Agenda **Regular Meeting of the Planning Commission**
November 6, 2025 at 6:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Planning Commission Meeting

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

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

Virtual Public Comment: Members of the public may provide public comment virtually during the public comment portion of the public hearing by joining the Zoom meeting by internet or phone using the following link: https://santafenm-gov.zoom.us/j/85226533283

By phone:+1 253 215 8782 US (Tacoma) +1 346 248 7799 US (Houston) +1 669 444 9171 US +1 669 900 6833 US (San Jose) +1 719 359 4580 US +1 253 205 0468 US +1 929 205 6099 US (New York) +1 301 715 8592 US (Washington DC) +1 305 224 1968 US +1 309 205 3325 US +1 312 626 6799 US (Chicago) +1 360 209 5623 US +1 386 347 5053 US +1 507 473 4847 US +1 564 217 2000 US +1 646 931 3860 US +1 689 278 1000 US
Webinar ID: 852 2653 3283
Written Comment: Members of the public may submit public comments by 5 p.m. on the Monday before the meeting via https://santafenm.gov/land-use/current-planning/public-comment. Comments will then be published after this deadline. The agenda and packet for the meeting will be posted athttps://santafenm.portal.civicclerk.com/

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of Agenda
5. Approval of Consent Agenda
6. Approval of Minutes
    a. September 18, 2025 **(POSTPONED FROM OCTOBER 2, 2025 AND**

OCTOBER 16, 2025)

b. October 2, 2025

c. October 16, 2025

7. Approval of Findings/Conclusions

   a. **Case #2024-9320. 7205 Plaza Central Development Plan.**

8. Consent

9. Old Business

10. New Business

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

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

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

    d. **Case #2025-10685. Tierra Contenta Preliminary Subdivision Plat.** JenkinsGavin, Inc., Agent for Homewise, Inc., owner and applicant ("Applicant"), requests review and approval of a Preliminary Subdivision Plat for 16 development tracts and 6 open space tracts for a total of 22 tracts and Innovative Street Design. The subject lots are 216.5 acres and are located at 6120, 6130, 6150, and 6135 Paseo del Sol. The lots are zoned Planned Residential Community District (PRC) and lie within the Suburban Archaeological Review District. (Rebekah Clouser, Case Manager,

reclouser@santafenm.gov).

e. **Case #2025-10688. Tierra Contenta Preliminary Subdivision Plat Variance (Slopes).** JenkinsGavin, Inc., Agent for Homewise, Inc., owner and applicant ("Applicant"), requests a variance from SFCC 14-8.2(D)(2)(b) Terrain Management standards prohibiting disturbances of natural slopes of thirty percent (30%) for an approximate area of 27,179 square feet. The subject lots are approximately 216.5 acres and located at 6120, 6130, 6150, and 6135 Paseo del Sol, zoned Planned Residential Community District (PRC). (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

f. **Case #2025-10690. Tierra Contenta Preliminary Subdivision Plat Variance (Significant Trees).** JenkinsGavin, Inc., Agent for Homewise, Inc., owner and applicant ("Applicant"), requests a variance from SFCC 14-8.4(F)(5) for the removal and preservation of significant trees. The subject lots are approximately 216.5 acres and located at 6120, 6130, 6150, and 6135 Paseo del Sol, zoned Planned Residential Community District (PRC). (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

g. **Case #2025-11006. Vistas de la Sierra Phase 3.** Liaison Planning Services, Inc., Agent, for Forestar (USA) Real Estate Group, Inc., owner and applicant ("Applicant"), requests review and approval of a Preliminary Subdivision Plat, per § 14-3.7(B)(3) of the Land Development Code, for a 128-lot residential subdivision. The subject property is a 24.423-acre parcel located at 3800 Governor Miles Road and west of Richards Avenue. The proposed subdivision is Phase 3 and consists of 2 separate lots. Tract #A3 is 16.653 acres and Tract 3A4 is 7.77 acres. The subject property is zoned R-5 (residential 5 units per acre). (Claudia Kath, Case Manager, cmkath@santafenm.gov).

11. Staff Communications

12. Matters from the Commission

13. Adjourn

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

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
July 17, 2025, AT 6:00 PM

A. ROLL CALL

Commissioners Present:
Chair Janet Clow *(Zoom)*
Vice Chair Peter Smith
Commissioner Thomas (TJ) Rieland
Commissioner Piper Kapin
Commissioner Kelly McReynolds
Commissioner Scott Barber *(Zoom)*
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

MOTION: Commissioner McGhee moved, seconded by Commissioner Mirando, to approve the agenda with postponement of Case #2024-9320 to August 7, 2025.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

D. CONSENT OF AGENDA

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

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

E. APPROVAL OF MINUTES

1. June 5, 2025

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve the minutes from Planning Commission meeting on June 5, 2025.

VOTE: The motion was approved on the following Roll Call vote:

For:
Chair Janet Clow Yes
Commissioner Sasha McGhee Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes

Against: None

Abstain: Member Gurushabad Mirando

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case #2025-010094. 5211 Las Soleras Dr., Development Plan.** JenkinsGavin, Inc., Agent, for HomeWise, Inc., owner and applicant ("Applicant"), was approved of a Preliminary Subdivision Plat for a 97-unit residential development consisting of 42 townhomes and 55 single-family detached homes, as well as the development of a 5.12-acre public park. The subject 14.41-acre parcel is located at 3730 South Meadows Road and is zoned R-6 (six residential units per acre). (Janice Biletnikoff, AICP, Case Manager,jibiletnikoff@santafenm.gov). (POSTPONED FROM JUNE 5, 2025)

MOTION: Commissioner Kapin moved, seconded by Commissioner McReynolds, to approve Findings for Case #2025-010094 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Chair Janet Clow Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes

Against: None

Abstain:
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

2. **Case #2024-8027. 635 Alto Street Development Plan.** Brian Lawler, Agent, Santa Fe Habitat for Humanity, Applicant. Requests approval of a Development Plan for a multifamily residential use consisting of 5 two-story affordable single-family attached dwelling units. The subject 0.25-acre parcel is located in the Historic Downtown Archaeological Review district and zoned R21 (residential twenty-one dwelling units per acre). (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

MOTION: Commissioner Kapin moved, seconded by Commissioner Rieland, to approve Findings for Case #2024-8027 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Chair Janet Clow Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes

Against: None

Abstain:
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

3. **Case #2025-10276. 3439 Cerrillos Rd Rezoning.** JenkinsGavin, Agent, for RKSS Santa Fe 1, LLC, Applicant, requests approval to rezone a 1.49- acre lot from its current land use designation of R-3 (Residential three dwelling units per acer) to C-2 (General Commercial). The property is located within the Suburban Archaeological Review District. (Claudia Kath, Case Manager, dcmkath@santafenm.gov).

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Findings for Case #2025-10276 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Chair Janet Clow Yes
Commissioner Sasha McGhee Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes

Against: None

Abstain:
Commissioner Gurushabad Mirando

4. **Case#2025-10420. 3730 South Meadows Road Final Subdivision Plat.** JenkinsGavin, Inc., Agent, for Homewise, Inc., Applicant. Requests approval of a Final Subdivision Plat on 14.41 +/- acres for a 97-unit residential subdivision. The Final Plat consists of 42 townhomes and 55 single-family detached dwelling units. The property is located within the Suburban, and River and Trails Archaeological Review Districts and is zoned R-6 (residential six dwelling units per acre). (Janice Biletnikoff, AICP, Case Manager, jibiletnikoff@santafenm.gov).

MOTION: Commissioner Rieland moved, seconded by Commissioner Kapin, to approve Findings for Case #2025-10420 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Chair Janet Clow Yes
Commissioner Sasha McGhee Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes

Against: None

Abstain:
Commissioner Gurushabad Mirando

F. CONSENT

1. **Case #2024-8026. Casa De Todos Final Subdivision Plat Time Extension.** Liaison Planning Services, Inc, Agent for Luna Turquzo, LLC owner requests a time extension for the approved final subdivision plat for Casa De Todos (Case# 2021-3355). The Applicant is requesting a 1-year extension to the time allowed for approvals granted by the Planning Commission on May 5, 2024. (Claudia Kath, Case Manager, cmkath@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Mirando, to approve the consent of Case #2024-8026 as is.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

G. OLD BUSINESS

H. NEW BUSINESS

1. **Case # 2025-10706. 1600 St. Michaels Dr, Master Plan Amendment.** NV5,Inc, Agent for Daniel Hernandez, Director of the Midtown Redevelopment Agency, applicant, request a master plan amendment to the Midtown Master Plan on 64.22 +/- acres. The property is zoned C-2 PUD (General Commercial Planned Unit Development) and within the Midtown Local Innovation Corridor (LINC) overlay district. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Rieland, to table to a later point in the public meeting, Case #2025-10706, to revise the proposed amendments to Section 5.6 of the Midtown Master Plan.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

1. **Case # 2025-10706. 1600 St. Michaels Dr, Master Plan Amendment.** NV5,Inc, Agent for Daniel Hernandez, Director of the Midtown Redevelopment Agency, applicant, request a master plan amendment to the Midtown Master Plan on 64.22 +/- acres. The property is zoned C-2 PUD (General Commercial Planned Unit Development) and within the Midtown Local Innovation Corridor (LINC) overlay district. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner Rieland moved, seconded by Commissioner Mirando, to untable Case #2025-10706, to discuss staff and applicant changes to the proposed amendments in Section 5.6 of the Midtown Master Plan.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

1. **Case # 2025-10706. 1600 St. Michaels Dr, Master Plan Amendment.** NV5,Inc, Agent for Daniel Hernandez, Director of the Midtown Redevelopment Agency, applicant, request a master plan amendment to the Midtown Master Plan on 64.22 +/- acres. The property is zoned C-2 PUD (General Commercial Planned Unit Development) and within the Midtown Local Innovation Corridor (LINC) overlay district. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner Mirando moved, seconded by Commissioner McGhee, to approve Case #2025-10706, subject to the conditions of approval and technical corrections presented by Planning and Land Use Department Director.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

2. **Case #2025-10172. 4157 & 4161 Walking Rain Rd Special Use Permit.** JenkinsGavin, Inc., Agent for Charter Schools Development Corporation (CSDCPC Monte Del Sol, LLC), Applicant, requests approval of a special use permit for construction of a 20,432 square foot gymnasium, classrooms, office space, and outdoor amenities. The Property is approximately 6.30 acres and is identified as Tract Q-1 and Tract 16 of the Las Soleras Master Plan. The Property is located within the Suburban Archaeological Review district and zoned PRC (Planned Residential Community) and R-1 (Residential – one dwelling unit per acre). (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov) (POSTPONED FROM JUNE 5, 2025)

MOTION: Commissioner Mirando moved, seconded by Commissioner Kapin, to approve Case #2025-10172, 4157 & 4161 Walking Rain Rd Special Use Permit, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

3. **Case #2025-10189. 4157 & 4161 Walking Rain Rd Development Plan Amendment.** JenkinsGavin, Inc., Agent for Charter Schools Development Planning Commission July 17, 2025 Page 3 of 4 Corporation (CSDCPC Monte Del Sol, LLC), Applicant, requests approval of a development plan amendment for construction of a 20,432 square foot gymnasium, classrooms, office space, and outdoor amenities. The property is approximately 6.30 acres and is identified as Tract Q-1 and Tract 16 of the Las Soleras Master Plan. The Property is located within the Suburban Archaeological Review district and zoned PRC (Planned Residential Community) and R-1 (Residential – one dwelling unit per acre). (Joel CruzHaber, Case Manager, jacruzhaber@santafenm.gov) (POSTPONED FROM JUNE 5, 2025)

MOTION: Commissioner Mirando moved, seconded by Commissioner McGhee, to approve Case #2025-10189, 4157 & 4161 Walking Rain Rd Development Plan Amendment, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

4. **Case #2025-10037. 1111 Ocate Road.** Liaison Planning, Agent, for the Santa Fe Civic Housing Authority, Applicant, requests Development Plan approval to construct approximately 80,491 square feet of new construction for affordable housing on 5.64± acres. The site is zoned C-2 (General Commercial) and is located at 1111 Ocate Road. (Claudia Kath, Case Manager, cmkath@santafenm.gov)

MOTION: Commissioner Rieland moved, seconded by Commissioner McGhee, to approve Case #2025-10037, 1111 Ocate Road, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

5. **Case #2024 – 8901. 2768 Agua Fria Rezoning.** JenkinsGavin, Agent, for Cold Water Development Fund QOZF, LLC, Applicant, requests approval to rezone a 4.12 acre lot from its current land use designation of MU (Mixed Use) to C-2 (General Commercial). The property is located within the River and Trails Archaeological Review District. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov) (POSTPONED FROM JUNE 5, 2025)

MOTION: Commissioner Kainpin moved, seconded by Commissioner McGhee, to approve Case #2024-8901, 2768 Agua Fria Rezoning, as is.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

6. **Case #2024 – 8902. 2768 Agua Fria Master Plan.** JenkinsGavin, Agent, for Cold Water Development Fund QOZF, LLC, Applicant, requests approval of a master plan on a 4.12-acre lot to develop a 130-unit mixed-use residential and nonresidential community. The property is located within the River and Trails Archaeological Review District. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov) (POSTPONED FROM JUNE 5, 2025)

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Case #2024-8902, 2768 Agua Fria Master Plan, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

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

Against: None

Abstain: None

I. STAFF COMMUNICATIONS

J. MATTERS FROM THE COMMISSION

K. ADJOURNMENT

11:26 P.M.

_____
Liaison

_____
Chair

City of Santa Fe

MINUTES

STUDY SESSION OF THE PLANNING COMMISSION
September 04, 2025, AT 5:00 PM

Land Use Conference Room
City Hall, 200 Lincoln Avenue

Commissioner's Present:
Chair Janet Clow
Vice Chair Peter Smith
Commissioner Thomas (TJ) Rieland
Commissioner Piper Kapin
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

Staff Present:
Heather Lamboy
Rebecca Mnuk-Herrmann
Daniel Esquibel
Maggie Moore
Janice Biletnikoff (via Zoom)
Nathan Lindquist
Rebekah Clouser
Alexa Hempel
Claudia Kath
Joel Haber-Cruz
Rachael Hamilton
Erick Aune

GENERAL PLAN UPDATE
Heather Lamboy, Land Use Director

PRESENTATION
Planning Commission Workshop City Street Design Guide, September 4, 2025
Erick Aune, MPO Director & Nathan Lindquist, Senior Planner

NO PROPOSALS WERE CONSIDERED. NO VOTES WERE HELD. NO DECISIONS WERE MADE BY THE PUBLIC BODY.

ADJOURNMENT
6:00 P.M.

_____ Liaison

_____ Chair

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
September 04, 2025, AT 6:00 PM

A. ROLL CALL

Commissioners Present:
Chair Janet Clow
Vice Chair Peter Smith
Commissioner Thomas (TJ) Rieland
Commissioner Piper Kapin
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

MOTION: Commissioner Mirando moved, seconded by Commissioner Smith, to approve the agenda with postponement of July 17,2025 minutes, Case #2024-9461, and Case #2024-9320 to October 2, 2025.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith Yes
Commissioner Sasha McGhee Yes
Commissioner Gurushabad Mirando Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes

Against: None

Abstain: None

D. APPROVAL OF MINUTES

1. June 5, 2025

MOTION: Commissioner Smith moved, seconded by Commissioner McGhee, to approve the minutes from Planning Commission meeting on June 5, 2025.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith Yes
Commissioner Sasha McGhee Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes

Against: None

Abstain: None

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case # 2025-10706. 1600 St. Michaels Dr, Master Plan Amendment.** NV5,Inc, Agent for Daniel Hernandez, Director of the Midtown Redevelopment Agency, applicant, request a master plan amendment to the Midtown Master Plan on 64.22 +/- acres. The property is zoned C-2 PUD (General Commercial Planned Unit Development) and within the Midtown Local Innovation Corridor (LINC) overlay district. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Mirando, to approve Findings for Case #2025-10706 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

2. **Case #2025-10189. 4157 & 4161 Walking Rain Rd Development Plan Amendment.** JenkinsGavin, Inc., Agent for Charter Schools Development Corporation (CSDCPC Monte Del Sol, LLC), Applicant, requests approval of a development plan amendment for construction of a 22,432 square foot gymnasium, classrooms, office space, and outdoor amenities. The property is approximately 6.30 acres and is identified as Tract Q-1 and Tract 16 of the Las Soleras Master Plan. The Property is located within the Suburban Archaeological Review district and zoned PRC (Planned Residential Community) and R-1 (Residential – one dwelling unit per acre). (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Mirando, to approve Findings for Case #2025-10189 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

3. **Case #2025-10037. 1111 Ocate Road.** Liaison Planning, Agent, for the Santa Fe Civic Housing Authority, Applicant, requests Development Plan approval to construct approximately 80,491 square feet of new construction for affordable housing on 5.64± acres. The site is zoned C-2 (General Commercial) and is located at 1111 Ocate Road. (Claudia Kath, Case Manager, cmkath@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Findings for Case #2025-10037 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

4. **Case #2024 – 8901. 2768 Agua Fria Rezoning.** JenkinsGavin, Agent, for Cold Water Development Fund QOZF, LLC, Applicant, requests approval to rezone a 4.12 acre lot from its current land use designation of MU (Mixed Use) to C-2 (General Commercial). The property is located within the River and Trails Archaeological Review District. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Findings for Case #2024-8901 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

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5. **Case #2024 – 8902. 2768 Agua Fria Master Plan.** JenkinsGavin, Agent, for Cold Water Development Fund QOZF, LLC, Applicant, requests approval of a master plan on a 4.12-acre lot to develop a 130-unit mixed-use residential and nonresidential community. The property is located within the River and Trails Archaeological Review District. (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Findings for Case #2025-8902 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

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6. **Case #2025-10172. 4157 & 4161 Walking Rain Rd Special Use Permit.** JenkinsGavin, Inc., Agent for Charter Schools Development Corporation (CSDCPC Monte Del Sol, LLC), Applicant, requests approval of a special use permit for construction of a 22,432 square foot gymnasium, classrooms, office space, and outdoor amenities. The Property is approximately 6.30 acres and is identified as Tract Q-1 and Tract 16 of the Las Soleras Master Plan. The Property is located within the Suburban Archaeological Review district and zoned PRC (Planned Residential Community) and R-1 (Residential – one dwelling unit per acre). (Joel Cruz-Haber, Case Manager, jacruzhaber@santafenm.gov)

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Findings for Case #2025-10172 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

F. NEW BUSINESS

1. **Case #2025-10781. 195 Brownell-Howland Rd Variance Request.** Palo Santo Designs, Agent, for Seonaidh Davenport and Brian Sharon, Owners and Applicants ("Applicant"), requests a variance from SFCC 14-5.6(D)(1) to erect an addition to the home at 195 Brownell-Howland Road atop existing patios. The home is legal nonconforming in the Escarpment-Ridgetop Overlay, on a 5.079-acre lot, zoned R-1 (Alexa Hempel Case Manager, anhempel@santafenm.gov).

MOTION: Commissioner McGhee moved, seconded by Commissioner Kapin, to approve Case #2025-10781, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: None

2. **Case #2024 – 8195. 1625 Paseo de Peralta, Alvord Inn – Development Plan.** Andy Duettra, owner and Applicant, represented by Agent, Wayne Lloyd, requests approval of a development plan for an all-suite hotel at 1625 Paseo de Peralta, approximately 2.01 acres. The property is zoned BCDRED (Business Capital District, Redevelopment) and is within the Historic Downtown Archaeological Review District (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

MOTION: Commissioner McGhee moved, seconded by Commissioner Smith, to approve Case #2024-8195, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Sasha McGhee Yes

Against: None

Abstain: Commissioner Gurushabad Mirando

G. STAFF COMMUNICATIONS

H. MATTERS FROM THE COMMISSION

I. ADJOURNMENT

8:55 P.M.

_____ _____

Liaison Chair

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
September 18, 2025, AT 6:00 PM

A. ROLL CALL

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

Staff Present:
Heather Lamboy, Planning and Land Use Director
Daniel Esquibel, Planning Manager
Rebecca Mnuk-Herrmann, Assistant City Attorney
Janice Biletnikoff, Long-Range Strategic Planner
Nathan Lindquist, Senior Planner

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

MOTION: Commissioner Mirando moved, seconded by Commissioner Reynolds, to approve the agenda.

VOTE: The motion was approved on the following Roll Call vote:

For:
Commissioner Scott Barber
Commissioner Kelly McReynolds
Commissioner Thomas (TJ) Rieland
Vice Chair Peter Smith
Commissioner Gurushabad Mirando
Commissioner Piper Kapin

Against: None

Abstain: None

D. STAFF COMMUNICATIONS

1. **General Plan Update:** Janice Biletnikoff, Long-Range Strategic Planner
2. **Presentation on the Final Assessment Report for the General Plan Update:** Nick Fazio and Amy DiCarlantonio of WSP, USA

E. ADJOURNMENT

The study session of the Planning Commission adjourned at 9:03 PM.

NO PROPOSALS WERE CONSIDERED. NO VOTES WERE HELD AND NO DECISIONS WERE MADE BY THE PUBLIC BODY.

_____ _____

Liaison Chair Janet Clow

Submitted by:

_____

Rebecca Mnuk-Herrmann, Assistant City Attorney

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
October 10, 2025, AT 6:00 PM

A. ROLL CALL

Commissioners Present:
Chair Janet Clow
Vice Chair Peter Smith
Secretary Gurushabad Mirando
Commissioner Thomas (TJ) Rieland
Commissioner Piper Kapin
Commissioner Sasha McGhee
Commissioner Gurushabad Mirando
Commissioner Kelly McReynolds
Commissioner Scott Barber
Commissioner Matt Embry

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

MOTION: Vice Chair Smith moved, seconded by Commissioner McGee, to approve the agenda.

VOTE The motion was approved on the following Roll Call vote:

FOR
Chair Janet Clow - Yes
Vice Chair Peter Smith - Yes
Secretary Gurushabad Mirando - Yes
Commissioner Thomas (TJ) Rieland - Yes
Commissioner Piper Kapin - Yes
Commissioner Sasha McGhee - Yes
Commissioner Gurushabad Mirando - Yes
Commissioner Kelly McReynolds - Yes
Commissioner Scott Barber - Yes
Commissioner Matt Embry - Yes

a) Case postponement.

MOTION: Vice Chair Smith moved, Case #2025 – 11164: 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, General Plan Amendment, Case #2024 – 9461: 1372 Boylan Lane, 2743 Boylan Circle, and 2745 Boylan Circle, Rezoning,

and Case #2024-9320: 7205 Plaza Central Development Plan, postponed to the October 16, 2025, Planning Commission agenda and Case #2025-10685: Tierra Contenta Preliminary Subdivision Plat, Case #2025-10688: Tierra Contenta Preliminary Subdivision Plat Variance (Slopes), and Case #2025-11006: Vistas de la Sierra Phase 3 postponed to the November 6, 2025 Planning Commission Agenda, seconded by Commissioner Kapin.

VOTE: The motion was approved on the following Roll Call vote:

For:

Chair Janet Clow - Yes
Vice Chair Peter Smith - Yes
Secretary Gurushabad Mirando - Yes
Commissioner Thomas (TJ) Rieland - Yes
Commissioner Piper Kapin - Yes
Commissioner Sasha McGhee - Yes
Commissioner Gurushabad Mirando - Yes
Commissioner Kelly McReynolds - Yes
Commissioner Scott Barber - Yes
Commissioner Matt Embry - Yes

Against: None

Abstain: None

D. APPROVAL OF MINUTES

1. September 18, 2025 (Not in Packet)

MOTION: No motion or vote.

VOTE: None

For:

Against: None

Abstain: None

E. APPROVAL OF FINDINGS/CONCLUSIONS

1. **Case #2025-10781. 195 Brownell-Howland Rd Variance Request.**

MOTION: Commissioner McGhee moved, seconded by Commissioner Rieland, to approve Findings for Case #2025-10781 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith - Yes
Secretary Gurushabad Mirando - Yes
Commissioner Thomas (TJ) Rieland - Yes
Commissioner Piper Kapin - Yes
Commissioner Sasha McGhee - Yes
Commissioner Gurushabad Mirando - Yes

Against: None

Abstain:
Commissioner Kelly McReynolds
Commissioner Scott Barber
Commissioner Matt Embry

2. **Case #2024 – 8195. 1625 Paseo de Peralta, Alvord Inn – Development Plan.**

MOTION: Commissioner McGhee moved, seconded by Vice Chair Smith, to approve Findings for Case #2025-10189 without changes or corrections.

VOTE: The motion was approved on the following Roll Call vote:

For:
Vice Chair Peter Smith - Yes
Secretary Gurushabad Mirando - Yes
Commissioner Thomas (TJ) Rieland - Yes
Commissioner Piper Kapin - Yes
Commissioner Sasha McGhee - Yes
Commissioner Gurushabad Mirando - Yes

Against: None

Abstain:
Commissioner Kelly McReynolds
Commissioner Scott Barber
Commissioner Matt Embry

G. STAFF COMMUNICATIONS

a) **Presentations on Governmental Ethics and Procedure by Assistant City Attorney Rebecca Mnuk-Herrmann ramnukherrmann@santafenm.gov**

Presentation was scheduled for September 16, 2025.

H. MATTERS FROM THE COMMISSION

a) **Presentation on "How Zoning shapes Santa Fe Future" by Planning Commission Vice Chair Smith, Planning Commission Member, Kapin and Planning Commission Member McGhee**

I. ADJOURNMENT

7:35 P.M.

Liaison

Chair

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
October 16, 2025, AT 6:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Commissioners Present:

- Chair Janet Clow
- Vice Chair Peter Smith-zoom
- Commissioner Thomas (TJ) Rieland
- Commissioner Piper Kapin
- Commissioner Gurushabad Mirando
- Commissioner Scott Barber
- Commissioner Kelly McReynolds
- Commissioner Matt Embry

4. APPROVAL OF AGENDA

MOTION: Commissioner McReynolds moved, seconded by Commissioner Kapin, to approve the agenda.

VOTE: The motion was approved on the following Roll Call vote:

For:

Vice Chair Peter Smith Yes
Commissioner Kelly McReynolds Yes
Commissioner Gurushabad Mirando Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Scott Barber Yes
Commissioner Matt Embry Yes

Against: None

Abstain: None

5. APPROVAL OF CONSENT AGENDA

6. APPROVAL OF MINUTES

a. **September 18, 2025 and October 2, 2025 Minutes rejected**

MOTION: Commissioner Kapin moved, seconded by Commissioner McReynolds to reject the minutes from Planning Commission meeting on September 18 and October 2, 2025.

VOTE: The motion was approved on the following Roll Call vote:

For:

Vice Chair Peter Smith Yes
Commissioner Kelly McReynolds Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Scott Barber Yes
Commissioner Matt Embry Yes

Against: None

Abstain: None

b. **September 18, 2025 and October 2, 2025 Minutes (APPROVAL MOVED TO NOVEMBER 6, 2025)**

MOTION: Commissioner Rieland moved, seconded by Commissioner Barber to move the approval of the minutes from Planning Commission meetings on September 18 and October 2, 2025 to November 6, 2025.

VOTE: The motion was approved on the following Roll Call vote:

For:

Vice Chair Peter Smith Yes
Commissioner Kelly McReynolds Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Scott Barber Yes
Commissioner Matt Embry Yes

Against: None

Abstain: None

7. APPROVAL OF FINDINGS/CONCLUSIONS

8. CONSENT

9. OLD BUSINESS

10. STAFF COMMUNICATIONS
Presentations on Governmental Ethics and Procedure by Assistant City Attorney Rebecca Minuk-Hermann

11. NEW BUSINESS
a. CONSIDERATION OF BILL NO.2024-17. ADOPTION OF ORDINANCE NO. 2025 (Mayor Alan Webber and Councilor Jamie Cassutt)

PUBLIC COMMENTS: Nine (9) members of the public were sworn in and gave comment in favor of Bill No. 2024-17 and Ordinance 2025.

MOTION: Commissioner Mirando moved, seconded by Commissioner Kapin to approve Bill No 2024-17. Adoption of Ordinance Nol 2025

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Gurushabad Mirando Yes
Commissioner Kelly McReynolds Yes
Commissioner Scott Barber Yes
Commissioner Matt Embry Yes

Against: None

Abstain: None

b. **Case #2024 – 9320. 7205 Plaza Central Development Plan**. Pax Consulting Agent, for Zydeco LLC, owner and applicant ("Applicant"), requests approval of a Development Plan for up to 165 units, a clubhouse, swimming pool and neighborhood coffee shop a property address located at 7205 Plaza Central and is zoned C-1 (office and related commercial). It consists of a 7.9 -acre lot as the result of a lot line adjustment, zoned C-1 (Alexa Hempel, Case Manager, anhemple@santafenm.gov). (POSTPONED FROM JULY 17, 2025, SEPTEMBER 4, 2024 and OCTOBER 2, 2024)

PUBLIC COMMENT: Two (2) members of the public were present (1 in person and 1 via zoom) and after being sworn in voiced their concerns regarding 7205 Plaza Central Development Plan.

MOTION: Commissioner Mirando moved, seconded by Commissioner Kapin to approve Case #2024-9320, subject to conditions of approval and technical corrections.

VOTE: The motion was approved on the following Roll Call vote:

For: Vice Chair Peter Smith Yes
Commissioner TJ Rieland Yes
Commissioner Piper Kapin Yes
Commissioner Kelly McReynolds Yes
Commissioner Gurushabad Mirando Yes
Commissioner Scott Barber Yes
Commissioner Matt Embry Yes

Against: None

Abstain: None

12 . MATTERS FROM THE COMMISSION

13. ADJOURNMENT
9:17 P.M.

Liaison

Chair

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

Case #2024-9320
7205 Plaza Central Development Plan
Owner's/Applicant's Name - Zydeco, LLC
Agent's Name - Pax Consulting

THIS MATTER came before the Planning Commission ("Commission") for public hearing on October 16, 2025 ("Hearing") upon the application ("Application") of Pax Consulting, as agent for Zydeco, LLC. ("Applicant").

The Applicant requests final development plan ("Development Plan") approval for a 165-unit multi-family residential development located at 7205 Plaza Central totaling approximately 7.9 acres (Property) in size. The Property is zoned C-1 (Office and Related Commercial).

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

FINDINGS OF FACT

1. Pursuant to SFCC 1987 Section 14-2.3(C)(1) and Section 14-3.8(B)(4), the Commission has the authority to review and approve development plans.
2. SFCC 1987 Section 14-3.1 sets out the following procedures for a development application: (a) a pre-application conference [SFCC § 14-3.l(E)]; (b) an Early Neighborhood Notification (ENN) meeting [SFCC 1987 §1 4-3.1(F)(2)(a)(iv)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 § 14-3.1(H)-(I)].
3. Applicants for development plans are required to attend pre-application conferences with Staff under SFCC 1987 Section 14-3.l(E)(1).
4. The Applicant attended a pre-application conference on June 27, 2024.
5. Pursuant to SFCC 1987 Section 14-3.l(H), applicants are required to give notice of ENN meetings.
6. The Applicant gave notice of the ENN meetings by posting signs on three (3) locations on the property, and mailing notice to all tenants and property owners within 300 feet of the property. No neighborhood associations were located within 300 feet of the property, and none were mailed notice.
7. Pursuant to SFCC 1987 Section 14-3.1(F), the Applicant held virtual ENN meetings on the Application on August 20, 2024, and September 30, 2024. The Project team, members of Staff, and members of the public attended the ENN meeting. Members of the public voiced concerns about construction impacts, traffic impacts, affordable housing, architectural design, neighborhood amenities, and gentrification.
8. Staff reviewed the Application, related materials, and other information that the Applicant submitted for conformity with applicable SFCC requirements. Staff also provided the Planning Commission a written report of Staff's findings (Staff Report) that evaluated the factors relevant to the Application.
9. Staff recommended that the Commission approve the Application subject to certain conditions ("Conditions") and technical corrections set out in the Staff Report and exhibits.
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 prior to making a decision.

11. The project proposed in the Development Plan exceeds 30,000 square feet. Pursuant to SFCC 1987 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 the Commission to approve a development plan.
12. SFCC 1987 Section 14-3.8 establishes 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 1987 Section 14-3.8(D).
13. SFCC 1987 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").
14. SFCC 1987 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 approving a development plan.
15. Pursuant to SFCC 1987 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."
16. 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.

CONCLUSIONS OF LAW

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

1. Pursuant to SFCC 1987 Section 14-2.3(C)(1) and Section 14-3.8(B)(4), the Commission has authority to review and approve this final development plan.
2. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.
3. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met. Pursuant to SFCC 1987 Section 14-3.8(C)(1), the Applicant met the applicable Submittal Requirements.
4. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it has the authority to review the Development Plan under SFCC 1987 Sections 14-2.3(C)(1), 14-3.8(B)(4), and Table 14-2.1-1.
5. Pursuant to SFCC 1987 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 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.
6. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the residential 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.
7. The Commission approves the Development Plan subject to the conditions and technical corrections recommended by staff, with the addition of the following condition imposed by the Commission: "Applicant shall work with Staff on the use of highlight colors that Staff find compatible with the design and surrounding context, and the architectural design points. If the Applicant and Staff disagree, the Applicant may come before the Planning Commission on the matter."

WHEREFORE, IT IS ORDERED ON THE 6TH DAY OF NOVEMBER 2025 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

The Development Plan for the Project is approved, subject to the conditions of approval and technical corrections set forth in the Staff Report and exhibits. The Development Plan shall expire three years after issuance of this final action unless actual development of the site or off-site improvements has begun and is continued pursuant to SFCC 1987 Subsection 14-3.19(B)(6), or a time extension is granted pursuant to SFCC 1987 Section 14-3.19(C).

_____ _____
Janet Clow, Chair Date

FILED:

_____ _____
Andréa Salazar, JD, CFE Date
City Clerk

APPROVED AS TO FORM:

_____ _____
Rebecca Mnuk-Herrmann Date
Assistant City Attorney

City of Santa Fe, New Mexico

Attachment A
Conditions of Approval and Technical Corrections

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

Conditions of Approval & Technical Corrections

Conditions of Approval			
#	**Condition of Approval:**	**Dept. or Division:**	**To be completed:**
1	Development plans shall be in black and white and without images for printing.	Current Planning	Prior to Recordation
2	Applicant shall amend development plans and associated calculations (open space, lot coverage, etc.) to reflect the correct 7.9-acre lot as confirmed via letter of affidavit from applicant found in Attachment D.	Current Planning	Prior to Recordation
3	Exterior architectural style must be amended to meet the required architectural points, findings and purpose of the architectural review, and criteria 3 for development plan approval.	Current Planning	Prior to Recordation **(COMPLTED)**
4	Elevation drawings must show the percentage of accent colors on each exterior wall.	Current Planning	Prior to Recordation **(COMPLTED)**
5	A new access point prior to southbound lane deceleration/turn lane to the development should be reviewed and approved by Public Works Traffic Engineer. The decel lane was constructed for access to this area from Plaza Central.	Technical Review Division, Engineering	Prior to Recordation
6	Overlay slope analysis onto proposed conditions map. It appears there may be some 30% slope disturbance but it can't be determined accurately without merging the drawings.	Technical Review Division, Engineering	Prior to Recordation
7	Please include information on how the CN number used for the proposed conditions was developed.	Technical Review Division, Engineering	Prior to Recordation
8	Paving detail, SPIII has a minimum lift of 2.5" so place a 1.5" lift of SPIV over the SPIII for a 4" pavement section.	Technical Review Division, Engineering	Prior to Recordation **(COMPELTED)**
9	Place more Top of Curb and Bottom of Curb elevations around the site.	Technical Review Division, Engineering	Prior to Recordation **(COMPLETED)**
10	An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services.	Water Utility Division	Prior to Building Permit Approval
11	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter	Water Utility Division	At the time of development

Conditions of Approval			
#	**Condition of Approval:**	**Dept. or Division:**	**To be completed:**
	on any new irrigation service.		
12	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water Utility Division	Prior to public hearing **(COMPLETED)**
15	Shall comply with International Fire Code 2021 & and other requirements.	Fire Prevention	Prior to Building Permit Approval
16	Shall indicate location of monument at entrance point as way map for site (Fire 1) to include hydrant and building #s).	Fire Prevention	Prior to Building Permit Approval **(COMPLETED)**
17	Shall verify location of addressing and sizes for building labeling as not on Fire 1.	Fire Prevention	Prior to Building Permit Approval **(COMPLETED)**
18	Shall verify private hydrant locations with water division.	Fire Prevention	Prior to Building Permit Approval **(COMPLETED)**
19	Remove all words 'Handicap' from the plan set.	ADA	Prior to Recordation
20	Remove the current details of ADA parking and signage from the plan set, it is incorrect and add the 2015 NM Accessible Parking Checklist detail to plan set. Sheet DP_06 sign is correct, Sheet C-501 is incorrect.	ADA	Prior to Recordation
21	Remove all concrete details from plan set and add the City of Santa Fe Standard Detail Sheets.	ADA	Prior to Recordation
22	Remove the Accessible Sidewalk Ramp Details from the plan set and add the NMDOT Serial 608 and 609 for concrete work to plan set.	ADA	Prior to Recordation
23	Expansion joints in sidewalk shall be every 30 feet interval per NMDOT, not 20 feet intervals.	ADA	Prior to Recordation
24	Asphalt road surface shall be labeled 'HMA' two 2in lifts. Bottom matt of HMA shall be SP3, finish matt of HMA shall be SP4 Hot Mix Asphalt.	ADA	Prior to Recordation
25	Top of Footing shall be labeled Bottom of Wall.	ADA	Prior to Recordation
26	Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) 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.	ADA	Prior to Recordation

Conditions of Approval			
#	**Condition of Approval:**	**Dept. or Division:**	**To be completed:**
	Provide detectable warning surfaces at curb ramps and transitions to driveway crossings along the accessible paths of travel as applicable.		
27	At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.	ADA	Prior to Recordation
28	Add Striping to all Pedestrian Crossings. Striping, Markings shall consist of Thermoplastic Application.	ADA	Prior to Recordation
29	Increase the Plaza Central sidewalk width to 6'.	PW/MPO	Prior to public hearing **(COMPLETED)**
30	All 8 inch or larger PVC sewer pipes shall be identified as SDR 26.	Wastewater	Prior to Recordation
31	Add note that all 6-inch sewer service pipes or 4-inch sewer services pipes shall be identified as SCH 40 PVC.	Wastewater	Prior to Recordation
32	Add note that 6-inch service lines shall have a minimum of 1% slope, and 4-inch sewer service pipes shall have a 2% minimum slope.	Wastewater	Prior to Recordation
33	Add note to plan that all 6-inch sewer service pipes or 4-inch sewer services pipes shall have cleanouts at change of pipe direction and for every 100 feet of pipe length.	Wastewater	Prior to Recordation
34	Provide a Radius and Deflection Table for each of the various curvilinear sewer lines used.	Wastewater	Prior to Recordation
35	No Santa Fe logo sewer lids are allowed. All sewer lids if needed shall be labeled Private Sewer.	Wastewater	Prior to Recordation
36	Will need to provide detailed drawings for each of the three proposed private sewer line connections to the existing public sewer manholes. Will need to show manholes size, rim, and depths. Will also need to document for each manhole the number of existing and proposed sewer service lines connected and their construction data inside the manhole.	Wastewater	Prior to Recordation
37	You have several 8-inch sewer lines that will serve groups of buildings. There is no information regarding	Wastewater	Prior to

Conditions of Approval			
#	**Condition of Approval:**	**Dept. or Division:**	**To be completed:**
	their lengths nor where or how they may be flushed or stoppages cleared. You will need to provide information and details showing how the systems may do so.		Recordation
38	Add a note on the development plans stating that the primary use of the garages will be for parking and that the conversion of garages to storage only is prohibited.	Current Planning	Recordation
39	Clearly demonstrate on plans that 50% of common open space provided is usable for active or passive recreation or pedestrian ways that include interior sidewalks and patios (14-7.5(B)(2)).	Current Planning	Recordation
40	Obtain an approved water budget.	Water Resources	Recordation
41	Applicant shall work with Staff on the use of highlight colors that Staff find compatible with the design and surrounding context, and the architectural design points. If the Applicant and Staff disagree, the Applicant may come before the Planning Commission on the matter.	Planning Commission	Building Permit

Technical Corrections			
#	**Technical Correction:**	**Dept. or Division:**	**To be completed:**
1	The current plan set, and architectural points worksheet are not sufficient to determine compliance with architectural design standards review. a. Provide an updated architectural points worksheet selecting the applicable pint allotment for all subsections. b. The colors depicted in the plan set show the predominant color as pastel colors of non-earthtones hues, whites, grays, grayish green. c. Provide a materials legend on the elevation drawings, please also include color samples as depicted on the applicable material.	Current Planning	Prior to second review **(COMPLETED)**
2	Open Space Clarification – dimension open space to confirm minimum dimension compliance "Common open space shall be no less than fifteen (15) feet in any dimension and no less than five hundred (500)square feet per segment.)" 14-7.5(B)4.	Current Planning	Prior to second review **(COMPLETED)**
3	**DP_00 & DP_01**: List of sheets (table of contents) and actual plans sheets are not in the same order. Edit either the layout of the plan sheets or the order of sheets in the table of contents to make sure they match.	Current Planning	Prior to Recordation **(COMPLETED)**
4	There a few sheets listed in the table of contents on DP_00 and DP_01 that are not in the plan set (V001, V002, V003, 09). And there are a few sheets in the plan set but not in the table of contents (DP_07, C-504, C-505, C-506, LI_502). Update table of contents and plan sets to include all necessary materials.	Current Planning	Prior to Recordation **(COMPLETED)**
5	**DP_01:** Add in case number #2024-9320 to the top of this page.	Current Planning	Prior to Recordation **(COMPLETED)**
6	**DP_02:** Colors and corresponding numbers of the phasing plan need to be revised so they match.	Current Planning	Prior to Recordation **(COMPLETED)**
7	**DP_03**: Add description of the number 21 to the legend.	Current Planning	Prior to Recordation **(COMPLETED)**
8	**C-101B:** There are 2 sheets for C-101B. Delete one so that there is one sheet for C-101B.	Current Planning	Prior to Recordation **(COMPLETED)**
9	Developer shall work with CoSFW Engineering to appropriately size and locate master meters.	Water Utility Division	Prior to Water Plan Approval

Technical Corrections			
#	**Technical Correction:**	**Dept. or Division:**	**To be completed:**
			(COMPLETED)
10	Submit public water plan to City for review and approval using CoSFW Water plan Template.	Water Utility Division	Prior to Water Plan Approval **(COMPLETED)**
11	Use the newly adopted Transportation Impact Analysis guidelines to assess and modify the necessity and length of the right turn lane from Plaza Central into the development. If required, use the minimum length possible.	PW/MPO	Prior to public hearing **(COMPLETED)**
12	Provide a professional landscape irrigation design per COSF code chapter 14-8.4€ Water harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards.	Landscaping	Prior to Recordation
13	Irrigation water lines shall not cross city water mains.	Landscaping	Prior to Recordation
14	All required deciduous trees shall be two (2) inch caliper minimum; all required evergreen trees shall be a minimum of six (6) feet in height. Revise the Plant Schedule on sheet LP501 to show correct plant sizes.	Landscaping	Prior to Recordation
15	Populus weslizenii, Rio Grande Cottonwoods shall not be planted in pedestrian areas or within 40 feet of parking lots.	Landscaping	Prior to Recordation
16	Provide the total square foot for Turfgrass sod. The city code limits bluegrass to no more than 25% of bluegrass seed within the mix. Provide detail sheet for the Texas Bluegrass.	Landscaping	Prior to Recordation
17	All required shrubs shall be five gallon minimum except as noted on the City of Santa Fe Recommended Plant List. Revise the Plant Schedule on sheet LP501 to show correct plant sizes, or explain the size given as NATIVE.	Landscaping	Prior to Recordation
18	Provide water use for each plant on the Plant Schedule (Sheet LP501) as provided in the city's approved plant list. This is required for irrigation zone planting.	Landscaping	Prior to Recordation
19	Planting beds shall be swaled, sloped, or recessed below grade to prevent fugitive water per 14-8.4(E)(4)(g).	Landscaping	Prior to Recordation
20	Crusher fines are not a mulch material that reduces moisture loss. Provide a water saving mulching material.	Landscaping	Prior to Recordation
21	Photometrics do not meet code requirements. See Article 14-8.9 and revise for compliance.	Landscaping	Prior to Recordation

Technical Corrections			
#	**Technical Correction:**	**Dept. or Division:**	**To be completed:**
22	Label all ponds with the pond number, maximum depth of water, and volume on all grading and drainage sheets. I couldn't tell which is pond 1 and which is pond 2.	Technical Review Division, Engineering	Prior to Recordation
23	Include plan and profile sheets for storm drains. Could not locate size of storm drain pipe.	Technical Review Division, Engineering	Prior to Recordation **(COMPLETED BUT** make plan and profile sheets more clear for construction)
24	See comments on plan sheets.	Technical Review Division, Engineering	Prior to Recordation **(COMPLETED)**
25	See Wilson's Comment dated November 11, 2024, requesting analysis of a deceleration lane to be performed and submitted for the project record. Please use the City's new TIA Guidelines for the analysis.	Traffic	Prior to building permit **(COMPLETED)**

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

Date: November 19, 2024

TO: Katherine Mortimer
PAX Consulting
31 Encantado Loop
Santa Fe, NM 87508

VIA: Heather Lamboy, Planning and Land Use Director
Maggie Moore, Interim Assistant Planning & Land Use Director
Daniel Esquibel, Interim Planning Manager

FROM: Carly Venditti, Senior Planner

Case #2024 – 9319 & 9320 7205 Plaza Central, Zorro Blanco – Lot Line Adjustment & Development Plan. Zydeco TCVP Land, LLC, owner and "applicant", requests approval of an administrative lot line adjustment and development plan for 165-unit multi-family development and coffee shop at 7205 Plaza Central on approximately 6.9-acres. The property is zoned C-1 (Office and Related Commercial District) and is within the Suburban Archaeological Review District (Carly Venditti, Case Manager, cavenditti@santafenm.gov, 955-6656).

This application was received on October 15th, 2024. This memo summarizes the City's Initial Review of your application. Please note the following disclaimers: 1) this is not a comprehensive inventory of the applicable criteria, but only a summary of the primary items of note; and 2) this memo does not constitute a formal staff report on the Development Plan or the Land Use Director's final determination on these matters; rather, it serves as advance notice on problematic issues we identified in the application, *i.e.*, an initial review. The comments are offered to you early as a courtesy to you and your client. Your complete and timely response to these comments will facilitate our final review and acceptance of your application.

Please find attached to this memo the initial DRT review comments including conditions of approval and technical corrections identified thus far. I would like to highlight and summarize the following key items identified in the initial review of your application.

1. The current plan set, and architectural points worksheet are not sufficient to determine compliance with architectural design standards review.
    a. Provide an updated architectural points worksheet selecting the applicable point allotment for all subsections.
    b. The colors depicted in the plan set show the predominant color as pastel colors of non-earthtones hues, whites, grays, grayish green.

   c. Provide a materials legend on the elevation drawings, please also include physical color samples as depicted on the applicable material.
2. Open Space Clarification – dimension open space to confirm minimum dimension compliance "Common open space shall be no less than fifteen (15) feet in any dimension and no less than five hundred (500) square feet per segment.)" 14-7.5(B)4.
3. Label all ponds with the pond number, maximum depth of water, and volume on all grading and drainage sheets.
4. Include plan and profile sheets for storm drains, could not locate size of storm drainpipe.
5. Remove all the words 'Handicap' from the plan set.
6. Remove the current details of ADA Parking and signage from the plan set, it is incorrect and add the 2015 NM Accessible Parking Checklist detail to plan set. Sheet DP-06 sign is correct, Sheet C-501 is incorrect.
7. Remove all concrete details from plan set and add the City of Santa Fe Standard Detail Sheets.
8. Remove the Accessible Sidewalk Ramp Details from the plan set and add the NMDOT Serial 608 and 609 for concrete work to plan set.
9. Expansion joints in sidewalk shall be every 30 feet interval per NMDOT, not 20 feet intervals.
10. Asphalt road surface shall be labeled 'HMA' two 2in lifts. Bottom matt of HMA shall be SP3, finish matt of HMA shall be SP4 Hot Mix Asphalt.
11. Top of Footing shall be labeled Bottom of Wall.
12. Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s).
13. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances.
14. Add Striping to all Pedestrian Crossings.
15. The developer shall work with CoSFW Engineering to appropriately size and locate master meters.
16. Submit public water plan to City for review and approval using CoSFW Water Plan Template.
17. Provide a professional landscape irrigation design per COSF code Chapter 14-8.4(E) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards.
18. Irrigation water lines shall not cross city water mains.
19. All required deciduous trees shall be two (2) inch caliper minimum;) All required evergreen trees shall be a minimum of six (6) feet in height.
20. Populus weslizenii, Rio Grande Cottonwoods shall not be planted in pedestrian areas or within 40 feet of parking lots.
21. Provide the total square foot total for Turfgrass sod.
22. All required shrubs shall be five gallon minimum except as noted on the City of Santa Fe Recommended Plant List.
23. Provide water use for each plant on the Plant Schedule (Sheet LP501) as provided in the city's approved plant list.
24. Planting beds shall be swaled, sloped or recessed below grade to prevent fugitive water per 14-8.4(E)(4)(g).
25. Crusher fines are not a mulch material that reduces moisture loss. Provide a water saving mulching material.
26. Photometrics do not meet Code requirements. See Article 14-8.9 and revise for compliance.

27. See Wilson's Comment dated November 11, 2024, requesting analysis of a deceleration lane to be performed and submitted for the project record. Please use the City's new TIA Guidelines for the analysis.

I. DRT Comments Pending

a. Wastewater
b. Affordable Housing

II. Initial Review Summary: Additional Application Submittals

The following submittals are required before the application can move forward to public hearing:

a. Full Color Elevations & Updated Architectural Points Worksheet
b. Revised Grading & Drainage Sheets
c. Revised ADA language & detail
d. Revised Landscaping Plan & Photometrics
e. Deceleration Lane Analysis
f. Affordable Housing Agreement

Please review the attached DRT memos. Please revise your application, accordingly, provide the additional submittal items and resubmit for secondary review by December 2, 2024. Once the application is complete a public hearing date will be scheduled.

Please let me know if you have any questions or concerns.

Carly Venditti
Carly Venditti, Senior Planner
Planning and Land Use Department

Attachments:

a. Zoning DRT Memo
b. Technical Review Memo & Redline Plat
c. ADA DRT Memo
d. Water Utility DRT Memo
e. Fire DRT Memo
f. Landscape DRT Memo
g. Traffic DRT Memo
h. MPO DRT Memo

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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

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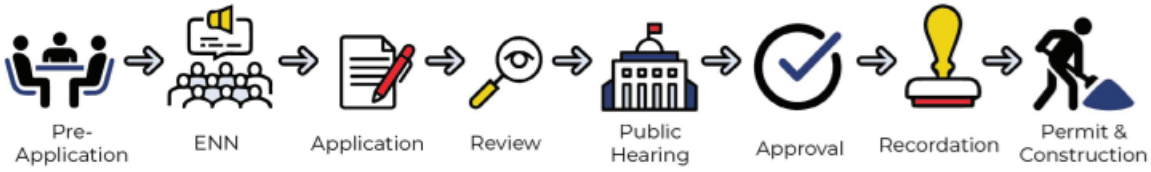
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

Date: 11/6/24

DRT Member: Teddy Padilla

Dept/Div: Land Use Dept./Technical Review

Case No.: 2024-9320

Case Planner: Carly Vendetti

DRT Review Schedule – 9-12+ weeks*

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



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c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
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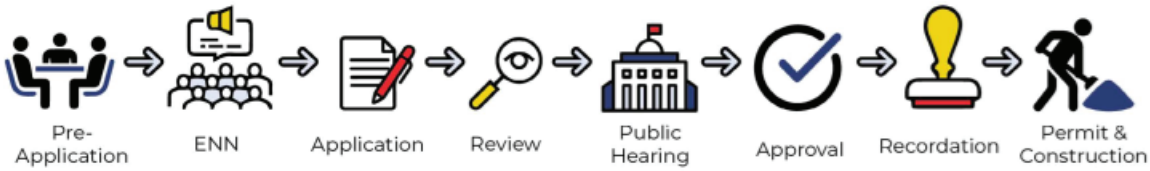
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

Case #

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

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Remove all the words 'Handicap' from the plan set.		Completed
2. Remove the current details of ADA Parking and signage from the plan set, it is incorrect and add the 2015 NM Accessible Parking Checklist detail to plan set. Sheet DP-06 sign is correct, Sheet C-501 is incorrect.		Completed
3. Remove all concrete details from plan set and add the City of Santa Fe Standard Detail Sheets.		Completed
4. Remove the Accessible Sidewalk Ramp Details from the plan set and add the NMDOT Serial 608 and 609 for concrete work to plan set. 5. Expansion joints in sidewalk shall be every 30 feet interval per NMDOT, not 20 feet intervals. 6. Asphalt road surface shall be labeled 'HMA' two 2in lifts. Bottom matt of HMA shall be SP3, finish matt of HMA shall be SP4 Hot Mix Asphalt 7. Top of Footing shall be labeled Bottom of Wall. 8. Accessible path(s) of travel route shall be provided from the Public Right-of-Way and accessible parking aisle(s) to accessible building entrance(s) 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 driveway crossings along the accessible paths of travel as applicable. 9. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction		Completed

permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable. 10. Add Striping to all Pedestrian Crossings. Striping, Markings shall consist of Thermoplastic Application.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 10/28/2024

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2024-9319 & 2024-9320

Case Planner: Carly Venditti

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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

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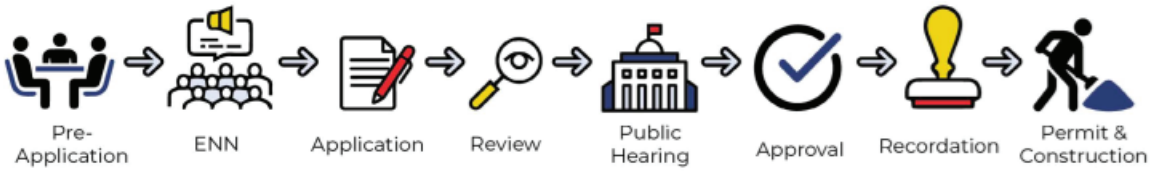
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building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

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

Case # 2024-9319

Conditions of Approval:	Must be completed by:	Applicant response**:
1. Each lot shall be served by separate water service	At the time of development	Completed

Case # 2024-9320

Conditions of Approval:	Must be completed by:	Applicant response**:
2. An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Prior to Building Permit Approval	Will be done prior to BUilding Permit Approval
3. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing	Water plan submitted for approval
4. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	Separate meter provided - complete
5.		
6.		
7.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Developer shall work with CoSFW Engineering to appropriately size and locate master meters.	Prior to Water Plan Approval	Completed
2. Submit public water plan to City for review and approval using CoSFW Water Plan Template	Prior to Water Plan Approval	Completed
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date: October 28, 2024

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Prevention Divisions

Case No.: 2024-9320_Zorro Blanco LLA Development Plan

Case Planner: Carly Venditti, Senior Planner

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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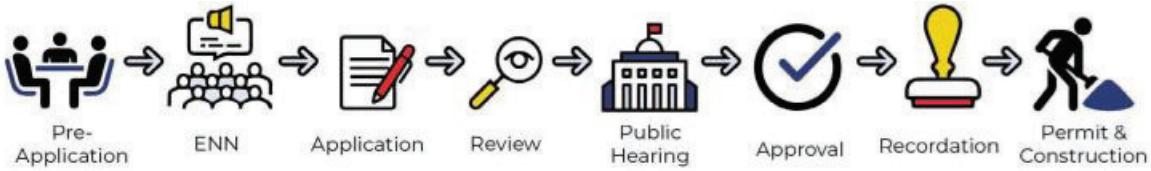
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Form Updated: March 2024

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Shall comply with International Fire Code 2021 & and other requirements below		Complies
2. Shall indicate location of monument at entrance point as way map for site (Fire 1) to include hydrant and building #s).		Completed
3. Shall verify location of addressing and sizes for building labeling as not on Fire 1		Shown on bldg. elevations
4. Shall verify private hydrant locations with water division.		Complies
5.		
6.		

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

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

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

1.
2.
3.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



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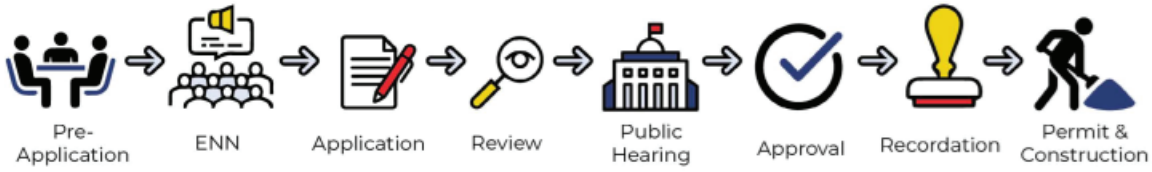

*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 10/30/2024

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, Outdoor Lighting

Case No.: Zorro Blanco cases 2024-9319 and 2024-9320

Case Planner: Carly Venditti Senior Planner, cavenditti@santafenm.gov, 505.955.6656

Conditions of Approval and Technical Corrections Tables

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

Case #

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

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Provide a professional landscape irrigation design per COSF code Chapter 14-8.4(E) Water Harvesting and Irrigation Standards and COSF Landscape Irrigation Design Standards.	Prior to permit review	Completed
2. Irrigation water lines shall not cross city water mains.		Completed
3. All required deciduous trees shall be two (2) inch caliper minimum;) All required evergreen trees shall be a minimum of six (6) feet in height. Revise the Plant Schedule on sheet LP501 to show correct plant sizes.	Prior to permit review	Added to landscape plan
4. Populus weslizenii, Rio Grande Cottonwoods shall not be planted in pedestrian areas or within 40 feet of parking lots.		Completed
5. Provide the total square foot total for Turfgrass sod. The city code limits bluegrass to no more than 25% of bluegrass seed within the mix. Provide detail sheet for the Texas Bluegrass.		Completed
6. All required shrubs shall be five gallon minimum except as noted on the City of Santa Fe Recommended Plant List. Revise the Plant Schedule on sheet LP501 to show correct plant sizes, or explaine the size given as NATIVE.	Prior to permit review	Completed

Form Updated: April 2024

7. Provide water use for each plant on the Plant Schedule (Sheet LP501) as provided in the city's approved plant list. This is required for irrigation zone planning.	Prior to permit review	Completed
8. Planting beds shall be swaled, sloped or recessed below grade to prevent fugitive water per 14-8.4(E)(4)(g)	Prior to permit review	Completed
9. Crusher fines are not a mulch material that reduces moisture loss. Provide a water saving mulching material.	Prior to permit review	Completed
10. Photo metrics do not meet Code requirements. See Article 14-8.9 and revise for compliance.	Prior to permit review	Completed

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: November 11, 2024

DRT Member: Leroy N. Pacheco, PE & Phil Gallegos, PE (Wilson & Co.)

Dept/Div: Public Works Department – Traffic Engineering Review

Case No.: 7205 Plaza Central Case #:2024-9320 Zorro Blanco Development Plan

Case Planner: Carly Venditti, Senior Planner and Case Manager

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Conditions of Approval and Technical Corrections

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

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. None		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. See Wilson's Comment dated November 11, 2024, requesting analysis of a deceleration lane to be performed and submitted for the project record. Please use the City's new TIA Guidelines for the analysis.	DRT Signature Sheet prior to Building Permit	Completed
2.		
3.		
4.		

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

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

1. *City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is **mandatory** for the owner to obtain approval from the public works department for any driveway curb cut or sidewalk crossing. This approval must be issued **before** a building permit for such new construction is approved.*
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: March 2024

Tierra Contenta (Zorro Blanco) Apartments TIA Review

From Gallegos, Phil <Philip.Gallegos@wilsonco.com>

To engineer@leroypacheco.com<Engineer@leroypacheco.com>

CC Luna, Robert<Robert.Luna@wilsonco.com>

Date Monday, November 11th, 2024 at 10:32 AM

Leroy, I have reviewed the Tierra Contenta (Zorro Blanco) Apartments TIA dated October 7, 2024 submitted by Terry Brown, PE with Tierra West and have the following comments. Please let me know if you have any questions or need more information. Thanks, Phil

Based on my comments to the previous TIA and our scoping meeting held on August 13, 2024 Mr. Brown did address my previous comments and I concur with the findings of the report. However, I did not see any deceleration lane analysis as part of the report which was also missing from the original report. A Deceleration Lane Analysis should be part of the TIA.

Phil Gallegos, PE

Civil Engineer

Wilson & Company, Inc., Engineers & Architects

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

505-348-4126 (direct)

wilsonco.com

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

Confidential/Proprietary Note: The information in this email is confidential and may be legally privileged. Access to this email by anyone other than the intended addressee is unauthorized. If you are not the intended recipient of this message, any review, disclosure, copying, distribution, retention, or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. If you are not the intended recipient, please reply to or forward a copy of this message to the sender and delete the message, any attachments, and any copies thereof from your system. Thank you.

Development Review Team (DRT)
Comment Form

Date: December 16, 2024

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

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #2024-9320 Zorro Blanco Development Plan, 7205 Plaza Central

Case Planner: Carly Venditti, Senior Planner

Conditions of Approval and Technical Corrections Tables

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

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

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. None - See attached email from Wilson & Company dated 12/16/24.	N/A	
2.		
3.		
4.		

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

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

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

From: **Gallegos, Phil** Philip.Gallegos@wilsonco.com
Subject: RE: FW: [#2022107] - Zorro Blanco Lot Line Adjustment & Development Plan
Date: December 16, 2024 at 7:41 AM
To: Leroy Nicholas Pacheco, PE Engineer@leroypacheco.com, Terry Brown tbrown@tierrawestllc.com
Cc: Aaron Bohrer aaron@zydeco66.com, Luna, Robert Robert.Luna@wilsonco.com

PG

Leroy, I have reviewed the Auxiliary Lane Warrant Analysis prepared by Terry O. Brown, PE and concur with his analysis that no auxiliary lanes are required for this development. Please let me know if you have any questions or need more information. Thanks, Phil

Phil Gallegos, PE

Civil Engineer I Wilson & Company, Inc., Engineers & Architects I 505-348-4126 (direct)

From: Leroy Nicholas Pacheco, PE <Engineer@leroypacheco.com>
Sent: Friday, December 13, 2024 3:19 PM
To: Terry Brown <tbrown@tierrawestllc.com>
Cc: Aaron Bohrer <aaron@zydeco66.com>; Gallegos, Phil <Philip.Gallegos@wilsonco.com>; Luna, Robert <Robert.Luna@wilsonco.com>
Subject: Re: FW: [#2022107] - Zorro Blanco Lot Line Adjustment & Development Plan

WARNING!: This email originated from outside of the organization. DO NOT click links, open attachments, or respond unless you are absolutely certain the content is safe. Recognition of the sender's name does NOT guarantee safety as account compromise must be considered.

Hi Terry

Attached is the memo we sent to case manager in early November. When does this go to PC? I was hoping this would be done before, but we didn't make it contingent upon being heard. I would suggest getting it done, and if you have it completed (and Wilson gets it reviewed) prior to PC I can send a new memo with zero technical corrections.

Thanks,

Leroy Nicholas Pacheco, PE
Email: engineer@leroypacheco.com
Phone Number: 505-218-6853
Cell Phone: 505-423-4068

Sent with Proton Mail secure email.

On Friday, December 13th, 2024 at 2:56 PM, Terry Brown <tbrown@tierrawestllc.com> wrote:

> Leroy – are you ready for me to incorporate this auxiliary lane warrant analysis into the TIS?

Development Review Team (DRT)
Comment Form

Date: 11/9/24

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #2024-9320. Zorro Blanco Lot Line Adjustment & Development Plan**

Case Planner: Carly Venditti

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. Increase the Plaza Central sidewalk width to 6'.	Prior to Public Hearing	with agreement from the City, sidewalks 5' and benches added
2.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. Use the newly adopted Transportation Impact Analysis Guidelines to assess and modify the necessity and length of the right turn lane from Plaza Central into the development. If required, use the minimum length possible.	Prior to Public Hearing	Completed
2.		
3.		

Explanation of Conditions or Corrections (if needed):

Sidewalk Width:

Five foot sidewalks do not comfortably accommodate groups of people or people going opposite directions that need to pass. With the anticipation of families living in this development and SWAN Park less than a mile away, a slightly wider sidewalk of 6ft will provide more space for people to comfortably walk together and pass. Six foot sidewalks have been adopted in many other places around the City such as for the new Paseo del Sol extension for Tierra Contenta Phase III.

Below are examples showing the limitations of 5ft sidewalks:





Right Turn Lane:

The City has adopted new Transportation Impact Analysis Guidelines that change how right and left turn lanes are warranted and designed with the intention of making sure our city streets are slower, safer, and match the urban and residential context. This right turn lane should only be included in the plans if warranted by these guidelines and the length should be determined by the process in the guidelines.

Development Review Team (DRT)
Comment Form

Date: 11/19/2024

DRT Member: Stan Holland, Engineer

Dept/Div: Public Utilities/Wastewater

Case No.: Case #2024-9320 -(7205 Plaza Central) Zorro Blanco L.L.A Development Plan

Case Planner: Carly Venditti, Senior Planner

DRT Review Schedule – 9-12+ weeks*

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



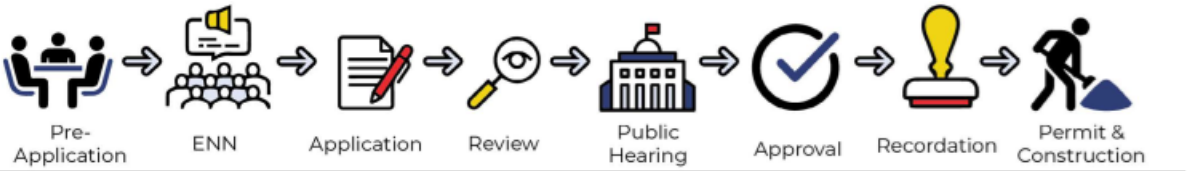
Timing of Conditions of Approval + Technical Corrections

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

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

Form Updated: September 2023

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

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

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. All 8 inch or larger PVC sewer pipes shall be identified as SDR 26	Prior to Recordation	
2. Add Note that all 6-inch sewer service pipes or 4-inch sewer services pipes shall be identified as SCH 40 PVC	Prior to Recordation	
3. Add note that 6-inch service lines shall have a minimum 1% percent slope, and 4-inch sewer service pipes shall have a 2% minimum slope	Prior to Recordation	
4. Add note to plan that all 6-inch sewer service pipes or 4-inch sewer services pipes shall have cleanouts at change of pipe direction and for every 100 feet of pipe length	Prior to Recordation	
5. Provide a Radius and Deflection Table for each of the various curvilinear sewer lines used.	Prior to Recordation	
6. No Santa Fe logo sewer lids are allowed. All sewer lids if needed shall be labeled Private Sewer	Prior to Recordation	
7. Will need to provide detailed drawings for each of the three proposed private sewer line connections to the existing public sewer manholes. Will need to show manholes size, rim and depths. Will also need to document for each manhole the number of existing and proposed sewer service lines connected and their construction data inside the manhole	Prior to Recordation	
8. You have several 8-inch sewer lines that will serve groups of buildings. There is no information regarding their lengths nor where or how they may be flushed or stoppages cleared. You will need to provide information and details showing how the systems may do so.	Prior to Recordation	

Technical Corrections: N.A.	**Must be completed by:**	**Applicant Response**:**
1.		

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

Form Updated: September 2023

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

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 6/30/25

DRT Member: Dee Beingessner

Dept/Div: Land Use Engineering

Case No.: Case #2024-9320 Zorro Blanco Lot Line Adjustment and Development Plan

Case Planner: Alexa Hempel, Senior Planner

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Please include information on how the CN number used for the proposed conditions was developed The CN Number used seems low for the original condition of the property, prior to grading. Please use Pinon Juniper Fair (>30% to <70% coverage of canopy or grass understory) cover type from Tr-55 table 2-2d "Runoff curve numbers for arid and semiarid rangelands" based on pre-disturbed condition in aerial images from 2011. This number is between 58 & 73. Post developed values are OK. We would like calcs to show the pre-development flow rate and post development flow rate to comply with the code requirement to maintain flow from site at or below pre-development rates. The riser seems to be the limiting factor for the calcs. Provide Max water elevations of ponds. We would like the pond to infiltrate 1' of water so request the risers have the first orifice to be 1' instead of 6" if this will work with the pond design.	Prior to Plan approval	SEE COVER NOTES ON C-101A "BASIN AND COVERAGE MAP" - CN NUMBERS ARE AS SHOWN IN THE DRAINAGE CALCULATIONS ARE FROM THE "ENGENEERING FIELD MANUAL FOR CONSERVATION PRACTICES" U.S. DEPARTMENT OF AGRICULTIRE SOIL CONSERVATION SERVICE.
2. Label ponds in the drawings with the pond number, max depth of water and volume on all grading and drainage sheets. I couldn't tell which is pond 1 and which is pond 2. Please label the ponds on sheet C-100		POND LABLES HAVE BEEN ADDED TO ALL GRADING AND DRAINAGE SHEETS AND ARE SHOWN ON BASIN AND COVERAGE MAP ON SHEET C-101A
3. Include plan and profile sheets for storm drains OK Although plan and profile sheets do make it more clear for construction.		COSF (Dee Beingessner) PREVIOUSLY APPROVED THE OMISSION OF THE PLAN AND PROFILE DRAWINGS FOR THE PRIVATELY OWNED STORM DRAIN GOING TO A PRIVATE PONDING AREA.

Form Updated: March 2024

		PER DISCUSSION, WE REQUEST THAT THESE BE CONDITIONS OF APPROVAL
4. Paving detail, SPIII has a minimum lift of 2.5" so place a 1.5" lift of SPIV over the SPIII for a 4" pavement section. OK		DETAIL DRAWING HAS BEEN UPDATED ON SHEET C-501
5. Place more Top of Curb and Bottom of Curb elevations around the site. OK		DRAWING HAS BEEN UPDATED ON SHEET C-101 A&B
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. See notes on drawings		
2.		
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

See following pages for notes required on plat or plans

DRAINAGE FACILITIES MAINTENANCE NOTE

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

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

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

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

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

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

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

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

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

GUNNISON'S PRAIRIE DOG NOTE

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

DUST CONTROL NOTE

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

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

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

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

Some BMPs shall include:

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

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

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

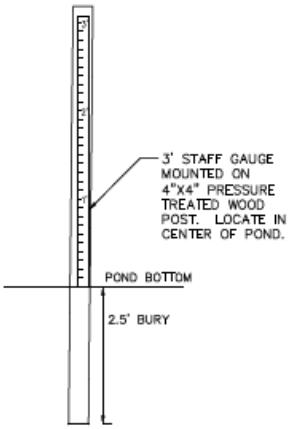
ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

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

Signature NMPE #_____ Date

Example for pond measurement post

Form Updated: March 2024



POST & STAFF GAUGE

NTS

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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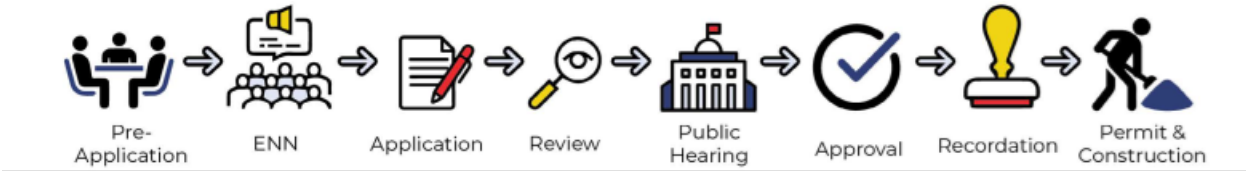
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: November 8, 2024

DRT Member: Carly Venditti

Dept/Div: Zoning & Architectural

Case No.: 2024-9320 Zorro Blanco

Case Planner: Carly Venditti – Senior Planner & Case Planner

Conditions of Approval and Technical Corrections Tables

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

Case #

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

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. The current plan set, and architectural points worksheet are not sufficient to determine compliance with architectural design standards review. a. Provide an updated architectural points worksheet selecting the applicable point allotment for all subsections. b. The colors depicted in the plan set show the predominant color as pastel colors of non-earthtones hues, whites, grays, grayish green. c. Provide a materials legend on the elevation drawings, please also include color samples as depicted on the applicable material.	Second Initial Review Memo	
2. Open Space Clarification – dimension open space to confirm minimum dimension compliance "Common open space shall be no less than fifteen (15) feet in any dimension and no less than five hundred (500) square feet per segment.)" 14-7.5(B)4.	Second Initial Review Memo	

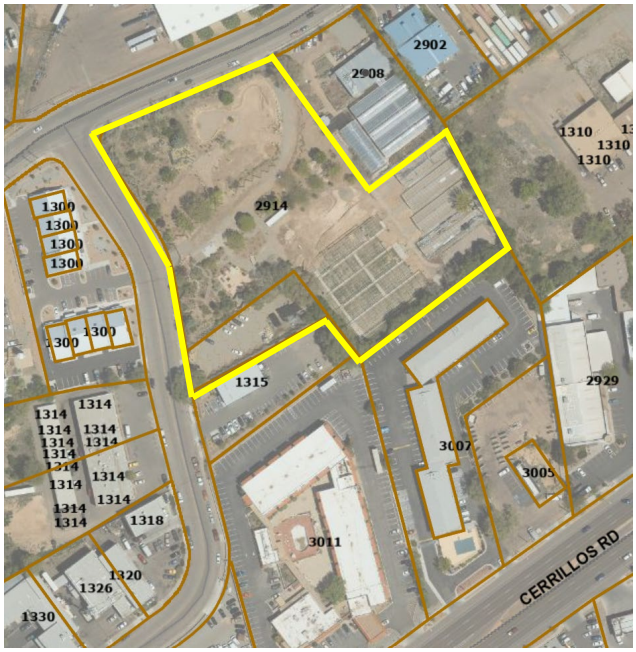
**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

CITY OF SANTA FE
PLANNING & LAND USE

Planning and Land Use Department
Planning Commission Staff Report

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



Site Map

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

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

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

I. RECOMMENDATION

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

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

Three motions will be required for this case:

1. **Recommend the Governing Body APPROVE** or **DENY** Case #2025-11028, "*2904 Rufina Lot 3 General Plan Amendment.*"
2. **Recommend the Governing Body APPROVE** or **DENY** Case #2025-11029, "*2904 Rufina Lot 3 Rezoning.*"
3. **Recommend the Governing Body APPROVE** or **DENY** Case #2025-11030, "*2904 Rufina Lot 2A, 2-2 and Lot 3 Master Plan,*" subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of Staff's report.

II. EXECUTIVE SUMMARY

The subject property is located at 2904 Rufina St, at the intersection of Rufina St and Rufina Circle, north of Cerrillos Rd and west of Siler Rd (the "Property"). The Property is the site of a former retail plant nursery and greenhouse and is comprised of two (2) lots, totaling approximately 4.27-acres. The first lot, described as "Lot 3" is 3.877-acres, dually zoned I-1, "Light Industrial," and I-2, "General Industrial." The second lot, described as "Lot 2A, 2-2" is 0.398-acres, zoned C-2, "General Commercial."

