
. M d 2" r 10
5. S 2" r d
L OSHA r r d
PNM d r r
10. Pr 12" r r r r
11 12" r r r
12 A 12" r r d
r r r d r d
1 T d r r r d 10 P U E PUE
1 D r d r r d

REFERENCES

1. NESC r 52, 5, , 5.



NOTE:
BACK ATER VALVES ARE NOT NEEDED HEN FINISHED FLOOR IS REATER THAN ONE FOOT HI HER THAN THE UPSTREAM MANHOLE FOR ALL UNITS

CLEANOUT ASSEMBL ITH BACK ATER VALVE DETAIL

SCALE: NTS

ASTE ATER NOTES:

ASTE ATER UEC CHAR ES SHALL BE PAID AT THE TIME OF BUILDIN PERMIT APPLICATION

SANITAR SE ER NOTE:

NO FENCES, ALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED ITHIN OR ACROSS SANITAR SE ER EASEMENTS

STREET LI HTIN NOTE:

PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED T PE FI TURES E UIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM THE DESI N AND FI TURE T PES SHALL BE REVIE ED AND APPROVED B THE CIT OF SANTA FE TRAFFIC EN INEERIN DIVISION

DESI N NOTES:

AS SERVICES AND METERS TO BE DESI NED B NE MEICO AS COMPAN

ATER SERVICES TO BE DESI NED B SANGRE DE CRISTO ATER COMPAN

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST

REVISIONS	DATE	EN INEER'S SEAL

S F E C — S F E C LLC
15 S Fr Dr S B
S F N M 505
505 2 2 5 F 505 2 2 1
SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II UTILIT NOTES

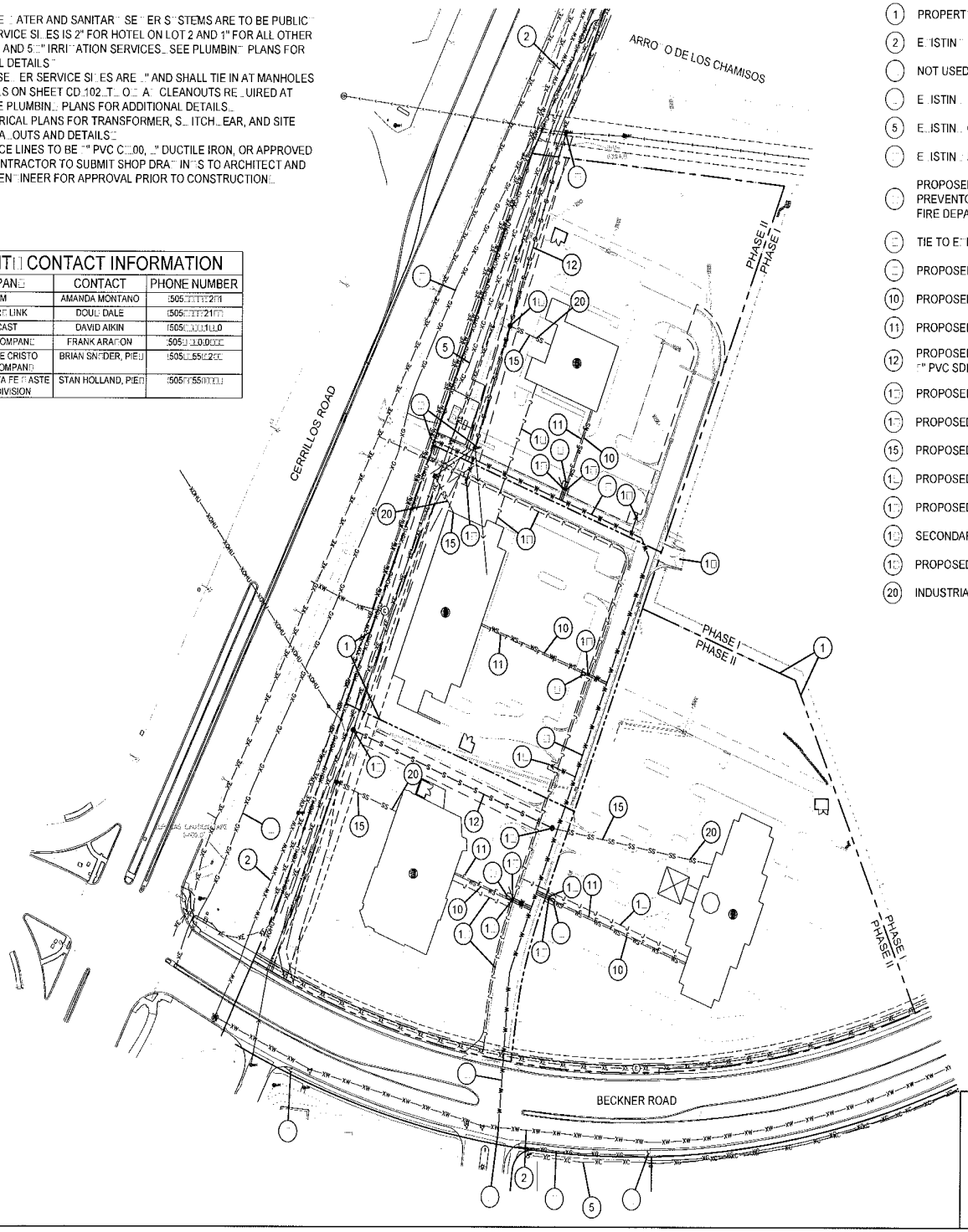
DATE	SCALE	SHEET
SEPTEMBER 2020	NTS	C2 00

NOTES:

1. THE ONSITE [illegible] ATER AND SANITAR[illegible] SE[illegible]ER S[illegible]STEMS ARE TO BE PUBLIC[illegible]
2. [illegible] ATER SERVICE SI[illegible]ES IS 2" FOR HOTEL ON LOT 2 AND 1" FOR ALL OTHER BUILDIN[illegible]S, AND 5[illegible]" IRRI[illegible]ATION SERVICES[illegible] SEE PLUMBIN[illegible] PLANS FOR ADDITIONAL DETAILS[illegible]
3. SANITAR[illegible] SE[illegible]ER SERVICE SI[illegible]ES ARE [illegible]" AND SHALL TIE IN AT MANHOLES PER DETAILS ON SHEET CD[illegible]102[illegible]T[illegible] O[illegible] A[illegible] CLEANOUTS RE[illegible]UIRED AT BENDS, SEE PLUMBIN[illegible] PLANS FOR ADDITIONAL DETAILS[illegible]
4. [illegible] SEE ELECTRICAL PLANS FOR TRANSFORMER, S[illegible] ITCH[illegible]EAR, AND SITE LI[illegible]HTIN[illegible] LA[illegible]OUTS AND DETAILS[illegible]
5. [illegible]" FIRE SERVICE LINES TO BE [illegible]" PVC C[illegible]00, [illegible]" DUCTILE IRON, OR APPROVED E[illegible]UAL[illegible] CONTRACTOR TO SUBMIT SHOP DRA[illegible]IN[illegible]S TO ARCHITECT AND PLUMBIN[illegible] EN[illegible]INEER FOR APPROVAL PRIOR TO CONSTRUCTION[illegible]

UTILIT[illegible] CONTACT INFORMATION

COMPAN[illegible]	CONTACT	PHONE NUMBER
PNM	AMANDA MONTANO	(505[illegible]2[illegible]1
CENTUR[illegible] LINK	DOUG DALE	(505[illegible]21[illegible]
COMCAST	DAVID AIKIN	(505[illegible]1[illegible]0
NM [illegible]AS COMPANI[illegible]	FRANK ARA[illegible]ON	(505[illegible]0[illegible]0[illegible]
SAN[illegible]RE DE CRISTO [illegible] ATER COMPAN[illegible]	BRIAN SN[illegible]DER, PIEU	(505[illegible]65[illegible]2[illegible]
CIT[illegible] OF SANTA FE [illegible] ASTE [illegible] ATER DIVISION	STAN HOLLAND, PIE[illegible]	(505[illegible]55[illegible]



SHEET KE[illegible]NOTES

1. PROPERT[illegible] LINE
2. E[illegible]ISTIN[illegible] [illegible]ATER LINE
3. NOT USED
4. E[illegible]ISTIN[illegible] [illegible]AS LINE
5. E[illegible]ISTIN[illegible] CABLE LINE
6. E[illegible]ISTIN[illegible] FIRE H[illegible]DRANT
7. PROPOSED HOTBO[illegible] BACKFLO[illegible] PREVENTOR [illegible]ITH REMOTE MOUNTED FIRE DEPARTMENT CONNECTION
8. TIE TO E[illegible]ISTIN[illegible]
9. PROPOSED [illegible]ATER LINE [illegible]" DUCTILE IRON
10. PROPOSED [illegible]ATER SERVICE[illegible]
11. PROPOSED FIRE SERVICE[illegible]
12. PROPOSED SANITAR[illegible] SE[illegible]ER LINE [illegible]" PVC SDR[illegible]5
13. PROPOSED [illegible]OINT UTILIT[illegible] TRENCH[illegible]
14. PROPOSED SANITAR[illegible] SE[illegible]ER TIE[illegible]IN MANHOLE
15. PROPOSED SANITAR[illegible] SE[illegible]ER SERVICE[illegible]
16. PROPOSED FIRE H[illegible]DRANT
17. PROPOSED [illegible]ATER METER[illegible]
18. SECONDAR[illegible] FIRE ACCESS
19. PROPOSED IRRI[illegible]ATION [illegible]ATER METER[illegible]
20. INDUSTRIAL PRE[illegible]TREATMENT SAMPLIN[illegible] PORT

LE[illegible]END

- LOT LINE
- EASEMENTS [illegible]SEE PLAT

E[illegible]ISTIN[illegible] UTILITIES

- E[illegible]ISTIN[illegible] [illegible]ATER LINE
- E[illegible]ISTIN[illegible] SANITAR[illegible] SE[illegible]ER LINE
- E[illegible]ISTIN[illegible] [illegible]AS LINE
- E[illegible]ISTIN[illegible] CABLE
- E[illegible]ISTIN[illegible] OVER HEAD UTILIT[illegible]
- E[illegible]ISTIN[illegible] UTILIT[illegible] POLE
- E[illegible]ISTIN[illegible] [illegible]U[illegible] [illegible]IRE
- E[illegible]ISTIN[illegible] FIRE H[illegible]DRANT
- E[illegible]ISTIN[illegible] [illegible]ATER VALVE
- E[illegible]ISTIN[illegible] SANITAR[illegible] SE[illegible]ER MANHOLE

PROPOSED UTILITIES

- PROPOSED [illegible]ATER LINE
- PROPOSED [illegible]ATER SERVICE
- PROPOSED FIRE SERVICE
- PROPOSED SANITAR[illegible] SE[illegible]ER LINE
- PROPOSED SANITAR[illegible] SE[illegible]ER SERVICE
- PROPOSED [illegible]OINT UTILIT[illegible] TRENCH
- PROPOSED SANITAR[illegible] SE[illegible]ER MANHOLE
- PROPOSED FIRE H[illegible]DRANT
- PROPOSED FLUSH H[illegible]DRANT
- PROPOSED HOTBO[illegible]
- PROPOSED [illegible]ATER METER
- PROPOSED LUMINAIRE, SEE LI[illegible]HTIN[illegible] PLANS

UTILIT[illegible] PLAN
SCALE: 1" [illegible] 0[illegible]

0 [illegible]0 [illegible]0 120
SCALE: 1" [illegible]" [illegible]0[illegible]

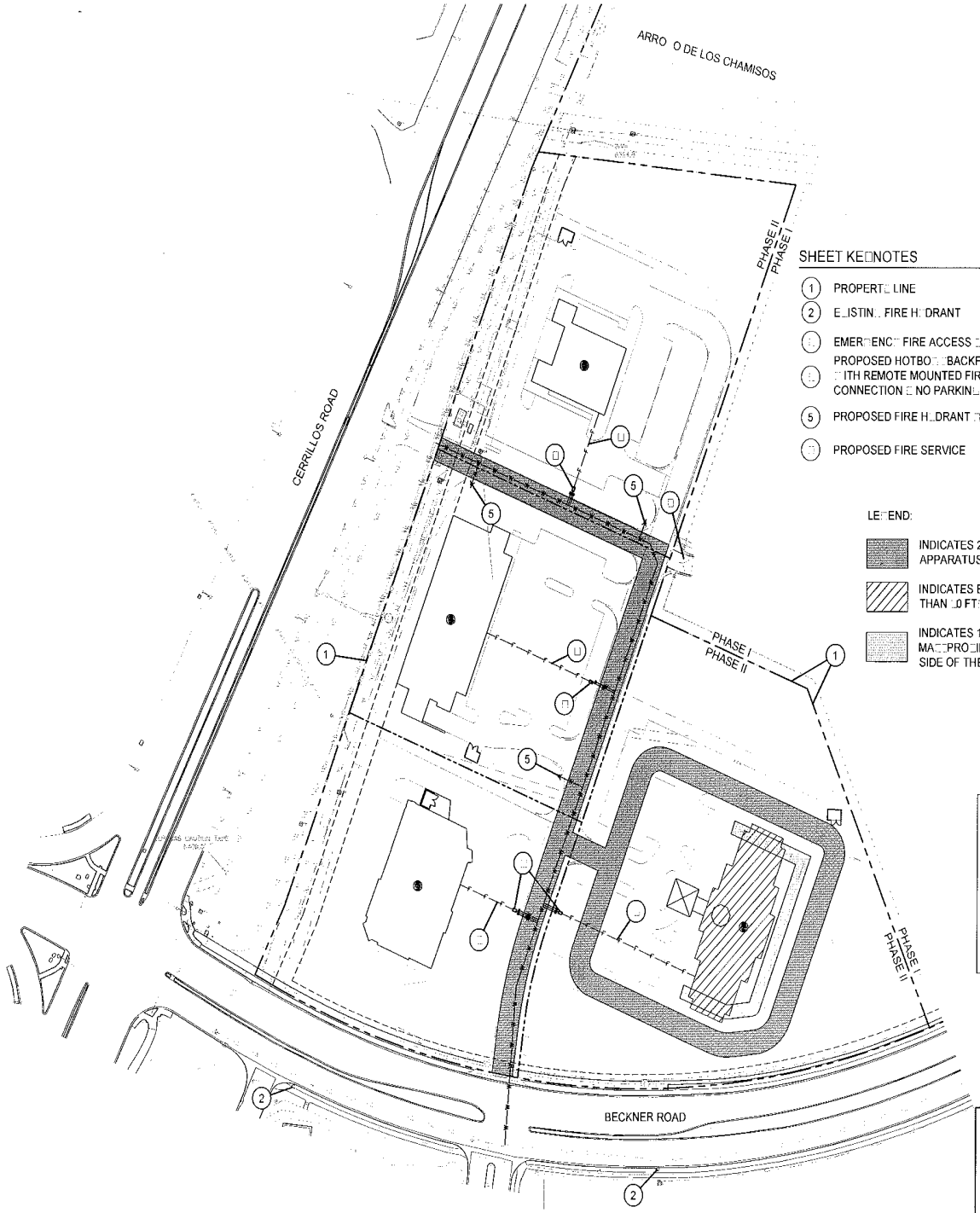
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C[illegible] LLC
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505[illegible] 22[illegible] 5 F[illegible] 505[illegible] 22[illegible] 1
[illegible] SFEN[illegible] R[illegible]

PRELIMINAR[illegible] SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II[illegible] MASTER UTILIT[illegible] PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" [illegible] 0	C2[illegible]01



SHEET KEYNOTES

1. PROPERTY LINE
2. EXISTING FIRE HYDRANT
3. EMERGENCY FIRE ACCESS WITH REMOVABLE BOLLARDS
4. PROPOSED HOTBOX BACKFLOW PREVENTOR WITH REMOTE MOUNTED FIRE DEPARTMENT CONNECTION NO PARKING SIGNS (SEE C2.00)
5. PROPOSED FIRE HYDRANT NO PARKING SIGNS (SEE C2.00)
6. PROPOSED FIRE SERVICE

LEGEND:

- INDICATES 24 FT WIDE FIRE APPARATUS ACCESS ROAD (D105.2)
- INDICATES BUILDING GREATER THAN 30 FT IN HEIGHT (D105.1)
- INDICATES 15 FT MIN AND 30 FT MAX PROXIMITY TO AT LEAST ONE SIDE OF THE BUILDING (D105.1)

FIRE APPARATUS ACCESS NOTES:

2009 INTERNATIONAL FIRE CODE

D103.6 FIRE LANE SIGNS

WHERE REQUIRED BY THE FIRE CODE OFFICIAL FIRE APPARATUS ACCESS ROADS SHALL BE MARKED WITH PERMANENT NO PARKING "FIRE LANE SIGNS" COMPLYING WITH FIGURE D103.6 SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES (305 MM) WIDE BY 18 INCHES (457 MM) HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND SIGNS SHALL BE POSTED ON ONE OR BOTH SIDES OF THE FIRE APPARATUS ROAD AS REQUIRED BY SECTION D103.1 OR D103.2

D103.1 ROADS 20 TO 26 IN WIDTH

FIRE APPARATUS ACCESS ROAD 20 TO 26 FEET WIDE (6096 TO 7925 MM) SHALL BE POSTED ON BOTH SIDES AS A FIRE LANE

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 WHERE REQUIRED BUILDINGS OR PORTIONS OF BUILDINGS OR FACILITIES EXCEEDING 30 FEET (7315 MM) IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS SHALL BE PROVIDED WITH APPROVED FIRE APPARATUS ACCESS ROADS CAPABLE OF ACCOMMODATING FIRE DEPARTMENT AERIAL APPARATUS OVERHEAD UTILITY AND POWER LINES SHALL NOT BE LOCATED WITHIN THE AERIAL FIRE APPARATUS ACCESS ROAD

D105.2 WIDTH AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET (7925 MM) EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF ANY BUILDING OR PORTION OF BUILDING MORE THAN 30 FEET (9144 MM) IN HEIGHT

D105.3 PROXIMITY TO BUILDING AT LEAST ONE OF THE REQUIRED ACCESS ROUTES MEETING THIS CONDITION SHALL BE LOCATED WITHIN A MINIMUM OF 15 FEET (4572 MM) AND A MAXIMUM OF 30 FEET (9144 MM) FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING

NOTE:

THIS PLAN SHOWS PROXIMITY OF FIRE APPARATUS LANES TO BUILDINGS AND LOCATIONS OF FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS AS COORDINATED WITH THE CITY OF SANTA FE FIRE DEPARTMENT AND THE CITY OF SANTA FE WATER DIVISION SEE PLUMBING PLANS AND FIRE PROTECTION PLANS FOR FIRE SERVICES AND SPRINKLER SYSTEM DETAILS.

N

FIRE ACCESS PLAN
SCALE: 1" = 60'

0 30 60 120
SCALE: 1" = 60'

ENGINEER'S SEAL

REVISIONS	DATE

SFEC
SANTA FE ENGINEERING CONSULTANTS, LLC
1512 SAN FRANCISCO DRIVE, SUITE B
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(505) 982-5581 FAX (505) 982-5582
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PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II FIRE ACCESS PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 60'	C2.02

□RADIN□ NOTES

1. THE LIMITS OF CONSTRUCTION AND LOCATIONS OF THE CONTRACTORS STA□ IN□ AREAS SHALL BE IDENTIFIED B□ THE CONTRACTOR AND APPROVED B□ THE O□NER.. THE LIMITS OF CONSTRUCTION SHALL BE CLEARL□ DELINEATED AND SHALL BE THE MINIMUM RE□UIRED TO MAINTAIN ALL □ORKERS IN A SAFE CONDITION, TO PROVIDE ACCESS, AND TO MEET O.S H A .RE.. ULATIONS□
2. CONTRACTOR IS RE□UIRED TO PROVIDE DUST AND EROSION CONTROL PROTECTION .. □ RADIN□ SETBACKS TO E□TERIOR PROPERT□ LINES ARE AS FOLLO.. S:
   TOP OF VERTICAL SLOPE □ ONE FIFTH THE VERTICAL HEI HT OF CUT □ ITH A MINIMUM OF 2 FEET AND A MA□IMUM OF 15 FEET.
   TOE OF FILL SLOPE □ ONE HALF THE HEI.. HT OF THE SLOPE □ ITH A MINIMUM OF 2 FEET AND A MA□IMUM OF 15 FEET..
3. THE SURVE□OR SHALL VERIF□ SETBACKS, TIE IN ELEVATIONS, AND TOPO□RAPH□ □ HEN STAKIN□ PRO□ECT□
5. □UNSUITABLE MATERIAL FROM SITE □RADIN□ AND REMOVAL OPERATIONS, SHALL BE DISPOSED OF AT AN APPROVED LANDFILL ..
6. ALL DISTURBED AREAS SHALL BE REVE□ETATED AND COORDINATED □ ITH THE LANDSCAPIN□ PLAN□
7. ALL FILL MATERIAL SHALL MEET THE RE□UIREMENTS OF THE N□M□D□T□OR SITE SPECIFIC □EOTECHNICAL SPECIFICATIONS□ THE FILL SHALL BE COMPACTED AS PER N□M□D□T□SPECIFICATIONS□
8. PROPERT□ DEVELOPMENT MUST COMPL□ □ ITH SECTION 1□□□12 □RELOCATION OF □UNNISON□S PRAIRIE DO□S□
9. PONDS SHALL BE LINED □ ITH FILTER FABRIC AND SLOPES SHALL BE LINED □ ITH □"5" COBBLE OR AS SHO□ N ON THE APPROVED LANDSCAPE PLAN□
10. ALL E□TERIOR CONCRETE SIDE□ALK ELEVATIONS AT DOOR OPENIN□S SHALL BE ½" LO□ ER THAN THE FLOOR SLAB ELEVATION□
11. THE MA□IMUM CROSS SLOPE OF □ ALKIN□ SURFACES SHALL NOT E□CEED 2□ □

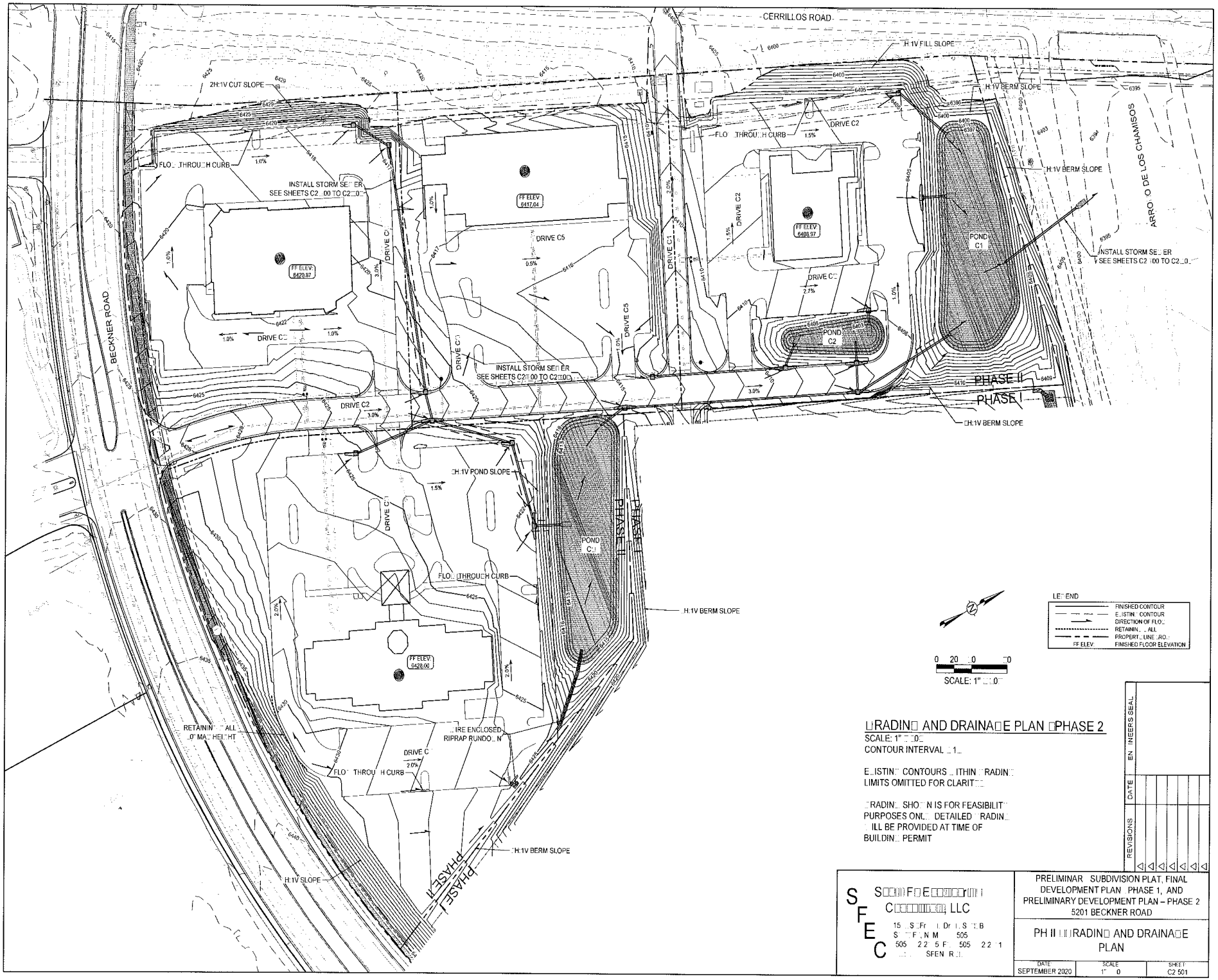
CIT□ OF SANTA FE DRAINA□E NOTES

1. SUB□ECT TO THE APPROVAL OF CIT□ OF SANTA FE PERMIT AND DEVELOPMENT REVIE□ DIVISION STAFF□STORM DRAINA□E AND EROSION□SEDIMENT CONTROL IMPROVEMENTS SHALL BE E□ECUTED IN CON□UNCTION □ ITH THE CONSTRUCTION OF EACH SE□MENT OF ROADS AND UTILITIES□ THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDIN□ PERMITS FOR INDIVIDUAL BUILDIN.. S..

2. MAINTENANCE OF PRIVATE DRAINA□E EASEMENTS AND DRAINA□E FACILITIES IS THE RESPONSIBILIT□ OF THE PROPERT□S MANA□EMENT COMPAN□□ THE CIT□ OF SANTA FE IS HEREB□ □RANTED THE RI□HT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINA□E FACILITIES AT THE DISCRETION OF THE CIT□□ THE O□ NER A□REES TO HOLD HARMLESS FROM ALL DAMA□E TO PERSONS OR PROPERT□ RESULTIN□ FROM THE CIT□S REASONABLE E□ERCISE TO THEIR ACCESS AND INSPECTION RI□HT□STORM□ □ATER DRAINA□E FACILITIES AND EASEMENTS SHALL BE CLEARED AND MAINTAINED TO REMOVE SEDIMENT BUILD UP, TRASH, AND OTHER DEBRIS THAT CONTRIBUTE TO CLO□ □IN.. AND POLLUTION LOADIN□ AND SHALL BE MANA□ED IN ACCORDANCE □ ITH SFCC 1□□2□ SEASONAL INSPECTION SPRIN□, FALL, AND AFTER SI□NIFICANT STORM EVENTS IS RECOMMENDED..