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

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

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

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

III. PROJECT ANALYSIS: GENERAL PLAN AMENDMENT & REZONING

Project Overview

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

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



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

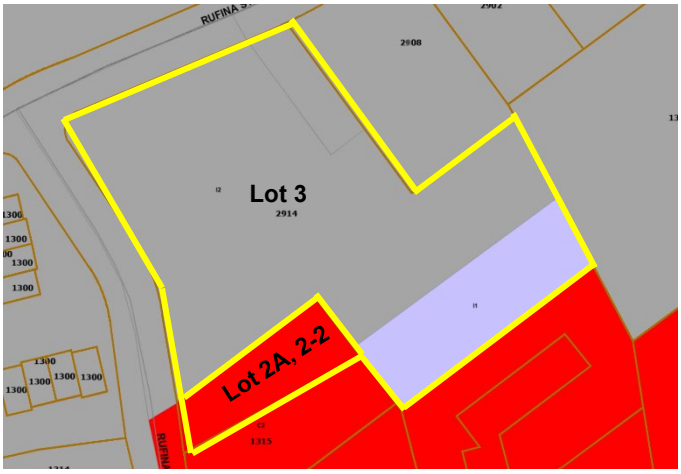


Figure 2: Current Zoning. *Gray is I-2, Light Purple is I-1, Red is C-2.*

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

CATEGORY Specific Use	RR	R-1 - R-6	R-7 - R-9	R-7 - I	RC-5, RC-8	R-10 - R-29	MHP	RAC	AC**	C-1	C-2	C-4	HZ	BCD	I-1	I-2
Community Centers and Institutions																
Neighborhood and community centers, including youth and senior centers	S	S	S		S	S		S		P	P	P	P	P		

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

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

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

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

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

Table 2: *General Plan Future Land Use Classification Definitions*

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

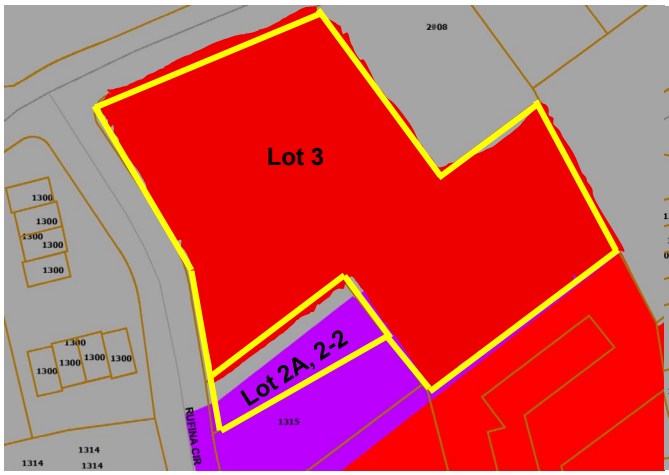


Figure 3: Future Land Use after General Plan Amendment. *Gray is Industrial, Purple is Business Park, Red is Community Commercial.*

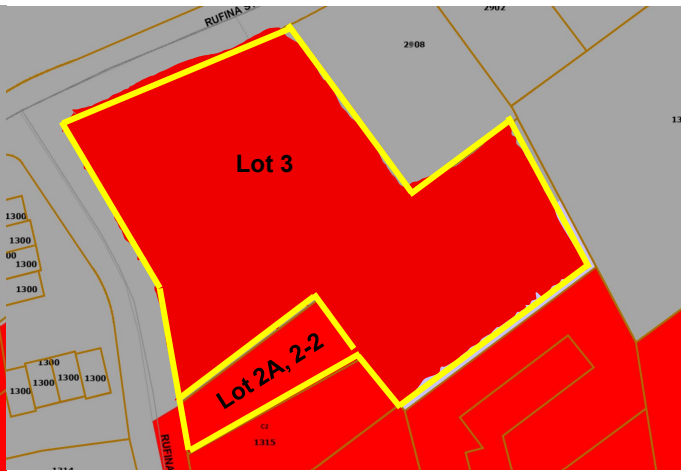


Figure 4: Zoning after Rezoning. *Red is C-2, Gray is I-2.*

Review and Recommendation

Staff reviews General Plan Amendment and Rezoning applications for compliance with associated approval criteria (see SFCC 14-3.2(E)) and14-3.5(C)) and make recommendations to Planning Commission based on this compliance. Following a hearing, the Planning Commission makes a recommendation to Governing Body, who shall take final action to approve or deny cases. Conditions of Approval and Technical Corrections shall not be imposed on general plan amendments or rezonings.

IV. PROJECT ANALYSIS: MASTER PLAN

Project Description

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

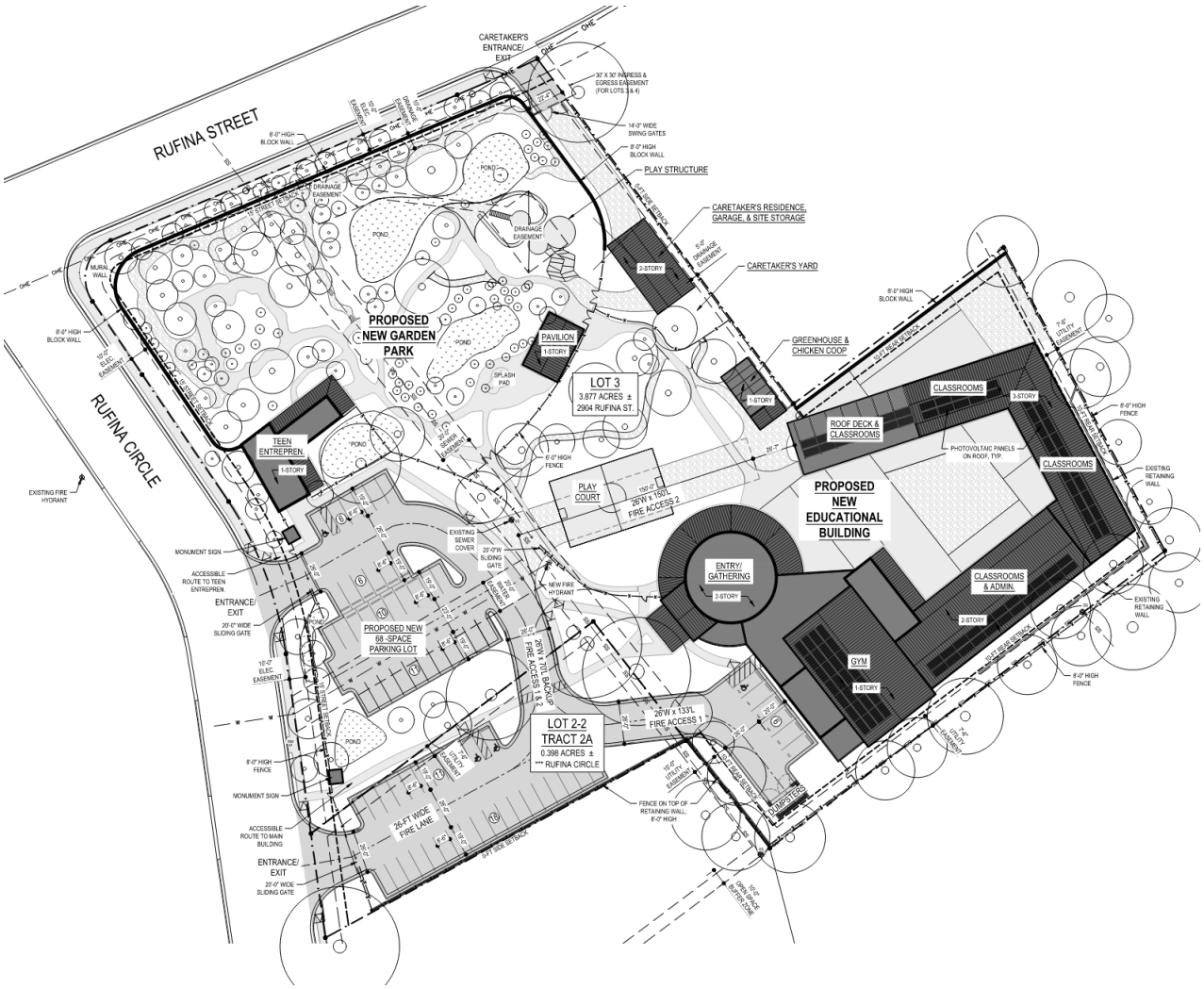


Figure 5: Proposed Site Master Plan. *See full site plans in Attachment C-6.*

Project Zoning

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

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

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

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

Table 3: *C-2 Dimensional Standards*

Surrounding Zoning and Land Use

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

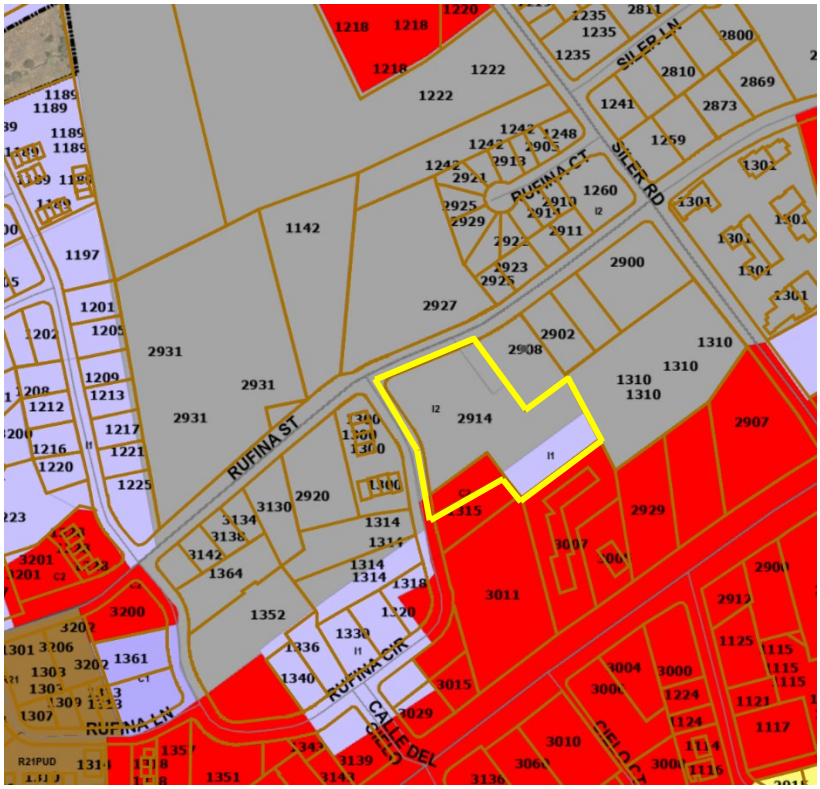


Figure 6: *Surrounding zoning. 2904 Rufina outlined in yellow.*

Existing Conditions and Terrain Management



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

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

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

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

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

Traffic, Access, and Parking

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

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

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

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

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

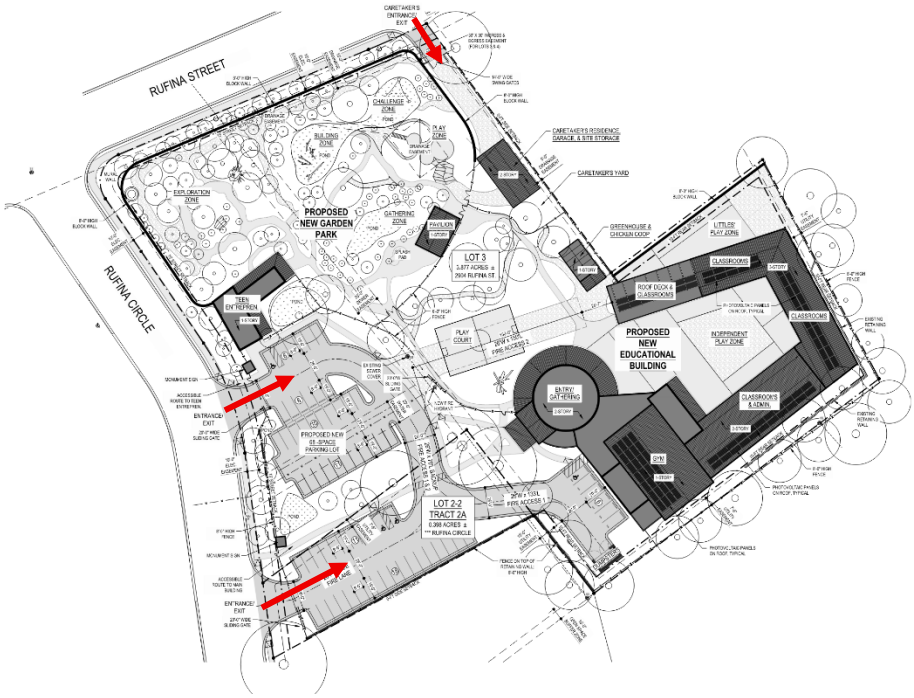


Figure 8: *Red arrows showing site access. For more details view the TIA and Master Plan in Attachments C-5 and C-6.*

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

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

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

Table 4: *Estimated Parking Needs*

Utilities

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

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

Figure 9: *Preliminary Water Budget*

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

Fire Prevention and Emergency Access

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

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

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

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

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

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

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

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

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

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

programming and enrichment for school age girls throughout Santa Fe.

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

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

14-3.2(E)(1)(c): **The amendment does not:** **(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public;**	**Criterion Met:** (Yes/No) **YES**

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

(ii) The subject parcel comprises 3.87 acres. Nevertheless, the property is adjacent to the Community Commercial designation along its south boundary.

(iii) Contrary to harming surrounding landowners or the general public, this General Plan Amendment, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service organization that mentors school-age girls with dynamic after school and summer programs.

Staff Response:
(i) The Siler-Rufina neighborhood is home to a mix of industrial, commercial, and non-profit organizations. Reclassifying Lot 3 will allow for continued infill development consistent with the character of this area. This reclassification will also create consistency with lots south of this property that are currently classified 'Community Commercial.'

(ii) Staff finds that the subject parcel is 3.87-acres, exceeding the required 2-acres.

(iii) The General Plan Amendment to reclassify the lot to "Community Commercial" will create the ability to rezone the lot to "General Commercial," which allows for a variety of uses that have potential to serve the community at large, including the proposed youth center in the Master Plan. Reclassifying this lot can also encourage the redevelopment of the infill site, stated as a priority in the General Plan under policy 3-G-3.

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

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

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

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

provide greater density of commercial uses…". Furthermore, the Plan encourages the re–use of blighted or failing buildings and businesses. The redevelopment of a former, dilapidated nursery on an infill site in the Siler Neighborhood thoroughly aligns with these objectives. Furthermore, the City of Santa Fe Economic Development Department branded the subject neighborhood as the Siler-Rufina Nexus in a recent report issued to spur investment in the City's Opportunity Zones. In keeping with this effort, the proposed GISF facility is a significant investment in the neighborhood, increasing job opportunities and redeveloping a deteriorated site.
Staff Response: Staff agrees with the Applicant's response while additionally acknowledging the previous references to the City's General Plan policies. The proposed change does not conflict with existing city ordinances or regulations and the applicant's Master Plan and future development plan of the site will conform with the City of Santa Fe's Land Use Code and Policies.

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

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

14-3.5(C)(1)(a): **The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:** **(a) one or more of the following conditions exist:** **(i) there was a mistake in the original zoning;** **(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or** **(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;**	**Criterion Met:** (Yes/No) **YES**

Applicant Response:

(i) *N/A*

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

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

Themes

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

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

Staff Response:

(i) Staff did not find a mistake in the original zoning.

(ii) In recent years, the Siler-Rufina area has seen increasing multifamily residential developments and rezonings from industrial to commercial that have changed the character of the area (Ord. #2016-44, #2022-4). Commercial establishments and non-profit institutions have also come to occupy many industrial spaces surrounding the property. Staff recognizes a change in the character of the area.

(iii) Staff finds the rezoning of this parcel to "General Commercial" to be more advantageous than the currently vacant industrial site. This change encourages redevelopment of the infill site, and the

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

Staff Response:

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

14-3.5(C)(1)(d): **The amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.**	**Criterion Met:** (Yes/No) **YES**

Applicant Response:

General Plan Figure 4-4, Urban Sub-Areas, designates the 3.87-acre subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill project is in alignment with

these strategic directives and is responsive to community needs for public services and community engagement in this area of the City. General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand…".
Staff Response: SFCC Section 14-3.5(C)(2)(b) prohibits a rezoning if the rezoning will "affect an area of less than two acres." This Parcel is 3.87-acres and therefore exceeds the required 2-acres. The Project meets city policies regarding the provision of urban land sufficient to meet the amount, rate, and geographic location of growth of the city. The Project is located within an infill area and proposes to meet the needs of the community while being served by sufficient infrastructure.

14-3.5(C)(1)(e): **The existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.**	**Criterion Met:** (Yes/No) **YES**
Applicant Response: *The subject property is served by existing roadways and public water and sewer infrastructure. Since the program includes the development of over 2.7 acres of outdoor recreational space, the GISF facility will not affect the capacity of area parks.*	
Staff Response: Staff from the relevant City departments, including water, wastewater, and traffic engineering have reviewed the zoning criteria as it relates to the Master Plan and determined that the property is sufficiently served by infrastructure so long as the Applicant meets the Conditions of Approval and Technical Corrections identified in Attachment A of this report.	

14-3.5(C)(2)(a): **Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:** **Allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;**	**Criterion Met:** (Yes/No) **YES**
Applicant Response: *The proposed youth center is consistent with the character of the diverse Siler-Rufina neighborhood, which is home to several non-profit community organizations, including The Food Depot, Kitchen Angels, and Homewise.*	
Staff Response: The Applicant stated in response to (1)(a)(iii) the General Plan Themes and Policies that this project aligns with. Staff finds that this use fits the surrounding Siler neighborhood which is currently a mix of industrial, commercial, and multi-family dwellings.	

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

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

SFCC 14-3.5(D): Additional Applicant Requirements

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

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

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

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

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

The Criteria for approval of Master Plans are detailed below:

14-3.9(D)(1)(a): **The master plan is consistent with the general plan**	**Criterion Met:** (Yes/No) **YES**

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

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

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

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

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

1.7.11 Community-Oriented Development. As a community service organization, the proposed GISF facility exemplifies community-oriented development. GISF plays an important role for families in the

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

Staff Response:

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

14-3.9(D)(1)(b): **The master plan is consistent with the purpose and intent of the zoning districts that apply to, or will apply to, the master plan area, and with the applicable use regulations and development standards of those districts;**	**Criterion Met:** (Yes/No) **YES**

Applicant Response:

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

Staff Response:

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

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

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

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

VIII. EARLY NEIGHBORHOOD NOTIFICATION

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

IX. EXPIRATION

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

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

(a) approval is granted for a development plan or subdivision plat within the master plan boundaries; or

(b) *actual development of the site or off-site improvements is begun and is continued pursuant to Subsection 14-3.19(B)(6).*"

X. ATTACHMENTS

ATTACHMENT A: Conditions of Approval & Technical Corrections

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

ATTACHMENT B: Maps & Photos

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

ATTACHMENT C: Applicant Submittals

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

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

APPROVED AS TO FORM BY THE PLANNING AND LAND USE DEPARTMENT:

Title	Name	Initials
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	*MRM*
Planner Manager	Daniel A Esquibel	*DAE*
Planner Senior	Alexa Hempel	*ANH*

City of Santa Fe, New Mexico

Attachment A
Conditions of Approval and Technical Corrections

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

Conditions of Approval & Technical Corrections

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

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
7	Shall verify compliance with section D105 Aerial Fire Apparatus Access Road as per IFC 2021	Fire	Prior to public hearing (COMPLETED)
8	Historic drainage calcs should include offsite flows onto property (if applicable)	Rivers and Watershed	Prior to Development Plan approval (In drainage report)
9	Provide a full drainage report	Engineering	Prior to Development Plan approval
10	Grading and Drainage plan must accurately show locations and dimensions of existing versus new impervious surfaces for verification. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume.	Engineering	Prior to Development Plan approval
11	Include pond sections and show how ponds will overflow.	Engineering	Prior to Development Plan approval
12	Include lighting plan with photometrics	Engineering	Prior to Development Plan approval
13	A financial guarantee will be required for all public and quasi-public infrastructure. The guarantee must be in place prior to recordation of development plan.	Engineering	Prior to Development Plan approval
14	The 6-inch sewer service line(s) will be required to connect to a sewer manhole	Wastewater	Prior to recordation
15	All 4-inch sewer lines shall connect directly to the public sewer lines	Wastewater	Prior to recordation
16	The Wastewater Division has concerns for the existing public sewer line with regards to the sites existing conditions. We are requesting to do a walk thru with the design engineer to discuss the landscaping, access and the condition of the sewer line in the field	Wastewater	Prior to recordation
17	An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Water	Prior to building permit approval
18	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water	Prior to development plan approval
19	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	Water	At time of development

Conditions of Approval			
#	**Condition of Approval**	**Dept. or Division**	**To be completed:**
20	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Water	At time of development
21	Each lot shall be served by a separate City water service.	Water	At time of development
22	See attached comments response letter dated 9/25/25 from Wilson & Company regarding Bohannon Huston, initial draft Traffic Impact Study dated 8/725	Traffic	Prior to public hearing (COMPLETED)
23	See attached comments response letter dated 10/17/25 from Wilson & Company regarding Bohannon Huston, revised draft Traffic Impact Study dated 10/6/25	Traffic	Prior to Development Plan Approval
24	Elevations submitted for the development plan shall include a detailed Points analysis that is intergraded with the Elevations for review.	Current Planning	At time of Development Plan

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

City of Santa Fe, New Mexico

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www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

Date: September 8, 2025

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

To: Angelica Wolff, JenkinsGavin, Inc

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

From: Alexa Hempel, Senior Planner

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

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

A. Initial Planning Division Review Summary

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

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

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

B. Initial DRT Review Summary

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

1. Shall comply with the most currently adopted International Fire Code
2. Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021
3. Shall verify compliance with section D105 Aerial Fire Apparatus Access Roads as per IFC 2021
4. An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services
5. An approved Water Plan will be required for all new public water infrastructure and fire services.
6. A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service
7. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.
8. Each lot shall be served by a separate City water service.
9. Provide a landscape design compliant with City of Santa Fe Codes Chapter 14-8.4 Landscape and Site Design.
10. Provide a landscape irrigation design compliant with City of Santa Fe Codes Chapter 14-8.4(E) Landscape and Site Design Water Harvesting and Irrigation Standards and the City of Santa Fe Landscape Irrigation Design Standards (LIDS) Manual.
11. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. A lighting design with footcandle points is required.
12. Archaeological review will be required if the applicant exceeds 550-linear feet of utility lines including but not limited to water, gas, sewer, electric, power, etc.
    a. 14-3.13(B)(3) Suburban Archaeological Review District
        i. In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects:
        ii. All annexations, rezonings, subdivisions, planned unit developments , or other development requiring approval by the Planning Commission, having over ten (10) acres
        iii. All city projects over two (2) acres in size.
        iv. All city park projects over one (1) acre in size.
    b. Utility Mains:
        i. An archaeological clearance permit is required for new construction of sewer mains or main lines of other utilities such as telephone lines, gas lines, and fiber optics, including the entire construction easement: With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.
13. Provide full drainage report.

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

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

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

The following DRT comments are pending at this time:

- ADA
- Santa Fe Public Schools

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

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

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

Thank you,

Alexa Hempel
Senior Planner, Planning and Land Use Department

Attachments:

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

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: August 19, 2025

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

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

Case Planner: Alexa Hempel, Senior Planner

DRT Review Schedule – 9-12+ weeks*

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

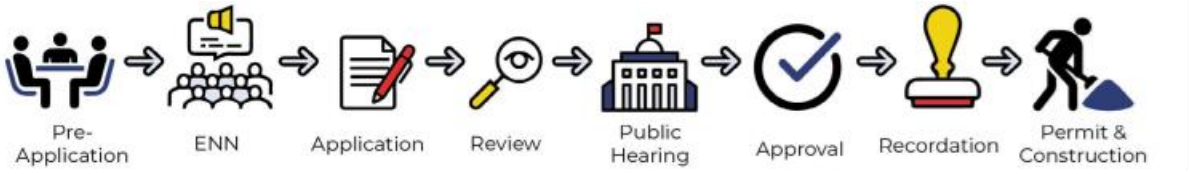


Timing of Conditions of Approval + Technical Corrections

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

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

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code.	*Prior to Public Hearing*	
2. Shall verify compliance with section 903 Automatic Sprinkler Systems of the IFC 2021.		
3. Shall verify compliance with section D105 Aerial Fire Apparatus Access Roads as per IFC 2021.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**

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

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

1.

Explanation of Conditions or Corrections (if needed):

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

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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Timing of Conditions of Approval + Technical Corrections

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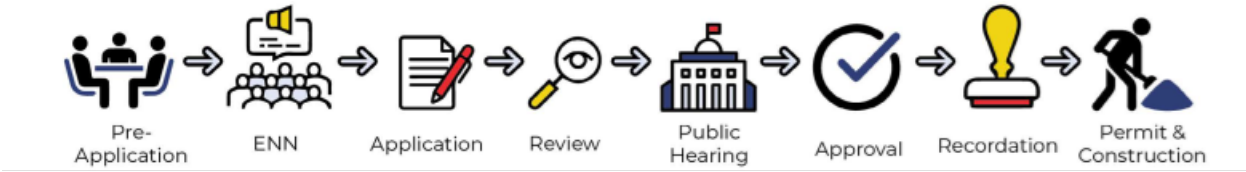
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 8/18/2025

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2025-11028/11029/11030

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

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

Case # 2025-11028/11029/11030

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

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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

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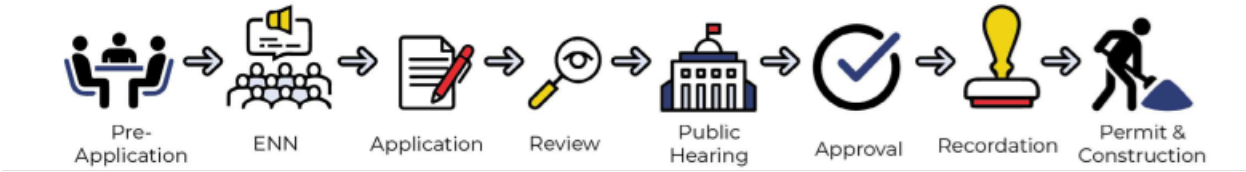
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: August 28, 2025

DRT Member: Lawrence Rivera

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

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

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

Conditions of Approval and Technical Corrections Tables

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

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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

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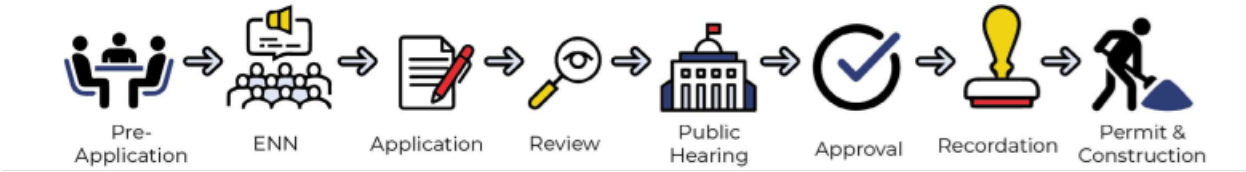
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 09/03/2025

DRT Member: Paul A. Duran

Dept/Div: Land Use/ HPD

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

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

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

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. Archaeological review will be required if The applicant exceeds 550-linear feet of utility lines including but not limited to water, gas, sewer, electric, power, etc. 14-3.13(B)(3) Suburban Archaeological Review District In this district, an archaeological clearance *permit* shall be required prior to approval of the final *development* plan or *plat* for the following projects: All annexations, rezonings, subdivisions, planned unit *developments* , or other *development* requiring approval by the Planning Commission, having over ten (10) acres All *city* projects over two (2) acres in size. All *city* park projects over one (1) acre in size. (4) Utility Mains: An archaeological clearance *permit* is required for new construction of sewer mains or main lines of other utilities such as telephone lines, gas lines, and fiber optics, including the entire construction easement: With an extension of sixty (60) feet or more if the main is in the historic downtown archaeological review district; With an extension of five hundred fifty (550) or more if the main is in the river and trails or suburban archaeological review district.	Building permitting	
2.		
3.		
4.		
5.		
6.		

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

Form Updated: April 2024

2.		
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 9/3/2025

DRT Member: Dee Beingessner

Dept/Div: Land Use Engineering

Case No.: Case #2025-11030 Girls Inc

Case Planner: Alexa Hempel, Senior Planner

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Provide full drainage report.	Prior to Development Plan approval	
2. Grading and Drainage plan must accurately show locations and dimensions of existing versus new impervious surfaces for verification. Ponding area volumes must be established for each ponding area showing dimensions. Label each pond with a pond number and the volume.		
3. Include pond sections and show how ponds will overflow.		
4. Include lighting plan with photometrics		
5. A financial guarantee will be required for all public and quasi-public infrastructure. The guarantee must be in place prior to recordation of development plan.		

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

See following pages for notes required on plat or plans

Form Updated: March 2024

DRAINAGE FACILITIES MAINTENANCE NOTE

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

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

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

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

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

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

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

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

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

GUNNISON'S PRAIRIE DOG NOTE

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

DUST CONTROL NOTE

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

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

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

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

Some BMPs shall include:

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

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

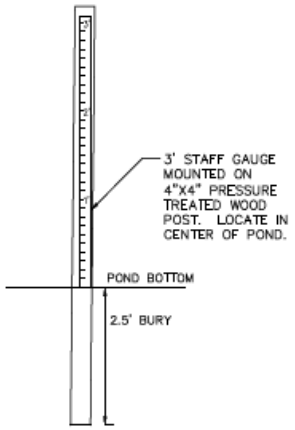
- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility,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

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

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

Signature NMPE #_____ Date

Example for pond measurement post



POST & STAFF GAUGE
NTS

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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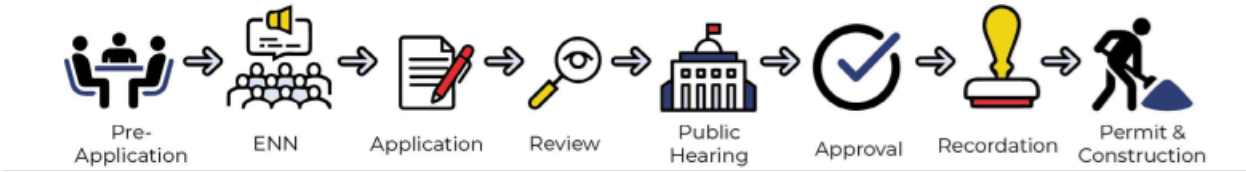
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 09/04/2025

DRT Member: Zoë Isaacson, River and Watershed Manager

Dept/Div: Public Works/Parks and Open Space

Case No.: 2025-11030

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

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

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Historic drainage calcs should include offsite flows onto property (if applicable)	Include in drainage report with development plan	
2.		
3.		
4.		
5.		
6.		

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

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

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

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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

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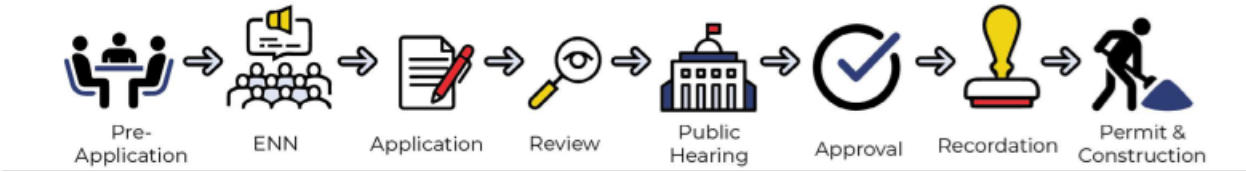
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building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

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 9/4/2025

DRT Member: Stan Holland

Dept/Div: Utilities/Wastewater Division

Case No.: 2025/11030

Case Planner: Alexa N. Hempel

Conditions of Approval and Technical Corrections Tables

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

Case #

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

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. The Wastewater Division shows all existing public sewer lines being 8-inch concrete pipe		
2.		
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Development Review Team (DRT) Comment Form

Date: October 17, 2025

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

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Girl's Inc. - Case #2025-11028, 11029, and 11030. General Plan Amendment, Rezoning, and Master Plan

Case Planner: Land Use Department - Alexa Hempel, Senior Planner

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

Conditions of Approval:	**Must be completed by:**	**Applicant response:**

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

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

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

   City Code Chapter 23-3.18 City construction and assessment.
   Nothing in subsections 23-3.12 and 23-3.15 SFCC 1987 prevents the city from ordering construction of curbs, gutters and sidewalks and assessing the cost thereof against the property benefited in any manner provided by the laws of the state. (Code 1953, § 24-28; Code 1973, § 30-29; SFCC 1981, § 4-13-18; Ord. #38-1987, § 8).

Memorandum

To: Leroy Pacheco, PE COSF

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

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

Date: 10/17/2025

Re: Girl's Inc. TIA Review

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

REPORT COMMENTS

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

Sincerely,

Philip A Gallegos, PE
Senior Transportation Engineer

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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

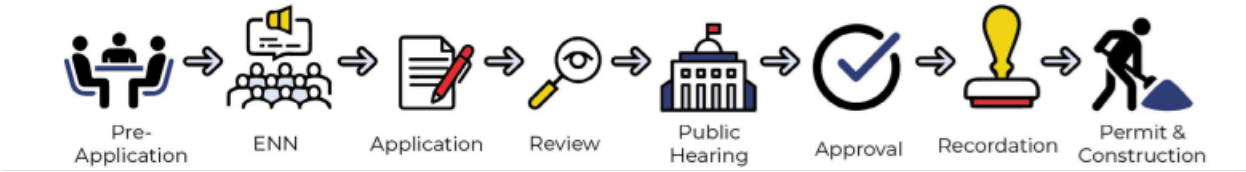


Timing of Conditions of Approval + Technical Corrections

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

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

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 8/20/25

DRT Member: Alexa Hempel

Dept/Div: Current Planning

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

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

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

Case #

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

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Submit a parking analysis at time of Development Plan	Development Plan	
2. All utilities shall be underground	Development Plan	
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: October 07, 2025

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

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

Case Planner: Alexa Hempel, Senior Planner

DRT Review Schedule – 9-12+ weeks*

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



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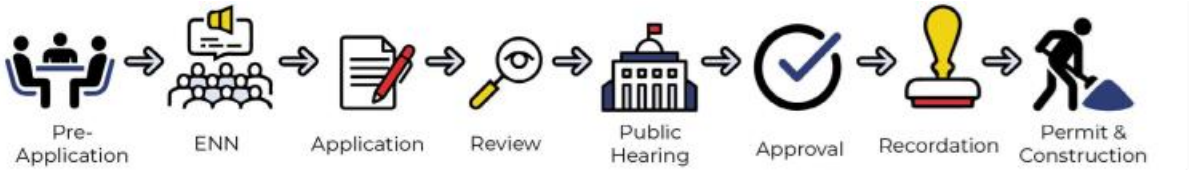
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**

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

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

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

Explanation of Conditions or Corrections (if needed):

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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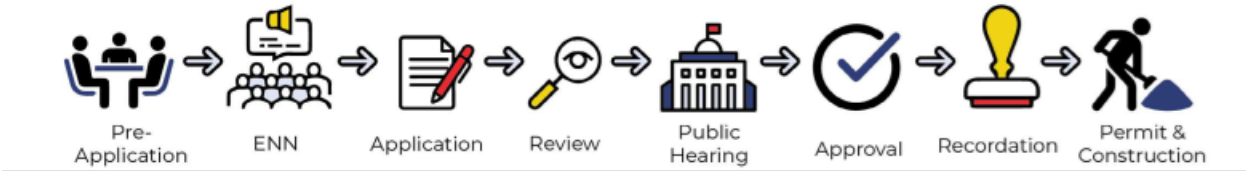
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 8/18/2025

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

Case No.: 2025-11028/11029/11030

Case Planner: Alexa Hempel

Conditions of Approval and Technical Corrections Tables

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

Case # 2025-11028/11029/11030

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

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

(see following pages for notes required)

City of Santa Fe, New Mexico

Attachment B
Maps and Photos

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

Aerial View

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



Existing Conditions



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



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



Looking north into forested parts of lot.



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



Existing walkways on site.



Forested area on north side of property.



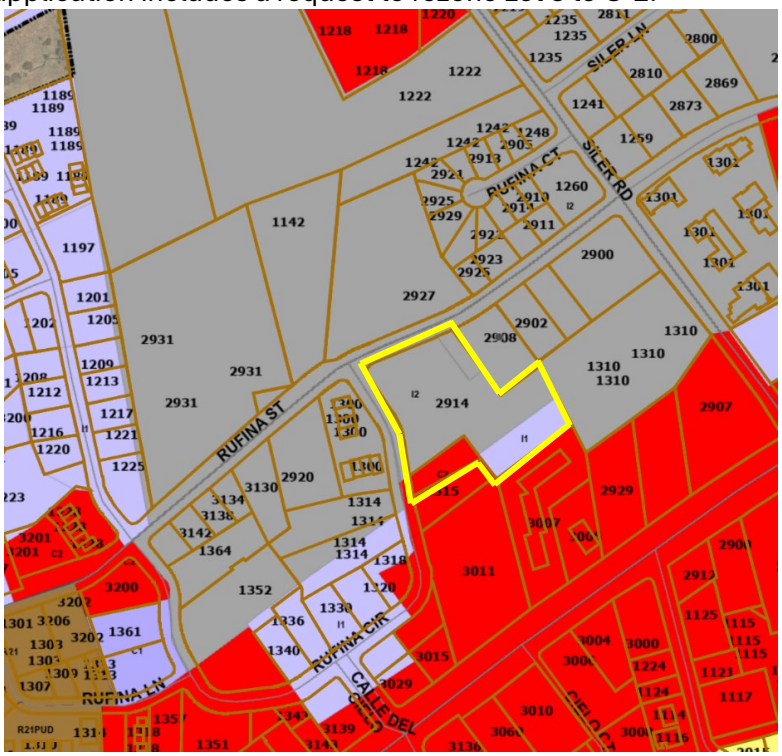
Current site access off Rufina St that is planned to be used for the caretakers residence.



Area planned to be used for parking.

Current Zoning Map

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



Future Land Use Map

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



City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

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

(date stamp)

GENERAL PLAN AMENDMENT APPLICATION

Parcel Information

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

Address: 2904 Rufina Street

Property Size: 4.27 acres

Current Use of Land: Nursery

Proposed Use of Land: Commercial: Youth Center Facility

Does an annexation application accompany this application? YES ☐ NO ☑

Does a rezoning application accompany this application? YES ☑ NO ☐

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

Preapplication Conference Date: 12/12/2024

Property Owner Information

Name: Girls Inc of Santa Fe
First *Last*

Address: 301 Hillside Avenue
Street Address *Suite/Unit #*

Santa Fe NM 87501
City *State* *ZIP Code*

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

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin, Inc.

Name: Jennifer Jenkins
First *Last*

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

Santa Fe NM 87501
City *State* *ZIP Code*

Phone: ( ) 820-7444 E-mail Address: jennifer@jenkinsgavin.com

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: _____

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

Signed: _____ Date: _____

Signed: _____ Date: _____

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

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

☒	Letter of Application (intent, location, acreage)	☒	Statement addressing approval criteria	☒	Legal Lot of Record, Legal Description	☒	Development Plan (as defined by Section 14-3.8 SFCC 1987, if applicable)	☐	Proof of Compliance with Conditions of Annexation Approval (if applicable)
☐	Letter of Water and Sewer Availability	☐		☐		☐		☐	

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

(1) Criteria for All Amendments to the General Plan

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

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

(2) Additional Criteria for Amendments to Land Use Policies

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

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

Signature

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

Signature: Jennifer Jenkins Date: _____

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

(date stamp)

REZONING APPLICATION 14-3.5

Parcel Information

Project Name: Girls Inc of Santa Fe (Lot 3) Property Size: 3.877 acres

Address: 2904 Rufina Street

Current Zoning: Light Industrial (L1) + General Industrial (L2) Proposed Zoning: (C-2) General Commercial

Does a Development Plan application accompany this application? YES ☐ NO ☑

Preapplication Conference Date: 12/12/2024 UPC Code Number: 1051097210110000000

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

Property Owner Information

Name: Girls Inc of Santa Fe
First *Last*

Address: 301 Hillside Drive
Street Address *Suite/Unit #*

Santa Fe NM 87501
City *State* *ZIP Code*

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

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin Inc

Name: Angelica Wolff
First *Last*

Address: 130 Grant Ave Suite 101
Street Address *Suite/Unit #*

Santa Fe NM 87501
City *State* *ZIP Code*

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

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: _____

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

Signed: _____ Date: _____

Signed: _____ Date: _____

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

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

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

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

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

(C) Approval Criteria

(1) The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

(a) one or more of the following conditions exist:
  (i) there was a mistake in the original zoning;
  (ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or
  (iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;

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

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

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

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

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

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

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

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

(D) Additional Applicant Requirements

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

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

Signature

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

Signature: Angelica Wolff Date: 8/11/2025

(date stamp)

MASTER PLAN APPLICATION

Parcel Information

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

Address: 2904 Rufina Street

Property Size: 4.27 acres

Current Use of Land: Nursery

Proposed Use of Land: Commercial: Youth Center Facility

Does a Rezoning application accompany this application? YES ☑ NO ☐

Are any variances required? YES ☐ NO ☑

Preapplication Conference Date: 12/12/2024

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

Zoning: Current: Light Industrial / General Industrial
Proposed: C-2 General Commercial

Property Owner Information

Name: Girls Inc of Santa Fe
First *Last*

Address: 301 Hillside Avenue
Street Address *Suite/Unit #*

Santa Fe NM 87501
City *State* *ZIP Code*

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

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin, Inc.

Name: Angelica Wolff
First *Last*

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

Santa Fe NM 87501
City *State* *ZIP Code*

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

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: _____

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

Signed: _____ Date: _____

Signed: _____ Date: _____

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

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

☒	Letter of Application (intent, location, acreage)	☒	Statement addressing approval criteria	☒	Legal Lot of Record, Legal Description	☒	Los Prados Master Plan Set	☐	
☒	Archaeological Clearance (if applicable)	☒	Traffic Impact Analysis (if required)	☒	Proof of Compliance with Conditions of Annexation Approval (if applicable)	☒	Sewer and Water Plan (including profiles and details)	☐	
☐									

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

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

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

Signature

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

Signature: Angelica Wolff Date: 8/11/2025

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

Revised 12-11-12

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

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

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced property regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Girls Inc. Santa Fe

By: Kim Brown
Kim Brown, CEO

5 Dec 2024
Date

ACKNOWLEDGMENT

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

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

Olivia M. Garcia
Notary Public

May 12, 2028
My Commission Expires

STATE OF NEW MEXICO
NOTARY PUBLIC
OLIVIA M GARCIA
Commission # 1064011
My Comm. Exp. May 12, 2028

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

August 11, 2025

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

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

Dear Alexa:

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

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

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

Girls Inc. of Santa Fe

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

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

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

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

Project Description

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

General Plan Amendment

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

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

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

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

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

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

Themes

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

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

(c) the amendment does not:

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

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

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

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

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

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

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

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

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

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

Applicant Response: N/A

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

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

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

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

Rezone Request

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

(1) The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete

findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

(a) *One or more of the following conditions exist:*

(i) there was a mistake in the original zoning. N/A

(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning.

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

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

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

Themes

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

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life through mentoring school-age girls and serving working parents with quality after school and summer programming.

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

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

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

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

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

Themes

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

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality

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

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

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

Applicant Response: General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." The Growth Management Chapter of the General Plan specifically calls for prioritization of infill development in Santa Fe in order to maximize the efficient use of public infrastructure, while meeting the demand for urban land for development and directing new growth towards the historic core of the city rather than on the undeveloped fringes. The proposed infill project is in alignment with these strategic directives and is responsive to community needs for public services and community engagement in this area of the City. General Plan Section 4.1 states, *"In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand…"*.

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

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

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

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

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

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

Applicant Response. The subject parcel is 3.87 acres.

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

Applicant Response: Contrary to harming surrounding landowners or the general public, this rezone, and the new GISF youth center it will enable, provides numerous benefits. The redevelopment of the vacant site with a new, modern facility, inclusive of 2.7 acres of open space, will revitalize the property and beautify the neighborhood. Furthermore, GISF is an important community service organization that mentors school-age girls with dynamic after school and summer programs.

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

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

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

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

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

Master Plan

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

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

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

Peak Daily Staff Demand	45 spaces
Facility Vehicles	5 spaces
Guests/Overflow	18 spaces
Total Required Parking	*68 spaces*
Total Provided Parking	**68 spaces**

Utilities

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

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

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

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

Master Plan Approval Criteria

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

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

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

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

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

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

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

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

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

Policies

3-G-2 There shall be a mix of uses and housing types in all parts of the City. The proposed rezone is compatible with and expands the existing mix of uses in the Siler-Rufina neighborhood.

3-G-3 There shall be infill development at densities that support the construction of … a designated mix of land uses that provide an adequate balance of service retail and employment opportunities…". The Siler-Rufina neighborhood exemplifies this policy through a vibrant mix of commercial, institutional, and residential uses, and the proposed GISF will contribute to this existing diversity.

4-1-G-3 Use a full range of growth management methods to achieve a superior quality of life to ensure a financially and environmentally sustainable community. As a local community service organization, GISF contributes to the community's quality of life

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

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

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

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

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

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

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

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

Archaeology

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

Water Budget

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

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

Early Neighborhood Notification

The Early Neighborhood Notification Meetings were held on January 23, 2025. City staff, Applicant, consultants, and a member of the press were in attendance. Please refer to the attached meeting notes for details.

In support of this request, the following documentation is submitted herewith for your reference:

1. Master Plan Application
2. Rezone Application
3. General Plan Amendment Application
4. Agent Authorization Letter
5. Warranty Deed
6. Legal Lot of Record
7. Utility Service Application
8. Preliminary Water Budget
9. ENN Meeting Notes
10. Traffic Impact Analysis
11. Master Plan Submittal Set

The Development Review Fees are calculated as follows:

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

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

Thank you for your consideration.

Sincerely,

Jennifer Jenkins, Principal

girls inc.

of Santa Fe

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

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

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

Staff
Kim Brown,
Chief Executive Officer

Carolyn Chambers,
Chief Finance & HR Officer

Madonna Hernandez,
Chief Program Officer

Adrienne Murray,
Chief Storyteller

Araseli Varela,
Chief Connector

Virginia Williams,
Chief Philanthropy Officer

September 26, 2025

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

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

Dear Alexa:

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

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

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

Respectfully,

Kim Brown

Kim Brown, Executive Director
Girls Inc. of Santa Fe

ACKNOWLEDGMENT

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

The foregoing instrument was acknowledged before me this 26 day of September, 2025 by Kim Brown.

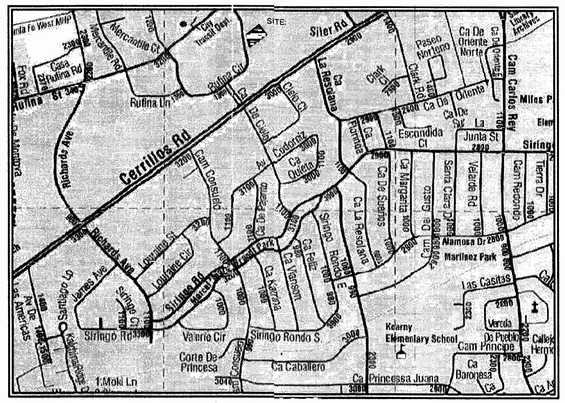
Olivia M. Garcia My commission expires 5/12/2028
Notary Public

STATE OF NEW MEXICO
NOTARY PUBLIC
OLIVIA M GARCIA
Commission # 1084011
My Comm. Exp. May 12, 2028

City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

2. Legal Lots of Record


SITE:
Siler Rd
Cerrillos Rd
Rufina Cir
Rufina Ln
Rufina Pl
Rufina St
Richards Ave
La Resolana
Ca Escondida
Ca Oriente
Ca De Oriente Norte
Ca De Oriente Sur
Junta St
Cam Carlos Rey
Cam Recondo
Terra Dr
Miles P
Elem
Cam Cantelejo
Ca Cadorna
Ca Ocampo
Ca Felipe
Ca Herrera
Ca Verissimo
Ca Alegre
Ca Feliz
Ca Del Sur
Ca De Suenos
Ca Del Cerro
Ca Del Oro
Ca Del Rey
Ca Del Sol
Ca Del Medio
Ca Del Este
Ca Del Oeste
Ca Del Norte
Ca Del Rio
Ca Del Valle
Ca Del Monte
Ca Del Prado
Ca Del Campo
Ca Del Bosque
Ca Del Arroyo
Ca Del Pueblo
Ca Del Norte
Ca Del Sur
Ca Del Este
Ca Del Oeste

Lot Line Adjustment of LOT 3 & LOT 4

(formerly Tract 2A, Lot 1 & Tract A-1)

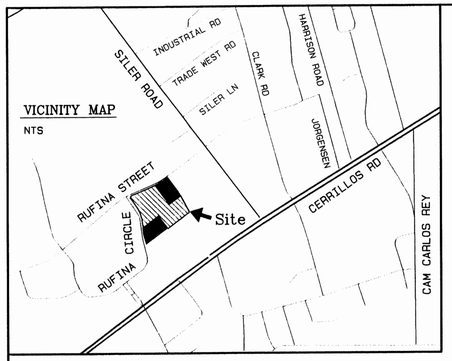
and Boundary Survey of

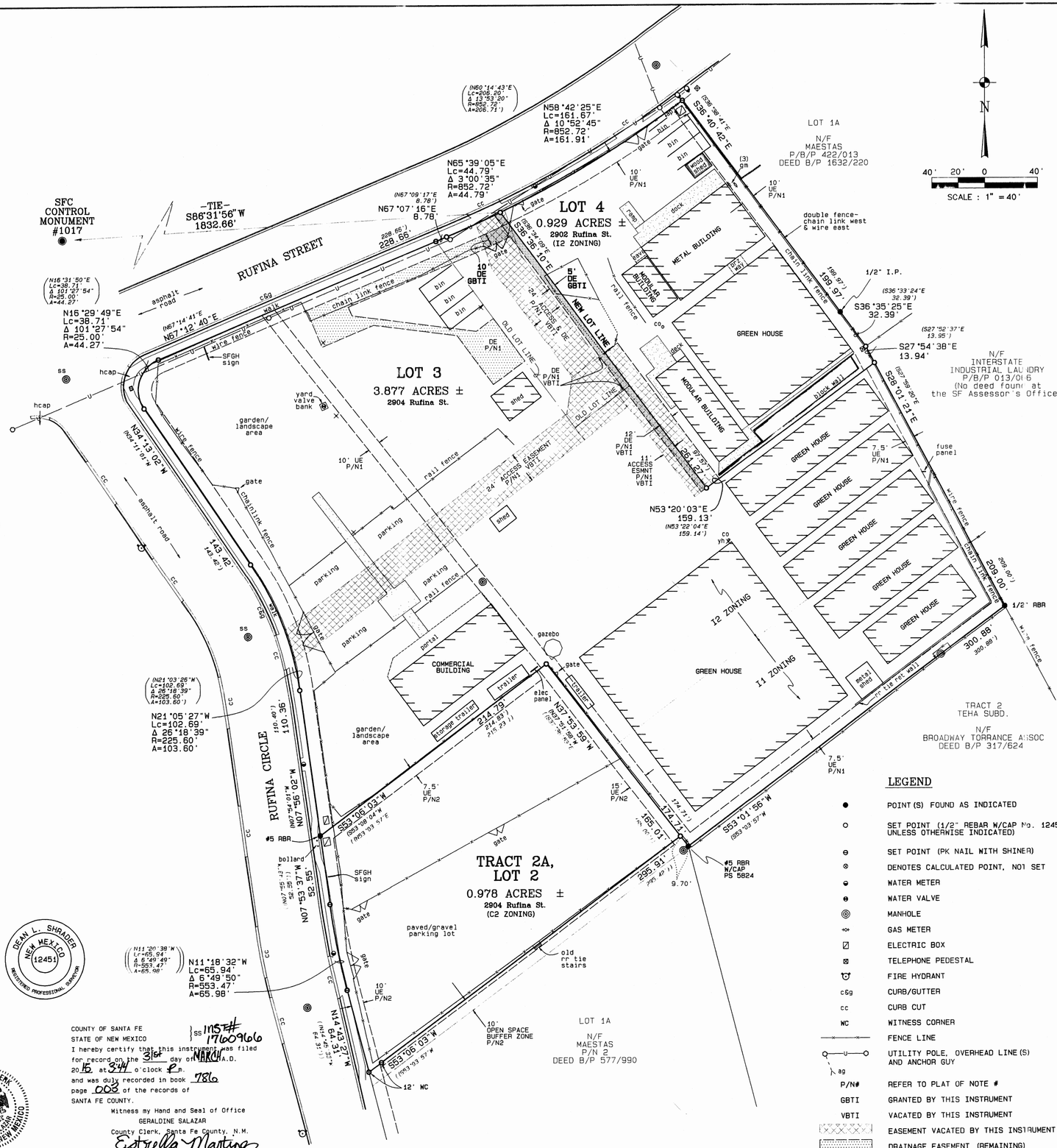
TRACT 2A, LOT 2

LYING & BEING SITUATE WITHIN
SECTION 33, T 17 N, R 9 E, NMPM
2902 & 2904 Rufina Street
CITY AND COUNTY OF SANTA FE, NEW MEXICO

LOT 3 CONTAINING 3.877 ACRES ±
LOT 4 CONTAINING 0.929 ACRES ±
TRACT 2A, LOT 2 CONTAINING 0.978 ACRES

786003





CITY OF SANTA FE NOTES & CONDITIONS

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

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

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.

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

NOTES

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

   BASIS OF BEARINGS TAKEN FROM GPS OBSERVATION; WGS 84.

2) REFER TO A "REPLAT OF TRACT 1 OF KIVA CENTER EAST AND EAST PORTION OF TRACT 2A, LOT 2 KIVA CENTER EAST . . " PREPARED BY ROBERT BENAVI S, PS 5824, ON 12-15-2005, RECORDED AT THE SANTA FE COUNTY CLERKS OFFIC UNDER DOCUMENT #1371005 ON MARCH 16, 2005 IN PLAT BOOK 583, PAGE 00 DATA SHOWN IN DOUBLE (( )) PARENTHESIS FROM SAID DOCUMENT.

FLOOD NOTE:

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

LEGEND

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

Owners Consent/Easement Vacation

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

David Salman 3/23/15

SALMAN ENTERPRISES, a New Mexico Limited Partnership DATE
DAVID SALMAN, GENERAL PARTNER

STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }

OFFICIAL SEAL
Mildred Hillstron
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 11/13/2017

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23 DAY OF MARCH 2015.

MY COMMISSION EXPIRES 11/13/2017

Mildred Hillstron
NOTARY PUBLIC

City of Santa Fe Review *Case #2014-114*

Risana Zaxus — CITY ENGINEER FOR LAND USE — 03/25/15 DATE

Jamie Lane — CITY PLANNER — 3/25/15 DATE

Santa Fe County Treasurer's Office

Erin Lujan — X — 3/31/15 DATE

Surveyors Certificate

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

DEAN L. SHRADER NEW MEXICO PROFESSIONAL SURVEYOR No. 12451

DEAN L. SHRADER NEW MEXICO 12451 REGISTERED PROFESSIONAL SURVEYOR

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 31st day of MARCH A.D. 2015 at 3:44 o'clock P.M. and was duly recorded in book 786 page 008 of the records of SANTA FE COUNTY.
Witness my Hand and Seal of Office
GERALDINE SALAZAR
County Clerk, Santa Fe County, N.M.
Estrella Martinez
Deputy
INST# 1760966

COUNTY CLERK GERALDINE SALAZAR SANTA FE COUNTY NEW MEXICO

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

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

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

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

PT: Mar 20, 2015
G:\DWG\SURVEY\2012\12003\12003-3.dwg

ST&E: #SF24-4389

e-Recorded 2053680 02/28/25 SFC

SPECIAL WARRANTY DEED

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

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

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

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

With **special warranty covenants**.

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

Stanley Hancock, LLC, a New Mexico Limited Liability Company

By: _____

Colin T. Cameron, Authorized Signatory

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 3

I Hereby Certify That This Instrument Was e-Recorded for
Record On The 28TH Day Of February, A.D., 2025 at 08:50:20 AM
And Was Duly Recorded as Instrument # 2053680
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark

Deputy - CFIELDS County Clerk, Santa Fe, NM

COUNTY CLERK KATHARINE E. CLARK SANTA FE COUNTY NEW MEXICO

City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

3. Utility Service Application & Water Budget

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

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

Check one only:

- [x] Sewer Service Technical Evaluation Request
- [x] Water Service Technical Evaluation Request
- [ ] Agreement for Metered Service (AMS)
- [ ] Agreement to Construct and Dedicate Public Improvements (ACD)
- [ ] Annexation Application Water Budget
- [ ] Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Girls Inc. of Santa Fe

Project Address: 2914 Rufina St.

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

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

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

Property Uniform Property Code: _____ Existing Well: Yes _____ No [x]

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

Short Description of Project: Proposed Girls Inc of Santa Fe facility totaling around 40,000 sf.

Construction Start Date: Q1 2027

*RESIDENTIAL PROJECT - Complete the following

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

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

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_____	Apartment/Condominium	.16 afy per d.u.	_____
_____	Senior Complex	.12 afy per d.u.	_____
_____	**Total**		

Total Residential Water Demand _____ **AFY**

* Please see Preliminary Water Budget

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Youth Facility (Girls Inc of Santa Fe)
Total gross floor area of building: 40,000 square feet
Total area of lot, tract or parcel: 3.877 acres
Automatic Fire Sprinkler System: _____ Yes _____ No
Building Construction Type: _____
Building Square Footage: _____
Site Plan Attached: _____Yes _____ No

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

---- COMPLETED BY APPLICANT ----			---- COMPLETED BY STAFF ----	
Check Type of Use		Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial				
☑	Office – Non-medical		(0.70 afy per 10,000 s.f.)	
☐	Medical Office		(0.72 afy per 10,000 s.f.)	
☐	Office – City/State		(0.58 afy per 10,000 s.f.)	
☐	Research and Development Lab		(1.18 afy per 10,000 s.f.)	
☐	Manufacturing – Goods		(0.21 afy per site)	
☐	Manufacturing – Consumables		(2.33 afy per site)	
☐	Laundromat, Commercial		(0.78 afy per machine)	
☐	Laundromat, Other		(0.22 afy per machine)	
☐	Drycleaner		(0.41 afy per site)	
☐	Plant Nursery		(0.56 afy per 10,000 s.f.)	
☐	Gyms with showers		(8.94 afy per site)	
☐	Gyms without showers		(0.77 afy per site)	
☐	Salons		(0.21 afy per site)	
☐	Pet Grooming		(0.52 afy per site)	
☐	Pet Daycare		(0.11 afy per site)	
☐	Retail, Large (Individual stores or shopping areas > 75,000 sq ft)		(0.45 afy per 10,000 s.f.)	
☐	Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	
☐	Retail, Small (Individual stores or shopping areas < 25,000 sq ft)		(0.06 afy per site)	
☐	Gallery		(0.60 afy per site)	
☐	Grocery Store		(1.27 afy per 10,000 s.f.)	
☐	Restaurant (full service)		(0.02 afy per seat)	
☐	Restaurant (limited service)		(1.63 afy per Site)	
☐	Gasoline Station w/ Car Wash		(6.56 afy per Site)	

☐ Gasoline Station _____ (0.88 afy per Site) _____

City of Santa Fe, New Mexico
UTILITY SERVICE APPLICATION

☐ Car Wash (full service) _____ (5.66 afy per Site) _____
☐ Car Wash (limited service) _____ (0.94 afy per Wash Bay) _____
☐ Auto Repair _____ (0.12 afy per site) _____
☐ Car Rental _____ (0.12 afy per site) _____

☐ Car Sales _____ (0.07 afy per 10,000 s.f.) _____

☐ Self Storage _____ (0.13 afy per site) _____

☐ Wholesale, Warehousing _____ (0.4 afy per 10,000 s.f.) _____
☐ Industrial, Manufacturing _____ (applicant estimate of water use) _____

☐ Church w/ day care or school) _____ (1.3 afy per Site) _____
☐ Church w/o day care or school) _____ (0.6 afy per Site) _____

☐ Hotel No. of rooms _____ (.13 afy per room) _____
☐ Motel No. of rooms _____ (.09 afy per room) _____

Public Services

☐ School, Elementary (0.53 afy per 100 students) _____
School, Middle or Junior High (1.68 afy per 100 students) _____
☐ School, Senior High (2.64 afy per 100 students) _____
☐ Schools, Daycare (0.85 afy per 100 kids) _____

☐ Places of Worship (0.15 afy per site) _____
With Daycare and school (0.95 afy per site) _____

☐ Parks (1.48 afy per acre) _____

☐ **Other** (not listed above) Please attach (with attachment) _____

water demand calculations and assumptions used

Total Floor Area 0 _____

Total Commercial Water Demand 0 **AFY**

Total Residential Water Demand _____ **AFY**

TOTAL PROJECT WATER DEMAND 3.71 **AFY**

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

OWNER: Homewise Inc. Mailing Address: 1301 Siler Road Building D Santa Fe, NM 87505 Phone Number: Mobile Number:		***Only If Applicable** AGENT: JenkinsGavin, Inc. Title: Angelica Reed, Project Assistant Mailing Address: 130 Grant Avenue, Ste 100 Santa Fe, NM 87501 Phone Number: 505-820-7444 Mobile Number: 505-386-6343

Information Provided By: Check one: Owner _____ Agent ✓

Signature: [signature] Date: December 3, 2024

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

COMMENTS: Service connections to be made with existing City Utility lines via Rufina Street and Camino Vista Aurora.

APPLICANTS, PLEASE NOTE:

- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below.
- A map of the proposed project in relation to the existing city limits and the presumptive city limits
- A detailed description of the proposed develop0ment including the type and size of proposed land uses
- The health, safety and welfare or other legal reason for the connection
- A site water budget
- Documentation from the County of Santa Fe that county water service is not available
- Documentation from the wastewater division regarding sewer availability
- A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable

Girls Inc. of Santa Fe

2904 Rufina St.

Preliminary Water Budget

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

City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

4. Early Neighborhood Notification Meeting Notes and Posting

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

NOTICE OF EARLY NEIGHBORHOOD NOTIFICATION MEETING

July 8, 2025

Dear Neighbor:

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

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

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

Join Zoom Meeting
https://us02web.zoom.us/j/87370280781?pwd=mbc3ddQPerH2OnXcoIsltRgFBia68a.1

Meeting ID: 873 7028 0781; Passcode: 529568
Call-in number: (669) 444 9171

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

Sincerely,

Jennifer Jenkins

Attachments: Vicinity Map, Site Plan & ENN Guidelines

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

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

CITY	STATE	ZIP
SANTA FE	NM	87507
ENGLEWOOD	CO	80216
ALBUQUERQUE	NM	87108
WILMINGTON	DE	19801
WILMINGTON	DE	19890
SANTA FE	NM	87507
SANTA FE	NM	87507
SANTA FE	NM	87507

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SANTA FE	NM	87507
CARROLLTON	TX	75006
DALLAS	TX	75207
SANTA FE	NM	87507
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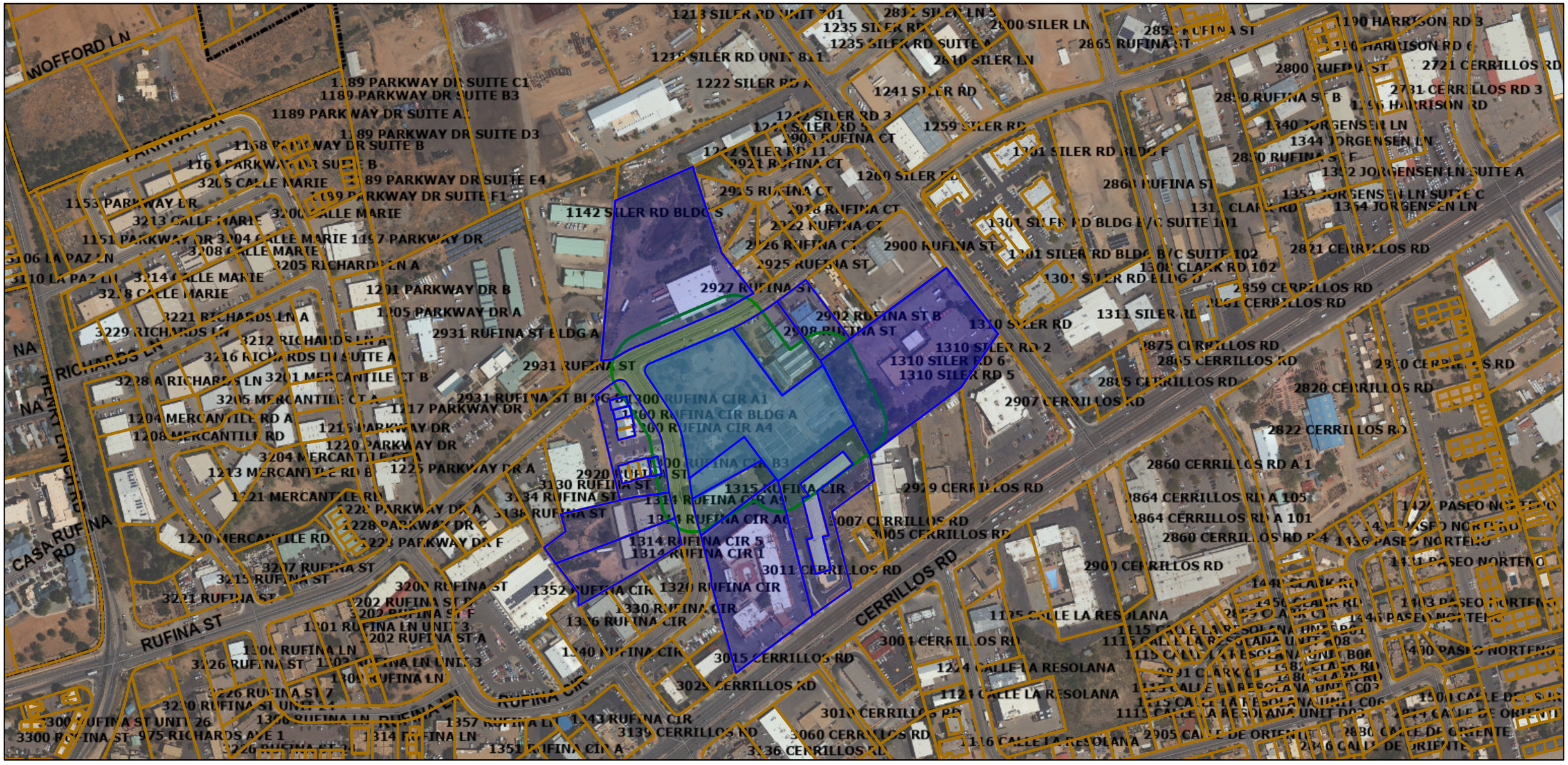
SANTA FE	NM	87507
SANTA FE	NM	87507
SALT LAKE CITY	UT	84111
NEWPORT BEACH	CA	92660
WILMINGTON	MA	01887
ALBUQUERQUE	NM	87109
WILMINGTON	DE	01106
SANTA FE	NM	87507
SANTA FE	NM	87507
SANTA FE	NM	87507
SANTA FE	NM	87507
SANTA FE	NM	87507
TRUCHAS	NM	87578
SANTA FE	NM	87507
SANTA FE	NM	87507
ALBUQUERQUE	NM	87199
ALBUQUERQUE	NM	87199

100' Mailing Notice



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

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

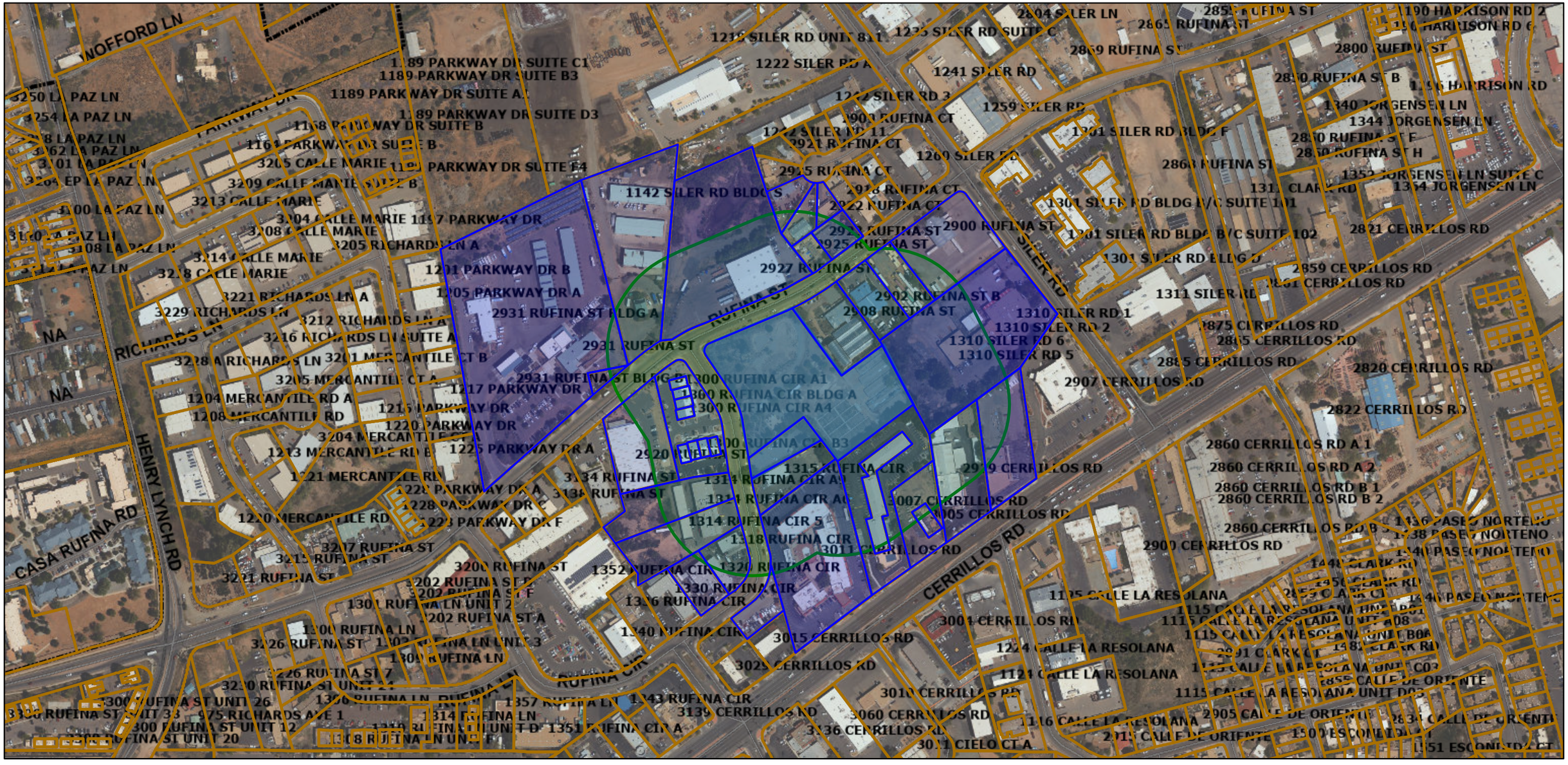
1:4,514

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |

300' Mailing Notice



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

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

1:4,514

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |



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

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

1:2,257

0 0.02 0.04 0.08 mi

0 0.03 0.07 0.13 km

City of Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |


PRIVATE PROPERTY
City of Santa Fe, New Mexico
PUBLIC MEETING NOTICE
2104 Madrid Street
For information call/extension 505-310-1444
Refer to Case

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Master Plan for the redevelopment of the 4.28 acre subject property as a youth center for Girls Inc. including Lot 3 totaling 3.89 acres zoned I-1 (Industrial) & Lot 22 totaling 0.39 acres zoned C-2 (General Commercial) with a General Plan Amendment to change Lot 3 land use designation to Community Commercial & Rezone Lot 3 to C-2 (General Commercial).

Type of Project: 2904 Rufina St.

Project Location: Early Neighborhood Notification

Type of Meeting: 5:30 PM | July 23, 2025 (Time | Date)

Meeting Location: VIRTUAL @ https://santafenm.portal.civicclerk.com/

Applicant/Agent: Jenkins Gavin Inc.

For information call: Jenkins Gavin 505-820-7444 (Phone #)

Refer to Case: Girls Inc of Santa Fe

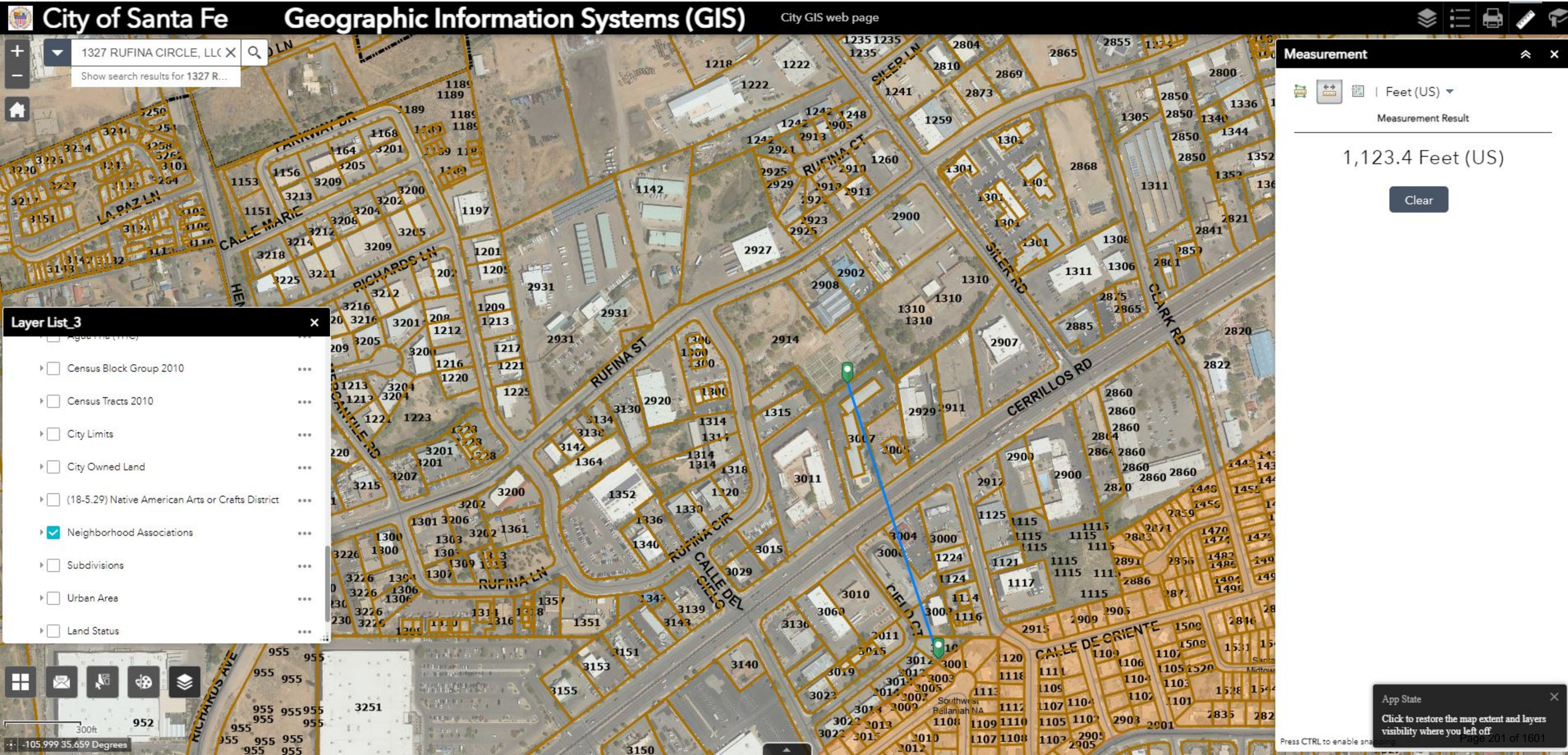
Required to be posted and visible from a public street from 7/18/25 (Date) to 7/23/25 (Date)

PLI222.up-1052

NO TRESPASSING
UNDER NEW OWNERSHIP
NO PUBLIC ACCESS

PRIVATE PROPERTY

WARNING


City of Santa Fe
Geographic Information Systems (GIS)
City GIS web page
1327 RUFINA CIRCLE, LLC
Show search results for 1327 R...
Measurement
Feet (US)
Measurement Result
1,123.4 Feet (US)
Clear
Layer List_3
Census Block Group 2010
Census Tracts 2010
City Limits
City Owned Land
(18-5.29) Native American Arts or Crafts District
Neighborhood Associations
Subdivisions
Urban Area
Land Status
RUFINA ST
RUFINA CIR
RUFINA LN
CERRILLOS RD
CALLE DEL CIELO
CIELO CT
CALLE DE ORIENTE
SILER RD
CLARK RD
RUFINA CT
CALLE MARIE
LA PAZ LN
RICHARDS LN
RICHARDS AVE
App State
Click to restore the map extent and layers visibility where you left off.
300ft
-105.999 35.659 Degrees
Southwest Pellanah NA

Jennifer Jenkins

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

Meeting assets for Girls Inc. ENN Meeting are ready!