DUST CONTROL:

A□□□



0 20 40 80

SCALE: 1" = 40'

LEGEND

- FINISHED CONTOUR
- EXISTING CONTOUR
- DIRECTION OF FLOW
- RETAINING WALL
- PROPERTY LINE/ROW
- FF ELEV. FINISHED FLOOR ELEVATION

GRADING AND DRAINAGE PLAN PHASE 2

SCALE: 1" = 40'
CONTOUR INTERVAL = 1'

EXISTING CONTOURS WITHIN GRADING LIMITS OMITTED FOR CLARITY

GRADING SHOWN IS FOR FEASIBILITY PURPOSES ONLY. DETAILED GRADING WILL BE PROVIDED AT TIME OF BUILDING PERMIT

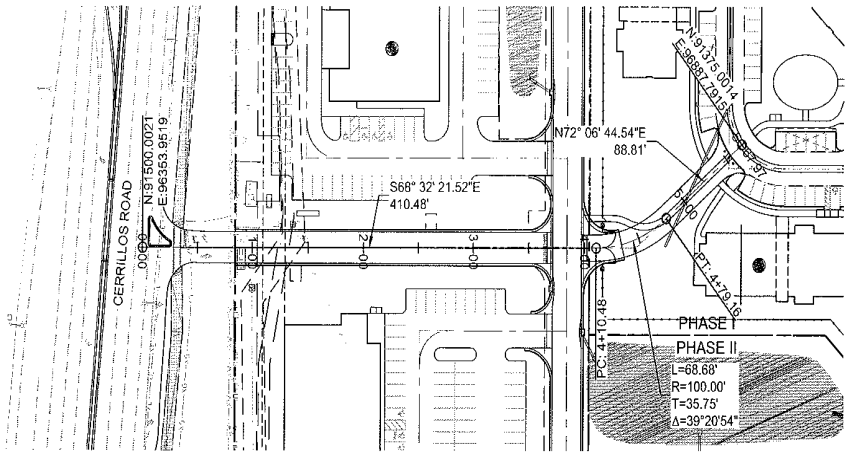
REVISIONS	DATE	ENGINEERS SEAL

SFEC
SOUTHFORK ENGINEERING CONSULTANTS, LLC
1512 SOUTH FRONT DRIVE, SUITE B
SANTA FE, NEW MEXICO 87505
505.220.5471
SFEC@SFEC.US

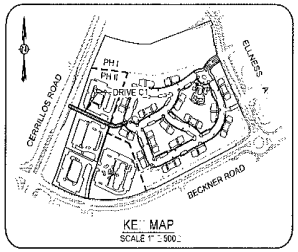
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

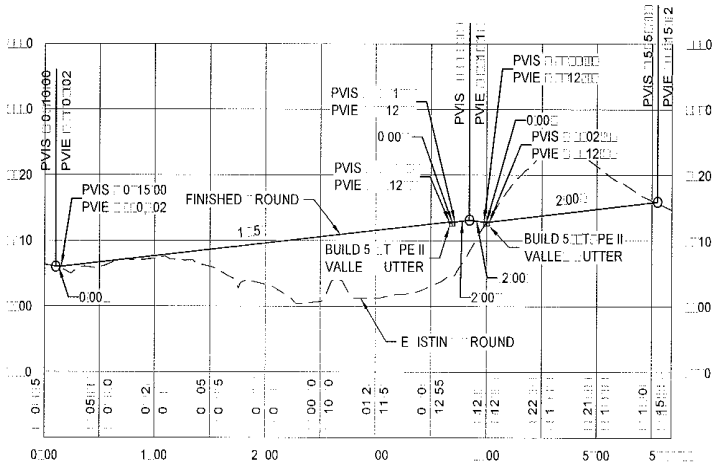
PHASE II GRADING AND DRAINAGE PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 40'	C2.501



DRIVE C1 PLAN VIE
SCALE: 1" 50





DRIVE C1 PROFILE VIE
SCALE HORI 1" 50
VERT: 1" 10

0 25 50 100
SCALE: 1" 50

0 5 10 20
SCALE: 1" 10

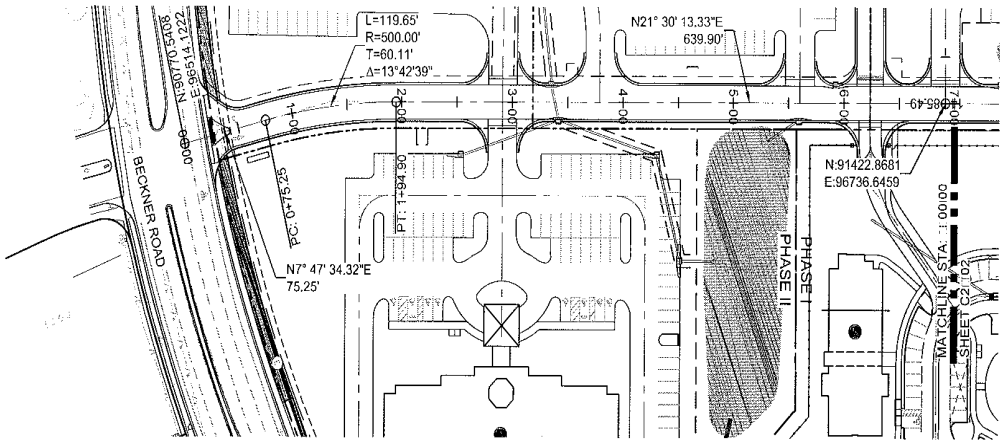
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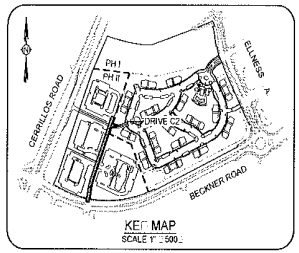
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II DRIVE A PLAN AND PROFILE

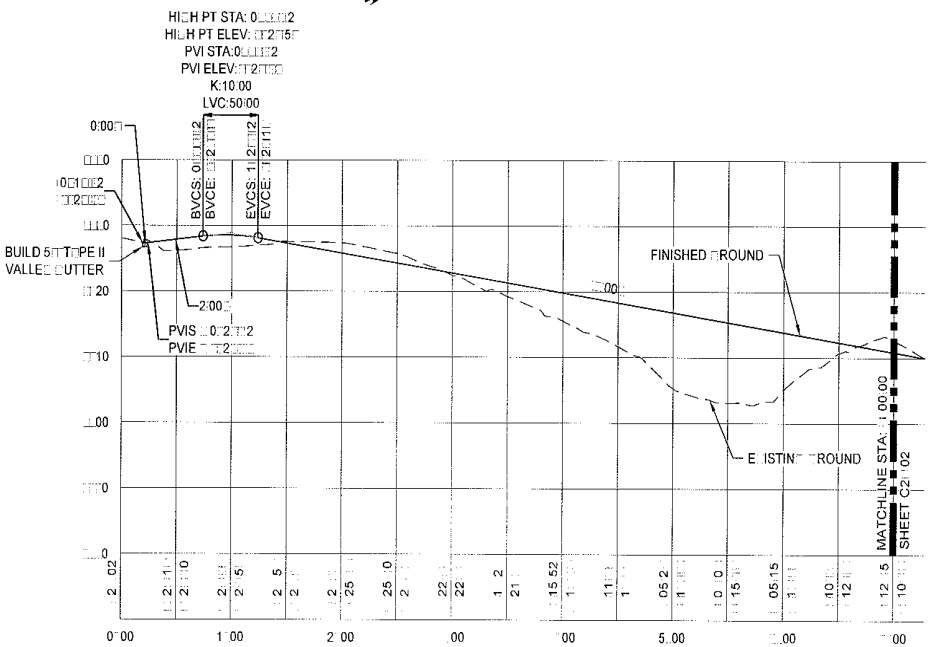
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C2 00



DRIVE C2 PLAN VIEW
SCALE: 1" = 50'



KEY MAP
SCALE 1" = 500'



DRIVE C2 PROFILE VIEW
SCALE HORI: 1" = 50'
VERT: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

0 5 10 20
SCALE: 1" = 10'

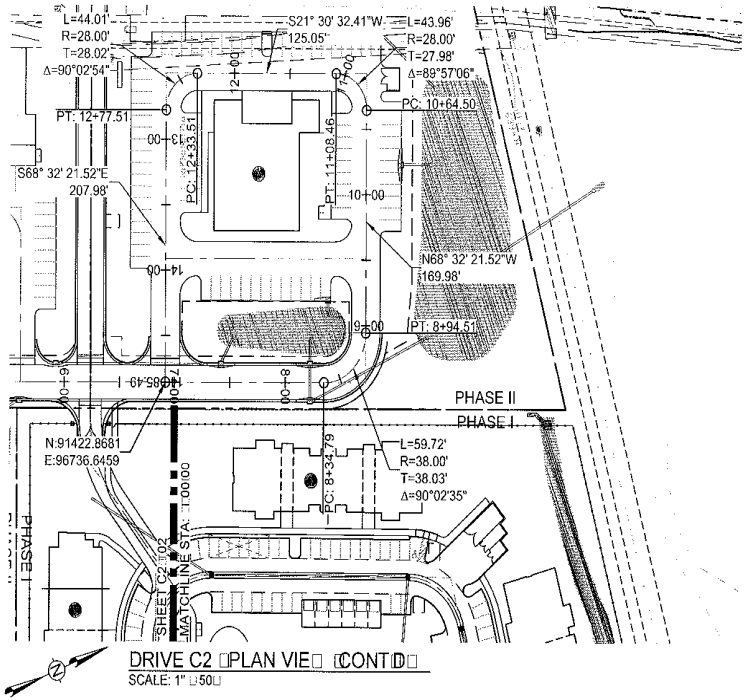
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SFEC
SOUTHFIELD CONSTRUCTION LLC
15[illegible] S. Fr[illegible] Dr[illegible], S[illegible] 8
S[illegible] F[illegible], N.M. [illegible]505
505 22[illegible]5 F[illegible] 505 22[illegible]1
SFEN[illegible]R[illegible]

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

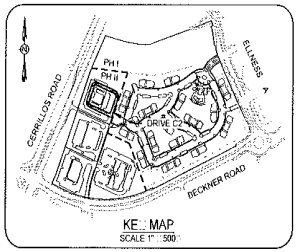
PH II DRIVE A PLAN AND PROFILE (CONTD)

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 50'	C2.01



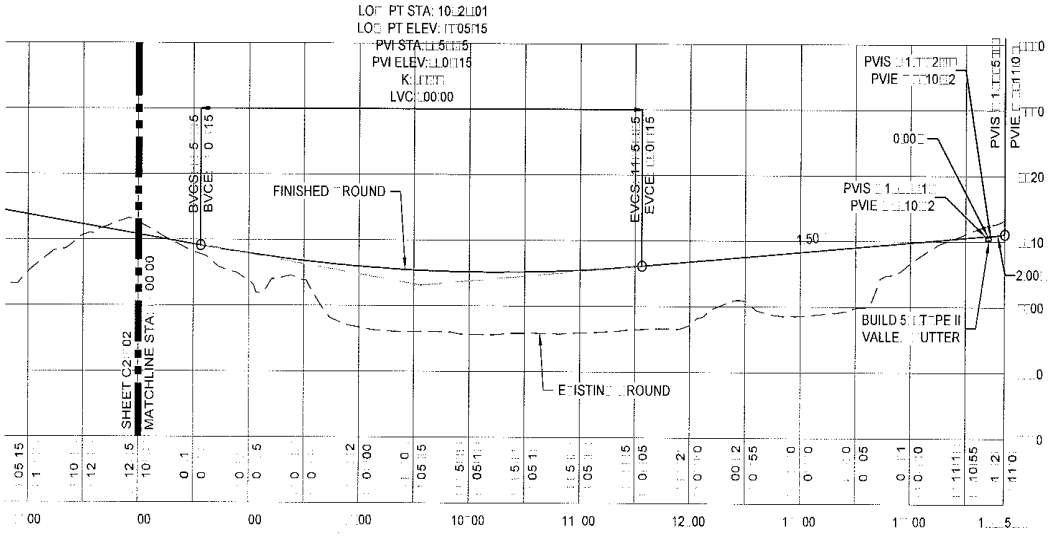
DRIVE C2 PLAN VIEW (CONTD)

SCALE: 1" = 50'



KEY MAP

SCALE 1" = 500'



DRIVE C2 PROFILE VIEW (CONTD)

SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 25 50 100

SCALE: 1" = 50'

0 5 10 20

SCALE: 1" = 10'

ENGINEER'S SEAL

REVISIONS	DATE

SFEC

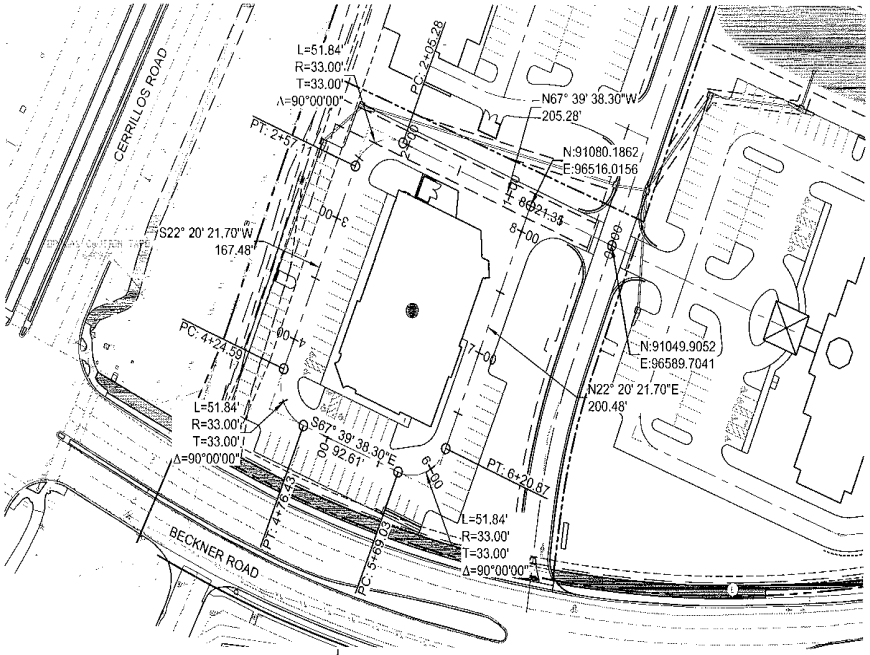
SOUTHFORK ENGINEERING & CONSULTING, LLC

1500 S. Fry Rd., Ste. B
San Antonio, TX 78232
(210) 545-2243
TBPE Firm No. 15805
TBPLS Firm No. 10194382

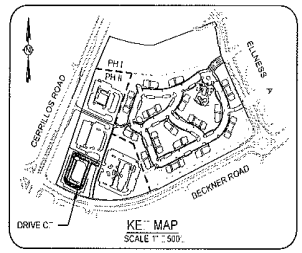
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II DRIVE A PLAN AND PROFILE (CONTD)

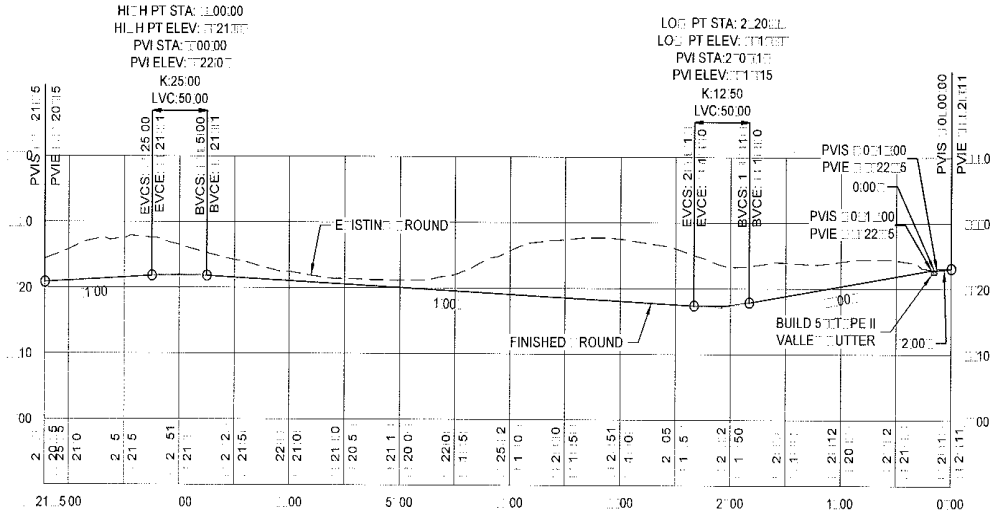
DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 50'	C2.02



DRIVE C□□PLAN VIE□
SCALE: 1" □50□



KE□ MAP
SCALE 1" □500□



DRIVE C□□PROFILE VIE□
SCALE HORI□: 1" □50□
VERT: 1" □10□

0 25 50 100
SCALE: 1" □50□

0 5 10 20
SCALE: 1" □10□

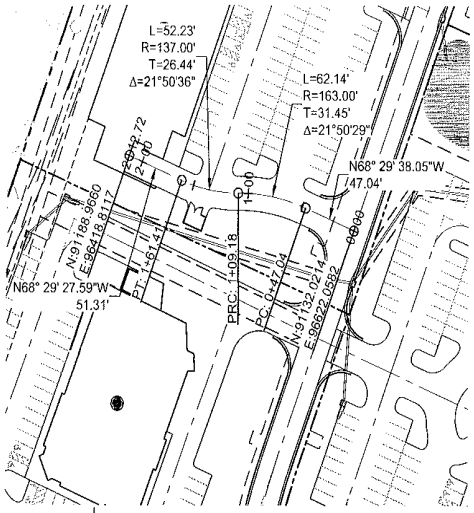
REVISIONS	DATE	ENGINEER'S SEAL
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□□□ SFEN R□

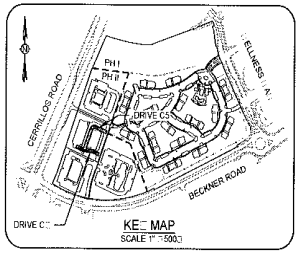
PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □DRIVE□ A□ PLAN AND PROFILE □CONTD□

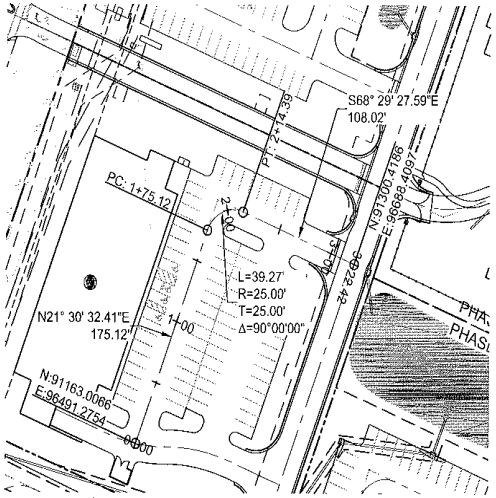
DATE	SCALE	SHEET
SEPTEMBER 2020	1" □50	C2□0



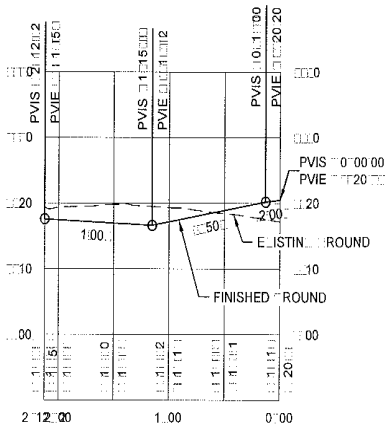
DRIVE C□ □PLAN VIE□
SCALE: 1" □50□



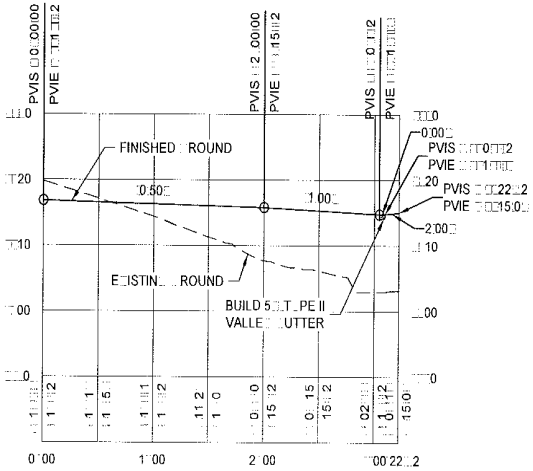
KE□ MAP
SCALE 1" □500□



DRIVE C5 □PLAN VIE□
SCALE: 1" □50□



DRIVE C□ □PROFILE VIE□
SCALE HORI□ 1" □50□
VERT: 1" □10□



DRIVE C5 □PROFILE VIE□
SCALE HORI□ 1" □50□
VERT: 1" □10□

0 25 50 100
SCALE: 1" □50□

0 5 10 20
SCALE: 1" □10□

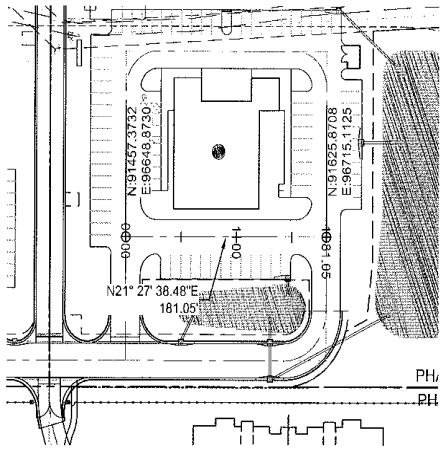
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□ SFEN R□

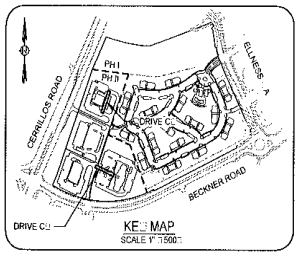
PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

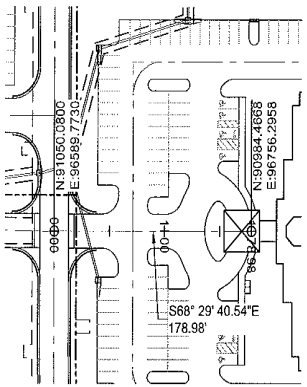
PH II □DRIVE□ A□ PLAN AND PROFILE □CONT□D□

DATE	SCALE	SHEET
SEPTEMBER 2020	1" □50	C2□0

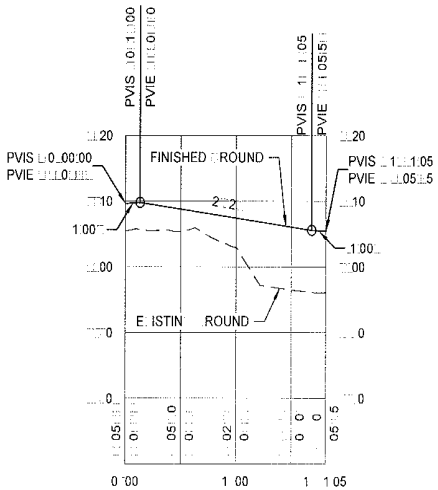


DRIVE C□ □PLAN VIE□
SCALE: 1" □ 50□

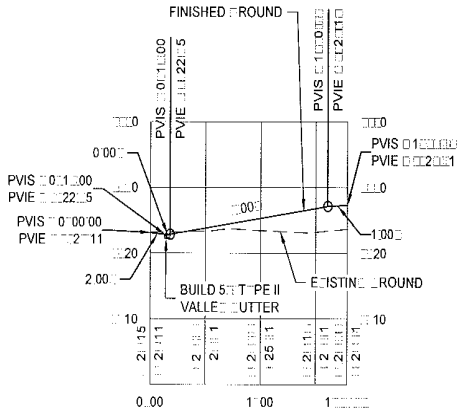




DRIVE C□ □PLAN VIE□
SCALE: 1" □ 50□



DRIVE C□ □PROFILE VIE□
SCALE HORI□: 1" □ 50
VERT: 1" □ 10



DRIVE C□ □PROFILE VIE□
SCALE HORI□: 1" □ 50
VERT: 1" □ 10

0 25 50 100
SCALE: 1" □ 50□

0 5 10 20
SCALE: 1" □ 10□

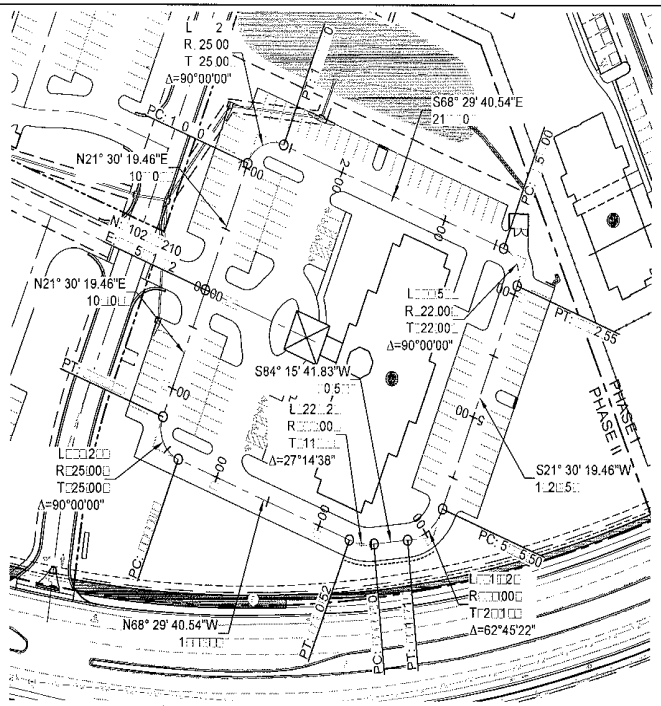
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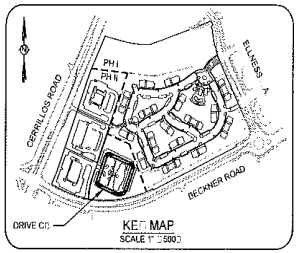
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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □DRIVE□ A□ PLAN AND PROFILE □CONT□D□

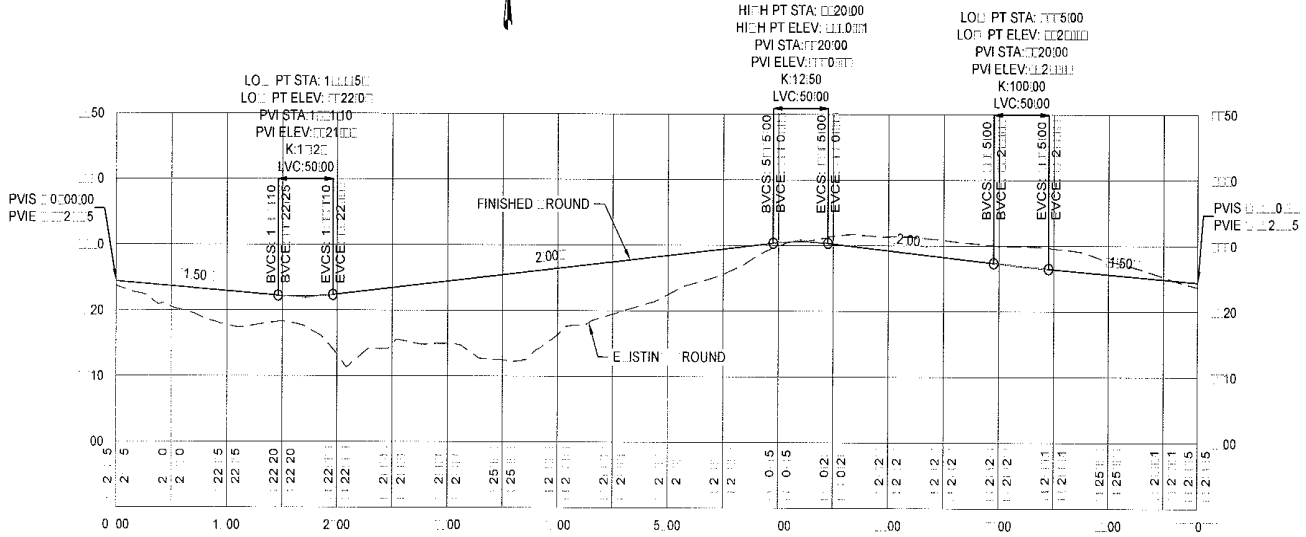
DATE	SCALE	SHEET
SEPTEMBER 2020	1" □ 50□	C2□05





DRIVE C PLAN VIE

SCALE: 1" 50



DRIVE C PROFILE VIE

SCALE HORI: 1" 50
VERT: 1" 10



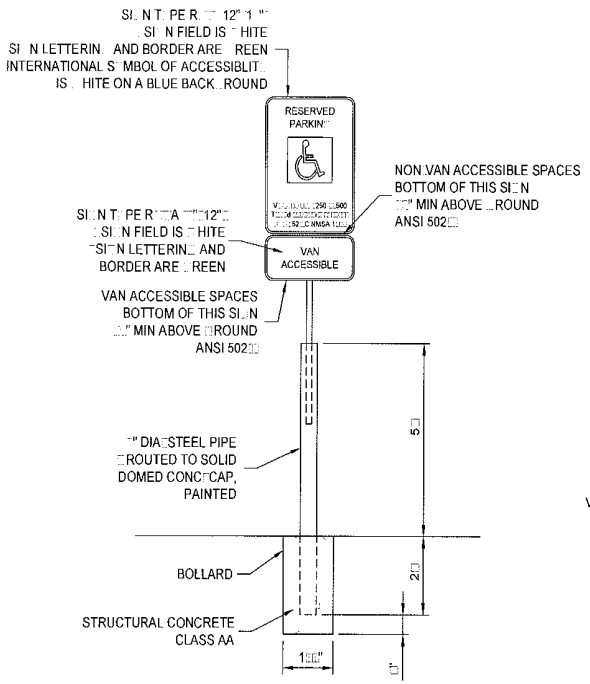
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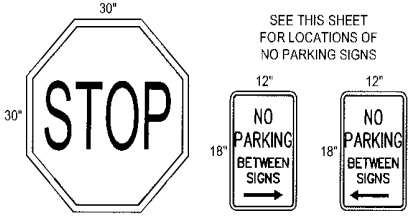
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II DRIVE A PLAN AND PROFILE CONT D

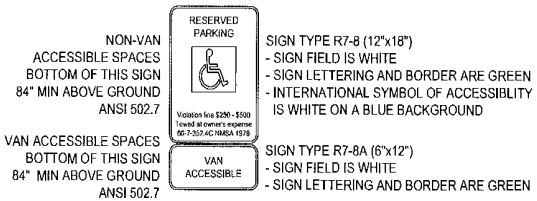
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 50	C2 0



ACCESSIBLE SI N DETAIL
SCALE: N.T.S



SIGN FACE DETAILS
SCALE: N.T.S.



ACCESSIBLE SI N DETAIL
SCALE: N.T.S

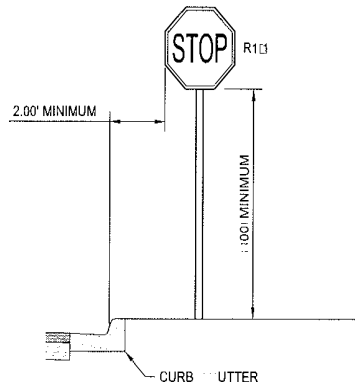
CIT OF SANTA FE SI NIN AND STRIPIN NOTES:

SI N AND POST RE UIREMENTS

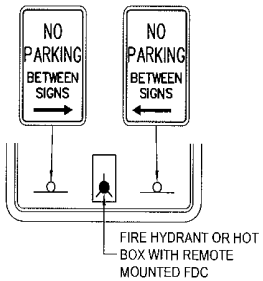
1. ALL ALUMINUM PANEL SI NIN AND STEEL POSTS SHALL COMPL ITH THE NE ME ICO DEPARTMENT OF TRANSPORTATION NMDOT *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HI H A AND BRID E CONSTRUCTION SSHBC
2. ALL SI NIN SHALL COMPL ITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES MUTCD *CURRENT* EDITION
   SI NPOSTS ITH APPROVED BREAKA A DEVICE SHALL BE "MARION" BRAND LB FT U CHANNEL BLACK NO SUBSTITUTES ALLO ED
   SI N SHEETIN SHALL BE " M" BRAND HI H INTENSIT NO SUBSTITUTIONS ALLO ED
5. SI N HEI HT SHALL BE A MINIMUM OF HI H FROM THE BOTTOM OF THE LO EST SI N ABOVE THE TOP OF CURB, UNLESS OTHER ISE NOTED AND SHALL BE PLACED IN ACCORDANCE ITH NMDOT STANDARD DRA IN S AND SPECIFICATIONS
   STREET NAME LETTERIN SHALL COMPL ITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD THAT IS THE LETTERIN SHALL BE LO ER CASE LETTERS ITH UPPERCASE INITIAL LETTERS

STRIPIN AND PAINT NOTES

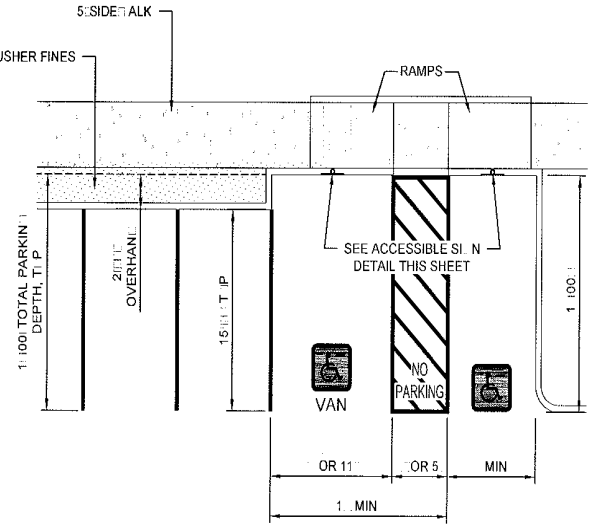
1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 0 IES B "M", NO SUBSTITUTIONS
2. STOP BARS SHALL BE A MINIMUM 12" IDE HITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE AND SHALL BE 0 IES B "M", NO SUBSTITUTIONS
   CROSS ALK STRIPES SHALL BE 12" IDE HITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRAN ED IN A CONTINENTAL PATTERN, THAT IS, LON ITUDINAL LINES PARALLEL TO THE FLO OF TRAFFIC AND ARRAN ED TO AVOID HEEL PATHS, MUTCD P SECTION B AND SHALL BE 0 IES B "M", NO SUBSTITUTIONS
   ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKIN S ORD OR S MBOL SHALL BE 0 IES B "M", NO SUBSTITUTIONS
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* FOR HI HBUILT *PAINT*, USE T O COATS AND FOR RE ULAR PAINT USE THREE COATS DOUBLE APPLICATION TO BE APPLIED ITHIN 1 DAS
   ALL STRIPIN SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MUTCD CURRENT EDITION, AND THE NMDOT SSHBC



TYPICAL SIGN PLACEMENT
SCALE: N.T.S.



SIGN LAYOUT DETAIL
SCALE: N.T.S.



TYPICAL PARKING STRIPING LAYOUT
SCALE: N.T.S.