Hi Jennifer Jenkins

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

Meeting summary

Quick recap

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

Next steps

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

Summary

New Senior Planner Team Introduction

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

Girls Inc. Rezoning Community Meeting

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

Girls Inc. Campus Zoning Proposal

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

Girls Inc. Campus Site Plan

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

Girls Inc. Facility Expansion Plan

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

Traffic Study and Approval Process

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

Project Submission and Follow-Up Discussion

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

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

AI can make mistakes. Review for accuracy.

Please rate the accuracy of this summary.

Edit summary Share



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San Jose, CA 95113

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City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

5. Traffic Impact Analysis

GIRL'S INC DEVELOPMENT

TRAFFIC IMPACT STUDY

INITIAL DRAFT SUBMITTAL | OCTOBER 6, 2025

Bohannan Huston

GIRL'S INC DEVELOPMENT
TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

Date:

October 6, 2025

Prepared by:

Bohannan Huston, Inc.
7500 Jefferson St NE
Courtyard Two
Albuquerque, NM 87109

Prepared for:

Kim Brown, Executive Director
Girl's Inc.
301 Hillside Ave.
Santa Fe, NM 87501

Carl D. Vermillion, PE, PTOE, RSP1 **Date**

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Appendix E: 2028 No Build Intersection Capacity Analysis

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Appendix G: 2038 No Build Intersection Capacity Analysis

Appendix H: 2038 Build Intersection Capacity Analysis

Appendix I: Santa Fe Turn Lane Requirements

I. INTRODUCTION AND SUMMARY

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

A. STUDY PURPOSE

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

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

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

The study area consists of the following intersections:

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

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

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

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

2. PRINCIPAL FINDINGS

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

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

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

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

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

3. RECOMMENDATIONS

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

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

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



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FIGURE 1
VICINITY MAP

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

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

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

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2028.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

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

B. SITE ACCESSIBILITY

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

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

C. DATA SOURCES

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

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Santa Fe Metropolitan Planning Organization (SFMPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The SFMPO Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

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

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

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

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

2. MULTI-MODAL CONDITIONS

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

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

B. EXISTING TRAFFIC CONDITIONS

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

C. LEVEL OF SERVICE DEFINITIONS

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

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

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

D. EXISTING INTERSECTION CAPACITY ANALYSIS

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

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

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

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

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

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

Table 4 | Existing Unsignalized Intersection Results									
Intersection	Provided Queue	2025 AM Peak				2025 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.2	0.01	0	A
Westbound Approach	TWLT	8.8	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	16.3	0.14	25	C	18.6	0.30	50	C
Southbound Approach	N/A	15.7	0.07	25	C	16.4	0.24	25	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.4	0.00	0	A
Westbound Approach	TWLT	8.8	0.04	25	A	8.3	0.04	25	A
Northbound Approach	N/A	12.9	0.07	25	B	12.4	0.12	25	B
Southbound Approach	N/A	12.8	0.00	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.02	25	A	7.7	0.05	25	A
Northbound Left	210	10.3	0.10	25	B	12.2	0.22	25	B
Northbound Thru/Right	210	8.9	0.07	25	A	9.1	0.05	25	A
Southbound Approach	N/A	9.8	0.01	0	A	10.9	0.04	25	B
* - HCM 95th percentile queue rounded to next 25-foot increment									

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



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SITE TRAFFIC ANALYSIS

FIGURE 2
SITE MAP

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

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

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

This study evaluates primary trips only.

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

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

2. TRIP DISTRIBUTION AND ASSIGNMENT

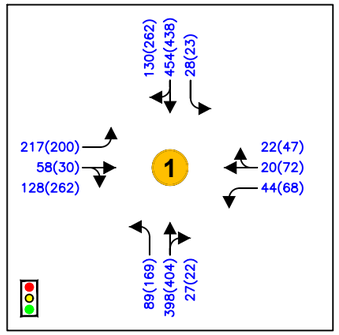
The trip distribution was determined within the existing roadway network to and from the development based on the proportions of existing turning movement counts.

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

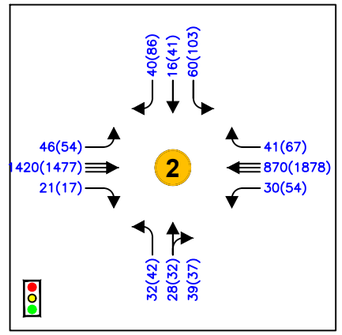
3. TRAFFIC PROJECTIONS

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

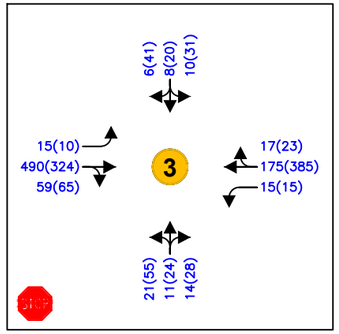




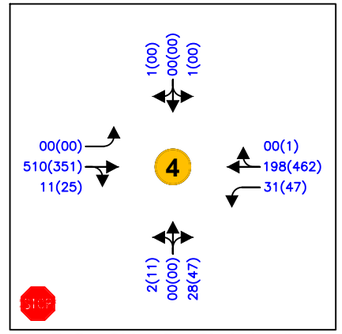
Rufina St / Siler Rd



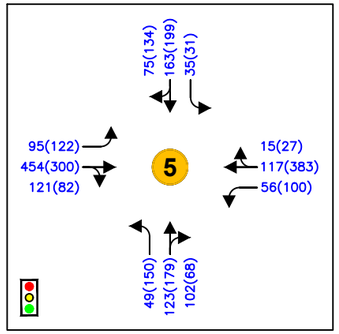
Calle Del Cielo / Cerrillos Rd



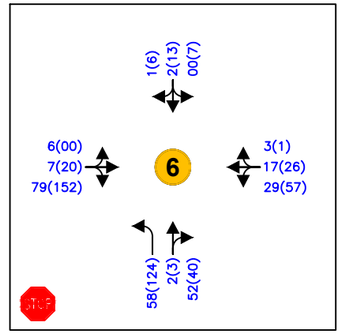
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

LEGEND

Thru Lanes
(# as indicated)

Turning Lanes
(# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 2
2025 AM(PM) EXISTING
PEAK HOUR TRAFFIC VOLUMES

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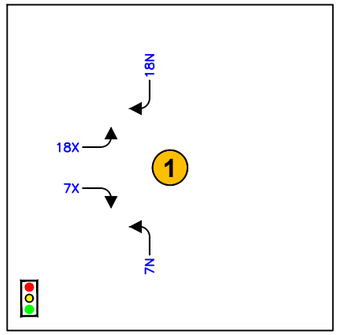
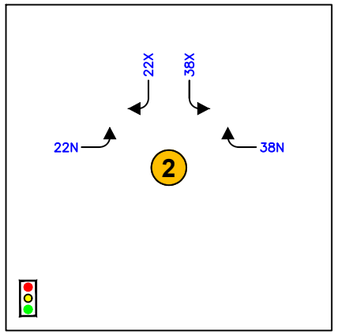
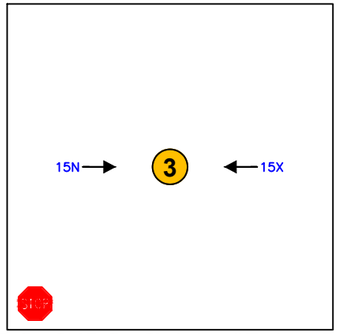


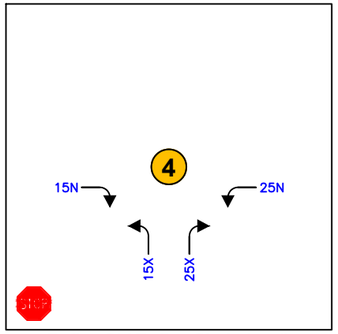
Rufina St / Siler Rd



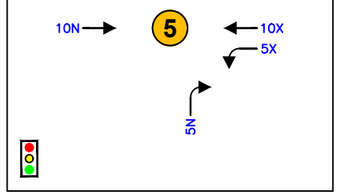
Calle Del Cielo / Cerrillos Rd



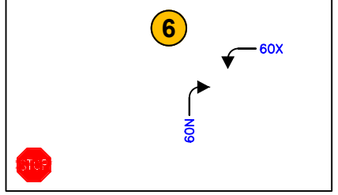
Rufina St / Rufina Circle (west)/Parkway Dr



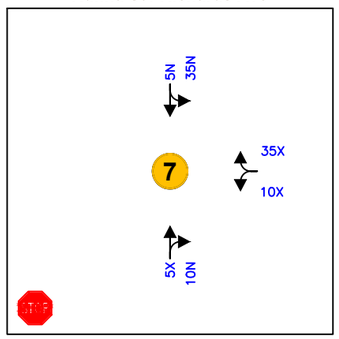
Rufina St / Rufina Circle (east)



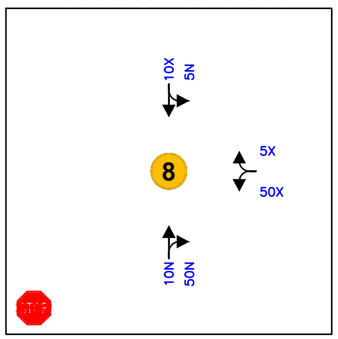
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

LEGEND

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

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FIGURE 3
TRIP ASSIGNMENT PERCENTAGES

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

A. LEVEL OF SERVICE ANALYSIS

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

1. 2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

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

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

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

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

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

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

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

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

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

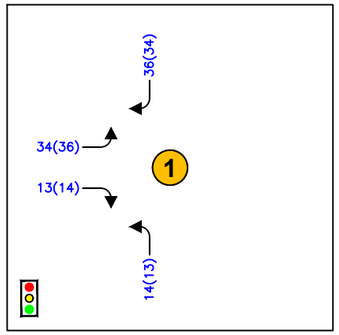
Table 8 | 2028 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.3	0.01	0	A
Westbound Approach	TWLT	9.0	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	17.3	0.16	25	C	20.2	0.34	50	C
Southbound Approach	N/A	16.6	0.08	25	C	17.6	0.26	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.0	0.04	25	A	8.4	0.05	25	A
Northbound Approach	N/A	13.4	0.08	25	B	12.8	0.13	25	B
Southbound Approach	N/A	13.2	0.01	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.03	25	A	7.7	0.05	25	A
Northbound Left	210	10.4	0.10	25	B	12.6	0.23	25	B
Northbound Thru/Right	210	9.0	0.07	25	A	9.2	0.05	25	A
Southbound Approach	N/A	9.9	0.01	0	A	11.1	0.05	25	B
* - HCM 95th percentile queue rounded to next 25-foot increment									

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

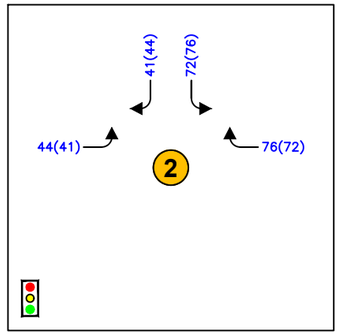


LEGEND

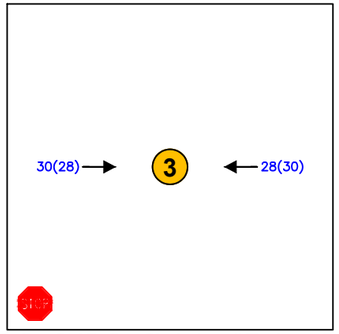
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts



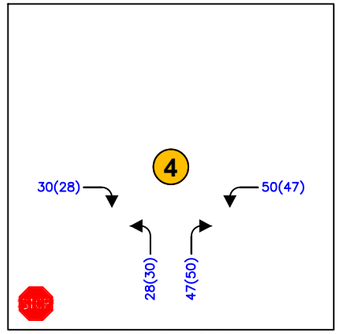
Rufina St / Siler Rd



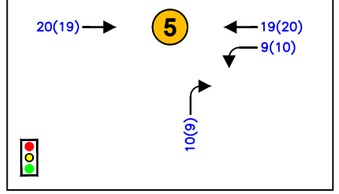
Calle Del Cielo / Cerrillos Rd



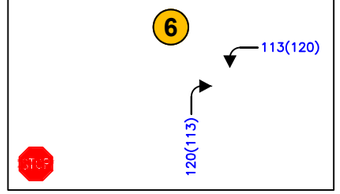
Rufina St / Rufina Circle (west)/Parkway Dr



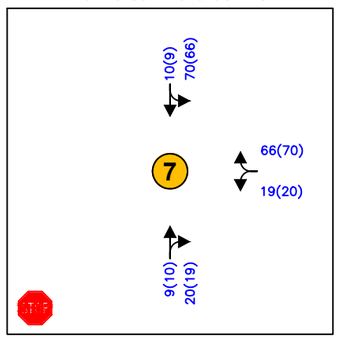
Rufina St / Rufina Circle (east)



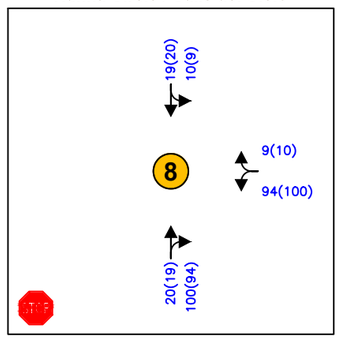
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

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FIGURE 4
TRIP ASSIGNMENT VOLUMES

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2. 2028 BUILD INTERSECTION CAPACITY ANALYSIS

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

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

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

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

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

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

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

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

Table 9 | 2028 Build Signalized Intersection Results

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

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

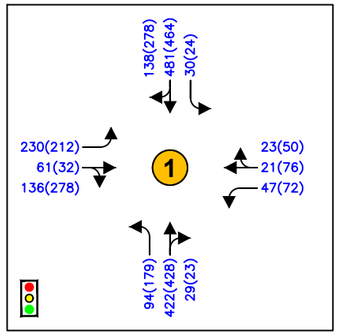
Table 11 | 2028 Build Signalized Intersection Queue Summary				
Intersection	Provided Queue	2025 AM Peak Queue* (ft)	2025 PM Peak Queue* (ft)	2025 PM Peak Mitigation Queue* (ft)
Rufina St & Siler Rd				
Eastbound Left	200	175	275	150
Eastbound Right	N/A	N/A	N/A	375
Westbound Left	200	50	125	100
Northbound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

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

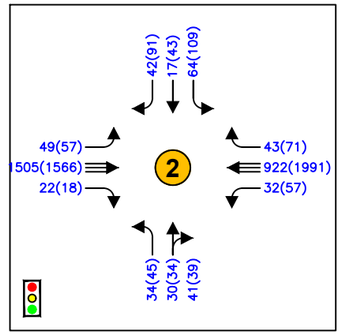
Table 12 summarizes the results for the unsignalized intersections for the 2028 Build scenario with the individual intersection output included in Appendix F.

Table 12 | 2028 Build Unsignalized Intersection Results									
Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.8	0.01	0	A	8.4	0.01	0	A
Westbound Approach	TWLT	9.1	0.02	25	A	8.3	0.02	0	A
Northbound Approach	N/A	18.3	0.17	25	C	21.8	0.36	50	C
Southbound Approach	N/A	17.6	0.09	25	C	18.7	0.28	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.4	0.11	25	A	8.6	0.10	25	A
Northbound Approach	N/A	17.8	0.31	50	C	17.3	0.35	50	C
Southbound Approach	N/A	16.2	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.8	0.12	25	A	8.0	0.14	25	A
Northbound Left	210	15.1	0.18	25	C	21.1	0.39	50	C
Northbound Thru/Right	210	9.7	0.23	25	A	9.8	0.19	25	A
Southbound Approach	N/A	12.2	0.01	0	B	15.4	0.08	25	C
Rufina Circle & Access 1									
Westbound Approach		9.4	0.10	25	A	9.7	0.11	25	A
Southbound Left		7.5	0.05	25	A	7.5	0.05	25	A
Rufina Circle & Access 2									
Westbound Approach		10.3	0.14	25	B	10.8	0.16	25	B
Southbound Left		7.6	0.01	0	A	7.6	0.01	0	A
* - HCM 95th percentile queue rounded to next 25-foot increment									

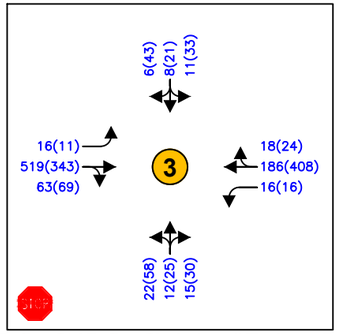




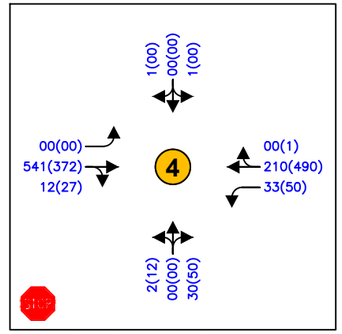
Rufina St / Siler Rd



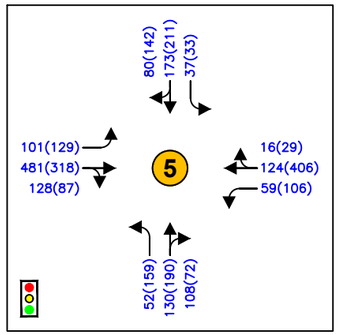
Calle Del Cielo / Cerrillos Rd



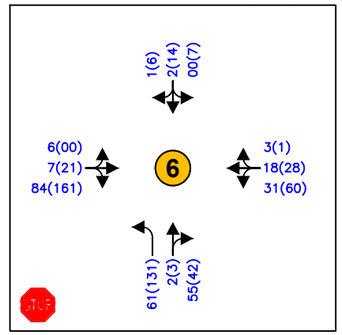
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

LEGEND

Thru Lanes
(# as indicated)

Turning Lanes
(# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 5
2028 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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3. 2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

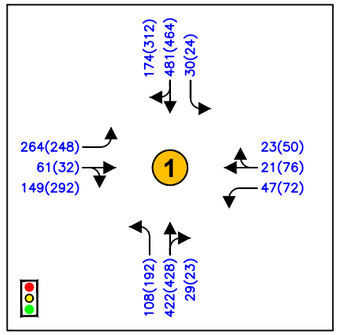
Again, the existing access points that will be utilized by the proposed development are in place in existing conditions although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational table above due to no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

Table 15 | 2038 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2038 AM Peak				2038 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.9	0.02	25	A	8.8	0.02	0	A
Westbound Approach	TWLT	9.8	0.03	25	A	8.7	0.02	25	A
Northbound Approach	N/A	26.1	0.30	50	D	45.5	0.67	125	E
Southbound Approach	N/A	23.9	0.17	25	C	31.2	0.51	75	D
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.9	0.00	0	A	9.1	0.00	0	A
Westbound Approach	TWLT	9.9	0.07	25	A	8.9	0.07	25	A
Northbound Approach	N/A	17.0	0.14	25	C	16.0	0.22	25	C
Southbound Approach	N/A	16.7	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.01	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.6	0.04	25	A	8.0	0.07	25	A
Northbound Left	210	11.4	0.16	25	B	16.3	0.38	50	C
Northbound Thru/Right	210	9.2	0.10	25	A	9.5	0.08	25	A
Southbound Approach	N/A	10.6	0.01	0	B	12.3	0.08	25	B
* - HCM 95th percentile queue rounded to next 25-foot increment									

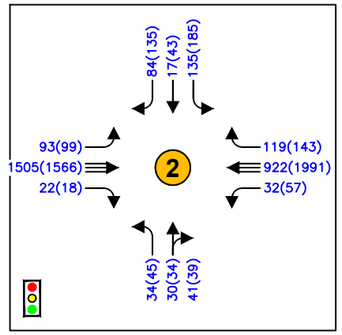


LEGEND

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



Rufina St / Siler Rd



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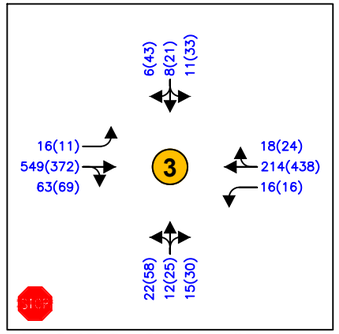
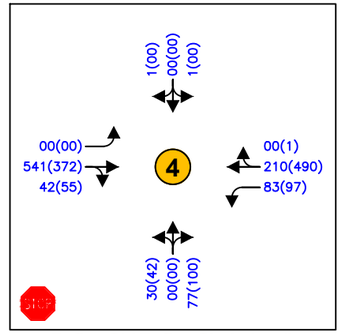
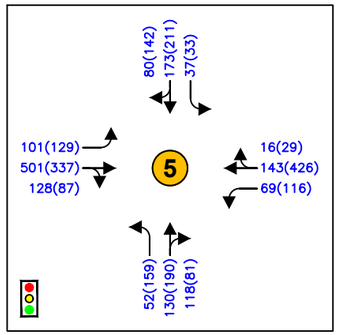


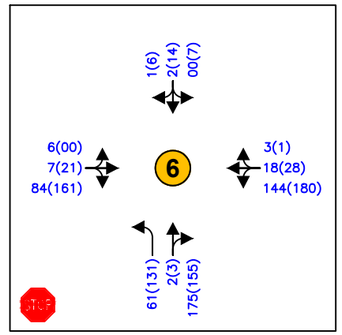
Rufina St / Rufina Circle (west)/Parkway Dr



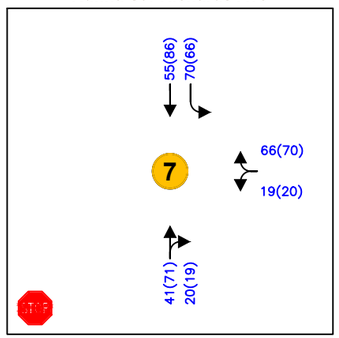
Rufina St / Rufina Circle (east)



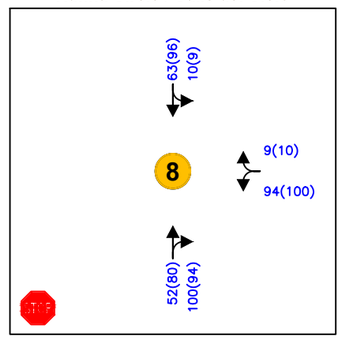
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

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SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 6
2028 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

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4. 2038 BUILD INTERSECTION CAPACITY ANALYSIS

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

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

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

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

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

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

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

Table 16 | 2038 Build Signalized Intersection Results

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

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

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

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

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

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

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

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

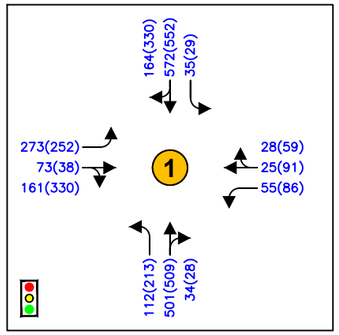
Table 19 summarizes the 2038 Build Unsignalized Intersection Results with the HCS outputs included in Appendix H.

Table 19 | 2038 Build Unsignalized Intersection Results

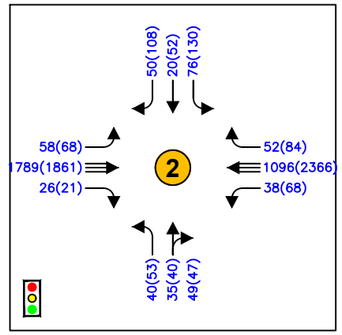
Intersection		2038 AM Peak				2038 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	8.0	0.02	25	A	8.9	0.02	0	A
Westbound Approach	TWLT	10.0	0.03	25	A	8.8	0.02	25	A
Northbound Approach	N/A	28.3	0.33	50	D	53.5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

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

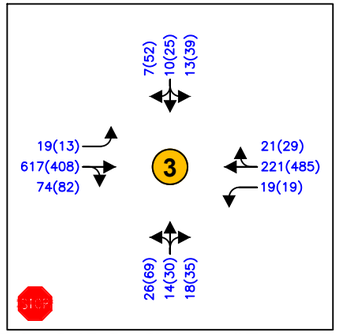




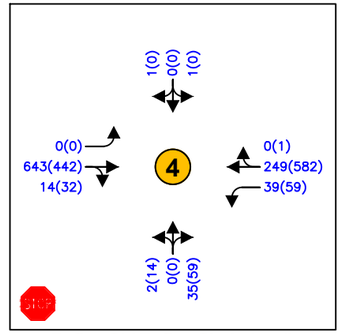
Rufina St / Siler Rd



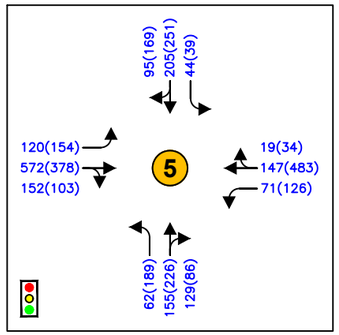
Calle Del Cielo / Cerrillos Rd



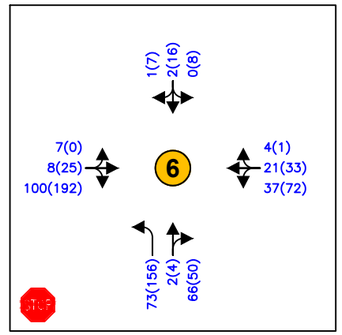
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

LEGEND

Thru Lanes
(# as indicated)

Turning Lanes
(# as indicated)

1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

TIA FOR GIRLS INC.
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 7
2038 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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B. AUXILIARY LANE EVALUATION

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

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

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

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

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

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

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

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

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

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

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

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

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

VII. CRASH ANALYSIS

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

A. CERRILLOS AND CALLE DEL CIELO

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

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

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

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

B. RUFINA AND SILER

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

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

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

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

Table 23 | Rufina and Siler Crash Summary

Category	Description	No. Crashes
	Total Crashes	32
Year	2019	8
	2020	5
	2021	8
	2022	5
	2023	6
Crash Type	Front-to-Rear	15
	Front-to-Side	1
	Sideswipe Collision	2
	Not Available	13
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	9%
	% Collisions with Pedestrian / Fixed Object	3%
	% Rear-End Collisions	17%
Crash Severity	Property Damage Only	24
	Injury	8
	Fatality	0
Lighting Conditions	Daylight	28
	Night-Time - Lighted	3
	Dusk	1
Contributing Factors*	Following too Closely	14
	Failed to Yield Right of Way	5
	Improper Brakes / Overtaking	2
	Disregarded Traffic Signal	2
	Excessive Speed	1
	Other Improper Driving	2
	Other , No Driver Error	21
	Driver Inattention	13

C. RUFINA AND RICHARDS

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

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

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

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

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

D. RUFINA STREET AND RUFINA CIRCLE (EAST)

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

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

Table 25 | Rufina Street and Rufina Circle (East) Crash Summary

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

E. RUFINA STREET AND RUFINA CIRCLE (WEST)

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

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

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

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

Table 26 | Rufina Street and Rufina Circle (West) Crash Summary

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

F. RUFINA CIRCLE AND CALLE DEL CIELO

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

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

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

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

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

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

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

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

B. RECOMMENDATIONS

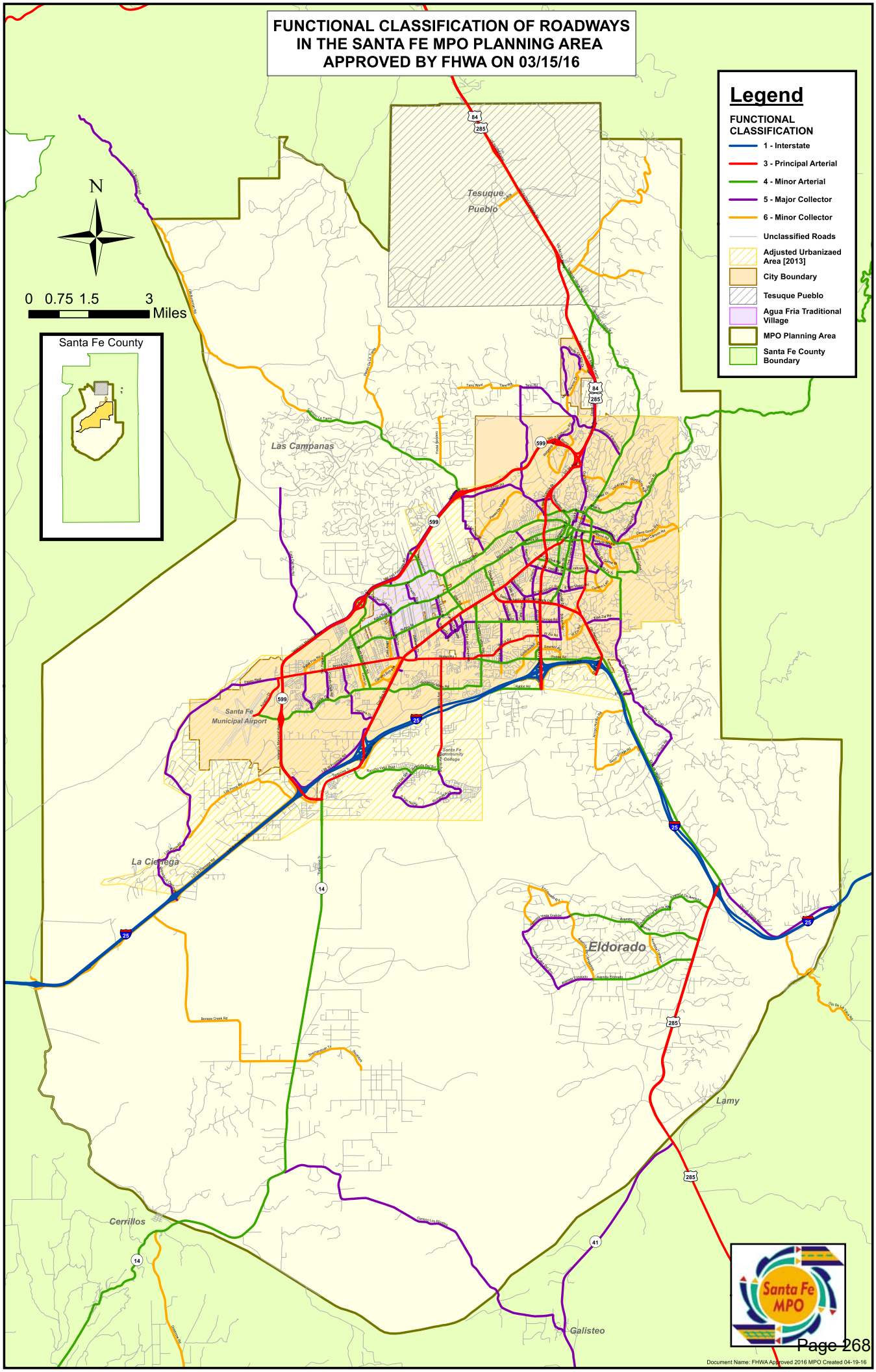
- Install a southbound left turn lane at Rufina Circle and Access 1 with striping modifications. This will include removal of on-street parking and installation of the left turn lane by shifting the northbound lane, southbound lane, and bike lanes to incorporate an 11 foot left turning lane. The dedicated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

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

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

APPENDIX A:
SANTA FE ROADWAY FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASSIFICATION OF ROADWAYS IN THE SANTA FE MPO PLANNING AREA APPROVED BY FHWA ON 03/15/16

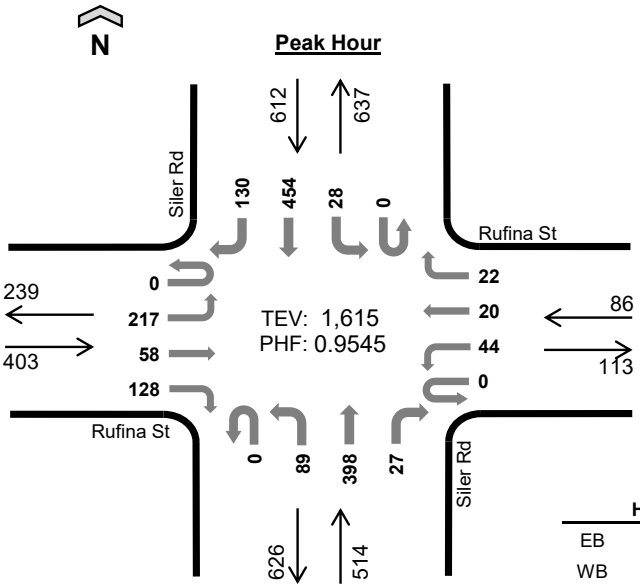


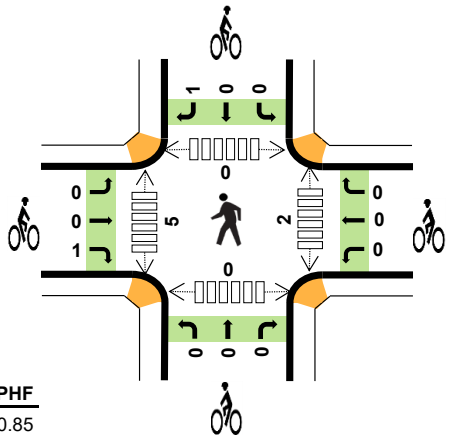
Document Name: FHWA Approved 2016 MPO Created 04-19-16

APPENDIX B:
EXISTING DATA

Siler Rd
Rufina St

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





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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	2	4	9	*15*	0	0	0	0	*0*	1	1	0	0	*2*
8:00 AM	2	1	4	4	*11*	0	0	0	0	*0*	0	2	0	0	*2*
8:15 AM	6	1	7	8	*22*	0	0	0	0	*0*	0	1	0	0	*1*
8:30 AM	6	3	4	7	*20*	1	0	0	1	*2*	1	1	0	0	*2*
Peak Hour	14	7	19	28	*68*	1	0	0	1	2	2	5	0	0	*7*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	0	1	2	*5*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	1	1	2	4	*8*	0	0	0	0	*0*	1	0	0	0	*1*
6:45 AM	1	0	2	7	*10*	0	0	0	0	*0*	0	0	1	0	*1*
7:00 AM	1	2	7	4	*14*	0	0	0	0	*0*	0	2	1	0	*3*
7:15 AM	0	0	2	4	*6*	6	1	0	5	*12*	1	1	0	0	*2*
7:30 AM	3	1	5	7	*16*	0	0	1	0	*1*	1	0	0	0	*1*
7:45 AM	**0**	**2**	**4**	**9**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
8:00 AM	**2**	**1**	**4**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
8:15 AM	**6**	**1**	**7**	**8**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
8:30 AM	**6**	**3**	**4**	**7**	**20**	**1**	**0**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**2**
8:45 AM	5	1	6	12	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	28	12	44	70	*154*	7	1	1	6	*15*	5	8	2	1	*16*
Peak Hour	**14**	**7**	**19**	**28**	***68***	**1**	**0**	**0**	**1**	***2***	**2**	**5**	**0**	**0**	**7**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	5	12	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	7	0	0	0	1	0	0	1	0	0	0	0	6	15	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	

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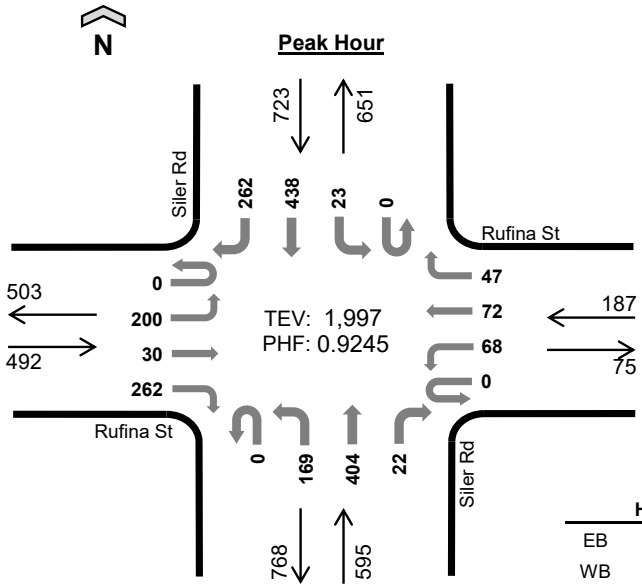
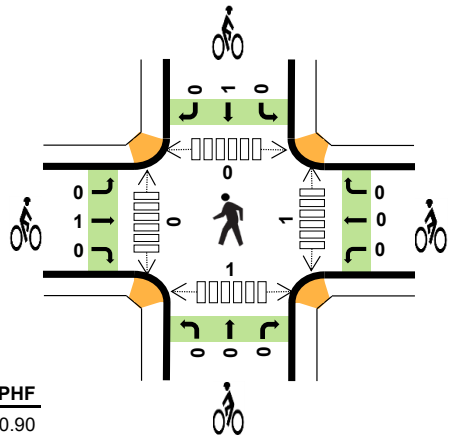
Siler Rd
Rufina St

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





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

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St Eastbound				Rufina St Westbound				Siler Rd Northbound				Siler Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	57	6	59	0	13	17	13	0	46	88	6	0	3	119	59	486	0
4:45 PM		0	53	10	59	0	19	12	19	0	39	93	4	0	8	104	59	479	0
5:00 PM		0	37	7	67	0	24	26	12	0	32	106	6	0	6	102	67	492	0
5:15 PM		0	53	7	77	0	12	17	3	0	52	117	6	0	6	113	77	540	1,997
Pk Hr	All	0	200	30	262	0	68	72	47	0	169	404	22	0	23	438	262	1,997	
	HV	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	
	HV%	-	2%	3%	0%	-	0%	1%	4%	-	1%	2%	0%	-	9%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	2	1	1	3	*7*	0	0	0	1	*1*	1	0	0	1	*2*
4:45 PM	2	1	1	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	1	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	0	7	2	*10*	1	0	0	0	*1*	0	0	0	0	*0*
Peak Hour	5	3	12	9	*29*	1	0	0	1	2	1	0	0	1	2

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	0	2	8	6	*16*	0	0	1	0	*1*	1	0	0	0	*1*
3:15 PM	5	2	2	5	*14*	0	0	0	0	*0*	0	1	0	0	*1*
3:30 PM	4	0	4	5	*13*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	7	1	5	6	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	2	0	3	2	*7*	0	0	0	0	*0*	1	1	0	0	*2*
4:15 PM	3	2	5	3	*13*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	**2**	**1**	**1**	**3**	**7**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**2**
4:45 PM	**2**	**1**	**1**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**1**	**0**	**7**	**2**	**10**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:30 PM	3	2	1	4	*10*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	1	2	1	2	*6*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	30	14	41	42	*127*	1	0	1	1	*3*	3	5	0	2	*10*
Peak Hour	**5**	**3**	**12**	**9**	***29***	**1**	**0**	**0**	**1**	***2***	**1**	**0**	**0**	**1**	***2***

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	

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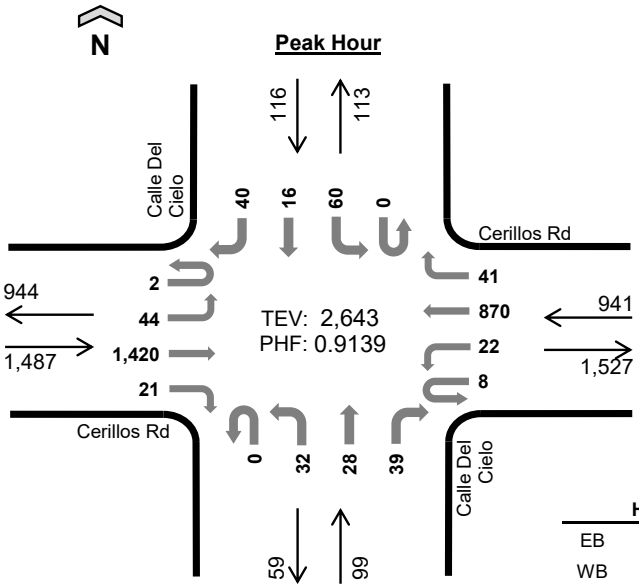
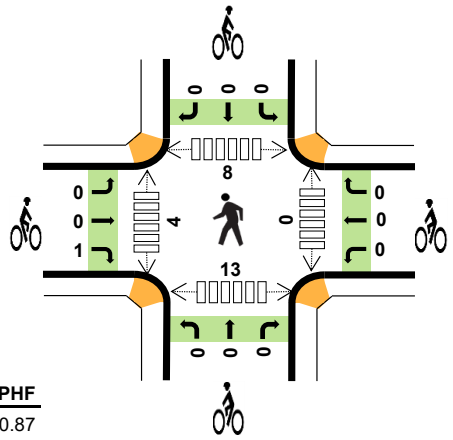
Calle Del Cielo
Cerillos Rd

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





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

Peak Hour Count Summaries

Peak Hour Interval Start		Cerillos Rd Eastbound				Cerillos Rd Westbound				Calle Del Cielo Northbound				Calle Del Cielo Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		1	20	404	4	1	3	180	12	0	6	11	12	0	14	6	11	685	0
8:15 AM		1	1	312	7	2	3	197	5	0	3	7	10	0	12	3	11	574	0
8:30 AM		0	12	342	6	3	9	230	9	0	11	4	6	0	17	3	9	661	0
8:45 AM		0	11	362	4	2	7	263	15	0	12	6	11	0	17	4	9	723	2,643
Pk Hr	All	2	44	1,420	21	8	22	870	41	0	32	28	39	0	60	16	40	2,643	
	HV	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	
	HV%	0%	7%	3%	0%	0%	0%	4%	0%	-	3%	4%	5%	-	5%	0%	3%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	13	12	0	2	*27*	1	0	0	0	*1*	0	2	1	4	*7*
8:15 AM	7	8	2	0	*17*	0	0	0	0	*0*	0	0	0	3	*3*
8:30 AM	10	6	0	1	*17*	0	0	0	0	*0*	0	1	2	2	*5*
8:45 AM	13	9	2	1	*25*	0	0	0	0	*0*	0	1	5	4	*10*
Peak Hour	43	35	4	4	*86*	1	0	0	0	*1*	0	4	8	13	*25*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	2	2	*4*
6:15 AM	5	3	0	0	*8*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 AM	5	1	0	1	*7*	0	1	0	0	*1*	0	0	2	2	*4*
6:45 AM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	2	0	*2*
7:00 AM	9	5	0	1	*15*	0	0	0	0	*0*	2	2	1	3	*8*
7:15 AM	7	4	0	0	*11*	0	0	0	0	*0*	0	0	1	4	*5*
7:30 AM	9	8	1	1	*19*	0	0	0	0	*0*	0	0	1	1	*2*
7:45 AM	10	10	1	0	*21*	0	0	0	0	*0*	0	0	6	1	*7*
8:00 AM	**13**	**12**	**0**	**2**	**27**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**4**	**7**
8:15 AM	**7**	**8**	**2**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
8:30 AM	**10**	**6**	**0**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**2**	**5**
8:45 AM	**13**	**9**	**2**	**1**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**4**	**10**
Count Total	94	69	6	7	*176*	1	1	0	0	*2*	2	6	23	28	*59*
Peak Hour	**43**	**35**	**4**	**4**	***86***	**1**	**0**	**0**	**0**	***1***	**0**	**4**	**8**	**13**	**25**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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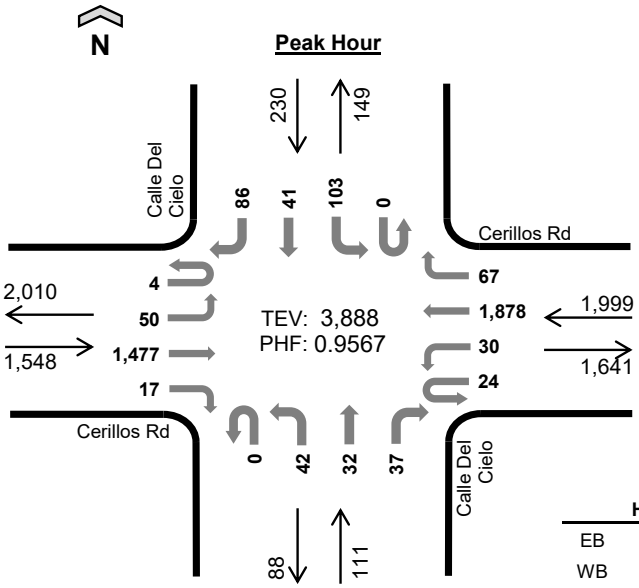
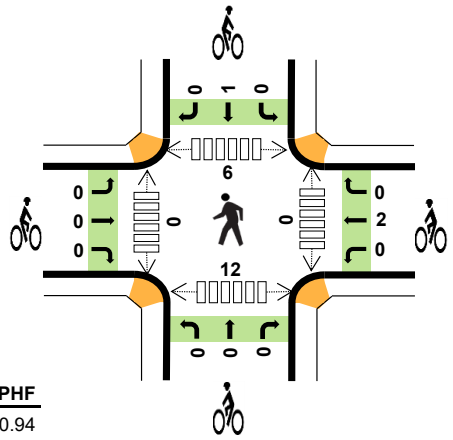
Calle Del Cielo
Cerillos Rd

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



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



Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	6	0	0	*7*	0	0	0	1	*1*	0	0	1	7	*8*
4:45 PM	2	5	0	2	*9*	0	0	0	0	*0*	0	0	3	3	*6*
5:00 PM	4	2	0	0	*6*	0	2	0	0	*2*	0	0	1	0	*1*
5:15 PM	3	4	0	0	*7*	0	0	0	0	*0*	0	0	1	2	*3*
Peak Hour	10	17	0	2	*29*	0	2	0	1	*3*	0	0	6	12	*18*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	6	6	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	7	8	0	0	*15*	0	0	0	0	*0*	0	1	1	2	*4*
3:30 PM	5	5	1	0	*11*	0	0	0	0	*0*	0	0	1	2	*3*
3:45 PM	7	4	0	0	*11*	0	0	0	0	*0*	0	0	0	4	*4*
4:00 PM	7	5	1	1	*14*	0	0	0	0	*0*	0	0	1	3	*4*
4:15 PM	3	5	0	1	*9*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	**1**	**6**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**7**	**8**
4:45 PM	**2**	**5**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**6**
5:00 PM	**4**	**2**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**
5:15 PM	**3**	**4**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**
5:30 PM	5	5	0	0	*10*	0	0	0	0	*0*	0	0	0	2	*2*
5:45 PM	3	6	0	0	*9*	0	0	0	0	*0*	0	0	4	1	*5*
Count Total	53	61	2	4	*120*	0	2	0	1	*3*	0	1	13	27	*41*
Peak Hour	**10**	**17**	**0**	**2**	***29***	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**6**	**12**	**18**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	

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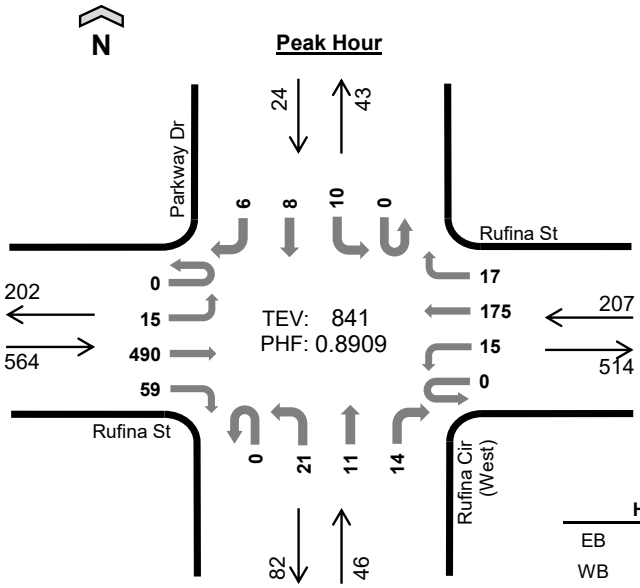
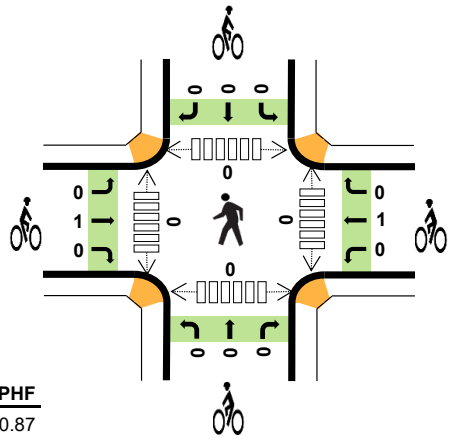
Parkway Dr
Rufina St

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





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

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St Eastbound				Rufina St Westbound				Rufina Cir (West) Northbound				Parkway Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	4	141	11	0	9	46	3	0	7	1	2	0	4	0	0	228	0
8:00 AM		0	3	137	22	0	3	52	2	0	7	3	3	0	1	3	0	236	0
8:15 AM		0	6	105	11	0	2	36	7	0	4	5	4	0	1	1	1	183	0
8:30 AM		0	2	107	15	0	1	41	5	0	3	2	5	0	4	4	5	194	841
Pk Hr	All	0	15	490	59	0	15	175	17	0	21	11	14	0	10	8	6	841	
	HV	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	
	HV%	-	0%	2%	2%	-	0%	3%	0%	-	10%	0%	14%	-	20%	13%	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	4	0	2	1	*7*	1	0	0	0	*1*	0	0	0	0	*0*
8:15 AM	3	3	1	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	2	2	1	2	*7*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	10	6	4	3	*23*	1	1	0	0	*2*	0	0	0	0	*0*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
6:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	6	0	0	*6*	0	0	0	0	*0*
7:30 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**4**	**0**	**2**	**1**	**7**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**3**	**3**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**2**	**2**	**1**	**2**	**7**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:45 AM	3	4	1	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	21	5	3	*45*	1	8	0	0	*9*	0	0	0	0	*0*
Peak Hour	**10**	**6**	**4**	**3**	***23***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	9	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

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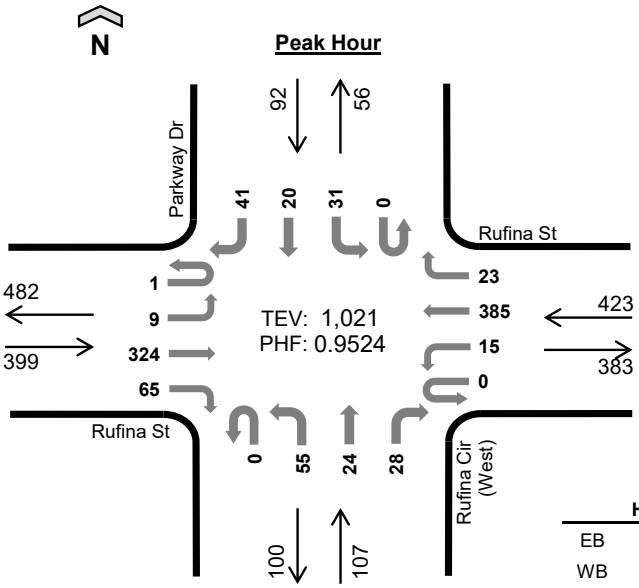
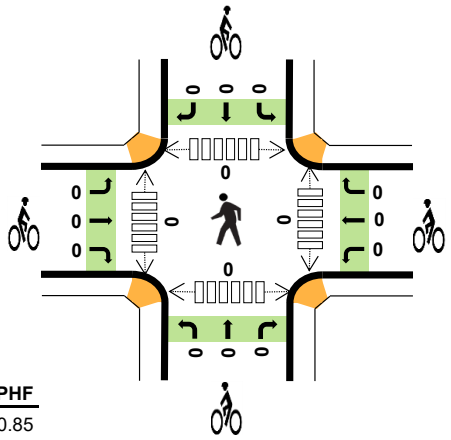
Parkway Dr
Rufina St

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





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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	**4**	**1**	**3**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:00 PM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**4**	**1**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**13**	**2**	**5**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	4	1	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	2	1	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**4**	**1**	**3**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**3**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**4**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**2**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	1	0	*3*
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	3	0	1	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
5:30 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	26	15	8	5	*54*	1	0	0	0	*1*	2	0	1	0	*3*
Peak Hour	**13**	**2**	**5**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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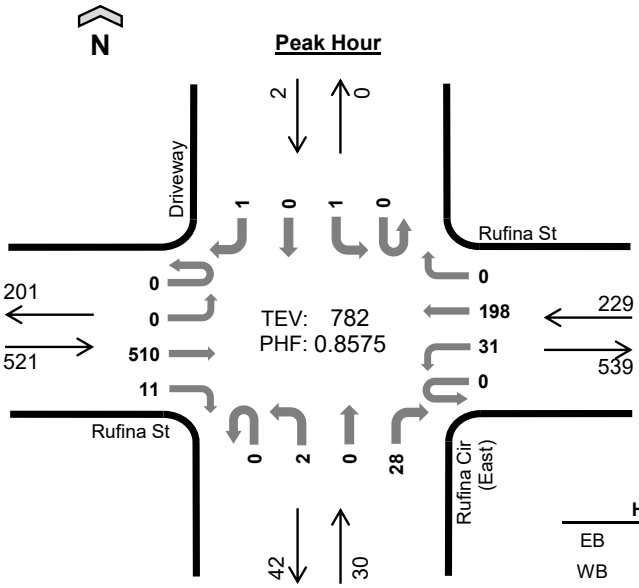
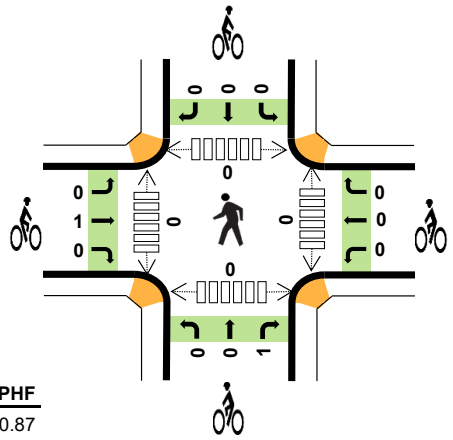
Rufina Cir (East)
Rufina St

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





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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	3	0	0	0	*3*	1	0	1	0	*2*	0	0	0	0	*0*
8:15 AM	4	4	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	10	7	0	1	*18*	1	0	1	0	*2*	0	0	0	0	*0*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	0	0	0	*2*	0	1	0	0	*1*	0	0	0	1	*1*
6:30 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	0	0	*2*	0	6	0	0	*6*	0	0	0	0	*0*
7:30 AM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**4**	**4**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	5	1	0	0	*6*	0	1	0	0	*1*	0	0	0	0	*0*
8:45 AM	3	4	0	0	*7*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	28	17	1	2	*48*	1	8	1	0	*10*	1	0	0	1	*2*
Peak Hour	**10**	**7**	**0**	**1**	***18***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**8**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	1	0	0	0	8	0	0	0	0	1	0	0	0	0	10	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	

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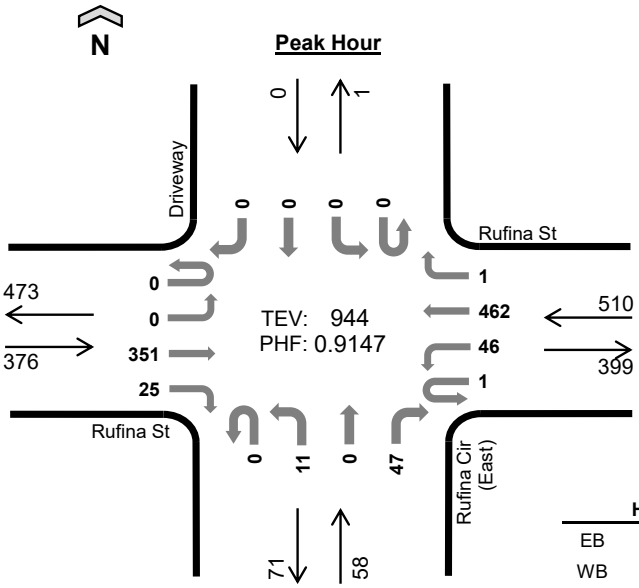
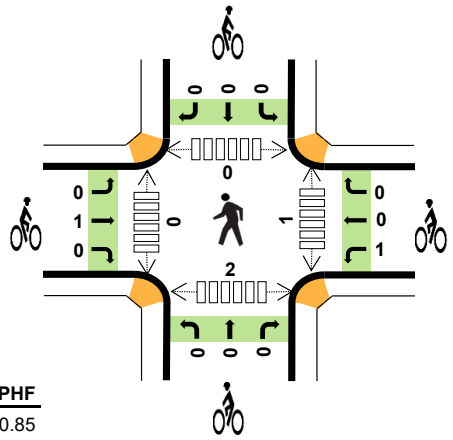
Rufina Cir (East)
Rufina St

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





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

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St Eastbound				Rufina St Westbound				Rufina Cir (East) Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	103	7	0	11	111	0	0	2	0	13	0	0	0	0	247	0
4:45 PM		0	0	77	10	0	10	99	1	0	4	0	14	0	0	0	0	215	0
5:00 PM		0	0	74	6	1	12	119	0	0	4	0	8	0	0	0	0	224	0
5:15 PM		0	0	97	2	0	13	133	0	0	1	0	12	0	0	0	0	258	944
Pk Hr	All	0	0	351	25	1	46	462	1	0	11	0	47	0	0	0	0	944	
	HV	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	
	HV%	-	-	1%	8%	0%	0%	1%	100%	-	0%	-	2%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	1	0	0	*2*	0	1	0	0	*1*	1	0	0	0	*1*
4:45 PM	2	3	1	0	*6*	0	0	0	0	*0*	0	0	0	2	*2*
5:00 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	0	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
Peak Hour	5	6	1	0	*12*	1	1	0	0	*2*	1	0	0	2	*3*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	7	5	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	2	2	2	0	*6*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	2	2	0	0	*4*	0	1	0	0	*1*	0	0	0	0	*0*
4:30 PM	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
4:45 PM	**2**	**3**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
5:00 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:30 PM	1	4	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	28	3	1	*56*	1	2	0	0	*3*	1	0	1	2	*4*
Peak Hour	**5**	**6**	**1**	**0**	***12***	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**3**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

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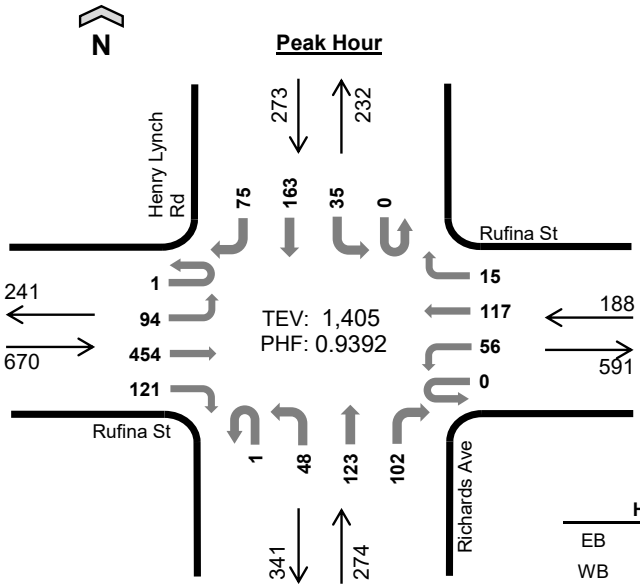
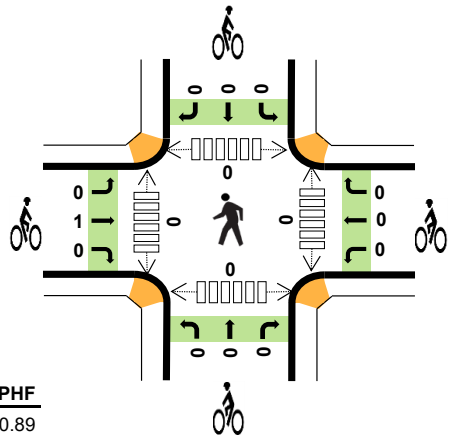
Henry Lynch Rd
Rufina St

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





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

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St Eastbound				Rufina St Westbound				Richards Ave Northbound				Henry Lynch Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	31	120	30	0	9	20	4	1	11	35	15	0	8	30	22	336	0
7:45 AM		0	26	128	35	0	18	30	5	0	9	33	18	0	7	44	18	371	0
8:00 AM		0	15	116	32	0	20	33	2	0	19	29	38	0	15	44	11	374	0
8:15 AM		1	22	90	24	0	9	34	4	0	9	26	31	0	5	45	24	324	1,405
Pk Hr	All	1	94	454	121	0	56	117	15	1	48	123	102	0	35	163	75	1,405	
	HV	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	
	HV%	0%	0%	1%	1%	-	4%	3%	0%	0%	2%	2%	0%	-	0%	1%	4%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	3	3	1	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	2	0	1	0	*3*	1	0	0	0	*1*	0	0	0	0	*0*
8:15 AM	1	2	0	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	6	6	3	5	*20*	1	0	0	0	*1*	0	0	0	0	*0*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	1	2	2	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	0	0	1	*4*	0	6	0	0	*6*	0	0	0	0	*0*
7:30 AM	**3**	**3**	**1**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**2**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**2**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	3	3	2	0	*8*	0	1	0	0	*1*	0	2	0	0	*2*
8:45 AM	0	3	2	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	19	10	10	*55*	1	7	0	0	*8*	0	2	0	0	*2*
Peak Hour	**6**	**6**	**3**	**5**	***20***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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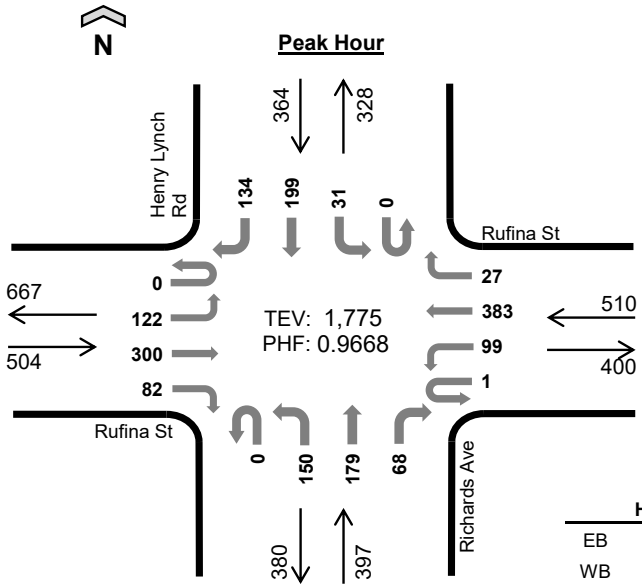
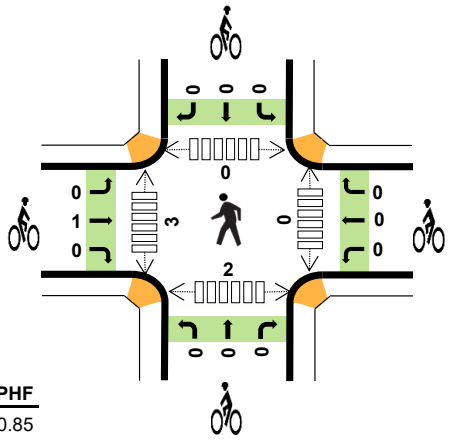
Henry Lynch Rd
Rufina St





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

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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.

*** Heavy Vehicle Classifications include FHWA Classes 4-13.*

*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	2	1	0	*4*	0	0	0	0	*0*	0	1	0	1	*2*
4:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	1	*2*
5:15 PM	3	1	1	0	*5*	1	0	0	0	*1*	0	1	0	0	*1*
Peak Hour	4	4	3	0	*11*	1	0	0	0	*1*	0	3	0	2	*5*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	2	0	0	*2*
3:15 PM	1	3	4	4	*12*	0	0	0	0	*0*	0	1	0	0	*1*
3:30 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	1	0	0	*1*
4:00 PM	3	0	2	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	**1**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
4:45 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
5:15 PM	**3**	**1**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**
5:30 PM	0	3	2	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	0	1	*3*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	12	16	14	12	*54*	1	0	0	0	*1*	0	8	0	4	*12*
Peak Hour	**4**	**4**	**3**	**0**	***11***	**1**	**0**	**0**	**0**	***1***	**0**	**3**	**0**	**2**	**5**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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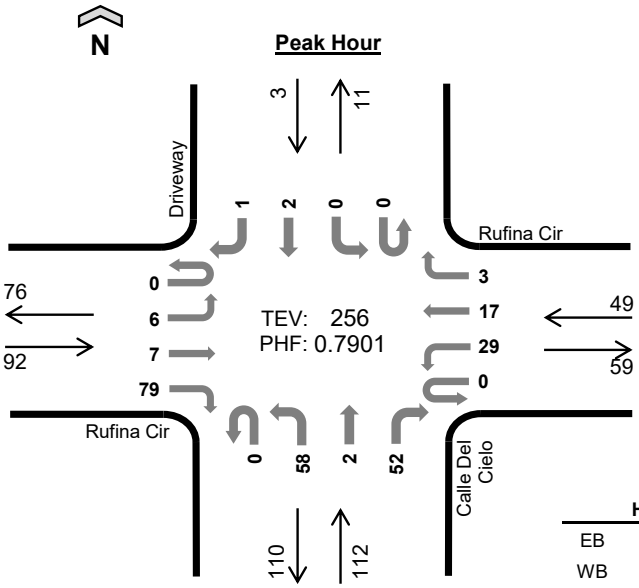
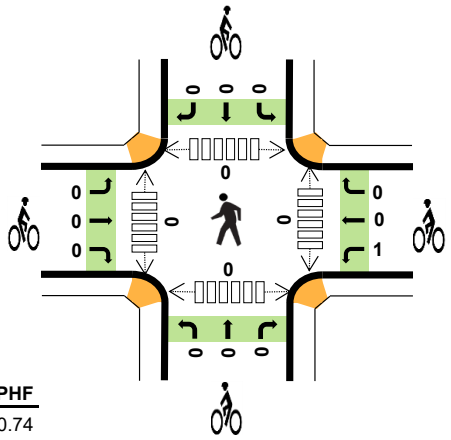
Calle Del Cielo
Rufina Cir

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





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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	**2**	**0**	**0**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	**1**	**0**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**4**	**2**	**4**	**1**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
6:30 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**2**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	7	4	5	1	*17*	0	1	0	0	*1*	0	0	1	0	*1*
Peak Hour	**4**	**2**	**4**	**1**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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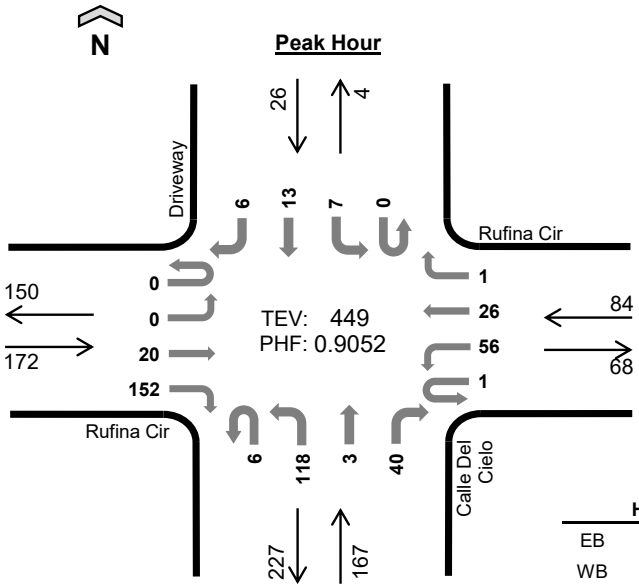
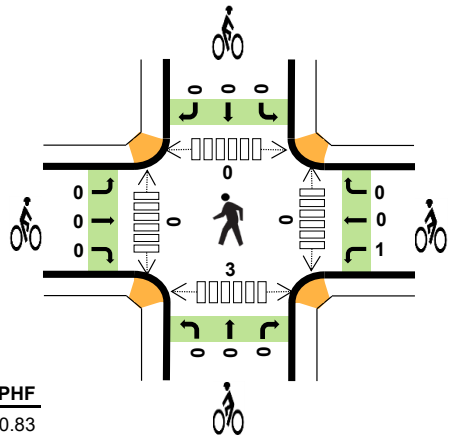
Calle Del Cielo
Rufina Cir

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





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

Peak Hour Count Summaries

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

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	0	1	0	0	*1*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	1	3	0	0	*4*	0	1	0	0	*1*	0	0	0	3	*3*

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Count Summaries - All Vehicles

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	4	0	*4*
3:15 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
3:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	2	0	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	6	6	0	*16*	0	1	1	0	*2*	0	0	4	4	*8*
Peak Hour	**1**	**3**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**3**	**3**

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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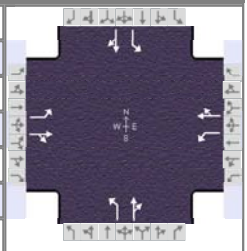
APPENDIX C:
2025 EXISTING INTERSECTION CAPACITY ANALYSIS

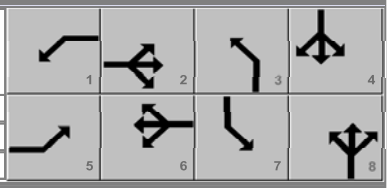
HCS Signalized Intersection Results Summary

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



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

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



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	228	196		46	44		94	447		29	615	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1638		1753	1682		1753	1820		1753	1770	
Queue Service Time (g_s), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Cycle Queue Clearance Time (g_c), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Green Ratio (*g/C*)	0.28	0.19		0.16	0.10		0.48	0.43		0.43	0.39	
Capacity (*c*), veh/h	486	318		280	175		322	790		395	695	
Volume-to-Capacity Ratio (*X*)	0.470	0.616		0.166	0.253		0.291	0.566		0.075	0.885	
Back of Queue (*Q*), ft/ln (95 th percentile)	106	106		24	25		26	173		9	319	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	4.1		0.9	1.0		1.0	6.7		0.3	12.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00		0.14	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	17.1	21.3		21.1	23.8		11.8	12.2		10.4	16.3	
Incremental Delay (d_2), s/veh	0.3	0.7		0.1	0.3		0.2	0.2		0.0	6.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	17.4	22.0		21.2	24.1		12.0	12.5		10.4	23.2	
Level of Service (LOS)	B	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	19.5	B		22.6	C		12.4	B		22.6	C	
Intersection Delay, s/veh / LOS	18.6						B					

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

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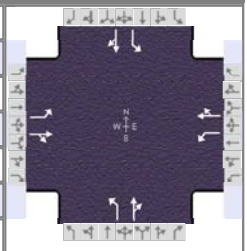
HCS Signalized Intersection Results Summary

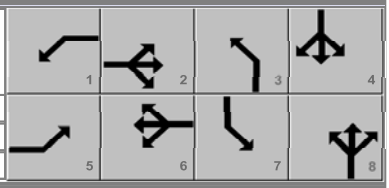
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_EXPM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



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

Signal Information			
Cycle, s	90.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	3.9	16.5	2.8	3.9	42.3						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	217	317		74	129		184	463		25	761	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1585		1753	1719		1753	1824		1753	1725	
Queue Service Time (g_s), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Cycle Queue Clearance Time (g_c), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Green Ratio (*g/C*)	0.30	0.23		0.24	0.18		0.56	0.51		0.50	0.47	
Capacity (*c*), veh/h	399	358		188	314		242	931		430	807	
Volume-to-Capacity Ratio (*X*)	0.545	0.887		0.394	0.412		0.760	0.497		0.058	0.943	
Back of Queue (*Q*), ft/ln (95 th percentile)	173	290		60	117		104	256		12	550	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.7	11.2		2.3	4.5		4.0	9.9		0.4	21.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00		0.35	0.00		0.52	0.00		0.12	0.00	
Uniform Delay (d_1), s/veh	25.6	34.0		28.9	32.8		20.2	14.6		12.5	23.0	
Incremental Delay (d_2), s/veh	0.9	3.0		0.5	0.3		7.5	0.2		0.0	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	26.5	37.0		29.4	33.1		27.7	14.7		12.5	25.7	
Level of Service (LOS)	C	D		C	C		C	B		B	C	
Approach Delay, s/veh / LOS	32.7	C		31.8	C		18.4	B		25.3	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.89	B	1.90	B
Bicycle LOS Score / LOS	1.37	A	0.82	A	1.55	B	1.78	B

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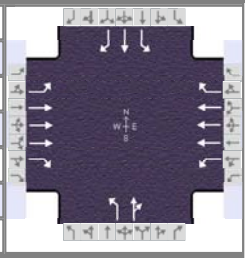
HCS Signalized Intersection Results Summary

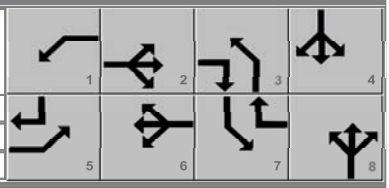
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_EXAM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



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

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	0.9	86.4	4.1	1.3	7.2	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	51	1560	23	33	956	45	35	74		66	18	44
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1680		1767	1856	1572
Queue Service Time (g_s), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Cycle Queue Clearance Time (g_c), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Green Ratio (*g/C*)	0.76	0.73	0.76	0.76	0.72	0.77	0.09	0.06		0.11	0.07	0.11
Capacity (*c*), veh/h	513	3677	1198	317	3640	1204	184	101		163	132	176
Volume-to-Capacity Ratio (*X*)	0.098	0.424	0.019	0.104	0.263	0.037	0.191	0.729		0.404	0.133	0.250
Back of Queue (*Q*), ft/ln (95 th percentile)	11	202	5	7	111	10	45	104		85	23	55
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	7.9	0.2	0.3	4.3	0.4	1.7	4.1		3.3	0.9	2.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.04	0.00	0.00	0.28	0.00		1.21	0.00	0.00
Uniform Delay (d_1), s/veh	3.8	6.4	3.4	4.5	5.8	3.4	50.2	55.4		50.0	52.3	48.7
Incremental Delay (d_2), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.7		0.6	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	3.8	6.8	3.5	4.5	6.0	3.4	50.4	59.2		50.6	52.4	48.9
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	6.7	A		5.8	A		56.3	E		50.3	D	
Intersection Delay, s/veh / LOS	10.1						B					

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

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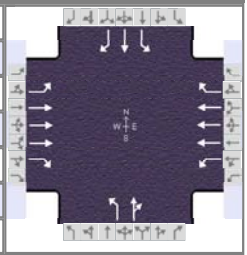
HCS Signalized Intersection Results Summary

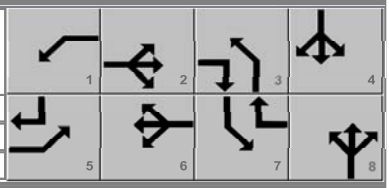
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_EXPM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



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

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	84.8	4.6	2.4	7.1	0.0
Yellow	4.0	4.0	4.0	0.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	1539	18	56	1956	70	44	72		107	43	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1719		1795	1885	1598
Queue Service Time (g_s), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Cycle Queue Clearance Time (g_c), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Green Ratio (*g/C*)	0.75	0.71	0.75	0.75	0.71	0.77	0.10	0.06		0.12	0.08	0.12
Capacity (*c*), veh/h	255	3629	1190	333	3629	1222	186	102		189	149	194
Volume-to-Capacity Ratio (*X*)	0.220	0.424	0.015	0.169	0.539	0.057	0.236	0.705		0.567	0.286	0.461
Back of Queue (*Q*), ft/ln (95 th percentile)	14	212	4	14	284	16	55	100		140	55	113
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.4	0.2	0.5	11.3	0.6	2.2	4.0		5.6	2.2	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.09	0.00	0.00	0.07	0.00	0.00	0.34	0.00		2.00	0.00	0.00
Uniform Delay (d_1), s/veh	6.5	7.4	3.9	5.0	8.3	3.5	50.1	55.4		49.4	52.0	49.0
Incremental Delay (d_2), s/veh	0.2	0.4	0.0	0.1	0.6	0.1	0.2	3.3		2.5	0.4	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	6.7	7.7	4.0	5.1	8.9	3.6	50.3	58.7		51.9	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.7	A		8.6	A		55.5	E		51.2	D	
Intersection Delay, s/veh / LOS	12.1						B					

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

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HCS Two-Way Stop-Control Report

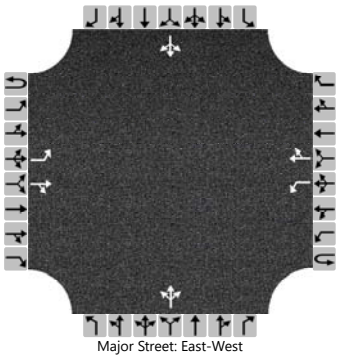
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

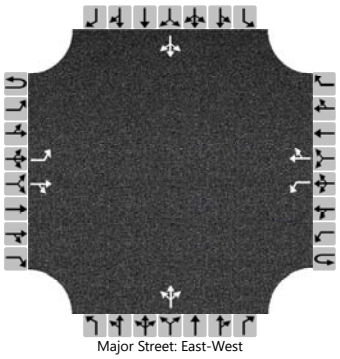
General Information

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

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

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

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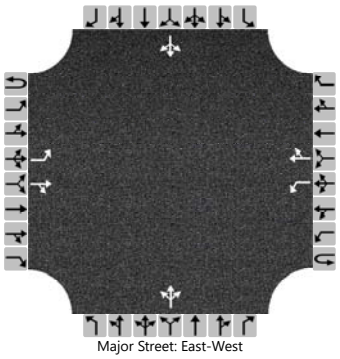
HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2025	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

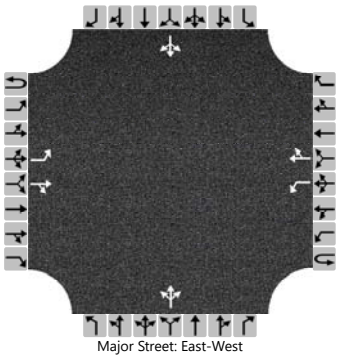
General Information

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

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

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

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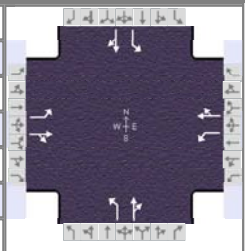
HCS Signalized Intersection Results Summary

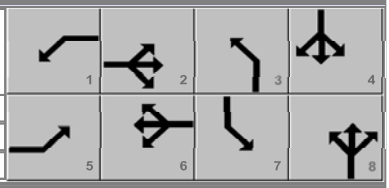
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_EXAM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



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

Signal Information			
Cycle, s	51.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	1.1	18.6	2.5	0.7	9.6	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	101	612		60	140		52	239		37	253	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Cycle Queue Clearance Time (g_c), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Green Ratio (*g/C*)	0.45	0.38		0.42	0.36		0.25	0.20		0.23	0.18	
Capacity (*c*), veh/h	683	690		280	661		305	344		261	329	
Volume-to-Capacity Ratio (*X*)	0.148	0.887		0.213	0.213		0.171	0.695		0.143	0.769	
Back of Queue (*Q*), ft/ln (95 th percentile)	25	250		16	45		20	114		14	129	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	9.9		0.6	1.8		0.8	4.5		0.6	5.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.5	15.1		12.0	11.6		15.7	19.4		16.3	20.1	
Incremental Delay (d_2), s/veh	0.0	1.6		0.1	0.1		0.1	1.2		0.1	2.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	8.6	16.7		12.1	11.7		15.8	20.6		16.4	22.5	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	15.5	B		11.8	B		19.7	B		21.7	C	
Intersection Delay, s/veh / LOS	17.0						B					

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

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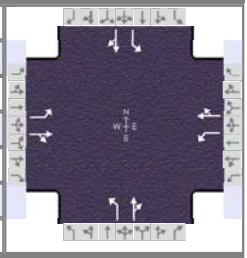
HCS Signalized Intersection Results Summary

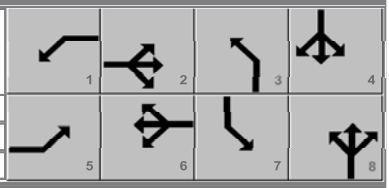
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_EXPM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



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

Signal Information			
Cycle, s	54.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	0.4	14.9	2.3	3.1	12.6	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	126	394		103	423		155	255		32	343	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Cycle Queue Clearance Time (g_c), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Green Ratio (*g/C*)	0.37	0.28		0.36	0.28		0.35	0.29		0.28	0.23	
Capacity (*c*), veh/h	364	513		337	514		363	523		365	411	
Volume-to-Capacity Ratio (*X*)	0.345	0.767		0.306	0.822		0.426	0.486		0.088	0.836	
Back of Queue (*Q*), ft/ln (95 th percentile)	41	187		34	204		53	106		12	177	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	7.4		1.3	8.1		2.1	4.2		0.5	7.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	12.9	17.8		13.2	18.3		13.7	15.8		14.7	19.7	
Incremental Delay (d_2), s/veh	0.2	1.1		0.2	1.6		0.3	0.3		0.0	1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	13.1	18.9		13.4	19.9		14.0	16.1		14.7	21.6	
Level of Service (LOS)	B	B		B	B		B	B		B	C	
Approach Delay, s/veh / LOS	17.5	B		18.6	B		15.3	B		21.0	C	
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.34	A	1.36	A	1.16	A	1.11	A

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HCS Two-Way Stop-Control Report

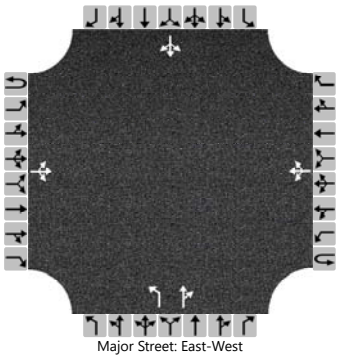
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	79		29	17	3		58	2	52		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

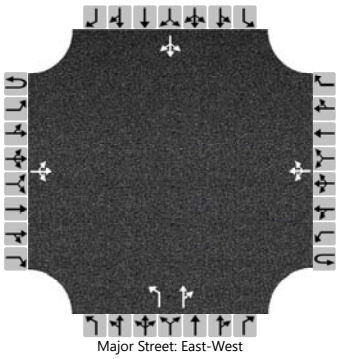
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	20	152		57	26	1		124	3	40		7	13	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

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

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APPENDIX D:
TURNING MOVEMENT DEVELOPMENT

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: SILER ROAD & RUFINA STREET

AM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	217	58	128	44	20	22	89	398	27	28	454	130
Background Growth	13	3	8	3	1	1	5	24	2	2	27	8
2028 No Build	230	61	136	47	21	23	94	422	29	30	481	138
Entering							14					36
Exiting	34		13									
2028 Build	264	61	149	47	21	23	108	422	29	30	481	174
Horizon Year Background Growth	43	12	26	9	4	4	18	80	5	6	91	26
2038 Horizon Year No Build	273	73	161	55	25	28	112	501	34	35	572	164
Entering							14					36
Exiting	34		13									
2038 Horizon Year Build	307	73	174	55	25	28	126	501	34	35	572	200
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*4*			*4*			*4*			*4*	

PM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	200	30	262	68	72	47	169	404	22	23	438	262
Background Growth	12	2	16	4	4	3	10	24	1	1	26	16
2028 No Build	212	32	278	72	76	50	179	428	23	24	464	278
Entering							13					34
Exiting	36		14									
2028 Build	248	32	292	72	76	50	192	428	23	24	464	312
Horizon Year Background Growth	40	6	52	14	14	9	34	81	4	5	88	52
2038 Horizon Year No Build	252	38	330	86	91	59	213	509	28	29	552	330
Entering							13					34
Exiting	36		14									
2038 Horizon Year Build	288	38	344	86	91	59	226	509	28	29	552	364
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*1*			*1*			*1*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter							7.00%					18.00%
Trip Distribution % Exit	18.00%		7.00%									

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CALLE DEL CIELO & CERRILLOS ROAD

AM Peak Hour

	Eastbound CERRILLOS RD			Westbound CERRILLOS RD			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	46	1,420	21	30	870	41	32	28	39	60	16	40
Background Growth	3	85	1	2	52	2	2	2	2	4	1	2
2028 No Build	49	1,505	22	32	922	43	34	30	41	64	17	42
Entering	44					76						
Exiting										72		41
2028 Build	93	1,505	22	32	922	119	34	30	41	135	17	84
Horizon Year Background Growth	9	284	4	6	174	8	6	6	8	12	3	8
2038 Horizon Year No Build	58	1,789	26	38	1,096	52	40	35	49	76	20	50
Entering	44					76						
Exiting										72		41
2038 Horizon Year Build	102	1,789	26	38	1,096	128	40	35	49	147	20	92
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*3*			*3*			*3*			*3*	

PM Peak Hour

	Eastbound CERRILLOS RD			Westbound CERRILLOS RD			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	54	1,477	17	54	1,878	67	42	32	37	103	41	86
Background Growth	3	89	1	3	113	4	3	2	2	6	2	5
2028 No Build	57	1,566	18	57	1,991	71	45	34	39	109	43	91
Entering	41					72						
Exiting	0									76		44
2028 Build	99	1,566	18	57	1,991	143	45	34	39	185	43	135
Horizon Year Background Growth	11	295	3	11	376	13	8	6	7	21	8	17
2038 Horizon Year No Build	68	1,861	21	68	2,366	84	53	40	47	130	52	108
Entering	41					72						
Exiting										76		44
2038 Horizon Year Build	109	1,861	21	68	2,366	156	53	40	47	206	52	152
PHF	*0.96*			*0.96*			*0.96*			*0.96*		
HV %		*1*			*1*			*1*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter	22.00%					38.00%						
Trip Distribution % Exit										38.00%		22.00%

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (WEST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	15	490	59	15	175	17	21	11	14	10	8	6
Background Growth	1	29	4	1	11	1	1	1	1	1		
2028 No Build	16	519	63	16	186	18	22	12	15	11	8	6
Entering		30										
Exiting					28							
2028 Build	16	549	63	16	214	18	22	12	15	11	8	6
Horizon Year Background Growth	3	98	12	3	35	3	4	2	3	2	2	1
2038 Horizon Year No Build	19	617	74	19	221	21	26	14	18	13	10	7
Entering		30										
Exiting					28							
2038 Horizon Year Build	19	647	74	19	249	21	26	14	18	13	10	7
PHF	*0.89*			*0.89*			*0.89*			*0.89*		
HV %		*3*			*3*			*3*			*3*	

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	10	324	65	15	385	23	55	24	28	31	20	41
Background Growth	1	19	4	1	23	1	3	1	2	2	1	2
2028 No Build	11	343	69	16	408	24	58	25	30	33	21	43
Entering		28										
Exiting					30							
2028 Build	11	372	69	16	438	24	58	25	30	33	21	43
Horizon Year Background Growth	2	65	13	3	77	5	11	5	6	6	4	8
2038 Horizon Year No Build	13	408	82	19	485	29	69	30	35	39	25	52
Entering		28										
Exiting					30							
2038 Horizon Year Build	13	436	82	19	515	29	69	30	35	39	25	52
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		15.00%										
Trip Distribution % Exit					15.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (EAST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		510	11	31	198		2		28	1		1
Background Growth		31	1	2	12				2			
2028 No Build		541	12	33	210		2		30	1		1
Entering			30	50								
Exiting							28		47			
2028 Build		541	42	83	210		30		77	1		1
Horizon Year Background Growth	0	102	2	6	40	0	0	0	6	0	0	0
2038 Horizon Year No Build		643	14	39	249		2		35	1		1
Entering			30	50								
Exiting							28		47			
2038 Horizon Year Build		643	44	89	249		31		82	1		1
PHF	*0.86*			*0.86*			*0.86*			*0.86*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		351	25	47	462	1	11		47			
Background Growth		21	2	3	28		1		3			
2028 No Build		372	27	50	490	1	12		50			
Entering			28	47								
Exiting							30		50			
2028 Build		372	55	97	490	1	42		100			
Horizon Year Background Growth	0	70	5	9	92	0	2	0	9	0	0	0
2038 Horizon Year No Build		442	32	59	582	1	14		59			
Entering			28	47								
Exiting							30		50			
2038 Horizon Year Build		442	60	106	582	1	44		109			
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*1*			*1*			*1*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter			15.00%	25.00%								
Trip Distribution % Exit							15.00%		25.00%			

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RICHARDS AVENUE

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	95	454	121	56	117	15	49	123	102	35	163	75
Background Growth	6	27	7	3	7	1	3	7	6	2	10	5
2028 No Build	101	481	128	59	124	16	52	130	108	37	173	80
Entering		20							10			
Exiting				9	19							
2028 Build	101	501	128	69	143	16	52	130	118	37	173	80
Horizon Year Background Growth	19	91	24	11	23	3	10	25	20	7	33	15
2038 Horizon Year No Build	120	572	152	71	147	19	62	155	129	44	205	95
Entering		20							10			
Exiting				9	19							
2038 Horizon Year Build	120	592	152	80	166	19	62	155	139	44	205	95
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*1*			*1*			*1*			*1*	

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	122	300	82	100	383	27	150	179	68	31	199	134
Background Growth	7	18	5	6	23	2	9	11	4	2	12	8
2028 No Build	129	318	87	106	406	29	159	190	72	33	211	142
Entering		19							9			
Exiting				10	20							
2028 Build	129	337	87	116	426	29	159	190	81	33	211	142
Horizon Year Background Growth	24	60	16	20	77	5	30	36	14	6	40	27
2038 Horizon Year No Build	154	378	103	126	483	34	189	226	86	39	251	169
Entering		19							9			
Exiting				10	20							
2038 Horizon Year Build	154	397	103	136	503	34	189	226	95	39	251	169
PHF	*0.97*			*0.97*			*0.97*			*0.97*		
HV %		*1*			*1*			*1*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		10.00%							5.00%			
Trip Distribution % Exit				5.00%	10.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & CALLE DEL CIELO

AM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	6	7	79	29	17	3	58	2	52		2	1
Background Growth			5	2	1		3		3			
2028 No Build	6	7	84	31	18	3	61	2	55		2	1
Entering									120			
Exiting				113								
2028 Build	6	7	84	144	18	3	61	2	175		2	1
Horizon Year Background Growth	1	1	16	6	3	1	12	0	10	0	0	0
2038 Horizon Year No Build	7	8	100	37	21	4	73	2	66		2	1
Entering									120			
Exiting				113								
2038 Horizon Year Build	7	8	100	149	21	4	73	2	186		2	1
PHF	*0.79*			*0.79*			*0.79*			*0.79*		
HV %		*4*			*4*			*4*			*4*	

PM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		20	152	57	26	1	124	3	40	7	13	6
Background Growth		1	9	3	2		7		2		1	
2028 No Build		21	161	60	28	1	131	3	42	7	14	6
Entering									113			
Exiting				120								
2028 Build		21	161	180	28	1	131	3	155	7	14	6
Horizon Year Background Growth	0	4	30	11	5	0	25	1	8	1	3	1
2038 Horizon Year No Build		25	192	72	33	1	156	4	50	8	16	7
Entering									113			
Exiting				120								
2038 Horizon Year Build		25	192	192	33	1	156	4	163	8	16	7
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*1*			*1*			*1*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter									60.00%			
Trip Distribution % Exit				60.00%								

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & ACCESS 1 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								0	20	70	10	
Exiting				19		66		9				
2028 Build				19		66		41	20	70	55	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering									20	70	10	
Exiting				19		66		9				
2043 Horizon Year Build				19		66		52	20	70	70	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering									19	66	9	
Exiting				20		70		10				
2028 Build				20		70		71	19	66	86	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering									19	66	9	
Exiting				20		70		10				
2043 Horizon Year Build				20		70		92	19	66	112	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter									10.00%	35.00%	5.00%	
Trip Distribution % Exit				10.00%		35.00%		5.00%				

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & ACCESS 2 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								20	100	10		
Exiting				94		9					19	
2028 Build				94		9		52	100	10	63	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering								20	100	10		
Exiting				94		9					19	
2043 Horizon Year Build				94		9		63	100	10	78	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

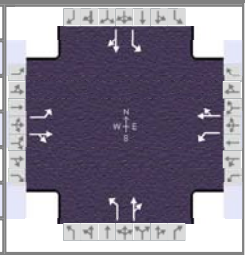
	Eastbound 0			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering								19	94	9		
Exiting				100		10					20	
2028 Build				100		10		80	94	9	96	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering								19	94	9		
Exiting				100		10					20	
2043 Horizon Year Build				100		10		101	94	9	122	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter								10.00%	50.00%	5.00%		
Trip Distribution % Exit				50.00%		5.00%					10.00%	

APPENDIX E:
2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

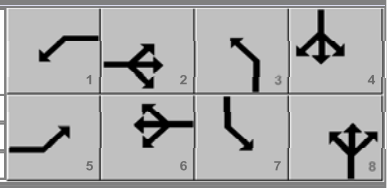
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_NBAM Siler-Rufina.xus		
Project Description	2028 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	61	136	47	21	23	94	422	29	30	481	138

Signal Information			
Cycle, s	57.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	3.7	6.0	2.4	2.4	24.0						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.7	7.3	10.0	8.8	30.4	6.4	28.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g_s), s	8.9	9.0	3.4	3.5	3.7	13.1	2.6	21.7
Green Extension Time (g_e), s	0.0	0.3	0.0	0.1	0.0	2.3	0.0	2.3
Phase Call Probability	0.98	1.00	0.55	1.00	0.80	1.00	0.40	1.00
Max Out Probability	1.00	0.05	1.00	1.00	1.00	0.06	0.64	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	242	207		49	46		99	475		32	652	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1637		1753	1682		1753	1820		1753	1770	
Queue Service Time (g_s), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Cycle Queue Clearance Time (g_c), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Green Ratio (*g/C*)	0.25	0.17		0.16	0.10		0.50	0.46		0.46	0.42	
Capacity (*c*), veh/h	442	275		239	175		327	831		405	735	
Volume-to-Capacity Ratio (*X*)	0.547	0.753		0.207	0.265		0.303	0.572		0.078	0.887	
Back of Queue (*Q*), ft/ln (95 th percentile)	122	121		25	26		25	180		9	293	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	4.7		1.0	1.0		1.0	7.0		0.3	11.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00		0.15	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	18.7	22.9		21.2	23.8		11.5	11.5		9.7	15.6	
Incremental Delay (d_2), s/veh	0.8	1.6		0.2	0.3		0.2	0.6		0.0	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	19.5	24.5		21.3	24.1		11.7	12.2		9.7	17.1	
Level of Service (LOS)	B	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	21.8	C		22.7	C		12.1	B		16.8	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.23	A	0.65	A	1.43	A	1.61	B

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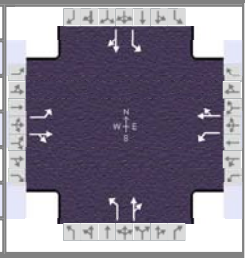
HCS Signalized Intersection Results Summary

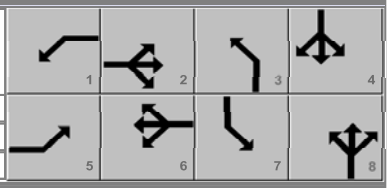
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_NBPM Siler-Rufina.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	212	32	278	72	76	50	179	428	23	24	464	278

Signal Information			
Cycle, s	108.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	2.5	22.9	3.3	0.9	53.2	
Yellow	4.0	0.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	29.5	9.5	26.9	12.2	62.1	7.3	57.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	24.5	5.8	9.4	7.9	20.6	2.8	50.6
Green Extension Time (g_e), s	0.0	0.8	0.0	0.0	0.3	3.2	0.0	2.1
Phase Call Probability	1.00	1.00	0.91	1.00	1.00	1.00	0.55	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.02	0.94	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	230	337		78	137		195	490		26	807	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1585		1753	1718		1753	1824		1753	1724	
Queue Service Time (g_s), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Cycle Queue Clearance Time (g_c), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Green Ratio (*g/C*)	0.29	0.24		0.26	0.21		0.59	0.54		0.53	0.49	
Capacity (*c*), veh/h	375	374		165	365		228	979		433	848	
Volume-to-Capacity Ratio (*X*)	0.614	0.902		0.475	0.375		0.855	0.501		0.060	0.951	
Back of Queue (*Q*), ft/ln (95 th percentile)	90	359		76	146		125	310		14	698	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	13.9		2.9	5.7		4.9	12.0		0.6	27.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.52	0.00		0.44	0.00		0.63	0.00		0.14	0.00	
Uniform Delay (d_1), s/veh	34.2	40.4		33.4	36.7		25.3	16.0		13.7	26.4	
Incremental Delay (d_2), s/veh	2.2	3.3		0.8	0.2		3.9	0.2		0.0	3.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	36.4	43.7		34.2	37.0		29.3	16.1		13.7	29.9	
Level of Service (LOS)	D	D		C	D		C	B		B	C	
Approach Delay, s/veh / LOS	40.8	D		35.9	D		19.9	B		29.4	C	
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.42	A	0.84	A	1.62	B	1.86	B

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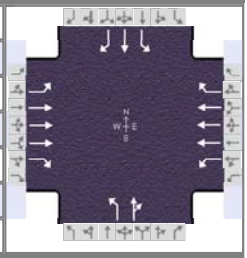
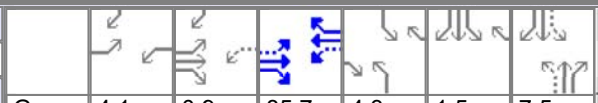
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_NBAM Calle del Cielo-Cerrillos.xus		
Project Description	2028 No Build AM				

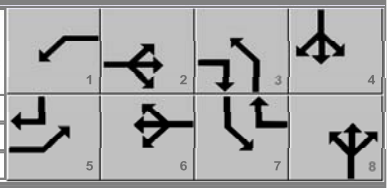


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	1505	22	32	922	43	34	30	41	64	17	42

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.1	0.9	85.7	4.3	1.5	7.5						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	90.5	8.1	89.7	8.3	11.5	9.8	13.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	2.9		2.6		4.3	7.5	6.4	5.2
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.83		0.69		0.71	1.00	0.90	1.00
Max Out Probability	0.00		0.00		1.00	0.55	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	54	1654	24	35	1013	47	37	78		70	19	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g_s), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Cycle Queue Clearance Time (g_c), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Green Ratio (*g/C*)	0.76	0.72	0.76	0.76	0.71	0.76	0.10	0.06		0.11	0.08	0.12
Capacity (*c*), veh/h	488	3644	1190	296	3608	1199	191	106		168	140	184
Volume-to-Capacity Ratio (*X*)	0.110	0.454	0.020	0.119	0.281	0.039	0.195	0.739		0.419	0.133	0.250
Back of Queue (*Q*), ft/ln (95 th percentile)	12	222	6	8	124	11	47	110		90	24	58
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.7	0.2	0.3	4.8	0.4	1.9	4.3		3.5	0.9	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.08	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.28	0.00	0.00
Uniform Delay (d_1), s/veh	4.0	6.9	3.6	4.9	6.1	3.5	49.8	55.3		49.5	51.8	48.2
Incremental Delay (d_2), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.8		0.6	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	4.1	7.4	3.6	5.0	6.3	3.6	50.0	59.0		50.1	52.0	48.4
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.2	A		6.2	A		56.1	E		49.8	D	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.44	A	1.09	A	0.68	A	0.71	A

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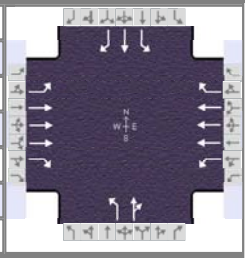
HCS Signalized Intersection Results Summary

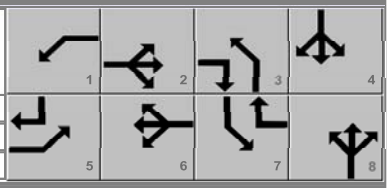
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_NBPM Calle del Cielo-Cerrillos.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	1566	18	57	1991	71	45	34	39	109	43	91

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	84.4	4.7	2.3	7.4	0.0	
Yellow	4.0	4.0	4.0	0.0	4.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.2	88.4	9.2	88.4	8.7	11.4	11.0	13.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.0		3.0		4.9	7.2	9.0	8.6
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.86		0.86		0.79	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.08	1.00	0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	59	1631	19	59	2074	74	47	76		114	45	95
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g_s), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Cycle Queue Clearance Time (g_c), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Green Ratio (*g/C*)	0.75	0.70	0.74	0.75	0.70	0.76	0.10	0.06		0.12	0.08	0.12
Capacity (*c*), veh/h	239	3613	1187	313	3613	1217	188	106		189	152	198
Volume-to-Capacity Ratio (*X*)	0.249	0.452	0.016	0.190	0.574	0.061	0.249	0.716		0.600	0.295	0.480
Back of Queue (*Q*), ft/ln (95 th percentile)	15	230	5	15	312	18	59	105		151	58	120
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	9.1	0.2	0.6	12.4	0.7	2.3	4.2		6.0	2.3	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00	0.00	0.07	0.00	0.00	0.37	0.00		2.16	0.00	0.00
Uniform Delay (d_1), s/veh	7.4	7.7	4.0	5.4	8.8	3.6	49.8	55.3		49.6	52.0	49.0
Incremental Delay (d_2), s/veh	0.2	0.4	0.0	0.1	0.7	0.1	0.3	3.3		3.7	0.4	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	7.6	8.1	4.0	5.5	9.5	3.7	50.0	58.6		53.3	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	8.1	A		9.2	A		55.3	E		51.8	D	
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.43	A	1.70	B	0.69	A	0.91	A

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HCS Two-Way Stop-Control Report

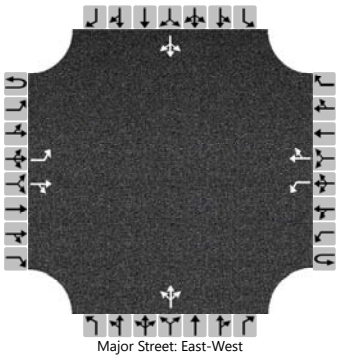
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 No Build AM

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	519	63		16	186	18		22	12	15		11	8	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18					55				28	
Capacity, c (veh/h)		1333				928					349				338	
v/c Ratio		0.01				0.02					0.16				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.6				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.6					15.4				7.7	
Control Delay (s/veh)		7.7				9.0					17.3				16.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.7				17.3				16.6			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

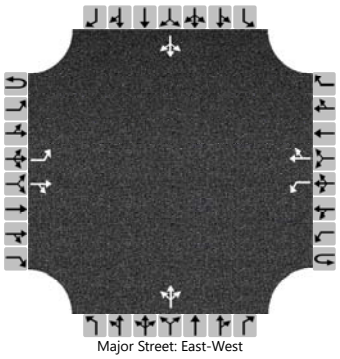
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 No Build PM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		11	343	69		16	408	24		58	25	30		33	21	43
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17					119				102	
Capacity, c (veh/h)		1106				1126					355				388	
v/c Ratio		0.01				0.01					0.34				0.26	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.4				1.0	
95% Queue Length, Q_{95} (ft)		0.0				0.0					35.6				25.4	
Control Delay (s/veh)		8.3				8.2					20.2				17.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.3				20.2				17.6			
Approach LOS	A				A				C				C			

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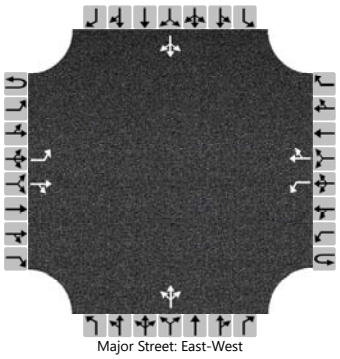
HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build AM		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	541	12		33	210	0		2	0	30		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				38					37				2	
Capacity, c (veh/h)		1322				942					467				441	
v/c Ratio		0.00				0.04					0.08				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				0.0	
95% Queue Length, Q_{95} (ft)		0.0				2.5					7.6				0.0	
Control Delay (s/veh)		7.7				9.0					13.4				13.2	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.0				1.2				13.4				13.2			
Approach LOS	A				A				B				B			

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HCS Two-Way Stop-Control Report

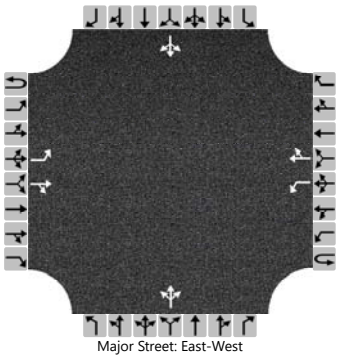
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 No Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	27		50	490	1		12	0	50		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				55					68				0	
Capacity, c (veh/h)		1034				1127					529				0	
v/c Ratio		0.00				0.05					0.13					
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.4					
95% Queue Length, Q_{95} (ft)		0.0				5.0					10.1					
Control Delay (s/veh)		8.5				8.4					12.8					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				12.8							
Approach LOS	A				A				B							

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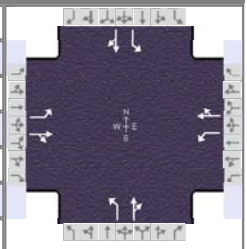
HCS Signalized Intersection Results Summary

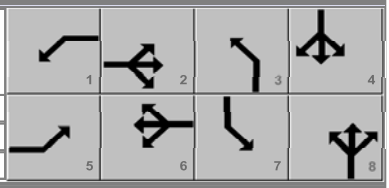
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_NBAM Rufina-Richards.xus		
Project Description	2028 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	481	128	59	124	16	52	130	108	37	173	80

Signal Information			
Cycle, s	56.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	1.1	21.4	2.8	0.7	10.9						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.9	26.5	7.8	25.4	7.5	15.7	6.8	14.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	3.9	21.0	3.1	5.1	3.3	9.7	3.0	10.1
Green Extension Time (g_e), s	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.8
Phase Call Probability	0.82	1.00	0.63	1.00	0.58	1.00	0.46	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.10	1.00	0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	107	648		63	149		55	253		39	269	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Cycle Queue Clearance Time (g_c), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Green Ratio (*g/C*)	0.46	0.40		0.44	0.38		0.26	0.21		0.24	0.19	
Capacity (*c*), veh/h	686	721		268	697		293	359		255	344	
Volume-to-Capacity Ratio (*X*)	0.157	0.899		0.234	0.214		0.189	0.706		0.154	0.781	
Back of Queue (*Q*), ft/ln (95 th percentile)	29	286		18	51		23	134		17	148	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	11.4		0.7	2.0		0.9	5.3		0.7	5.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.8	16.1		12.9	12.0		16.9	21.0		17.4	21.8	
Incremental Delay (d_2), s/veh	0.0	1.7		0.2	0.1		0.1	1.0		0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	8.8	17.8		13.0	12.0		17.0	21.9		17.5	23.3	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	16.5	B		12.3	B		21.0	C		22.5	C	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.73	B	0.84	A	1.00	A	1.00	A

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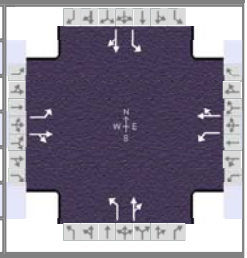
HCS Signalized Intersection Results Summary

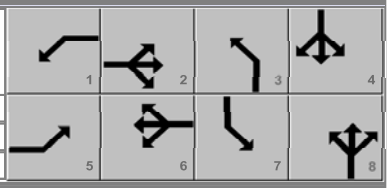
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	318	87	106	406	29	159	190	72	33	211	142

Signal Information			
Cycle, s	57.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	0.3	16.6	2.5	3.0	14.0	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.0	9.0	20.6	9.6	21.1	6.5	18.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.8	14.1	4.3	15.0	5.7	9.2	2.8	13.4
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.88	1.00	0.83	1.00	0.93	1.00	0.42	1.00
Max Out Probability	1.00	0.02	1.00	0.02	1.00	1.00	0.95	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	133	418		109	448		164	270		34	364	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Cycle Queue Clearance Time (g_c), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Green Ratio (*g/C*)	0.38	0.29		0.38	0.29		0.36	0.30		0.29	0.24	
Capacity (*c*), veh/h	351	536		329	539		347	533		358	429	
Volume-to-Capacity Ratio (*X*)	0.379	0.780		0.333	0.832		0.473	0.506		0.095	0.848	
Back of Queue (*Q*), ft/ln (95 th percentile)	46	208		38	226		62	123		14	199	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	8.2		1.5	9.0		2.4	4.9		0.5	7.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	13.6	18.6		13.8	19.1		14.6	16.7		15.2	20.7	
Incremental Delay (d_2), s/veh	0.3	0.9		0.2	1.3		0.4	0.3		0.0	1.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	13.8	19.5		14.0	20.4		15.0	17.1		15.3	22.6	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.2	B		19.2	B		16.3	B		21.9	C	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.40	A	1.41	A	1.20	A	1.14	A

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HCS Two-Way Stop-Control Report

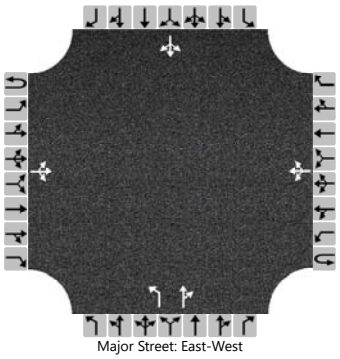
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 No Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	84		31	18	3		61	2	55		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				39				77		72			4	
Capacity, c (veh/h)		1574				1461				746		982			737	
v/c Ratio		0.00				0.03				0.10		0.07			0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.3		0.2			0.0	
95% Queue Length, Q_{95} (ft)		0.0				2.5				7.7		5.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.5	0.2	0.2		10.4		9.0			9.9	
Level of Service (LOS)		A	A	A		A	A	A		B		A			A	
Approach Delay (s/veh)	0.5				4.6				9.7				9.9			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

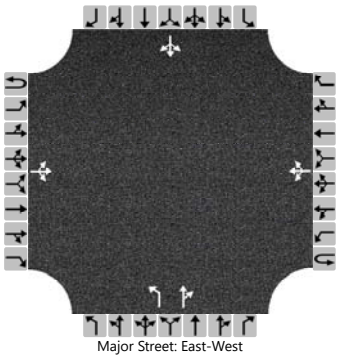
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 No Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	21	161		60	28	1		131	3	42		7	14	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				66				144		49			30	
Capacity, c (veh/h)		1587				1378				615		910			619	
v/c Ratio		0.00				0.05				0.23		0.05			0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.9		0.2			0.2	
95% Queue Length, Q_{95} (ft)		0.0				5.0				22.7		5.0			5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.7	0.4	0.4		12.6		9.2			11.1	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.0				5.3				11.8				11.1			
Approach LOS	A				A				B				B			

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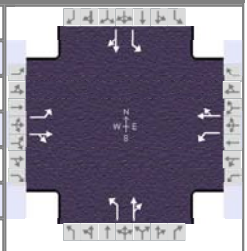
APPENDIX F:
2028 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

Signal Information			
Cycle, s	60.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	3.4	3.6	6.6	2.5	2.6	26.1						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	14.2	7.4	10.6	9.1	32.8	6.5	30.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	9.0	9.9	3.5	3.5	4.0	13.3	2.6	24.5
Green Extension Time (g_e), s	0.0	0.3	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.57	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.11	1.00	1.00	1.00	0.08	0.66	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	278	221		49	46		114	475		32	689	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1632		1753	1682		1753	1820		1753	1757	
Queue Service Time (g_s), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Cycle Queue Clearance Time (g_c), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Green Ratio (*g/C*)	0.25	0.17		0.17	0.11		0.52	0.47		0.47	0.43	
Capacity (*c*), veh/h	433	274		222	184		311	860		420	754	
Volume-to-Capacity Ratio (*X*)	0.642	0.806		0.223	0.252		0.366	0.552		0.075	0.914	
Back of Queue (*Q*), ft/ln (95 th percentile)	164	143		27	28		30	185		9	335	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	5.6		1.0	1.1		1.2	7.2		0.4	13.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.94	0.00		0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	21.1	24.4		22.2	24.9		12.5	11.5		9.7	16.3	
Incremental Delay (d_2), s/veh	2.5	2.9		0.2	0.3		0.3	0.5		0.0	2.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.6	27.3		22.4	25.1		12.8	11.9		9.7	19.1	
Level of Service (LOS)	C	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	25.2	C		23.7	C		12.1	B		18.7	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

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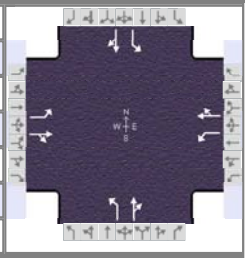
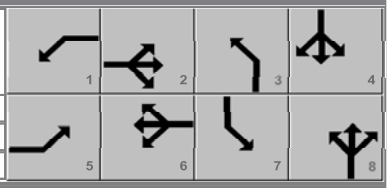
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

Signal Information												
Cycle, s	137.3	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.0	2.0	30.9	3.8	4.7	69.9		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	36.9	10.0	34.9	16.5	82.6	7.8	73.9
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (*g s*), s	10.0	32.0	6.7	11.3	12.3	23.6	3.0	67.3
Green Extension Time (*g e*), s	0.0	0.7	0.0	0.0	0.2	3.2	0.0	2.3
Phase Call Probability	1.00	1.00	0.95	1.00	1.00	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.09	0.05	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	270	352		78	137		209	490		26	843	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1584		1753	1718		1753	1824		1753	1716	
Queue Service Time (*g s*), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Cycle Queue Clearance Time (*g c*), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Green Ratio (*g/C*)	0.28	0.24		0.27	0.22		0.62	0.57		0.54	0.51	
Capacity (*c*), veh/h	350	380		136	387		234	1045		461	875	
Volume-to-Capacity Ratio (*X*)	0.770	0.927		0.576	0.354		0.891	0.469		0.057	0.964	
Back of Queue (*Q*), ft/ln (95 th percentile)	259	503		102	186		340	361		18	990	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	19.5		4.0	7.2		13.2	14.0		0.7	38.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.48	0.00		0.60	0.00		1.70	0.00		0.18	0.00	
Uniform Delay (*d 1*), s/veh	47.9	51.2		42.0	45.0		40.6	17.2		15.8	32.6	
Incremental Delay (*d 2*), s/veh	9.1	15.0		3.9	0.2		19.2	0.1		0.0	12.6	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	57.1	66.2		45.9	45.2		59.8	17.3		15.8	45.2	
Level of Service (LOS)	E	E		D	D		E	B		B	D	
Approach Delay, s/veh / LOS	62.2	E		45.4	D		30.0	C		44.3	D	
Intersection Delay, s/veh / LOS	44.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.51	B	0.84	A	1.64	B	1.92	B

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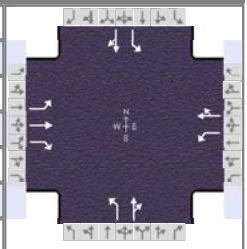
HCS Signalized Intersection Results Summary

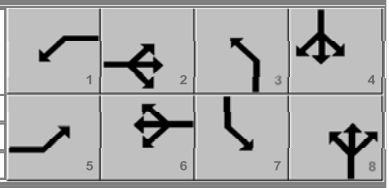
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina_Mitigation.xus		
Project Description	2028 Build AM Mitigation				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

Signal Information			
Cycle, s	59.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.4	3.6	6.0	2.4	2.6	25.6						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.6	7.4	10.0	9.1	32.3	6.4	29.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	9.0	7.4	3.5	3.5	4.0	13.1	2.6	24.0
Green Extension Time (g_e), s	0.0	0.4	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.56	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.01	1.00	1.00	1.00	0.07	0.64	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	278	64	157	49	46		114	475		32	689	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1841	1610	1753	1682		1753	1820		1753	1757	
Queue Service Time (g_s), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Cycle Queue Clearance Time (g_c), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Green Ratio (*g/C*)	0.25	0.16	0.16	0.16	0.10		0.53	0.47		0.47	0.43	
Capacity (*c*), veh/h	426	297	260	347	169		315	862		423	754	
Volume-to-Capacity Ratio (*X*)	0.652	0.216	0.604	0.142	0.274		0.361	0.551		0.075	0.914	
Back of Queue (*Q*), ft/ln (95 th percentile)	163	35	89	26	27		29	180		9	325	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	1.3	3.5	1.0	1.1		1.1	7.0		0.3	12.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.00	0.00	0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	20.9	21.8	23.3	21.9	24.9		12.3	11.2		9.5	16.0	
Incremental Delay (d_2), s/veh	2.8	0.1	0.8	0.1	0.3		0.3	0.4		0.0	2.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.7	21.9	24.1	21.9	25.2		12.5	11.6		9.5	18.4	
Level of Service (LOS)	C	C	C	C	C		B	B		A	B	
Approach Delay, s/veh / LOS	23.6	C		23.5	C		11.8	B		18.0	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	2.08	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

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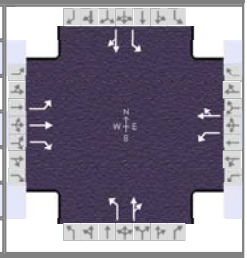
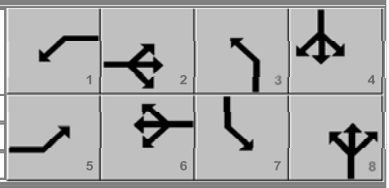
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina_Mitigation.xus		
Project Description	2028 Build PM Mitigation				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

Signal Information												
Cycle, s	120.4	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.0	2.0	20.1	3.5	2.5	62.2		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.0	30.2	10.0	24.1	14.0	72.7	7.5	66.2
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (*g s*), s	14.0	25.2	6.4	10.7	9.7	21.1	2.8	58.4
Green Extension Time (*g e*), s	0.0	0.8	0.0	0.5	0.3	3.5	0.0	3.5
Phase Call Probability	1.00	1.00	0.93	1.00	1.00	1.00	0.58	1.00
Max Out Probability	1.00	0.00	1.00	0.60	0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	270	35	317	78	137		209	490		26	843	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1841	1610	1753	1718		1753	1824		1753	1716	
Queue Service Time (*g s*), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Cycle Queue Clearance Time (*g c*), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Green Ratio (*g/C*)	0.29	0.22	0.22	0.22	0.17		0.62	0.57		0.55	0.52	
Capacity (*c*), veh/h	354	401	351	374	289		238	1041		467	888	
Volume-to-Capacity Ratio (*X*)	0.761	0.087	0.905	0.209	0.474		0.877	0.471		0.056	0.950	
Back of Queue (*Q*), ft/ln (95 th percentile)	130	39	368	89	175		274	318		15	790	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	1.5	14.7	3.5	6.8		10.6	12.3		0.6	30.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.00	0.53	0.00		1.37	0.00		0.15	0.00	
Uniform Delay (*d 1*), s/veh	39.7	37.7	46.1	38.7	45.5		31.7	15.2		13.5	27.7	
Incremental Delay (*d 2*), s/veh	8.4	0.0	4.1	0.1	0.5		4.0	0.1		0.0	2.8	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	48.1	37.7	50.2	38.8	45.9		35.7	15.3		13.5	30.4	
Level of Service (LOS)	D	D	D	D	D		D	B		B	C	
Approach Delay, s/veh / LOS	48.6	D		43.3	D		21.4	C		29.9	C	
Intersection Delay, s/veh / LOS	33.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.95	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	1.51	B	0.84	A	1.64	B	1.92	B

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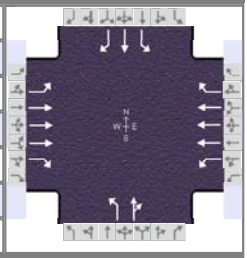
HCS Signalized Intersection Results Summary

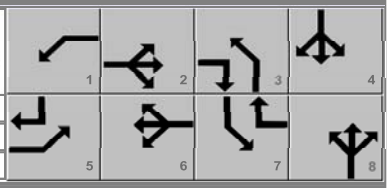
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BAM Calle del Cielo-Cerrillos.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.1	1.7	83.6	4.3	2.7	7.6	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	89.3	8.1	87.6	8.3	11.6	11.0	14.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.9		2.6		4.3	7.5	9.0	8.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.03		0.00		1.00	1.00	1.00	0.36

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g_s), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Cycle Queue Clearance Time (g_c), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Green Ratio (*g/C*)	0.75	0.71	0.75	0.75	0.70	0.76	0.10	0.06		0.13	0.09	0.13
Capacity (*c*), veh/h	488	3593	1174	292	3523	1188	206	106		186	159	211
Volume-to-Capacity Ratio (*X*)	0.209	0.460	0.021	0.121	0.288	0.110	0.182	0.737		0.798	0.117	0.438
Back of Queue (*Q*), ft/ln (95 th percentile)	26	232	6	9	135	34	47	116		94	24	117
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	9.1	0.2	0.3	5.3	1.3	1.8	4.5		3.7	0.9	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.17	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.34	0.00	0.00
Uniform Delay (d_1), s/veh	4.6	7.5	3.9	5.3	6.9	3.9	49.8	55.2		51.7	50.7	47.8
Incremental Delay (d_2), s/veh	0.1	0.4	0.0	0.1	0.2	0.2	0.2	8.2		19.8	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	4.6	7.9	4.0	5.4	7.1	4.1	50.0	63.5		71.4	50.8	48.3
Level of Service (LOS)	A	A	A	A	A	A	D	E		E	D	D
Approach Delay, s/veh / LOS	7.6	A		6.7	A		59.1	E		61.7	E	
Intersection Delay, s/veh / LOS	13.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.47	A	1.14	A	0.68	A	0.92	A

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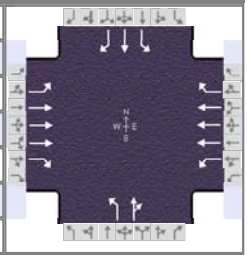
HCS Signalized Intersection Results Summary

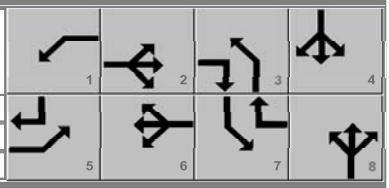
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BPM Calle del Cielo-Cerrillos.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	0.6	76.8	4.7	4.9	7.7	
Yellow	4.0	0.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	81.5	9.2	80.8	8.7	11.7	17.7	20.6
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (*g s*), s	4.3		3.3		4.9	7.2	13.6	11.4
Green Extension Time (*g e*), s	0.2	0.0	0.1	0.0	0.0	0.5	0.1	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (*g s*), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Cycle Queue Clearance Time (*g c*), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Green Ratio (*g/C*)	0.69	0.65	0.69	0.69	0.64	0.75	0.10	0.06		0.19	0.14	0.19
Capacity (*c*), veh/h	227	3316	1095	287	3288	1205	219	110		292	261	298
Volume-to-Capacity Ratio (*X*)	0.454	0.492	0.017	0.207	0.631	0.124	0.214	0.692		0.659	0.172	0.471
Back of Queue (*Q*), ft/ln (95 th percentile)	47	283	6	20	392	39	58	105		229	53	168
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	11.2	0.3	0.8	15.6	1.5	2.3	4.2		9.1	2.1	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.00	0.00	0.10	0.00	0.00	0.36	0.00		3.27	0.00	0.00
Uniform Delay (*d 1*), s/veh	13.5	11.0	6.0	8.0	13.0	4.0	49.5	55.0		43.9	45.6	43.5
Incremental Delay (*d 2*), s/veh	0.5	0.5	0.0	0.1	0.9	0.2	0.2	2.9		2.9	0.1	0.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.0	11.6	6.0	8.2	13.9	4.2	49.7	57.9		46.7	45.7	43.9
Level of Service (LOS)	B	B	A	A	B	A	D	E		D	D	D
Approach Delay, s/veh / LOS	11.6	B		13.2	B		54.8	D		45.6	D	
Intersection Delay, s/veh / LOS	16.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	2.07	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.45	A	1.74	B	0.69	A	1.11	A

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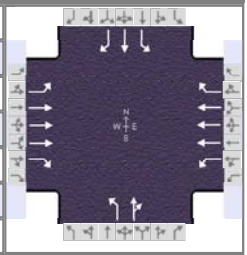
HCS Signalized Intersection Results Summary

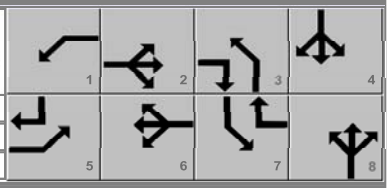
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BAM Calle del Cielo-Cerrillos_Mitigation.xus		
Project Description	2028 Build AM Mitigation				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.1	1.7	77.3	4.3	2.6	10.0
Yellow	4.0	0.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	82.9	8.1	81.3	8.3	14.0	14.9	20.6
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (*g s*), s	4.3		2.7		4.3	7.4	10.9	8.1
Green Extension Time (*g e*), s	0.1	0.0	0.1	0.0	0.0	0.2	0.1	0.3
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.01	0.09	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (*g s*), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Cycle Queue Clearance Time (*g c*), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Green Ratio (*g/C*)	0.69	0.66	0.69	0.69	0.64	0.74	0.12	0.08		0.19	0.14	0.19
Capacity (*c*), veh/h	452	3325	1090	268	3255	1156	238	140		271	257	294
Volume-to-Capacity Ratio (*X*)	0.226	0.497	0.022	0.131	0.311	0.113	0.157	0.557		0.546	0.073	0.314
Back of Queue (*Q*), ft/ln (95 th percentile)	35	282	8	12	170	39	46	105		178	22	108
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	11.0	0.3	0.5	6.6	1.5	1.8	4.1		7.0	0.9	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.06	0.00	0.00	0.29	0.00		2.55	0.00	0.00
Uniform Delay (*d 1*), s/veh	6.6	10.4	5.7	7.7	9.5	4.6	47.6	52.9		43.1	45.0	42.1
Incremental Delay (*d 2*), s/veh	0.1	0.5	0.0	0.1	0.2	0.2	0.1	1.3		0.6	0.0	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	6.7	11.0	5.8	7.8	9.8	4.8	47.7	54.2		43.8	45.0	42.4
Level of Service (LOS)	A	B	A	A	A	A	D	D		D	D	D
Approach Delay, s/veh / LOS	10.7	B		9.1	A		52.1	D		43.4	D	
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	2.07	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.47	A	1.14	A	0.68	A	0.92	A

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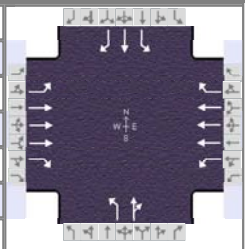
HCS Signalized Intersection Results Summary

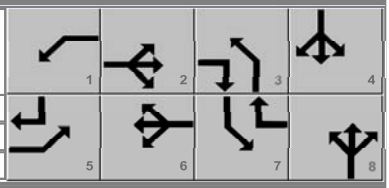
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus		
Project Description	2028 Build PM Mitigation				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	0.6	65.2	4.7	14.2	10.0	
Yellow	4.0	0.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	69.9	9.2	69.2	8.7	14.0	27.0	32.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.0		3.7		4.8	7.1	12.2	10.3
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.5	0.2	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g_s), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Cycle Queue Clearance Time (g_c), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Green Ratio (*g/C*)	0.59	0.55	0.59	0.59	0.54	0.73	0.12	0.08		0.29	0.24	0.28
Capacity (*c*), veh/h	194	2819	940	243	2791	1174	245	143		458	443	453
Volume-to-Capacity Ratio (*X*)	0.531	0.579	0.020	0.245	0.743	0.127	0.191	0.531		0.421	0.101	0.310
Back of Queue (*Q*), ft/ln (95 th percentile)	69	369	9	29	514	44	57	100		198	46	144
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	14.6	0.4	1.2	20.4	1.8	2.3	4.0		7.8	1.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.00	0.15	0.00	0.00	0.36	0.00		2.82	0.00	0.00
Uniform Delay (d_1), s/veh	21.9	17.9	10.3	13.6	21.0	4.6	47.4	52.7		34.0	36.0	33.8
Incremental Delay (d_2), s/veh	0.8	0.9	0.0	0.2	1.8	0.2	0.1	1.1		0.2	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	22.7	18.8	10.3	13.8	22.8	4.9	47.5	53.9		34.2	36.0	33.9
Level of Service (LOS)	C	B	B	B	C	A	D	D		C	D	C
Approach Delay, s/veh / LOS	18.9	B		21.4	C		51.5	D		34.3	C	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.45	A	1.74	B	0.69	A	1.11	A

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HCS Two-Way Stop-Control Report

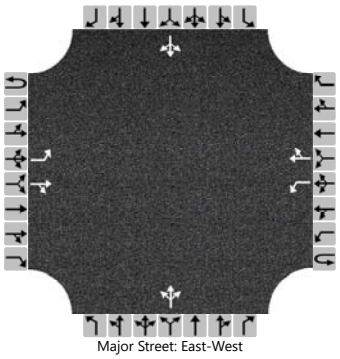
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	549	63		16	214	18		22	12	15		11	8	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18					55				28	
Capacity, c (veh/h)		1298				902					326				314	
v/c Ratio		0.01				0.02					0.17				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.6				0.3	
95% Queue Length, Q_{95} (ft)		0.0				2.6					15.4				7.7	
Control Delay (s/veh)		7.8				9.1					18.3				17.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.6				18.3				17.6			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

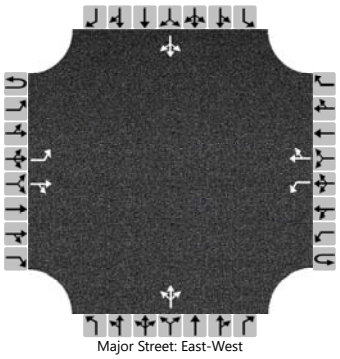
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 Build PM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		11	372	69		16	438	24		58	25	30		33	21	43
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17					119				102	
Capacity, c (veh/h)		1077				1097					332				363	
v/c Ratio		0.01				0.02					0.36				0.28	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.6				1.1	
95% Queue Length, Q_{95} (ft)		0.0				0.0					40.6				27.9	
Control Delay (s/veh)		8.4				8.3					21.8				18.7	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.3				21.8				18.7			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

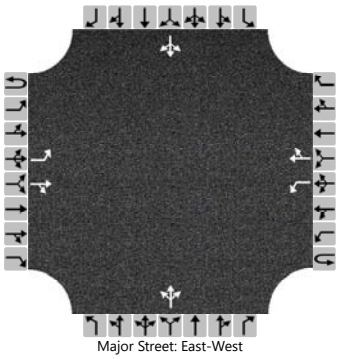
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	541	42		83	210	0		30	0	77		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				97					124				2	
Capacity, c (veh/h)		1322				914					405				325	
v/c Ratio		0.00				0.11					0.31				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.4					1.3				0.0	
95% Queue Length, Q_{95} (ft)		0.0				10.2					33.0				0.0	
Control Delay (s/veh)		7.7				9.4					17.8				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.0				2.7				17.8				16.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

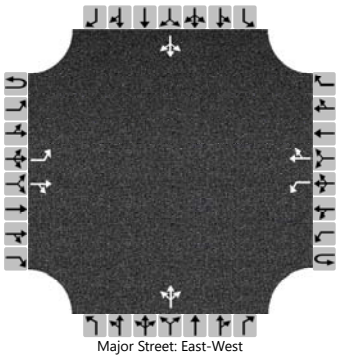
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	55		97	490	1		42	0	100		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				107					156				0	
Capacity, c (veh/h)		1034				1098					447				0	
v/c Ratio		0.00				0.10					0.35					
95% Queue Length, Q_{95} (veh)		0.0				0.3					1.5					
95% Queue Length, Q_{95} (ft)		0.0				7.6					37.8					
Control Delay (s/veh)		8.5				8.6					17.3					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)	0.0				1.4				17.3							
Approach LOS	A				A				C							

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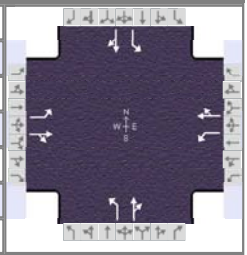
HCS Signalized Intersection Results Summary

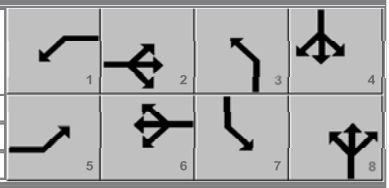
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_BAM Rufina-Richards.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	501	128	69	143	16	52	130	118	37	173	80

Signal Information			
Cycle, s	59.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	0.8	23.3	2.9	0.7	11.3						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.0	28.0	8.2	27.3	7.6	16.0	6.9	15.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.0	22.5	3.4	5.6	3.4	10.5	3.0	10.5
Green Extension Time (g_e), s	0.0	1.5	0.0	0.1	0.0	0.7	0.0	0.8
Phase Call Probability	0.83	1.00	0.70	1.00	0.60	1.00	0.48	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.16	1.00	0.10

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	107	669		73	169		55	264		39	269	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1819		1795	1852		1795	1736		1795	1784	
Queue Service Time (g_s), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Cycle Queue Clearance Time (g_c), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Green Ratio (*g/C*)	0.48	0.41		0.47	0.39		0.25	0.20		0.24	0.19	
Capacity (*c*), veh/h	682	739		271	729		284	354		239	341	
Volume-to-Capacity Ratio (*X*)	0.158	0.905		0.271	0.232		0.195	0.746		0.164	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	30	307		21	60		25	153		18	156	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	12.2		0.8	2.4		1.0	6.1		0.7	6.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.7	16.5		13.2	12.0		17.7	22.1		18.3	22.8	
Incremental Delay (d_2), s/veh	0.0	1.8		0.2	0.1		0.1	2.0		0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	8.8	18.3		13.4	12.1		17.9	24.1		18.4	24.4	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	17.0	B		12.5	B		23.0	C		23.6	C	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	1.77	B	0.89	A	1.01	A	1.00	A

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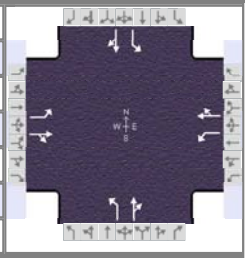
HCS Signalized Intersection Results Summary

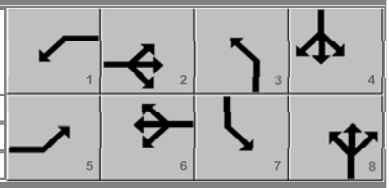
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_BPM Rufina-Richards.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	337	87	116	426	29	159	190	81	33	211	142

Signal Information			
Cycle, s	58.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	0.2	17.6	2.6	3.0	14.3	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.8	9.2	21.6	9.6	21.3	6.6	18.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	15.0	4.6	15.9	5.8	9.7	2.8	13.6
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.89	1.00	0.86	1.00	0.93	1.00	0.43	1.00
Max Out Probability	1.00	0.03	1.00	0.03	1.00	1.00	0.99	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	133	437		120	469		164	279		34	364	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1818		1795	1864		1795	1789		1795	1758	
Queue Service Time (g_s), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Cycle Queue Clearance Time (g_c), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Green Ratio (*g/C*)	0.39	0.30		0.39	0.30		0.36	0.29		0.29	0.24	
Capacity (*c*), veh/h	344	549		325	558		340	527		345	428	
Volume-to-Capacity Ratio (*X*)	0.386	0.796		0.368	0.841		0.482	0.530		0.099	0.851	
Back of Queue (*Q*), ft/ln (95 th percentile)	47	221		42	240		64	133		14	204	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	8.8		1.7	9.5		2.5	5.3		0.6	8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	13.7	18.9		14.0	19.3		15.1	17.3		15.6	21.2	
Incremental Delay (d_2), s/veh	0.3	1.1		0.3	1.7		0.4	0.5		0.0	1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	14.0	20.0		14.2	21.0		15.5	17.9		15.7	23.1	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.6	B		19.6	B		17.0	B		22.5	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.43	A	1.46	A	1.22	A	1.14	A

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HCS Two-Way Stop-Control Report

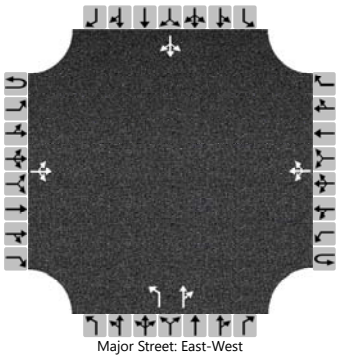
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2028 Build AM

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	84		144	18	3		61	2	175		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				182				77		224			4	
Capacity, c (veh/h)		1574				1461				433		982			501	
v/c Ratio		0.00				0.12				0.18		0.23			0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.4				0.6		0.9			0.0	
95% Queue Length, Q_{95} (ft)		0.0				10.0				15.5		23.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.8	1.0	1.0		15.1		9.7			12.2	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)	0.5				6.9				11.1				12.2			
Approach LOS	A				A				B				B			

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HCS Two-Way Stop-Control Report

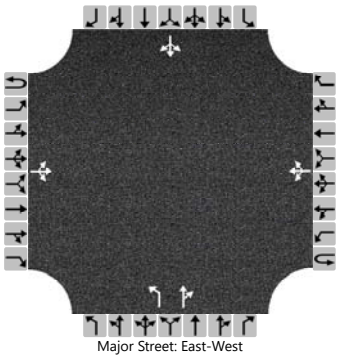
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2028 Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	21	161		180	28	1		131	3	155		7	14	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				198				144		174			30	
Capacity, c (veh/h)		1587				1378				365		919			376	
v/c Ratio		0.00				0.14				0.39		0.19			0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.5				1.8		0.7			0.3	
95% Queue Length, Q_{95} (ft)		0.0				12.5				45.4		17.6			7.6	
Control Delay (s/veh)		7.3	0.0	0.0		8.0	1.2	1.2		21.1		9.8			15.4	
Level of Service (LOS)		A	A	A		A	A	A		C		A			C	
Approach Delay (s/veh)	0.0				7.1				15.0				15.4			
Approach LOS	A				A				B				C			

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HCS Two-Way Stop-Control Report

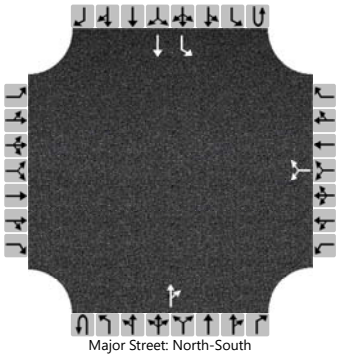
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	2028 Build AM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			41	20		70	55	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							92							76		
Capacity, c (veh/h)							914							1535		
v/c Ratio							0.10							0.05		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
95% Queue Length, Q_{95} (ft)							7.6							5.1		
Control Delay (s/veh)							9.4							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.4								4.2		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

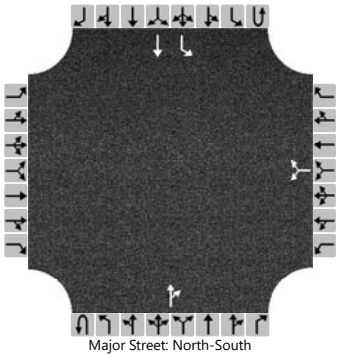
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	2028 Build PM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			71	19		66	86	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							98							72		
Capacity, c (veh/h)							870							1495		
v/c Ratio							0.11							0.05		
95% Queue Length, Q_{95} (veh)							0.4							0.2		
95% Queue Length, Q_{95} (ft)							10.2							5.1		
Control Delay (s/veh)							9.7							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.7								3.3		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

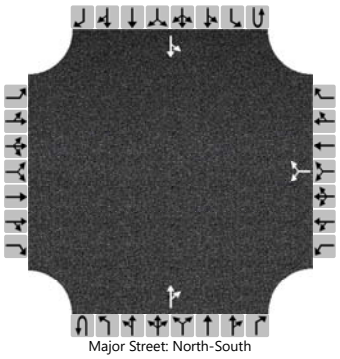
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	2028 Build AM

Site Information

Intersection	Rufina Circle & Access 2
Jurisdiction	Santa Fe
East/West Street	Access 2
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						94		9			52	100		10	63	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							112							11		
Capacity, c (veh/h)							793							1413		
v/c Ratio							0.14							0.01		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.7							0.0		
Control Delay (s/veh)							10.3							7.6	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.3								1.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

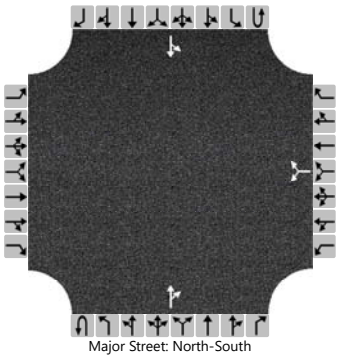
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2028
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	2028 Build PM

Site Information

Intersection	Rufina Circle & Access 2
Jurisdiction	Santa Fe
East/West Street	Access 2
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						100		10			80	94		9	96	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							120							10		
Capacity, c (veh/h)							735							1385		
v/c Ratio							0.16							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
95% Queue Length, Q_{95} (ft)							15.2							0.0		
Control Delay (s/veh)							10.8							7.6	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.8								0.7		
Approach LOS						B								A		

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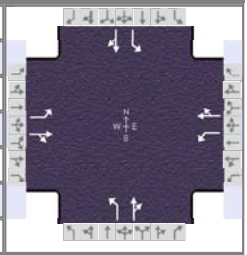
APPENDIX G:
2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

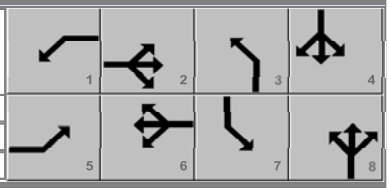
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_NBAM Siler-Rufina.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	273	73	161	55	25	28	112	501	34	35	572	164

Signal Information												
Cycle, s	76.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.3	5.1	6.0	3.3	2.2	36.0		
				Yellow	4.0	4.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	17.4	19.1	8.3	10.0	9.5	42.2	7.3	40.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g_s), s	12.9	13.0	4.3	4.4	4.5	19.4	2.8	33.9
Green Extension Time (g_e), s	0.5	0.6	0.0	0.2	0.0	0.0	0.0	2.0
Phase Call Probability	1.00	1.00	0.71	1.00	0.92	1.00	0.55	1.00
Max Out Probability	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	287	246		58	56		118	563		37	775	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1638		1753	1681		1753	1820		1753	1770	
Queue Service Time (g_s), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Cycle Queue Clearance Time (g_c), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Green Ratio (*g/C*)	0.28	0.20		0.13	0.08		0.54	0.50		0.51	0.47	
Capacity (*c*), veh/h	460	323		223	131		257	905		374	829	
Volume-to-Capacity Ratio (*X*)	0.624	0.764		0.260	0.427		0.459	0.622		0.099	0.935	
Back of Queue (*Q*), ft/ln (95 th percentile)	201	198		44	47		42	282		13	465	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	7.7		1.7	1.8		1.6	10.9		0.5	18.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.15	0.00		0.26	0.00		0.21	0.00		0.13	0.00	
Uniform Delay (d_1), s/veh	24.2	29.3		30.0	33.9		16.5	14.1		11.4	19.4	
Incremental Delay (d_2), s/veh	0.5	1.4		0.2	0.8		0.5	1.0		0.0	2.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	24.7	30.7		30.3	34.7		17.0	15.1		11.4	21.7	
Level of Service (LOS)	C	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	27.5	C		32.5	C		15.4	B		21.2	C	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.37	A	0.68	A	1.61	B	1.83	B

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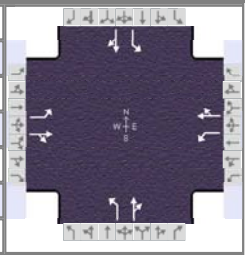
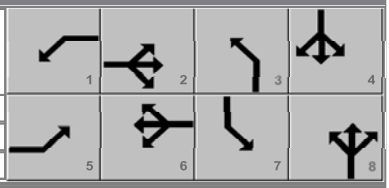
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_NBPM Siler-Rufina.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	38	330	86	91	59	213	509	28	29	552	330

Signal Information												
Cycle, s	187.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.0	2.0	45.0	4.8	9.2	100.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (*g s*), s	10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	0.83	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	274	400		93	163		232	584		32	959	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1585		1753	1719		1753	1824		1753	1725	
Queue Service Time (*g s*), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Cycle Queue Clearance Time (*g c*), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Green Ratio (*g/C*)	0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53	
Capacity (*c*), veh/h	307	398		95	414		207	1104		418	922	
Volume-to-Capacity Ratio (*X*)	0.892	1.004		0.987	0.394		1.117	0.529		0.075	1.040	
Back of Queue (*Q*), ft/ln (95 th percentile)	442	836		184	280		590	557		30	1718	
Back of Queue (*Q*), veh/ln (95 th percentile)	17.1	32.4		7.2	10.8		22.9	21.6		1.2	66.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	2.52	0.00		1.09	0.00		2.95	0.00		0.30	0.00	
Uniform Delay (*d 1*), s/veh	69.4	70.0		64.6	59.6		70.4	21.4		19.9	43.5	
Incremental Delay (*d 2*), s/veh	25.4	46.1		87.7	0.2		97.5	0.2		0.0	40.4	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	94.8	116.1		152.3	59.8		167.9	21.7		20.0	83.9	
Level of Service (LOS)	F	F		F	E		F	C		B	F	
Approach Delay, s/veh / LOS	107.5	F		93.5	F		63.2	E		81.9	F	
Intersection Delay, s/veh / LOS	83.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.60	B	0.91	A	1.83	B	2.12	B

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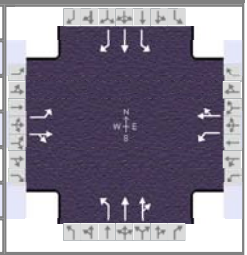
HCS Signalized Intersection Results Summary

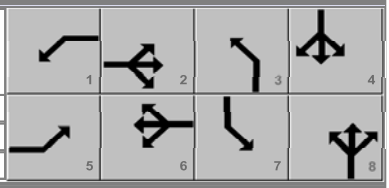
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_NBPM Siler-Rufina.xus		
Project Description	2038 No Build PM - Add SBR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	38	330	86	91	59	213	509	28	29	552	330

Signal Information			
Cycle, s	87.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	2.6	21.8	3.2	1.8	32.4						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	28.4	9.4	25.8	13.0	42.2	7.2	36.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	23.3	5.4	8.9	8.7	11.4	2.9	28.6
Green Extension Time (g_e), s	0.0	0.9	0.0	0.0	0.3	3.6	0.0	3.6
Phase Call Probability	1.00	1.00	0.90	1.00	1.00	1.00	0.54	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.01	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	274	400		93	163		232	294	290	32	600	359
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1585		1753	1719		1753	1841	1807	1753	1841	1610
Queue Service Time (g_s), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Cycle Queue Clearance Time (g_c), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Green Ratio (*g/C*)	0.35	0.28		0.31	0.25		0.50	0.44	0.44	0.41	0.37	0.37
Capacity (*c*), veh/h	452	444		204	431		318	807	792	402	685	599
Volume-to-Capacity Ratio (*X*)	0.605	0.900		0.458	0.378		0.727	0.364	0.366	0.078	0.876	0.599
Back of Queue (*Q*), ft/ln (95 th percentile)	59	332		65	130		120	176	169	17	435	243
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	12.9		2.5	5.0		4.6	6.8	6.7	0.7	16.8	9.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00		0.38	0.00		0.60	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	24.1	30.4		24.6	27.2		18.9	16.5	16.5	15.8	25.7	22.2
Incremental Delay (d_2), s/veh	1.7	2.8		0.6	0.2		1.2	0.1	0.1	0.0	1.4	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.7	33.2		25.2	27.4		20.0	16.6	16.6	15.8	27.1	22.6
Level of Service (LOS)	C	C		C	C		C	B	B	B	C	C
Approach Delay, s/veh / LOS	30.1	C		26.6	C		17.6	B		25.1	C	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.29	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	0.91	A	1.16	A	2.12	B

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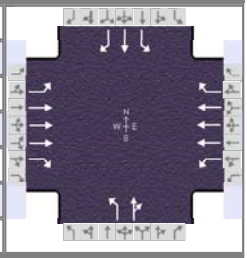
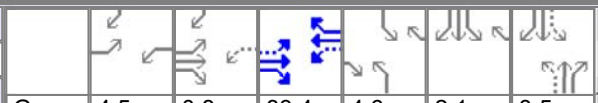
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_NBAM Calle del Cielo-Cerrillos.xus		
Project Description	2038 No Build AM				

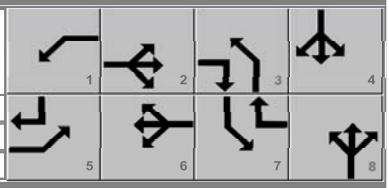


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	58	1789	26	38	1096	52	40	35	49	76	20	50

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	0.8	83.4	4.6	2.1	8.5
Yellow	4.0	0.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.3	88.2	8.5	87.4	8.6	12.5	10.7	14.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.2		2.8		4.7	8.5	7.2	5.8
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Phase Call Probability	0.88		0.75		0.77	1.00	0.94	1.00
Max Out Probability	0.02		0.00		1.00	1.00	1.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	64	1966	29	42	1204	57	44	92		84	22	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Cycle Queue Clearance Time (g_c), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Green Ratio (*g/C*)	0.74	0.70	0.74	0.74	0.70	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (*c*), veh/h	414	3547	1164	239	3515	1182	212	119		181	165	209
Volume-to-Capacity Ratio (*X*)	0.154	0.554	0.025	0.174	0.343	0.048	0.207	0.773		0.460	0.133	0.263
Back of Queue (*Q*), ft/ln (95 th percentile)	17	300	8	11	169	15	55	148		105	28	68
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	11.7	0.3	0.4	6.6	0.6	2.2	5.8		4.1	1.1	2.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00	0.00	0.05	0.00	0.00	0.34	0.00		1.50	0.00	0.00
Uniform Delay (d_1), s/veh	4.9	8.7	4.1	6.9	7.3	3.8	48.8	54.8		48.0	50.4	46.7
Incremental Delay (d_2), s/veh	0.1	0.6	0.0	0.1	0.3	0.1	0.2	15.4		0.7	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	4.9	9.4	4.2	7.0	7.6	3.9	49.0	70.1		48.7	50.5	47.0
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	9.2	A		7.4	A		63.3	E		48.4	D	
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.62	B	1.20	A	0.71	A	0.75	A