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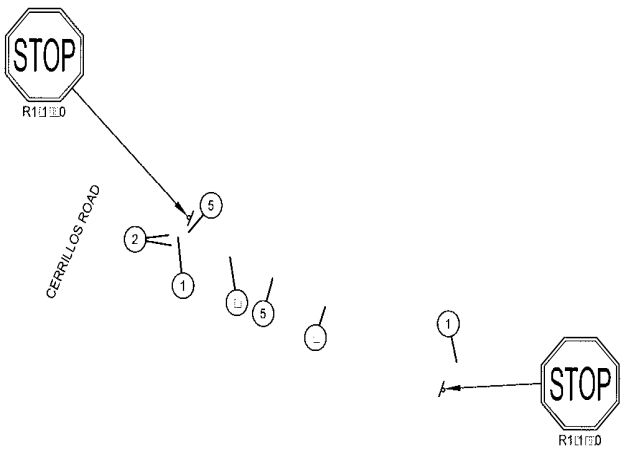
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II SI NIN AND STRIPIN
DETAILS AND NOTES

DATE	SCALE	SHEET
SEPTEMBER 2020	N T S	C2 00

ARRO O DE LOS CHAMISOS



STRIPIN KE
1	2" HITE STOP BAR : RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	12" HITE CROSS.. ALK : RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
	" ELLO STRIPE PAINT DOUBLE APPLICATION AFTER 1: DA S
	" HITE STRIPE PAINT DOUBLE APPLICATION AFTER 1: DA S
5	RI HT ARRO: S MBOL
	LEFT ARRO.. S.MBOL
	ORD "ONL.." S.MBOL

SI NIN AND STRIPIN PLAN
SCALE: 1" 0

0 0 0 120
SCALE: 1" 0

BECKNER ROAD

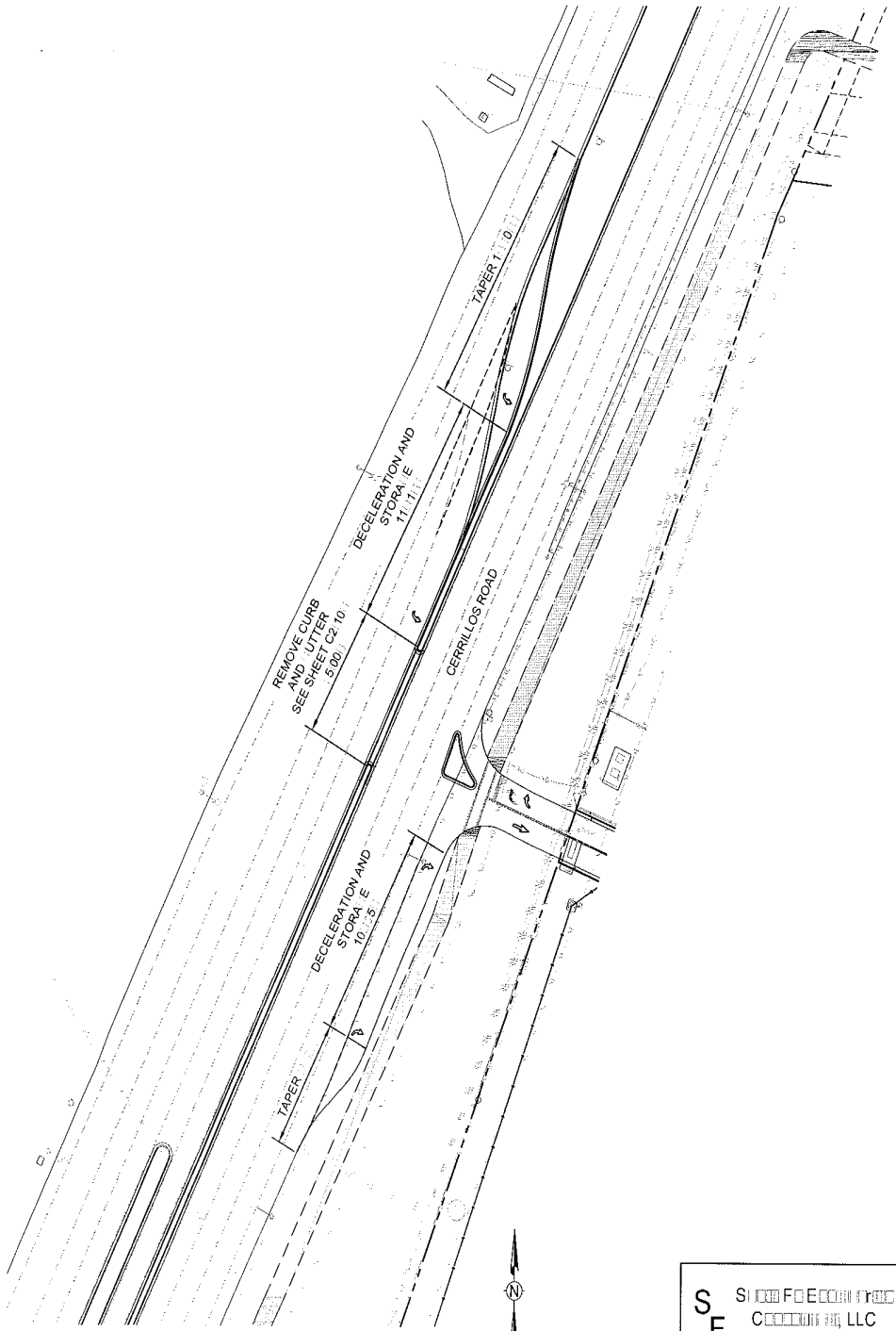
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II SI NIN AND STRIPIN PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2 01



OFFSITE IMPROVEMENT PLAN
SCALE: 1" 0

0 15 0 0
SCALE: 1" 0

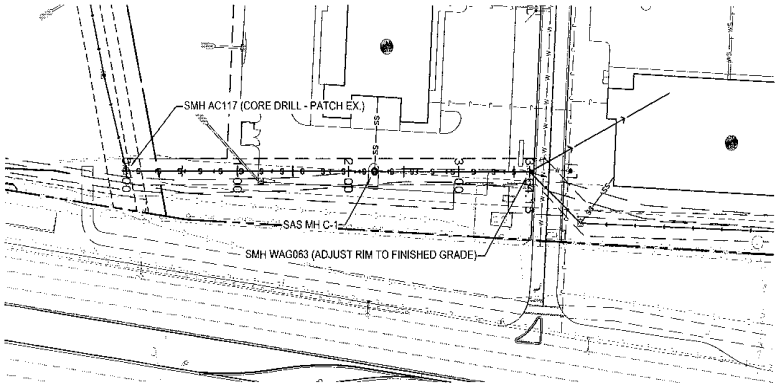
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

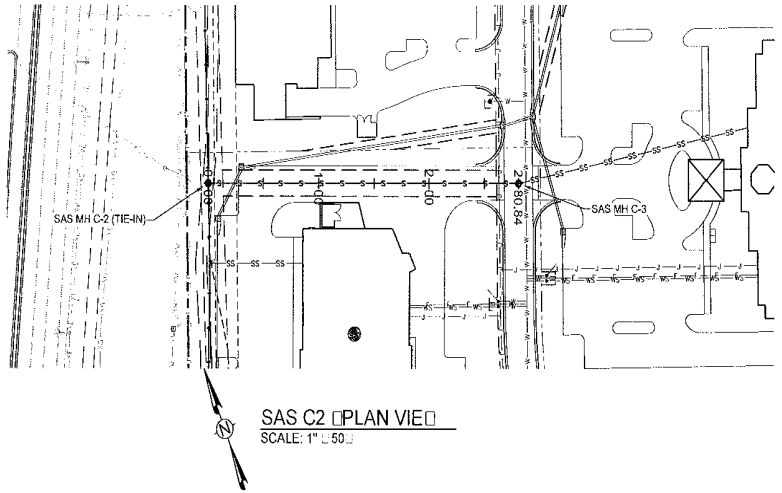
PH II OFFSITE IMPROVEMENT PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2 02

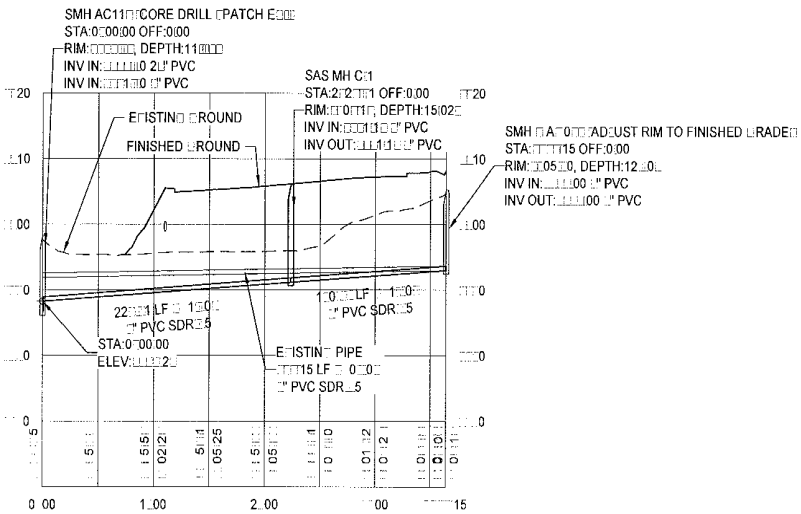
REVISIONS	DATE	ENGINEER'S SEAL



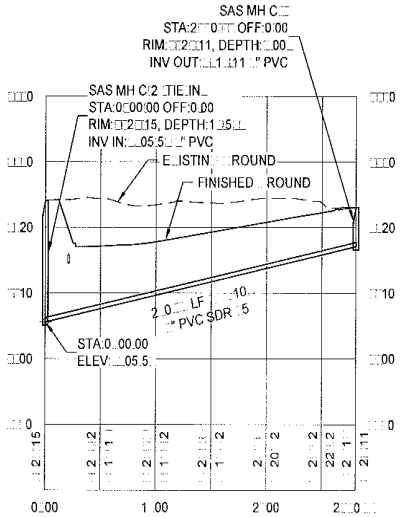
SAS C1 PLAN VIEW
SCALE: 1" = 50'



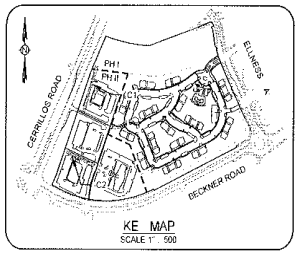
SAS C2 PLAN VIEW
SCALE: 1" = 50'



SAS C1 PROFILE VIEW
SCALE HORI: 1" = 50'
VERT: 1" = 10'



SAS C2 PROFILE VIEW
SCALE HORI: 1" = 50'
VERT: 1" = 10'



0 25 50 100
SCALE: 1" = 50'

0 5 10 20
SCALE: 1" = 10'

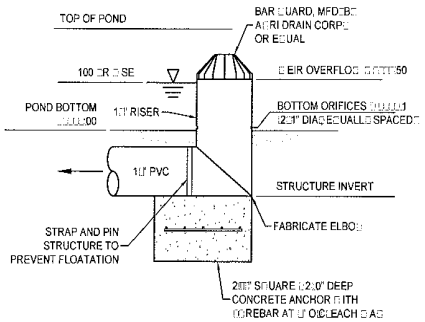
REVISIONS	DATE	ENGINEER'S SEAL

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SFEN R

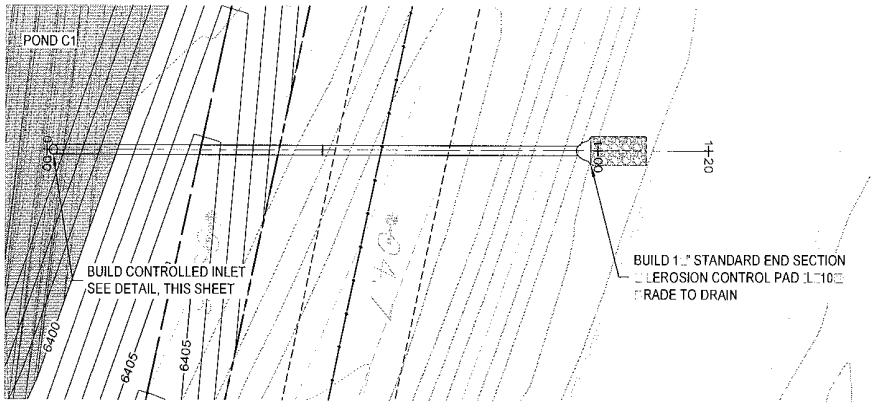
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II SANITAR SE ER PLAN AND PROFILE

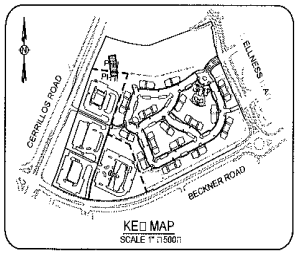
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SEPTEMBER 2020	1" = 50'	C2 00

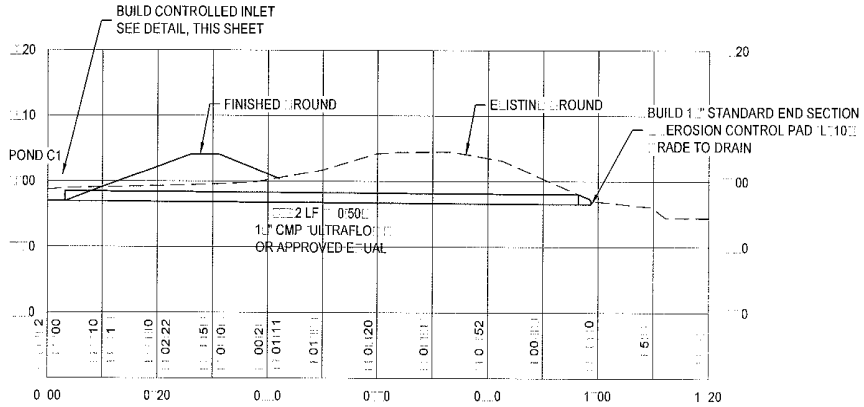


T□PICAL CONTROLLED INLET DETAIL
SCALE: N□□S□



STORM SE□ ER C□1 □PLAN VIE□
SCALE: 1" □10□





STORM SE□ ER C□1 □PROFILE VIE□
SCALE HORI□ 1" □ 10□
VERT: 1" □ 10□

0 5 10 20
SCALE: 1" □ 10

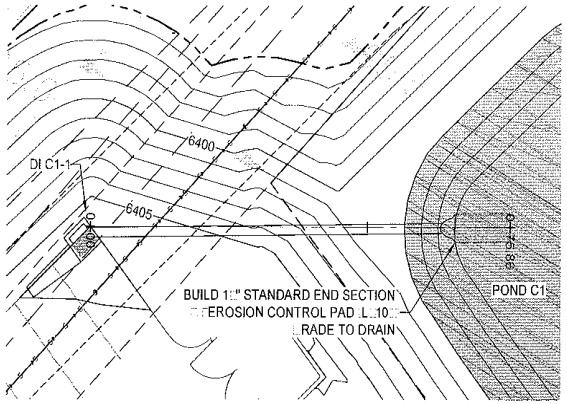
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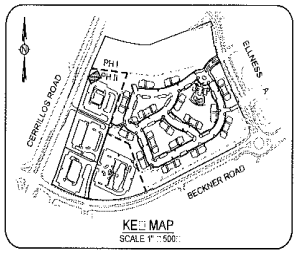
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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN □PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

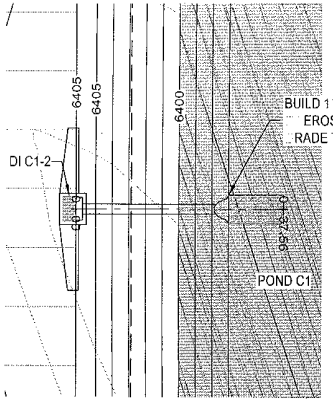
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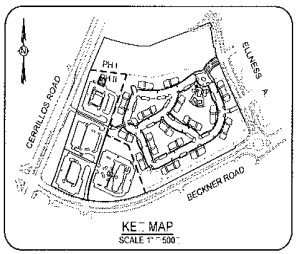
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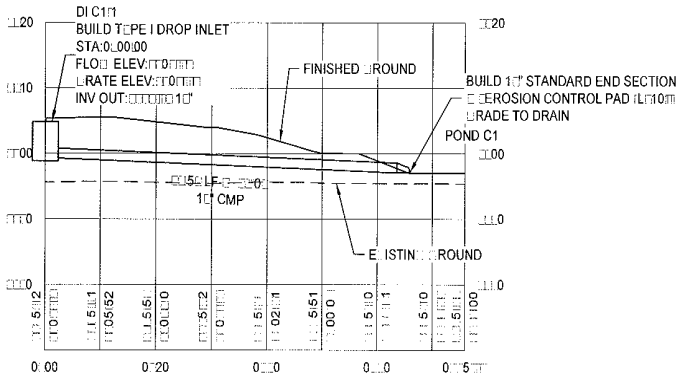


STORM SE ER C2 PLAN VIE
SCALE: 1" 10

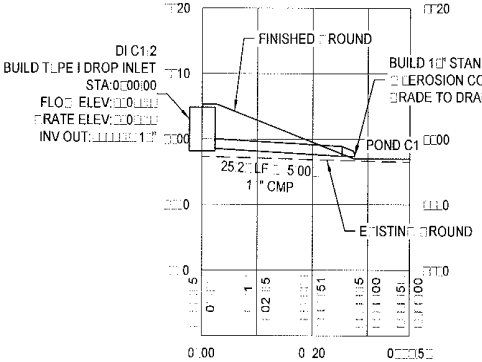




STORM SE ER C PLAN VIE
SCALE: 1" 10



STORM SE ER C2 PROFILE VIE
SCALE HORI: 1" 10
VERT: 1" 10



STORM SE ER C PROFILE VIE
SCALE HORI 1" 10
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

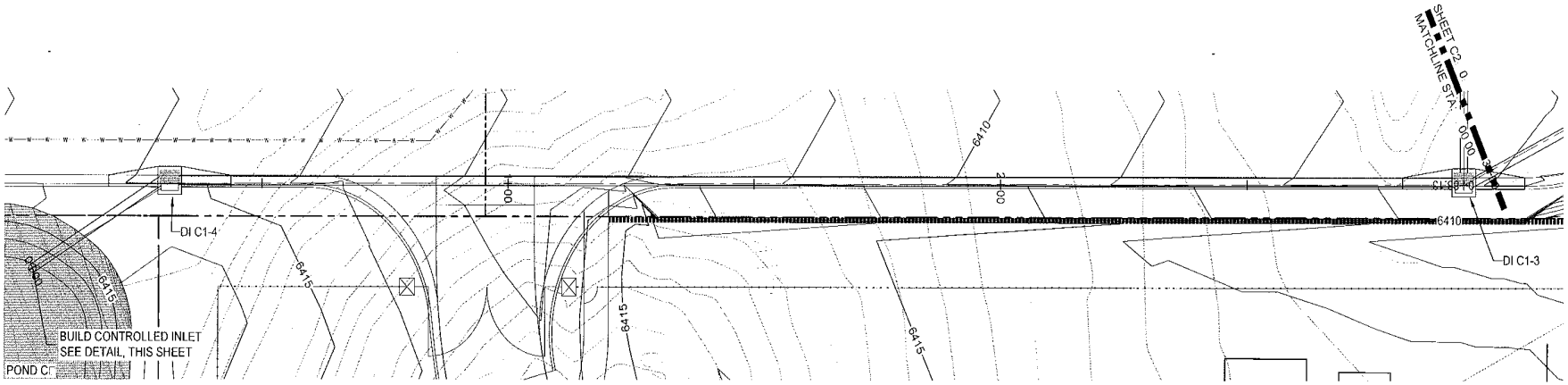
REVISIONS	DATE	EN INEER'S SEAL

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15 S Fr L Dr S B
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SFEN R

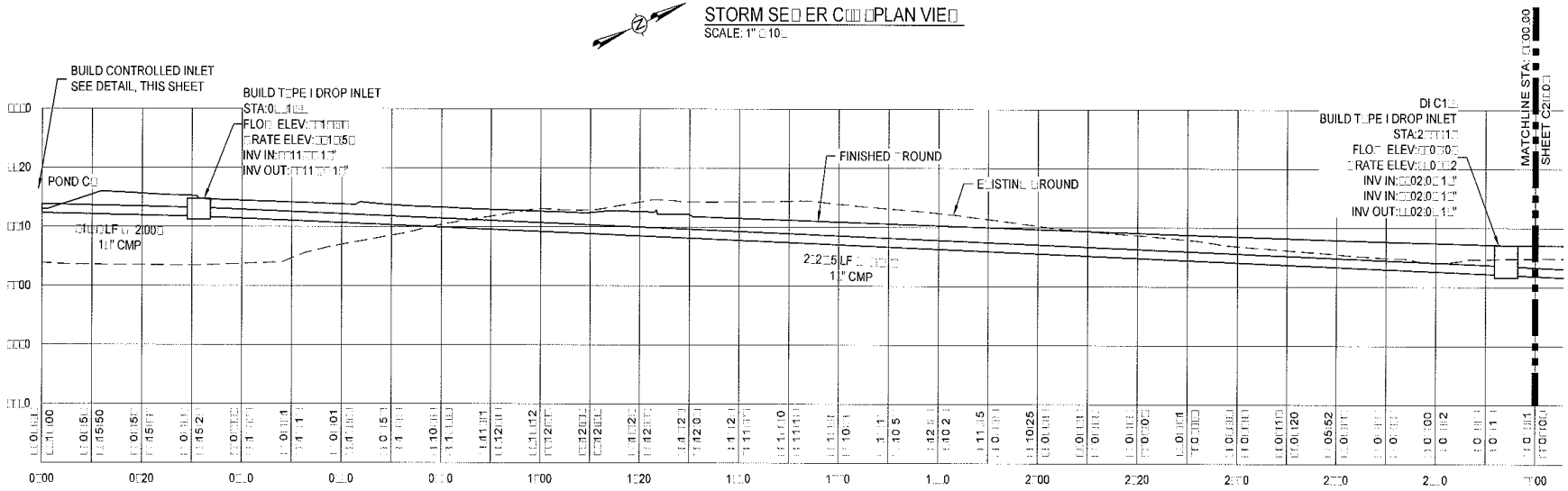
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II STRUCTURE SECTIONS

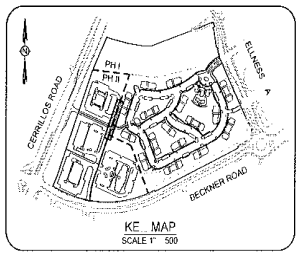
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SEPTEMBER 2020	1" 10	C2 01

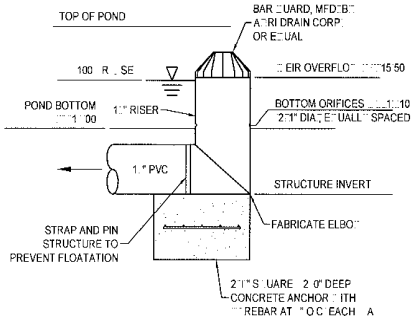


STORM SE ER C PLAN VIE
SCALE: 1" 10



STORM SE ER C PROFILE VIE
SCALE HORI. 1" 10
VERT: 1" 10





TYPICAL CONTROLLED INLET DETAIL
SCALE: N T S

0 5 10 20
SCALE: 1" 10

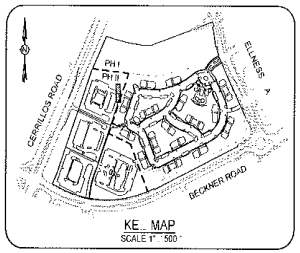
REVISIONS	DATE	EN INEER'S SEAL

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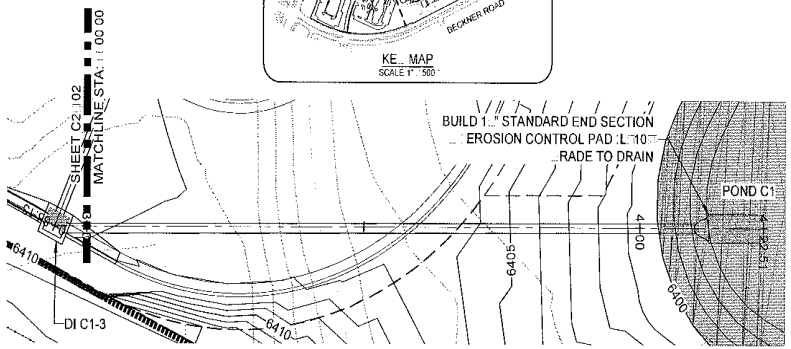
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II STRUCTURE SECTIONS

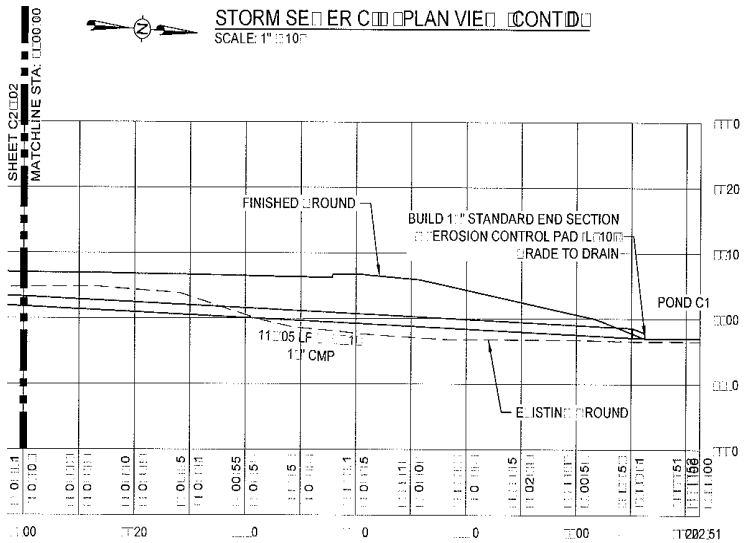
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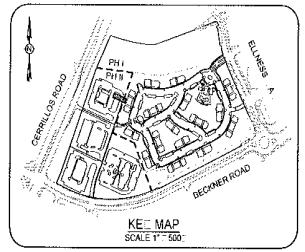
KE MAP
SCALE 1" 500



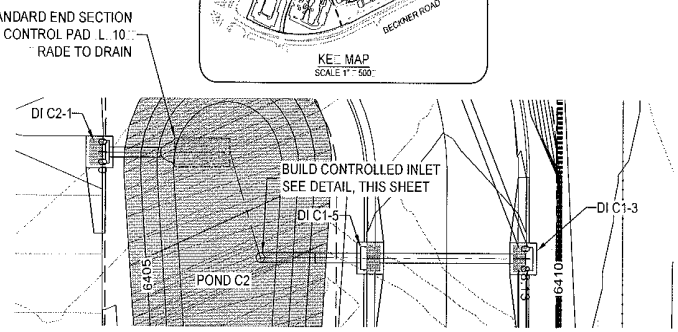
STORM SE ER C PLAN VIE CONTD
SCALE: 1" 10



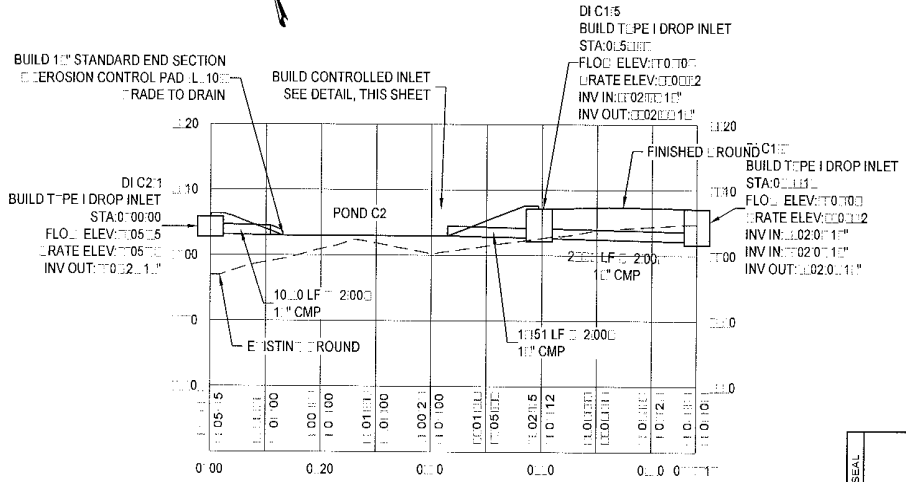
STORM SE ER C PROFILE VIE CONTD
SCALE HORI 1" 10
VERT: 1" 10



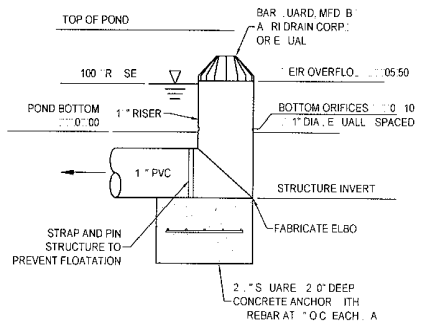
KE MAP
SCALE 1" 500



STORM SE ER C5 PLAN VIE
SCALE: 1" 10



STORM SE ER C5 PROFILE VIE
SCALE HORI 1" 10
VERT: 1" 10



TUPICAL CONTROLLED INLET DETAIL
SCALE: N T S

0 5 10 20
SCALE: 1" 10

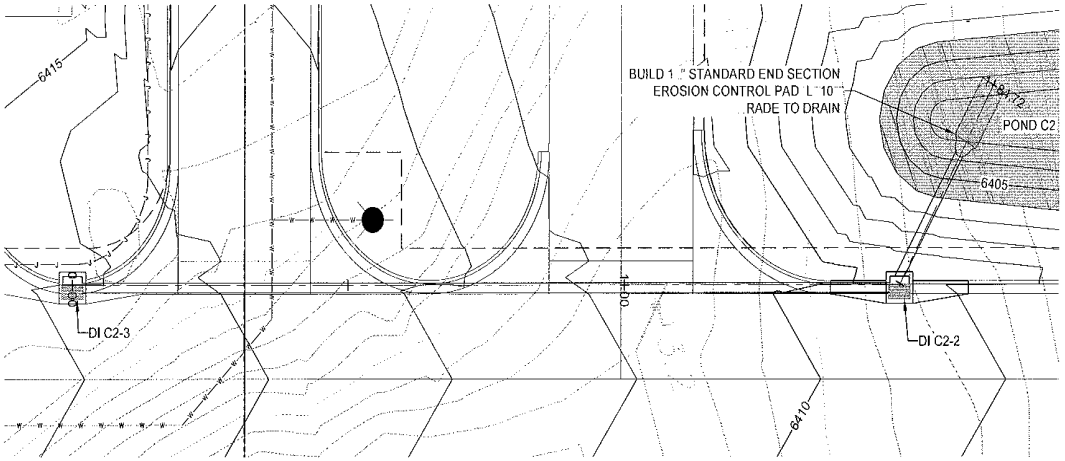
REVISIONS	DATE	ENGINEER'S SEAL

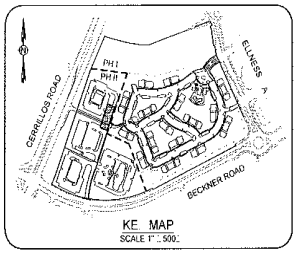
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II STRUCTURE SECTIONS

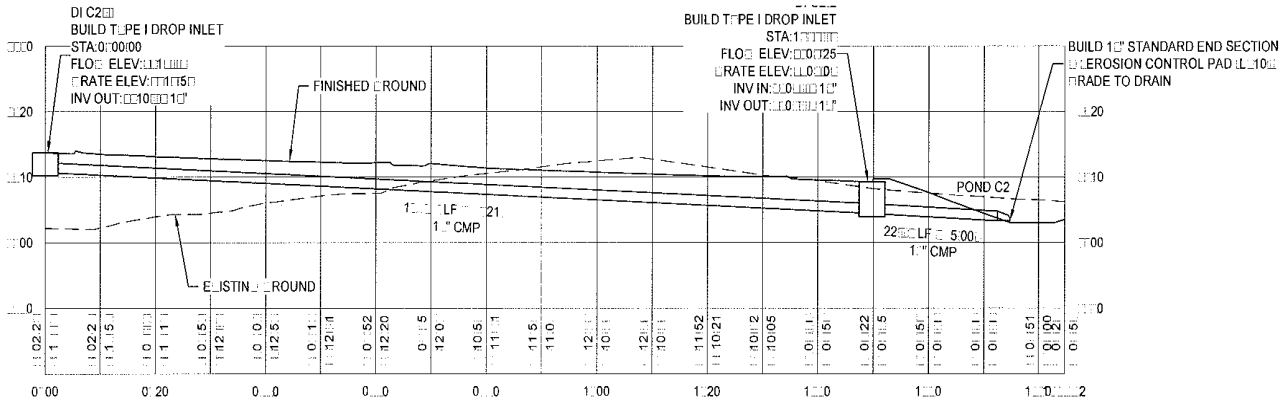
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C2 0