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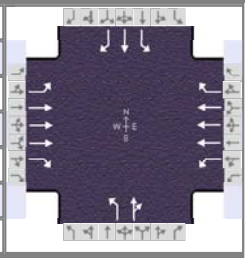
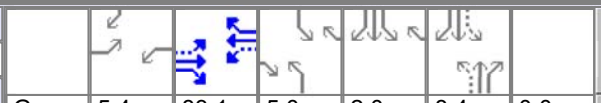
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_NBPM Calle del Cielo-Cerrillos.xus		
Project Description	2038 No Build PM				

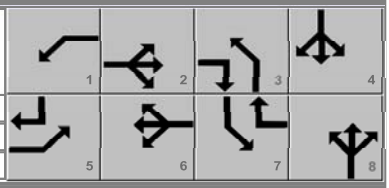


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1861	21	68	2366	84	53	40	47	130	52	108

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	83.1	5.0	2.0	8.4	0.0
Yellow	4.0	4.0	4.0	0.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.4	87.1	9.4	87.1	9.0	12.4	11.0	14.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.3		3.3		5.4	8.2	9.0	9.9
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.91		0.91		0.84	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.25	1.00	0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	71	1939	22	71	2465	88	55	91		135	54	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g_s), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Cycle Queue Clearance Time (g_c), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Green Ratio (*g/C*)	0.74	0.69	0.73	0.74	0.69	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (*c*), veh/h	197	3557	1174	258	3557	1200	194	121		189	163	211
Volume-to-Capacity Ratio (*X*)	0.359	0.545	0.019	0.275	0.693	0.073	0.285	0.750		0.716	0.332	0.534
Back of Queue (*Q*), ft/ln (95 th percentile)	42	298	6	18	422	22	68	125		50	70	142
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	11.8	0.2	0.7	16.8	0.9	2.7	5.0		2.0	2.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.00	0.00	0.09	0.00	0.00	0.43	0.00		0.71	0.00	0.00
Uniform Delay (d_1), s/veh	14.3	9.1	4.3	7.3	10.9	3.9	48.8	54.7		50.6	51.5	48.6
Incremental Delay (d_2), s/veh	0.4	0.6	0.0	0.2	1.1	0.1	0.3	3.5		10.6	0.4	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.7	9.7	4.3	7.5	12.0	4.1	49.1	58.2		61.2	52.0	49.4
Level of Service (LOS)	B	A	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	9.8	A		11.6	B		54.8	D		55.1	E	
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.60	B	1.93	B	0.73	A	0.99	A

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HCS Two-Way Stop-Control Report

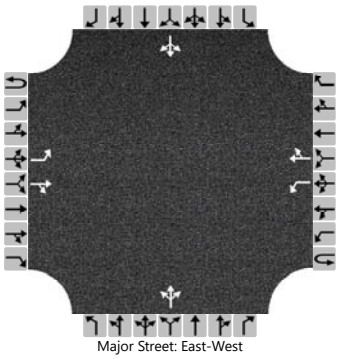
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 No Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		19	617	74		19	221	21		26	14	18		13	10	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65				34	
Capacity, c (veh/h)		1286				835					287				268	
v/c Ratio		0.02				0.03					0.23				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				0.4	
95% Queue Length, Q_{95} (ft)		2.6				2.6					23.0				10.2	
Control Delay (s/veh)		7.8				9.4					21.2				20.3	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.7				21.2				20.3			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

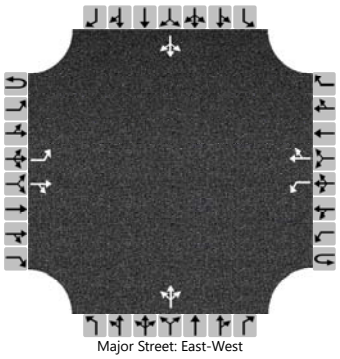
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 No Build PM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		13	408	82		19	485	29		69	30	35		39	25	52
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20					141				122	
Capacity, c (veh/h)		1028				1050					286				319	
v/c Ratio		0.01				0.02					0.49				0.38	
95% Queue Length, Q_{95} (veh)		0.0				0.1					2.6				1.7	
95% Queue Length, Q_{95} (ft)		0.0				2.5					66.0				43.2	
Control Delay (s/veh)		8.6				8.5					29.2				23.1	
Level of Service (LOS)		A				A					D				C	
Approach Delay (s/veh)	0.2				0.3				29.2				23.1			
Approach LOS	A				A				D				C			

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HCS Two-Way Stop-Control Report

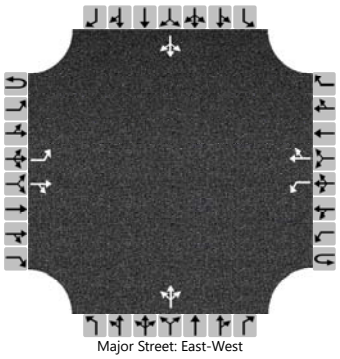
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 No Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	643	14		39	249	0		2	0	35		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				45					43				2	
Capacity, c (veh/h)		1272				849					400				366	
v/c Ratio		0.00				0.05					0.11				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.4				0.0	
95% Queue Length, Q_{95} (ft)		0.0				5.1					10.2				0.0	
Control Delay (s/veh)		7.8				9.5					15.1				14.9	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.0				1.3				15.1				14.9			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

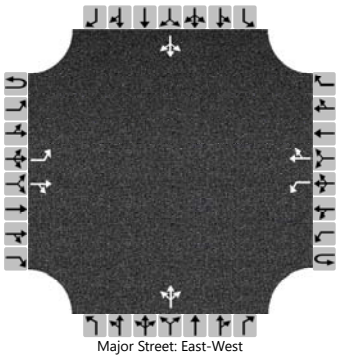
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 No Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	442	32		59	582	1		14	0	59		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				65					80				0	
Capacity, c (veh/h)		948				1051					465				0	
v/c Ratio		0.00				0.06					0.17					
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.6					
95% Queue Length, Q_{95} (ft)		0.0				5.0					15.1					
Control Delay (s/veh)		8.8				8.7					14.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				14.4							
Approach LOS	A				A				B							

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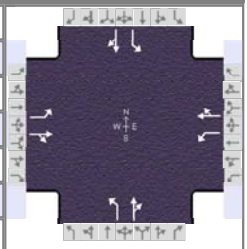
HCS Signalized Intersection Results Summary

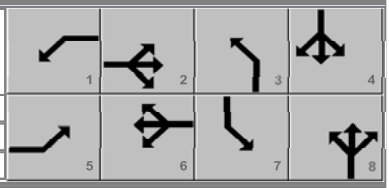
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_NBAM Rufina-Richards.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	572	152	71	147	19	62	155	129	44	205	95

Signal Information			
Cycle, s	77.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	0.8	34.3	3.8	0.7	16.6	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.6	39.1	8.8	38.3	8.6	21.3	7.8	20.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	33.0	3.7	6.5	4.1	14.6	3.5	15.2
Green Extension Time (g_e), s	0.0	1.9	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.80	1.00	0.76	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	770		76	177		66	302		47	319	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1817		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Cycle Queue Clearance Time (g_c), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Green Ratio (*g/C*)	0.52	0.46		0.51	0.44		0.28	0.22		0.27	0.22	
Capacity (*c*), veh/h	699	828		226	823		247	393		222	385	
Volume-to-Capacity Ratio (*X*)	0.183	0.931		0.334	0.215		0.267	0.770		0.211	0.829	
Back of Queue (*Q*), ft/ln (95 th percentile)	47	455		28	81		40	224		29	240	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	18.1		1.1	3.2		1.6	8.9		1.1	9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	9.8	19.9		17.1	13.2		22.3	28.1		22.7	29.0	
Incremental Delay (d_2), s/veh	0.0	2.2		0.3	0.0		0.2	1.2		0.2	1.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	9.8	22.1		17.5	13.2		22.5	29.3		22.9	30.8	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.3	C		14.5	B		28.1	C		29.8	C	
Intersection Delay, s/veh / LOS	22.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	1.97	B	0.90	A	1.09	A	1.09	A

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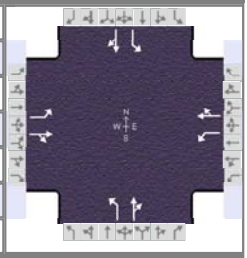
HCS Signalized Intersection Results Summary

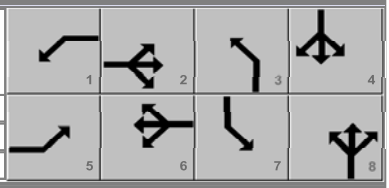
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	378	103	126	483	34	189	226	86	39	251	169

Signal Information			
Cycle, s	69.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	0.2	22.5	3.2	2.8	19.1	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	26.7	9.5	26.5	10.0	25.8	7.2	23.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	6.0	19.5	5.2	20.7	7.3	12.3	3.1	18.4
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.95	1.00	0.92	1.00	0.98	1.00	0.54	1.00
Max Out Probability	1.00	0.18	1.00	0.20	1.00	1.00	1.00	0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	159	496		130	533		195	322		40	433	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Cycle Queue Clearance Time (g_c), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Green Ratio (*g/C*)	0.41	0.33		0.40	0.32		0.37	0.32		0.32	0.28	
Capacity (*c*), veh/h	300	595		289	605		297	566		334	484	
Volume-to-Capacity Ratio (*X*)	0.530	0.834		0.450	0.881		0.657	0.568		0.120	0.895	
Back of Queue (*Q*), ft/ln (95 th percentile)	70	312		56	347		106	189		19	312	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	12.4		2.2	13.8		4.2	7.5		0.8	12.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	16.4	21.5		16.4	22.1		17.9	19.8		17.0	24.1	
Incremental Delay (d_2), s/veh	0.8	5.7		0.4	8.0		4.2	0.9		0.1	10.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	17.2	27.2		16.8	30.2		22.0	20.6		17.0	34.9	
Level of Service (LOS)	B	C		B	C		C	C		B	C	
Approach Delay, s/veh / LOS	24.8	C		27.5	C		21.2	C		33.3	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.57	B	1.58	B	1.34	A	1.27	A

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HCS Two-Way Stop-Control Report

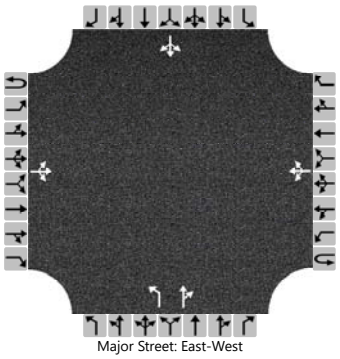
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 No Build AM

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		7	8	100		37	21	4		73	2	66		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				47				92		86			4	
Capacity, c (veh/h)		1568				1435				704		968			701	
v/c Ratio		0.01				0.03				0.13		0.09			0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.5		0.3			0.0	
95% Queue Length, Q_{95} (ft)		0.0				2.5				12.9		7.7			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.6	0.3	0.3		10.9		9.1			10.2	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.5				4.6				10.0				10.2			
Approach LOS	A				A				B				B			

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HCS Two-Way Stop-Control Report

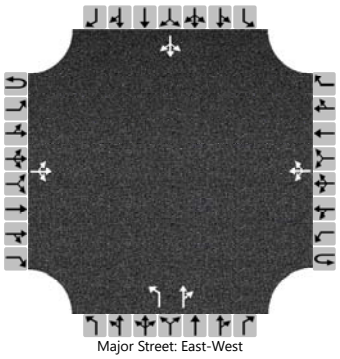
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 No Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	25	192		72	33	1		156	4	50		8	16	7
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				79				171		59			34	
Capacity, c (veh/h)		1580				1334				554		877			565	
v/c Ratio		0.00				0.06				0.31		0.07			0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.2				1.3		0.2			0.2	
95% Queue Length, Q_{95} (ft)		0.0				5.0				32.8		5.0			5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.9	0.5	0.5		14.4		9.4			11.8	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.0				5.5				13.1				11.8			
Approach LOS	A				A				B				B			

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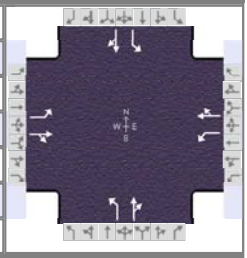
APPENDIX H:
2038 BUILD INTERSECTION CAPACITY ANALYSIS

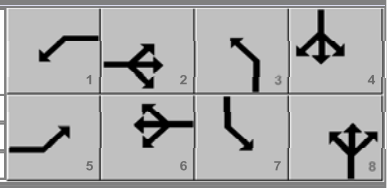
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information												
Cycle, s	86.3	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.5	7.8	6.0	3.5	2.2	42.2		
				Yellow	4.0	4.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.4	7.5	46.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	16.0	15.0	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g_e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	323	260		58	56		133	563		37	813	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1634		1753	1681		1753	1820		1753	1759	
Queue Service Time (g_s), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g_c), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (*g/C*)	0.28	0.21		0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (*c*), veh/h	465	337		212	117		234	937		385	861	
Volume-to-Capacity Ratio (*X*)	0.695	0.771		0.274	0.478		0.567	0.601		0.096	0.944	
Back of Queue (*Q*), ft/ln (95 th percentile)	259	228		51	54		58	304		15	544	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	8.9		2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.48	0.00		0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d_1), s/veh	27.5	32.4		34.6	38.8		19.0	14.7		11.8	21.0	
Incremental Delay (d_2), s/veh	2.7	1.4		0.3	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	30.2	33.8		34.8	39.9		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C		C	D		B	B		B	C	
Approach Delay, s/veh / LOS	31.8	C		37.3	D		16.3	B		23.0	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.45	A	0.68	A	1.64	B	1.89	B

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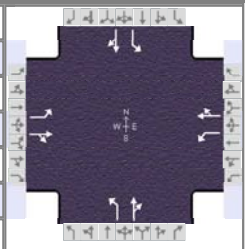
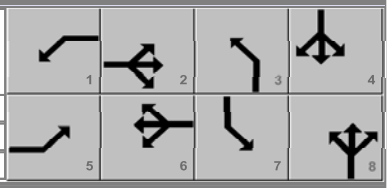
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina.xus		
Project Description	2038 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information												
Cycle, s	187.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.0	2.0	45.0	4.8	9.2	100.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (*g s*), s	10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	0.84	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	313	415		93	163		246	584		32	996	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1584		1753	1719		1753	1824		1753	1718	
Queue Service Time (*g s*), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Cycle Queue Clearance Time (*g c*), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Green Ratio (*g/C*)	0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53	
Capacity (*c*), veh/h	307	398		95	414		207	1104		418	919	
Volume-to-Capacity Ratio (*X*)	1.019	1.043		0.987	0.394		1.185	0.529		0.075	1.084	
Back of Queue (*Q*), ft/ln (95 th percentile)	585	892		184	280		649	557		30	1886	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.7	34.6		7.2	10.8		25.2	21.6		1.2	73.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	3.34	0.00		1.09	0.00		3.25	0.00		0.30	0.00	
Uniform Delay (*d 1*), s/veh	72.0	70.0		64.6	59.6		70.4	21.4		19.9	43.5	
Incremental Delay (*d 2*), s/veh	56.3	56.7		87.7	0.2		121.5	0.2		0.0	55.1	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	128.3	126.7		152.3	59.8		191.9	21.7		20.0	98.6	
Level of Service (LOS)	F	F		F	E		F	C		B	F	
Approach Delay, s/veh / LOS	127.4	F		93.5	F		72.1	E		96.2	F	
Intersection Delay, s/veh / LOS	96.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.69	B	0.91	A	1.86	B	2.18	B

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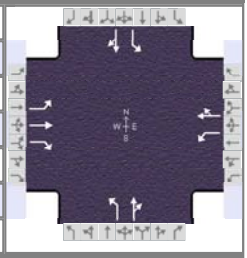
HCS Signalized Intersection Results Summary

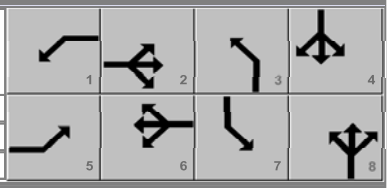
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina_Mitigation.xus		
Project Description	2038 Build AM Mitigated				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information			
Cycle, s	86.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	7.8	6.0	3.5	2.2	42.1	
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.3	7.5	46.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	16.0	10.8	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g_e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	323	77	183	58	56		133	563		37	813	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1841	1610	1753	1681		1753	1820		1753	1759	
Queue Service Time (g_s), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g_c), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (*g/C*)	0.28	0.21	0.21	0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (*c*), veh/h	465	380	332	266	117		234	937		384	860	
Volume-to-Capacity Ratio (*X*)	0.696	0.202	0.551	0.218	0.478		0.567	0.601		0.096	0.944	
Back of Queue (*Q*), ft/ln (95 th percentile)	258	61	152	51	54		57	304		15	544	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	2.4	6.1	2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.48	0.00	0.00	0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d_1), s/veh	27.5	28.4	30.7	34.4	38.7		19.0	14.7		11.8	20.9	
Incremental Delay (d_2), s/veh	2.7	0.1	0.5	0.2	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	30.1	28.5	31.2	34.6	39.8		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C	C	C	D		B	B		B	C	
Approach Delay, s/veh / LOS	30.3	C		37.1	D		16.3	B		23.0	C	
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	1.45	A	0.68	A	1.64	B	1.89	B

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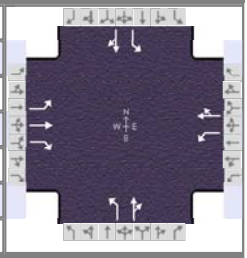
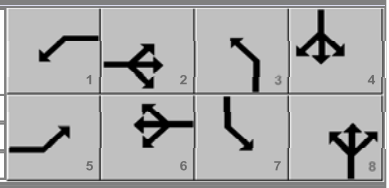
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina_Mitigation.xus		
Project Description	2038 Build PM Mitigated				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information												
Cycle, s	152.6	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.0	1.9	37.7	4.4	5.6	77.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	41.7	11.9	43.6	18.0	90.6	8.4	81.0
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (*g s*), s	8.0	36.8	8.0	13.8	16.0	33.1	3.3	79.0
Green Extension Time (*g e*), s	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00	1.00	0.74	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	313	41	374	93	163		246	584		32	996	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1841	1610	1753	1719		1753	1824		1753	1718	
Queue Service Time (*g s*), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Cycle Queue Clearance Time (*g c*), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Green Ratio (*g/C*)	0.29	0.25	0.25	0.30	0.26		0.61	0.57		0.53	0.50	
Capacity (*c*), veh/h	319	455	398	447	446		208	1034		384	867	
Volume-to-Capacity Ratio (*X*)	0.980	0.091	0.939	0.209	0.365		1.181	0.564		0.082	1.149	
Back of Queue (*Q*), ft/ln (95 th percentile)	501	57	524	123	229		447	501		25	1802	
Back of Queue (*Q*), veh/ln (95 th percentile)	19.4	2.2	20.9	4.8	8.9		17.3	19.4		1.0	69.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	2.86	0.00	0.00	0.73	0.00		2.24	0.00		0.25	0.00	
Uniform Delay (*d 1*), s/veh	59.0	44.2	56.3	39.6	46.2		54.2	21.0		18.8	37.8	
Incremental Delay (*d 2*), s/veh	44.8	0.0	4.8	0.1	0.2		119.9	0.4		0.0	80.4	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	103.7	44.3	61.1	39.7	46.4		174.1	21.5		18.9	118.2	
Level of Service (LOS)	F	D	E	D	D		F	C		B	F	
Approach Delay, s/veh / LOS	78.5	E		44.0	D		66.7	E		115.1	F	
Intersection Delay, s/veh / LOS	85.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.90	B	2.11	B
Bicycle LOS Score / LOS	1.69	B	0.91	A	1.86	B	2.18	B

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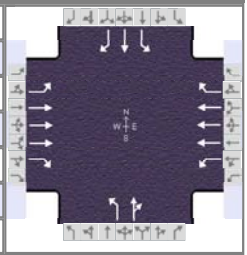
HCS Signalized Intersection Results Summary

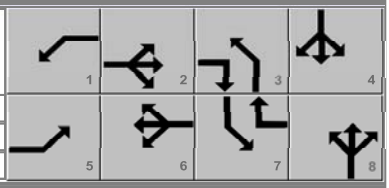
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BAM Calle del Cielo-Cerrillos.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	1.3	76.4	13.2	8.6	0.0
Yellow	4.0	0.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		10.0		9.0
Phase Duration, s	9.9	81.8	8.5	80.4		12.6		17.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.1		3.1
Queue Clearance Time (g_s), s	4.6		2.9			8.5		12.7
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.2		0.4
Phase Call Probability	0.98		0.75			0.99		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Cycle Queue Clearance Time (g_c), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Green Ratio (*g/C*)	0.69	0.65	0.72	0.69	0.64	0.75	0.07	0.07		0.11	0.11	0.11
Capacity (*c*), veh/h	387	3276	1131	220	3219	1174	126	120		194	203	172
Volume-to-Capacity Ratio (*X*)	0.289	0.600	0.025	0.190	0.374	0.120	0.349	0.771		0.834	0.108	0.586
Back of Queue (*Q*), ft/ln (95 th percentile)	40	365	9	14	212	40	58	130		218	27	134
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	14.2	0.3	0.6	8.3	1.5	2.3	5.1		8.5	1.1	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.00	0.07	0.00	0.00	0.36	0.00		3.11	0.00	0.00
Uniform Delay (d_1), s/veh	7.4	12.2	4.8	9.8	10.4	4.2	53.1	54.8		52.3	48.1	50.8
Incremental Delay (d_2), s/veh	0.2	0.8	0.0	0.2	0.3	0.2	0.6	3.9		3.6	0.1	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	7.5	13.0	4.9	9.9	10.7	4.4	53.7	58.7		55.9	48.2	52.0
Level of Service (LOS)	A	B	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	12.6	B		10.1	B		57.1	E		53.9	D	
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	2.07	B	2.75	C	2.74	C
Bicycle LOS Score / LOS	1.65	B	1.25	A	0.71	A	0.96	A

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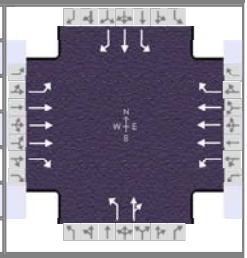
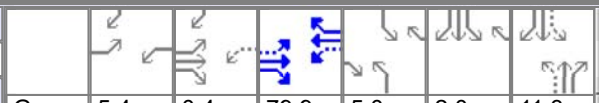
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BPM Calle del Cielo-Cerrillos.xus		
Project Description	2038 Build PM				

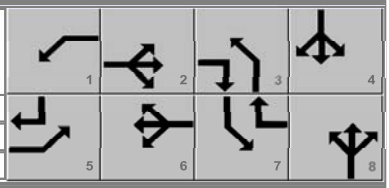


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	0.4	79.9	5.0	2.0	11.3
Yellow	4.0	0.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	84.3	9.4	83.9	9.0	15.3	11.0	17.2
Change Period, (*Y+R c*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (*g s*), s	4.3		3.4		5.3	8.1	9.0	13.1
Green Extension Time (*g e*), s	0.1	0.0	0.1	0.0	0.0	0.3	0.0	0.1
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.01		0.00		0.00	0.25	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (*g s*), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Cycle Queue Clearance Time (*g c*), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Green Ratio (*g/C*)	0.71	0.67	0.71	0.71	0.67	0.72	0.14	0.09		0.15	0.11	0.16
Capacity (*c*), veh/h	197	3436	1136	249	3417	1156	227	161		222	208	254
Volume-to-Capacity Ratio (*X*)	0.577	0.564	0.019	0.284	0.721	0.141	0.243	0.561		0.967	0.261	0.623
Back of Queue (*Q*), ft/ln (95 th percentile)	100	326	7	21	470	52	66	119		254	67	201
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	12.9	0.3	0.8	18.6	2.0	2.6	4.7		10.1	2.7	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.00	0.11	0.00	0.00	0.41	0.00		3.64	0.00	0.00
Uniform Delay (*d 1*), s/veh	22.6	10.6	5.1	8.6	12.9	5.1	46.2	52.0		52.1	48.9	47.1
Incremental Delay (*d 2*), s/veh	1.0	0.7	0.0	0.2	1.3	0.3	0.2	1.1		50.5	0.2	2.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	23.6	11.2	5.1	8.8	14.3	5.3	46.5	53.1		102.6	49.1	49.5
Level of Service (LOS)	C	B	A	A	B	A	D	D		F	D	D
Approach Delay, s/veh / LOS	11.8	B		13.6	B		50.6	D		76.2	E	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.63	B	1.97	B	0.73	A	1.19	A

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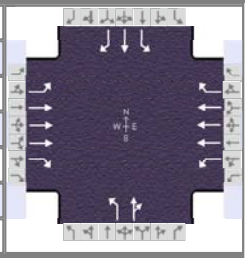
HCS Signalized Intersection Results Summary

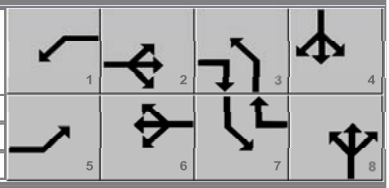
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BAM Calle del Cielo-Cerrillos_Mitigation.xus		
Project Description	2038 Build AM Mitigations				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	1.3	68.2	4.6	6.3	15.0
Yellow	4.0	0.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	73.6	8.5	72.2	8.6	19.0	18.9	29.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.1		3.1		4.6	8.1	10.9	8.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.3	0.2	0.4
Phase Call Probability	0.98		0.75		0.77	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Cycle Queue Clearance Time (g_c), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Green Ratio (*g/C*)	0.62	0.58	0.62	0.62	0.57	0.69	0.16	0.12		0.27	0.21	0.21
Capacity (*c*), veh/h	346	2930	972	195	2873	1090	300	210		376	391	332
Volume-to-Capacity Ratio (*X*)	0.324	0.671	0.029	0.214	0.419	0.129	0.146	0.440		0.430	0.056	0.305
Back of Queue (*Q*), ft/ln (95 th percentile)	52	446	13	19	254	52	51	118		174	24	115
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	17.4	0.5	0.7	9.9	2.0	2.0	4.6		6.8	0.9	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.00	0.09	0.00	0.00	0.32	0.00		2.49	0.00	0.00
Uniform Delay (d_1), s/veh	10.8	17.3	8.9	14.3	14.7	6.2	43.1	48.6		35.9	37.8	39.9
Incremental Delay (d_2), s/veh	0.2	1.2	0.1	0.2	0.5	0.2	0.1	0.5		0.3	0.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	11.0	18.6	9.0	14.5	15.1	6.5	43.1	49.2		36.2	37.8	40.1
Level of Service (LOS)	B	B	A	B	B	A	D	D		D	D	D
Approach Delay, s/veh / LOS	18.1	B		14.2	B		47.2	D		37.7	D	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.65	B	1.25	A	0.71	A	0.96	A

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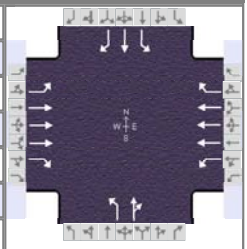
HCS Signalized Intersection Results Summary

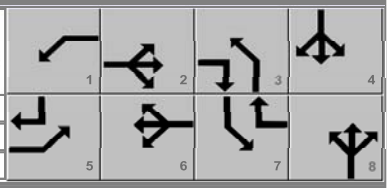
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	CALLE DEL CIELO & C…	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus		
Project Description	2038 Build PM Mitigation				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	0.4	68.2	5.0	10.9	10.0
Yellow	4.0	0.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	72.6	9.4	72.2	9.0	14.0	24.0	28.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.1		3.9		5.3	8.1	13.9	11.8
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.6
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.02	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g_s), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Cycle Queue Clearance Time (g_c), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Green Ratio (*g/C*)	0.62	0.57	0.61	0.62	0.57	0.73	0.13	0.08		0.27	0.21	0.26
Capacity (*c*), veh/h	171	2935	980	213	2916	1173	249	143		402	392	410
Volume-to-Capacity Ratio (*X*)	0.664	0.661	0.022	0.332	0.845	0.138	0.222	0.633		0.534	0.138	0.386
Back of Queue (*Q*), ft/ln (95 th percentile)	84	436	10	32	639	49	67	121		225	59	172
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	17.3	0.4	1.3	25.4	1.9	2.7	4.8		8.9	2.3	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.56	0.00	0.00	0.16	0.00	0.00	0.42	0.00		3.22	0.00	0.00
Uniform Delay (d_1), s/veh	26.7	17.7	9.1	15.0	21.5	4.7	47.4	53.2		37.0	38.8	36.8
Incremental Delay (d_2), s/veh	1.7	1.2	0.0	0.3	3.2	0.2	0.2	1.7		0.6	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	28.3	18.9	9.1	15.4	24.8	5.0	47.5	54.9		37.5	38.8	37.0
Level of Service (LOS)	C	B	A	B	C	A	D	D		D	D	D
Approach Delay, s/veh / LOS	19.3	B		23.3	C		52.1	D		37.5	D	
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.09	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.63	B	1.97	B	0.73	A	1.19	A

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HCS Two-Way Stop-Control Report

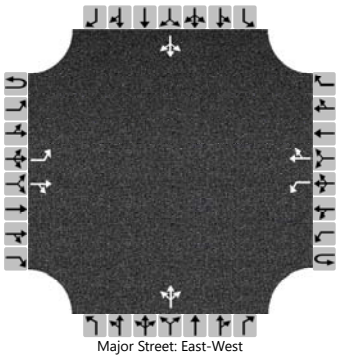
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		19	647	74		19	249	21		26	14	18		13	10	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65				34	
Capacity, c (veh/h)		1252				811					268				249	
v/c Ratio		0.02				0.03					0.24				0.14	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				0.5	
95% Queue Length, Q_{95} (ft)		2.6				2.6					23.0				12.8	
Control Delay (s/veh)		7.9				9.6					22.7				21.7	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.6				22.7				21.7			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

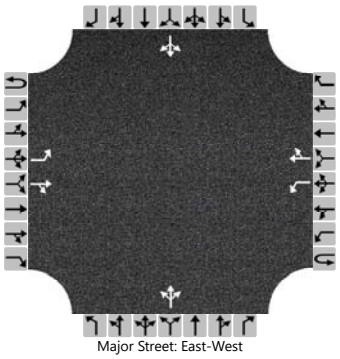
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Jurisdiction	Santa Fe
East/West Street	Rufina Street
North/South Street	Rufina Circle (west)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		13	436	82		19	515	29		69	30	35		39	25	52
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20					141				122	
Capacity, c (veh/h)		1000				1024					267				299	
v/c Ratio		0.01				0.02					0.53				0.41	
95% Queue Length, Q_{95} (veh)		0.0				0.1					2.8				1.9	
95% Queue Length, Q_{95} (ft)		0.0				2.5					71.1				48.3	
Control Delay (s/veh)		8.6				8.6					32.6				25.1	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.2				0.3				32.6				25.1			
Approach LOS	A				A				D				D			

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HCS Two-Way Stop-Control Report

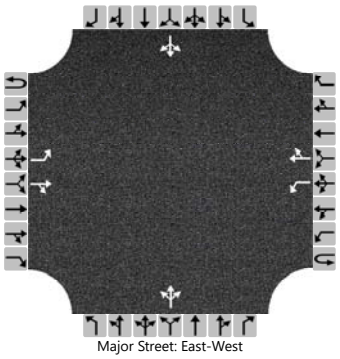
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	643	44		89	249	0		31	0	82		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				103					131				2	
Capacity, c (veh/h)		1272				824					345				246	
v/c Ratio		0.00				0.13					0.38				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.4					1.7				0.0	
95% Queue Length, Q_{95} (ft)		0.0				10.2					43.2				0.0	
Control Delay (s/veh)		7.8				10.0					21.7				19.8	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.0				2.6				21.7				19.8			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

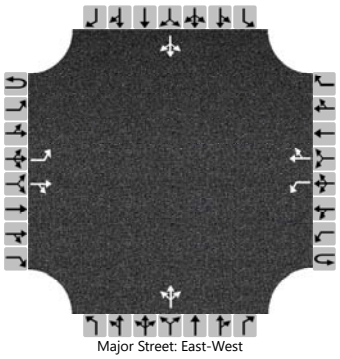
General Information

Analyst	MG
Agency/Co.	BH
Date Performed	7/16/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	442	60		106	582	1		44	0	109		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				116					168				0	
Capacity, c (veh/h)		948				1023					389				0	
v/c Ratio		0.00				0.11					0.43					
95% Queue Length, Q_{95} (veh)		0.0				0.4					2.1					
95% Queue Length, Q_{95} (ft)		0.0				10.1					52.9					
Control Delay (s/veh)		8.8				9.0					21.1					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)	0.0				1.4				21.1							
Approach LOS	A				A				C							

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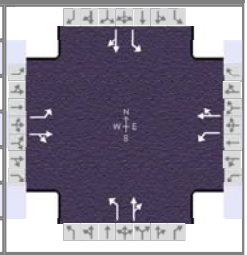
HCS Signalized Intersection Results Summary

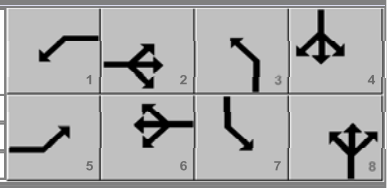
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_BAM Rufina-Richards.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	592	152	80	166	19	53	155	139	44	205	95

Signal Information			
Cycle, s	80.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	0.5	37.3	4.0	0.4	17.5	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	41.8	9.2	41.3	8.4	21.9	8.0	21.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	35.4	3.9	7.2	3.9	15.9	3.6	15.9
Green Extension Time (g_e), s	0.0	2.0	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.85	1.00	0.72	1.00	0.65	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	791		85	197		56	313		47	319	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1818		1795	1851		1795	1737		1795	1784	
Queue Service Time (g_s), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Cycle Queue Clearance Time (g_c), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Green Ratio (*g/C*)	0.54	0.47		0.53	0.46		0.27	0.22		0.27	0.22	
Capacity (*c*), veh/h	702	853		227	856		235	386		205	387	
Volume-to-Capacity Ratio (*X*)	0.182	0.928		0.375	0.230		0.239	0.811		0.228	0.824	
Back of Queue (*Q*), ft/ln (95 th percentile)	48	487		33	93		36	245		30	251	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	19.3		1.3	3.7		1.4	9.7		1.2	10.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	9.7	20.4		17.9	13.2		23.6	30.1		24.1	30.4	
Incremental Delay (d_2), s/veh	0.0	2.1		0.4	0.1		0.2	1.6		0.2	1.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	9.8	22.4		18.3	13.2		23.8	31.7		24.3	32.1	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.7	C		14.8	B		30.5	C		31.1	C	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.93	B	1.93	B
Bicycle LOS Score / LOS	2.00	B	0.95	A	1.10	A	1.09	A

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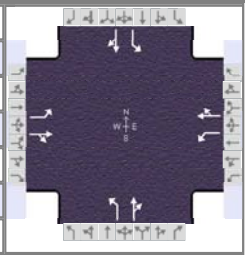
HCS Signalized Intersection Results Summary

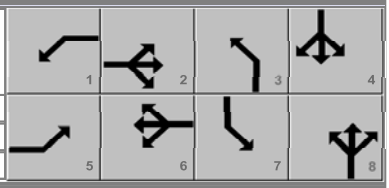
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Rufina St & Richards Ave	File Name	5_BPM Rufina-Richards.xus		
Project Description	2038 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	397	103	136	503	34	189	226	95	39	251	169

Signal Information			
Cycle, s	70.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	0.1	23.6	3.3	2.7	19.4	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.8	27.8	9.6	27.6	10.0	26.1	7.3	23.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	6.0	20.6	5.5	21.9	7.4	13.0	3.1	18.8
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.96	1.00	0.94	1.00	0.98	1.00	0.55	1.00
Max Out Probability	1.00	0.28	1.00	0.30	1.00	1.00	1.00	0.29

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	159	515		140	554		195	331		40	433	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1818		1795	1864		1795	1790		1795	1758	
Queue Service Time (g_s), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Cycle Queue Clearance Time (g_c), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Green Ratio (*g/C*)	0.42	0.34		0.41	0.33		0.37	0.31		0.32	0.27	
Capacity (*c*), veh/h	293	610		284	622		290	560		321	482	
Volume-to-Capacity Ratio (*X*)	0.543	0.845		0.494	0.890		0.673	0.591		0.125	0.897	
Back of Queue (*Q*), ft/ln (95 th percentile)	71	335		61	374		112	201		20	321	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	13.3		2.4	14.9		4.4	8.0		0.8	12.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	16.7	21.8		16.7	22.4		18.4	20.5		17.5	24.7	
Incremental Delay (d_2), s/veh	1.0	7.0		0.5	9.7		4.9	1.1		0.1	11.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	17.7	28.8		17.2	32.1		23.3	21.7		17.6	36.3	
Level of Service (LOS)	B	C		B	C		C	C		B	D	
Approach Delay, s/veh / LOS	26.2	C		29.1	C		22.3	C		34.7	C	
Intersection Delay, s/veh / LOS	27.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	1.63	B	1.36	A	1.27	A

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HCS Two-Way Stop-Control Report

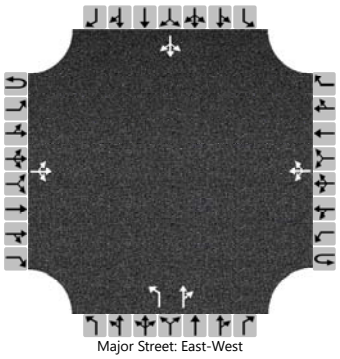
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	2038 Build AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		7	8	100		149	21	4		73	2	186		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				189				92		238			4	
Capacity, c (veh/h)		1568				1435				409		968			475	
v/c Ratio		0.01				0.13				0.23		0.25			0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.5				0.9		1.0			0.0	
95% Queue Length, Q_{95} (ft)		0.0				12.5				23.2		25.8			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.9	1.1	1.1		16.4		9.9			12.6	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)	0.5				6.9				11.7				12.6			
Approach LOS	A				A				B				B			

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HCS Two-Way Stop-Control Report

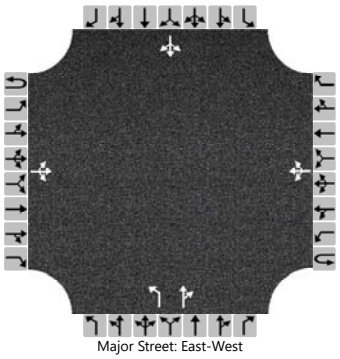
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/17/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	2038 Build PM

Site Information

Intersection	Rufina Circle & Calle del Cielo
Jurisdiction	Santa Fe
East/West Street	Rufina Circle
North/South Street	Calle del Cielo
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	25	192		192	33	1		156	4	163		8	16	7
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				211				171		184			34	
Capacity, c (veh/h)		1580				1334				326		885			338	
v/c Ratio		0.00				0.16				0.53		0.21			0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.6				2.9		0.8			0.3	
95% Queue Length, Q_{95} (ft)		0.0				15.0				73.1		20.2			7.6	
Control Delay (s/veh)		7.3	0.0	0.0		8.2	1.3	1.3		27.7		10.1			16.8	
Level of Service (LOS)		A	A	A		A	A	A		D		B			C	
Approach Delay (s/veh)	0.0				7.2				18.6				16.8			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

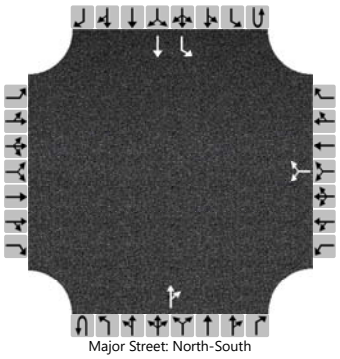
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	2038 Build AM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			52	20		70	70	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							92							76		
Capacity, c (veh/h)							895							1520		
v/c Ratio							0.10							0.05		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
95% Queue Length, Q_{95} (ft)							7.6							5.1		
Control Delay (s/veh)							9.5							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.5								3.7		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

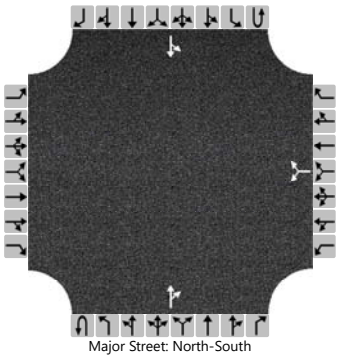
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	2038 Build PM

Site Information

Intersection	Rufina Circle & Access 2
Jurisdiction	Santa Fe
East/West Street	Access 2
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						100		10			101	94		9	122	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							120							10		
Capacity, c (veh/h)							689							1358		
v/c Ratio							0.17							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
95% Queue Length, Q_{95} (ft)							15.2							0.0		
Control Delay (s/veh)							11.3							7.7	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.3								0.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

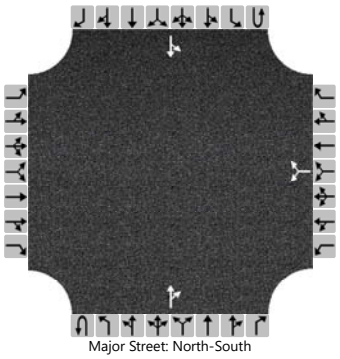
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2038
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	2038 Build AM

Site Information

Intersection	Rufina Circle & Access 2
Jurisdiction	Santa Fe
East/West Street	Access 2
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						94		9			63	100		10	78	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							112							11		
Capacity, c (veh/h)							765							1399		
v/c Ratio							0.15							0.01		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.7							0.0		
Control Delay (s/veh)							10.5							7.6	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.5								0.9		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

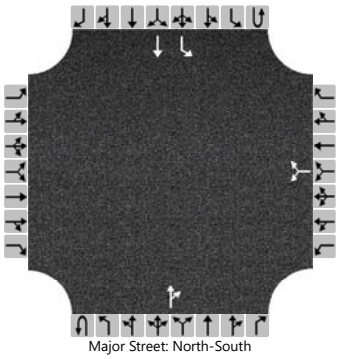
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	7/18/2025
Analysis Year	2038
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	2038 Build PM

Site Information

Intersection	Rufina Circle & Access 1
Jurisdiction	Santa Fe
East/West Street	Access 1
North/South Street	Rufina Circle
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			92	19		66	112	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							98							72		
Capacity, c (veh/h)							835							1467		
v/c Ratio							0.12							0.05		
95% Queue Length, Q_{95} (veh)							0.4							0.2		
95% Queue Length, Q_{95} (ft)							10.2							5.1		
Control Delay (s/veh)							9.9							7.6		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.9								2.8		
Approach LOS						A								A		

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APPENDIX I:
SANTA FE TURN LANE REQUIREMENTS

through traffic. The relative crash rate as speed differential increases is an exponential function and those rates are presented in **Table 1**.

Table 1. Relative Crash Rates for At-Grade Arterials[1]

Speed Differential (mph)	Relative Crash Rate
0	1
10	2
20	6.5
30	45
35	180

[1]Data from ITE, Traffic Engineering Handbook, 5th Edition (1999)

Turn Lane Requirements

Figure 1 provides City of Santa Fe Transportation Department left turn lane warrant criteria, based upon findings of the National Cooperative Highway Research Program (NCHRP) 348. **Figure 2** and **Figure 3** provide right turn lane warrant criteria, based upon this Right Turn Lane Guidance. Alternatives to these criteria shall be supported by a traffic analysis. Right turns are not typically provided for speeds of 25 mph due to the minimal speed deferential created by turning vehicles, however they may be considered at these lower speeds at the discretion of the City Traffic Engineer, or designee.

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

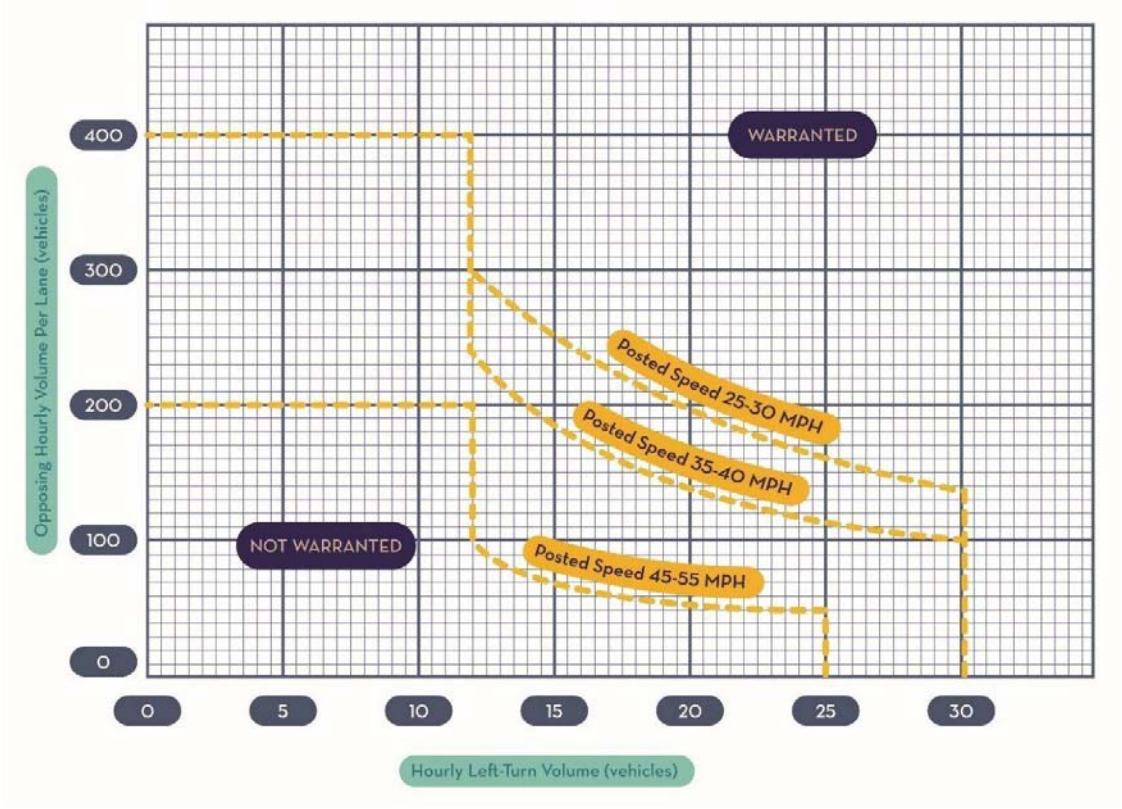


FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

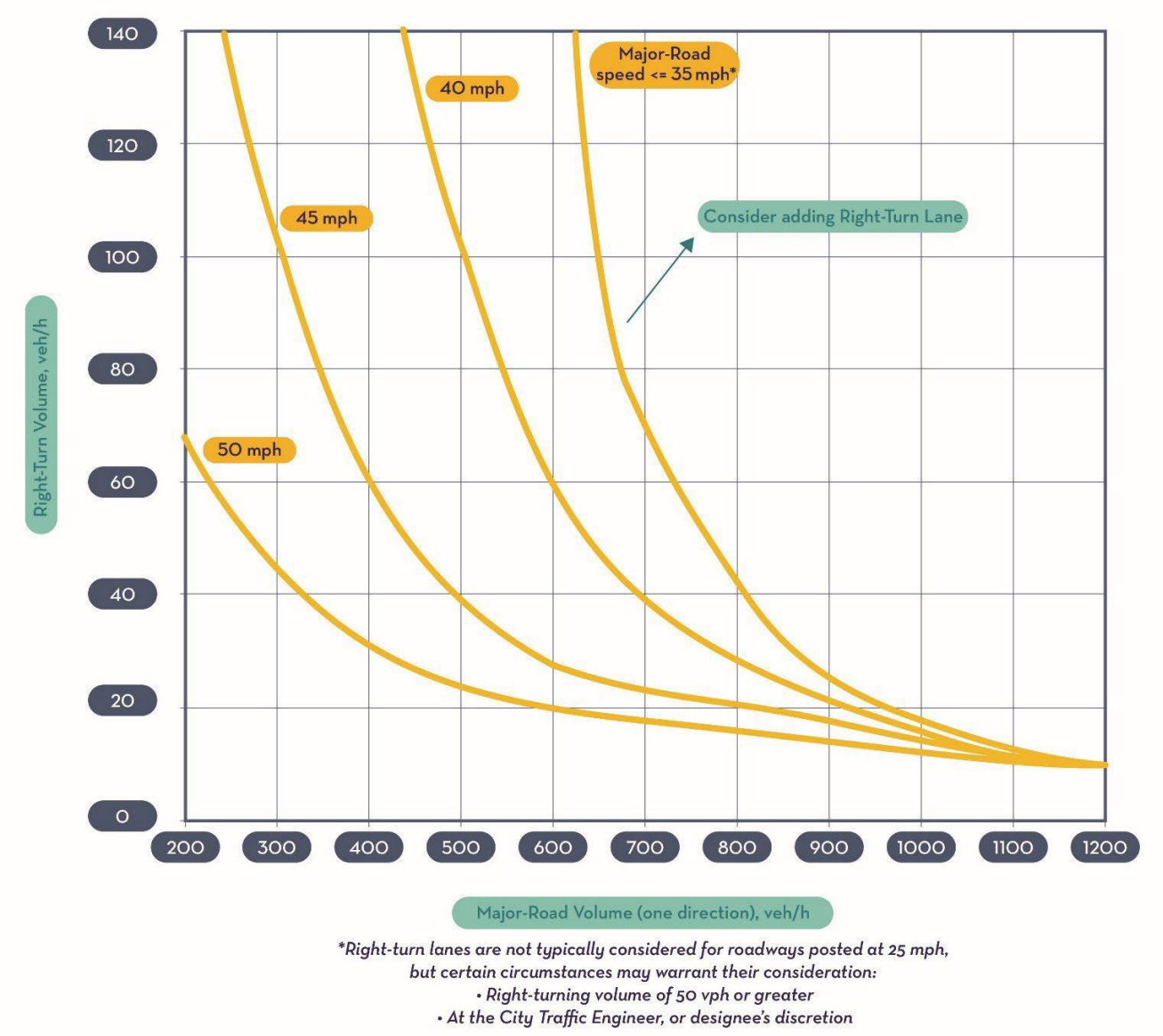
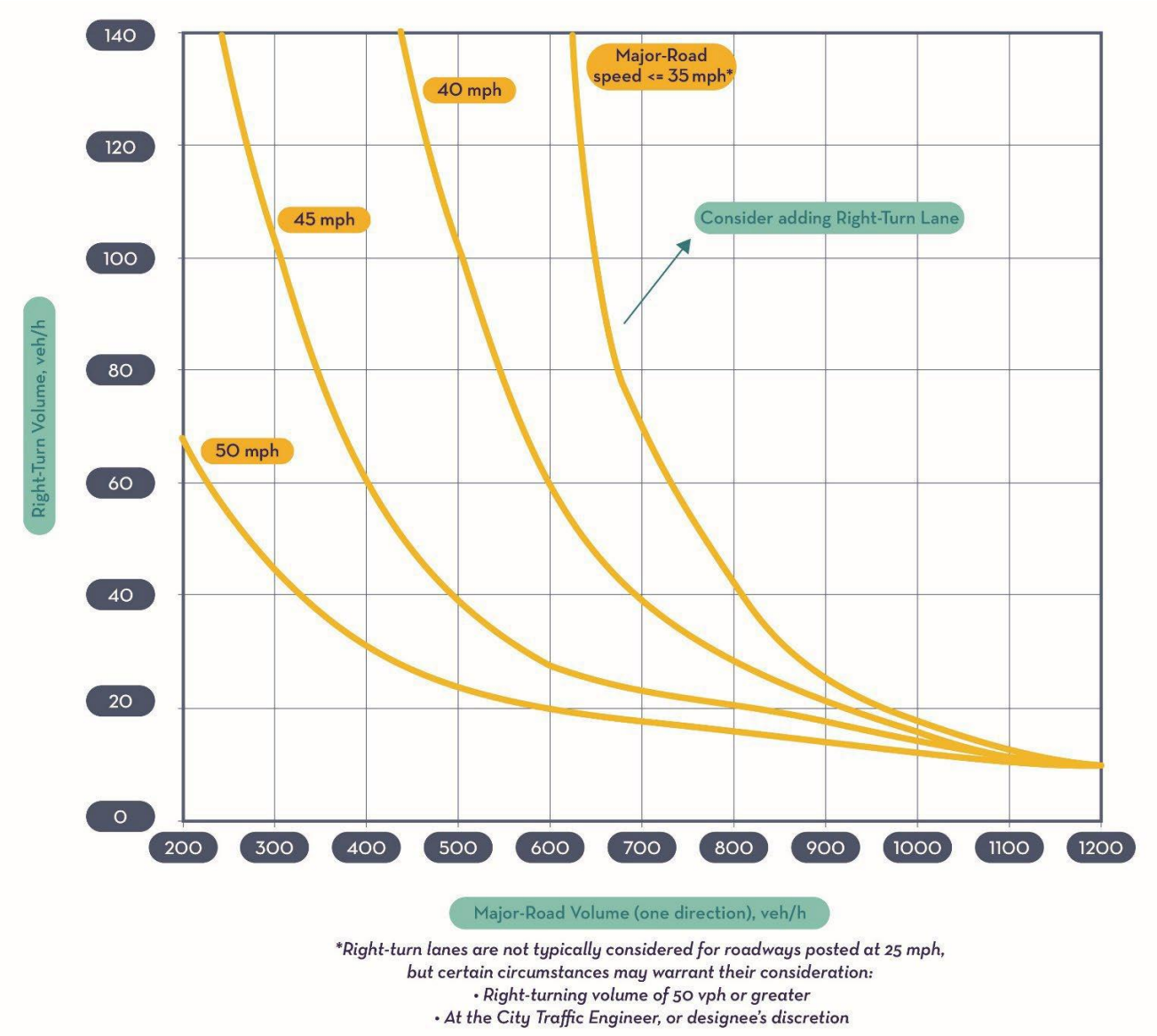


FIGURE 3. RIGHT TURN LANE CRITERIA FOR FOUR+ LANE ROADWAY



Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:
- *Right-turning volume of 50 vph or greater*
- *At the City Traffic Engineer, or designee's discretion*

City of Santa Fe, New Mexico

Attachment C
Applicant Submittals

6. Master Plan

MASTER PLAN
GIRLS INC. OF SANTA FE

2904 RUFINA STREET, SANTA FE, NEW MEXICO 87507

BUILDING CODE & ZONING INFORMATION

APPLICABLE BUILDING CODES
SANTA FE CITY LAND DEVELOPMENT CODE
2021 NEW MEXICO COMMERCIAL BUILDING CODE (NMCBC)
2021 International Building Code (IBC) amended by NMAC Title 14 Chapter 7 Part 2
2021 NEW MEXICO COMMERCIAL ENERGY CONSERVATION CODE (NMECC)
2021 International Energy Conservation Code (IECC) amended by NMAC Title 14 Chapter 7 Part 9
2021 NEW MEXICO PLUMBING CODE (NMPC)
2021 Uniform Plumbing Code (UPC) amended by NMAC Title 14 Chapter 8 Part 2
2021 NEW MEXICO MECHANICAL CODE (NMMC)
2021 Uniform Mechanical Code (UMC) amended by NMAC Title 14 Chapter 9 Part 2
2020 NEW MEXICO ELECTRICAL CODE (NMEC)
2020 National Electrical Code (NEC) amended by NMAC Title 14 Chapter 10 Part 4
2012 NEW MEXICO ELECTRICAL SAFEY CODE (NMESC)
2012 National Electrical Safety Code (NEC) amended by NMAC Title 14 Chapter 10 Part 5
2021 INTERNATIONAL FIRE CODE

ACCESSIBILITY
EITHER NMCBC (2021 IBC CH. 11 & 2017 ICC A117.1) OR DOJ 2010 STANDARDS FOR ACCESSIBLE DESIGN (ADA) - WHICHEVER IS MORE RESTRICTIVE.

ZONING
CURRENT: I-1 & I-2 INDUSTRIAL (LOT 3) & C-2 COMMERCIAL (TRACT 2A, LOT 2-2);
PROPOSED: C-2 COMMERCIAL (BOTH LOTS)

LOT SIZE

TRACT 2A, LOT 2-2:	0.398 ACRES	17,336.88 SF
LOT 3:	3.877 ACRES	168,882.12 SF
TOTAL COMBINED LOTS:	4.275 ACRES	186,219.00 SF

SETBACKS FOR C-2
STREET: 15'-0"
SIDE: 0'-0"
REAR: 10'-0"

LANDSCAPE REQUIREMENTS
PER SANTA FE CITY CODE 14-8.4

FLOOD PLAIN
PROPOSED STRUCTURES OUT OF FLOOD PLAIN

PROJECT TEAM

OWNER
GIRLS INC. OF SANTA FE
301 HILLSIDE AVENUE
SANTA FE, NEW MEXICO 87501
(505) 982-2042

ARCHITECT
AUTOTROPH
222 EAST MARCY STREET STE 19
SANTA FE, NEW MEXICO 87501
(505) 216-7555

PLANNER
JENKINSGAVIN
130 GRANT AVENUE STE 101
SANTA FE, NEW MEXICO 87501
(505) 820-7444

CIVIL ENGINEER
DESIGN ENGINUITY
POST OFFICE BOX 2758
SANTA FE, NEW MEXICO 87504
(505) 989-3557

VICINITY MAP



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222 EAST MARCY STREET, SUITE 19
SANTA FE, NEW MEXICO 87507
(505) 216-7555
WWW.AUTOTROPHDESIGN.COM

THESE DRAWINGS ARE THE PROPERTY OF AUTOTROPH AND ARE NOT TO BE REPRODUCED, MODIFIED, OR USED FOR ANY OTHER PROJECT OR EXTENSION OF THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH AUTOTROPH.

DRAWINGS INDEX

C-0	COVER SHEET
C-1	EXISTING CONDITIONS SITE PLAN
C-2	PROPOSED SITE MASTER PLAN
C-3	PROPOSED PRELIMINARY LANDSCAPE PLAN
C-4	CONCEPTUAL TERRAIN MANAGEMENT
C-5	CONCEPTUAL UTILITY PLAN

DRAWINGS INFO

MASTER PLAN DRAWINGS DATE: SEPTEMBER 25, 2025
ARCHITECT'S PROJECT NUMBER: 2502

CITY OF SANTA FE APPROVALS

GOVERNING BODY APPROVAL, CASE NO. 2025-_____
APPROVED BY THE GOVERNING BODY AT THEIR MEETING ON _____.

MAYOR _____ DATE _____

ATTEST: _____
CITY CLERK _____ DATE _____

CITY OF SANTA FE LAND USE APPROVAL:

CITY PLANNER _____ DATE _____

CITY ENGINEERING FOR LAND USE _____ DATE _____

MASTER PLAN
2904 RUFINA STREET

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No.	DESCRIPTION	DATE

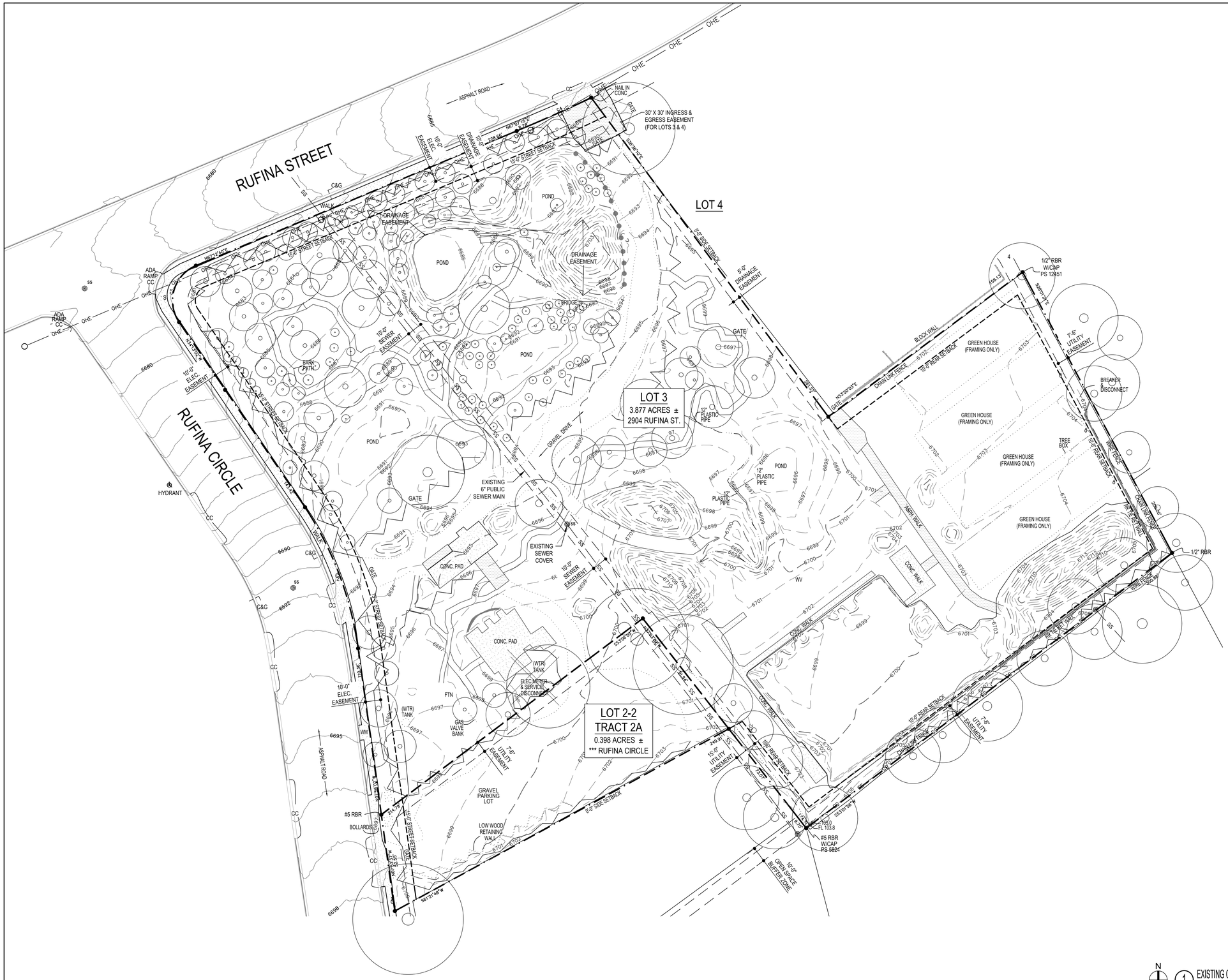
GIRLS INC OF SANTA FE
MASTER PLAN
2904 RUFINA STREET, SANTA FE , NEW MEXICO 87507

CASE # 2025-11030

COVER SHEET

ARCHITECT'S PROJECT NUMBER: 2502
FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-0



LEGEND

- PROPERTY LINES
- EASEMENT LINES
- EXISTING LARGE& MEDIUM SIZE TREES
- 5' CONTOUR LINES
- 1' CONTOUR LINES
- EXISTING CONCRETE

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No.	DESCRIPTION	DATE

GIRLS INC OF SANTA FE MASTER PLAN

2904 RUFINA STREET, SANTA FE , NEW MEXICO 87507

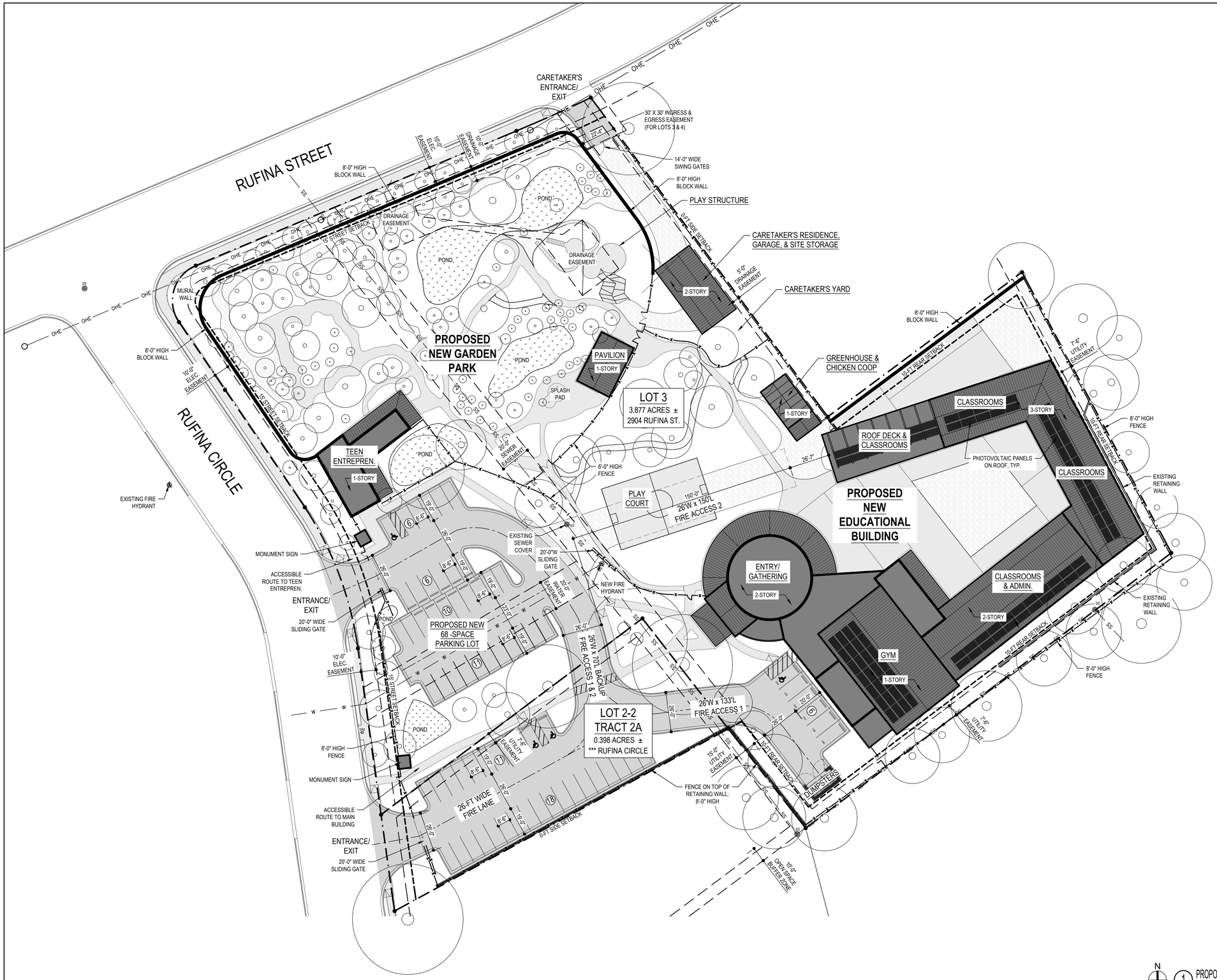
CASE # 2025-11030

EXISTING CONDITIONS SITE PLAN

ARCHITECT'S PROJECT NUMBER: 2502

FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-1



PERMISSIBLE USES

PUBLIC, INSTITUTIONAL, AND CIVIC:

- COMMUNITY CENTERS AND INSTITUTIONS
- RECREATION, PARKS, AND ENTERTAINMENT

COMMERCIAL:

- ARTS ACTIVITIES
- FOOD AND BEVERAGE
- SINGLE FAMILY DWELLINGS
- RECREATION AND ENTERTAINMENT
- RETAIL AND SERVICES
- AGRICULTURAL USES
- ACCESSORY USES

SITE DATA

PROPOSED ZONING:

TRACT 2A, LOT 2-2: C-2, GENERAL COMMERCIAL

LOT SIZE:

4.275 ACRES (186,219 SQ. FT.)

FOOTPRINT:

33,378 SF

GROSS FLOOR AREA (GFA):

PROPOSED MAX.: 55,478 SF

LOT COVERAGE:

MAXIMUM: 60%

PROVIDED: 24%

OPEN SPACE:

REQUIRED: 25% NON-RESIDENTIAL & MIXED-USE = 46,554.75

PROVIDED: 63.7% = 118,563 SF

BUILDING HEIGHT:

C-2 ZONING MAXIMUM ALLOWABLE HEIGHT: 45'-0"

MAXIMUM PROPOSED BUILDING HEIGHT: 45'-0"

PARKING

CUSTOM PARKING REQUIREMENTS - YOUTH CENTER

STAFF:	1/STAFF = 1x42 =	42
GUESTS / OVERFLOW:		21
FACILITY VANS:	1/ VAN = 1x5 =	5
TOTAL PARKING REQUIRED:		68
TOTAL PARKING PROVIDED (INCL. 4 ADA):		68

LEGEND

- PROPERTY LINES
- EASEMENT LINES
- SETBACK LINES
- OHE — EXISTING OVERHEAD UTILITY LINES
- SS — EXISTING SANITARY SEWER LINES
- W — PROPOSED WATER LINE
- FENCE
- YARDWALL
- EXISTING LARGE OR MEDIUM TREE
- SIDEWALKS
- PARKING LOT
- STRUCTURE ROOF
- COMPACTED CRUSHER FINES (WITH REINFORCED SUBSTRATE AT FIRE ACCESS LANE)
- STORM WATER RETENTION POND

GENERAL NOTES

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 APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OR REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. THE PROJECT SHALL COMPLY WITH THE CURRENTLY ADOPTED INTERNATIONAL FIRE CODE, INCLUDING SECTION 903 AUTOMATIC SPRINKLER SYSTEM & SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS.
4. 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.
5. COMPLIANCE WITH PROVISIONS OF GUNNISON'S PRAIRIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
6. 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.
7. FENCES, WALLS, OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS, EXCEPT WHERE SHOWN AS NEEDED.
8. UTILITY EXPANSION CHARGES (UEC) SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT BY CONTACTING THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION.
9. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENTS PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE.
10. ALL PROPOSED IMPROVEMENTS WILL COMPLY WITH THE CURRENT CoSF WATER CONSERVATION STAGE.
11. LANDSCAPE DESIGN SHALL COMPLY WITH APPLICABLE PROVISIONS OF SFCC SECTION 14-8.4.
12. PROPERTY DEVELOPMENT MAY BE SUBJECT TO THE PROVISIONS OF SECTION 14-8.4(F)(5) "PRESERVATION OF EXISTING TREES" PER THE LAND USE DIRECTOR.
13. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSF ORD. NO. 2008-02 (IMPACT FEES).
14. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSF ORDINANCE NO 2002-20 (TERRAIN AND STORMWATER MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
15. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES, PER IFC 1410.1.
16. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE, PER IFC 1412.1.
17. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED BY THE DEVELOPER PER APPROVED PLAN.
18. THIS DEVELOPMENT LIES OUTSIDE OF A CITY OF SANTA FE HISTORIC DISTRICT.
19. THE LAYOUT SHOWN HEREON IS CONCEPTUAL AND MAY BE MODIFIED AS PART OF THE DEVELOPMENT PLAN PROCESS WITHOUT THE NEED FOR A MASTER PLAN AMENDMENT.

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No.	DESCRIPTION	DATE

GIRLS INC OF SANTA FE MASTER PLAN

2904 RUFINA STREET, SANTA FE , NEW MEXICO 87507

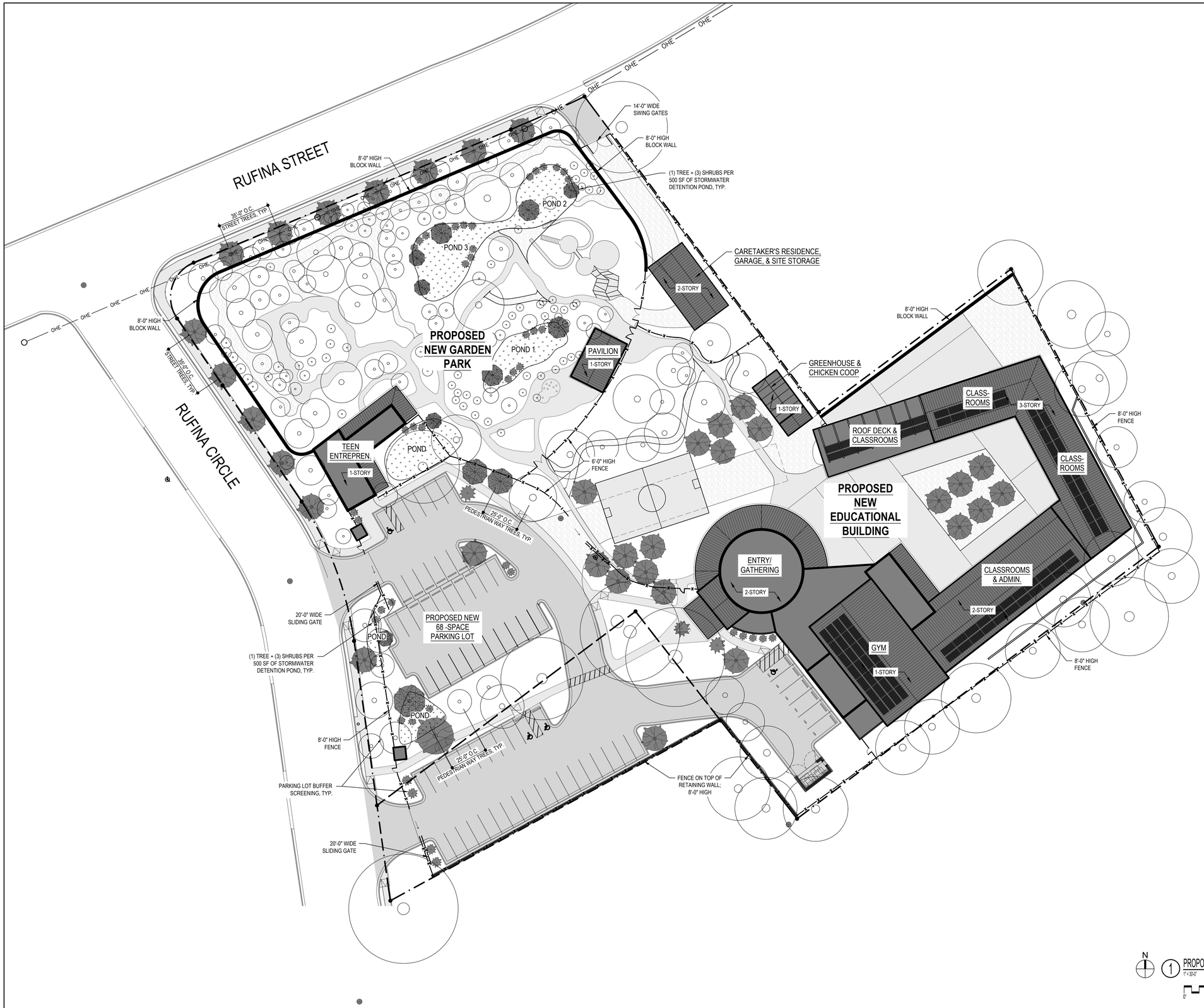
CASE # 2025-11030

PROPOSED SITE MASTER PLAN

ARCHITECT'S PROJECT NUMBER: 2502

FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-2



GENERAL NOTES

1. LANDSCAPE DESIGN SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF SFCC SECTION 14-8.4.
2. ALL DECIDUOUS TREES TO BE 2-INCH MINIMUM CALIPER.
3. ALL EVERGREEN TREES TO BE 6-FEET MINIMUM IN HEIGHT.
4. NEW PLANTS TO BE WATER-WISE CITY APPROVED PLANTS.
5. ALL PLANT MATERIAL SHALL BE COLD-HARDY TO USDA CLASSIFICATION ZONE 5.
6. NEW PLANT MATERIAL TO BE MULCHED TO A 2-INCH MINIMUM DEPTH.
7. A MINIMUM OF ONE TREE AND THREE SHRUBS SHALL BE PLANTED PER 500 SF OF REQUIRED PONDING AREA.
8. STREET TREES AND PEDESTRIAN WAY TREES SHALL BE PLANTED WITHIN THE ACCEPTABLE SPACING RANGE DESCRIBED IN SFCC SECTION 14-8.4.
9. THE LAYOUT SHOWN HEREON IS CONCEPTUAL AND MAY BE MODIFIED AS PART OF THE DEVELOPMENT PLAN PROCESS WITHOUT THE NEED FOR MASTER PLAN AMENDMENT.