STORM SE ER C PLAN VIE

SCALE: 1" 10



STORM SE ER C PROFILE VIE

SCALE HORI 1" 10
VERT: 1" 10

0 5 10 20
SCALE: 1" 10

REVISIONS	DATE	ENGINEERS SEAL

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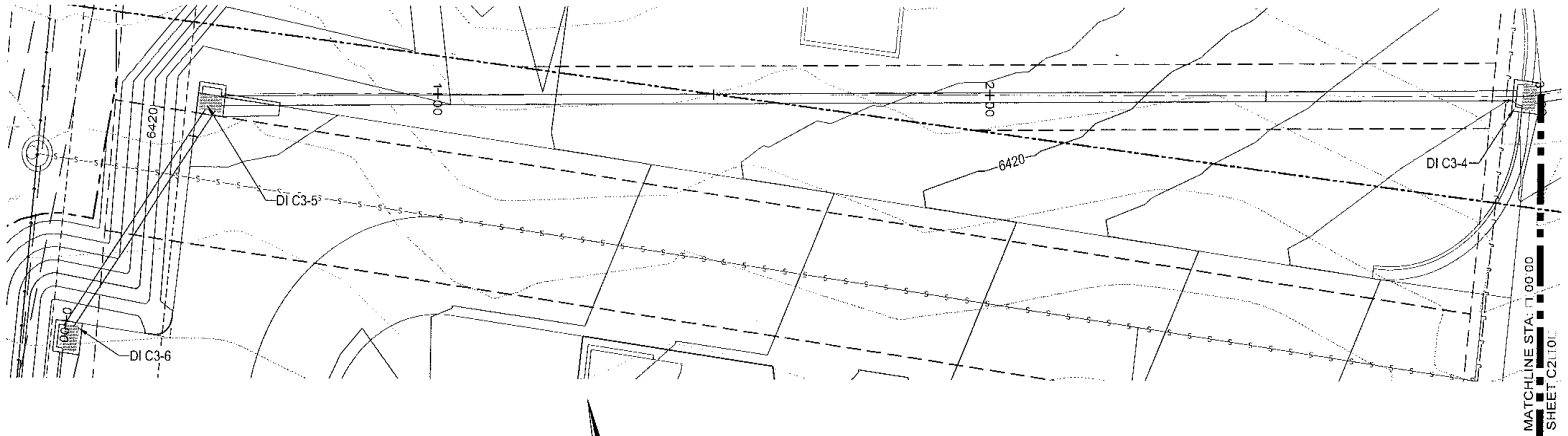
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

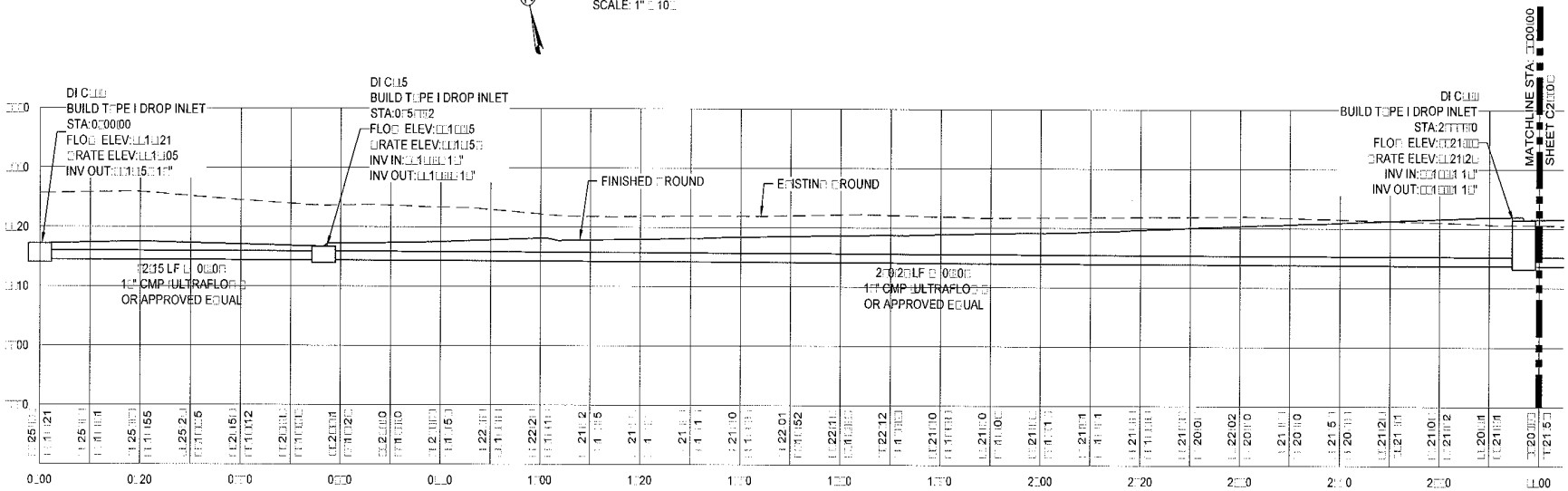
PH II STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C2 0



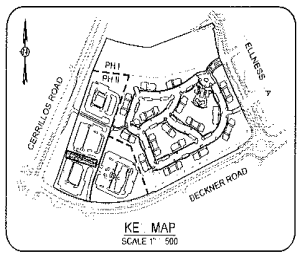
STORM SE□ ER C□□ □PLAN VIE□

SCALE: 1" □ 10□



STORM SE□ ER C□□ □PROFILE VIE□

SCALE HORI□: 1" □ 10□
VERT: 1" □ 10□



KE□ MAP

SCALE 1" □ 500

0 5 10 20

SCALE: 1" □ 10□

ENGINEERS SEAL

DATE

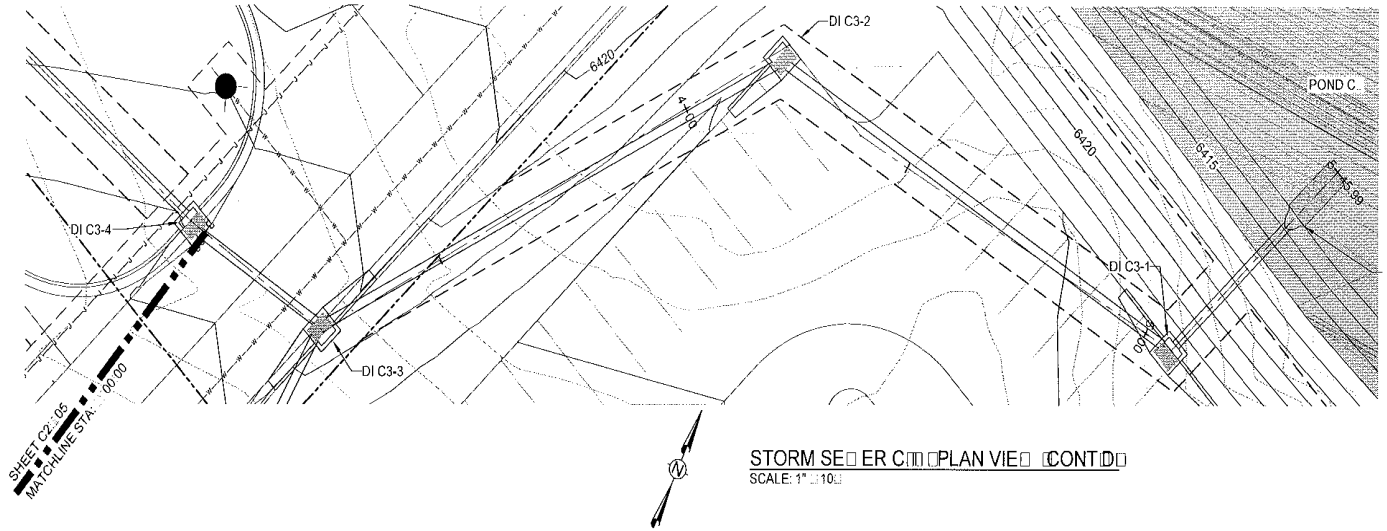
REVISIONS

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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN □ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

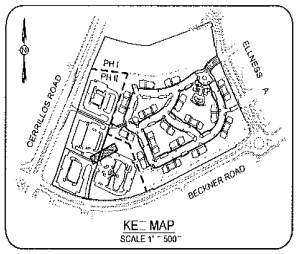
PH II □STRUCTURE SECTIONS

DATE	SCALE	SHEET
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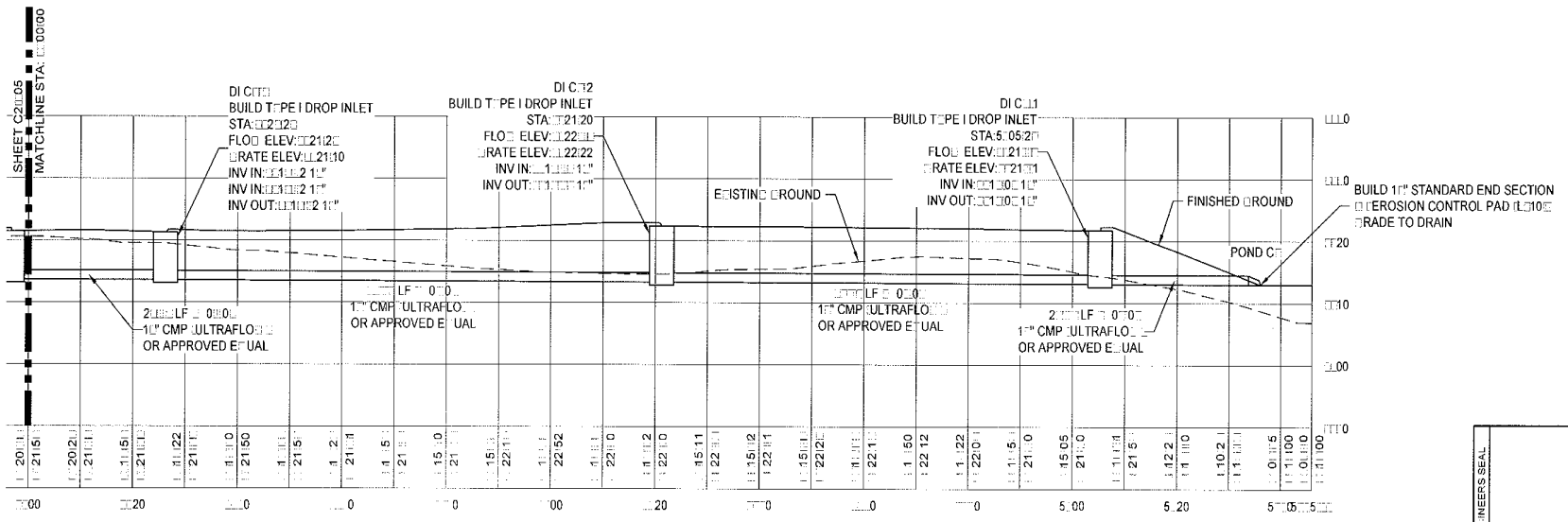


STORM SE ER C PLAN VIE CONTD

SCALE: 1" 10



BUILD 1 STANDARD END SECTION
EROSION CONTROL PAD 10
RADE TO DRAIN



STORM SE ER C PROFILE VIE CONTD

SCALE HORI : 1" 10
VERT: 1" 10

0 5 10 20

SCALE: 1" 10

REVISIONS	DATE	ENGINEER'S SEAL

S F E C

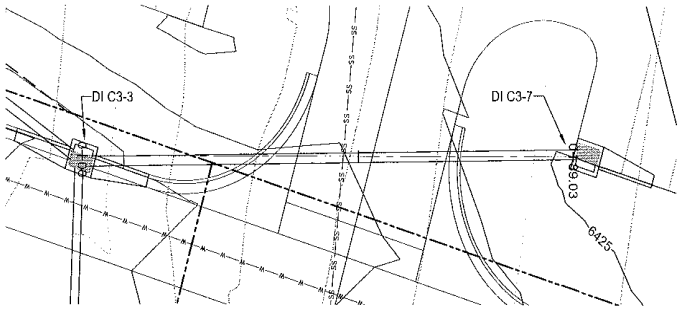
S F E C LLC

15 S Fr l Dr , S B
S F N M 505
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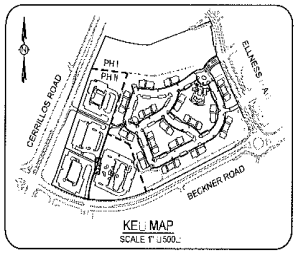
PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

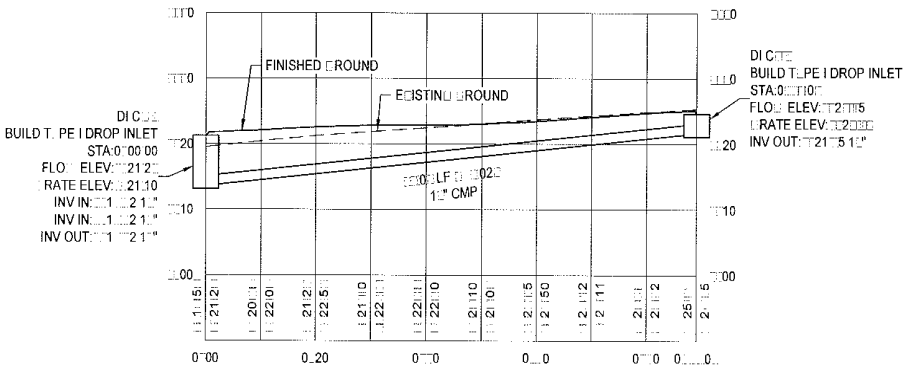
PH II STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C2 0



STORM SE□ ER C□□ □PLAN VIE□
SCALE: 1" □10□





STORM SE□ ER C□□ □PROFILE VIE□
SCALE HORI□: 1" □10□
VERT: 1" □10□

0 5 10 20
SCALE: 1" □10□

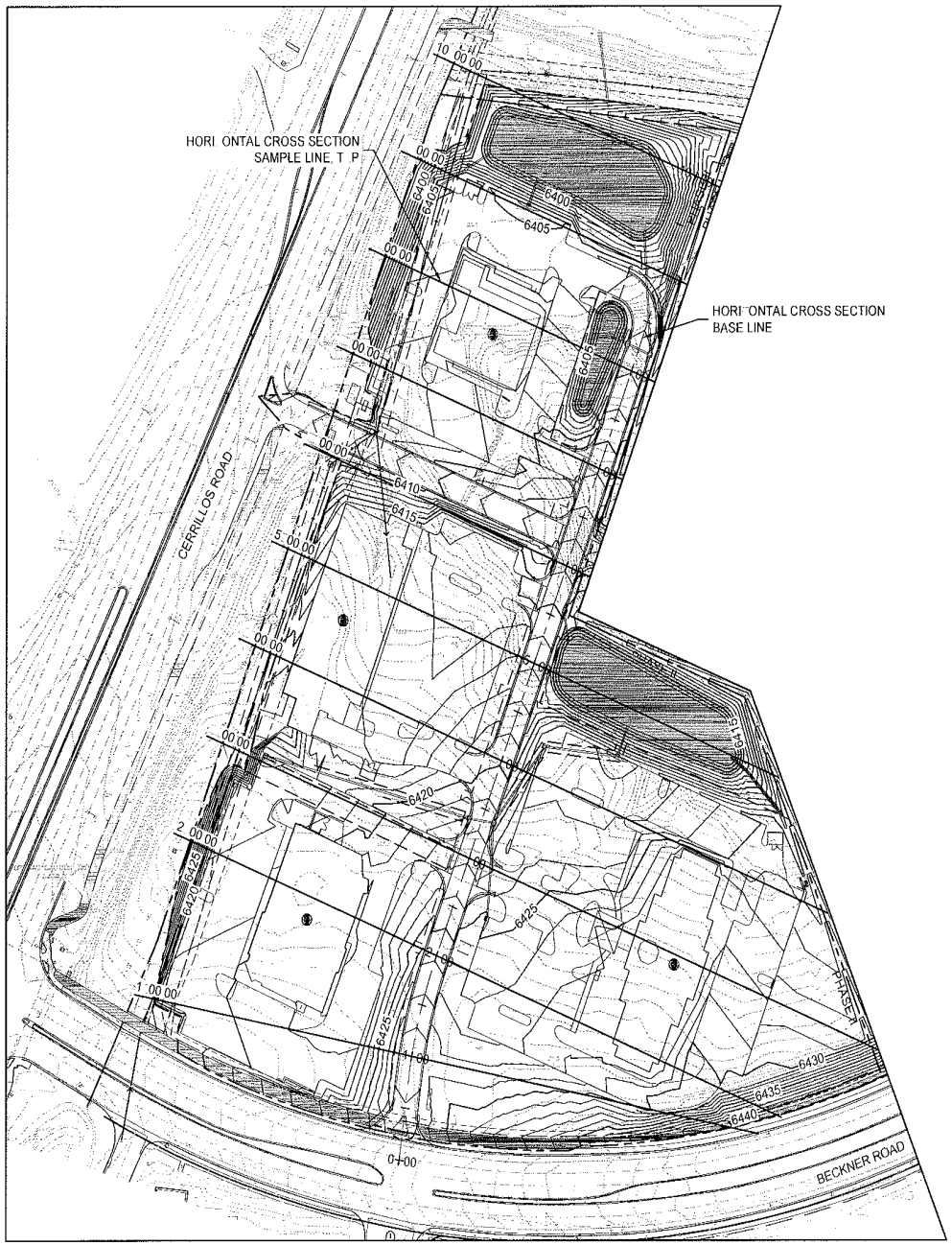
REVISIONS	DATE	ENGINEER'S SEAL

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SFEN R

PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □STRUCTURE SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 10	C2 0



HORIZONTAL SITE CROSS SECTION LOCATION PLAN

SCALE: 1" = 60'

SFEC

SAFE FOOD COALITION, LLC

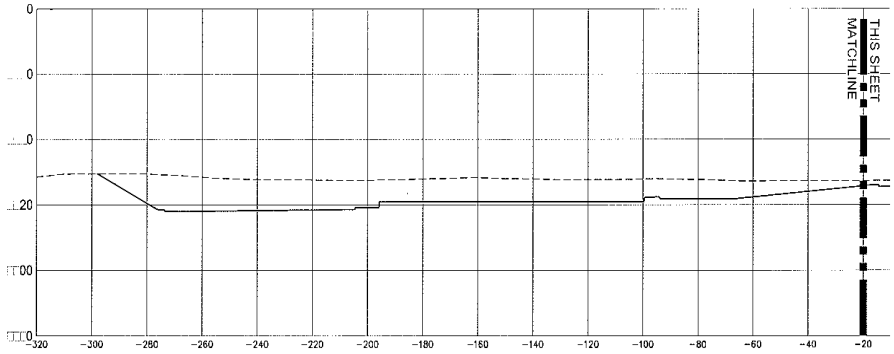
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Santa Fe, NM 87505
505.222.5 F. 505.222.1
SFEN.ORG

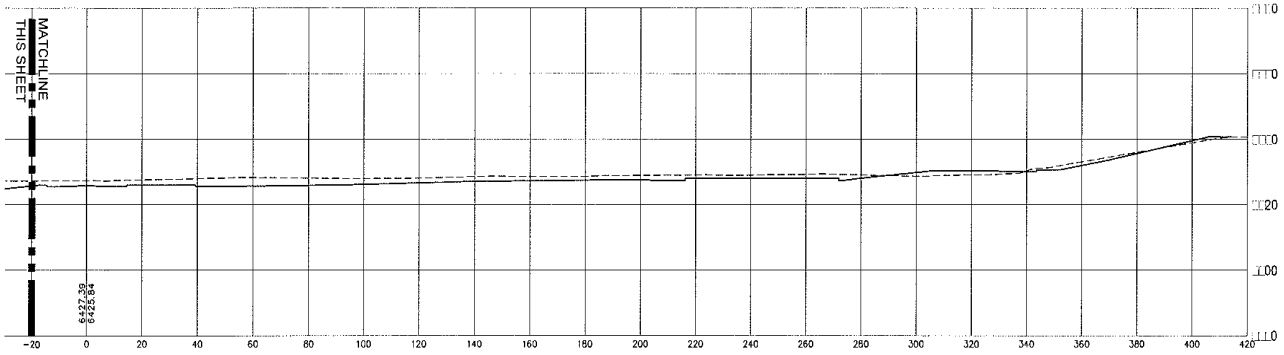
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II HORIZONTAL CROSS SECTION LOCATION PLAN

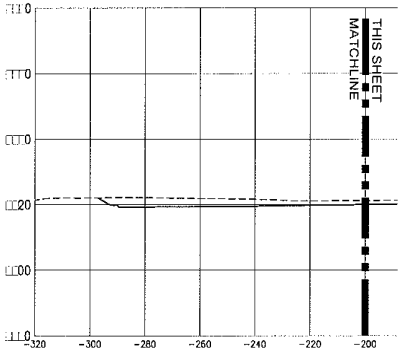
DATE	SCALE	SHEET
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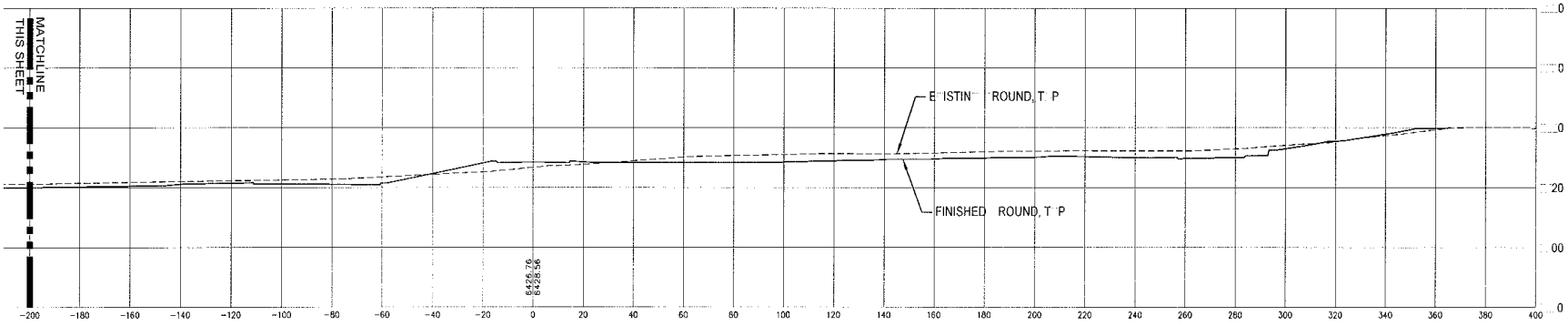
REVISIONS	DATE	ENGINEERS SEAL





2+00





1+00

0 10 20 0
SCALE: 1" = 20'

SFEC

SOUTHFORK ENGINEERING CONSULTANTS, LLC

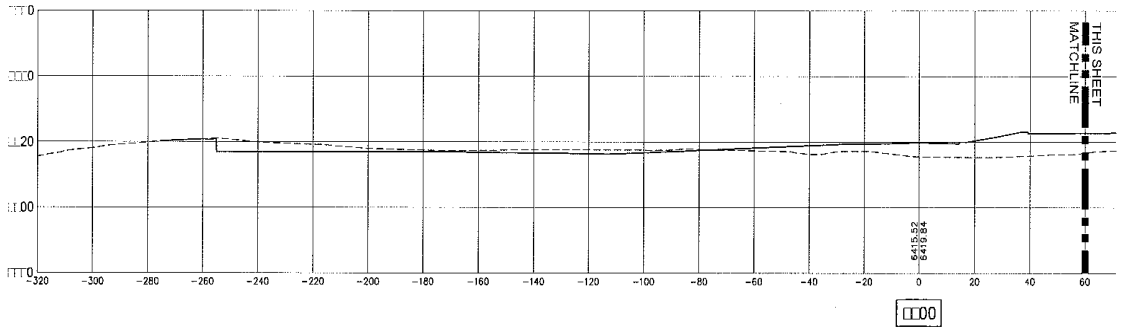
15055 SOUTH FRY ROAD, SUITE B
KATY, TEXAS 77450
281.395.2222 FAX 281.395.2221
TBPE FIRM REGISTRATION #15169

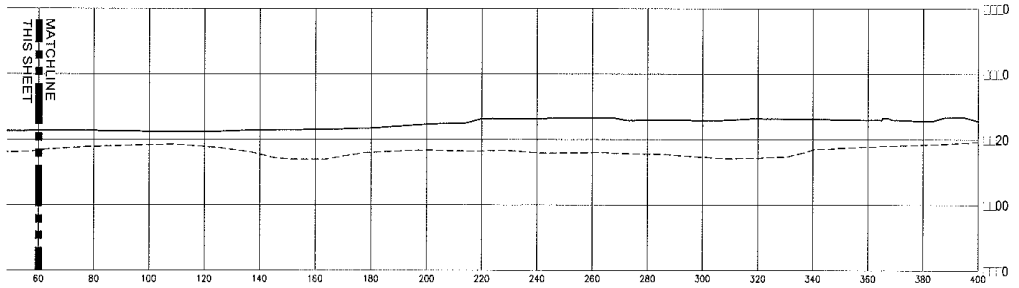
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

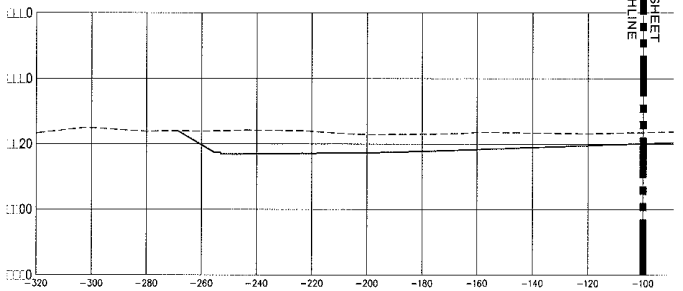
PHASE 1 HORIZONTAL CROSS SECTIONS

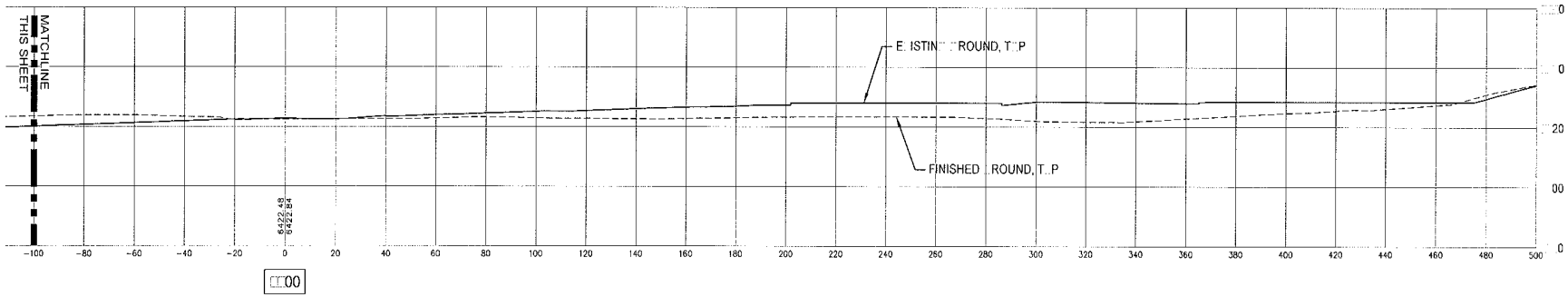
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SEPTEMBER 2020	1" = 20'	C2.1001

REVISIONS	DATE	ENGINEER'S SEAL









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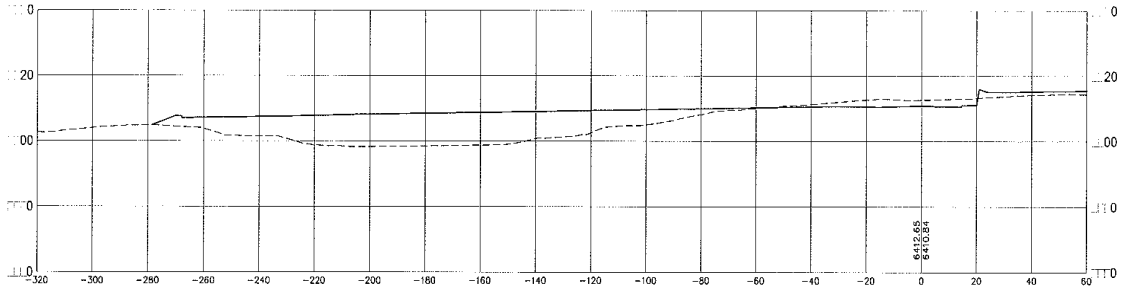
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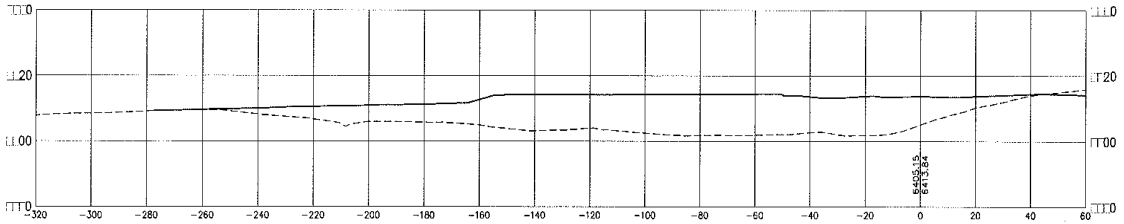
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5201 BECKNER ROAD

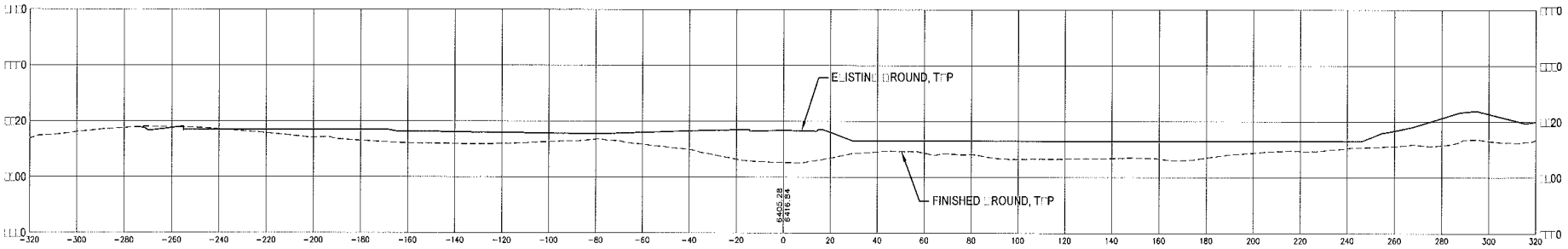
PH II HORI ONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20	C2 1002

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SCALE: 1" = 20'