PLANT LEGEND

- PROPOSED NEW TREE - DECIDUOUS
- PROPOSED NEW TREE - CONIFEROUS
- PROPOSED NEW SHRUB
- EXISTING TREE

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No.	DESCRIPTION	DATE

GIRLS INC OF SANTA FE MASTER PLAN

2904 RUFINA STREET, SANTA FE , NEW MEXICO 87507

CASE # 2025-11030

PROPOSED PRELIMINARY LANDSCAPE PLAN

ARCHITECT'S PROJECT NUMBER: 2502

FIRST SUBMISSION DATE: SEPTEMBER 25, 2025

C-3

City of Santa Fe, New Mexico

Attachment D

General Plan 1999 Chapter 1

Introduction and General Plan Themes

1

INTRODUCTION AND GENERAL PLAN THEMES

1 INTRODUCTION AND GENERAL PLAN THEMES

The City of Santa Fe and its surrounding region face many pressing planning challenges—from protecting a rich cultural heritage and magnificent physical setting to meeting the demand for affordable housing and reducing traffic congestion. This document attempts to embrace all segments of the city's population and guide the city toward its four-hundredth anniversary. This document replaces the *1983 General Plan* as amended and serves as the city's statement of direction for physical development and conservation.

1.1 SCOPE AND PURPOSE

Because this is a comprehensive, long-term plan for the physical development and conservation of Santa Fe, it lies at the heart of community decisionmaking. It provides guidance for development proposals, capital improvements, annexation, and extension of services.

This General Plan:

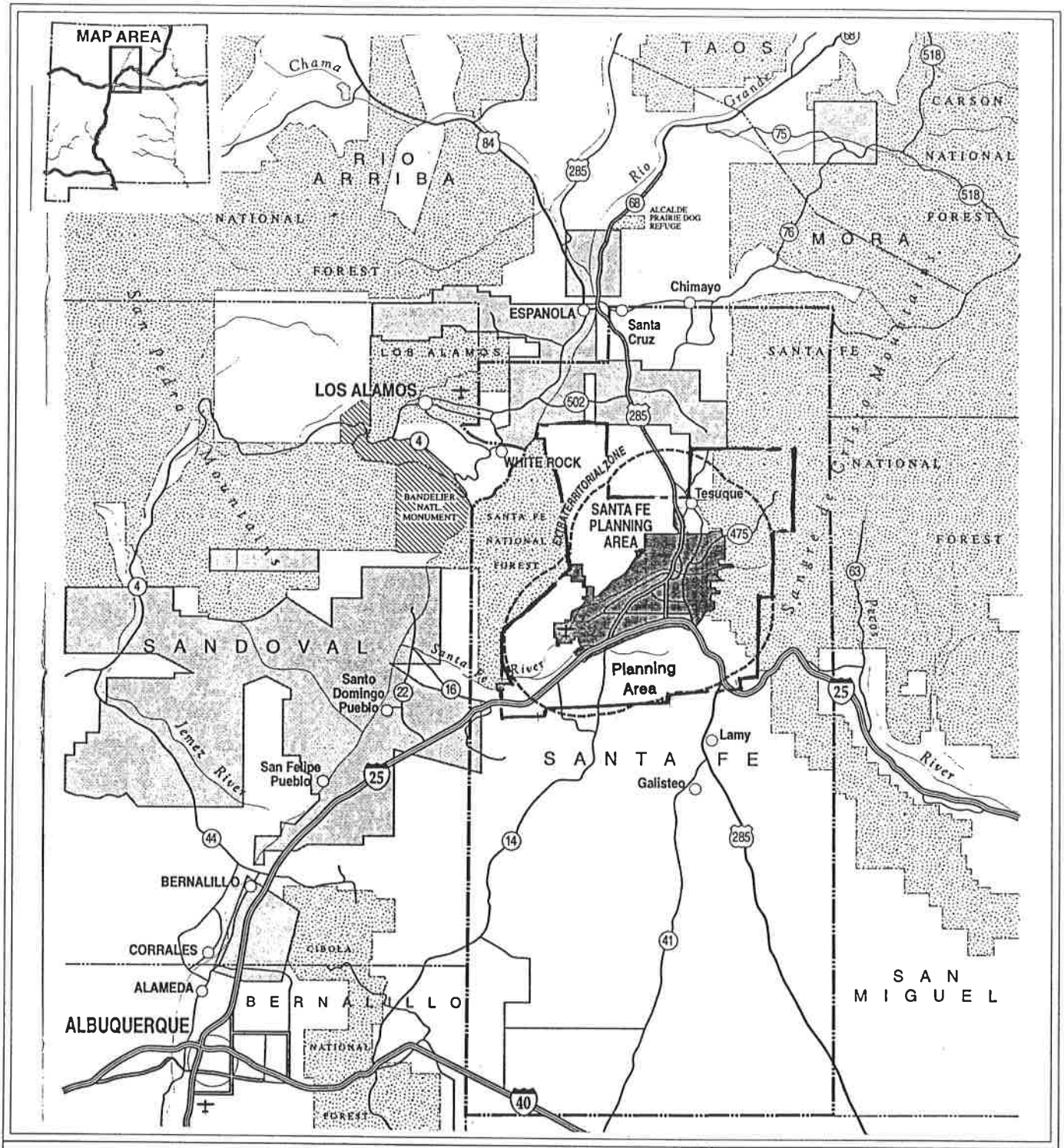
- Outlines a vision through the Plan themes that reflects the aspirations of the community;
- Establishes a basis for judging whether development proposals and public projects are consistent with the Plan themes;
- Provides for projects that will enhance the character of the community, preserve critical environmental resources, and minimize hazards;
- Provides the basis for establishing and setting priorities for implementing programs and regulations; and
- Provides the basis for nurturing a vital community and reaching out to all segments of the population.

To ensure that a variety of city actions are consistent with the General Plan, regular on-going use of the Plan is essential. Because the Plan is both general and long-range, there will be circumstances and instances when detailed studies are necessary to implement it.

This document represents the goals and desires of the Santa Fe community as a whole and should be recognized as the city's foremost public statement about Santa Fe's future.

1.2 PLANNING AREA BOUNDARIES

- Figure 1-1 depicts the regional location of the planning area, and Figure 1-2 depicts the urban planning area and urban growth boundary which includes:
- All land within the current city limits;
- Land to the north adjacent to Highway 285;
- Land to the east between the city limits and Santa Fe National Forest;
- Land to the south between the city limits and along Interstate-25; and



Regional Location

Indian Reservation
National Forest
National Monument

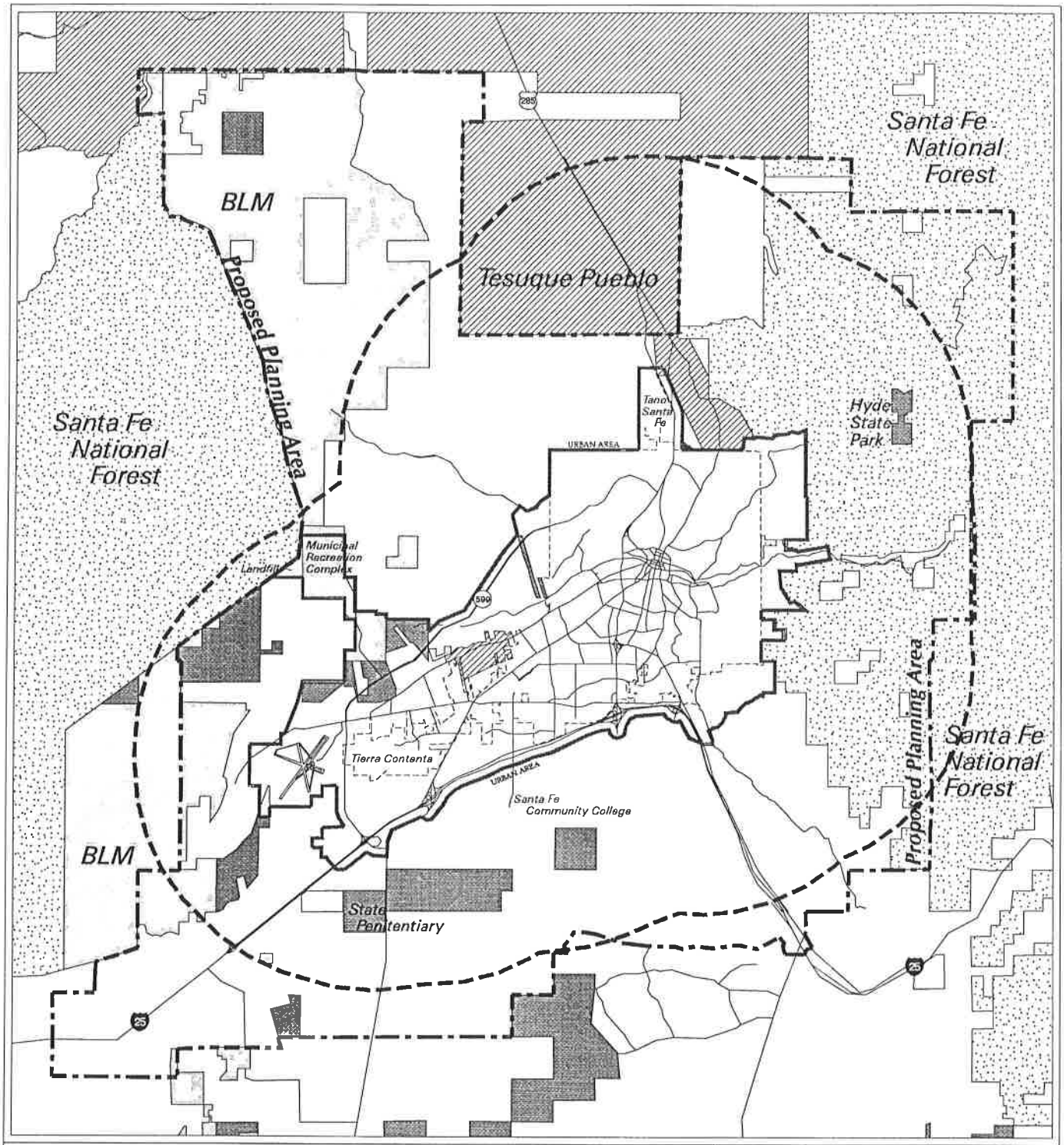
Major Roads

0 5 10 20

Scale in Miles

City of Santa Fe
GENERAL PLAN

April 1999 *Figure 1-1*



City of Santa Fe New Mexico

Boundaries

- *Proposed Urban Area Boundary*
- *National Forest*
- *Bureau of Land Management*
- *State Lands*
- *Native American Lands and Traditional Communities*
- *Extraterritorial Zone (5 Mile)*
- *Proposed Planning Area Boundary*
- *City Limits*

N

0 1.75 3.5 7

Scale in Miles

City of Santa Fe
GENERAL PLAN

April 1999 *Figure 1-2*

- Land to the west including the Municipal Airport, Regional Landfill, Municipal Recreation Complex, and along the Santa Fe Relief Route, Agua Fria Area, excluding the Agua Fria Traditional Historic Community.

1.3 PLAN ORGANIZATION

- **Themes.** The policies within this document reflect 14 overall themes that closely track public comments. The themes are representative of citywide concerns and lay the foundations for the guiding and implementing policies.
- **Guiding Policies** are at the beginning of each chapter and state the city's goals and philosophy. The guiding policies describe ways or methods that the themes listed in each chapter can be achieved.
- **Implementing Policies** are at the end of each chapter and represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.
- **Standards** are set out in certain chapters and represent policies that can be mapped or measured.

  Together, themes, guiding and implementing policies, and standards articulate the vision for the City of Santa Fe.
- **Policy Numbering System.** Policies in this document are organized using a numbering system tied to sections, with a letter designation to distinguish guiding policies from implementing policies. For example, the first guiding policy in Section 3.4 is numbered 3-4-G-1 and the first implementing policy is 3-4-I-1. Thus, each policy in the General Plan has a discrete number. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.
- **Explanatory Material or Commentary**, set in *italic*, accompanies some policies. This explanatory material provides background information or guides General Plan implementation.

1.4 PLANNING PROCESS

The city's planning process includes monitoring and updating the General Plan and preparing more detailed plans, such as resource management plans, neighborhood plans, and other special plans. An Annual General Plan Report will provide an overview of the status of the General Plan and its implementation programs.

Amendments to the General Plan

This document is the heart of the planning process. It is intended to be a living document and, as such, will be subject to more site-specific and comprehensive amendments over time. Amendments also may be needed from time to time to conform to state or federal law passed since adoption and to eliminate or modify policies that may have become obsolete or unrealistic because of changed conditions (such as completion of a task or project, development on a site, or adoption of an ordinance or plan). This document may also incorporate by reference other detailed studies and plans that may be prepared.

While the General Plan should be flexible enough to respond to changed conditions and amended over time to keep it current, it should not be amended so frequently as to diminish its authority. Amendments to the Plan should be limited to twice a year, although each amendment may include more than one change.

Neighborhood and Community Planning

To provide specific direction for development in certain geographic areas, this document calls for preparation of detailed community plans and neighborhood plan districts.

Community plans and neighborhood plan districts will provide specific design guidelines and standards for the conservation and enhancement of neighborhoods and other areas possessing distinctive features, opportunities, or characters. Community plans and neighborhood plan districts would be tailored to individual areas and needs. All community plans will have authority only upon adoption by the City Council and will still be required to be consistent with the General Plan. A neighborhood plan district requires considerable community consensus and planning effort with regulatory power.

Resource Management Plans

To protect sensitive environmental resources, this document requires preparation of resource management plans before any subdivision or development may be approved that would affect certain sensitive biological resources. The locations of these resources are mapped in Chapter 8, Natural Resource Management and Conservation. If these plans are prepared as part of specific plans, the City Council may establish fees to recoup plan preparation costs.

Annual General Plan Report

An annual progress report focusing on implementation of the Plan will be prepared by the Planning and Land Use Department and submitted to the Planning Commission, the Joint Planning Policy Commission, and City Council. The Annual Report should include a summary of all General Plan amendments adopted during the preceding year, an outline of upcoming projects, and General Plan issues to be addressed in the coming year, along with a work program and budget.

Public review and comment on the Annual Report can be heard by the Planning Commission and City Council at regularly scheduled public hearings.

Five-year Review

The city will undertake a comprehensive review of the General Plan every five years after adoption. The five-year review will include:

- Comprehensive evaluation of General Plan policies;
- Analysis of the effectiveness of implementation programs and strategies initiated to carry out the Plan;
- Review of five-year growth trends and reassessment of future urban land needs in light of the Urban Area's carrying capacity and available land inventory; and

- Systematic assessment of the resource based threshold, environmental standards, and resource management plans.

The focus of this Five-year Review will be to determine how well the General Plan has performed—whether policies related to development and environmental conservation have been effective. A report summarizing city staff findings and recommendations will be circulated for public comment and then presented to the Planning Commission. The Planning Commission will review the Five-year Review report and make a recommendation to the City Council. Public review and comment on the Five-year Review can be heard by the Planning Commission and City Council at regularly scheduled public hearings.

1.5 BACKGROUND STUDIES

A comprehensive analysis of existing conditions and major planning options for the City of Santa Fe Urban Area, and the Extraterritorial Zone was performed prior to the preparation of this document (1994 - 1995). Major documents produced as a result of the process leading to the General Plan include:

- *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994;
- *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Extraterritorial Area*, December 1994;
- *Working Paper: Existing Conditions and Planning Issues – Urban Area and Extraterritorial Zone,* June 1995. This 600-page illustrated report provides an evaluation of existing conditions and planning issues in the Urban Area and the Extraterritorial Zone. Analysis and conclusions in the *Working Paper* are based on technical work, including original data collection and fieldwork, and an extensive process of public outreach. Results of the public outreach process are also summarized. A summary version of the *Working Paper* is also available from the city.
- *Sketch Plans,* October 1995. This document includes three sketch plans showing how alternative scenarios or sets of development policies would be reflected in a future land use pattern. It also includes an analysis of the transportation impacts of the alternatives and estimates of infrastructure costs. The *Sketch Plans* were presented to the public in a series of five meetings, some of which were also televised on local cable channel 6.

While these background studies and working papers have guided General Plan preparation, **they do not represent adopted city policy.**

1.6 PUBLIC PARTICIPATION

Throughout the preparation of the General Plan, the city has been committed to active public outreach and participation. Plan policies have been shaped by comments made in public surveys and meetings. Public participation has included:

- **Community Meetings.** At the outset of the General Plan process, in the summer and fall of 1994, 20 public meetings were held (some televised) to receive residents' priorities for the General Plan. Five meetings were held in the fall of 1995 to present the alternative

Sketch Plans to the public. These meetings were attended by over 2,000 people. Comments made at these meetings were recorded and published, and forwarded to the City Council, Planning Commission, and appropriate city departments.

- **Newsletters and Survey.** Newsletters were prepared periodically and distributed to all households and other groups and interested parties. A postage-paid survey questionnaire was sent to each household in the Urban Area and the Extraterritorial Zone as part of the first newsletter, to which over 3,800 households (representing over 9,000 people) responded. The results of the survey were summarized, and all responses collected and made available at libraries and City Hall.
- **Open Houses.** These provided information about the Plan update and were held throughout the process. All public meetings were preceded by open houses, which were also held at high visibility locations such as Villa Linda and De Vargas malls.
- **Cable TV and Video.** Many public meetings were broadcast on local cable channel 6. Tapes of meetings were also made available at libraries and City Hall.
- **Meetings and Hearings.** The public participation process for the General Plan has been extensive. Public meetings were held to receive comments on the draft document; in addition, a public hearing regarding the Plan was held by the Planning Commission and City Council.

1.6.1 RESIDENTS' PRIORITIES FOR THE GENERAL PLAN

Policies have been shaped by active public participation and have resulted from the concerns and ideas presented at numerous public forums. Responses to the survey sent to all addresses in the city and the five-mile Extraterritorial Zone expressed the concerns of the residents. The following tables summarize residents' likes and dislikes about Santa Fe (Tables 1.1 and 1.2), trends that concern them (Table 1.3), and priorities for the General Plan (Table 1.4).

TABLE 1.1
WHAT DO YOU LIKE MOST ABOUT LIVING AND/OR WORKING IN SANTA FE?

URBAN AREA		EXTRATERRITORIAL ZONE	
Trait	**Percent of Responses**	**Trait**	**Percent of Responses**
1. Cultures/Tradition/People	25.5	1. Environment and Landscape	28.3
2. City Character	20.5	2. Cultures/Tradition/People	22.4
3. Climate and Weather	16.4	3. Community/Character/ Quality of Life	21.1
4. Environment and Landscape	12.8	4. Climate and Weather	16.4
5. Economic/Employment Opportunities	7.1	5. Recreational Opportunities	4.9

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area*, December 1994

TABLE 1.2
WHAT DO YOU LIKE LEAST ABOUT SANTA FE?

URBAN AREA		EXTRATERRITORIAL ZONE	
Trait	**Percent of Responses**	**Trait**	**Percent of Responses**
1. Social Divisiveness	15.2	1. Traffic Congestion and Parking	18.4
2. Traffic Congestion and Parking	14.6	2. Unplanned Growth and Development	17.4
3. High Cost of Living	13.4	3. Social Divisiveness and Loss of Culture	15.8
4. Uncontrolled Growth and Development	11.2	4. Crime	12.2
5. Crime and Vandalism	9.7	5. Lack of Affordable Housing/ High Cost of Living	9.9

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area*, December 1994

TABLE 1.3
TRENDS THAT CONCERN RESIDENTS

URBAN AREA		EXTRATERRITORIAL ZONE	
Concern	**Percent of Responses**	**Concern**	**Percent of Responses**
1. Uncontrolled Growth and Development	20.7	1. Uncontrolled Growth and Development	27.6
2. Loss of Tradition/Culture	16.5	2. Water and Quality	13.2
3. Environmental and Open Space Degradation	15.6	3. Loss of Culture/Community	13.1
4. Traffic Congestion and Parking	14.4	4. Traffic Congestion and Parking	9.1
5. Quality of Education	14.2	5. Lack of Law Enforcement	8.7

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area*, December 1994

TABLE 1.4
RESIDENTS' TOP PRIORITIES FOR THE GENERAL PLAN

URBAN AREA		EXTRATERRITORIAL ZONE	
Priority	**Percent of Responses**	**Priority**	**Percent of Responses**
1. Affordable Housing/Cost of Living	18.0	1. Managed Growth and Development	28.3
2. Schools/Opportunities for Youth	15.2	2. Traffic and Congestion	16.8
3. Traffic and Congestion	12.8	3. Water and Conservation	15.2
4. Economic Development	12.8	4. Environmental Protection and Conservation	5.9
5. Managed Growth and Development	11.8	5. Preservation of Character	5.4

Sources: *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for the Urban Area*, August 1994; and *Public Outreach and Issues Identification: Summaries of Public Meetings and Survey Responses for Extraterritorial Area*, December 1994

1.6.2 ROUNDTABLE REPORT, VISION SANTA FE, AND URBAN DESIGN GUIDELINES

The issues of concern to Santa Feans today are quite similar to those raised eight years ago when an update to the 1983 Comprehensive Plan was being considered. A brief review of these issues, and questions raised by Vision Santa Fe, a set of goals and policies for the Comprehensive Plan adopted in 1990, provided a useful perspective. These issues along with the Visual Preference Study for the Urban Design Guidelines are used through this document. The Vision Santa Fe states that:

> We must assure that the community's resources and opportunities are distributed more equitably; and that adequate employment opportunities, decent shelter, excellent education, ample recreational opportunities, and other basic human services are provided to nurture all of us. We believe that the beauty and visual resources of our natural environment need to be preserved, protected, enhanced, and made more accessible to all. The tolerance with which we have lived together must be nurtured as part of our great social legacy. We believe it to be essential that growth in and around our city should be complemented by the preservation of neighborhoods and traditional social and cultural patterns.
>
> In conjunction with Santa Fe County and our regional neighbors, diversification of economic resources must be pursued; fulfilling jobs must be created. We want to involve more people in community decision-making, planning, and leadership. We ask to give our children the strength of our traditions as well as broad options for future personal opportunity. Implicit in these concerns is a vision for Santa Fe of what we cherish and wish to preserve.

1.7 GENERAL PLAN THEMES

The policies of this document reflect 14 overall themes that track the results of the public survey. These themes are followed by discussion in *italics*. For purposes of this section the themes are equally weighted. However, the Planning Commission and the governing body have the right to prioritize these themes, either within specific cases or as a matter of general policy.

1.7.1 AFFORDABLE HOUSING

Actively participate in the creation of affordable housing.

Opportunities are provided for housing for all income segments of the population in all areas of the city, while restricting the supply of large lot housing, which belongs in rural areas outside the city and not inside it. Housing affordability will also be aided by not artificially limiting the supply of land or the rate of growth. Active efforts to increase the supply of affordable housing are outlined. Affordable housing is provided close to jobs to promote transit use.

1.7.2 QUALITY OF LIFE

Enhance the quality of life of the community and ensure the availability of community services for residents.

The General Plan seeks to promote interests of the community-at-large over private ones. Tools are provided for the public to be meaningfully involved in ongoing planning and decision making.

1.7.3 TRANSPORTATION ALTERNATIVES

Reduce automobile dependence and dominance.

The General Plan outlines a comprehensive strategy, including structuring of land uses to reduce automobile dependence and policies for neighborhood design which promote transit and alternative modes. The Plan delineates Transit Intensive Corridors that will have high frequency bus service, and locates sites for two intermodal (rail and bus) stations. The Plan also calls for preparation of a Transportation Demand Management Program and parking policies that make Downtown more accessible to local residents.

1.7.4 ECONOMIC DIVERSITY

Develop and implement a comprehensive strategy to increase job opportunities, diversify the economy, and promote arts and small businesses.

The General Plan includes policies to promote economic development and the arts; a strategy is outlined in the Community Economic Development Plan, a separate document maintained by the city. Themes of the strategy include regionalism, sustainability, quality of life, equity of education, economic opportunities, and diversification. The General Plan locates sites for arts and new businesses in a variety of settings.

1.7.5 SUSTAINABLE GROWTH

Ensure that development is sustainable and that growth, conservation, redevelopment, and natural resource protection are balanced.

There is clear consensus that growth should not diminish the quality and diversity of natural resources. Sensitive resources that require protection are mapped in the Plan, and resource-based development standards and project review procedures are established. The General Plan seeks to permit development only upon known and certain availability of water, and requires new growth to pay the costs of securing additional water rights. The Plan calls for adoption of an adequate public facilities ordinance.

1.7.6 REGIONAL PERSPECTIVE

Maintain a regional growth management perspective and work with other private and governmental entities towards that goal.

The destinies of the city and the surrounding areas are intertwined. The General Plan encourages city and other local, state, and federal agencies to work together on policies that are mutually supportive and to maintain consistent standards in the area surrounding the city. The Plan outlines a structure for long-range planning to be anticipatory and for the phasing of growth to minimize infrastructure costs. The Plan calls for preparation and implementation of a Growth Monitoring Program with both short-term and long-term elements.

1.7.7 WATER

Undertake comprehensive efforts to conserve water and ensure adequate supplies with growth.

Growth is likely to increase reliance on imported surface water and require active steps to increase the available water supply. The Plan provides a comprehensive strategy to promote conservation, recycling, and recharge. In addition, the Plan requires the adoption of a Comprehensive Impact Fees Program to pay the costs of capital facilities including water supply. Alternative methods of allocating the costs of securing and providing additional water to new water system customers will be examined in terms of those alternatives' projected impact on existing and new residents and businesses, impacts on affordability and other growth management objectives expressed in this plan, requirements for additional customers, and ways cost impacts could be mitigated.

1.7.8 CHARACTER

Maintain and respect Santa Fe's unique personality, sense of place, and character.

Increasing travel and communication have diminished the remoteness that Santa Fe's high desert location once afforded. One of the country's oldest cities, the city today faces the prospect of being overwhelmed by run-of-the-mill late twentieth century development. Residents have unequivocally stated that new growth should not erode the qualities that contribute to Santa Fe's unique character and ambiance. The General Plan delineates an Urban Growth Boundary and calls for stronger urban/rural edges. Land use and urban design standards, and guidelines for new and infill development are also included.

1.7.9 URBAN FORM

Promote a compact urban form and encourage sensitive/compatible infill development.

Promotion of a compact urban form has been a major criteria in selecting new growth areas. Growth and reintensification areas have been selected to minimize distances between different parts of the city, and between job centers and residential areas. Incentives are provided to promote infill development.

1.7.10 COMMUNITY-ORIENTED DOWNTOWN

Put community activities back into Downtown.

The loss of the Plaza area as a center of community activity and services is a major concern of many residents. While establishments such as drug, grocery, and small-scale service stores serve residents and office workers, they are unable to survive given the high rents that proliferation of tourism-oriented establishments have caused. The Plan outlines economic development components and steps to ensure that these vital activities can return to and survive in Downtown and are easily accessible to residents. Creation of a Public Market in Downtown is also identified.

1.7.11 COMMUNITY-ORIENTED DEVELOPMENT

Orient new development to the community; foster public life, vitality, and community spirit.

Plan policies call for new development to be oriented to established neighborhoods, to urban context, to pedestrians, and to promote active street and outdoor life. Urban design standards are offered that seek to prevent neighborhoods from being isolated from each other but to maintain a continuum of urban fabric, particularly regarding public access and vehicular/pedestrian circulation. Parks, open space, and neighborhood services are located within neighborhoods.

1.7.12 MIXED USE

Provide a mix of land uses in all areas of the city.

The General Plan provides a mix of compatible uses that fulfill everyday retail and service needs in existing and new neighborhoods. This urban structure affirms Santa Fe's traditional development pattern.

1.7.13 REVIEW PROCESS

Streamline the planning and development review processes.

Greater certainty in the planning process will benefit residents and project proponents, and facilitate long-range capital improvements planning. The General Plan proposes establishing thresholds and procedures for detailed environmental and neighborhood impact analysis. The approval process for small and routine projects that do not exceed the minimum thresholds will be "streamlined" by requiring only administrative review tracks rather than public hearings.

Neighborhood participation in the planning process is assured through public review and approval of projects by the Planning Commission, Summary Committee, Board of Adjustment, and the Governing Body.

1.7.14 IMPLEMENTATION

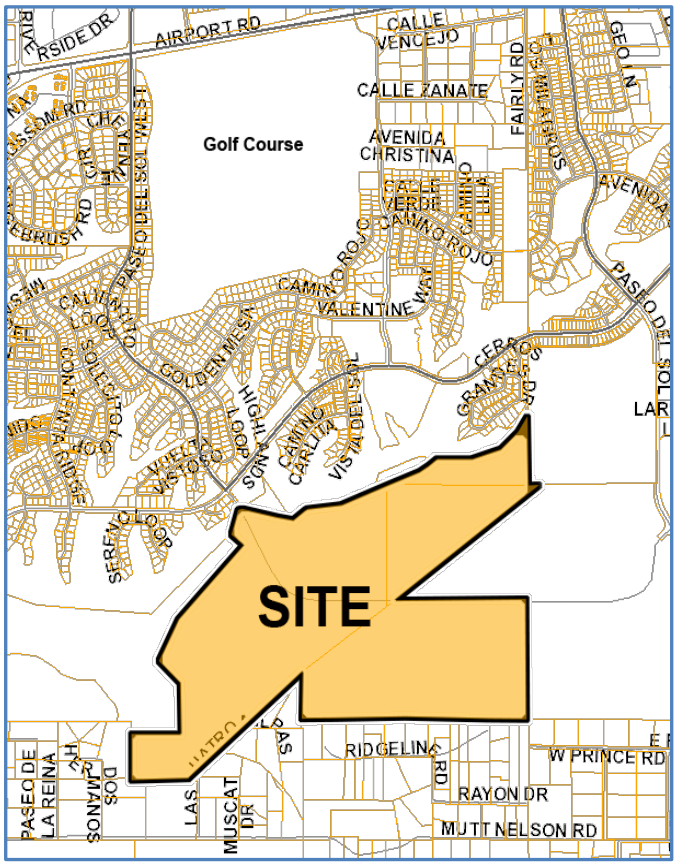
Ensure consistency between the General Plan, implementing ordinances (including zoning and impact fees), and the Capital Improvements Program (CIP).

With this General Plan, the city is committing itself to consistency between the General Plan and the implementing programs and regulations, including zoning and subdivision regulations and the CIP. Criteria and procedures to ensure consistency between the General Plan and Zoning Ordinance are also established, including an orderly process for General Plan amendments.

Planning and Land Use Department
Planning Commission Staff Report

Case No:	2025-10685 2025-10688 (Preliminary Subdivision Plat and Variance)
Hearing Date:	November 6, 2025
Applicant:	Homewise, Inc.
Agent:	JenkinsGavin, Inc.
Request:	Preliminary Subdivision Plat
Location:	
Case Mgr.:	Rebekah Clouser
Zoning:	PRC (Planned Residential Community)
Overlay:	Suburban Archaeological Review District
Pre-application Mtg.:	March 12, 2025
ENN Mtg.:	May 29, 2025

Proposal: Preliminary Plat approval for 16 development tracts and 6 open space tracts, innovative street designs, and a variance for disturbance of 30% slopes.



Case #2025-10685. Tierra Contenta Preliminary Subdivision Plat. JenkinsGavin, Inc., Agent for Homewise, Inc., owner and applicant ("Applicant"), requests review and approval of a Preliminary Subdivision Plat for 16 development tracts and 6 open space tracts for a total of 22 tracts and Innovative Street Design. The subject lots are 216.5 acres and are located at 6120, 6130, 6150, and 6135 Paseo del Sol. The lots are zoned Planned Residential Community District (PRC) and lie within the Suburban Archaeological Review District. (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

Case #2025-10688. Tierra Contenta Preliminary Subdivision Plat Variance (Slopes). JenkinsGavin, Inc., Agent for Homewise, Inc., owner and applicant ("Applicant"), requests a variance from SFCC 14-8.2(D)(2)(b) Terrain Management standards prohibiting disturbances of natural slopes of thirty percent (30%) for an approximate area of 7,305 square feet. The subject lots are approximately 216.5 acres and located at 6120, 6130, 6150, and 6135 Paseo del Sol,

zoned Planned Residential Community District (PRC). (Rebekah Clouser, Case Manager, reclouser@santafenm.gov).

I. RECOMMENDATIONS

Staff recommends the Planning Commission **APPROVE** Case 2025-10685 "Tierra Contenta Phase 3 A Preliminary Subdivision Plat and Innovative Street Design," subject to the conditions of approval and technical corrections outlined in this report and included in Attachment A.

Staff recommends the Planning Commission **DENY** Case 2025-10688 "Tierra Contenta Phase 3 A Preliminary Subdivision Plat Variance (Slopes)."

Two motions will be required:

a. Approve or deny Case #2025-10688 a variance from SFCC 14-8.2(D)(2)(b) 30% Slopes.

b. Approve or deny Case #2025-10685 a Preliminary Subdivision Plat for 16 development tracts and 6 open space tracts for a total of 22 tracts and innovative street designs on approx. 216.5 acres, subject to the conditions of approval and technical corrections outlined in this report and included in Attachment A1: *"Table of Conditions of Approval and Technical Corrections"* and Attachment A2: *"Development Review Team Compiled Comments."*

II. EXECUTIVE SUMMARY

The subject property is owned by Homewise and is located at 6120, 6130, 6150, and 6135 Paseo del Sol. The property is accessed from the Herrera Drive roundabout on the east and Jaguar Road on the west. The property is approximately 216.5 acres in size, zoned PRC (Planned Residential Community) and located within the Suburban Archeological Review District.

The Applicant has complied with Subsections 14-3.1(E) *"Pre-Application Conferences,"* 14-3.1(F) "*Early Neighborhood Notification Procedures*," and 14-3.1(H) *"Notice Requirements."*

Staff's analysis finds that, subject to the conditions of approval and technical corrections outlined in this report and included in Attachment A, the Applicant has satisfied Subsection 14-3.7(C) "*Approval Criteria*" for the preliminary subdivision plat application (the "Application"). Staff's analysis finds that the Applicant has not satisfied Subsection 14-3.16(C) for a variance to 14-8.2(D)(2)(b) thirty percent slopes (the "Variance").

III. BACKGROUND

In 1985, the City amended the Santa Fe Urban Area and annexed the property owned by Tierra Contenta, the School for the Deaf, the Santa Fe Board of Education, Elisia and Prater, and Herrera and Hernandez (the "Original Annexation Agreement"). On December 15, 1994, the City

recorded the *"Restated Annexation Agreement Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (east)"* (the "Agreement"). The Agreement superseded the Original Annexation Agreement. The Agreement was recorded in the Office of the Santa Fe County Clerk on December 15, 1994, in Book 1122, Pages 756-786. The Agreement identified that the annexed property comprised approximately 1,421 acres, zoned PRC (Planned Residential Community), and encompassed the following property owners: City of Santa Fe, Tierra Contenta Corporation, Elisia Partnership, Kenneth Prater, New Mexico School for the Deaf, Santa Fe Board of Education, Herrera Associates, and Dr. Joe L. Hernandez (the "Landowners").

The Agreement states that:

> *[i]n lieu of standards set forth in the PRC Zoning Ordinance, specific development standards that vary from the PRC Zoning Ordinance may be proposed by any PRC Owner for individual tract development within the PRC district as part of any application for preliminary and final subdivision plat approval or preliminary and final development plan approval to the Development Review Committee.*

The Planning Commission heard and recommended approval of the Tierra Contenta Master Plan Amendment #1 on September 2, 2021. The Tierra Contenta Master Plan Amendment #1 for Phase 3A was approved by the Governing Body on October 27, 2021, amending the 1994 Master Plan. The Master Plan Amendment encompassed a phase-by-phase development plan that included design standards, subdivision phases, infrastructure, affordable housing, parks and open space.

IV. PROJECT ANALYSIS

A. Property Information and Proposal

The Applicant is requesting a preliminary subdivision plat and slope disturbance variance for Tierra Contenta Phase 3A with 16 development tracts, six open space tracts, and roadway infrastructure (the "Project"). The roadway infrastructure includes the extension of Paseo del Sol West from Jaguar Drive east to Herrera Drive roundabout, internal community loop road (Cinto Norte), utilities, stormwater management, landscaping, lighting and community trails.

Along Paseo del Sol west, the Applicant is proposing three innovative road sections to better achieve the intent of Chapter 14 for safe and accessible infrastructure for pedestrians, bicyclists, and vehicular traffic. The Project includes two alternate means of compliance requests for stormwater pond landscaping and irrigation systems. The Applicant presented the Project to the Tierra Contenta Board for review and received support for the subdivision proposal.

B. Zoning

The current PRC zoning district permits for a mix of uses; including residential and two tracts, 58 and 59, for neighborhood commercial uses. This is consistent with the intended uses as

shown in General Plan Future Land Use Map. See Figure 1: *Zoning Map*, below. The Future Land Use Map (see Figure 2, below) identifies the Project area as medium and high density residential, parks and open space, public institutional and neighborhood center.

The Phase 3A Master Plat is consistent with the Tierra Contenta Master Plan Amendment #1, Design Guidelines, and Santa Fe City Code (SFCC).

Figure 1: Zoning Map

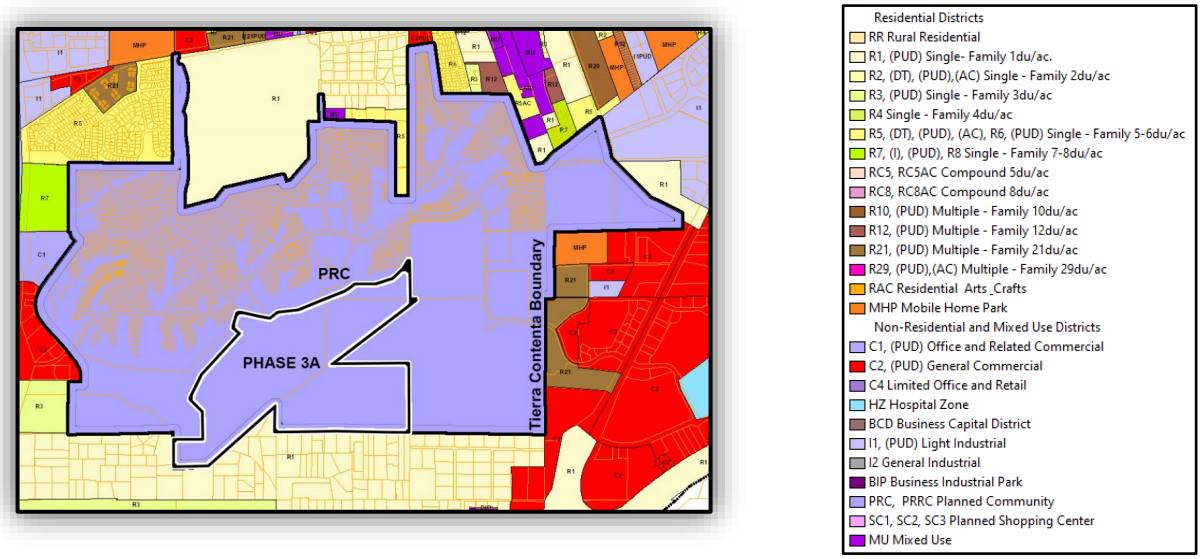
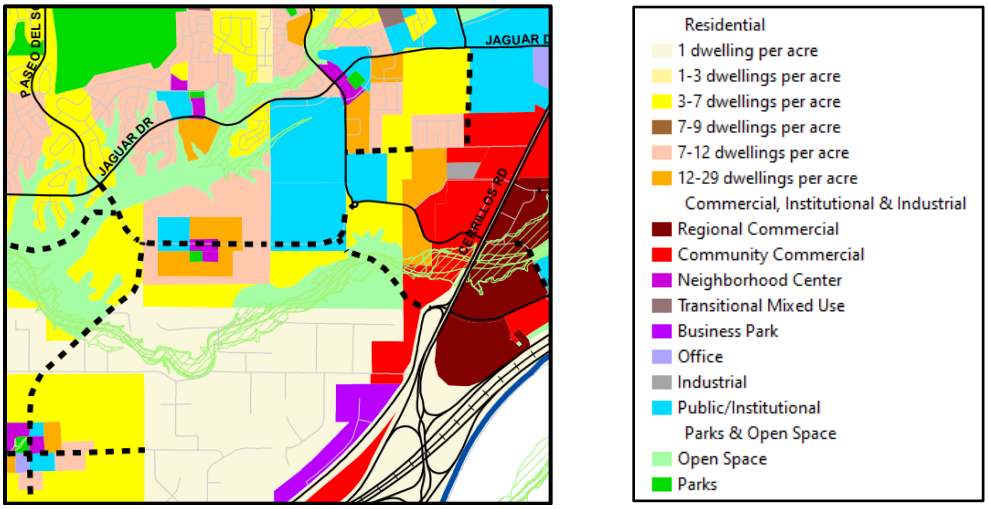


Figure 2: Future Land Use Map



C. Archaeological Review

The project requires an archeological clearance permit. 6120, 6130, 6150, and 6135 Paseo del Sol parcels lie within the Suburban Archaeological Review District. Chapter 14, SFCC, Article 14-3.13(B)(3) (*Suburban Archaeological Review District*) states:

> *In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects:*
>
> *(a) All annexations, rezonings, subdivisions, planned unit developments, or other development requiring approval by the Planning Commission, having over ten (10) acres.*

Staff confirmed that the Applicant received archaeological approval from the City of Santa Fe Archaeological Review Committee (ARC) on July 6, 2023. The archaeological survey report was approved with conditions that SWCA Environmental Consultants will provide a testing and treatment plan for submission to the ARC for review.

D. Access, Street Design and Traffic Access

The Project includes the roadway infrastructure, including the extension of Paseo del Sol West from Jaguar Drive east to Herrera Drive roundabout, internal community loop road (Cinto Norte), utilities, stormwater management, landscaping, lighting and community trails, for Tierra Contenta Phase 3A and Phase 3B, as shown in the Tierra Contenta Master Plan Amendment #1.

The Applicant is proposing to construct Paseo del Sol West between Jaguar Drive and Herrera Drive. The Project includes the construction of a community loop road, Cinto Norte, to access all proposed development tracts. Two roundabouts are proposed where Paseo del Sol intersects with Cinto Norte.

The eastern segment of Paseo del Sol and the eastern segment of the community loop road are located on the New Mexico School for the Deaf (NMSD) property, and the Applicant has received approval from the school administration for requisite right-of-way dedications. The right-of-way dedications will be filed with the final subdivision plat.

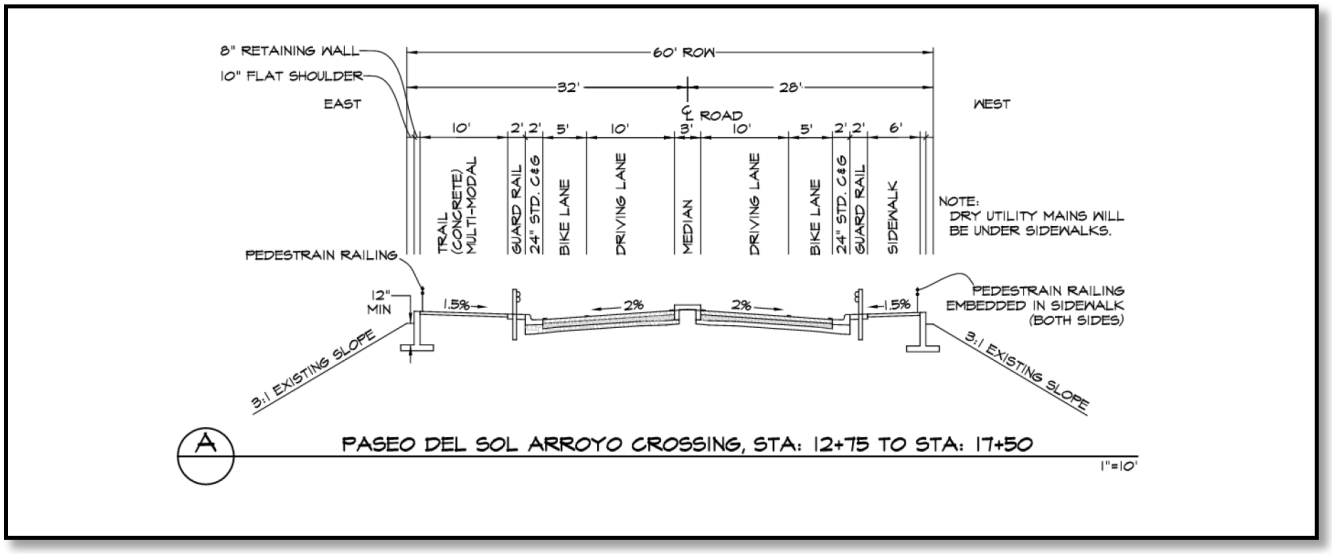
Street Design

All proposed road sections for the subdivision will include pedestrian, bicycle, and vehicular infrastructure. Sidewalks along Paseo del Sol West are six feet and along the community loop road they are proposed at five feet. Along Paseo del Sol West the applicant is proposing three innovative street designs.

The first road section submitted for innovative design is Paseo del Sol Arroyo Crossing up to the West Roundabout. This road section is proposed over an existing sewer utility line and the Arroyo Chamiso. The proposed innovative design includes two drive lanes, two five- foot bike lanes, a three-foot concrete median with roll curbs, a six-foot sidewalk on one side and on the other side of the road a ten-foot multi-modal trail, see Figure 3: *Innovative Street Design Paseo del Sol Arroyo Crossing to West Roundabout.* As this road section is constrained by steep topography and the Arroyo Chamiso, staff recommends approval of the proposed innovative

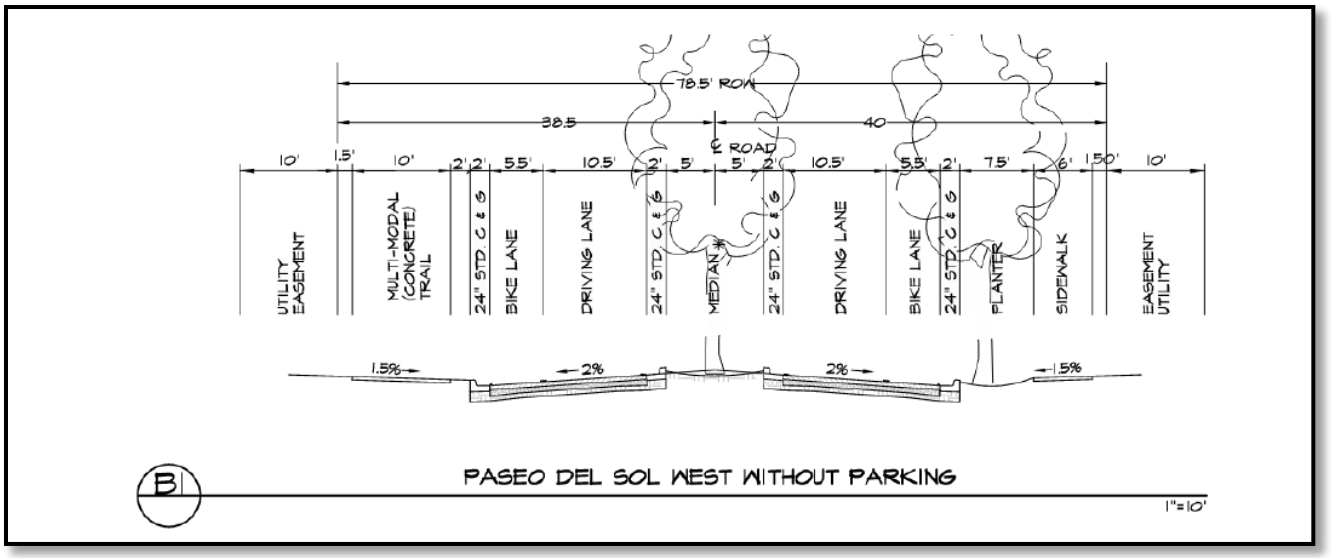
street design because it addresses the constraints and accommodates all modes of transportation.

Figure 3: Innovative Street Design Paseo del Sol Arroyo Crossing to West Roundabout



The second road section proposed for an innovative street design is Paseo del Sol West without parking from the arroyo crossing transition. The proposed innovative street design includes two drive lanes, a ten-foot planter strip median, two five-foot bike lanes, sidewalk on one side with a 7.5-foot planter strip and continues the multi-modal trail from the first proposed road section and provides a transition from the narrower road section to the wider road sections to the east. See Figure 4: *Innovative Street Design Arroyo Crossing Transition.* Staff recommends approval of the proposed innovative street design.

Figure 4: Innovative Street Design Arroyo Crossing Transition



The last request for an innovative street design is Paseo del Sol through the New Mexico School for the Deaf property that connects Phase 3 to Herrera Drive on the west. In an effort to mitigate vehicular traffic speeding through this section of Paseo del Sol, bike lanes were removed from the driving lanes, reducing the width of the driving lanes to 10'5". A 10-foot concrete multi-modal trail is proposed on the north side of the road to safely accommodate both pedestrian and bicycle users. Street trees will be planted in the seven-foot buffer along the northside between the road and the multi-modal trail. See Figure 5: *Innovative Street Design Paseo del Sol Through NMSD.*

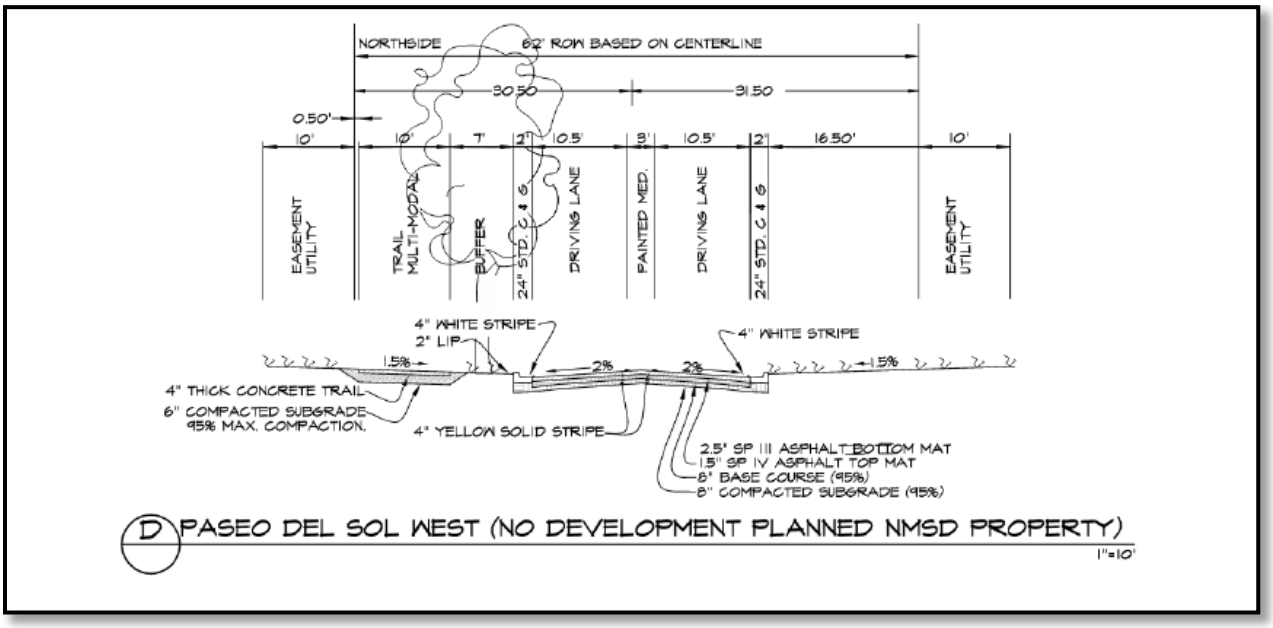


Figure 5: Innovative Street Design Paseo del Sol Through NMSD

Traffic

Public Works' Traffic Engineering Division reviewed the Applicant's submitted traffic report and traffic addendum for the Project and had comments for the subdivision, included in Attachment A2: *Development Review Team Complied Comments*. The comments included recommendations that a right turn lane analysis should be conducted for the intersection of Jaguar Drive and Paseo del Sol and the inclusion of the intersection of Herrera and Cerrillos Road to the Traffic Impact Analysis ("TIA").

Prior to development of the first tract within the subdivision, the applicant for the first development tract will be required to address comments from the TIA. All intersections studied in the TIA will continue to operate at acceptable levels of service through the horizon year 2040. All future subdivisions within Phase 3 will be required to submit a traffic impact analysis.

E. Landscape Plan

The Land Use Technical Review Division has reviewed the landscape plan for compliance with City Code. Landscape comments and technical corrections included a significant tree survey for trees being removed for the installation of road infrastructure. In compliance with the Master Plan, all future development tracts will be required to submit significant tree survey to collectively track significant trees for all of Phase 3A. These requirements can be found in Attachment A1: *Table of Conditions of Approval and Technical Corrections* and Attachment A2: *Development Review Team Complied Comments.*

F. Utilities

Water

The Applicant submitted a water utility plan within the subdivision plan set. Water engineering conditioned the final plat approval upon receiving an approved water plan for each of the future subdivisions that will be filed for the tracts.

The Development Water Budget will be submitted for review and approval prior to final subdivision plat. All conditions and comments can be found in Attachment A1: *Table of Conditions of Approval and Technical Corrections* and Attachment A2: *Development Review Team Complied Comments*.

Wastewater

The Applicant submitted a wastewater plan. The City's public utilities wastewater division did not have any conditions of approval or technical corrections to the submitted plan. All comments can be found in A1: *Table of Conditions of Approval and Technical Corrections* and Attachment A2: *Development Review Team Complied Comments*.

G. Fire Prevention

The Fire Marshal has required an unobstructed width of no less than 20 feet, exclusive of shoulders, for emergency access, which the Applicant has provided on all proposed road sections. The Applicant proposes 21 new fire hydrants: seven are proposed along Paseo del Sol and fourteen along Cinto Norte. The Fire Division provided conditions of approval for compliance with International Fire Code 2021 (see Attachment A1: *Table of Conditions of Approval and Technical Corrections* and Attachment A2: *Development Review Team Complied Comments*).

H. Terrain Management and Stormwater

The Applicant is proposing six open space tracts that are approximately 69.34 acres primarily located around the perimeter of the Project where the Applicant proposes to locate centralized stormwater ponding. The Applicant has proposed two alternate means of compliance requests for stormwater pond landscaping and irrigation standards per SFCC Section 14-2.11(C)(1)[1].

[1] The land use director may allow alternate means of compliance with the requirements of Chapter 14 when: (a) the proposed alternate means satisfy the intent of this chapter; (b) the requirements include

The Project also includes a request for a variance to the Terrain Management standards located in SFCC 14-8.2(D)(2)(b), though Staff does not recommend that the Commission approve the variance.

Stormwater pond landscaping per SFCC 14-8.4(F)(2)(e) "*Stormwater detention ponds minimum of one tree and three shrubs per five hundred (500) square feet of required ponding area."* The Applicant is proposing an alternative to the standard trees and shrubs with native seeding distributed area with grasses and shrubs. Most stormwater ponding areas are located within drainage paths that will have dams. The stormwater drainage ponds would, therefore, support the native plants. Staff find the proposed alternative means of compliance meets the criteria set out in SFCC Section 14-2.11(C)(1), and therefore that the Commission accept the Applicant's alternative means of compliance with respect to stormwater pond landscaping.

The Applicant has also proposed an alternative means of compliance for meeting irrigation standards described in SFCC Section 14-8.4(E)(4) "*Irrigation systems shall be provided for all landscaped areas*." The applicant is proposing to reseed native grass revegetation for the infrastructure project area of 24 acres, see Attachment B5: *Applicant Submittals -- Alternative Means of Compliance Request* for full request. The implementation of dryland seeding will follow New Mexico Department of Transportation 632 Revegetation Specification as an alternative means of compliance. Staff finds the proposed alternative means of compliance to be acceptable and recommends approval.

Additionally, the Applicant proposes disturbing natural slopes of 30% or greater, in an area of approximately 7,305 square feet, or 0.077% of the Property, in order to build drainage infrastructure and a community trail. As shown in the slope analysis of the proposed subdivision, the variance would authorize the disturbance of 7,305 square feet of natural slopes of 30% or greater in 16 locations. Refer to Attachment B7: *Applicant Submittals – Tierra Contenta Phase 3A Subdivision Plan Set* for slope analysis of the subdivision.

In the Applicant's variance request, they state that the variance is necessary in order to install community trail and drainage improvements. However, the Applicant has not provided any proposed alternative locations for the community trail and the drainageway improvements that would comply with the Terrain Management Standards. Staff recommends denial of the variance because the proposal did not satisfy all the variance approval criteria. Staff's recommendation for the variance request is described in further detail, below.

VI.VARIANCE APPROVAL CRITERIA SECTION 14-3.16(C) FOR VARIANCE REQUEST: DEVIATION FROM §14-8.2(D)(2)(b) – Disturbance of 30% Slopes

quantitative standards and those quantitative standards are satisfied by the alternate means of compliance; and (c) site conditions, including the configuration of the *lot* , topography and existing vegetation make following the standards prescribed in this chapter impossible or impractical.

SFCC Section 14-3.16 governs the authority, procedures, and restrictions for variances. The Criteria for approval of variances are detailed below:

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) **NO**
Applicant Response: **Trail Improvements --** *The Phase 3A lands are characterized by significant tributaries of the Arroyo de los Chamisos traversing the north and southwest areas of the site, presenting significant challenges with respect to installation of the requested trail improvements.* **Drainage Improvements –** *The physical characteristics of the Phase 3A lands are exemplified by significant tributaries of the Arroyo de los Chamisos traversing the site. The project is employing a unique stormwater management approach that establishes ponding in existing drainageways through the installation of gabion and earthen dams. This approach respects the natural path of water, minimizes ground disturbance, and preserves developable area in support of this affordable housing initiative.*	
Staff Response: **Trail Improvements –** Tierra Contenta Phase 3A lands do not have any unusual physical characteristic that would distinguish the land from other adjacent properties. The applicant has not identified any unusual characteristics that would prohibit compliance with Santa Fe City Code 14-8.2(D)(2)(b) for the placement of the trail. Staff finds that this criterion has not been met.	

Drainageway Improvements – Tierra Contenta Phase 3A lands do not have any unusual physical characteristic that would distinguish the land from other adjacent properties, The Applicant has not identified any unusual characteristics that would prohibit them from complying from Santa Fe City Code 14-8.2(D)(2)(b). Staff finds this criterion has not been met.	
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) **NO**
Applicant Response*:* **Trail Improvements –** *It is infeasible to construct the requested trails without the modest disturbance of 30% slopes. The desired connections cross steep terrain and cross arroyos. In addition, the trails are designed to minimize slope and establish as much accessibility as possible.* **Drainageway Improvements –** *The drainage design is a terrain-based approach that honors the existing drainage pattern, while minimizing disruption of the natural terrain. It is infeasible to overly engineer a stormwater management solution that diverts water from its natural path, which can result in higher maintenance costs for the City and erosive conditions over time.*	
Staff Response: **Trail Improvements –** There are no special circumstances that make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14. The Tierra Contenta Master Plan Amendment #1 was approved with conceptual designs for 16 development tracts and outlines the future roadway connections for the master plat. The disturbance of 30% natural slopes has not been proven by the applicant be unavoidable to build the trail infrastructure and access according to the conceptual location on the master plan. Staff finds that this criterion has not been met. **Drainageway Improvements –** There are no special circumstances that make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14. The Tierra Contenta Master Plan Amendment #1 was approved with conceptual designs for 16 development tracts and outlines the future roadway connections for the master plat. The disturbance of 30% natural slopes has not been proven by the applicant be unavoidable to build the drainageway infrastructure according to the conceptual location on the master plan. Staff find that this criterion has not been met.	

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) **NO**
Applicant Response*:* **Trail Improvements --** *The proposed intensity of development is consistent with previous phases of Tierra Contenta.* **Drainageway Improvements –** *The proposed intensity of development is consistent with previous phases of Tierra Contenta.*	
Staff Response: **Trail Improvements –** The land development code defines intensity as, "*the extent of development per unit of area; or the level of use as determined by the number of employees and customers and degree of impact on surrounding properties such as noise and traffic."* The extent of the development, in this case the disturbance of 30% slopes, is higher than what is allowed on other properties in the vicinity. The terrain management standards apply to all lands within the planning and platting jurisdiction of the City. **Drainageway Improvements –** The land development code defines intensity as, "the extent of development per unit of area; or the level of use as determined by the number of employees and customers and degree of impact on surrounding properties such as noise and traffic." The extent of the development, in this case the disturbance of 30% slopes, is higher than what is allowed on other properties in the vicinity. The terrain management standards apply to all lands within the planning and platting jurisdiction of the City.	
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) **NO**
Applicant Response: **Trail Improvements --** *Significant efforts have been made to minimize the disturbance of 30% slopes to those areas that are absolutely necessary to provide the desired trail connectivity. The property could not be developed as a different category or lesser intensity of use without the City Council approving amendments to the Tierra Contenta Annexation*	

Agreement and Master Plan. Nor would other use categories satisfy the City's objectives of increasing housing supply, especially affordable housing. Tierra Contenta implements the purposes of Chapter 14 through a coordinated and harmonious development that promotes the health, safety, and welfare of the community. Furthermore, the development of Phase 3A with this requested variance enables construction of coordinated streets, trails, and utility infrastructure.

Drainageway Improvements – *Significant efforts have been made to minimize the disturbance of 30% slopes to those areas that are absolutely necessary to ensure the orderly and efficient development of the property in accordance with the Master Plan. The property could not be developed as a different category or lesser intensity of use without the City Council approving amendments to the Tierra Contenta Annexation Agreement and Master Plan. Nor would other use categories satisfy the City's objectives of increasing housing supply, especially affordable housing. Tierra Contenta implements the purposes of Chapter 14 through a coordinated and harmonious development that promotes the health, safety, and welfare of the community.*

Staff Response:

Trail Improvements – No information has been provided from the Applicant to demonstrate that the proposed trail and the disturbance of 30% slopes are the minimum necessary or that the trail could be built without the disturbance of 30% slopes. The property could be used without variance, and no variance requests were requested at the time of the Tierra Contenta Master Plan Amendment #1 for Phase 3A. Staff finds that this criterion has not been met.

Drainageway Improvements – No information has been provided from the Applicant to demonstrate the proposed drainageway improvements and the disturbance of 30% slopes are the minimum necessary or that the drainageway improvements and infrastructure could be built without the disturbance of 30% slopes. The property could be used without a variance, and no variance requests were requested at the time of the Tierra Contenta Master Plan Amendment #1 for Phase 3A. Staff finds that this criterion has not been met.

Criterion 5: **The variance is not contrary to the public interest;**	**Criterion Met:** (Yes/No) **NO**

Applicant Response:

Trail Improvements -- *The development of Phase 3A is in the public interest through the increase in housing supply, including up to 600 affordable homes. In addition, the public interest is served through the construction of new trails providing connectivity to SWAN Park and Capital High School for area residents.*

Drainageway Improvements – *The development of Phase 3A is in the public interest through the increase in housing supply, including up to 600 affordable homes, which is enabled by the infrastructure design that requires this modest variance. In addition, the public interest is served through a stormwater management design that minimizes land disturbance, while increasing the supply of affordable housing by preserving developable land for that purpose.*

Staff Response:

Trail Improvements – The Governing Body has implemented the General Plan and 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. While trail improvements are consistent with the Tierra Contenta Master Plan and Chapter 14, the trail location as proposed is in violation of the terrain management section of Chapter 14. Chapter 14 is an ordinance established to protect the public interest. Therefore, the variance request to 30% slopes for the placement of the trail is contrary to the public interest and the intent of 14-8.2 Terrain and Stormwater Management. This Santa Fe City Code Section is to minimize erosion and the destruction of the natural landscape, protect the scenic character of Santa Fe, respect, protect, and restore natural steep slopes.

Drainageway Improvements – The Governing Body has implemented the General Plan and 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. While drainageway improvements are consistent with the Tierra Contenta Master Plan and Chapter 14, the drainageway as proposed is in violation of the terrain management section of Chapter 14. Chapter 14 is an ordinance established to protect the public interest. Therefore, the variance request to 30% slopes for the placement of the drainageway improvements is contrary to the public interest and the intent of 14-8.2 Terrain and Stormwater Management. This Santa Fe City Code Section is to minimize erosion and the destruction of the natural landscape, protect the scenic character of Santa Fe, respect, protect, and restore natural steep slopes.

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**

Applicant Response:

No response.

Staff Response:

Not Applicable.

V. APPROVAL CRITERIA: PRELIMINARY SUBDIVISION PLAT

City Code Section 14-3.7 governs the authority, procedures, and restrictions for the division of land. 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.*"

SFCC 1987, Section 14-3.7(C)sets forth approval criteria for preliminary subdivision plat as follows:

Approval Criteria (§ 14-3.7(C)(1))

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**
Applicant's Response (Preliminary Subdivision Plat): *The subject parcel is undeveloped and gently sloped, except for some steeper slopes adjacent to drainageways the north and west areas. 69.34 acres of natural open space will be preserved, providing trail corridors and outdoor recreation opportunities for the community.* **Staff Response (Preliminary Subdivision Plat)**: Staff and the DRT have reviewed the Application and find that the proposal gives due regard to existing vegetation, watercourses and similar community assets in the area, and therefore, pending fulfillment of all conditions of approval and technical corrections, the proposed preliminary subdivision plat complies with this criterion.	

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**
Applicant's Response (Preliminary Subdivision Plat): *The property is primarily gently sloped. Drainageways and steeper terrain will be protected in open space.* **Staff Response (Preliminary Subdivision Plat)**: The applicant's proposed design has been reviewed for compliance with the City Code by the DRT from all relevant agencies. The findings of the DRT Review identify that the proposed development is suitably sited for platting and residential and non-residential occupancy and that the proposed development would not endanger health, safety or welfare or aggravate erosion or flooding hazards. Staff finds that, subject to all conditions of approval and technical corrections, the proposed subdivision plat complies with this criterion.	
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**
Applicant's Response (Preliminary Subdivision Plat): *The proposed subdivision plat conforms with applicable standards of SFCC §14-9, and includes Innovative Street Design requests in accordance with §14-9.2(B)(3).* **Staff Response (Preliminary Subdivision Plat)**: The Project subject to the conditions of approval and technical corrections complies with the standards of 14-9 Infrastructure Design, Improvement and Dedication Standards. Staff find this criterion has been met.	
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) YES**

Applicant's Response (Preliminary Subdivision Plat): *Variances are requested with this application as described below.* **Staff Response (Preliminary Subdivision Plat)**: The application is compliant with the approved Master Plan, which includes unique design guidelines. The Code provides for special design guidelines within an approved Master Plan in SFCC § 14-3.9(C)(2)(a) (Special Development Standards and Design Guidelines). Staff finds that approval of the plat, subject to the Master Plan and the required conditions of approval and technical corrections, does not create a nonconformity or intensify an existing nonconformity.	
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)** **YES**
Applicant's Response (Preliminary Subdivision Plat): *The proposed subdivision plat does not increase the degree of an existing non-conformity. Variances are requested with this application as described below.* **Staff Response (Preliminary Subdivision Plat)**: There are no existing nonconformities on the Property. Staff finds that the approval of the proposed subdivision, subject to the Master Plan and the required conditions of approval and technical corrections, would not create nonconformities under current city regulations.	

VII. EARLY NEIGHBORHOOD NOTIFICATION

The Applicant conducted an Early Neighborhood Notification ("ENN") meeting virtually via Zoom Video Communications on May 29, 2025. The Applicant presented on the project plans and other relevant information. Attendees included the project team and City staff, and members of the public. Members of the public made statements of support for the Project. Discussion at the ENN centered around concern of construction of the infrastructure and the potential types of development that could be within the subdivision. Comments made by members of the public are included in Attachment B-6 ENN Meeting Submittals.

VIII. EXPIRATION

Per SFCC Section 14-3.19(B)(2) "Approval of a preliminary subdivision plat or preliminary development plan shall expire three years after final action approving it unless the final plat or development plan is approved."