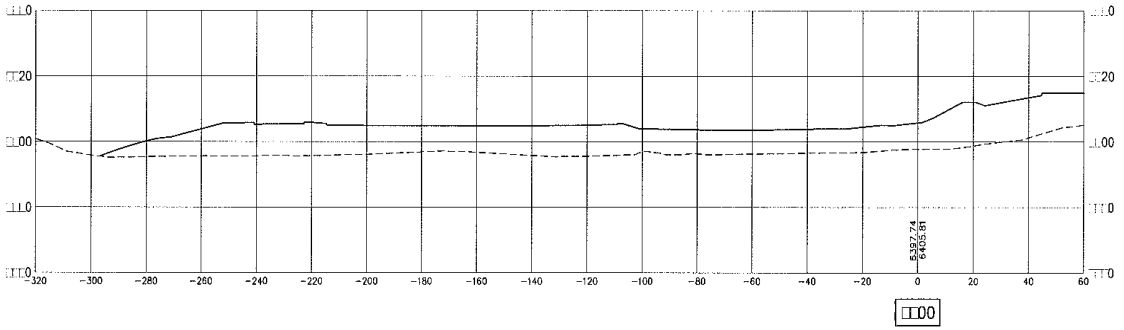
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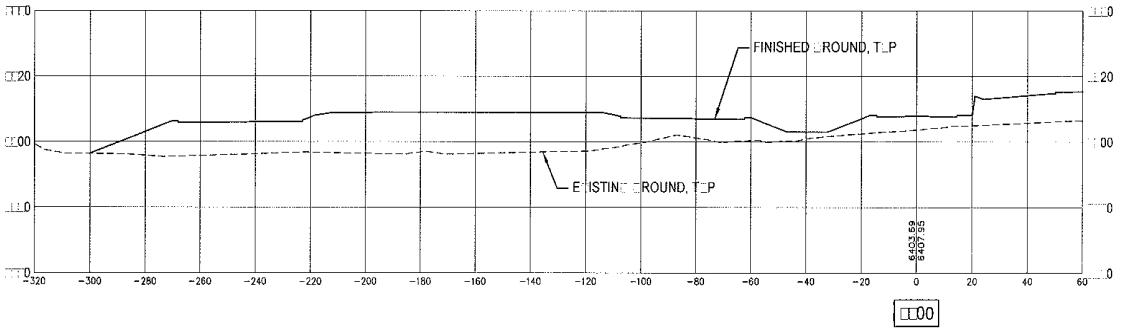
SFEC [illegible] LLC

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN - PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 HORIZONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 20'	C2.100





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SCALE: 1" = 20'

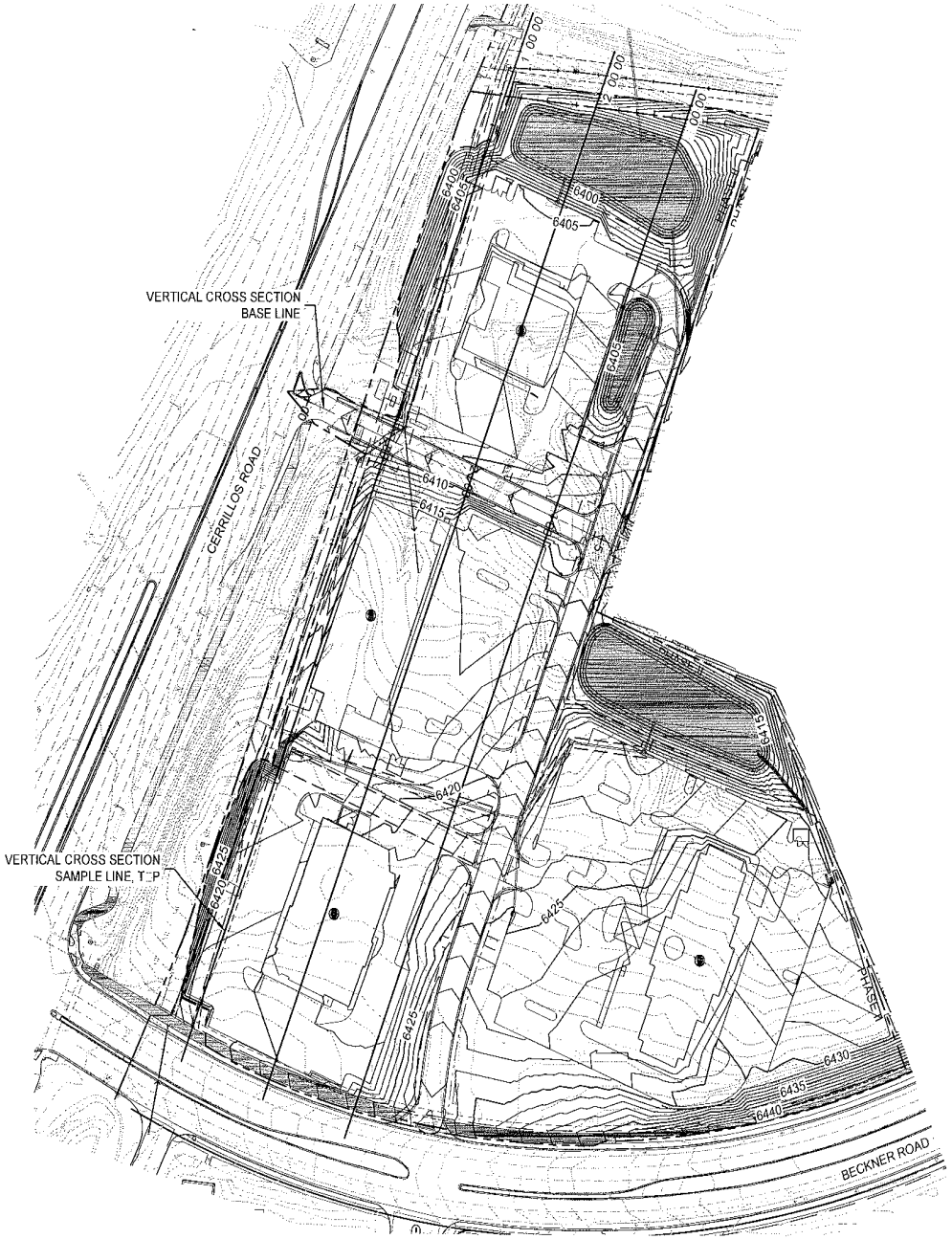
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SOUTHEASTERN ENGINEERING, LLC
15 S. Fr. t Dr., S. t B
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PRELIMINAR. SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II HORIZONTAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 20'	C2.100

REVISIONS	DATE	ENGINEER'S SEAL



SCALE: 1" = 120'

VERTICAL SITE CROSS SECTION LOCATION PLAN

SCALE: 1" = 120'

SFEC

SANTA FE ENGINEERING CONSULTANTS, LLC

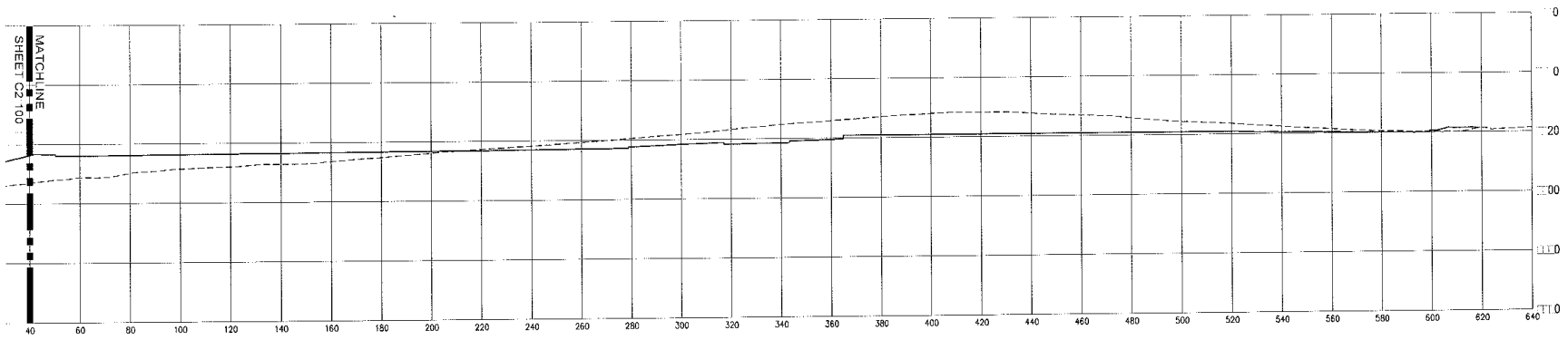
1512 Pacheco Street, Suite B
Santa Fe, New Mexico 87505
505-982-9283 Fax 505-982-8386
sfenm@sfenm.com

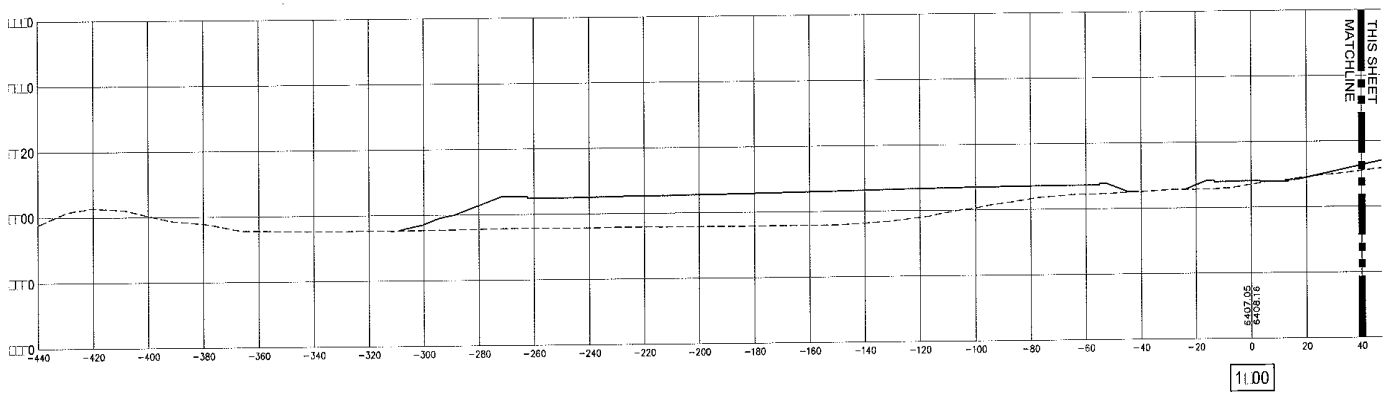
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN, PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 VERTICAL CROSS SECTION LOCATION PLAN

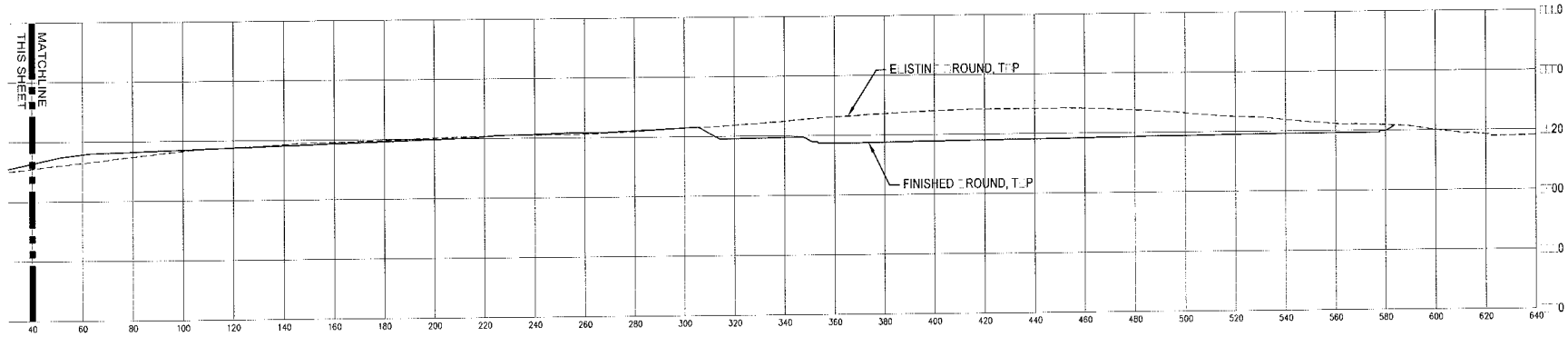
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SEPTEMBER 2020	1" = 120'	C2 1005

REVISIONS	DATE	ENGINEER'S SEAL





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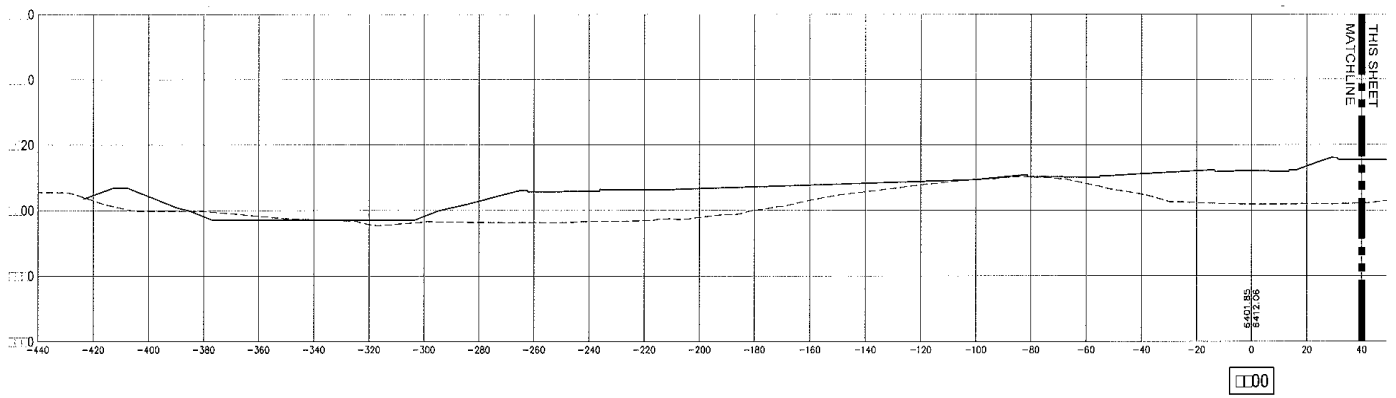
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

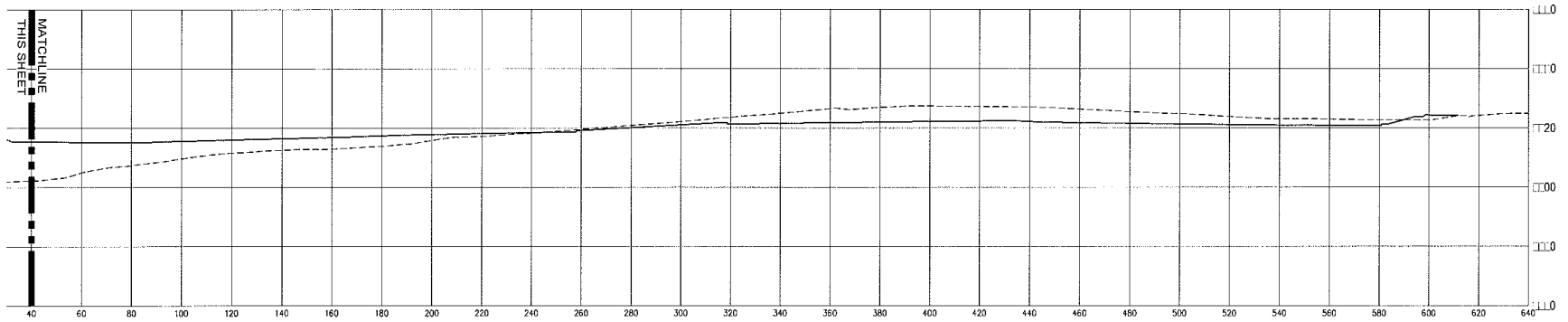
PH II VERTICAL CROSS SECTIONS

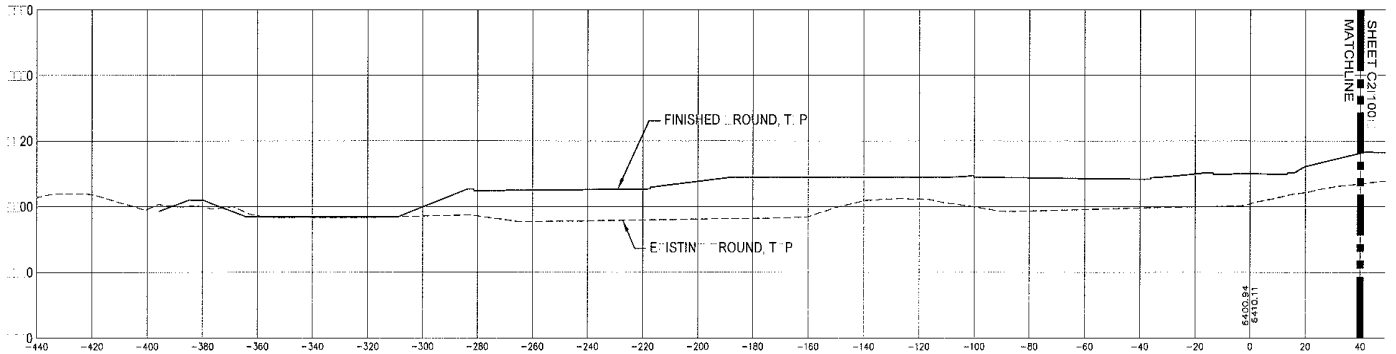
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SEPTEMBER 2020	1" 20	C2.100

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PRELIMINAR□ SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN□ PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II □VERTICAL CROSS SECTIONS

DATE	SCALE	SHEET
SEPTEMBER 2020	1" 20	C2 100

STORM WATER POLLUTION PREVENTION PLAN
STORM RIVER PROPERTIES
SANTA FE, NEW MEXICO

1. SITE AND PROJECT DESCRIPTION

This project is a 2018 Preliminary Subdivision Plat, Final Development Plan – Phase 1, and Preliminary Development Plan – Phase 2 for the property located at 5201 Beckner Road, Santa Fe, New Mexico. The project is subject to the requirements of the NPDES General Permit for Stormwater Discharges from Construction Activities.

1.1 Owner/Operator

Storm River Properties
Santa Fe, New Mexico

Contact: Storm River Properties
Phone: 505-555-0100

1.2 Location and Size of Site

The project site is located at 5201 Beckner Road, Santa Fe, New Mexico, and is bounded by Cerrillos Road to the west, Ellness Avenue to the east, and Beckner Road to the south. The site is approximately 11.33 ± acres.

Latitude: 35°36'53" N
Longitude: 106°01'46" W

1.3 Existing Site Conditions

11.33 ± acres

1.4 Existing Soils

11.33 ± acres

1.5 Existing Vegetation

Based on the information provided and effluent limitations guidelines promulgated by EPA for the type of activity being conducted at this site, the following pollutants are expected to be present in significant quantities in stormwater discharges from the site after construction activities are completed: Total Suspended Solids (TSS). In addition, the following pollutants may be present in significant quantities in stormwater discharges from the site during construction activities: sediment from disturbed soils.

1.6 Receiving Waters

1.7 Offsite Vehicle Tracking

2. SITE MAP

The following items are shown on the Site Map: Drainage patterns and approximate slopes anticipated after major grading activities; Areas of soil disturbance; Locations where stabilization practices are expected to occur; Surface waters (including wetlands) and locations where stormwater discharges to surface waters; Locations of all structural BMPs; Locations where stormwater discharges to a municipal storm sewer system.

2.1 Purpose

2.2 Site Map

The Site Map is included in this SWPPP and identifies the following: Drainage patterns and approximate slopes anticipated after major grading activities; Areas of soil disturbance; Locations where stabilization practices are expected to occur; Surface waters (including wetlands) and locations where stormwater discharges to surface waters; Locations of all structural BMPs; Locations where stormwater discharges to a municipal storm sewer system.

Construction NOI
Not applicable

2.3 Drainage Map

2.4 Controls

2.5 Description of Controls

2.6 Best Management Practices

The Contractor is responsible for implementing all BMPs shown on the Site Map and described in this SWPPP. The Contractor shall maintain all BMPs in effective operating condition and shall replace or repair any BMP that is damaged or ineffective.

2.7 Material Handling and Spill Prevention

2.8 Control of Pollutants from Concrete and Other Materials

2.9 Dewatering

2.10 Inspection and Maintenance

2.11 Non-Stormwater Discharges

2.12 Erosion and Sediment Controls

2.13 Stabilization Practices

2.14 Structural Practices

2.15 Stormwater Management

2.16 Other Controls

2.17 Maintenance

3. SWPPP ADMINISTRATION

3.1 Implementation

The SWPPP shall be implemented as necessary for the commencement of all construction activities at the site. The Contractor shall be responsible for implementing the SWPPP and shall designate a qualified person to oversee implementation.

3.2 Modification of SWPPP

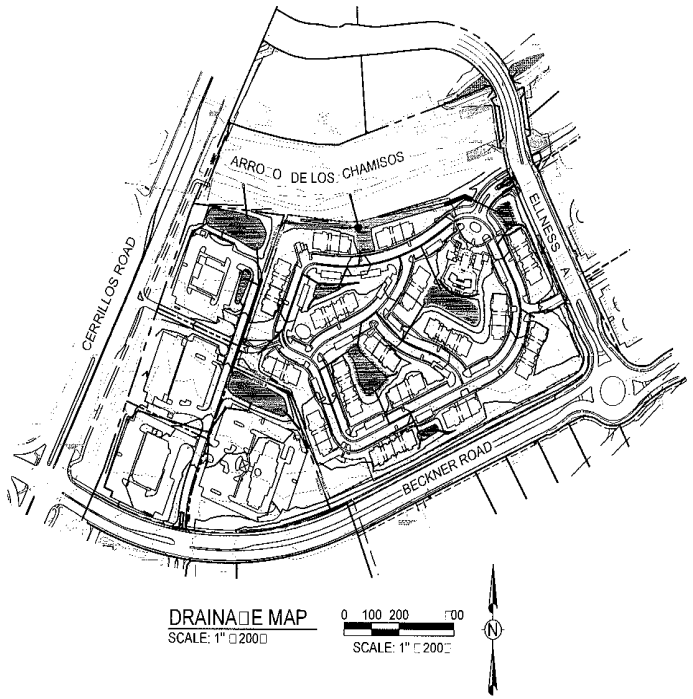
The SWPPP shall be modified if necessary to reflect changes in design, construction, operation, or maintenance at the site that have a significant effect on the potential for the discharge of pollutants to surface waters. The SWPPP shall be modified if it proves ineffective in eliminating or significantly minimizing pollutants from sources identified in the SWPPP.

3.3 Inspections

Qualified personnel shall inspect all areas of the site disturbed by construction activities, all BMPs, and all areas where stormwater typically flows within the site. Inspections shall be conducted at least once every seven calendar days and within 24 hours of the end of a storm that is 0.25 inches or greater in depth.

3.4 Corrective Actions

3.5 Retention of Records



DRAINAGE MAP
SCALE: 1" = 200'

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SCALE: 1" = 200'

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SWPPP Modification Record

Project Name: _____

Project Location: _____ Date: _____

Reason for Modification: _____

Description of Modification: This SWPPP is hereby modified as follows:

_____

_____

_____

Updated NPDES Permit Coverage Information: _____

_____

Modification Approved By: _____

Signature: _____ Date: _____

SWPPP Inspection Record

Inspection Date: _____

Inspector Name: _____

Inspector Qualifications: _____

Weather Conditions: _____

Were any BMPs observed to be damaged or ineffective? ☐ Yes ☐ No

If yes, describe: _____

_____

Were any areas of erosion observed? ☐ Yes ☐ No

If yes, describe: _____

_____

Were any non-stormwater discharges observed? ☐ Yes ☐ No

If yes, describe: _____

_____

Corrective Actions Required: _____

_____

_____

Date Corrective Actions Completed: _____

Inspector Signature: _____

Contractor Representative Signature: _____

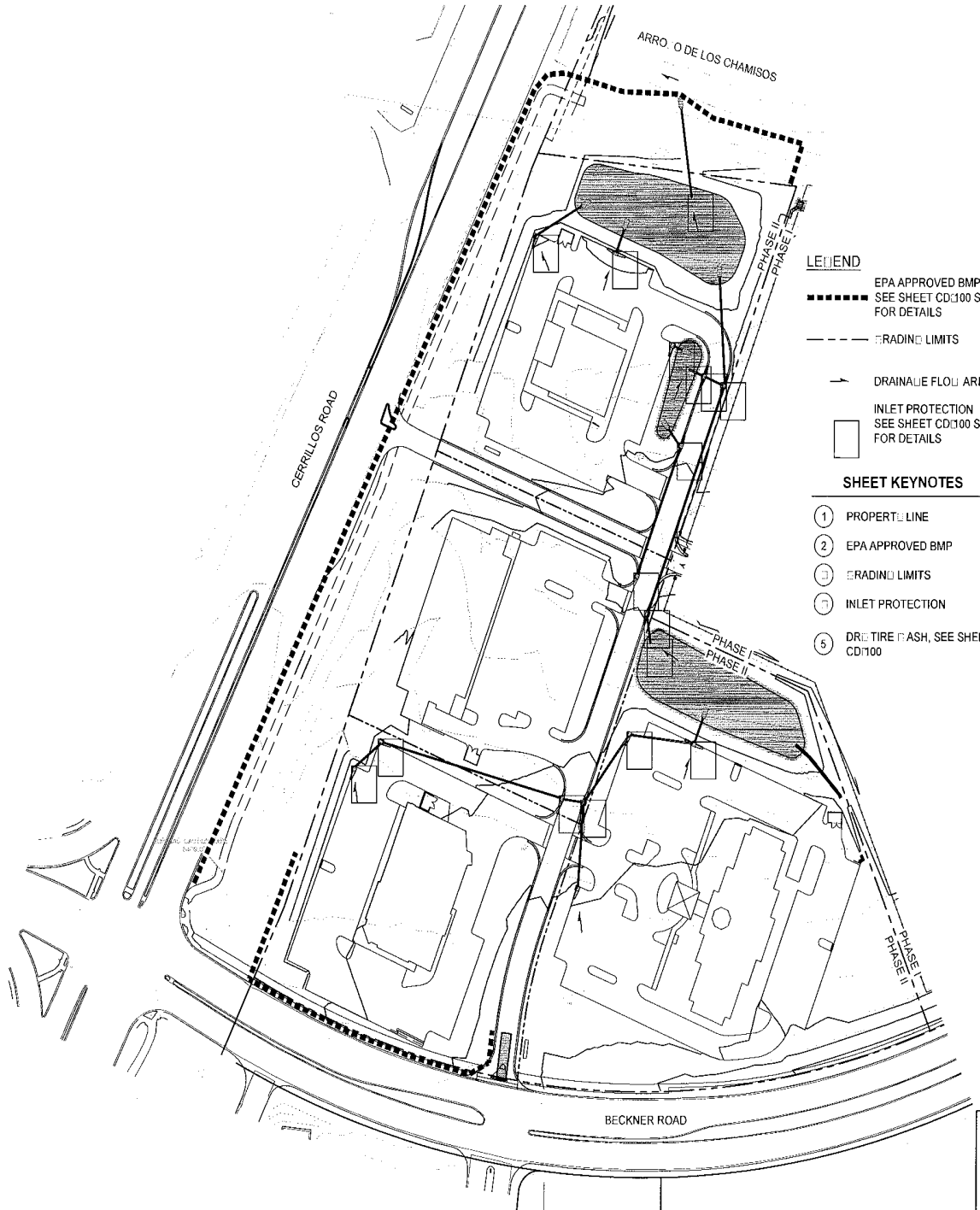
SFEC
SFEC CONSTRUCTION, LLC
1512 Pacheco Street, Suite B
Santa Fe, New Mexico 87505
505-216-5505 Fax 505-216-5511
SFEC.com

PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PHASE 1 STORM WATER POLLUTION PREVENTION PLAN

DATE: SEPTEMBER 2020
SCALE: 1" = 200'
SHEET: C2.1100

REVISIONS | DATE | ENGINEER'S SEAL



TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
SCALE: 1" = 0

MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED, AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME, THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE CONTRACTOR SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

BEST MANAGEMENT PRACTICES - NOTES

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.
2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE SWALES THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ONSITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES. THERE ARE NO SIGNIFICANT TREES.
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNATED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.
5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.
7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.
8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.

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0 60 120
SCALE: 1" = 60

REVISIONS	DATE	ENGINEERS SEAL

SFEC CONSTRUCTION, LLC
15 SOUTH FRANKLIN DRIVE, SUITE B
SANTA FE, NM 87505
505 222 5F 505 222 41
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PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN, PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

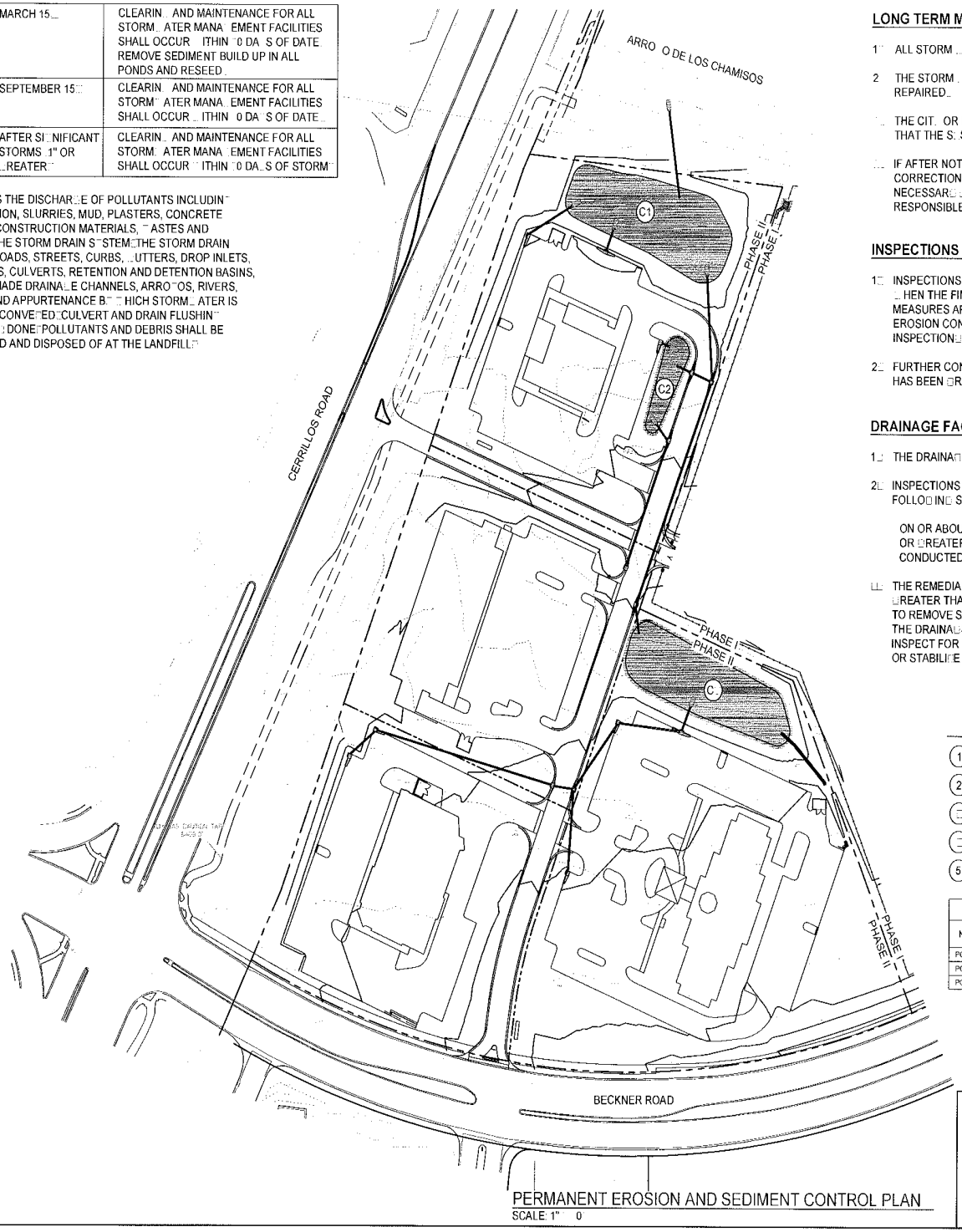
PH II TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

DATE	SCALE	SHEET
SEPTEMBER 2020	1" = 60	C2 1101

DRAINAGE FACILITIES MAINTENANCE SCHEDULE

SPRIN . MAINTENANCE:	MARCH 15..	CLEARIN.. AND MAINTENANCE FOR ALL STORM.. ATER MANA. EMENT FACILITIES SHALL OCCUR . ITHIN ¨0 DA S OF DATE. REMOVE SEDIMENT BUILD UP IN ALL PONDS AND RESEED .
FALL MAINTENANCE:	SEPTEMBER 15::	CLEARIN.. AND MAINTENANCE FOR ALL STORM¨ ATER MANA. EMENT FACILITIES SHALL OCCUR .. ITHIN ¨0 DA S OF DATE..
PERIODIC MAINTENANCE:	AFTER SI.. NIFICANT STORMS .1" OR ..REATER¨	CLEARIN.. AND MAINTENANCE FOR ALL STORM. ATER MANA. EMENT FACILITIES SHALL OCCUR ¨ ITHIN ¨0 DA..S OF STORM¨

SFCC 1..2 PROHIBITS THE DISCHAR..E OF POLLUTANTS INCLUDIN¨ SEDIMENT, VE.. ETATION, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND AN¨ CONSTRUCTION MATERIALS, ¨ ASTES AND ..ARBA¨E, ETC..TO THE STORM DRAIN S¨STEM..THE STORM DRAIN S..STEM INCLUDES ROADS, STREETS, CURBS, ..UTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN!MADE DRAINA..E CHANNELS, ARRO¨OS, RIVERS, AND AN¨ FACILIT.. AND APPURTENANCE B.¨ ¨ HICH STORM.. ATER IS COLLECTED AND.OR CONVE¨ED..CULVERT AND DRAIN FLUSHIN¨ SHALL BE CAREFULL.. DONE¨POLLUTANTS AND DEBRIS SHALL BE CAREFULL.. REMOVED AND DISPOSED OF AT THE LANDFILL¨



PERMANENT EROSION AND SEDIMENT CONTROL PLAN
SCALE: 1" 0

LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS

1¨ ALL STORM .. ATER FACILITIES SHALL BE MAINTAINED B¨ VILLA SENDERO APARTMENTS..

2 THE STORM . ATER MANA¨EMENT S.. STEM SHALL BE MAINTAINED IN OOD CONDITION AND PROMPTL.. REPAIRED..

.. THE CIT.. OR ITS AUTHORI¨ED A..ENT MA.. ENTER UPON THE PROPERT¨, AT REASONABLE TIMES TO ENSURE THAT THE S.. STEM IS MAINTAINED IN PROPER .. ORKIN¨ CONDITION¨

... IF AFTER NOTICE B¨ THE CIT.. TO CORRECT A VIOLATION RE¨ UIRIN¨ MAINTENANCE .. ORK, SATISFACTOR CORRECTIONS ARE NOT MADE .. ITHIN A REASONABLE PERIOD OF TIME..THE CIT¨ MA¨ PERFORM ALL NECESSAR.. .. ORK TO PLACE THE FACILIT.. IN PROPER ¨..ORKIN¨ CONDITION¨THE O.. NER.S..OR RESPONSIBLE PART.. OF THE FACILIT.. SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE .. ORK..

INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS

1.. INSPECTIONS B.. CIT.. ARE DUE .. HEN STORM .. ATER MANA¨EMENT MEASURES ARE COMPLETED AND .. HEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED..HO.. EVER, IF FINAL SITE RESTORATION MEASURES ARE BEIN.. DELA¨ED DUE TO THE SEASON, THE CIT¨ SHALL BE NOTIFIED .. HEN TEMPORAR.. EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READ.. FOR INSPECTION..

2.. FURTHER CONSTRUCTION OR ISSUANCE OF AN¨ PERMITS SHALL NOT OCCUR UNTIL ¨RITTEN APPROVAL HAS BEEN ¨RANTED B.. THE CIT¨¨

DRAINAGE FACILITIES MAINTENANCE

1.. THE DRAINA¨E FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED B.. THE PROPERT¨ O.. NERS..

2.. INSPECTIONS OF THE DRAINA¨E FACILITIES SHALL BE CONDUCTED IN ACCORDANCE .. ITH THE FOLLO¨IN¨ SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1¨INCH OR ¨REATER¨THE O¨NERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINA¨E FACILITIES¨

... THE REMEDIAL ACTION SHALL CONSIST OF ¨..REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS ..REATER THAN ¨INCHES IN DEPTH¨2¨FLUSHIN¨ ALL CULVERTS, DROP INLETS AND DRAINA..E PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLO.. OF STORM ¨ ATER IN THE DRAINA..E STRUCTURES..AND, ..INSPECT FOR SOIL EROSION AT ALL DRAINA¨E PONDS AND INSPECT FOR THE STRUCTURAL INTE..RIT¨ OF ALL APPURTENANT DRAINA¨E STRUCTURES AND REPAIR OR STABILI¨E ACCORDIN..L..

SHEET KEYNOTES

1. PROPERT¨ LINE
2. ..RADIN¨ LIMITS
3. POND C1
4. POND C2
5. POND C..

LE..END

— — — — ¨RADIN.. LIMITS

POND INFORMATION				
NAME	BOTTOM ELEV..	TOP ELEV¨	AREA SF	VOLUME CF
POND C1	.....	..00	1..2.2	...12
POND C2	¨0¨	..0..	.. 5	...
POND C¨	...1..	...1..	15. 22	...11

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SCALE: 1" ¨0¨

EN.. INEER'S SEAL

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S ¨F .N M 505
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PRELIMINAR SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

PH II ..PERMANENT EROSION AND SEDIMENT CONTROL PLAN

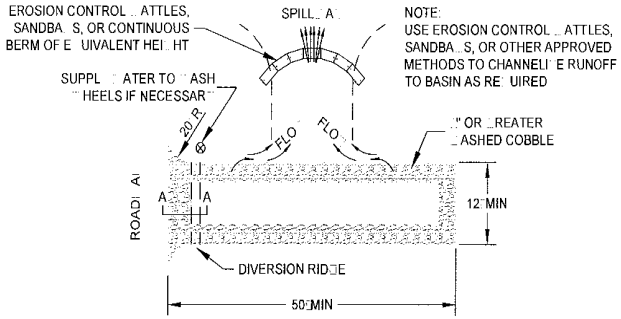
DATE	SCALE	SHEET
SEPTEMBER 2020	1" 0	C2.1102

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL MINIMIZE SEDIMENT TRACKING OR TRANSPORT ONTO PUBLIC ROAD. A SIGN THIS MAY REQUIRE ADDING ADDITIONAL LAYERS OF GRAVEL, REPAIR AND/OR CLEANOUT OF MEASURE USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC ROAD (SEE SIGN).
3. VEHICLE WASHING SHALL BE CONDUCTED IN A STABILIZED AREA WITH APPROPRIATE STORM WATER CONTROLS IN PLACE.



SECTION A-A

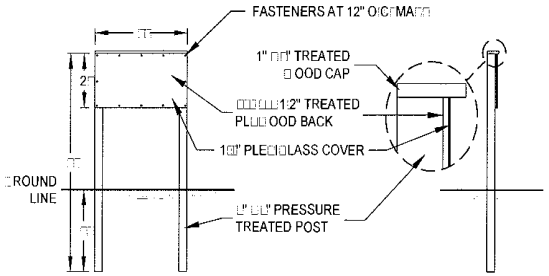


PLAN VIEW

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE DETAIL

CITY OF SANTA FE NPDES STORMWATER MANAGEMENT NOTES

1. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER 14 STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICIT DISCHARGE CONTROL REQUIREMENTS.
2. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT NO. NMR04 0000 AND NPDES CONSTRUCTION GENERAL PERMIT NO. NMR 100000.
3. CONSTRUCTION GENERAL DISCHARGE PERMIT NO. NMR100000 A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES ARE NOT PERMITTED UNTIL A MINIMUM OF SEVEN (7) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.
4. CITY OF SANTA FE STORMWATER ILLICIT DISCHARGE CONTROL SFCC 14-12 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, DEBRIS AND TRASH, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND OR CONVEYED.
5. CITY OF SANTA FE TERRAIN AND STORMWATER REGULATIONS: SFCC 14-8.2 REQUIRES THAT CONSTRUCTION DISTURBED AREA SHALL BE PROTECTED AGAINST EROSION. SEDIMENT MUST BE CONTAINED ON THE DISTURBED AREA BY THE USE OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SUCH AS SILT FENCING, SWALES, BERMS, GABIONS, TILES, SEDIMENT BASINS AND TRAPS. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT FROM THE SITE. WHILE STILL ALLOWING IN THE ENTRY OF STORMWATER CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED. THE CONTRACTOR SHALL NOT REMOVE SILT FENCE AND MULCH SOCKS OR OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES UNTIL DISTURBED AREAS ARE STABILIZED. SOIL STABILIZATION AND EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 21 CALENDAR DAYS AFTER COMPLETION OF CONSTRUCTION OR OTHER SOIL DISTURBANCE ACTIVITIES ON THE SITE. IF THE TIME OF YEAR IS NOT CONDUCIVE TO PLANTING, THEN PLANTING MAY BE DELAYED UNTIL THE NEXT APPROPRIATE PLANTING SEASON PROVIDED THAT ALL TEMPORARY EROSION CONTROL MEASURES ARE MAINTAINED UNTIL PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED WITH AN APPROPRIATE SEED BASE TO PROVIDE EROSION CONTROL FOR AT LEAST THREE YEARS. WITHOUT ACTIVE MAINTENANCE. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED TO ACHIEVE 80 PERCENT VEGETATIVE COVER WITHIN THREE YEARS.



NPDES PERMIT POSTING BOARD LOCATED AT MAIN ENTRANCE

REVISIONS | DATE | ENGINEER'S SEAL

SFEC — SFE[illegible] CONSULTING, LLC
1512 Second Street, Suite B
Santa Fe, NM 87505
505 820 5454 FAX 505 820 7027
[illegible]@SFECONSULTING.BIZ

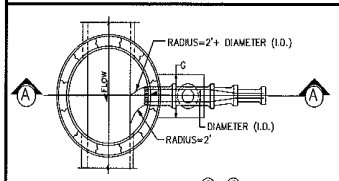
PRELIMINARY SUBDIVISION PLAT, FINAL DEVELOPMENT PLAN PHASE 1, AND PRELIMINARY DEVELOPMENT PLAN – PHASE 2
5201 BECKNER ROAD

STORM WATER CONTROL DETAILS

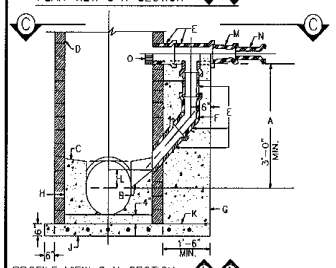
DATE	SCALE	SHEET
SEPTEMBER 2020	N.T.S.	CD 100

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



PLAN VIEW @ X-SECTION C C



PROFILE VIEW @ X-SECTION A A

NOT TO SCALE

CONSTRUCTION NOTES

A. 5' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 5'(FT) DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL FITTINGS IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 8"(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 15'(FT) OR GREATER. NO4 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 15'(FT) IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

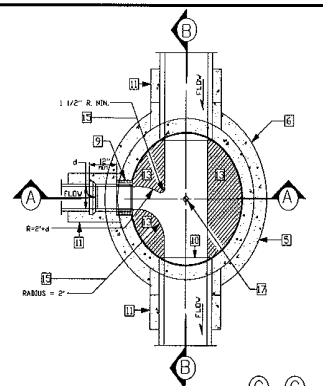
L. MINIMUM 3"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

M. REDUCER

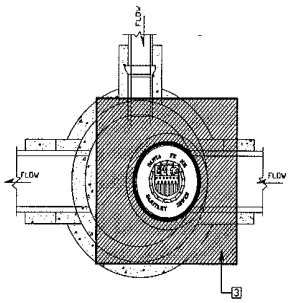
N. SERVICE LINE

O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

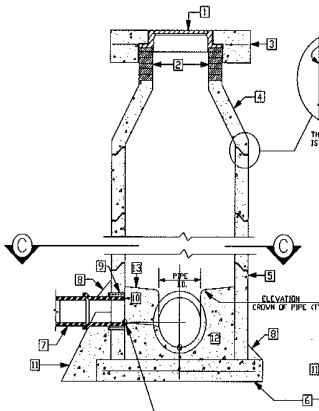
DROP MANHOLE DETAIL
DWG. #: SAS-1



PLAN VIEW @ X-SECTION C C



PLAN VIEW @ X-SECTION D D



PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

DENOTES ELEVATION PER ENGINEERS DESIGN

NOT TO SCALE

MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE 1 TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE 2 TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER; ASTM D-3034 OR ASTM F-789 PVC; MINIMUM PS-46 STRENGTH, SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1880 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "FELDWINCH" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY",GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA. POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL; 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 180, 181 & 182, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 185 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

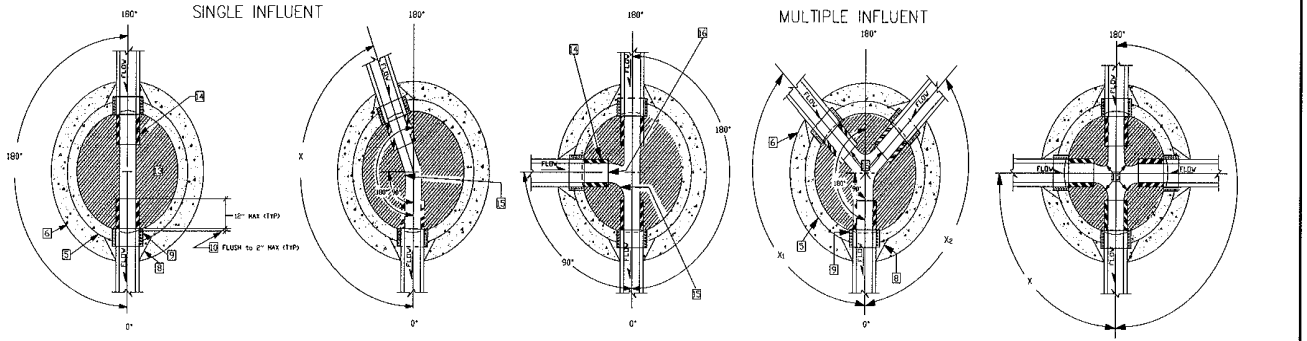
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN;
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.



180° or STRAIGHT THROUGH

DIRECTIONAL CHANGE
X ≥ 90°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

TEE, 90° & 180°
ANGLE MEASURED FROM EFFLUENT CENTERLINE

WYE
MINIMUM BEND 90°
MAXIMUM BEND 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

4-WAY TEE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE
MINIMUM BEND 90°

NOT TO SCALE

PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

SDDT1-4 - 6/7/00

CITY OF SANTA FE
WATER QUALITY DIVISION

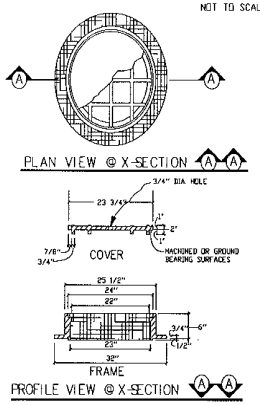
TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992	REVISIONS	FILE #: E:\AUTO\DWG\SDDT1-4
DRAWN BY: G. CHAVEZ	1 8-3-92	
CADD RENDERON BY: G. CHAVEZ	2 12-14-92	SHEET CD.101
APPROVED BY: E. BROWN	3 11-16-94	

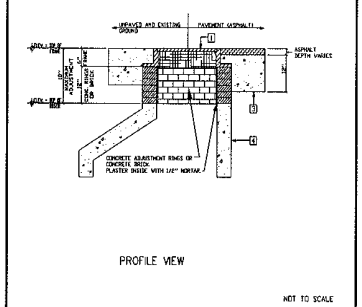
LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
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12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe

NOT TO SCALE



MANHOLE FRAME & COVER DETAIL/DWG # SAS-4



NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

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USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

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A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

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ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

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WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA: PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL.
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA: SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE. MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL.
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS 5B WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS: FOWLER "CINCINNATI/GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 930.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. IND. OR APPROVED EQUAL: 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 180, 181 & 182, NM APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

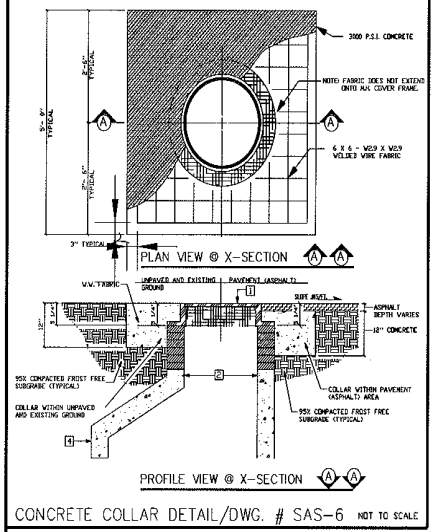
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

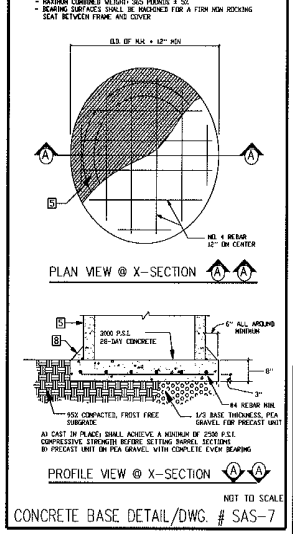
FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

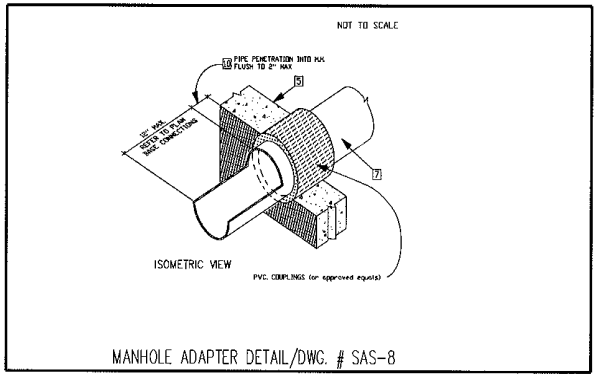


CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE

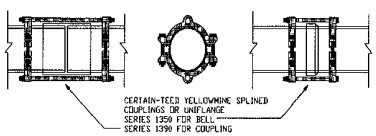


NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7

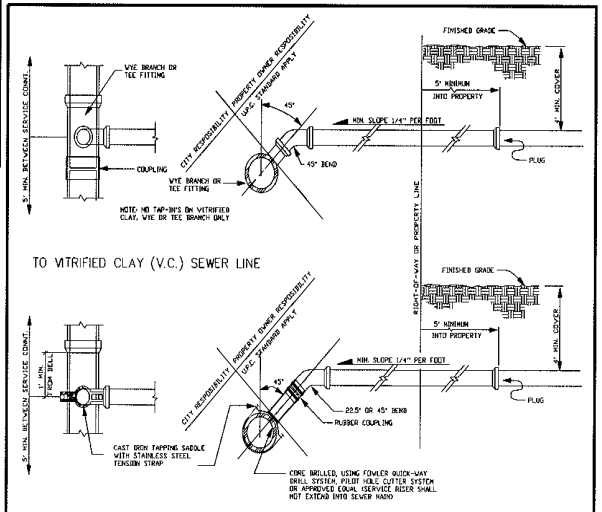


MANHOLE ADAPTER DETAIL/DWG. # SAS-8



NOTE: AT RIVER AND ARROYO CROSSINGS

RESTRAINED JOINT DETAIL/DWG. # SAS-9 NOT TO SCALE



NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS

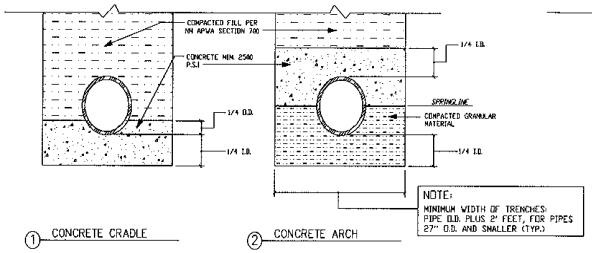
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CADD RENDRON BY: C. CHAVEZ	2. 12-10-92	SHEET CD 102
APPROVED BY: C. BROWN	3. 11-16-94	

SCD12-4 - 8/7/00

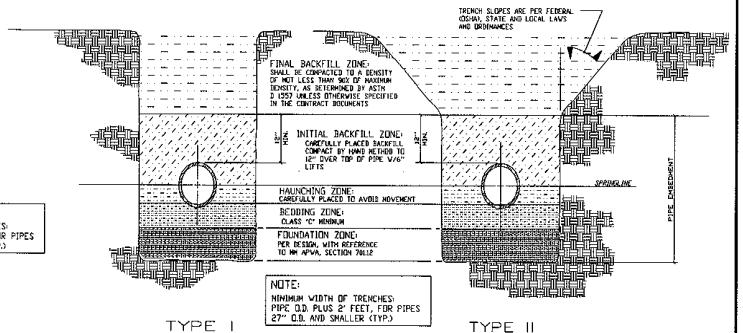
TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

NOT TO SCALE

CLASS "A"

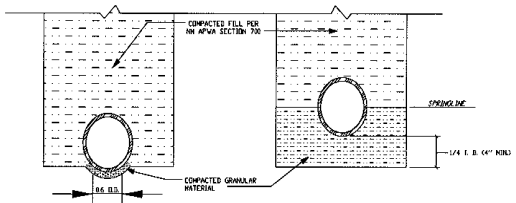


① CONCRETE CRADLE ② CONCRETE ARCH

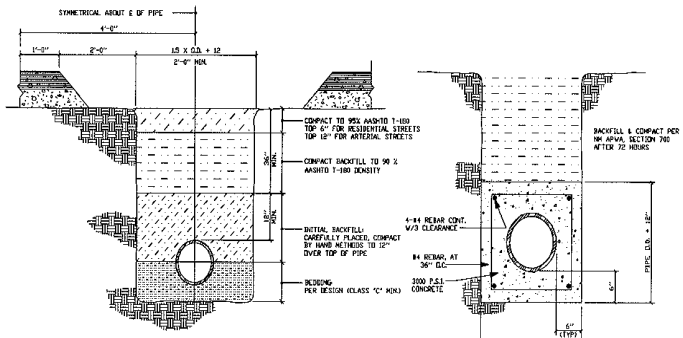


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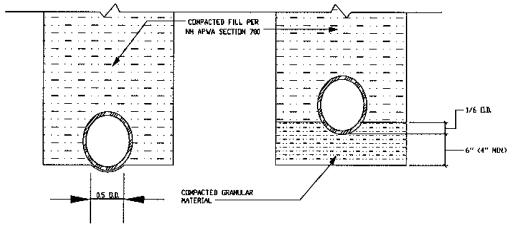
CLASS "B"



① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION



CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION

PAVED AREAS CONCRETE ENCASEMENT

GENERAL NOTES

CONSTRUCTION REQUIREMENTS

CR-1 MATERIALS AND WORK:
CURRENT NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (referred to as NM APWA) WITH MODIFICATIONS NOTED BY THE CITY OF SANTA FE.

CR-2 APPROVED PLANS:
USE PLANS BEARING THE OFFICIAL STAMP OF THE DESIGN ENGINEER AND BEARING THE APPROVAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA; PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH; GASKET SHALL BE FULLY SEATED AND NOT SLIPPED; PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 5'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA; SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE, MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248 CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1380 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWTAP" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON SWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS; SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS; FOWLER "QUICKWAY" (CHICOO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

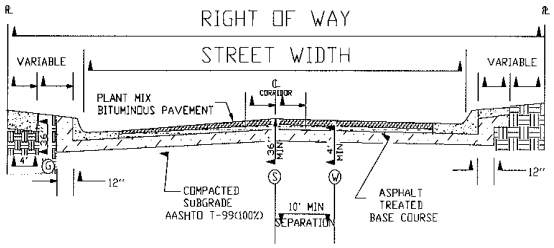
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12

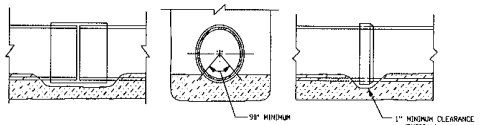


LEGEND

S SEWER
G GAS
W WATER
R. PROPERTY LINE
℄ CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



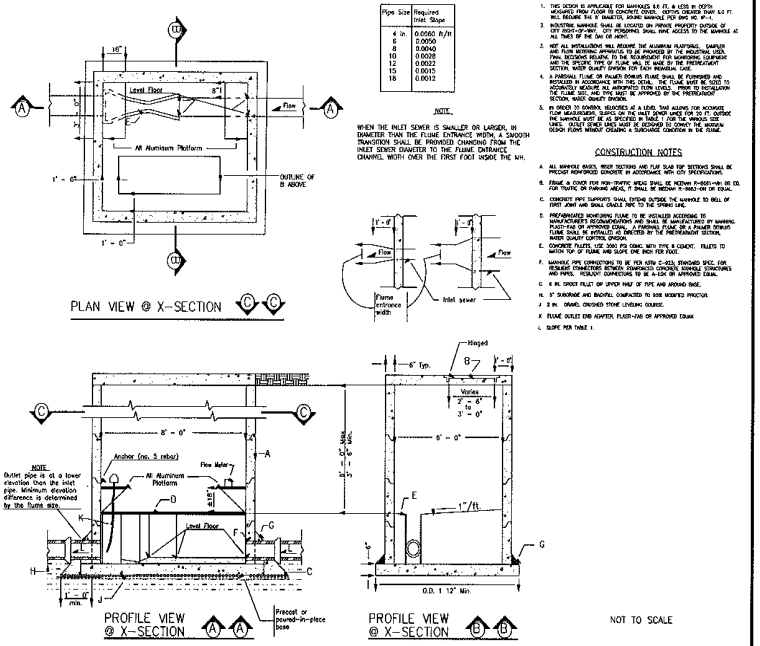
NOT TO SCALE

CITY OF SANTA FE
WATER QUALITY DIVISION

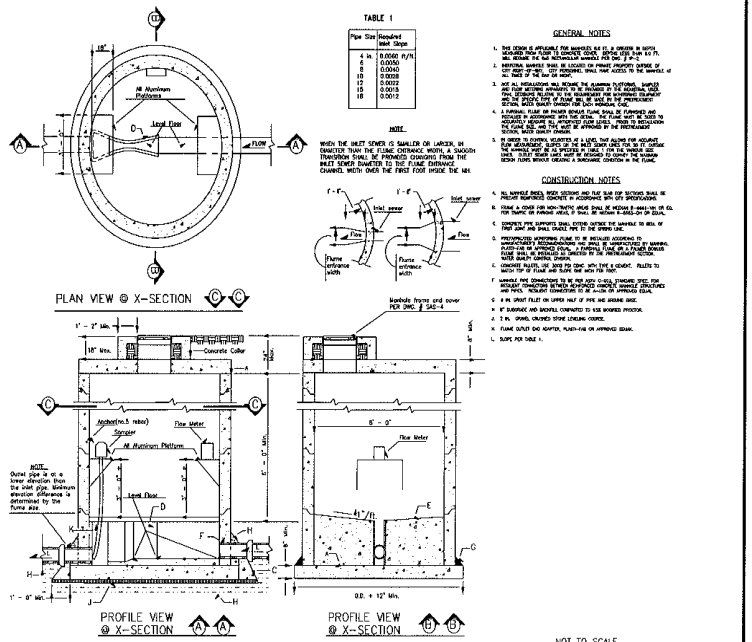
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DATE: JULY 1992	REVISIONS	FILE # E:\AUTO\DWG\SCD13-4
DRAWN BY: G. CHAVEZ	1 8-4-93	
CADD REVISION BY: G. CHAVEZ	2 12-14-93	SHEET CD 10
APPROVED BY: E. BROWN	3 11-16-94	

SCD13-4 - 6/7/00

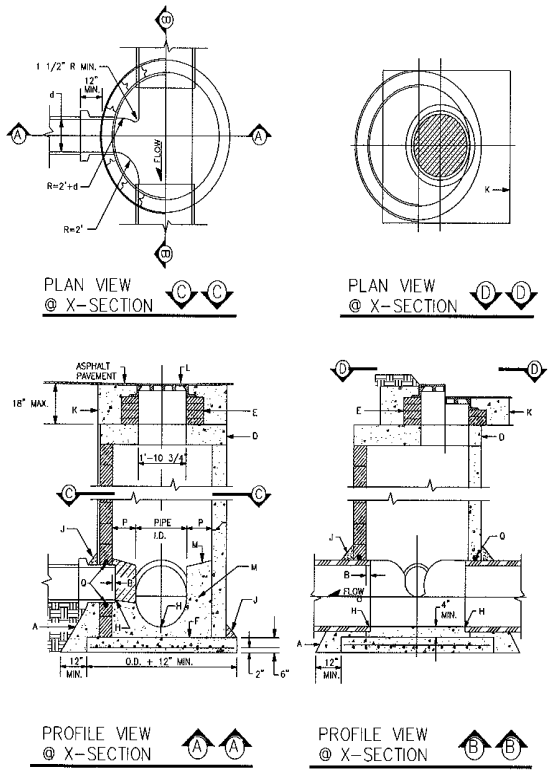


SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (6x8 RECTANGULAR)/DWG # IP-2



SANITARY SEWER SAMPLING & METERING MANHOLE DETAIL (8 FT. DIA.)/DWG. # IP-1

SCD14-4X - 6/7/00



GENERAL NOTES

1. USE APPROVED MASTIC JOINT MATERIAL FOR ALL JOINTS.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" M.H. IN LIEU OF TYPE "E" M.H. FOR DEPTHS OF 6' OR MORE.
3. DESIGN APPLIES TO 4', 6' & 8' MANHOLES.
4. M.H. GREATER THAN 18' IN DEPTH SHALL ONLY BE CONSTRUCTED OF PRECAST CONCRETE SECTION.
5. USE NON-SHRINK GROUT FOR FILLETS AND PENETRATIONS.
6. POSITION M.H. OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

CONSTRUCTION NOTES

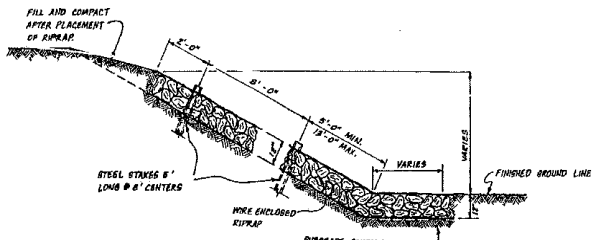
A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FLEXIBLE PIPE.
B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRING LINE OF PIPE.
D. PRECAST CONCRETE COVER
E. USE MAX. 4 COURSES GR. MS BRICK ON UNPAVED STREET FOR FUTURE ADJ. OF M.H. FRAME TO PAVEMENT GRADE. PLASTER INSIDE WITH 1/2" MORTAR.
F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EA. WAY FOR M.H. DEPTH OF 16' OR GREATER. NO 4 BARS AT 12" O.C. EA. WAY FOR M.H. LESS THAN 16' IN DEPTH.
H. INV. ELEV. OF STUB OR LATERAL AS SHOWN ON PLANS.
J. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.
K. USE A 5'x 5' CONCRETE PAD IN ALL AREAS SLOPE FOR GRADER USE UNPAVED AREAS.
L. FRAME AND COVER, SEE DWG. # SAS-4
M. CONCRETE FILL, 3000 PSI
N. SLOPE 1" PER FT. FROM PIPE CROWN
P. SHELF TO BE 9" WIDE MIN.
Q. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