IX. ATTACHMENTS

ATTACHMENT A: Conditions of Approval and Technical Corrections
- A-1. Table of Conditions of Approval and Technical Corrections
- A-2. Development Review Team Complied Comments

ATTACHMENT B: Applicant Submittals

B-1. Preliminary Subdivision Report

B-2. Subdivision Application, Variance Application for 30% Slopes, Letter of Authorization, Warranty Deeds, ARC Clearance Tierra Contenta, Address assigned by the City, Cultural Resources Survey, Access Permit, Prairie Dog Inspection, ARC Action Letter

B-3. Annexation Plat 1986, Master Plan Tierra Contenta Amendment #1, Annexation Agreement 1994, Tierra Contenta Phase 3A Design Standards

B-4. Traffic Study, Traffic Report Addendum, Drainage Analysis

B-5 Alternative Means of Compliance Request—Tierra Contenta Phase 3A

B-6. ENN Meeting Submittals

B-7. Tierra Contenta Phase 3A Subdivision Plans

ATTACHMENT C: Public Comment

APPROVED AS TO FORM BY THE PLANNING AND LAND USE DEPARTMENT:

Title	**Name**	**Initials**
Department Director	Heather L. Lamboy, AICP	HLL
Assistant Department Director	Margaret Moore	MRM
Planning Manager	Daniel A. Esquibel	*DAE*
Senior Planner	Rebekah Clouser	*RC*

City of Santa Fe, New Mexico

Attachment A
Conditions of Approval and Technical Corrections

1. Table of Conditions of Approval and Technical Corrections

Preliminary Subdivision Plat Conditions of Approval and Technical Corrections

#	CONDITION OF APPROVAL	DEPARTMENT OR DIVISION:	TO BE COMPLETED BY:
1.	An approved Water Plan will be required for all new public water infrastructure and fire services. Water Plan shall be submitted to the City Water Division for review.	Public Utilities – Water Division	Prior to Final Plat Hearing
2.	An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.		Prior to Building Permit Approval
3.	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.		At the Time of Development
4.	Each lot shall be served by separate City Water service at the time of development.		At the Time of Development
5.	Prior to development of the first and any subsequent tract in the proposed subdivision, the comments noted in the attached memo in Attachment A2: *Development Review Team* Complied Comments must be addressed by the developer as part of its traffic impact analysis.	Public Works - Traffic	Prior to the Development of the First Tract
6.	Shall provide code analysis of project for proper occupancy classification designation as per IFC 2021.	Fire Protection District	Prior to Building Permit
7.	All bike symbols, stop bars, median striping, yield lines, arrow symbols and continental crosswalk striping is to be hot thermoplastic not 3M Tape. Conform with MUTCD.	Land Use – ADA	Prior to Final Plat Hearing
8.	Add “NO PARKING” signs adjacent from parking lanes, and in the bike lanes areas where needed. Conform with MUTCD.		Prior to Final Plat Hearing

9.	At station 11+00 to 12+00 on the east side of PDS West. Identify the accessible route detail. The sidewalk seems to end at a drive entrance. If so, striping must be added to comply with ADA. Show detail.		Prior to Final Plat Hearing
10	Provide statement on page 6A to clarify the total 30% slopes to be disturbed, not including manmade slopes.	Land Use -- Engineering	Prior to Final Plat Hearing
11	No parking signs should be placed throughout where parking is not allowed.		Prior to Final Plat Hearing
12	Provide detail with profile view of openings in gabions, CMPs, and weirs on gabion structures in ponds on page 13D, 13E.		Prior to Final Plat Hearing
13	Explain how overflow of water would work on Pond C1 and E1.		Prior to Final Plat Hearing
14	Include street names on all pages where a street is shown for ease of location		Prior to Final Plat Hearing
15	Provide landscape square footage for retentions ponds, parkway planters and open space for review of material quantities	Land Use – Landscape and Irrigation	Prior to Final Plat Hearing
16	Provide a minimum of one watering for each plan type for the months of December, January, and February		Prior to Final Plat Hearing
17	Remove Item #9 from the General Conditions Notes on sheet L0.0. The City of Santa Fe will not maintain infrastructure until the acceptance of the development by the Land Use Department Engineer		Prior to Final Plat Hearing
18	Provide a significant tree survey, list species, size, and quantities. Any trees to be removed shall be mark on the plan with a red X.		Prior to Final Plat Hearing

19	City staff respectfully request the replacement of Pinon Pine with another conifer tree on the City approved plant list. Due to the black scale and bark beetle infestations plaguing Pinon in many areas of Santa Fe including the southwest section.		Prior to Final Plat Hearing
20	Provide irrigation to all revegetation native seed areas, (Per CoSF Code 14-8.2 D (5)(c) all trees and shrubs shall be mulched and irrigated until established. Grass seed should either be hydroseeded to covered with biodegradable material or synthetic soil erosion control blankets or matting and irrigated until established. Irrigation shall be pursuant to the irrigation requirements in Section 14-8.4 (Landscape and Site Design)		Prior to Final Plat Hearing
21	14-8.4(F)(5)(e) All areas with exposed soil surfaces disturbed by construction shall be revegetated to minimize erosion and stormwater runoff and to improve the infiltration of precipitation.		Prior to Final Plat Hearing
22	Transition Lines and Grade: Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant material. No mounding of soil, fill-dirt, organic or inorganic debris shall be abandoned under native plant material canopies. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated including spoil piles and stockpiles of any material. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal Seed rate shall be 2 lbs. per 1,00 square feet. Areas of natural gravel, cobble, fractured stone, and/or boulder fields shall be restored to the natural state that existed prior to construction. Grade out any damage to the natural terrain prior to the re-application of native stone material.		Prior to Final Plat Hearing

23	Median detail 3/L3.0 shows the top gravel mulch to be one inch below top of curb. City Code Exhibit A, Resolution No. 2010-66 (08/11/10) 6. (B.) Mulch reads, Provide for the surface of the organic mulch or crusher fines to be at least two inches below the top of the curb of the median, parkway or planter. Median mulch levels shall be two inches below top of median curbing. Revise detail and notes accordingly.		Prior to Final Plat Hearing
24	Provide an air gap at the root flair of all trees and shrubs planted within gravel/cobble planting strips and walkways.		Prior to Final Plat Hearing
25	AY Macdonald manual drain valve does not meet city code: No stop & waste valves or automatic drain valves (King Drains) permitted per CoSF Irrigation Design Standards. City of Santa Fe Landscape Irrigation Design Standards (LIDS) 4.16. City prefers sch80 ball valves for manual drain valves.		Prior to Final Plat Hearing
26	Irrigation line shall not cross over City Water Mains per the City Water Department. Additional points of connections are required.		Prior to Final Plat Hearing
27	Irritrol Decoders are Required.		Prior to Final Plat Hearing
28	Backflow preventer enclosures shall be stainless steel and insulated		Prior to Final Plat Hearing
29	The GFI shall be installed within the backflow preventer enclosure. Provide detail on plan sheet IR2.1 as shown in figure 4-9: heat tape, LIDS code page IV-17.		Prior to Final Plat Hearing
30	Irrigation mainlines shall be buried 24-inches below top of soil. All spray head laterals shall be buried at 18-inches and drip poly pipe shall be buried 6-inches below top of soil grade.		Prior to Final Plat Hearing

31	At no time are landscape irrigation valve boxes permitted within pavement or concrete roadways, sidewalks, or asphalt pathways.		Prior to Final Plat Hearing
32	Master valve assemblies shall include a true union ball valve per 4.2.2 LIDS.		Prior to Final Plat Hearing
33	Drip valve assemblies shall include a pressure regulator per 4.17.3 LIDS.		Prior to Final Plat Hearing
34	Emitter Quantity and placement shall be determined by the emitter per plant formula found on page V-11 of the LIDS. Minimum emitter count shall be six emitters per tree and two emitters per shrub.		Prior to Final Plat Hearing
35	14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together. Trees and shrubs shall have separate zones. Drought tolerant and very low water-use tree shall have a separate zone. Native shrubs and very low water-use shrubs shall be irrigated on a separate zone. Separate zones are required for permanent and temporary irrigation lines. 24. Bubbler Assembly locations city staff request all Rainbird RWS-BCG Root Watering Kits be located 12- inches away from the root ball to prevent roots from girdling (root bound).		Prior to Final Plat Hearing
36	The retaining wall height standards in this Section 14.8.5 apply to the portion of a wall, fence or similar that supports a higher finished grade on one side than on the other. The height of the retaining wall is measured from the finished grade at the base of the wall to the finished grade at the top of the wall. (Ord. No. 2012-11 § 22) 14-8.5(B)(1)(a) No retaining wall shall exceed six feet in height. 14-8.5(B)(1)(b) Retaining walls shall be stepped or terraced so that they are		Prior to Final Plat Hearing

	separated by a distance equal to the height of the higher wall.		
37	A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate. Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences. Stormwater storage ponds are not to exceed 1 foot in depth without a verification that storm water will drain within 24 hours.		Prior to Final Plat Hearing
38	Applicant shall coordinate with the Parks Division regarding the final alignment of the proposed trail connections to SWAN Park.	Public Works – Parks & Open Space, River and Watershed	Prior to Construction
39	Sheet IR0.1, Irrigation Schedule, Hydrometer model change to-Master Meter 1.5" Brass USG 1 GPP Water, WITH CONTACT HEAD AND REED SWITCH with one pair of Brass Master Meter Coupling, Master Meter 1.5" coupling with gasket, Mottech Single Output Decoder for 24 VAC Valves, Mottech Single input decoder configured to work with digital or analog sensor Flow Meters		Prior to Final Plat Hearing
40	Sheet IR0.1, Irrigation Schedule, Controller model to be- MOTOROLLA IRRINET M AC with Single Cable Decoder Assembly with 200 Decoder Max, Radio, Antenna, Interspec Stainless Steel Locking Single Door Enclosure Powder Coated Paint with Communication to ICC Central. Single Cable Line Surge Protection Unit for SC DEC 1, install every 500’ and at terminal end of path.		Prior to Final Plat Hearing
41	Sheet IR0.1, Irrigation Schedule, Hot Box to be lockable, insulated stainless steel with heat tape and electric source inside box		Prior to Final Plat Hearing
42	Sheet IR1.1, IR1.2, IR1.4, IR1.6 & IR1.9 POINT OF CONNECTION 1, 2, 3, 4, 5, 6, 7 and 8 calls out installation of ‘1” STOP AND WASTE VALVE’, need to change to-		Prior to Final Plat Hearing

	gate valve and automatic drain valve per code 14.161		
43	Sheet IR2.1, Detail #6 change Mainline depth to 24”, Lateral line depth to 18” and poly line (drip) depth to 6” min.		Prior to Final Plat Hearing
44	Sheet IR2.1, Detail #10, ‘Stop & Drain Valve’ callout, change to gate valve and automatic drain valve per code 14.161 Also change 120 volt AC GFI protected duplex 3 prong outlet to be installed inside of backflow preventer enclosure		Prior to Final Plat Hearing
45	Sheet IR2.2, Detail #11, ‘Hot Box HB1-T Fiberglass Enclosure’ change to- Hot Box to be lockable, insulated stainless steel		Prior to Final Plat Hearing
46	Culvert outlet concerns: a. some of these have long rundowns with no splash pad or channel protection to prevent scour, please provide scour protection b. the potential for large pulses to overshoot the rundown and therefore have little dissipation before the water hits the channel (G2 for example).		Prior to Final Plat Hearing
47	Earthen Berms: Trees, shrubs, and rocks should be strategically placed to prevent ATV use; all the existing earthen berms in Tierra Contenta are covered with ATV roads/tracks.		Prior to Final Plat Hearing
48	Ponds: Please avoid planting trees in the flow path of the outlets and inlets, trees should be planted on higher terrain and around the ponds for maintenance purposes and to avoid obstruction of storm flow. Grasses and wildflowers should be an acceptable alternative to planting irrigated vegetation within the ponds as developer proposes in the alternative means of compliance (current requirement of 1 tree and 2 shrubs per 500 sq ft of required ponding area, seems to Parks staff like an unnatural density of new plant material and exceeds density current conditions of existing ponds). This design should relate to similar densities found at existing, established ponds. Seeding quantities as proposed seem reasonable		Prior to Final Plat Hearing

49	Illegal Dumping: There is a lot of illegal dumping on this property, contractors are responsible for site cleanliness and maintenance and should be mindful of this existing issue. Once they mobilize to the site, they are responsible for what happens on the site.		Prior to Final Plat Hearing
50	If 30% slopes variance is denied, the Applicant shall meet with Terrain management and Parks to identify an alternative location for community trail route.	Land Use- Zoning	Prior to Final Plat
51	The Applicant shall demonstrate compliance with each of the conditions of approval, technical corrections and notes as found in Attachment B: "*City DRT Conditions of Approval, Technical Corrections, and Comments.*"	Various departments	Various

City of Santa Fe, New Mexico

Attachment A
Conditions of Approval and Technical Corrections

2. Development Review Team

Compiled Comments

Development Review Team (DRT)
Comment Form

Date: July 9, 2025

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson&Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #2025-10685. Tierra Contenta Preliminary Subdivision Plat.

Case Planner: Land Use Department - Rebekah Clouser, Senior Planner

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Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. See attached letter dated 7/9/25 from Wilson & Company	Prior to development of the first and any subsequent tract in the proposed subdivision, the comments noted in the attached memo must be addressed by the developer as part of its traffic impact analysis.	
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1.		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Any and all future proposed improvements of this site that affect public infrastructure will be subject to **City Code Chapter 23** and additional reviews and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. may be required at that time.

   City Code Chapter 23-3.18 City construction and assessment.
   Nothing in subsections 23-3.12 and 23-3.15 SFCC 1987 prevents the city from ordering construction of curbs, gutters and sidewalks and assessing the cost thereof against the property benefited in any manner provided by the laws of the state. (Code 1953, § 24-28; Code 1973, § 30-29; SFCC 1981, § 4-13-18; Ord. #38-1987, § 8).

Memorandum

To: Leroy Pacheco, PE City of Santa Fe

From: Philip A. Gallegos, PE Wilson and Company

CC:

Date: 7/9/2025

Re: Tierra Contenta Phase 3A TIA Addendum Review Comments

Wilson and Company has reviewed the TIA Addendum for the Tierra Contenta Phase 3A Development dated May 30, 2023 to document if the comments to the original TIA dated November 1, 2020 and update/cover letter dated June 17, 2021 submitted by Audra Gallegos, PE, of Wilson and Co. were addressed. My comments are attached below. Please let me know if you have any questions or need more information.

My comments are below in Bold. Original Comments from Audra Gallegos, PE are in red.

Traffic increases to a total of 1500 units have been included in the Addendum as requested.

Original Comment from Audra Gallegos, PE: TIA mentions right turn lanes for certain sections of internal circulation, but turn lanes were not included in the analysis.

There is no discussion concerning right turn lanes in the Addendum.

Original Comment from Audra Gallegos, PE: Several Driveways appear to be located along Paseo Del Sol, both in the development, and external to the development, these were not included in the TIA evaluation.

There is no discussion about these driveways in the Addendum.

Original Comment from Audra Gallegos, PE: Internal intersections with loop road were analyzed as 4-way stop control. Need to provide an all-way stop warrant analysis. The all-way stop should be implemented only when they are warranted.

In the Addendum these internal intersections will be roundabouts instead of 4-way stop control. Therefore, no all-way stop warrant analysis shall be required. Roundabout Analyses were included in the Addendum.

Original Recommendations Section Comment by Audra Gallegos, PE: Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive

1) In the build out year 2030, no improvements are needed

2) In the horizon year 2040, a right turn lane for Jaguar Drive eastbound

Is this to be built now?

The Addendum states that for item 2 right turn lane for Jaguar Drive eastbound will require a new study in 2043 to see if this lane will be required. This should be analyzed as part of this development and should be built by the developer as soon as it is warranted.

Original Recommendations Comment by Audra Gallegos, PE: Internal Phase 3A Intersections

Both major internal road intersections will require four way stop controlled for both design year 2030 and horizon year 2040.

Internal intersections with loop road were analyzed as 4-way stop control. Need to provide an all-way stop warrant analysis. The all-way stop should be implemented only when they are warranted

In the Addendum these internal intersections will be roundabouts instead of 4-way stop control. Therefore, no all-way stop warrant analysis shall be required. Roundabout Analyses were included in the Addendum.

The following original comments by Audra Gallegos, PE were not addressed as part of the Addendum and need to be addressed as part of the Addendum.

- VISUM Traffic Generation & Distribution output was provided for the analyzed intersections, however, the model input data was not included.

This data was not included in the addendum and needs to be included as part of the Addendum as requested.

- The commercial/mixed use, and elementary school may have significant traffic impacts. Additional traffic investigation is needed.

Is the commercial/mixed use and elementary school still being developed? If still in development or has already been built this needs to be analyzed as part of the Addendum. If not a discussion needs to be included as part of the Addendum.

- The intersection of Herrera and Cerrillos was not included in the TIA. However, with the increase and traffic on Herrera, it should be included in the evaluation

The intersection of Herrera and Cerrillos Road needs to be analyzed as significant traffic may be added to this intersection.

Original Final Comment from Audra Gallegos, PE: This TIA was a higher level analysis so the phased developments will need to have an updated TIA completed

As requested above all future phased developments will be required to submit an updated TIA to the COSF to address new and current traffic conditions.

Sincerely,

Philip A. Gallegos, PE

FW: Tierra Contena TIA Review

From Audra Gallegos (audra.gallegos@wilsonco.com) <Audra.Gallegos@wilsonco.com>

To engineer@leroypacheco.com<Engineer@leroypacheco.com>

Date Thursday, October 27th, 2022 at 10:53 AM

FYI

Audra V. Gallegos, PE

Civil Engineer | Wilson & Company, Inc., Engineers & Architects | 505 348 4110 (direct) | 505 250 4853 (cell)

From: Gallegos, Audra V.
Sent: Monday, July 12, 2021 4:05 PM
To: BERKE, NOAH L. <nlberke@santafenm.gov>; ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
Cc: Kramer, Michael E. <Michael.Kramer@wilsonco.com>
Subject: Tierra Contena TIA Review

Hi Noah and Dan,

The following are comments on Tierra Contenta Phase 3A TIA dated November 1, 2020 and update/cover letter dated June 17, 2021:

- Letter dated June 17, 2021 indicates an increase in residential units by 366 to a total of 1500. However, it appears the traffic volumes do not take the increase into account.
- TIA mentions right turn lanes for certain sections of Internal traffic circulation, but turn lanes were not included in the analysis.
- Several Driveways appear to be located along Paseo Del Sol, both in the development, and external to the development, these were not included in the TIA evaluation.
- Internal intersections with loop road were analyzed as 4-way stop control. Need to provide an all-way stop warrant analysis. The all-way stop should be implemented only when they are warranted.
- TIA Recommended Improvements for Phase 3A, with comments in Blue:

  - Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive

    1) In the build out year 2030, no improvements are needed

    2) In the horizon year 2040, a right turn lane for Jaguar Drive eastbound

    Is this to be built now?

  - Signalized Intersection of East Paseo del Sol and Jaguar Drive

    No improvements are required for Year 2030 and Year 2040

  - Roundabout Intersection of Paseo del Sol and Herrera Drive

    1) In the build out year 2030, no improvements are required.

    2) In the horizon year 2040, a dedicated EB though lane could be required. If Herrera requires a dedicated through lane, will this be funded by the developer, is a second lane required on Herrera?

  - Internal Phase 3A Intersections

  Both major internal road intersections will require four way stop controlled for both design year 2030 and horizon year 2040

  Internal intersections with loop road were analyzed as 4-way stop control. Need to provide an all-way stop warrant analysis. The all-way stop should be implemented only when they are warranted.

- VISUM Traffic Generation & Distribution output was provided for the analyzed intersections, however, the model input data was not included.
- The commercial/mixed use, and elementary school may have significant traffic impacts. Additional traffic investigation is needed.
- The intersection of Herrera and Cerrillos was not included in the TIA. However, with the increase and traffic on Herrera, it should be included in the evaluation.

This TIA was a higher level analysis so the phased developments will need to have an updated TIA completed.

Thank you!

Audra V. Gallegos, PE

Civil Engineer

Wilson & Company, Inc., Engineers & Architects
4401 Masthead Street NE, Suite 150 | Albuquerque, NM 87109
505 348 4110 (direct) | 505 250 4853 (cell)
wilsonco.com

discipline | intensity | collaboration | shared ownership | solutions

Confidential/Proprietary Note: The information in this email is confidential and may be legally privileged. Access to this email by anyone other than the intended addressee is unauthorized. If you are not the intended recipient of this message, any review, disclosure, copying, distribution, retention, or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. If you are not the intended recipient, please reply to or forward a copy of this message to the sender and delete the message, any attachments, and any copies thereof from your system. Thank you.

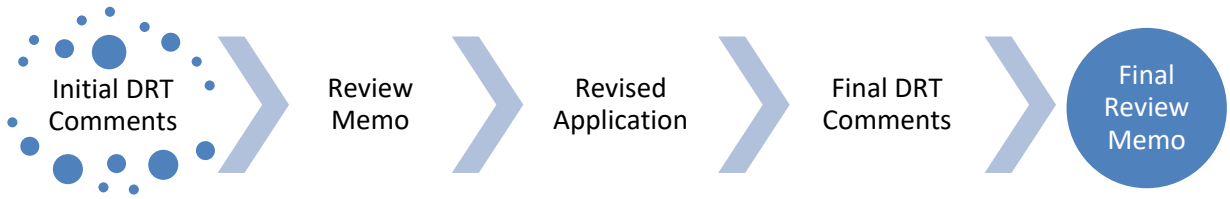
12.42 MB 1 file attached

TC Maps.pdf 12.42 MB

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
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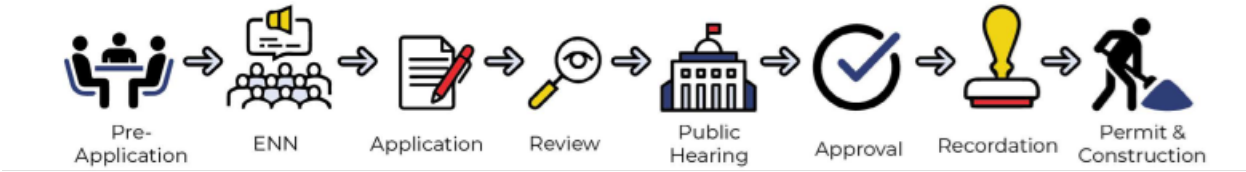
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2025 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 7/3/2025

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: 2025-10685; 2025-10688; 2025-10689; 2025-10690

Case Planner: Rebekah Clouser, reclouser@santafenm.gov

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. All Bike Symbols, Stop Bars, median striping, Yield Lines, Arrow Symbols and continental crosswalk striping is to be Hot Thermoplastic not 3M Tape. Confirm with MUTCD.	Recordation	
2. Add "NO PARKING" signs adjacent from Parking Lanes, and in the Bike Lane areas where needed. Confirm with MUTCD.		
3. At Station 11+00 to 12+00 on the east side of PDS West. What is the Accessible Route detail? The sidewalk seems to have ended at what looks like a drive entrance. If so, striping must be added to comply with ADA. Show detail.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

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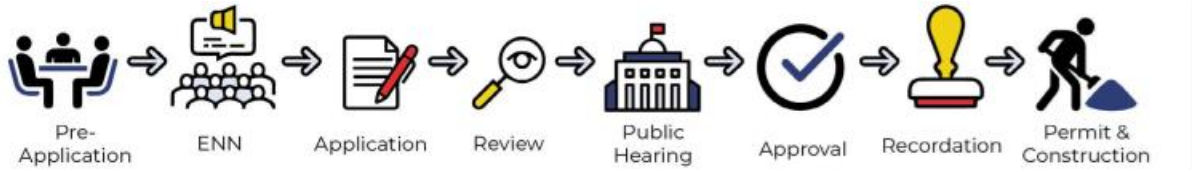
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: July 7, 2025

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Marshal's Office

Case No.: Tierra Contenta Phase 3A

Case Planner: Rebekah Clouser, Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with IFC 2021		
2. Shall verify that Tierra Contenta Phase 3A master plan meets traffic standards for City of Santa Fe for emergency access through master plan. (see explanation of conditions or corrections below).		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

1. Shall maintain proper emergency apparatus access throughout master plan development.
2. Shall verify development meets most current established "emergency response route" for the City of Santa Fe.

Date: 8/5/25

DRT Member: Dee Beingessner

Dept/Div: Land Use/Engineering

Case No.: 2025-10685; 2025-10688; 2025-10689; 2025-10690

Case Planner: Rebekah Clouser, reclouser@santafenm.gov

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1. A planter strip with landscaping and street trees should be provided on Paseo del Sol West, especially on the south side to buffer & provide shade for street & trail. Placing trees at back of the sidewalk in a planter strip could interfere with the 15' buffer that utilities request for planting trees near underground utilities.		
2. Planter strips on streets with on-street parking should be located between street and sidewalk to provide street tree shading of both. An innovative street design may be approved for this change.		
3. A few of the Innovative street designs submitted do not meet the minimum required standards and can't be approved as an innovative street design. A variance would be required for any street design that does not meet the minimum standards.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. Provide statement on page 6A to clarify the total 30% slopes to be disturbed, not including manmade slopes. It's not clear if the total includes manmade or not.		
2. No parking signs should be placed throughout where parking is not allowed.		
3. Provide detail with profile view of openings in gabions, CMPs, and weirs on gabion structures in ponds on page 13D, 13E		
4. Explain how overflow of water would work on Pond C1 and E1		
5. Include street names on all pages where a street is shown for ease of location.		
6.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

Form Updated: April 2024

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

DRAINAGE FACILITIES MAINTENANCE NOTE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER OR QUALIFIED PERSON AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

GUNNISON'S PRAIRIE DOG NOTE

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

All on-site soil disturbing construction activities shall be addressed and provide measures to mitigate or control dust from being transported offsite and polluting neighboring properties.

Any person, owner, contractor or operator who conducts earthmoving and/or dust generating activities is responsible for implementing Best Management Practices (BMPs) in order to mitigate off-property transport of fugitive dust emissions.

A plan, or storm water prevention plan (SWPPP) when applicable, listing the Best Management Practices (BMPs), shall be provided to the City Engineer, or their designee for review and approval. The approved BMPs shall be applied to the graded and/or disturbed soil in order to stabilize the site.

The initial BMP shall address how the Contractor will minimize the amount of disturbed soil, and how the Contractor will stabilize the disturbed surface area exposed to wind or vehicle traffic during construction.

Some BMPs shall include:

- The reduction of vehicle speeds: establish a maximum speed limit or install traffic calming devices to reduce speeds to a rate to mitigate off-property transport of dust entrained by vehicles.
- The minimization of drop height: Drivers and operators shall unload truck beds and loader or excavator buckets slowly, and minimize drop height of materials to the lowest height possible, including screening operations.
- High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
- Restrict access: restrict access to the work area to only authorized vehicles and personnel.

In the event the above practices are ineffective to prevent off property transport, the owner or operator shall use at one or more of the following Best Management Practices (BMPs):

- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, or watercourse.
- Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
- Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.

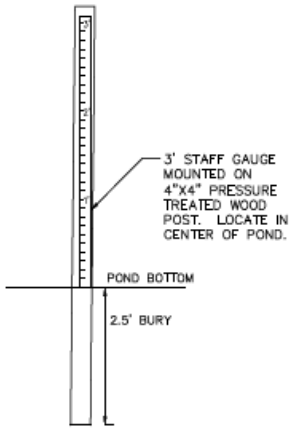
- Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
- Cover: install cover materials such as tackifiers, erosion control blankets, gravel, vegetation (when appropriate), cold-millings, etc. during periods of inactivity and properly anchor the cover.
- Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

I, the undersigned professional engineer in the State of New Mexico, do hereby certify that the record information shown hereon is based on actual field measurements and visual inspections performed by myself or under my direct supervision. I further certify that the record condition as of _____ is in substantial compliance with the approved grading and drainage plan prepared by _____, dated _____.

Signature NMPE #_____ Date

Example for pond measurement post



POST & STAFF GAUGE
NTS

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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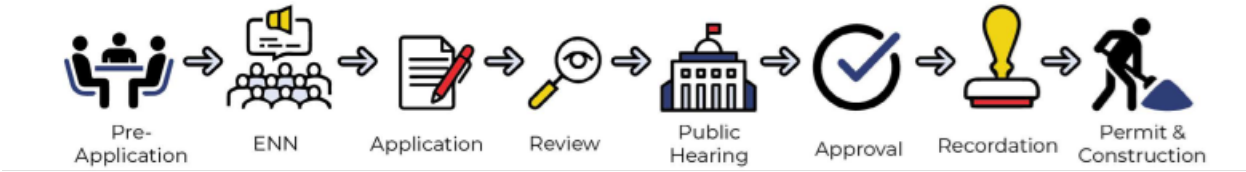
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date:

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, Outdoor Lighting

Case No.: Case #2025-10685. Tierra Contenta Preliminary Subdivision Plat

Case Planner: Rebekah Clouser Senior Planner, reclouser@santafenm.gov>

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
. Landscape and irrigation plans and documents are incomplete. Landscape & Irrigation code and compliance reviews are not possible. The roadway street trees located at the school for the deaf property are not shown in the landscape and irrigation plans, sheets LO.1 through IR2.3 Street Trees are a code requirement per 14-8.4(G)(1) which reads as follows. *Street trees* are required to reduce heat, dust, *glare* and the need for cooling or heating; to help clean and oxygenate the air; to reduce road noise; to promote continuity between *developments*; and to enhance the appearance of Santa Fe's *streets* . Consideration should be given to urban density, historic or vernacular character of the location; continuity with native vegetation and the natural *landscape*; and the ability to provide water for irrigation.	Prior to the preliminary subdivision hearing.	
1. Provide landscape square footage for retention ponds, parkway platers and open space for review of material quantities.	Prior final plat hearing	
2. Provide columns for plant types within the monthly water budget charts and list the plant types.	Prior to final plat hearing	
3. Provide a minimum of one watering for each plant type for the months of December, January and February.	Prior to final plat hearing	

Form Updated: April 2024

4. Remove Item #9 from the General Conditions Notes on sheet L0.0. The City of Santa Fe will not maintain infrastructure until the acceptance of the development by the Land Use Department Engineer.	Prior to final plat hearing	
5. Provide a significant tree survey, list species, size,and quantities. Any trees to be removed shall be mark on the plan with a red X.	Prior to final plat hearing	
6. City Staff respectfully request the replacement of Pinon Pine with another conifer tree on the City approved plant list. Due to the black scale and bark beetle infestations plaguing Pinon in many areas of Santa Fe including the southwest section.	Prior to final plat hearing	
7. 14-8.4(G)(1) *Street trees* are required to reduce heat, dust, *glare* and the need for cooling or heating; to help clean and oxygenate the air; to reduce road noise; to promote continuity between *developments*; and to enhance the appearance of Santa Fe's *streets*. Consideration should be given to urban density, historic or vernacular character of the location; continuity with native vegetation and the natural *landscape*; and the ability to provide water for irrigation. Therefore, street trees are required at the road improvement section of the Indian School property.	Prior to final plat hearing	
8. Provide irrigation to all revegetation native seed areas. (Per COSF Code 14-8.2 D(5)(c) all trees and shrubs shall be mulched and irrigated until established. Grass seed should either be hydroseeded or covered with biodegradable material or synthetic soil erosion control blankets or matting and irrigated until established. Irrigation shall be pursuant to the irrigation requirements in Section 14-8.4 (Landscape and Site Design).	Prior to final plat hearing	
9. 14-8.4(F)(5)(e) All areas with exposed soil surfaces disturbed by construction shall be revegetated to minimize erosion and stormwater runoff and to improve the infiltration of precipitation.	Prior to final plat hearing	
10. Transition Lines and Grade: Transition line between excavation and native soil shall be smoothly raked, creating a clean consistent grade. Existing grade below native trees and shrubs shall remain undisturbed throughout the dripline of the plant material. No mounding of soil, fill-dirt, organic or inorganic debris shall be abandoned under native plant material canopies. All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated including spoil piles and stockpiles of any	Prior to final plat hearing	

material. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf. Areas of natural gravel, cobble, fractured stone, and/or boulder fields shall be restored to the natural state that existed prior to construction. Grade out any damage to the natural terrain prior to the re-application of native stone material.		
11. Median detail 3/L3.0 shows the top gravel mulch to be 1-inch below top of curb. City code Exhibit A, Resolution No. 2010-66 (08/11/10) 6.(B.) Mulch reads, Provide for the surface of the organic mulch or crusher fines to be at least two inches below the top of the curb of the median, parkway or planter. Median Mulch levels shall be 2-inches below top of median curbing. Revise detail and notes accordingly.	Prior to final plat hearing	
12. Provide an air gap at the root flair of all trees and shrubs planted within gravel/cobble planting strips and wakways.	Prior to final plat hearing	
13. AY Macdonald manual drain valve dose not meet City code: No stop & waste valves or automatic drain valves (King Drains) permitted per COSF Irrigation Design Standards. City of Santa Fe Landscape Irrigation Design Standards (LIDS) 4.16. City prefers sch80 ball valves for manual drain valves.	Prior to final plat hearing	
14. Irrigation line shall not cross over City Water Mains per the City Water Department. Additional points of conections are required.	Prior to final plat hearing	
15. Irritrol Decoders are Required.	Prior to final plat hearing	
16. Backflow Preventer Enclosures shall be Stainless Steel and Insulated.	Prior to final plat hearing	
17. The GFI shall be installed within the backflow preventer enclosure. Provide detail on plan sheet IR2.1 as shown in figure 4-9: heat tape, LIDS code page IV-17.	Prior to final plat hearing	
18. Irrigation mainlines shall be burried 24-inches below top of soil grade. All spray head laterals shall be buried at 18-inches and drip poly pipe shall be burried 6-inches below top of soil grade.	Prior to final plat hearing	
19. At no time are landscape irrigation valve boxes permited within pavement or concrete roadways, sidewalks, or asphalt pathways.	Prior to final plat hearing	
20. Master valve assemblies shall include a true union ball valve per 4.2.2.LIDS.	Prior to final plat hearing	
21. Drip valve assemblies shall include a pressure regulator per 4.17.3 LIDS.	Prior to final plat hearing	
22. Emitter Quantity and placement shall be determained by the emiter per plant formula found on page V-11 of the LIDS. Minimum emitter count	Prior to final plat hearing	

shall be 6 emitters per tree and 2 emitters per shrub.		
23. *14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plant with similar water use requirements shall be grouped together.* Trees and shrubs shall have separate zones. Drought tolerant and very low water-use tree shall have a separate zone. Native shrubs and very low water-use shrubs shall be irrigated on a separate zone. Separate zones are required for permanent and temporary irrigation lines. 24. Bubbler Assembly locations city staff request all Rainbird RWS-BCG Root Watering Kits be located 12- inches away from the root ball to prevent roots from girdling (root bound).	Prior to final plat hearing	
25. The retaining *wall* height standards in this Section 14.8.5 apply to the portion of a *wall*, fence or similar that supports a higher finished grade on one side than on the other. The height of the retaining wall is measured from the finished grade at the base of the wall to the finished grade at the top of the wall. (Ord. No. 2012-11 § 22) 14-8.5(B)(1)(a) No retaining wall shall exceed six feet in height. 14-8.5(B)(1)(b) Retaining walls shall be stepped or terraced so that they are separated by a distance equal to the height of the higher wall.	Prior to final plat hearing	
26. Stormwater Ponding: A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate. Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences. Stormwater storage ponds are not to exceed 1 foot in depth without a verification that storm water will drain within 24 hrs.	Prior to final plat hearing	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):
Case #2025-10689. Tierra Contenta Preliminary Subdivision Plat Variance (Street Trees)

Within the first sentence of the street tree code, it states that street trees are required. Code also states that consideration should be given to urban density, historic or vernacular character of the location; continuity with native vegetation and the natural *landscape*; and the ability to provide water for irrigation. I don't see a case for any of these points of consideration. I oppose this variance; I provided the street tree code for your convenience.

14-8.4(G) **Street Tree Standards**

(1) *Street trees* are required to reduce heat, dust, *glare* and the need for cooling or heating; to help clean and oxygenate the air; to reduce road noise; to promote continuity between *developments*; and to enhance the appearance of Santa Fe's *streets*. Consideration should be given to urban density, historic or vernacular character of the location; continuity with native vegetation and the natural *landscape*; and the ability to provide water for irrigation.

(2) Required *street trees* do not substitute for required *landscape* material in parking *lots*, except as provided in Subsection 14-8.4(I)(2) (Parking Lots - Perimeter Screening). *Street trees* shall be located as follows:

(a) on major and secondary arterials, one tree an average of every thirty (30) to forty (40) feet.

(b) on all other *streets*, one tree an average of every twenty-five (25) to thirty-five (35) feet; and

(c) where *street trees* or *planting strips* are required but not practical, the equivalent area in square feet and amount of plant material may be provided elsewhere on the site, with approval of the *land use director* and based on existing conditions or design intent.

(3) Location of Street Trees:
(Ord. No. 2013-16 § 48; Ord. No. 2014-31 § 31)

(a) on streets, other than major and secondary arterials, *street trees* shall be located on the subject *property* adjacent to the *property* line or within the *right of way* as approved by the planning commission or the public works director. *Street trees* located within the *right of way* shall be planted in compliance with Chapter 23 SFCC 1987 Streets, Sidewalks and Public Places and in compliance with adopted median and *parkway* standards;

(b) on major and secondary arterials, trees shall be planted in a minimum ten (10) foot wide *parkway* that includes the width of the sidewalk or other pedestrian way. If existing *development* precludes provision of the ten (10) foot wide *parkway*, trees shall be planted in a

space no smaller than five (5) feet by thirteen (13) feet and preferably multiple trees in longer *planting strips* ;

(c) *street trees* should be planted to the greatest extent possible in *swales* or basins that collect run-off and precipitation;

(d) *street trees* shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination;

(e) *street trees* shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation;

(f) *street trees* located under utility lines shall be a species that maintains a minimum of five (5) feet of clearance from overhead utility lines at maturity; and

(g) *street trees* shall not be required on single- *family residential lots* .

Case #2025-10690. Tierra Contenta Preliminary Subdivision Plat Variance (Significant Trees)

I have requested a significant tree survey in my review to provide tree counts. I think this information is needed prior to a variance decision because the total amount of landscape trees installed counts against the replacement of significant trees required. The site does not look to be heavily populated with existing tree cover. The north side of Santa Fe is much more populated with trees than the proposed site and the code is enforced in that area as well as the escarpment zone. However, this is at the discretion of directors of Land Use and Public Works. I oppose this variance. I've included the Preservation code for your convenience,

14-8.4(5) Preservation of Existing Vegetation
(Ord. No. 2014-31 § 30)

(a) The *land use director* may require the preservation, relocation or replacement of existing *significant trees* as provided in Subsection 14-8.4(B), except that the public works director may determine the requirements for *significant trees* located within *public right-of-way* , within *city* parks or on other land owned by the *city* . Determinations shall be made in accordance with the following criteria:

(i) priority is given to preserving *significant trees* that provide *screening* , buffering, wildlife habitat or linkages to wildlife habitat;

(ii) *significant trees* that are to be preserved or relocated shall be healthy and free from serious insect or parasite infestation;

(iii) *significant trees* to be relocated shall be selected from areas with adequate soil conditions for successful relocation;

(iv) the recommended season for relocation of piñon (Pinus edulis) trees is September 15 to May 15.

(v) if relocation of existing *significant trees* is not possible within these guidelines, then equivalent plant material shall be provided. Replacement evergreen trees shall be six (6) feet tall or taller, replacement deciduous trees shall be two (2) inches *caliper* or greater; and

(vi) relocated or replacement trees shall be irrigated until they are established.

(b) A minimum of forty percent of piñon *significant trees* shall be preserved, relocated on site or replaced as specified in this Section 14-8.4. Piñon trees that are preserved or relocated on site and are a minimum of eight (8) feet tall shall substitute for two trees required elsewhere in this Section 14-8.4.

(c) No existing deciduous tree with a six (6) inch *caliper* or greater or evergreen tree over eight (8) feet tall shall be removed without the approval of the *land use director* or public works director as provided in Subsection (F)(5)(a) above. Trees classified by the New Mexico department of agriculture as *noxious weeds* that are smaller than a twelve (12) inch *caliper* are exempt from this review, including Russian olive (Elaeagnus angustifolia), Siberian elm (Ulmus pumila), tree of heaven (Ailanthus altissisima) and salt cedar (Tamarix species).

(d) During construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five (5) feet outside the dripline. In no case shall vehicles be parked or materials or equipment be stored or stockpiled within the enclosed area.

(e) All areas with exposed soil surfaces disturbed by construction shall be revegetated to minimize *erosion* and stormwater runoff and to improve the infiltration of precipitation.

(f) Destroyed vegetation shall be removed promptly to prevent insect infestation of healthy vegetation.

(g) The preservation of plant species classified as *noxious weeds* is discouraged.

(h) Topsoil removed during construction shall be stockpiled on site and reused on site in *landscaped* areas or areas to be revegetated.

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

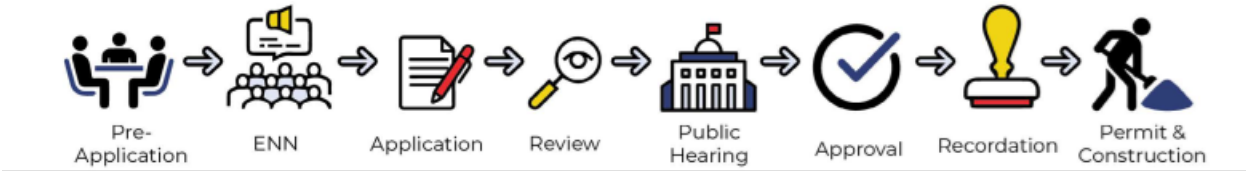


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date:

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, Outdoor Lighting

Case No.: Case #2025-10685. Tierra Contenta Preliminary Subdivision Plat

Case Planner: Rebekah Clouser Senior Planner, reclouser@santafenm.gov>

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Landscape and irrigation plans and documents are incomplete. Landscape & Irrigation code and compliance reviews are not possible. The roadway street trees located at the school for the deaf property are not shown in the landscape and irrigation plans, sheets LO.1 through IR2.3 Street Trees are a code requirement per 14-8.4(G)(1) which reads as follows. *Street trees* are required to reduce heat, dust, *glare* and the need for cooling or heating; to help clean and oxygenate the air; to reduce road noise; to promote continuity between *developments*; and to enhance the appearance of Santa Fe's *streets* . Consideration should be given to urban density, historic or vernacular character of the location; continuity with native vegetation and the natural *landscape*; and the ability to provide water for irrigation.	Prior to the preliminary subdivision hearing.	

Form Updated: April 2024

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

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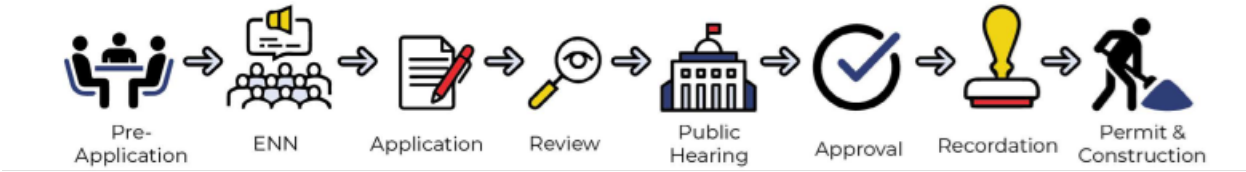
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2025 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 6-28-2025

DRT Member: Regina Wheeler, Public Works Department Director

Melissa McDonald, Park & Open Space Division Director

Zoe Issacson, River and Watershed Manager

Scott Overlie, Parks Project Manager and MS6

Dept/Div: Public Works/Parks and Open Space Division

Case No.: 2025-10685; 2025-10688; 2025-10689; 2025-10690

Case Planner: Rebekah Clouser, reclouser@santafenm.gov

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Revise roadway section in the following: **Section B-1 – Paseo del Sol West (No Parking):** Switch the existing 6' sidewalk with the adjacent 6' planter strip so that the planter strip lies between the sidewalk and easement. This adjustment maintains the required 10' easement. **Section B-2 – Paseo del Sol West:** Switch the 6' sidewalk with the 5' planter strip to place the sidewalk directly behind the curb. This layout retains the 10' easement. **Section C-2 – Paseo del Sol (No On-Street Parking):** Replace the planter strip with a 3' hardened buffer, followed by a 6' sidewalk and an 8' planter strip on the opposite side. This revision maintains the 10' easement. **Section E – Cinto (With On-Street Parking):** Switch the 5' sidewalk with the 5' buffer so the sidewalk runs at the back of curb and the planter lies between the sidewalk and the easement. This layout preserves the 10' required easement. **Section D – Paseo del Sol West (Unplanned Development Area):** Switch the 7' buffer with the 10' multi-modal trail **Buffer Standards:** Buffers constructed using permeable paving, pavers stamped or colored concrete, cobble, gravel, or other approved materials. Decorative gravel must be a minimum of 7/8 inch in diameter and installed to a depth of 4 inches, with a 1/2-inch freeboard from the sidewalk edge and 2 inches from the curb. A commercial-grade	Prior to Final Plat Hearing	

woven fabric weed barrier shall be installed beneath all gravel to reduce weed growth. If vegetation—specifically trees—must be installed within a buffer that combines a vegetative strip behind the curb and between the sidewalk, suspended pavement or another approved method must be used. This increases soil volume offsets and water-holding capacity, which are essential for supporting tree health and longevity. Vegetative strips and buffer designs must consider long-term maintenance. Narrow curbside strips are discouraged due to irrigation inefficiencies, weed intrusion, and the high level of upkeep required. Tree planting in these areas is often unsuccessful, as limited rooting space between the hardened roadway and sidewalk leads to short-lived trees. Additionally, tree limbs may extend into roadways or bike lanes, creating safety hazards, increasing liability for the City, and driving up maintenance demands. Placing the vegetative strip on the opposite side of the sidewalk or trail still provides green space and shade, while significantly reducing maintenance challenges and minimizing safety risks. Medians: A mixture of cobble, 3" to 6", and decorative gravel, 7/8" minimum, is acceptable and shall be installed to a depth of 4 inches, maintaining a 1/2-inch freeboard from the edge. A commercial-grade woven fabric weed barrier shall be installed beneath all cobble and gravel to reduce weed growth, with exceptions allowed around planting areas.		
2. All gravel areas (medians, buffer, vegetative strips) that spec must be at least 3" min --add commercial grade weed barrier except adjacent to plantings. Size and color to be approved by Parks & Open Space Division.	Prior to Final Plat Hearing	
3. Culvert outlet concerns: a. some of these have long rundowns with no splash pad or channel protection to prevent scour, please provide scour protection b. the potential for large pulses to overshoot the rundown and therefore have little dissipation before the water hits the channel (G2 for example). 4. Earthen Berms: Trees, shrubs, and rocks should be strategically placed to prevent ATV use; all the existing earthen berms in Tierra Contenta are covered with ATV roads/tracks. 5. Ponds: Please avoid planting trees in the flow path of the outlets and inlets, trees should be planted	Prior to Final Plat Hearing	

on higher terrain and around the ponds for maintenance purposes and to avoid obstruction of storm flow. Grasses and wildflowers should be an acceptable alternative to planting irrigated vegetation within the ponds as developer proposes in the alternative means of compliance (current requirement of 1 tree and 2 shrubs per 500 sq ft of required ponding area, seems to Parks staff like an unnatural density of new plant material and exceeds density current conditions of existing ponds). This design should relate to similar densities found at existing, established ponds. Seeding quantities as proposed seem reasonable. 6. Illegal Dumping: There is a lot of illegal dumping on this property, contractors are responsible for site cleanliness and maintenance and should be mindful of this existing issue. Once they mobilize to the site, they are responsible for what happens on the site.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Sheet IR0.1, Irrigation Schedule, Hydrometer model change to-Master Meter 1.5" Brass USG 1 GPP Water, WITH CONTACT HEAD AND REED SWITCH with one pair of Brass Master Meter Coupling, Master Meter 1.5" coupling with gasket, Mottech Single Output Decoder for 24 VAC Valves, Mottech Single input decoder configured to work with digital or analog sensor Flow Meters 2. Sheet IR0.1, Irrigation Schedule, Controller model to be- MOTOROLLA IRRINET M AC with Single Cable Decoder Assembly with 200 Decoder Max, Radio, Antenna, Interspec Stainless Steel Locking Single Door Enclosure Powder Coated Paint with Communication to ICC Central. Single Cable Line Surge Protection Unit for SC DEC 1, install every 500' and at terminal end of path. 3. Sheet IR0.1, Irrigation Schedule, Hot Box to be lockable, insulated stainless steel with heat tape and electric source inside box. 4. Sheet IR1.1, IR1.2, IR1.4, IR1.6 & IR1.9 POINT OF CONNECTION 1, 2, 3, 4, 5, 6, 7 and 8 calls out installation of '1" STOP AND WASTE VALVE', need to change to- gate valve and automatic drain valve per code 14.161 5. Sheet IR2.1, Detail #6 change Mainline depth to 24", Lateral line depth to 18" and poly line (drip) depth to 6" min. 6. Sheet IR2.1, Detail #10, 'Stop & Drain Valve' callout, change to gate valve and automatic drain valve per code 14.161 Also change 120 volt AC GFI	Prior to Final Plat Hearing/recordation	

protected duplex 3 prong outlet to be installed inside of backflow preventer enclosure 7. Sheet IR2.2, Detail #11, 'Hot Box HB1-T Fiberglass Enclosure' change to- Hot Box to be lockable, insulated stainless steel		

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The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Date: July 7, 2025

DRT Member: P. Fred Heerbrandt, P.E.

Dept/Div: Public Utilities/Wastewater

Case No.: 2025-10685; 2025-10688; 2025-10689; 2025-10690

Case Planner: Rebekah Clouser, reclouser@santafenm.gov

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. No Conditions		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. No Technical corrections are necessary		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: July 1, 2025

DRT Member: Taylor Jurgens

Dept/Div: Public Utilities/Water Division

Case No.: **Case #2025-10685, 10688, 10689, 10690: Tierra Contenta Ph. 3A Preliminary Subdivision Plat and Variances**

Case Planner: Rebekah Clouser

DRT Review Schedule – 9-12+ weeks*

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While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



Form Updated: January 2025

*See the *2025 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services. Water Plan shall be submitted to the City Water Division for review.	Prior to Public Hearing for Final Subdivision Plat	
2. An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.	Prior to Building Permit Approval	
3. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
4. Each lot shall be served by separate City water service at the time of development.	At the time of development	
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

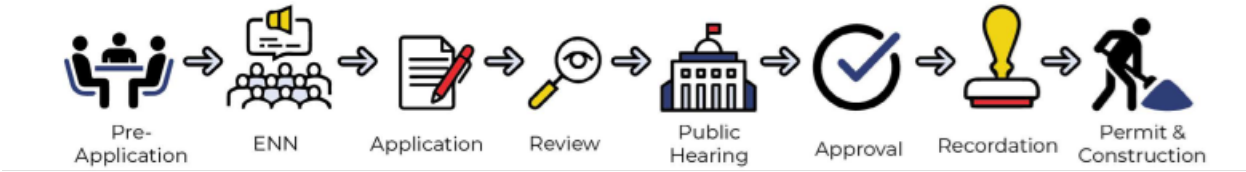


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2025 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date:

DRT Member: Rebekah Clouser

Dept/Div: Current Planning, Planning and Land Use Department

Case No.: 2025-10685; 2025-10688; 2025-10689; 2025-10690

Case Planner: Rebekah Clouser, reclouser@santafenm.gov

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Applicant submittal "5_Design Standards_Tierra Contenta Recorded 5.7.25" must be rerecorded to include the correct street section design for Paseo del Sol that matches condition 19 from the Master Plan (case # 2021-3818). Design Standards Guideline is not readable.	Prior to preliminary plat hearing	
2. The submitted road segments A – Paseo del Sol Arroyo Crossing up to the West Roundabout, B1 – Arroyo Crossing Transition, and D – Paseo del Sol through New Mexico School for the Deaf Property do not qualify for innovative street design. The submitted road designs do not have enough information and do not identify how the proposed design is equal to or greater than the infrastructure standards under 14-9.2. Innovative Street design cannot be submitted to avoid a variance.	Prior to preliminary plat hearing	
3. Two road segments for innovative street design were not advertised in an ENN meeting. Two road segments would need to go back to ENN or be removed from the application.	Prior to preliminary plat hearing	
4. Traffic Impact Analysis does not address future improvements and associated costs with improvements.	Prior to preliminary plat hearing	
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Road Sections identify C1 and C2 while Road Map only identifies C. Clarify road plan with road sections	Prior to preliminary subdivision hearing	
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):
Governing Body Meeting 10/27/2021

Case #2021-3818. Tierra Contenta Master Plan Amendment #1 for Phase 3A.

https://www.youtube.com/live/1R1Ffn4BuxY?si=6RGd26uesvmczKzy&t=23953

Time stamp - 6:39:13

Mayor - councilor lindell you have the floor

councilor Limdell - i'll make a motion mayor um we have a resolution here um and we have a case number which one do i properly need to use

Mayor Webber - uh patricio do you can you advise counselor lindell on how to whether she's going with the uh how best to uh address the motion she wants to make

Pat Feghali - counselor um mr mayor uh by the case number would be

council lindell - okay

council lindell - I'm gonna move to approve case number 2021-3818 um as approved by the planning commission with a change of condition that only paseo del sol sidewalk will be six foot all other sidewalks will meet minimally meet code.

Romero-Wirth - Second

Mayor - okay I want to run that past our city attorney's representative is that motion and and also dan because he wanted to make sure we had consistency up and down findings of fact and other uh parts of our work as long as we're operating within the uh we don't have to come back with a special hearing are we okay with council lindell's motion as you understood it

Pat Feghali - mr mayor uh counselors yes you would still need to make another motion to adapt the resolution and then to uh adopt the findings of facts with the new condition yes

Mayor - perfect thank you for that clarification so we have a motion and we have a second from counselor lindell is there discussion of the motion by members of the governing body, if not uh madam clerk can you call the role uh

Time stamp - 6:41:29

clerk - yes

councilor rivera - yes

councilor Romero wirth - yes

councilor Vigil-Coppler - yes

councilor Villarreal - yes

councilor Abeyta - yes

councilor Cassutt - yes

councilor Garcia - yes

councilor Limdell - yes

oh, Mayor Webber - thank you - yes

oh mayor webber thank you yeah it's got its weight sorry mayor webber would you like to vote I vote yes

clerk - okay great the motion has been aproved

thank you councillor lindell so uh the the other motion that I need to uh make is uh I move to approve the resolution um and patricia what did you tell me I need to make a uh carve out on that for changing the um

Pat Feghali - um counseling mr mayor you would need to um have the amended condition that you just said for the sidewalks and then you would also need to do the same with the findings of facts

councilor Limdell - okay so i'll make a motion to adopt the resolution with a condition of six foot sidewalks on paseo del sol all other sidewalks minimally meeting code and also uh having that reflected in the um finding of facts

councilor Romero wirth - second

Mayor - a quick quick legal check do we need two separate motions or can we combine those two

Pat Feghali - um mr mayor i believe you can combine them that should be fun okay so council lindell is uh moved to adopt the resolution uh changing that one condition to reflect six foot sidewalks uh at paseo del sol foot in other areas and adding that to the findings of fact and conclusions of law and there was a motion there was a second is there discussion

councilor rivera - mr mayor councillor there yeah dan can you just confirm that a five-foot sidewalk is the minimal accepted by code

Dan Esquibel - um mr mayor uh councillor revered uh if you can give me a couple seconds to pull that up

Jennifer Jenkins - i'm i could share the screen with the code section if that's helpful

Mayor - if you've got it at your fingertips you could do that

Jennifer Jenkins - i do i do happen to have it at my fingertips

Dan Esquibel - madam chair um mayor uh mr commissioner council romero rivera sorry it's late most of them are minimum are 5 feet there is one at seven feet but uh that's uh more of a collector mixed-use road so um yeah five foot sidewalk will work for this particular project

councilor rivera - thank you

Mayor - okay other questions or comments before we vote? uh i'm gonna just take one minute to add my thoughts to what has been brought to us tonight, because i know it's been a long time in the works i know more than four years ago i sat down with

steve flantz and kim shanahan and a young younger man named daniel werwath and talked about tier content to phase three and what its importance was to the city's housing future and how important it was to have a plan that really would as alexandra lad said from the beginning make this development a the best option for people to choose to live in not an option but the preferred option and i think the work that has been done daniel your leadership has been outstanding in terms of bringing people together and recognizing that what we had before was not going to make it a preferred option might have worked but wouldn't have been the outstanding vision that's presented tonight to reflect uh new ways of offering options for people to build things to choose a span of housing choices that make their lives better to reflect uh a different way of imagining a neighborhood not just housing but a neighborhood and a community and what you've brought us tonight is a step improvement of anything that has been done before and you really ought to be telling your whole team and all the folks who worked on this uh i know jack hyatt's been instrumental i know you've expanded the conversation to people who perhaps maybe felt they weren't welcome at the table in the past you've opened up conversations with uh with the city on the funding options uhand and really brought this thing forward uh from where it was to a really outstanding proposal and um i want to thank you i want to thank your whole team uh i think as we're voting on this you're gonna sense the enthusiasm and the uh sense of uh great um a great sense of of growth that you've

brought forward um i'm just watching what you what you're what you're telling us about tonight and looking at it and thinking what you've done is quite exceptional and so you should feel good about that um any other comments before we go to a vote uh in that case uh madam clerk can you call the role?

clerk - yes

Time Stamp - 6:48:08

councilor Romero wirth - yes

councilor Vigil-Coppler - yes

councilor Villarreal - yes

councilor Abeyta - yes

councilor Cassutt - yes

councilor Garcia - yes

councilor Limdell - yes

councilor rivera - yes

Mayor Webber - yes

Time Stamp - 6:48:29

clerk - motion has been approved

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

1. **Preliminary Subdivision Report**

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

June 9, 2025
(Revised October 15, 2025)

Rebekah Clouser, Senior Planner
Current Planning Division
City of Santa Fe Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Tierra Contenta, Phase 3A
Preliminary Subdivision Plat, Variance & Permit Applications

Dear Rebekah:

This letter is respectfully submitted on behalf of Homewise, Inc. (property deeded to TC Phase 3A, LLC) in application for Preliminary Master Subdivision Plat, Innovative Street Designs, Variances, and infrastructure permits for Phase 3A of the Tierra Contenta Master Plan. Phase 3A comprises only the Homewise-owned lands within Phase 3 of the recorded Master Plan. The Phase 3A subject parcels are zoned Planned Residential Community (PRC), totaling 216.5 acres, and are located of south Jaguar Drive and east of SWAN Park. This application includes the following requests:

1. Preliminary Subdivision Plat
2. Innovative Street Designs for Paseo del Sol
3. Variance to §14-8.2(D)(2)(b) to permit disturbance of 30% slopes
4. Infrastructure Permits

In accordance with discussions with City Staff, the permit review will occur concurrently with the subdivision plat review in order to expedite permit issuance following recordation of the plat.

Background

The land comprising Tierra Contenta was originally annexed by the City of Santa Fe in 1985 in an effort to create affordable housing, increase the supply of developable land, and increase local production building capacity. The City Council approved the following documents that initiated the development of Tierra Contenta at its meeting on February 23, 1994:

- The Tierra Contenta Master Plan, which included 1,331 acres of property rezoned to Planned Residential Community (PRC), plus 90 acres of property outside the PRC zoning, for a total 1,421 acres. Of this total land area, the City owned 860 acres, which it deeded to TCC.

- The Restated Annexation Agreement, "Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East)" which outlines the obligations of each landowner and the City for the development of the property, including an obligation to provide 40% affordably housing on TCC-owned property.

The Tierra Contenta Corporation (TCC) was created by the City of Santa Fe in January 1993 for the purpose of implementing the Tierra Contenta Master Plan on its behalf. In 2024, the Phase 3A properties were acquired by Homewise, Inc., who will now serve as the Master Developer.

An amendment to the Tierra Contenta Master Plan for Phase 3A, along with updated Design Standards, were approved by the Governing Body on October 27, 2021, and recorded on May 7, 2025. The amendment provides for a maximum residential density of 1,500 dwelling units. In addition, a 10.25-acre school site is identified and Tracts 58 and 59 are designated as mixed-use. The intent of the Master Plan Amendment was to respond to shifting market conditions, provide more housing diversity, improve pedestrian connectivity, and implement design changes to address lessons learned from previous phases. The planning objectives are summarized below:

- **Innovative street design**
  - Provision of ample on-street parking
  - Pedestrian-oriented design – sidewalks on all roadways

- **Mixed residential housing types**
  - All housing types permitted in all residential tracts
  - Place-making strategy, inspired by character-defining diversity of older neighborhoods

- **Flexible Densities**
  - Density bonuses awarded as incentives for diversity of housing types, additional affordable housing, and sustainable construction methods.

- **Pilot form-based zoning concepts**
  - Typological approach
  - Less prescriptive, more flexible, easier to apply
  - Emphasis on walkability and activation of public realm

For each phase of the Master Plan, a Master Subdivision Plat establishing the development tracts must be approved by the Planning Commission. Subsequently, Subdivision Plats and Development Plans are approved by the Planning Commission for individual development tracts within each phase. Prior to City review and approval, each Subdivision Plat and Development Plan is subject to review by the Tierra Contenta Architectural Review Committee for compliance with the Master Plan, Master Plat, and Design Standards. Except as specifically provided in the Master Plan, Annexation Agreement, or Design Standards, development within Tierra Contenta must comply with all other property development regulations adopted by the City of Santa Fe.

PRC Zoning

Tierra Contenta is zoned Planned Residential Community (PRC), which was established by the Santa Fe City Council in 1988. The purpose and intent of PRC zoning is described in SFCC §14-4.3(I)(1) and generally provides comprehensive zoning for large-scale, phased development, which "applies innovative site-planning techniques." The Phase 3A Design Standards along with the Master Plat will form the basis to implement the Master Plan, as amended for Phase 3A. The Design Standards are structured to give users and reviewers a format, intent, and specific direction for development review and implementation. City staff and planning officials retain jurisdiction to review, approve, or disapprove Development Plans and Subdivision Plats within Tierra Contenta. However, the Tierra Contenta Annexation Agreement states that:

> "*The City agrees to approve rezoning, preliminary development plans and preliminary subdivision plats for individual tracts within the Property, provided such rezoning, plats and plans conform to the Master Plan and Phasing Plan, the SFCC 1987 as amended, and the provisions of this Agreement. The City agrees to approve final development plans and final subdivision plats that substantially conform to previously approved preliminary plats and plans*."

The Phase 3A Master Plat is consistent with the Master Plan. Subsequently, the individual Subdivision Plats and Development Plans for the tracts shall be consistent with the approved Phase 3A Master Plat and Design Standards.

Previous Phases

To date, TCC has completed the master platting process for five phases – Phase 1A, Phase 1B, Phase 2A, Phase 2B, and Phase 2C. This represents 3,193 residential units. Of these, 1,310 units (41%) are considered affordable. The total entitlement for Phases 1 and 2 is 3,261 units.

Phase	Acreage*	Total Built/Platted Units	Affordable Units	% Affordable
1A	175	891	460	51.6%
1B	165	800	365	45.6%
2A	165	670	225	33.6%
2B	61	388	165	42.5%
2C	45	444	95	21.4%
TOTAL	*611*	*3,193*	*1,310*	*41.0%*

**Acreages presented are exclusive of natural open space.*

Phase 3A Land Use Summary

Phase 3A of Tierra Contenta includes only Homewise-owned lands within the final phase of Tierra Contenta, totaling 216.5 acres. The remainder of Phase 3 is owned by the New Mexico School for the Deaf (NMSD) and there are no plans to develop Phase 3B at this time. The following table summarizes the proposed land uses for Phase 3A:

Mixed Residential	12 tracts	133.97 acres	1,133 units
Mixed-Use	Tracts 58 & 59	2.94 acres	42 units
School	Tract 56	10.25 acres	
Open Space/Park Land		69.34 acres	
Total		*216.5 acres*	*1,175 units (1,500 maximum)*

Infrastructure

The Phase 3A backbone infrastructure includes the following elements:

- The extension of Paseo del Sol West from its current terminus at Jaguar Dr. east to the Herrera Drive roundabout
- The Loop Road (Cinto Norte & Cinto Sur)
- Water, sewer, power, natural gas, and telecom
- Centralized drainage structures
- Community trail improvements

The infrastructure design was funded through a NMDOT grant administered by the City Public Works Department. The plans are 100% complete and submitted with this application.

Subdivision Approval Criteria

The Subdivision comprises 16 development tracts and 6 open space tracts. The approval criteria in §14-3.7(C) are addressed below:

(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.

The subject parcel is undeveloped and gently sloped, except for some steeper slopes adjacent to drainageways the north and west areas. 69.34 acres of natural open space will be preserved, providing trail corridors and outdoor recreation opportunities for the community.

(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 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 property is primarily gently sloped. Drainageways and steeper terrain will be protected in open space.

(3) All plats shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

The proposed subdivision plat conforms with applicable standards of SFCC §14-9, and includes Innovative Street Design requests in accordance with §14-9.2(B)(3).

(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 .

Variances are requested with this application as described below.

(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 .

The proposed subdivision plat does not increase the degree of an existing non-conformity. Variances are requested with this application as described below.

Variance to §14-8.2(D)(2)(b) – Disturbance of 30% Slopes

Construction of some trail and drainage improvements necessitates disturbance of isolated occurrences of 30% slopes totaling 7,305 square feet, or 0.077% of the project area. Please refer to Sheet 6A in the attached plan set for more details. The variance approval criteria specified in SFCC §14-3.16(C)(1) through (5) are addressed below for the trails and drainage improvements separately.

Trail Improvements

As part of the design process through the Public Works Department for the backbone infrastructure, input on the trail design was provided by the MPO and the Parks Division, with the intent to provide meaningful connectivity to the surrounding area. First, on the west side of the project, a proposed trail will extend from Paseo del Sol and connect to SWAN Park to the west, disturbing 222 square feet of 30% slopes. Second, at the northeast area of the site, a trail was requested to provide a connection from the sewer line trail to existing "cattle paths" on the NMSD property that connect to Capital High School, disturbing 2,515 square feet of 30% slopes.

(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;

Applicant Response. The Phase 3A lands are characterized by significant tributaries of the Arroyo de los Chamisos traversing the north and southwest areas of the site, presenting significant challenges with respect to installation of the requested trail improvements.

(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; N/A

(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 N/A

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). N/A

(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.

Applicant Response. It is infeasible to construct the requested trails without the modest disturbance of 30% slopes. The desired connections cross steep terrain and cross arroyos. In addition, the trails are designed to minimize slope and establish as much accessibility as possible.

(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.

Applicant Response. The proposed intensity of development is consistent with previous phases of Tierra Contenta.

(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.

Applicant Response. Significant efforts have been made to minimize the disturbance of 30% slopes to those areas that are absolutely necessary to provide the desired trail connectivity. The property could not be developed as a different category or lesser intensity of use without the City Council approving amendments to the Tierra Contenta Annexation Agreement and Master Plan. Nor would other use categories satisfy the City's

objectives of increasing housing supply, especially affordable housing. Tierra Contenta implements the purposes of Chapter 14 through a coordinated and harmonious development that promotes the health, safety, and welfare of the community. Furthermore, the development of Phase 3A with this requested variance enables construction of coordinated streets, trails, and utility infrastructure.

(5) The variance is not contrary to the public interest.

Applicant Response. The development of Phase 3A is in the public interest through the increase in housing supply, including up to 600 affordable homes. In addition, the public interest is served through the construction of new trails providing connectivity to SWAN Park and Capital High School for area residents.

Drainage Improvements

(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;

Applicant Response. The physical characteristics of the Phase 3A lands are exemplified by significant tributaries of the Arroyo de los Chamisos traversing the site. The project is employing a unique stormwater management approach that establishes ponding in existing drainageways through the installation of gabion and earthen dams. This approach respects the natural path of water, minimizes ground disturbance, and preserves developable area in support of this affordable housing initiative.

(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; N/A

(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 N/A

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). N/A

(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.

Applicant Response. The drainage design is a terrain-based approach that honors the existing drainage pattern, while minimizing disruption of the natural terrain. It is infeasible to overly

engineer a stormwater management solution that diverts water from its natural path, which can result in higher maintenance costs for the City and erosive conditions over time.

(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.

Applicant Response. The proposed intensity of development is consistent with previous phases of Tierra Contenta.

(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.

Applicant Response. Significant efforts have been made to minimize the disturbance of 30% slopes to those areas that are absolutely necessary to ensure the orderly and efficient development of the property in accordance with the Master Plan. The property could not be developed as a different category or lesser intensity of use without the City Council approving amendments to the Tierra Contenta Annexation Agreement and Master Plan. Nor would other use categories satisfy the City's objectives of increasing housing supply, especially affordable housing. Tierra Contenta implements the purposes of Chapter 14 through a coordinated and harmonious development that promotes the health, safety, and welfare of the community.

(5) The variance is not contrary to the public interest.

Applicant Response. The development of Phase 3A is in the public interest through the increase in housing supply, including up to 600 affordable homes, which is enabled by the infrastructure design that requires this modest variance. In addition, the public interest is served through a stormwater management design that minimizes land disturbance, while increasing the supply of affordable housing by preserving developable land for that purpose.

Access and Traffic

Phase 3A will be served via the extension of Paseo del Sol West from the current terminus at Jaguar Drive east to the Herrera Drive/Paseo del Sol East roundabout, completing this important roadway connection. In addition, an internal Loop Road (Cinto Norte and Cinto Sur) will complete the Phase 3A backbone roadway infrastructure, providing access to the development tracts. Two roundabouts are proposed at the Paseo del Sol/Loop Road intersections. The easternmost leg of Paseo del Sol and a portion of the Loop Road cross NMSD property and the

administration has agreed to the requisite right-of-way dedications in accordance with the terms of the Tierra Contenta Annexation Agreement.

The subdivision plat identifies potential future roadway/utility connections between tracts and to the NMSD property. As the individual tracts are developed, road stub-outs and/or right-of-way dedications will be required where appropriate to ensure adequate roadway connectivity in the larger area. In addition, connectivity among the development tracts is a key component of the design intent.

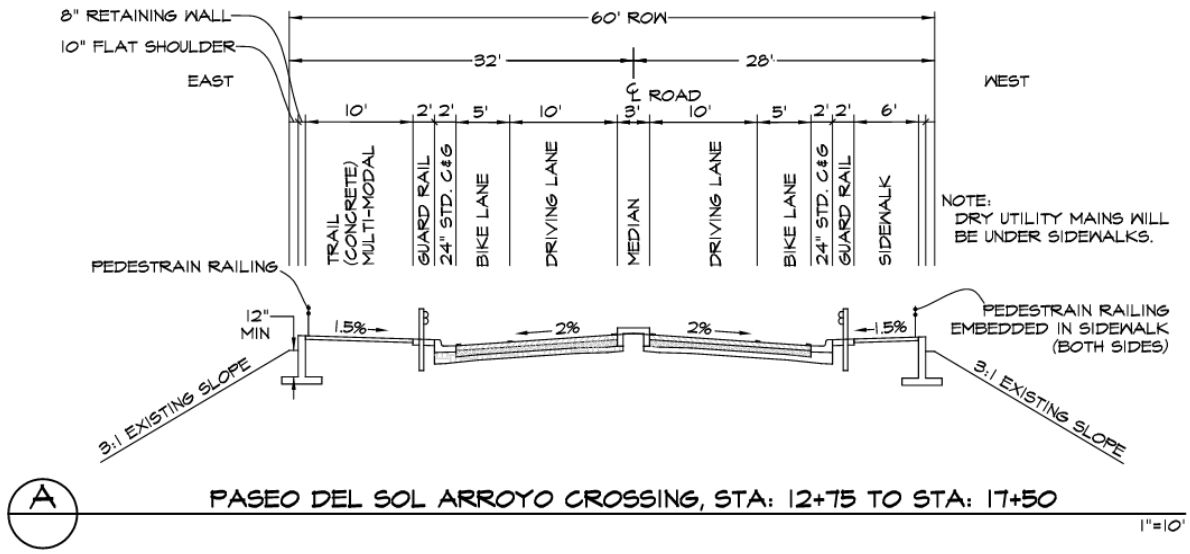
To provide improved pedestrian amenities and connectivity, each of the proposed roadway sections includes sidewalks on both sides. Furthermore, in order to address parking shortages experienced in previous phases, on-street parking is proposed on segments of Paseo del Sol and both sides of the Loop Road. Local Roads constructed within the development tracts will also include on-street parking. In the event on-street parking is not feasible due to driveway proximity or other constraints, dedicated guest parking areas will be required.

A Traffic Impact Analysis was conducted by Walker Engineering and is submitted herewith for review. The trip generation was calculated in accordance with a set of land use assumptions based on a dwelling unit yield analysis of the subject area. All studied intersections will continue to operate at acceptable Levels of Service in the build condition and horizon year. Furthermore, as referenced in the addendum letter from Morey Walker, a potential increase in density up to 1,500 dwelling units will not negatively impact the study's results.

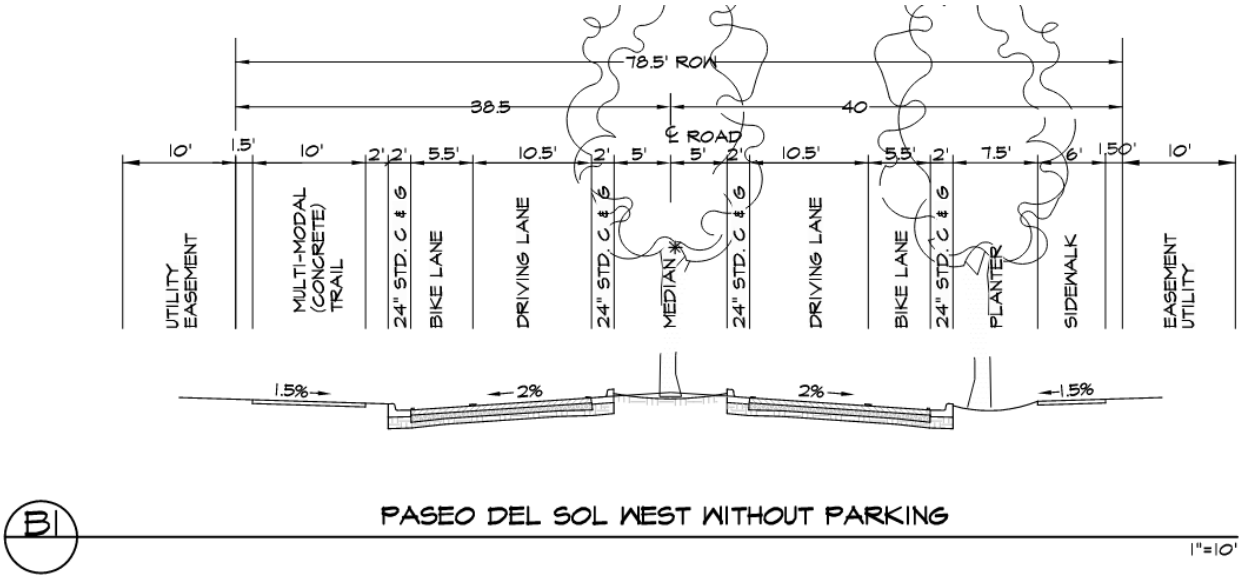
Innovative Street Design

The Innovative Street Designs described below are requested with this application in accordance with §14-9.2(B)(3). Please refer to Sheets 7 and 8A in the submittal plans.

Section A - Paseo del Sol Arroyo Crossing up to the West Roundabout. The road design on the west side utilizes an existing earthen dam that was constructed over a drainageway in 1999 when the Arroyo Chamiso sewer interceptor was constructed. The dam was designed to accommodate the future planned extension of Paseo del Sol and provided a 62-foot roadbed. Surveyed conditions confirmed only a 60-foot roadbed, which does not accommodate a standard roadway section. Therefore, the design has been modified in response to the existing site constraints, providing a two-lane road with two 5-foot bike lanes, a small (3') concrete median, a 6-foot sidewalk on one side and a 10-foot multi-modal trail on the other side, along with necessary pedestrian safety railing and guard railing. A multi-modal trail is included to support community trail connections at this segment of roadway.

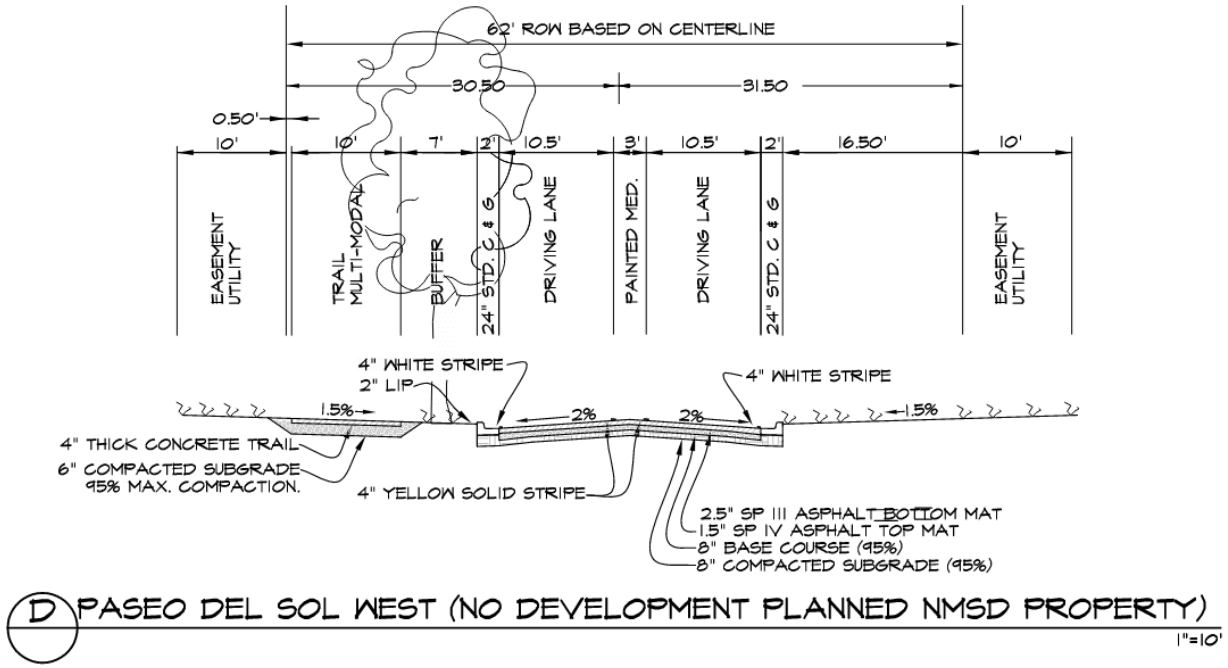


Section B1 – Arroyo Crossing Transition. Southeast of the dam, the right-of-way widens to 78.5 feet, expanding to provide a 10-foot median and a 7.5-foot planter strip, while continuing the multi-modal trail to the point of the off-road trail connections, per below.



Section D - Paseo del Sol through NMSD Property. In discussing this design with Public Works, we shared a concern about the potential for speeding through this area if on-road bike lanes were provided, making the road feel much wider, thereby encouraging speeding. As an alternative, we propose a 10-foot concrete multi-modal trail on the north side of the road, allowing the road to narrow, while still sufficiently accommodating vehicles. In addition, since the NMSD property will continue to function as open space for the foreseeable future, a trail is an appropriate option

that is responsive to the site context. Street trees will be provided in the 7-foot buffer between the trail and the roadway.



Affordable Housing

Tierra Contenta was established with an affordability program that requires that 40% of the units be affordable. In the first two phases, 1,277 affordable units were produced amounting to 41% of the total units constructed to-date, 33 units in excess of the requirement. Phase 3A includes a requirement that an overall 40% affordability is achieved.

Mixed-Use

Tracts 58 and 59 are designated as Mixed-Use to accommodate civic, neighborhood commercial, and residential uses. In the event that there is no market demand for civic or commercial space, one or both of these tracts may be converted to Mixed Residential in order to ensure the orderly completion of the project.

Water and Sewer

As part of the backbone infrastructure, new water and sewer mainline extensions will connect to existing facilities. A water main will be installed in Paseo del Sol connecting to existing lines at the eastern and western termini of the new roadway. In addition, an 8” water main will be installed in the Loop Road. Future tract development will connect to these lines and loops will be established among various tracts where warranted. Sewer service will be provided via gravity and low-pressure connections to the existing Arroyo Chamiso Trunk Line that extends through the project area from the western terminus of Paseo del Sol down to and along the southern site

boundary. In addition, the northernmost tracts will connect to a new gravity sewer line to be constructed adjacent to an existing drainageway, which will also connect to the Arroyo Chamiso Trunk Line in Paseo del Sol. Please refer to the attached utility plans for more details.

Water offsets will be provided in accordance with SFCC §14-8.13(E) on a phased basis at the time each tract is developed. The following note will be placed on the plat to memorialize this requirement: *"Each tract developer is required to dedicate water to the City of Santa Fe to offset the development water budget in accordance with SFCC §14-8.13(E)."*

Terrain Management

Centralized stormwater management is provided in the open space consistent with previous phases of Tierra Contenta. All developed flows from roadways and tract development are accommodated, with the intent that the tracts are 100% developable in order maximize developable area and affordable housing. In order to deter ATV activity, 5-foot fencing is provided at Ponds A1, C1, and E1. Please refer to the Terrain Management Plans and Drainage Report for further information.

Open Space, Parks, and Trails

In Phase 3A, 69.34 acres of open space will be preserved, which includes land dedicated for a Neighborhood Park, and an extensive trail network, to be owned and maintained by the City of Santa Fe in accordance with the Annexation Agreement. In addition, four dispersed Pocket Parks are proposed within development tracts. These decentralized passive and active recreational spaces are intended to provide community connection opportunities throughout the neighborhood and will be developed in accordance with the Design Standards. Lastly, a 40-foot open space corridor and trail are provided between Tracts 63 and 64 to further enhance community connectivity.