MANHOLE TYPE "C" DETAIL/DWG. # SAS-14 NOT TO SCALE

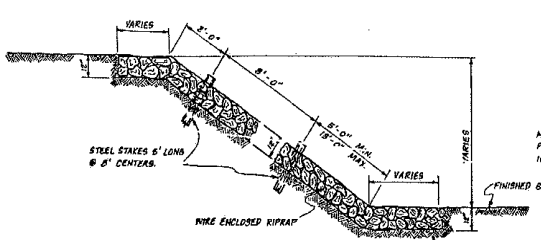
CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

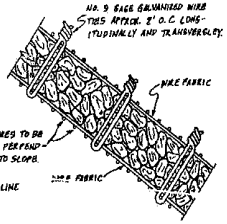
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CADD REVISION BY: G. CHAVEZ	3	4	SHEET CD 10
APPROVED BY: E. BROWN	5	6	



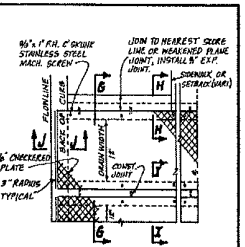
RIPRAP SECTION TYPE A



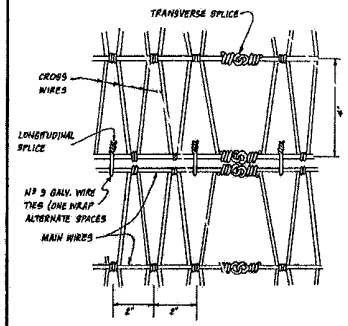
RIPRAP SECTION TYPE B



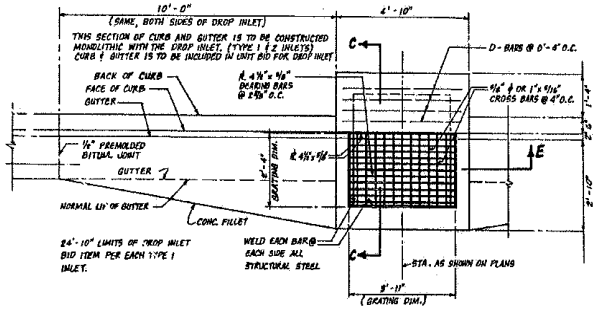
TYPICAL SECTION



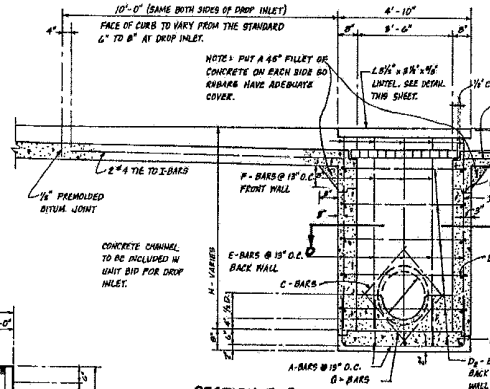
SINGLE AND DR MULTIPLE CULVERT PLAN



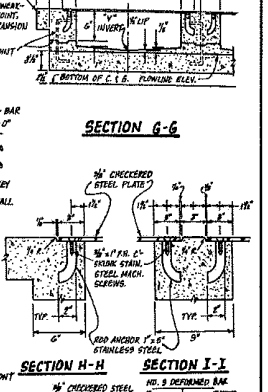
DETAIL OF WIRE FABRIC AND NORMAL SPLICE



TYPE-1 INLET PLAN



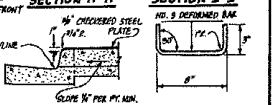
SECTION E-E



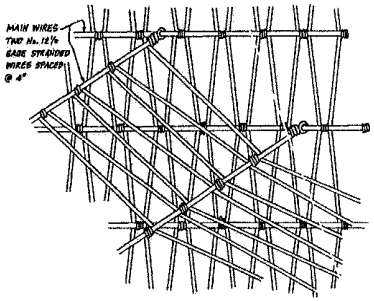
SECTION G-G

SECTION H-H

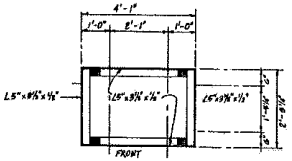
SECTION I-I



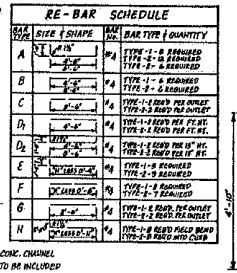
SECTION J-J DOWEL DETAIL

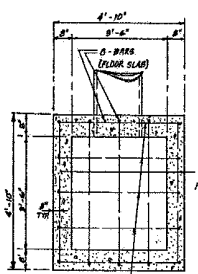


DETAIL OF SPLICE @ SKEWED INTERSECTION



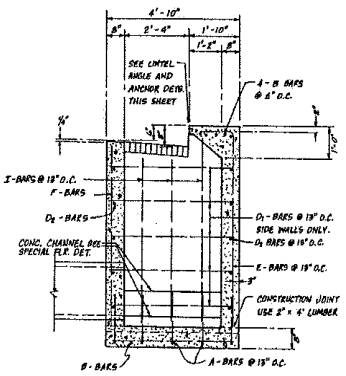
GRATING FRAME DETAIL



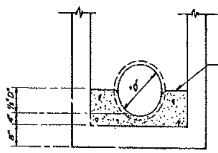


SECTION D-D

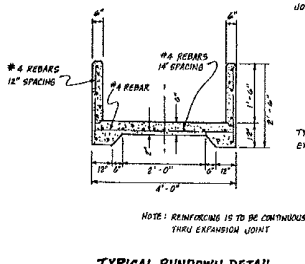
DETAIL OF SPLICE @ SKEWED INTERSECTION



SECTION C-C



SPECIAL FLOOR DETAIL



CONCRETE DRAINAGE RUNDOWN

NOTE: REINFORCING IS TO BE CONTINUOUS THRU EXPANSION JOINT

TYPICAL RUNDOWN DETAIL

SECTION F-F

RIPRAP - GENERAL NOTES:

1. WIRE FABRIC IS TO BE GALVANIZED "X" MESH OF THE FOLLOWING CONSTRUCTION: MAIN WIRES: TWO No. 12½ GAGE STRANDED WIRES SPACED AT 4". CROSS WIRES: SINGLE No. 12½ GAGE WIRES SPACED AT 2" WITH NOT LESS THAN TWO TURNS AROUND THE MAIN WIRES. APPROXIMATE WEIGHT: 68 POUNDS PER 100 SQUARE FEET.
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS. PER YARD, 4" O.D. STANDARD STRENGTH GALVANIZED STEEL PIPE OR 4"x4"x ⅜" STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS ONLY ONE ROW OF STEEL STAKES, 2 FEET FROM THE TOP EDGE OF THE RIPRAP, WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. AS AN ALTERNATE, WIRE FABRIC MAY BE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS FOR CLASS 3, FINISH 5, MEDIUM TENSILE STRENGTH COATED WIRE AS SET FORTH IN FEDERAL SPECIFICATION QQ-W-461. THE WIRES SHALL BE CONTINUOUS, HAVE A DIAMETER OF NOT LESS THAN 0.118 INCH AND SHALL BE TRIPLE TWISTED TO FORM A UNIFORM HEXAGONAL MESH PATTERN WITH A MAXIMUM OPENING SIZE OF 3"x 4½".
5. DETAIL FROM N.M.S.H.D. DETAIL, SERIAL BRR-001-09.

SIDEWALK CULVERT DETAIL

GENERAL NOTES:

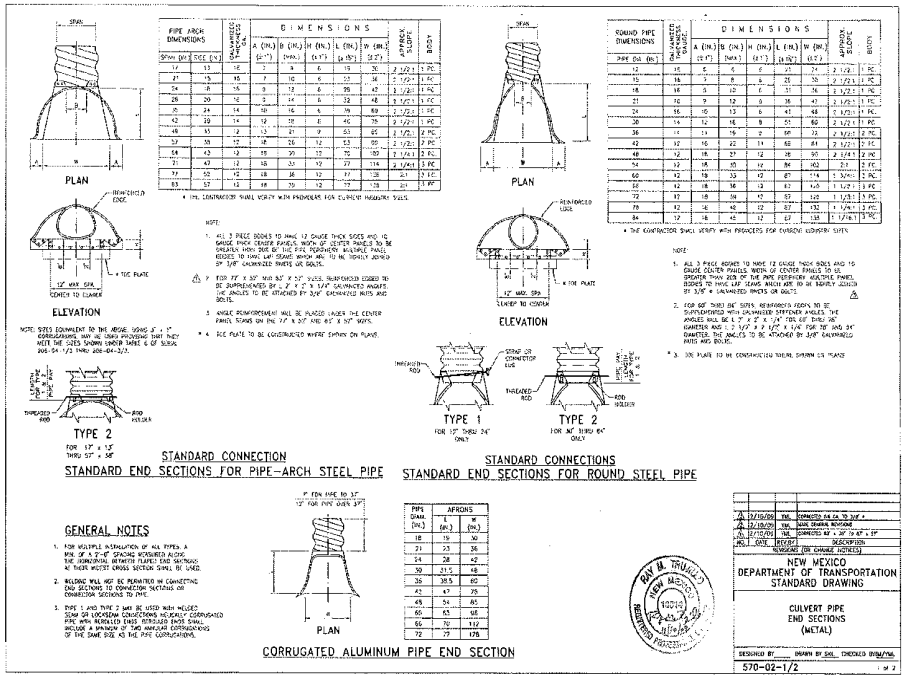
1. FACING OF DRAIN THRU EXIST. SIDEWALK, C & G, REGUIRE THAT ENTIRE SIDEWALK, C & G SECTIONS BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. ALL EXPOSED CONC. SURFACE SHALL MATCH BRAND COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
4. SIDEWALK REPLACED DURING CONSTRUCTION TO BE POURED MONOLITHICALLY WITH CULVERT WALLS.
5. FOR ALL CONCRETE, THE MINIMUM DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH, 7 - BAG MIX AND THAT THE MINIMUM COARSE AGGREGATE SIZE ALLOWED WILL BE 1 INCH. PERCENTAGE OF AIR-ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 4 TO 7 PERCENT.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

REVISION		
SYMBOL	DATE:	BY:

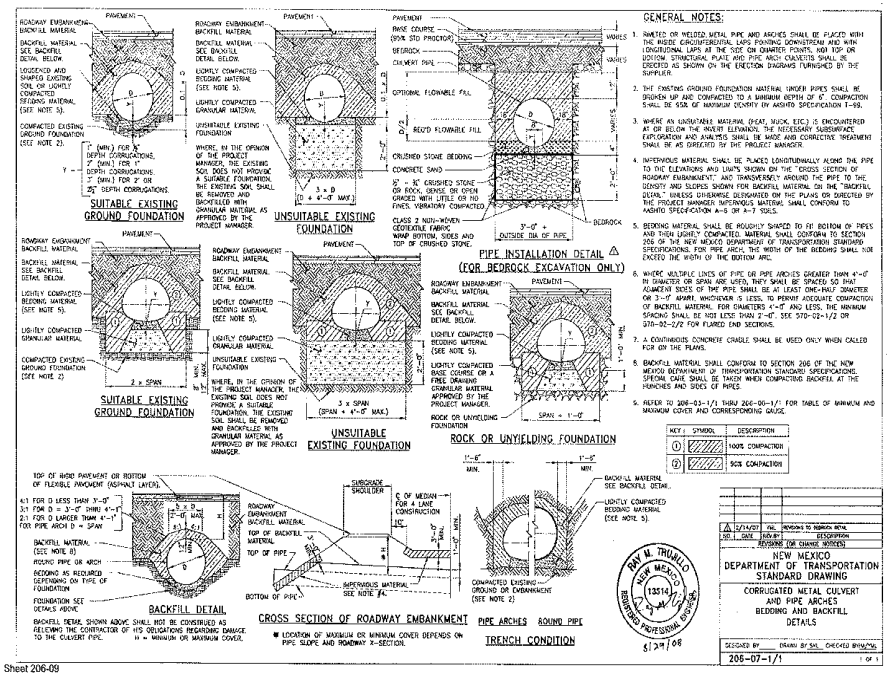
CITY OF SANTA FE

DRAINAGE DETAILS

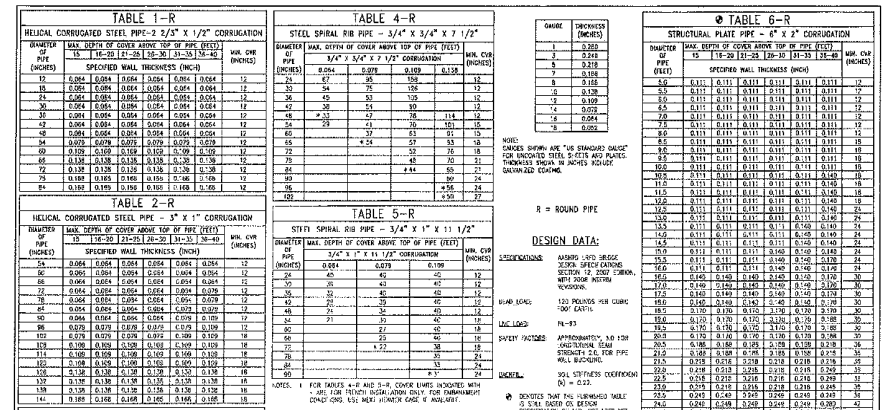
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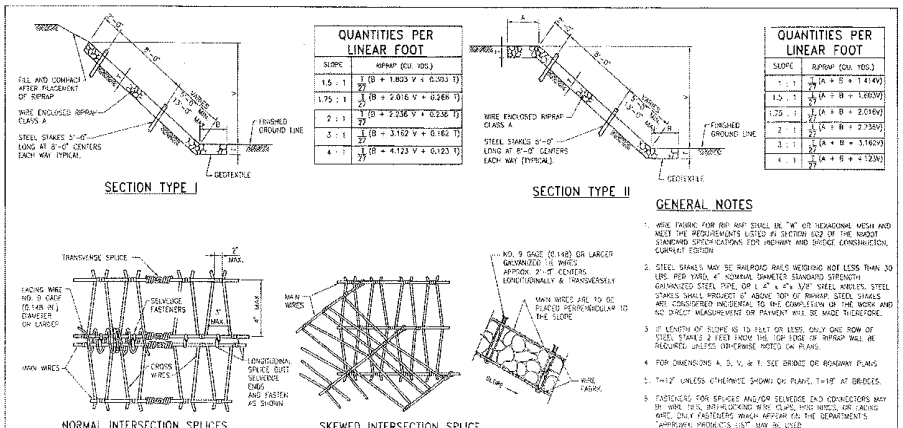
Sheet 570-02



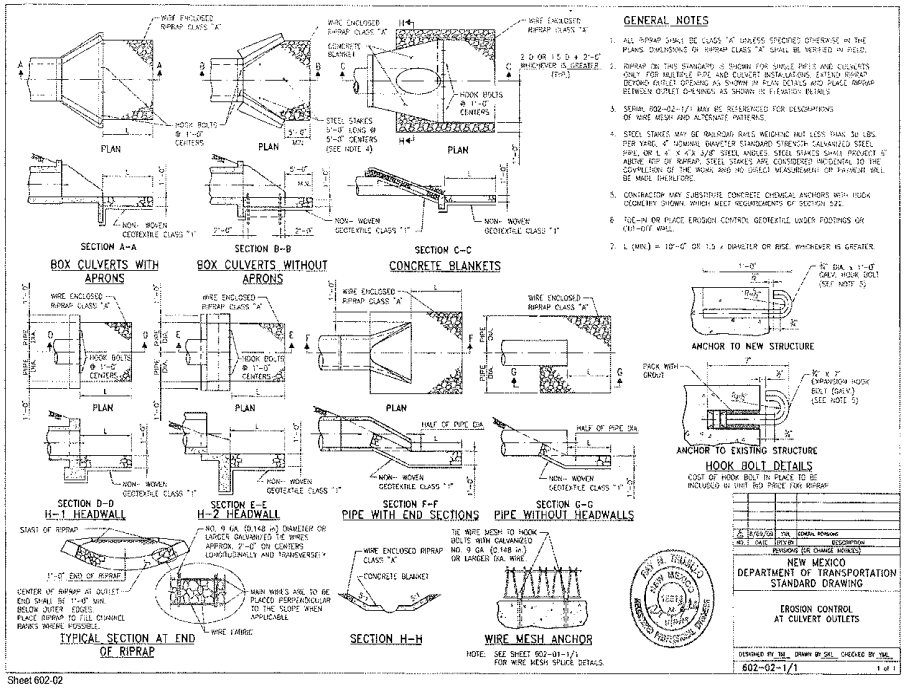
Sheet 206-09



Sheet 206-03



Sheet 602-01



GENERAL NOTES

1. ALL RIPRAP SHALL BE CLASS "A" UNLESS SPECIFIED OTHERWISE IN THE PLANS. DIMENSIONS OF RIPRAP CLASS "A" SHALL BE VERIFIED IN FIELD.
2. RIPRAP ON THIS STANDARD IS SHOWN FOR SINGLE PIPES AND CULVERTS ONLY. FOR MULTIPLE PIPE AND CULVERT INSTALLATIONS, EXTEND RIPRAP BEYOND OUTLET OPENING AS SHOWN IN PLAN DETAILS AND PLACE RIPRAP BETWEEN OUTLET OPENINGS AS SHOWN IN ELEVATION DETAILS.
3. SERIAL 602-02-1/1 MAY BE REFERENCED FOR DESCRIPTIONS OF WIRE MESH AND ALTERNATE PATTERNS.
4. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS PER YARD, 4" NOMINAL DIAMETER STANDARD STRENGTH GALVANIZED STEEL PIPE, OR L 4" X 4" X 3/8" STEEL ANGLES. STEEL STAKES SHALL PROJECT 6" ABOVE TOP OF RIPRAP. STEEL STAKES ARE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
5. CONTRACTOR MAY SUBSTITUTE CONCRETE CHEMICAL ANCHORS WITH HOOK DOWELMENT SHOWN WHICH MEET REQUIREMENTS OF SECTION 525.
6. TOE-IN OR PLACE EROSION CONTROL GEOTEXTILE UNDER FOOTINGS OR CUT-OFF WALL.
7. L (MIN.) = 10'-0" OR 1.5 x DIAMETER OR RISE, WHICHEVER IS GREATER.

NO.	DATE	REV. BY	DESCRIPTION
1	8/09/00	TVA	GENERAL REVISIONS
2	DATE	BY/BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

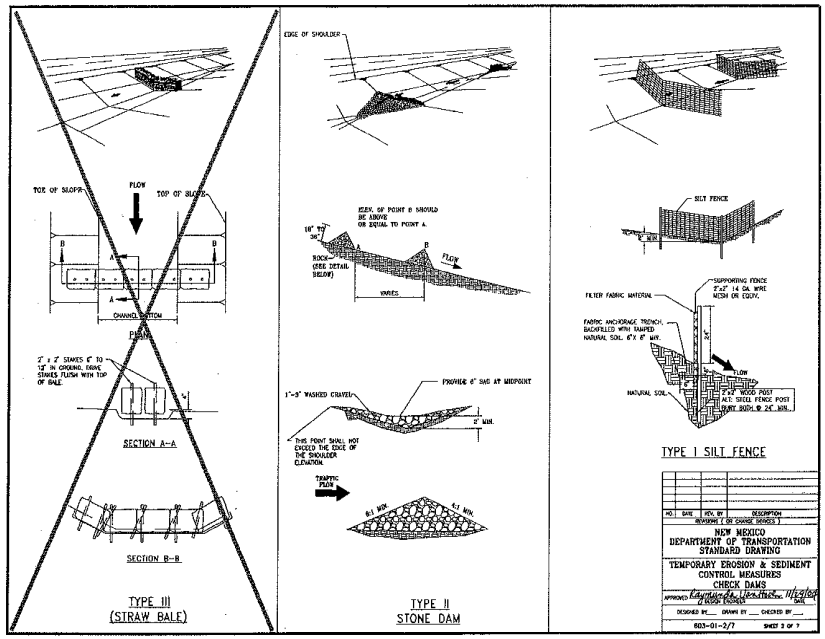
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

EROSION CONTROL AT CULVERT OUTLETS

DESIGNED BY TVA DRAWN BY SKL CHECKED BY TVA

602-02-1/1 1 of 1

Sheet 602-02



NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

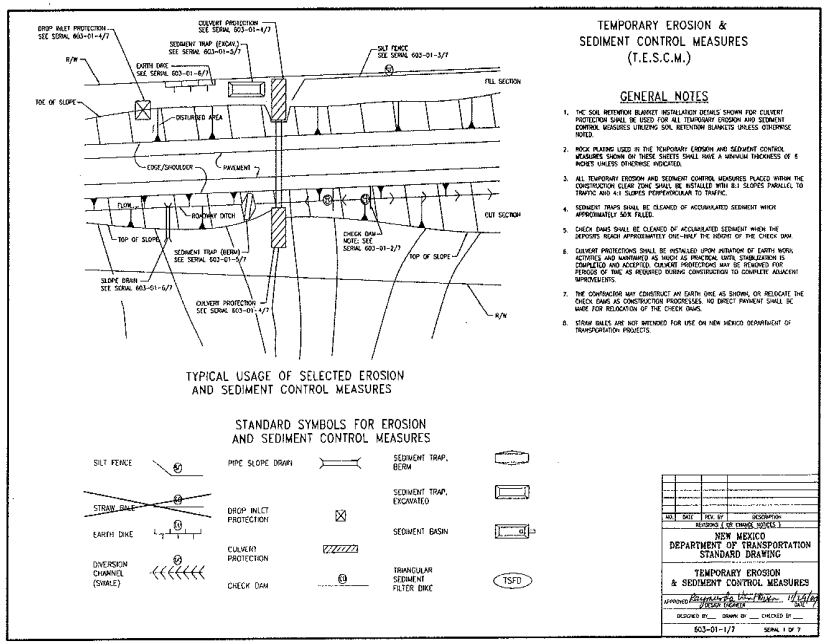
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES
CHECK DAMS

APPROVED Raymond A. Sanchez 11/15/00
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-2/7 SHEET 3 OF 7



TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

GENERAL NOTES

1. THE SOIL RETENTION BLANKET INSTALLATION DETAILS SHOWN FOR CULVERT PROTECTION SHALL BE USED FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UTILIZING SOIL RETENTION BLANKETS UNLESS OTHERWISE NOTED.
2. ROCK PLUGGING USED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THESE SHEETS SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES UNLESS OTHERWISE INDICATED.
3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH 8:1 SLOPES PARALLEL TO TRAFFIC AND 4:1 SLOPES PERPENDICULAR TO TRAFFIC.
4. SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
5. CHECK DAMS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE CHECK DAM.
6. CULVERT PROTECTIONS SHALL BE INSTALLED UPON INITIATION OF EARTH WORK ACTIVITIES AND MAINTAINED AS MUCH AS PRACTICAL UNTIL STABILIZATION IS COMPLETED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR PERIODS OF TIME AS REQUIRED DURING CONSTRUCTION TO COMPLETE ADJACENT IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROGRESSES. NO DIRECT PAYMENT SHALL BE MADE FOR RELOCATION OF THE CHECK DAMS.
8. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

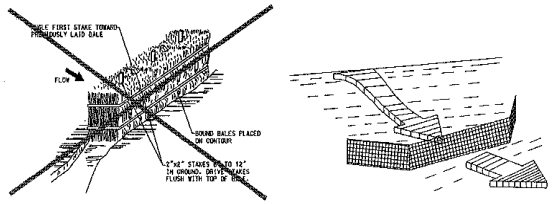
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES

APPROVED Raymond A. Sanchez 11/15/00
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-1/7 SERIAL 1 OF 7

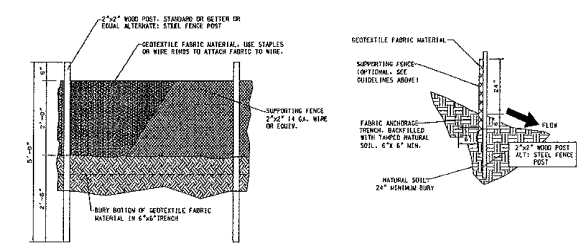


NOTES: SILT FENCE AND CHECK DAM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE. 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR 4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STANDARD "T" OR "L" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 4 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STEEL POSTS AS SPECIFIED ABOVE.
3. SUPPORTING FENCE SHALL BE WIRE MESH 114 GA. MIN., 1 INCH MAX. MESH OPENINGS). SNOW FENCE, PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 2 FT. CENTERS ALONG THE TOP AND MID-SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED. WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "L" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.



NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

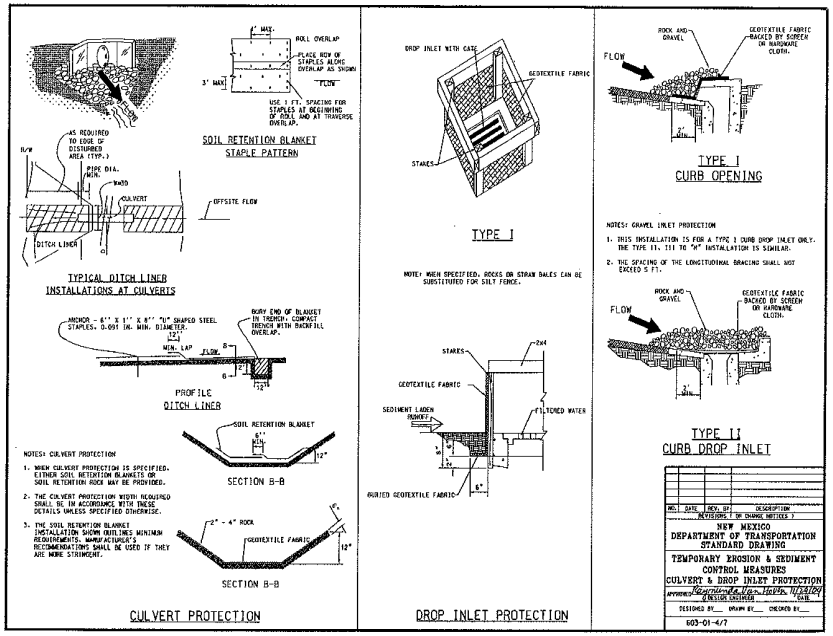
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

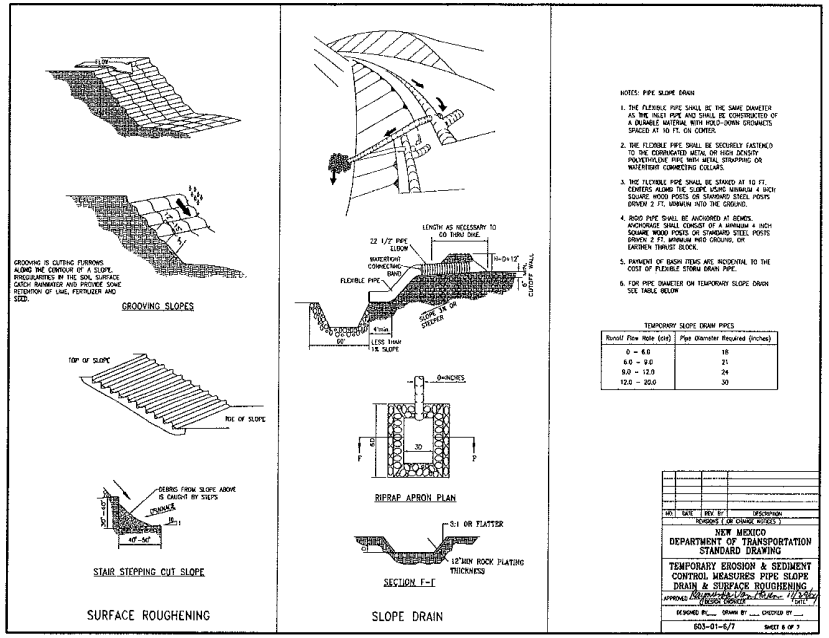
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES
SILT FENCE

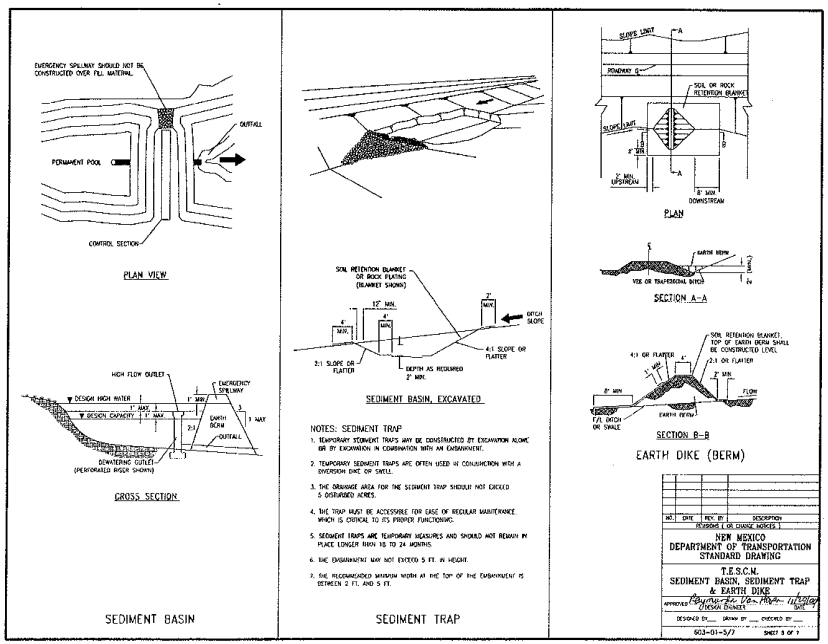
APPROVED Raymond A. Sanchez 11/15/00
DESIGN ENGINEER DATE

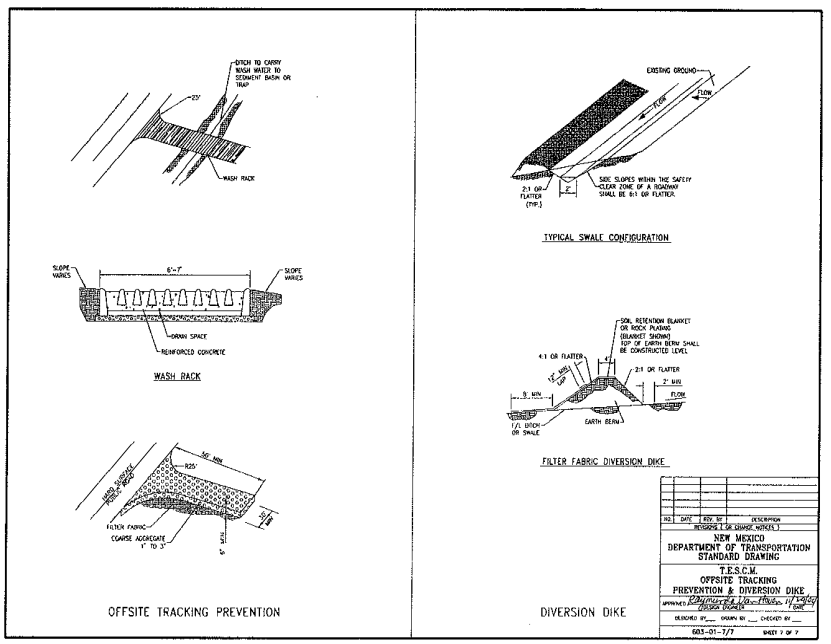
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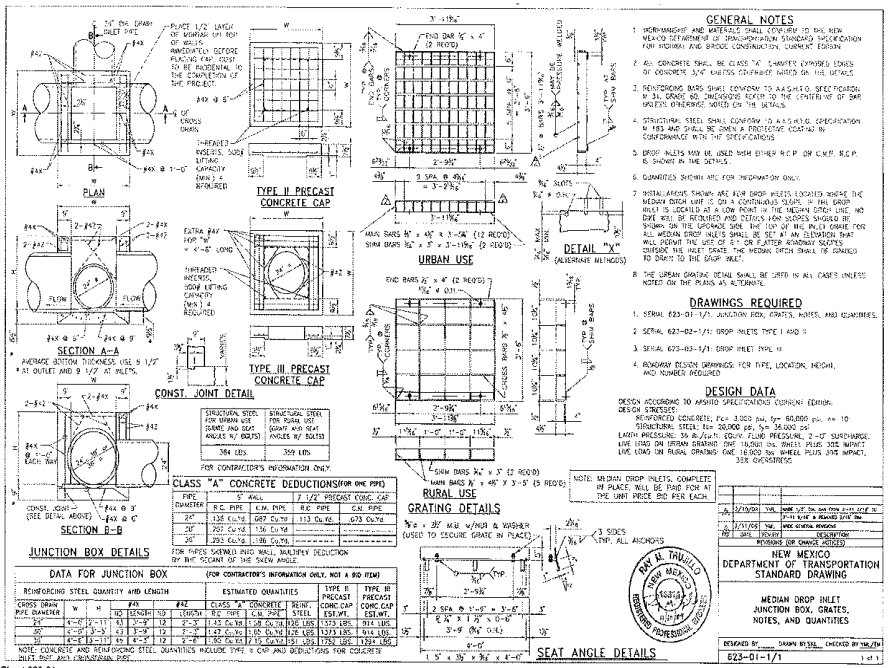
603-01-3/7


SOIL RETENTION BLANKET STAPLE PATTERN
TYPICAL DITCH LINER INSTALLATIONS AT CULVERTS
PROFILE DITCH LINER
SECTION B-B
SECTION B-B
CULVERT PROTECTION
TYPE I
DROP INLET PROTECTION
TYPE I CURB OPENING
TYPE II CURB DROP INLET
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES
CULVERT & DROP INLET PROTECTION
603-01-4/7

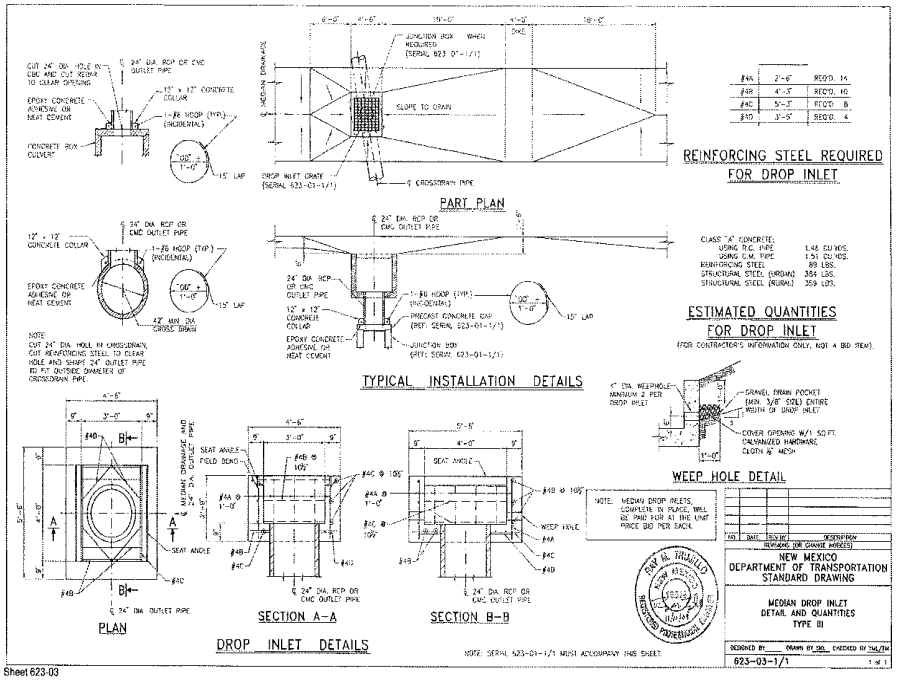

GROOVING SLOPES
STAIR STEPPING CUT SLOPE
SURFACE ROUGHENING
RIPRAP APRON PLAN
SECTION F-F
SLOPE DRAIN
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING
603-01-6/7


PLAN VIEW
CROSS SECTION
SEDIMENT BASIN
SEDIMENT BASIN, EXCAVATED
SEDIMENT TRAP
PLAN
SECTION A-A
SECTION B-B
EARTH DIKE (BERM)
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
T.E.S.C.M.
SEDIMENT BASIN, SEDIMENT TRAP & EARTH DIKE
603-01-5/7

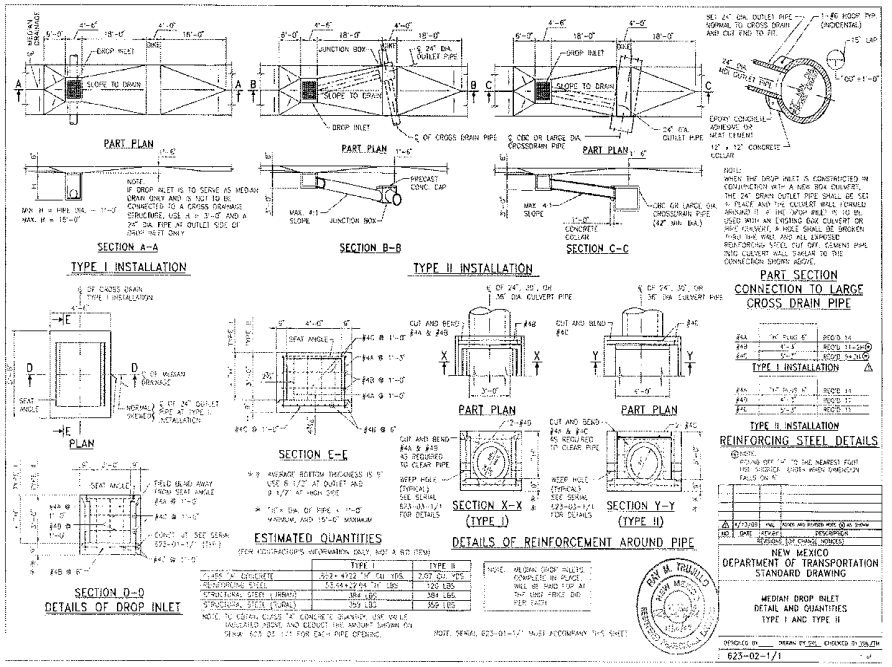

WASH RACK
OFFSITE TRACKING PREVENTION
TYPICAL SWALE CONFIGURATION
FILTER FABRIC DIVERSION DIKE
DIVERSION DIKE
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
T.E.S.C.M.
OFFSITE TRACKING PREVENTION & DIVERSION DIKE
603-01-7/7



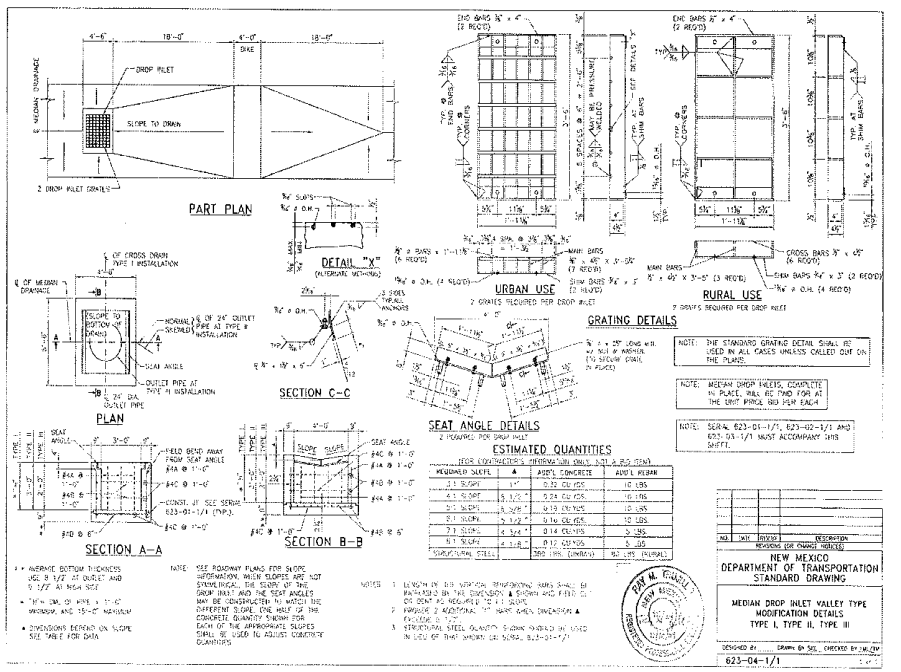
Sheet 623-01



Sheet 623-03



Sheet 623-02



Sheet 623-04

GENERAL NOTES:

1. WHERE IT INTERSECTS AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PROHIBITION OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS UNDER SECTION 16 OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, ON LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
6. HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
7. PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ABUTS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED IMMEDIATELY ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 1:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

12. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 608-01-01.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
    EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS, POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN (NOTE 19 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION FLAWS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 4.0 FT ± 0.0 FT AND MINIMUM 4.0 FT ± 0.0 FT. CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE GUTTER IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC TOLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAY IF THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-012 OF THE STANDARD DRAWINGS.

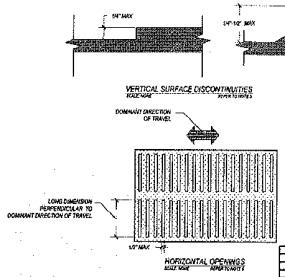
ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 9" TO 10" AND SHALL BE WITHIN 10" TO 44" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 48"x 48" MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE SCOPE OF THE LATEST PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

31. DISCRETION IN ALTERATION WORK: IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.
32. TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.
33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



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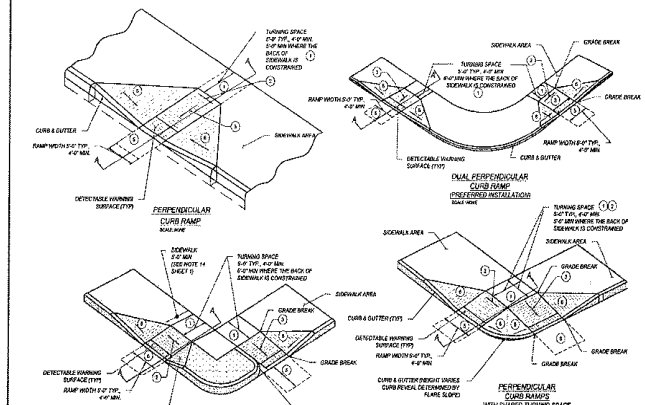
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED: [signature] 1-19-15
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DRAWING SCALE = NOT TO SCALE

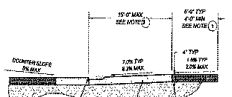


KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 8%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-012 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



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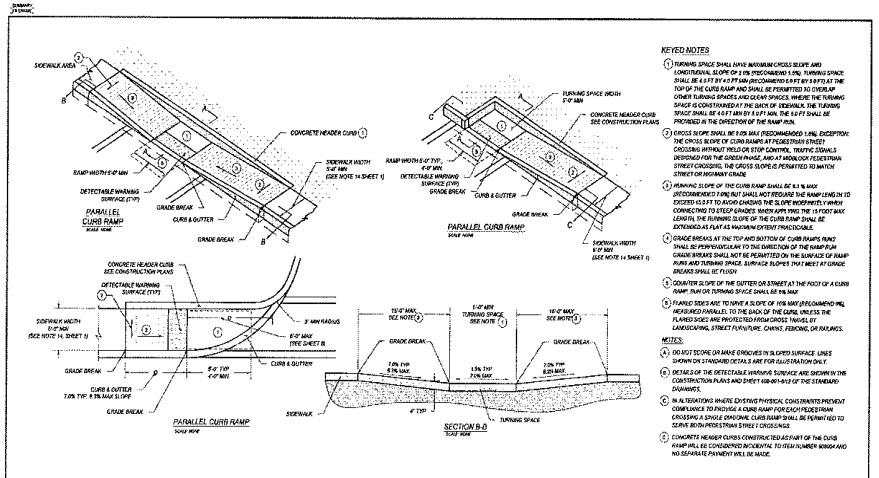
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PERPENDICULAR CURB RAMPS

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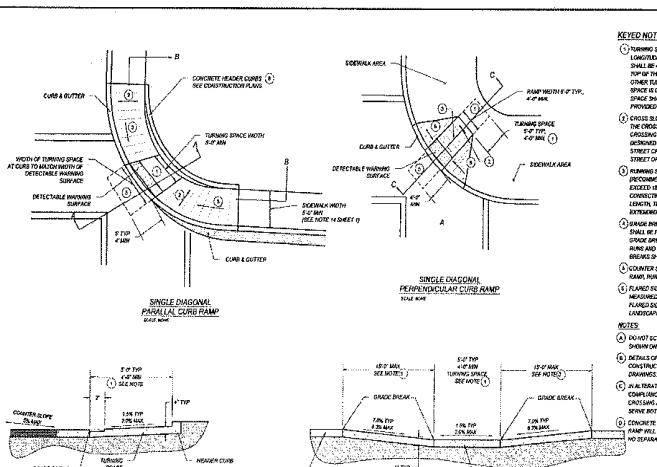


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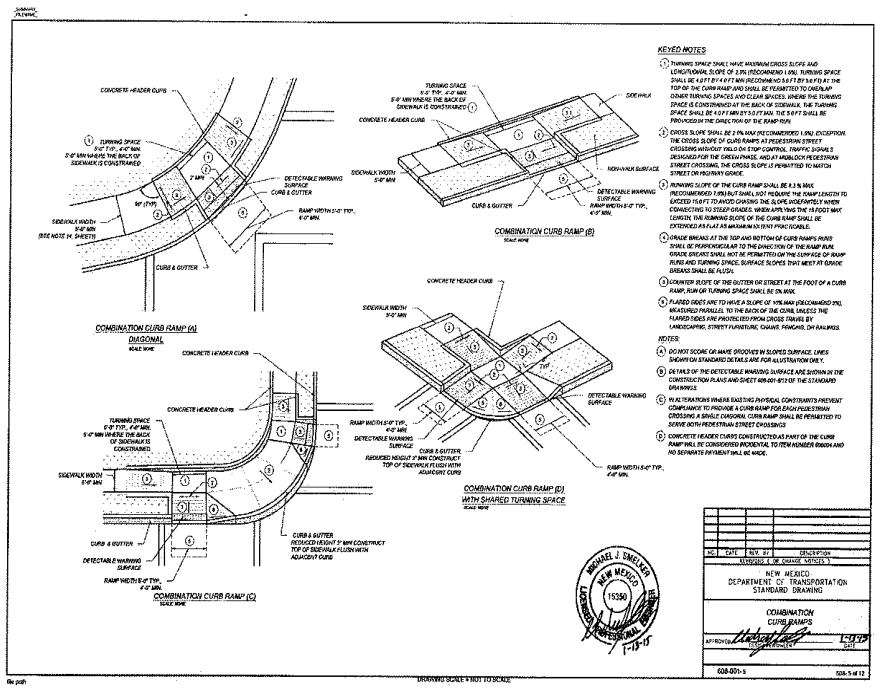
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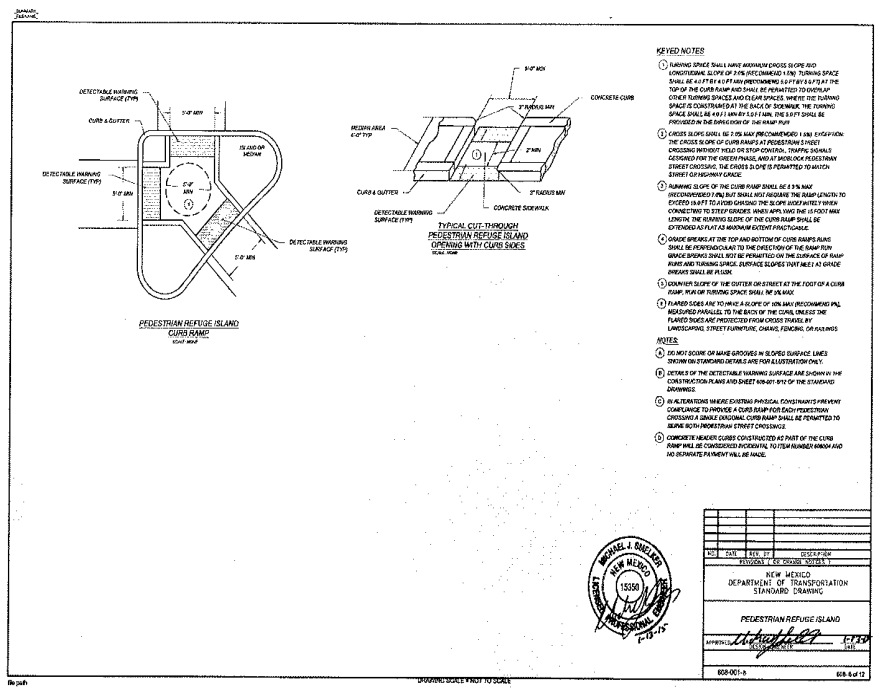
DIAGONAL CURB RAMPS

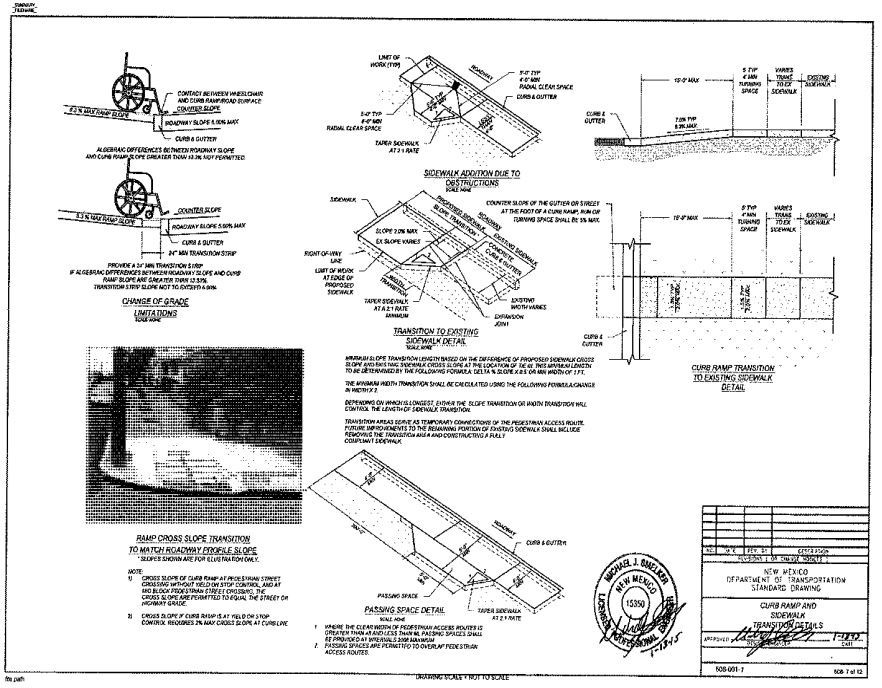
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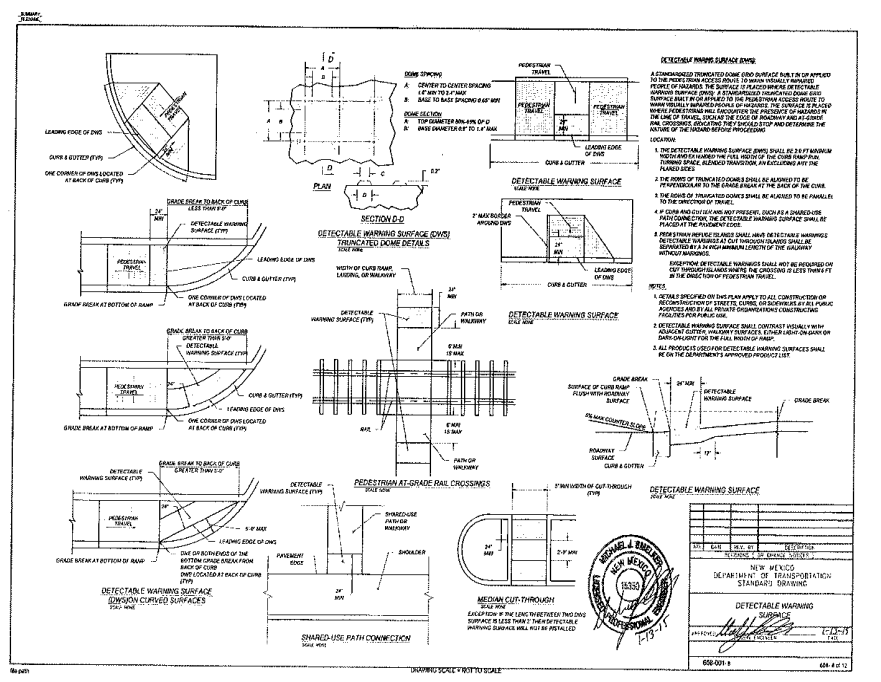
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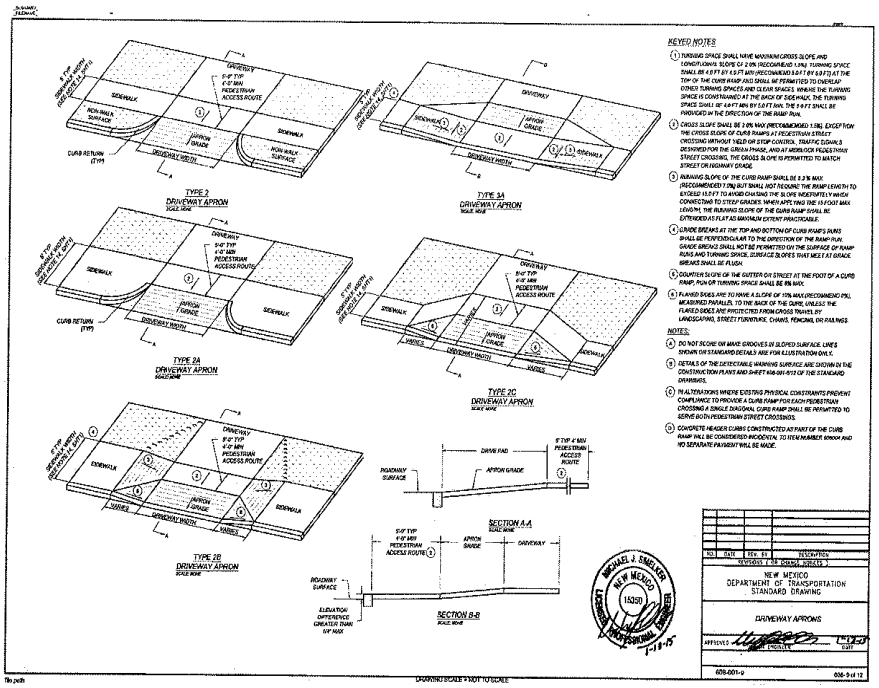
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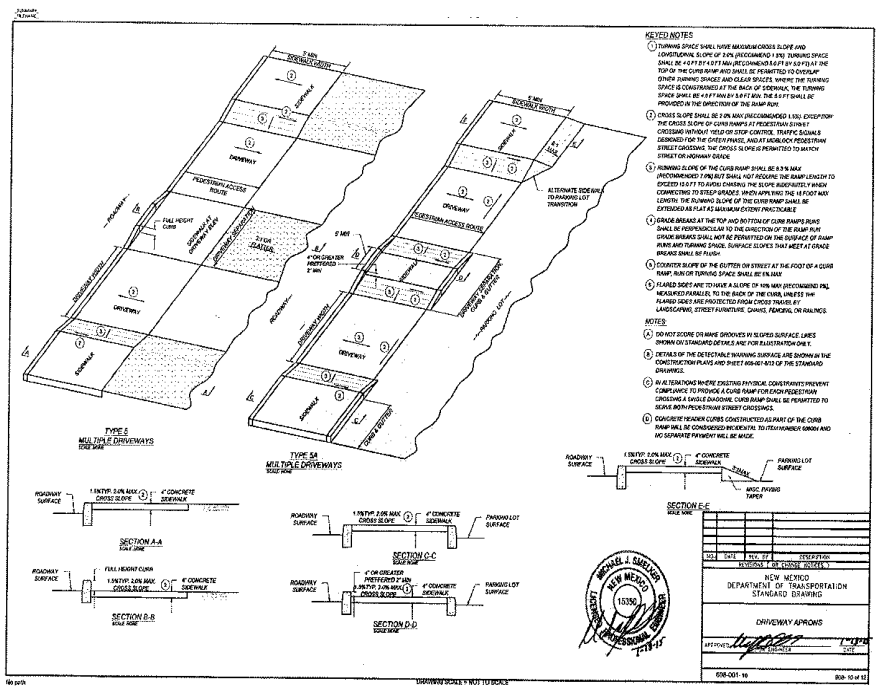

COMBINATION CURB RAMP (A)
DIAGONAL
COMBINATION CURB RAMP (B)
COMBINATION CURB RAMP (B)
WITH SHARED TURNING SPACE
COMBINATION CURB RAMP (C)
KEYED NOTES
NOTES:
NEW MEXICO
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STANDARD DRAWING
COMBINATION
CURB RAMPS
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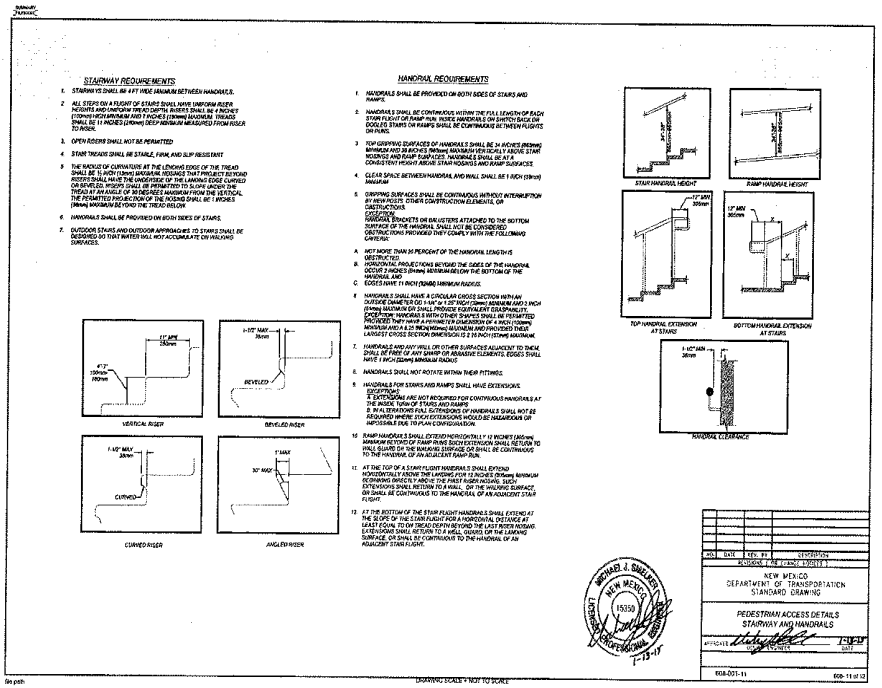

PEDESTRIAN REFUGE ISLAND
CURB RAMP
TYPICAL CUT-THROUGH
PEDESTRIAN REFUGE ISLAND
OPENING WITH CURB SHOES
KEYED NOTES
NOTES:
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
PEDESTRIAN REFUGE ISLAND
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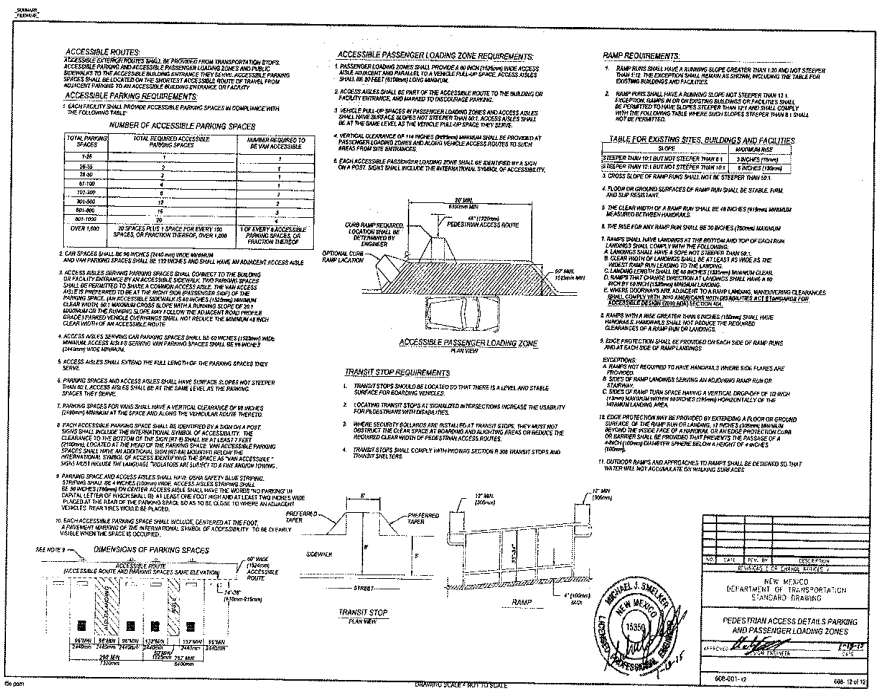

CHANGE OF GRADE
LIMITATIONS
SIDEWALK ADDITION DUE TO
OBSTRUCTIONS
TRANSITION TO EXISTING
SIDEWALK DETAIL
CURB RAMP TRANSITION
TO EXISTING SIDEWALK
DETAIL
RAMP CROSS SLOPE TRANSITION
TO MATCH ROADWAY PROFILE SLOPE
PASSING SPACE DETAIL
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
CURB RAMP AND
SIDEWALK
TRANSITION DETAILS
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PLAN
SECTION D-D
DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
DETECTABLE WARNING SURFACE
DETECTABLE WARNING SURFACE
PEDESTRIAN AT-GRADE RAIL CROSSINGS
DETECTABLE WARNING SURFACE
DETECTABLE WARNING SURFACE
(UNISON CURVED SURFACES
MEDIAN CUT-THROUGH
SHARED-USE PATH CONNECTION
DETECTABLE WARNING SURFACE (DWS)
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
DETECTABLE WARNING
SURFACE
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TYPE 2
DRIVEWAY APRON
TYPE 3A
DRIVEWAY APRON
TYPE 2A
DRIVEWAY APRON
TYPE 2C
DRIVEWAY APRON
TYPE 2B
DRIVEWAY APRON
SECTION A-A
SECTION B-B
KEYED NOTES
NOTES:
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DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
DRIVEWAY APRONS
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TYPE 5
MULTIPLE DRIVEWAYS
TYPE 5A
MULTIPLE DRIVEWAYS
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
SECTION E-E
KEYED NOTES
NOTES:
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
DRIVEWAY APRONS
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STAIRWAY REQUIREMENTS
HANDRAIL REQUIREMENTS
VERTICAL RISER
BEVELED RISER
CURVED RISER
ANGLED RISER
STAIR HANDRAIL HEIGHT
RAMP HANDRAIL HEIGHT
TOP HANDRAIL EXTENSION AT STAIRS
BOTTOM HANDRAIL EXTENSION AT STAIRS
HANDRAIL CLEARANCE
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS
608-001-11
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ACCESSIBLE ROUTES:
ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:
ACCESSIBLE PARKING REQUIREMENTS:
NUMBER OF ACCESSIBLE PARKING SPACES
ACCESSIBLE PASSENGER LOADING ZONE
PLAN VIEW
TRANSIT STOP REQUIREMENTS
DIMENSIONS OF PARKING SPACES
TRANSIT STOP
PLAN VIEW
RAMP
RAMP REQUIREMENTS:
TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES
NEW MEXICO
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STANDARD DRAWING
PEDESTRIAN ACCESS DETAILS PARKING
AND PASSENGER LOADING ZONES
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