Archaeology

An archeological survey was conducted of the Phase 3A land area and approved by the City Archaeological Review Committee (ARC) on July 6, 2023. Mitigation will be conducted this summer and completed prior to any site disturbance. Please refer to the attached Cultural Resources Survey and ARC Action Letter for more information.

Community Outreach and Early Neighborhood Notification

Extensive community outreach was conducted in 2019 and early 2020 as TCC embarked on revising the Phase 3A design. The intent was to hear the perspective of existing Tierra Contenta residents in an effort to identify the design elements that work well and those that do not. A series of four community meetings were conducted in 2019:

- April 11, 2019 – 45 participants, primarily from Tierra Contenta, shared their likes and dislikes of the current developed neighborhoods. No plans were presented.

- Three meetings held the week of November 4, 2019 with over 100 attendees. The first draft of the Land Use Plan was reviewed.

Meetings were noticed via ads, flyers, nextdoor.com, and events calendars. In addition, two surveys were conducted:

- Door-to-door in Tierra Contenta, October 2019 – 199 respondents
- Online survey completed January 2020 – 79 respondents (57% from TC)

An Early Neighborhood Notification Meeting was conducted on May 29, 2025 and the meeting notes are attached for reference.

In support of this request, the following documentation is submitted herewith for your reference:

1. Subdivision Plat Application
2. Variance Applications
3. Agent Authorization Letter
4. Warranty Deed
5. Tierra Contenta Annexation Agreement
6. Annexation Plat
7. Master Plan Amendment #1
8. Phase 3A Design Standards
9. Traffic Impact Analysis and Addendum Letter
10. Cultural Resources Survey & ARC Action Letter
11. ENN Meeting Notes
12. Subdivision Submittal Plans

The Development Review Fees are calculated as follows:

Preliminary Subdivision Plat (16 lots x $150.00)	$2,400.00
Variances (2 x $500.00)	$1,000.00
Innovative Street Design (3 x $300.00)	$900.00
Subtotal	*$4,300.00*
Total after 40% Affordable Housing Waiver	**$2,580.00**

Please contact me should you have any questions or require additional information.

Thank you.

Sincerely,

Jennifer Jenkins, Principal

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

2. Subdivision Application, Variance Application for 30% Slopes, Letter of Authorization, Warranty Deeds, ARC Clearance for Tierra Contenta, Address assigned by the City, Cultural Resources Survey, Access Permit, Prairie Dog Inspection, ARC Action Letter

SUBDIVISION APPLICATION

Parcel Information

Project Name: Tierra Contenta Phase 3A

Address: 6120, 6130, 6150 and 6135 Paseo del Sol

Property Size: 216.54 acres

Current Use of Land: Vaccant

Proposed Use of Land: Mixed Use Subdivision

Does a Rezoning application accompany this application? YES ☐ NO ☑

Are any variances required? YES ☑ NO ☐

Preapplication Conference Date: March 12, 2025

Early Neighborhood Notice (ENN) meeting date: 5/21/2025

Zoning: PRC

Check One: Preliminary Plat ☑ Final Plat ☐

UPC Number: 53981312 /99304819 /990000691 990000686

Property Owner Information

Company Name: Homewise Inc

Name: Lisa (*First*) Huval (*Last*)

Address: 1301 Siler Road (*Street Address*) Bldg D (*Suite/Unit #*)

Santa Fe (*City*) NM (*State*) 87507 (*ZIP Code*)

Phone: (505) 983-9473 E-mail Address: lhuval@homewise.org

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin Inc

Name: Jennifer (*First*) Jenkins (*Last*)

Address: 130 Grant Ave (*Street Address*) Suite 101 (*Suite/Unit #*)

Santa Fe (*City*) NM (*State*) 87501 (*ZIP Code*)

Phone: (505) 820-7444 E-mail Address: jennifer@jenkinsgavin.com / angelica@jenkinsgavin.com

Correspondence Directed to: ☐ Owner ☑ Applicant ☐ Both

Agent Authorization (if applicable)

I am are the owner and record title holder of the property located at: << See Attached Authorization Letter >>

I authorize _____ to act as my agent to execute this application.

Signed: *Jennifer Jenkins* Date: 6/2/2025

Submittal Checklist (Requirements found in Section 14-3.7 SFCC 1987)

☐ *Six (6) 24"x36" plan sets and one CD containing the same information as the paper set (PDF) are required. Please include the following:*

☐	Letter of Application (intent, location, acreage)	☐	Legal Lot of Record, Legal Description	☐	Preliminary Plat or Final Plat	☐	Landscape, Parking and Lighting Plan, Signage Specifications	☐	Terrain Management Plans (as required by Section 14-8.2 SFCC 2001)
☐	Traffic Impact Analysis (if required)	☐	Sewer and Water Plan (Profiles and details – Final Plat only)	☐	Phasing Plan (if applicable)	☐	Archaeological Clearance (if applicable)	☐	
Subdivisions per Section 14-3.7 SFCC 1987:									

Preliminary Plat (Section 14-3.7(B)(3) SFCC 1987)
See above for submittal requirements. See also Section 14-9 Infrastructure Design, Improvement and Dedication Standards.

Final Plat (Section 14-3.7(B)(4) SFCC 1987)
The final plat shall conform substantially to the preliminary plat as approved.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: *Jennifer Jenkins* Date: 6/2/2025

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6585 with any questions.

PLANNING COMMISSION

VARIANCE APPLICATION

SUBDIVISION OR DEVELOPMENT PLAN STANDARDS

Parcel Information

Project Name: Tierra Contenta Phase 3A

Address: 6120, 6130, 6150 and 6135 Paseo del Sol

Property Size: 216.54 acres

Zoning: PRC

Proposed Use of Land: Vaccant

Does this project have a Final Development Plan approval? YES ☑ NO ☐

Case Number: 2021-3818

Early Neighborhood Notice (ENN) meeting date: 5/21/2025

Uniform Parcel Code Number: 53981312 /99304819 990000691/990000686

Preapplication Conference Date: March 12, 2025

Property Owner Information

Company Name: Homewise Inc

Name: Lisa (*First*) Huval (*Last*)

Address: 1301 Siler Road (*Street Address*) Bldg D (*Suite/Unit #*)

Santa Fe (*City*) NM (*State*) 87507 (*ZIP Code*)

Phone: (505) 983-9473 E-mail Address: lhuval@homewise.org

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin Inc

Name: Jennifer (*First*) Jenkins (*Last*)

Address: 130 Grant Ave (*Street Address*) Suite 101 (*Suite/Unit #*)

Santa Fe (*City*) NM (*State*) 87501 (*ZIP Code*)

Phone: (505) 820-7444 E-mail Address: jennifer@jenkinsgavin.com / angelica@jenkinsgavin.com

Correspondence Directed to: ☐ Owner ☑ Applicant ☐ Both

Affidavit to Authorize Agent (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: << See Attached Authorization Letter >>

I/We authorize _____ to act as my/our agent to execute this application.

Signed: _____ Date: 6/2/2025

Signed: *Jennifer Jenkins* Date: 6/2/25

Submittal Checklist

☐ *Six (6) 24"x36" plan sets and one (1) CD are required. Please include the following:*

☐	Letter of Application (intent, location, acreage)	☐	Statement addressing approval criteria	☐	Legal Lot of Record, Legal Description	☐	Development Plan (as defined by Section 14-3.8 SFCC 2001)
☐	Landscape, Parking and Lighting Plan, Signage Specifications	☐	Terrain Management Plans (as required by Section 14-8.2 SFCC 2001)	☐	Traffic Impact Analysis (if required)	☐	Proof of Compliance with Conditions of Annexation Approval (if applicable)
☐	Sewer and Water Plan (including profiles and details)	☐	ENN Meeting Notes				

Variances from Subdivision Regulations (Section 14-3.16 (C) SFCC 1987)

(C) Approval Criteria

Subsections 14-3.16(C)(1) through (5) and, if applicable, Subsection 14-3.15(C)(6), are required to grant a variance.

(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;
  (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
  (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.

(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.

(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;
  (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.*

(5) The variance is not contrary to the public interest.

(6) There may be additional requirements and supplemental or special findings required by other provisions of Chapter 14.

Note: If application is being made for Development in Special Flood Hazard Areas, then justification must be provided with the above approval criteria and the criteria found in Section 14-3.10(E) SFCC 1987.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 2001. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: Jennifer Jenkins Date: 6/2/25

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After you application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Thank you, and feel free to contact the Land Use Department staff at (505) 955-6585 with any questions.

homewise®

Letter of Authorization

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Tierra Contenta, Phase 3A

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced project regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

Westin Glass, Project Director
Homewise, Inc. on behalf of TC PHASE 3A, LLC

1/30/25
Date

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 30th day of January, 2025 by Westin S Glass.

Notary Public

My Commission Expires: 7/5/26

STATE OF NEW MEXICO
NOTARY PUBLIC
NATALY ANN CORRALES BUSTILLOS
COMMISSION # 1122357
COMMISSION EXPIRES 07/05/2026

homewise®

Letter of Authorization

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Tierra Contenta, Phase 3A

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced project regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

Westin Glass, Project Director
Homewise, Inc. on behalf of TC PHASE 3A, LLC

_____ 1/30/25
Date

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 30th day of January, 2025 by Westin S Glass.

_____ My Commission Expires: 7/5/26
Notary Public

STATE OF NEW MEXICO
NOTARY PUBLIC
NATALY ANN CORRALES BUSTILLOS
COMMISSION # 1122357
COMMISSION EXPIRES 07/05/2026

RECORDING REQUESTED BY:
Chicago Title Company – NCS
Order No.: 15610542| SP000153676

WHEN RECORDED MAIL DOCUMENT TO:

TC Phase 3A, LLC
1301 Siler Road, Bldg D
Santa Fe, NM 87507
Attn: Mike Loftin

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 5

I Hereby Certify That This Instrument Was e-Recorded for
Record On The 25TH Day Of November, A.D., 2024 at 03:28:19 PM
And Was Duly Recorded as Instrument # 2047510
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark
Deputy - SCRESPIN County Clerk, Santa Fe, NM

e-Recorded 2047510 11/25/24 SFC

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Special Warranty Deed

TITLE OF DOCUMENT

e-Recorded 2047510 11/25/24 SFC

SPECIAL WARRANTY DEED

TIERRA CONTENTA CORPORATION, a New Mexico non-profit corporation (who acquired title to Parcels 1 and 2 as Tierra Contenta Corporation), for consideration paid, grants to TC PHASE 3A, LLC, a New Mexico limited liability company, the following described real estate in Santa Fe County, New Mexico:

See Exhibit A attached hereto.

With special warranty covenants.

Subject to the matters listed on Schedule 1 attached hereto.

Dated: November 20, 2024

TIERRA CONTENTA CORPORATION,
a New Mexico non-profit corporation

By: Kurt Krahn
Name: Kurt Krahn
Title: Vice President

MARILYN E. PERRYMAN
Notary Public - State of New Mexico
Commission # 1112117
My Comm. Expires May 20, 2027

State of New Mexico
County of Santa Fe

This instrument was acknowledged before me on this 20 day of November, 2024,
by Kurt Krahn (Name of Officer) as Vice-President
(Title of Officer) of Tierra Contenta Corporation, a New Mexico non-profit corporation.

Notary Public
My Commission Expires: May 20, 2027

[SEAL]

MARILYN E. PERRYMAN
Notary Public - State of New Mexico
Commission # 1112117
My Comm. Expires May 20, 2027

13462\003\10493593.v4

e-Recorded 2047510 11/25/24 SFC

EXHIBIT A

Real Property Legal Description

The real property situated in the City of Santa Fe, County of Santa Fe, State of New Mexico, more particularly described as follows:

Parcel 1:
Tract 8A3-7C of the Dedication Plat for Tracts 8A3-7B within the TIERRA CONTENTA SUBDIVISION, PHASE 2B, comprised of a portion of "Tract 8A3-7", the remaining undeveloped Land of Tierra Contenta Subdivision, within Section 14 and Section 13 of Township 16 North, Range 8 East, of the New Mexico Principal Meridian, City and County of Santa Fe, New Mexico, filed for recorded in the Office of the County Clerk of Santa Fe, New Mexico on October 21, 2011, in Book 738, page 14-15.

Parcel 2:
Tract 9 as shown on the Annexation Plat for Tracts 1 thru 9, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) within Township 16 North, Ranges 8 & 9, New Mexico Principal Meridian, Santa Fe County, New Mexico, June 1985, filed within the official Santa Fe County Records on March 3rd, 1986, in Book 162, page 005. Being the same property conveyed to Dale Bellamah Land Co., Inc. by William F. Martinez by deed filed within the official Santa Fe County records on November 30, 1979, in Book 391, page 009.

Parcel 3:
Government Lot 8, as shown on the Plat of Survey of a portion of Lot 8, a portion of Lot 9 of Section 12, Township 16 North, Range 8 East of the New Mexico principal Meridian, Santa Fe County, New Mexico, as the same is shown and designated on the plat of said survey, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Book 396, page 011.

Parcel 4:
Tract 7A, of the Remaining Portion of Government Lot 7, Tierra Contenta Subdivision, Phase 1B, Unit 1, comprised of a portion of Lot 8, a Portion of Lot 9 of Section 12, All of Lot 7 of Section 13, Tract 8-A, Tract A-1, within the Pacheco Grant, within projected Section 11 and Section 14, Township 16 North, Range 6 East of the New Mexico Principal Meridian, as the same is shown and designated on the plat thereof, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Plat Book 396, page 012.

e-Recorded 2047510 11/25/24 SFC

SCHEDULE 1
Permitted Exceptions

1. Water rights, claims or title to water.

2. Taxes for the year 2024, and thereafter, not yet due and payable.

THE FOLLOWING AS TO PARCEL 1:

3. Reservations contained in Patent from United States of America recorded in Book B of Patents, page 369, records of Santa Fe County, New Mexico.

4. Easement(s) reserved across the Land, covenants and conditions as shown and noted on the recorded plats, filed in the Office of the County Clerk of Santa Fe County, New Mexico, on January 31, 1985, in Plat Book 148, page 042; filed January 24, 1992, in Plat Book 231, page 46; filed December 15, 1994, in Book 292, page 36; and filed October 21, 2011 in Plat Book 738, Pages 014-015.

5. Vacation and Rededication of Sanitary Sewer Easement, filed January 30, 1992, in Book 786, page 455, records of Santa Fe County, New Mexico.

6. City of Santa Fe, New Mexico Contract for Sanitary Sewer Easement dated August 31, 1998, filed July 24, 2002, in Book 2173, page 191, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 2:

7. Reservations contained in Patent from United States of America recorded in Book B of Patents, page 133, records of Santa Fe County, New Mexico.

8. City of Santa Fe, New Mexico Contract for Sanitary Sewer Easement dated August 31, 1998, filed July 24, 2002, in Book 2173, page 198, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 3:

9. Reservations as contained in that certain Patent from the United States of America, filed November 26, 1997, in Book 1432, page 790, records of Santa Fe County, New Mexico.

10. Dedications, notes, conditions, covenants and easements and rights of way as shown on Plat of Revised Master Plan PRC and Annexation - Tierra Contenta filed in Plat Book 292, page 036-037, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 4:

11. Reservations as contained in that certain Patent from the United States of America, filed November 26,1997, in Book 1432, page 790, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO ALL PARCELS:

12. Restated Annexation Agreement Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) filed December 15, 1994, recorded in Book 1122, page 756, records of Santa Fe County, New

Mexico, Partial Assignment filed of even date herewith in the Official Records of Santa Fe County, New Mexico.

13. Title to all the oil, gas and other minerals in, under and that may be produced from the land, together with all rights, privileges and immunities relating thereto heretofore reserved unto and or conveyed by predecessors in title.

e-Recorded 2047510 11/25/24 SFC

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Renee Villarreal, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Roman "Tiger" Abeyta, District 3
Chris Rivera, District 3
Jamie Cassutt-Sanchez, District 4
JoAnne Vigil Coppler, District 4

July 14, 2023

Robin Cordero
7770 Jefferson St. NE, Suite 410,
Albuquerque, New Mexico 87109

NOTICE OF ARC ACTION

Project Location: Tierra Contenta Master Plan Community Phase 3A Development
ARC Case Number: 2023-006876-ARC

Dear Mr. Cordero,
At their hearing on July 6, 2023, the City of Santa Fe Archaeological Review Committee (ARC) voted unanimously to approve the archaeological survey report with conditions SWCA will provide a testing and treatment plan to the ARC for review.

Sincerely,

Paul A. Duran

Paul A. Duran
Historic Preservation Division Senior Planner
Planning and Land Use Department, City of Santa Fe

Outlook

RE: Prairie Dog Inspection_Tierra Contenta

From Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Date Wed 6/4/2025 11:24 AM
To Trent Botkin <trent.ecosolutions@gmail.com>
Cc Angelica Wolff <angelica@jenkinsgavin.com>

Hi Trent – any chance we can get your certification today?

Thanks so much.

Jennifer Jenkins



130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
O: 505.820.7444
M: 505.930.6149
jennifer@jenkinsgavin.com
www.jenkinsgavin.com

From: Trent Botkin <trent.ecosolutions@gmail.com>
Sent: Tuesday, June 3, 2025 3:56 PM
To: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Cc: Angelica Wolff <angelica@jenkinsgavin.com>
Subject: Re: Prairie Dog Inspection_Tierra Contenta

Jennifer,

That's a labyrinth of an area! I think I looked it all over and there are no prairie dogs; I'll send a certification and an inspection invoice.
Thank you,
Trent

On Wed, May 21, 2025 at 2:55 PM Jennifer Jenkins <Jennifer@jenkinsgavin.com> wrote:

> Hi Trent,
>
> Per our conversation, we would like you to proceed with the inspection.
>
> Thank you.
>
> Jennifer Jenkins
>
> 
>

130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
O: 505.820.7444
M: 505.930.6149
jennifer@jenkinsgavin.com
www.jenkinsgavin.com

From: Trent Botkin <trent.ecosolutions@gmail.com>
Sent: Wednesday, May 21, 2025 2:28 PM
To: Angelica Wolff <angelica@jenkinsgavin.com>
Cc: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Subject: Re: Prairie Dog Inspection_Tierra Contenta

Angelica,
I'm familiar with the area but not sure if there are prairie dogs there or not. I can do an inspection and if there are no prairie dogs, I'll issue the certification for a total of $500.00. If there are prairie dogs, the inspection is included and I'll give you a proposal for the capture and relocation and a recommendation for timing. Our timeline for capture this year is June 15-September 1, and the next window is April 1-30, 2026. Let me know if you want me to do the inspection and I'll be able to get it done shortly.
Thanks

On Wed, May 21, 2025 at 10:33 AM Angelica Wolff <angelica@jenkinsgavin.com> wrote:

> Good Morning Tent-
>
> It's been a while, I hope you are well.
>
> We are in need of a prairie dog inspection for our project, Tierra Contenta. I have attached a vicinity map for your reference. Now, with this project we are handling the infrastructure so once you determine whether or not there are in fact the little cuties running around out there, we can better decide how to procced.
>
> Is this a project you have the bandwidth for? Also, what would your timeline look like?

Please don't hesitate to call with any questions or to discuss the project further.

Kindly,

Angelica Wolff



Angelica Wolff
Project Manager
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
Ph. (505) 820-7444
Cell (505) 386-6343
angelica@jenkinsgavin.com
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--
Trent Botkin
Owner - Eco Solutions
575-644-2210
PO Box 521
Glorieta, NM 87535
trent.ecosolutions@gmail.com
www.ecosolutionsnm.com

--
This E-mail may contain privileged or confidential information or may otherwise be protected by work product immunity or other legal rules. Access, copying or re-use of information by non-intended or non-authorized recipients is prohibited. Thank you.
Trent Botkin
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Outlook

RE: Address Request-Tierra Contenta

From PADILLA, LEONARD P. <lppadilla@santafenm.gov>
Date Wed 4/30/2025 1:03 PM
To Angelica Wolff <angelica@jenkinsgavin.com>
Cc Jennifer Jenkins <Jennifer@jenkinsgavin.com>

1 attachment (8 MB)
Tierra Contenta_Addresses.pdf;

99000086 = 6120 Paseo Del Sol West
99000691 = 6130 Paseo Del Sol West
99304819 = 6150 Paseo Del Sol West
53981213 = 6135 Paseo Del Sol West

Leonard Padilla (GIS Coordinator)
(O)505-955-5516, (C)505-660-2261
Email - lppadilla@santafenm.gov
GIS Services and Products - https://santafenm.gov/information-technology-telecommunications/gis
E-911 Addresses – https://santafenm.gov/information-technology-telecommunications/gis/e-911-addressing
Address Request - https://survey123.arcgis.com/share/563c404456ef74b4da24406515e2180c7
City of Santa Fe ITT/GIS
Midtown Campus (Mouton Hall)
1600 St Michaels Dr Bldg 24
Santa Fe, NM 87505
35.657390, -105.978701
35° 39' 27", -105° 58' 43"

From: Angelica Wolff <angelica@jenkinsgavin.com>
Sent: Tuesday, April 29, 2025 3:05 PM
To: PADILLA, LEONARD P. <lppadilla@santafenm.gov>
Cc: Jennifer@jenkinsgavin.com
Subject: Address Request-Tierra Contenta

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.

Hi Leonard-

I need a bit of expedient assistance. I have an ENN scheduled for the 29th of May however Dan just informed me the address we are using is not at all an address and will not work for the project. We are about to subdivide and re-address the parcel. Can you provide me with an address to get us through the ENN and then we will come in and re-address the entirety with the subdivision plat. This way the public has a way to identify where the project is at within the city. The largest parcel is a NM school for the deaf which we will not need to address. Call with any questions.

There are several parcels:

0 Paseo del Sol

990000686
990000691
99304819

53981312

Angelica Wolff

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

Angelica Wolff

Project Manager

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Cell (505) 386-6343

angelica@jenkinsgavin.com

www.jenkinsgavin.com

A CULTURAL RESOURCE SURVEY FOR THE TIERRA CONTENTA PHASE 3A PROJECT IN THE CITY OF SANTA FE, NEW MEXICO

MAY 2023

PREPARED FOR

City of Santa Fe Historic Preservation Division

ON BEHALF OF

Tierra Contenta Corporation.

PREPARED BY

SWCA Environmental Consultants

A CULTURAL RESOURCE SURVEY FOR THE TIERRA CONTENTA PHASE 3A PROJECT IN THE CITY OF SANTA FE, NEW MEXICO

Prepared for

City of Santa Fe Historic Preservation Division

407 Galisteo St. Suite 236

Santa Fe, New Mexico 87501

On behalf of

Tierra Contenta Corporation.
PMB # 220 369 Montezuma
Santa Fe, New Mexico 87501

Prepared by

Lawrence Walker and Mara Smith

SWCA Environmental Consultants
7770 Jefferson Street NE, Suite 410
Albuquerque, New Mexico 87109
Telephone: (505) 254-1115; Fax: (505) 254-1116
www.swca.com

Robin Cordero, Principal Investigator

SWCA Project No. 77053
SWCA Cultural Resources Report No. 23-112

May 2023

Report run on: May 17, 2023 10:30 AM

NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Registration

Lead Agency: City of Santa Fe Historic Preservation Division

Performing Agency: SWCA Environmental Consultants

Activity ID: 77053

Performing Agency Report No: 23-112

Report Recipient (Your Client): Tierra Contenta

Activity Types:
- ☐ Research Design
- ☑ Archaeological Survey/Inventory
- ☐ Architectural Survey/Inventory
- ☐ Test Excavation
- ☐ Monitoring
- ☐ Collections/Non-Field Study
- ☐ Compliance Decision
- ☐ Literature Review Overview
- ☐ Excavation
- ☐ Ethnographic Study
- ☑ Resource/Property Visit
- ☐ Historic Structures Report
- ☐ Other:

Total Survey Acreage: 223.11

Total Tribal Acreage: 0.00

Total Resources Visited: 11

Page 1 of 11

Report run on: May 17, 2023 10:30 AM

NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Report Details

Lead Agency

Lead Agency: City of Santa Fe Historic Preservation Division

Lead Agency Report No.

Report Number:

Title of Report

Title of Report: A Class III Cultural Resources Survey for Tierra Contenta Phase 3A in the City of Santa Fe, NM

Authors: Lawrence Walker and Mara Smith

Type of Report

Publication Type: Report, Monograph, or Book

Positive

Description of Undertaking (what does the project entail?)

Description: Tierra Contenta, Inc is proposing to begin development of Phase 3A of the Tierra Contenta Master Plan Community in Santa Fe, New Mexico. The proposed project was approved in September 2021 by the Santa Fe City Planning Commission. Current plans for Phase 3A are to develop housing, parks, and a road for the current community but have not been fully developed. The proposed project covers a total of 223.11 acres (90.14 hectares) and 0.35 linear mile of proposed road. The project area is partially within the PLSS system and partially covered by the Pacheco Land Grant. The project is located east of state road NM 599 and south of NM 284 (Paseo Real). The land being developed during this project is owned by Tierra Contenta, Inc, a subsidiary of the Santa Fe Community Housing Trust. The City of Santa Fe Historic Preservation Division (HPD) will serve as lead agency.

Dates of Investigation

From: 30-Jan-2023 **To:** 10-Feb-2023

Report Date

Report Date: 16-May-2023

Performing Agency/Consultant

Name: SWCA Environmental Consultants

Principal Investigator: Robin Cordero

Field Supervisor: Thaddeus Liebert and Robin Cordero

Page 3 of 11

Report run on: May 17, 2023 10:30 AM

NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Associate/Register Resources

Prefix	Number	Field Site/Other Number	In GIS	Resource Type	Collections Made?	Revisit
LA	54760		☑	Site	☐	Revisit
LA	54761		☑	Site	☐	Revisit
LA	54762		☑	Site	☐	Revisit
LA	54763		☑	Site	☐	Revisit
LA	54764		☑	Site	☐	Not Relocated
LA	54765		☑	Site	☐	Revisit
LA	54766		☑	Site	☐	Not Relocated
LA	54767		☑	Site	☐	Revisit
LA	54768		☑	Site	☐	Revisit
LA	54777	LA 54777	☑	Site	☐	Revisit
LA	54782		☑	Site	☐	Not Relocated
LA	54783		☑	Site	☐	Revisit
LA	54785		☑	Site	☐	Revisit
LA	202469	RC-01	☑	Site	☐	
LA	202471	RC-04	☑	Site	☐	
LA	202470	RC-02	☑	Site	☐	
HCPI	53923	LA 54785 segment A	☐	Linear Resource	☐	
HCPI	53924	LA 54785 Segment B	☐	Linear Resource	☐	
HCPI	53925	LA 54785 segment C	☐	Linear Resource	☐	

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Report run on: May 17, 2023 10:30 AM

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Lead Agency: City of Santa Fe Historic Preservation Division

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Report Details

Field Personnel Names: Gabriela Martinez and Jim Galliston

Historian/Other

Performing Agency Report Number

Report Number: 23-112

Client/Customer (project proponent)

Name: Tierra Contenta

Contact:

Address: PMB # 220 369 Montezuma, Santa Fe, New Mexico 87501

Phone

Client/Customer Project Number

Project Number: 77053

Report run on: May 17, 2023 10:30 AM

NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Ownership & Location

Land Ownership Status (Must be indicated on Project Map)

Owner/Manager List:

Land Owner/Manager	Protocol	Acres Surveyed	Acres in APE
Private Corporation (see records for company name)	Class III	223.11	223.11

Total Survey Acreage: 223.11

Total Tribal Acreage: 0.00

Record Search(es)

Date of HPD/ARMS File Review: 16-Jan-2023

Date of Other Agency File Review 16-Jan-2023

Survey Data

Source Graphics: NAD 83

☑ USGS 7.5' (1:24,000) topo map ☐ Other Topo Map Scale:

☑ GPS Unit <1M

☐ Aerial Photos Other Source Graphic(s):

The following tables (b,c,& e) are calculated by the NMCRIS Map Service

USGS 7.5' Topographic Map(s)

Map Name	USGS Quad Code
Turquoise Hill NM	35106-E1

County(ies)

County	FIPS
SANTA FE	35049

Legal Description

Unplatted	Township (N/S)	Range (E/W)	Section
No	T16N	R08E	13
No	T16N	R08E	14
Yes			

Projected Legal Description

Nearest City or Town: Santa Fe

Other Description:

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

GIS

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Methodology

Survey Field Methods

Intensity: 100% coverage

Configuration: ☑ Block Survey Units ☐ Linear Survey Units (l x y)

Other Survey Units

Scope: All Resources

Coverage Method: ☐ Systematic Pedestrian Coverage **Other Method:**

Survey Interval (m): 7 **Crew Size** 4

Fieldwork Dates **From** 30-Jan-2023 **To** 10-Feb-2023

Survey Person Hours: **Recording Person Hours**

Additional Narrative: SWCA archaeologists conducted an intensive cultural resources pedestrian inventory by walking parallel transects spaced no more than 25 feet (7.5 m) apart, as stipulated by the City Municipal Code § 14-3.13.C.5.ii for the Rivers and Trails and Suburban Districts. Several cultural resource surveys have been conducted on the Master Plan Community since 1975. However, preliminary New Mexico Cultural Resource Information System (NMCRIS) reviews showed that the current project area has not been surveyed for over 30 years. The 1985 survey by OAS (Hannaford 1986) does not meet the state standard for a qualifying survey under NMAC 4.10.15.9.D (Standard for Survey and Inventory). As such, a full resurvey was necessary. SWCA Environmental Consultants (SWCA) was contracted to conduct an intensive, pedestrian cultural resources inventory of all land within the proposed project area. This cultural resources report was prepared to support Tierra Contenta, Inc's application to Santa Fe County for compliance with the City of Santa Fe Ordinance 14-3.13 Archaeological Clearance Permit. The northern two-thirds of the project area falls within the City of Santa Fe's Suburban Archaeological District, while the southern third falls outside of the City's Suburban Archaeological District.

The survey area included 217.60 acres (87.91 hectares) within the proposed development parcel and 5.51 acres (2.23 hectares) of proposed road, which included a 50-foot buffer on both sides of the road. In total, 223.11 acres (90.14 hectares) were surveyed for this project. The survey included the updating of 10 previously recorded resources (LA 54760, LA 54761, LA 54762, LA 54763, LA 54765, LA 54767, LA 54768, LA 54777, LA 54783, and LA 54785) and the recording of three newly discovered resources (LA 202469, LA 202470, and LA 202471).

Environmental Setting (NRCS soil designation; vegetative community; elevation; etc.)

Environmental Setting: The project area is located within the North Central New Mexico Valleys and Mesas (22h) ecoregion. This ecoregion includes topographical features like mesas, valleys, piedmont slopes, deep canyons, and scattered hills with sparse perennial and intermittent streams

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Methodology

from nearby mountains. The average elevation of this ecoregion is 1,975 meters (6,480 feet) above mean sea level (amsl). Geology within the survey area consists of Piedmont alluvial deposits (Qp) of the Holocene to lower Pleistocene, and Upper Santa Fe Group (QT). Qp geology includes deposits of tributaries bordering major stream valleys and alluvial deposits on the piedmont terraces and slopes. QT geology includes quaternary colluvium, colluvium with valley-fill alluvium, and fan alluvium, as well as Tertiary sedimentary, Tertiary and Quaternary volcanic rocks, and some small areas of Cretaceous, Jurassic, or Triassic sedimentary rocks (Griffith et al. 2006). The Arroyo Chamisos runs east to west through the project area's southern boundary, and heads northward before reaching the Santa Fe River. Cañada Alamita intersects the Arroyo Chamisos within the project area's western area. This is a minor drainage of the Arroyo Chamisos. Both are fed by upland piedmont runoff. Other major drainages in the area include Arroyo de las Trampas to the north, Arroyo de los Frijoles to the north, and the Santa Fe River to the west. The Arroyo Chamisos meets Arroyo Hondo about 5 miles southwest of the project location. Vegetation in the area consists primarily of Pinon-Juniper woodland with a grass understory. The overstory is sparse and consists of small oneseed juniper (Juniperus monosperma) trees and a few pinyon pine (Pinus monophylla) trees. The density of junipers in the area is very low due to both natural and anthropogenic causes, such as heavy grazing historically and today.

Percent Ground Visibility

Ground Visibility: 51-75%

Condition of Survey Area: Survey area is subject to alluvial and eolian erosion. Area is partially within a developed section of land, where grading has taken place.

Attachments (check all appropriate boxes)

- [x] USGS 7.5 Topographic Map with sites, isolates, and survey area clearly drawn (required)
- [x] Copy of NMCRIS Map Check (required)
- [x] LA Site Forms - new sites (with sketch map & topographic map) if applicable
- [x] LA Site Forms (update) - previously recorded & un-relocated sites (first 2 pages minimum)
- [ ] Historic Cultural Property Inventory Forms, if applicable
- [x] List and Description of Isolates, if applicable
- [ ] List and Description of Collections, if applicable

Other Attachments

- [x] Photographs and Log
- [ ] Other attachments **Describe:**

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Cultural Resource Findings

Investigation Results

Archaeological Sites Discovered and Registered:	3
Archaeological Sites Discovered and NOT Registered:	8
Previously Recorded Archaeological Sites Revisited (site update form required):	8
Previously Recorded Archaeological Sites Not Relocated (site update form required):	3
Total Archaeological Sites (visited & recorded):	11
Total Isolates Recorded:	20
	☑ Non-Selective Isolate Recording
HCPI Properties Discovered and Registered:	
HCPI Properties Discovered And NOT Registered:	
Previously Recorded HCPI Properties Revisited:	
Previously Recorded HCPI Properties NOT Relocated:	
Total HCPI Properties (visited & recorded, including acequias):	0
If No Cultural Resources Found, Discuss Why:	

Management Summary

Summary: SWCA's intensive cultural resources inventory of the Tierra Contenta project found a total of 13 sites: nine previously recorded sites and three newly recorded sites. In addition, 20 IOs were located in the project area. Several sites have data potential and are important to the prehistoric and historic history of the area. These are at risk from the project activities if not properly mitigated using the guidance below.

Of the 13 sites recorded, two sites were found to have been destroyed (LA 54762 and LA 54757) and four sites are recommended not eligible for the NRHP (LA 54760, LA 54671, LA 54783, LA 202470) and therefore no further treatment or management is recommended for these sites. The 20 IOs do not qualify as a site and are not eligible for the NRHP. No further management of these IOs is recommended.

Notably, LA 54785 (77053-rc-03) may be eligible for NRHP listing and could be created into a historic district. This project added a new feature for LA 54785 (77053-rc-03), which has five other Camino de los Carros wagon trail segments associated with it in nearby locations.

For sites that are not able to first be mitigated or avoided by project activities (LA 54763, LA 54765, LA 54777), it is recommended that these sites be tested to determine the possible

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NMCRIS Investigation Abstract Form (NIAF)

NMCRIS Activity No. 152356 **HPD Log No(s).**

Cultural Resource Findings

presence of any subsurface cultural deposits. For these sites, it is recommended that an archaeologist assess the necessity for data recovery if mitigation through other measures is not possible.

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CHAPTER 1. INTRODUCTION AND PROJECT DESCRIPTION

Tierra Contenta Corporation is proposing to begin development of Phase 3A of the Tierra Contenta Master Plan Community in Santa Fe, New Mexico (Figure 1.1 and Figure 1.2). The proposed project was approved in September 2021 by the Santa Fe City Planning Commission. Current plans for Phase 3A are to develop housing, parks, and a road for the current community but have not been fully developed. The proposed project covers a total of 223.11 acres (90.14 hectares) and 0.35 linear mile of proposed road (Figure 1.3 through Figure 1.5). All land within the project area is not part of the Public Land Survey System (PLSS), with a majority of the land being part of the Pacheco Land Grant. The project is located east of state road NM 599 and south of NM 284 (Paseo Real). The land being developed during this project is owned by Tierra Contenta Corporation, a subsidiary of the Santa Fe Community Housing Trust. The City of Santa Fe Historic Preservation Division (HPD) will serve as lead agency.

Several cultural resource surveys have been conducted on the Master Plan Community since 1975. However, preliminary New Mexico Cultural Resource Information System (NMCRIS) reviews showed that the current project area has not been surveyed for over 30 years. The 1985 survey by OAS (Hannaford 1986) does not meet the state standard for a qualifying survey under NMAC 4.10.15.9.D (Standard for Survey and Inventory). As such, a full resurvey was necessary. SWCA Environmental Consultants (SWCA) was contracted to conduct an intensive, pedestrian cultural resources inventory of all land within the proposed project area. This cultural resources report was prepared to support Tierra Contenta Corporation's application to Santa Fe County for compliance with the City of Santa Fe Ordinance 14-3.13 Archaeological Clearance Permit. The northern two-thirds of the project area falls within the City of Santa Fe's Suburban Archaeological District, while the southern third falls outside of the City's Suburban Archaeological District.

The survey area included 217.60 acres (87.91 hectares) within the proposed development parcel and 5.51 acres (2.23 hectares) of proposed road, which included a 50-foot buffer on both sides of the road. In total, 223.11 acres (90.14 hectares) were surveyed for this project. The survey included the updating of 10 previously recorded resources (LA 54760, LA 54761, LA 54762, LA 54763, LA 54765, LA 54767, LA 54768, LA 54777, LA 54783, and LA 54785) and the recording of three newly discovered resources (LA 202469, LA 202470, and LA 202471).

Table 1-1. Public Land Survey System Legal Description for the Survey Area

Township	Range	Section	Quarters
216 North	8 East	13	SENE
			NWNW
			NWNE
		14	SWSE

*The remainder of the project area is with the area of the Pacheco Land Grant

The project was conducted out of SWCA's Albuquerque office (7770 Jefferson Street NE, Suite 410, Albuquerque, New Mexico 87109; telephone [505] 254-1115, fax [505] 254-1116), with Robin Cordero serving as Project Manager and Principal Investigator. Thaddeus Liebert and Robin Cordero served as Field Leads, with Gabriela Martinez and Jim Galliston assisting with the fieldwork. Lawrence Walker and Mara Smith compiled the report. Jeremy Charly was the geographic information system (GIS) specialist, Jason Glenn was the technical editor, and Kelley Cox formatted the document.

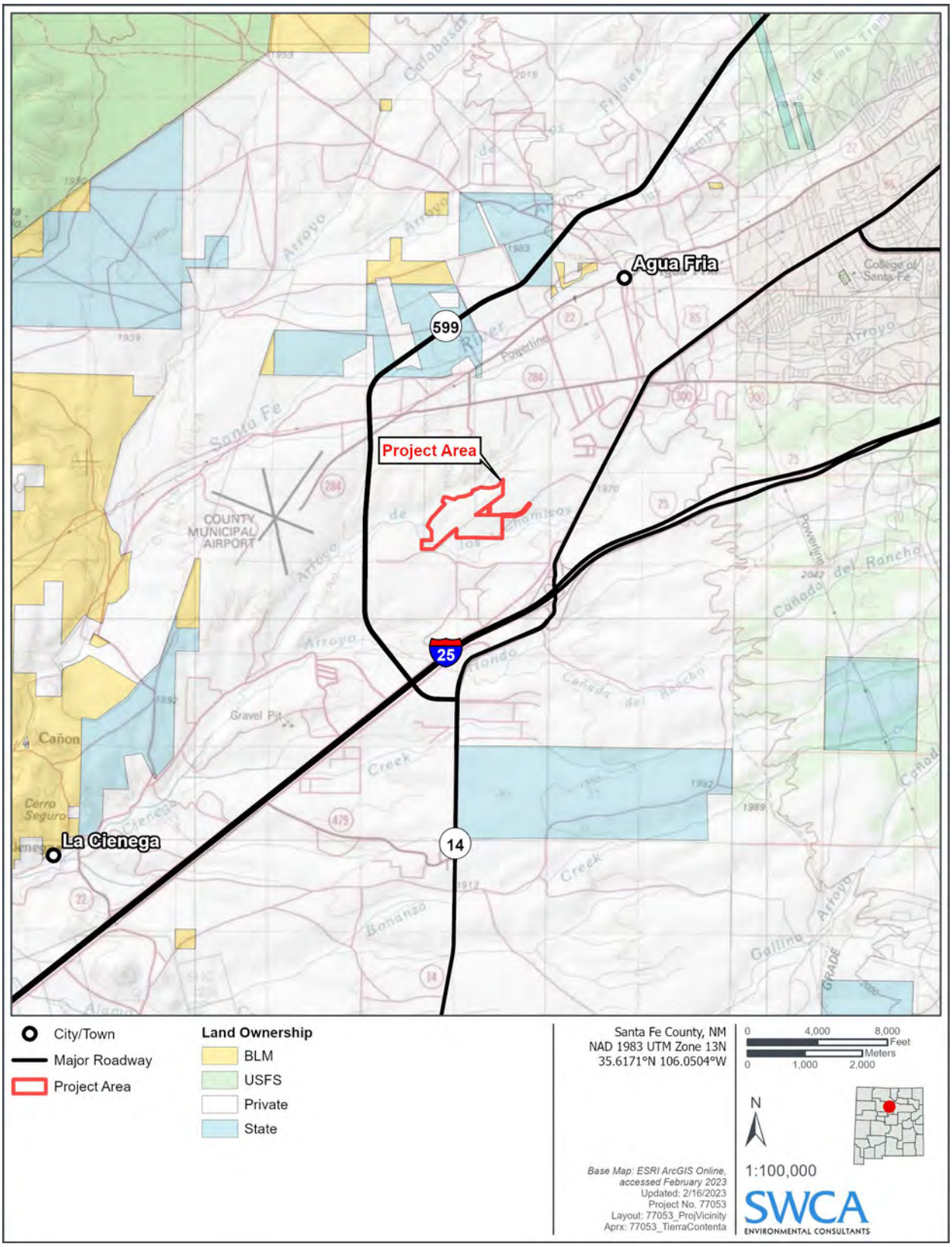

Figure 1-1. Project vicinity map.

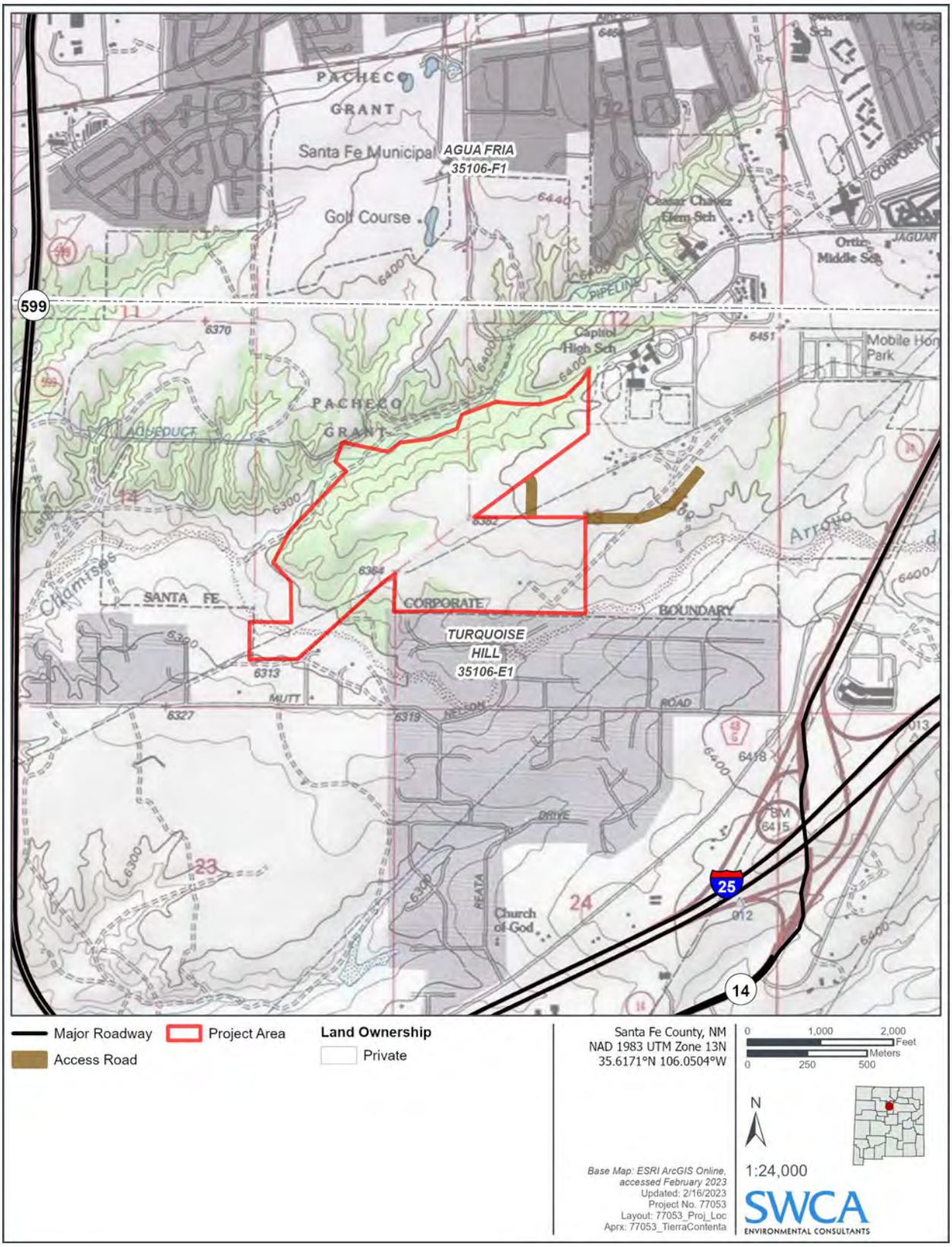

Figure 1-2. Project location map.



Figure 1-3. Project overview, facing south from north edge of survey block (Frame T05-7713).



Figure 1-4. Project overview, facing northwest from southeast corner of survey block (Frame T05-2967).



Figure 1-5. Area of proposed road; view facing north (Frame T05-0833).

CHAPTER 2. ENVIRONMENTAL SETTING AND CULTURE HISTORY

The project area is located directly south of Agua Fria and east of La Cienega. The Arroyo Chamiso runs through the project area. The city of Santa Fe is about 9 miles east of the project area.

ENVIRONMENT

The project area is located within the North Central New Mexico Valleys and Mesas (22h) ecoregion. This ecoregion includes topographical features like mesas, valleys, piedmont slopes, deep canyons, and scattered hills with sparse perennial and intermittent streams from nearby mountains. The average elevation of this ecoregion is 1,975 meters (6,480 feet) above mean sea level (amsl).

Geology within the survey area consists of Piedmont alluvial deposits (Qp) of the Holocene to lower Pleistocene, and Upper Santa Fe Group (QT). Qp geology includes deposits of tributaries bordering major stream valleys and alluvial deposits on the piedmont terraces and slopes. QT geology includes quaternary colluvium, colluvium with valley-fill alluvium, and fan alluvium, as well as Tertiary sedimentary, Tertiary and Quaternary volcanic rocks, and some small areas of Cretaceous, Jurassic, or Triassic sedimentary rocks (Griffith et al. 2006).

The Arroyo Chamisos runs east to west through the project area's southern boundary, and heads northward before reaching the Santa Fe River. Cañada Alamita intersects the Arroyo Chamisos within the project area's western area. This is a minor drainage of the Arroyo Chamisos. Both are fed by upland piedmont runoff. Other major drainages in the area include Arroyo de las Trampas to the north, Arroyo de los Frijoles to the north, and the Santa Fe River to the west. The Arroyo Chamisos meets Arroyo Hondo about 5 miles southwest of the project location.

Historically, the areas along the Arroyo Chamisos have been used for agriculture in the Historic period, particularly during U.S. Territorial to Statehood/WWII periods (A.D. 1846 – 1945) (Hannaford 1986). The soils in the areas directly surrounding the arroyo are rich from upland soil runoff and well-watered during the summer and winter months (Hannaford 1986). The region directly north of the project area mainly consists of urban development today with some open spaces of grassland typical of lower reaches of pinyon-juniper woodland surrounding the city of Santa Fe. Historically, however, the northern region was dissected by rocky drainages and hills, making agriculture impossible for this region.

SOILS

Soils within the property area are numerous and can be seen in Table 2-1. However, over 95 percent of the soils in the project area consist of Golondrina-Paraje complex, Panky loam, Agua Fria-Paraje complex, and Zozobra-Jaconita complex (see Table 1). Most of these soils have low water supply and low runoff classes, except Panky loam. The location on toeslopes of eroded alluvial fans and within valley bottoms may indicate relatively deep soils and presence of semi-regular water conducive to agriculture and subsurface materials.

Table 2-1. Soil Types for the Survey Area

Map Unit Symbol	Map Unit Name	Acres	Percent of Survey Area (%)	Description
100	Panky loam, 1 to 4 percent slopes	50.34	22.56%	Consists of Panky soils (90 percent) and minor components (10 percent). This unit is found on eroded fan remnants on summits at an elevation of 5,900 to 6,700 feet. The parent material consists of alluvium derived from granite, gneiss, schist, loess, and volcanic ash. The runoff class is low and the drainage class is well drained, with a very low water supply of about 0.5 inch.
101	Zozobra-Jaconita complex, 5 to 25 percent slopes	30.92	13.86%	Consists of Zozobra soils (45 percent), Jaconita soils (40 percent), and minor components (15 percent). This unit is found on eroded fan remnants on shoulders and backslopes at an elevation of 5,400 to 6,900 feet. The parent material consists of alluvium derived from granite, gneiss, schist, and loess. The runoff class is medium to low with a somewhat excessively drained drainage class and low to very low water supply of about 3.1 to 1.7 inches.
102	Khapo sandy loam, 3 to 8 percent slopes	17.61	7.89%	Consists of Khapo soils (85 percent) and minor components (15 percent). This unit is found on eroded fan remnants on toeslopes at an elevation of 5,400 to 6,700 feet. The parent material consists of slope alluvium derived from granite, gneiss, schist, loess, and volcanic ash. The runoff class is medium with a well-drained drainage class and a moderate water supply of about 8.2 inches.
104	Chupe-Riverwash complex, 1 to 3 percent slopes, flooded	2.54	1.14%	Consists of Chupe soils (65 percent), Riverwash (30 percent), and minor components (5 percent). This unit is found on floodplains of valley floors between 5,400 and 7,500 feet. The parent material consists of alluvium derived from granite, gneiss, schist, granitic sandstone, and mudstone. The runoff class is very low with a somewhat excessively drainage class and a low supply of water (about 3.1 inches).
108	Zia fine sandy loam, 0 to 2 percent slopes	6.35	2.84%	Consists of Zia soils (90 percent) and minor components (10 percent). This unit is found on stream terraces of valley floors between 5,500 and 6,600 feet. The parent material consists of alluvium derived from granitic sandstone and mudstone. The runoff class is very low with well-drained soils and a low water supply (about 5.5 inches).
111	Khapo fine sandy loam, 0 to 2 percent slopes	4.64	2.08%	Consists of Khapo soils (85 percent) and minor components (15 percent). This unit is found on stream terraces between 5,500 and 7,500 feet. The parent material consists of alluvium derived from granitic sandstone, mudstone, and volcanic ash. The runoff class is low with well-drained soils and a moderate water supply (about 8.1 inches).
115	Panky-Urban land complex, 1 to 4 percent slopes	2.69	1.20%	Consists of Panky soils (55 percent) and urban land (35 percent). This unit is found on eroded fan remnants between 6,100 and 6,900 feet. The parent material consists of alluvium derived from granite, gneiss, schist, loess, and volcanic ash. The runoff class is low with well-drained soils and very low water supply (0.3 inch).
117	Agua Fria-Paraje complex, 1 to 8 percent slopes	34.64	15.53%	Consists of Agua Fria soils (60 percent), Paraje soils (30 percent) and minor components (10 percent). This unit is found on eroded fan remnants between 5,600 and 6,700 feet. The parent material consists of alluvium derived from granite, gneiss, schist, and loess. The runoff class is medium with well-drained soils and very low water supply (0.4 inch).
118	Golondrina-Paraje complex, 8 to 45 percent slopes	61.38	27.51%	Consists of Golondrina soils (50 percent), Paraje soils (40 percent), and minor components (10 percent). This unit is found on eroded fan remnants between 5,800 to 7,000 feet. The parent material consists of colluvium and alluvium derived from granite, gneiss, schist, and loess. The runoff class is high with well-drained soils and a low available water supply (3.6 inches).
119	Vitrina-Haozous complex, 5 to 15 percent slopes, flooded	10.14	4.55%	Consists of Vitrina soils (50 percent), Haozous soils (40 percent), and minor components (10 percent). This unit is found on eroded toeslope fan remnants between 5,400 and 6,600 feet. The parent material consists of slope alluvium derived from granite, gneiss, and schist. The runoff class is low with well-drained soils and low water supply (4.1 inches).

Map Unit Symbol	Map Unit Name	Acres	Percent of Survey Area (%)	Description
203	Buckhorse-Altazano complex, 2 to 8 percent slopes, flooded	0.01	0.001%	Consists of Buckhorse soils (55 percent), Altazano soils (35 percent), and minor components (10 percent). This unit is found on eroded toeslope fan remnants between 5,700 and 7,500 feet. The parent material consists of slope alluvium derived from granite, gneiss, schist, granitic sandstone, fanglomerate, and mudstone. The runoff class is medium with well-drained soils and a moderate water supply (6.3 inches).
204	Altazano loamy sand, 0 to 2 percent slopes, flooded	1.85	0.83%	Consists of Altazano soils (85 percent) and minor components (15 percent). This unit is found of valley floor floodplains between 6,100 and 7,400 feet. The parent material consists of alluvium derived from granite, gneiss, schist, granitic sandstone, fanglomerate, and mudstone. The runoff class is very low with somewhat excessively drained soils and a very low water supply (2.2 inches).

Source: Natural Resources Conservation Service (2023)

CLIMATE

The local climate is semiarid. Based on the climatic records for the Santa Fe Municipal Airport, New Mexico, station (298078), the local area has an average annual maximum temperature of 18.3 degrees Celsius (°C) (64.9 degrees Fahrenheit [°F]), with an average annual minimum temperature of 2.7°C (36.9°F) (Western Regional Climate Center 2023). Most precipitation occurs during short and intense summer thunderstorms, mainly between July and September, and averages 9.54 inches (24.23 cm) annually. Monsoon precipitation during the summer occurs due to air masses from the Gulf of Mexico that push inland and form thunderstorms in southwestern Arizona and coastal northwestern Mexico. Winter and spring precipitation often comes from smaller moisture bursts from the Pacific Ocean and Sea of Cortez following the jet stream and tends to include more steady bursts of precipitation but occurs less often.

FLORA AND FAUNA

Vegetation in the area consists primarily of Pinon-Juniper woodland with a grass understory. The overstory is sparse and consists of small oneseed juniper (*Juniperus monosperma*) trees and a few pinyon pine (*Pinus monophylla*) trees. The density of junipers in the area is very low due to both natural and anthropogenic causes, such as heavy grazing historically and today.

The area also includes other species of flora, mainly grasses and forbs. The species listed here are all present in the project area. The understory consists of blue grama (*Bouteloua gracilis*), New Mexico threeawn grass (*Aristida purpurea*), bitterweed (*Tetraneuris* sp.), sand aster (*Chaetopappa ericoides*), penstemon (*Penstemon* sp.), broom snakeweed (*Gutierrezia sarothrae*), woolly plantain (*Plantago patigonica*), candelabra cholla (*Cylindropuntia imbricata*), Bigelow rabbitbrush (*Chrysothamnus nauseosus* var. *bigelovii*), yellow blanketflower (*Gaillardia pinnatifida*), plains prickly pears (*Opuntia macrorhiza* and *O. polyacantha*), stickseed (*Lappula* sp.), white hiddenflower (*Cryplantha crassisepala*), scorpionweed (*Phacelia* sp.), club cholla (*Opuntia clavata*), many-flowered gilia (*Ipomopsis multiflora*), plains yucca (*Yucca glauca*), banana yucca (*Yucca baccata*), Nuttall's pincushion cactus (*Coryphantha vivipara),* and white owlclover (*Orthocarpus purpureoalbus*).

Overstory is less diverse, and these species are only present in small quantities in the project area. Some deciduous trees and wetland vegetation are within this ecological region. Cottonwood (*Populus fremontii*) can be seen in well-watered areas from springs and high groundwater levels. In addition, willow and saltcedar can be observed in low-lying areas connected to or near arroyos and the Santa Fe River.

A database search for wildlife common to Santa Fe County yielded 10 species of amphibian, 34 species of reptile, 234 species of bird, 76 species of mammal, 32 mollusks, one species of crustacean, and 260 species of insect (Biota Information System of New Mexico 2023). Native fauna include coyote, badger, porcupine, black-tailed jackrabbit, desert cottontail, spotted ground squirrel, prairie dogs, and various birds. Mule deer and black bear are known to occur in low numbers. Buffalo and pronghorn antelope are not present today but were likely present in the past.

CULTURE HISTORY

Paleoindian Tradition (11,500–7000 B.C.)

The earliest occupation of the American Southwest began at least 12,000 B.P. and is known collectively as Paleoindian. Sites dating to this time period are primarily identified by diagnostic projectile points and other characteristic stone tools that have been located south of the Rio Salado and the Rio Jemez, and west of the Rio Grande in the Albuquerque area (Judge 1973). A Clovis period site was identified in the Jemez Mountains, suggesting use of mountain environments for hunting and plant gathering (Acklen 1997). Researchers also discovered an Eden-style projectile point and scraper in the Cañada Ancha drainage northwest of Santa Fe (Scheick and Viklund 1991) and three large Clovis-style bifaces from Warren's Cache near the contemporary Hispanic village of Tesuque (Warren 1974). The location of Warren's Cache in deep alluvial sediment along the bottomlands of Tesuque Valley highlights the typical low archaeological visibility of Paleoindian assemblages (Anschuetz and Beninato 1999).

There is generally a paucity of evidence for Paleoindian period (9,500 to 6,000 B.C.) occupation in the Santa Fe area; likely due in part to the deep colluvial and alluvial deposition over much of the Santa Fe terrace. The closest reported occurrence of a Paleoindian site in the Santa Fe area is LA 132212, a multi-component artifact scatter that includes a Paleoindian component, recorded to the west of Agua Fria and containing Archaic and Historic Hispanic artifact components (Post 2001).

Data from surrounding locations suggest Paleoindian use of higher elevations from the termination of the period into Early Archaic times. Evidence for Paleoindian subsistence is generally limited to killing and butchering of large mammals, which are much more archaeologically visible than sites indicating plant gathering and hunting of smaller animals, which is inferred. It is likely that Paleoindian period remains are deeply buried and therefore rarely detected.

Archaic Tradition (5500 B.C.–A.D. 400)

Prior to the adoption of ceramic technology, southwestern indigenous groups pursued adaptive strategies that included manipulation of various life zones, diversification of subsistence sources, and, eventually, intensification of food production. Such groups are referred to as Archaic, and in the northern Southwest these groups date between 5500 B.C. and A.D. 400 (Irwin-Williams 1979). Compared to earlier Paleoindian adaptations, the Archaic period shows a more generalized exploitation of floral and faunal resources along the Rio Grande (Motsinger 1992). Specialized grinding tools for processing seeds and nuts are associated with such adaptive strategies. Smaller projectile points, traps, nets, and snares were used on smaller game, but the atlatl (spearthrower) remained the principal hunting tool.

In the Santa Fe area, the Archaic period has been defined according to the Desert Culture Oshara tradition (Cordell and McBrinn 2012; Irwin-Williams 1979). The tradition begins with the Jay and Bajada phases (5500 to 3200 B.C.) and extends to the En Medio or Basketmaker II period (800 B.C. to A.D. 400). The early Archaic period includes the Jay and Bajada phases (5500 to 3200 B.C.) and is evidenced by a low frequency of sites and isolated occurrences (IOs) recognized by diagnostic projectile points and, to lesser extents, stone tool assemblages and site structure (Irwin-Williams 1973, 1979).

Archaic campsites in the upper Rio Grande Valley are typically located near the junctures of two or more biomes, which permitted Archaic peoples to exploit a diversity of resources within a restricted range (Motsinger 1992). Archaic adaptive strategies involved a high degree of mobility and included seasonal rotation of campsite location. Seasonal occupation sites of this sort have been documented on the terraces, ridges, and occasional canyon rims bordering the Santa Fe River and its major tributaries (Schmader et al. 1994). Schmader et al. (1994) provide a synthesis of archaeological references for Archaic Period sites recorded in the vicinity of Santa Fe. Archaic sites recorded in the general area usually consist of surface lithic artifact scatters (Scheick 1991; Anschuetz and Viklund 1997) and ash stains exposed in arroyo cuts (Schmader et al. 1994; Post 2010). These sites are generally located on ridges and terraces above the Rio Grande and its tributaries.

Despite isolated projectile points that date as early as about 4800 B.C., little is known about use of the area by early Archaic peoples. Only two sites in the region, LA 66874 in the Jemez Mountains and LA 61315 along the Santa Fe Relief Route, have substantial excavated Early Archaic assemblages. At these sites, the abundance of ground stone and paucity of projectile points indicated that the Early Archaic groups were adopting a reliance on and mapping on to local plant resources (Post 2010). The La Bajada site on the west edge of the Caja del Rio Plateau represents one of the most substantial Early Archaic Bajada phase sites in the region, with 27 points collected (Hicks 1982). Based on these and other sites with Early Archaic components, Post 2010 notes that Early Archaic groups tended to utilize bedrock outcrops, and the environment was a patchwork of pinyon-juniper woodland with shrubby grasslands that provided a range of seasonal nuts and fruits, as well as larger game.

Following the end of the drier climate regimes of the Altithermal, piñon-juniper woodlands increased and the region saw an increase in Middle Archaic sites in the Santa Fe area. A late San José phase site (3800 to 1800 B.C.) was identified in the Las Campañas project area with an assemblage that included obsidian and biface tools, tool production debris, and basin metate fragments (Post 1996). Excavations conducted along the Northwest Santa Fe Relief Route (NM 599) revealed intensively reoccupied base camps with burned remains of structure foundations, processing pits, tool production and plant processing (Post 2010). The sites were dated between 3500 and 2200 B.C. during the San Jose phase of the Middle Archaic. North of the Santa Fe River, small Armijo phase pit structures and base camps have been excavated into the low piedmont area between Arroyo Calabasas and the Santa Fe River (Post 2001; Schmader et al. 1994). Cobble-lined rock ovens were common at these sites along the Santa Fe Relief Route, and were generally associated with the processing of roots, tubers, yucca fruits, and cactus pads (Post 2010). However, evidence from LA 123007, located southwest of Santa Fe, indicated that large roasting pits were being used to process bison during the Middle Archaic (Loven et al. 2021). Large game procurement during the Middle Archaic also is noted from LA 112845, a game drive located on the Caja del Rio Plateau with two wing walls and 12 broken projectile points including a possible San Augustin and two possible terminal Paleoindian/Early Archaic points (Hogan et al. 2012).

In the Santa Fe area, Late Archaic (1800 B.C.–A.D. 400/600) sites frequently occur on floodplains, low terraces, ridges and occasionally on cutbanks bordering the Santa Fe River and its major tributaries, as well as on the upper piedmont northeast of Santa Fe (Ambler and Viklund 1995). Late Archaic sites documented along the foothills east and north of Santa Fe are differently organized, with small lithic artifact scatters representing hunting-gathering activities located on terrace remnants, and large Madera chert quarries dominating the archaeological record for Late Archaic period sites (Post 2002; Stewart 2003). The increased number of Late Archaic sites, especially during the En Medio phase (800 B.C.–A.D. 400), compared with earlier periods indicates a significant shift in settlement patterns and subsistence changes at this time. Structures tend to appear more substantial with well-defined structures that contained complex intramural features. Post (2010:550-552) further notes that sites may have been occupied with an emphasis towards seasonal access to resources with sites in the Tierra Contenta and Airport Road area focusing on juniper grassland resources of grass seeds and shrub fruits, though he also

notes that the presence of activity areas, features, and formalized site structure is consistent with long-term occupation with planned reoccupations.

Late Archaic period sites have been documented along the south and southeast sides of Santa Fe. Surveys of the area conducted as part of the School of American Research's Arroyo Hondo Pueblo (LA 12) investigations recorded 12 artifact scatters, with nine sites identified by Dickson (1979:29) as chipping stations with probable Archaic components. Late Archaic sites in the nearby Galisteo Basin southeast of Santa Fe include isolated lithic artifacts, rock art panels, campsites, and limited activity locations used for hunting, gathering, and the processing of chert. Campsites occurred in a variety of settings such as drainage valleys, dunes, and upland woodland settings and frequently contained thermal features as well as ground stone tools (Lang 1977). Greater site frequency is evidenced during this time, with longer occupations and shorter spans between occupations. Toward the end of the Archaic between about 1500 and 1000 B.C., domestic plant species were cultivated to supplement the hunting and gathering diet (Cordell and McBrinn 2012).

This transitional period from the introduction of cultigens to agriculturalists in the northern Southwest is often ascribed to the En Medio phase (800 B.C. to A.D. 400) following Irwin-Williams, and much of these interpretations are based on data from the San Juan Basin and southeastern Colorado Plateau (Irwin-Williams 1973). However, Post (2010) notes that this transition to agriculture appears delayed in the Santa Fe area where the transition to agriculture does not appear to have occurred until between A.D. 850 and 900. Further, Post notes that the appearance of circular shallow pit structures with intramural features and extramural roasting pits appear as early as 200 B.C., and these seasonally occupied structures that are devoid of cultigens occur up to A.D. 900. This ca. 200 B.C./A.D. 1 to A.D. 850/900 period is identified as the Latest Archaic by Post (2010) and reflects the persistence of a semi-sedentary Archaic lifeway in the Santa Fe area and Northern Rio Grande and includes a roughly 400-year overlap with Early Developmental sites. Major differences between the two types of sites include smaller storage pits, more formalized site layout emphasizing single structures with evidence of seasonal reuse, and midden formation at the Latest Archaic sites. Most telling, however, is the complete absence of maize and ceramics from any of the Latest Archaic sites. Meanwhile, contemporaneous Early Developmental sites exhibited large storage pits with an abundance of maize and ceramics. To this end, based on the presence of ceramics, Post (2010) notes that only 15 possible Early Developmental sites have been identified from survey data in the Santa Fe/Galisteo Basin area, further indicating that Archaic traditions persisted in the Santa Fe area substantially longer than previously inferred.

Ancestral Pueblo Tradition (A.D. 400–1600)

The Pueblo period covers the time frame associated with sedentism, population aggregation and the transition from pithouses to pueblos, establishment of horticulture and transition to agricultural production, and the development of ceramic technologies. Wendorf and Reed (1955) developed a temporal classification for the Northern Rio Grande consisting of four time periods: Developmental (A.D. 600–1200), Coalition (A.D. 1200–1325), Classic (A.D. 1325–1600), and Historic (A.D. 1598–1900s). The early Developmental period (A.D 600–900) correlates with the late Basketmaker III period, the middle Developmental period (A.D. 900–1000) correlates with the Pueblo II (A.D. 900–1100), and the late Developmental period (A.D. 1000–1200) correlates with the Pueblo II (A.D. 900–1100) and early Pueblo III (A.D. 1100–1200) periods of the Pecos Classification (Kidder 1927).

Developmental Period (A.D. 600–1200)

In the eastern Pueblo region, the Developmental period is divided into early (A.D. 600 to 900), middle (A.D. 900 to 1000), and late (A.D. 1000 to 1200), and is represented by a shift to more permanent dwellings and storage structures, the use of ceramic containers, and the location of sites near productive

agricultural lands (Wendorf and Reed 1955; Stuart and Gauthier 1981). Characteristics of the Developmental Period in the Northern Rio Grande include the use of circular or rectangular pit houses with a formalized layout (vertical walls, four-post roof support, central hearth, and multiple floor pits). Later in the time period, pithouses are associated with D-shaped or rectangular surface structures, and sites increase in size to between five and 20 pit structures with substantial midden deposits that are organized into clusters or communities with concomitant changes in social organization, subsistence, and settlement patterns (Lakatos 2007; Post 2010; Scheick 2007).

While rare in the Santa Fe area, sites dating to the early Developmental period south of La Bajada characteristically consist of between one and three pithouses located at low elevations on terraces above drainages. At the site of Ogapogeh (LA 1051) in downtown Santa Fe, the earliest stage of occupation was represented by a series of five pit features containing charred maize and beans that dated between ca. A.D. 400 and A.D. 700 (Lentz 2011). It was not until the time period between A.D. 900 and A.D. 1200 that prehistoric Puebloan farmers become abundant in the Santa Fe Valley (Cordell and McBrinn 2012; Post 2010). During this time, pithouse villages, one-room farmsteads, and the more classic surface pueblos began to be established along stream terraces above the Rio Grande. Pithouses have been documented on terraces above tributary drainages of the Santa Fe River, in the Tesuque Valley, and in the Santa Fe drainage (Lentz 1988; Scheick 1979; Stubbs and Stallings 1953).

The middle and late phases of the Developmental period are better represented in the Santa Fe area. Dickson's Arroyo Hondo survey revealed 19 middle and 25 late Developmental sites, with 13 middle and 21 late phase sites containing habitation architecture (Dickson 1979:31). The structural sites included isolated pithouses that were organized into larger pithouse communities, and 20- to 12-room adobe pueblos. Many of these sites occur in the grassland environments bordering the Rio Grande escarpment, in the bottomlands where Cienega Creek enters the Santa Fe River, and along the major tributaries of the Santa Fe River.

During the late Developmental and Coalition periods of A.D. 1050 to 1325, permanent settlements are seen along secondary and tertiary drainages of the Rio Grande and along mountain and mesa bases (Lang 1977). The increased quantity of small sites, their physical settings, and the abundance of soil- and water-control features found suggest increased reliance on cultivated crops (Cordell 1979; Cordell and McBrinn 2012). The predominant pottery was Kwahe'e Black-on-white, which is known from several sites in the area, including Arroyo Negro (LA 114, LA 15969) (Wiseman 1978), and a small component at Pindi Pueblo (LA 1) (Stubbs and Stallings 1953). Wiseman (1978) estimates that occupation at Arroyo Negro most likely occurred between A.D. 1100 and 1150. The substantial village of La Garita Pueblo occupied Fort Marcy Hill beginning in the eleventh century (Acklen 1995) and was part of the 0.75-mile-long Fort Marcy community of seven late Developmental sites including the Diker Site (LA 618) and the KP Site (LA 46300) (Scheick 2007).

Coalition Period (A.D. 1200–1325)

The Coalition period is marked by concentrations of people at lower elevations along permanent streams, and by the transition from mineral to carbon painted ceramic traditions, with the introduction of Santa Fe Black-on-white ceramics (Cordell 1979). The period is divided into two phases: Pindi (A.D. 1220–1300) and Galisteo (A.D. 1300–1325) (Wendorf and Reed 1955). Ceramics of this period are divided into Santa Fe Black-on-white and its local variants for the Pindi phase and Galisteo Black-on-white for the later phase.

Coalition period inhabitants clearly made extensive use of a broad range of environmental settings within the Española Basin. Hundreds of sites dating to this period have been documented, including a variety of resource extraction and processing loci, agricultural fields, small dwellings, and large villages. Most of

the large sites of the area were established during the Pindi phase. Characteristic settlements of the early Coalition period consist of small farmsteads and villages that, by the A.D. 1300s, were clustered around and between several large pueblos. During this period, agricultural fields were located along the margins of streams, arroyos, seeps, and springs, and some extensive rock-bordered gardens were built for floodplain farming (Lang 1977).

During the late Coalition, more formal water control and erosion features were built, and both masonry and puddle adobe were common pueblo construction techniques (Cordell and McBrinn 2012). The presence of checkdams in association with cobble-bordered and pebble-mulched agricultural plots indicates Coalition period farming occurred along the margins of the larger arroyos north of the Santa Fe River (Post 1992). It was also during this period that an active trade network is apparent, assisting in the procurement of food, wood, and other raw materials (Lang 1977).

Previous investigations in the Santa Fe area indicate a proliferation of Coalition period villages, seasonal farmsteads, and fieldhouses along the Santa Fe River (Lang 1980, 1989; Schaafsma 1982). Excavations at Pindi Pueblo (LA 1) (Stubbs and Stallings 1953) on the north side of the river, the Agua Fria Schoolhouse site (LA 2) on the south side (Lang and Scheick 1989), and Ogapogeh (LA 1051) in downtown Santa Fe, along with other investigations, indicate the presence of a large Coalition period community that extended along the Santa Fe River.

Habitation sites in the Santa Fe River Valley include LA 3, La Bajada Pueblo (LA 7), Cieneguilla Pueblo (LA 16), LA 149, LA 150, LA 4445, and LA 8993 (Dickson 1979). Although the Santa Fe River Valley saw extensive Coalition period settlement, the number of recorded activity locations and camps southwest of Santa Fe and extending south to La Cienega are surprisingly fewer than those documented for the Santa Fe Basin–Tesuque Valley divide (Anschuetz and Beninato 1999).

Investigations along the Northwest Santa Fe Relief Route yielded 16 components dated to the Coalition period or early Classic period consisting of thermal features and flaked stone scatters reflecting material procurement and testing, as well as debris from all stages of core reduction (Maxwell 1988; Wolfman et al. 1989). Thermal features were mainly shallow, oval-shaped pits with cobble linings or occasionally fire-cracked rock. Artifact and feature distributions indicate single, high-intensity occupation episodes, or many brief visits that left a dispersed artifact scatter (Post 2010).

In the northern Rio Grande region prior to the mid-fourteenth century, most people lived in small communities of 15 to 30 rooms, with occasional villages of 100 to 200 rooms such as Pot Creek Pueblo north of Santa Fe and Pindi Pueblo north of the project area (Stubbs and Stallings 1953; Cordell and McBrinn 2012). Located on the north side of the Santa Fe River in the Village of Agua Fria about 8 km (5 miles) south of Santa Fe, Pindi Pueblo (LA 1) dates to the late Coalition and early Classic periods (ca. A.D. 1220–1370) (Stubbs and Stallings 1953). Stanley Stubbs and W.S. Stallings, Jr. of the Museum of New Mexico's Laboratory of Anthropology, excavated Pindi in 1932 and 1933, documenting the use of coursed adobe to build several hundred rooms in complexes that stood up to four stories tall. They also found evidence for the re-use of structural beams from earlier buildings at Pindi Pueblo at succeeding structures at the Agua Fria Schoolhouse site (LA 2), an early Classic period pueblo adjacent to the Santa Fe River. Based on considerable evidence for the domestication of the turkey at Pindi Pueblo, Stubbs and Stallings 1953 named the site *pindi* after the Tewa word for turkey. LA 2 (the Agua Fria Schoolhouse site) became the focus of settlement in the western Santa Fe area during and after the abandonment of Pindi Pueblo.

The largest sites continued into the Galisteo phase, ranging in size from two to 200 rooms, with 30 to 50 rooms the most frequent size (Stuart and Gauthier 1981). La Cieneguilla Pueblo (LA 16), located about 19 km (12 miles) south of Agua Fria, is a Coalition-Classic period pueblo that was occupied until about A.D. 1680. Toward the end of the Coalition period, there is an apparent decline in the number and size of

sites, followed by settlement growth in the late A.D. 1200s and early 1300s, with large villages located along Galisteo Creek, the Santa Fe River, and Arroyo Hondo (Lang 1977).

Excavated residential sites around downtown Santa Fe include La Garita Pueblo on Fort Marcy Hill (Ellis 1978), the Santo Niño surface structure and pithouse site (Schmader 1988), and Ogapogeh (LA 1051; Lentz 2011) and the adjacent Federal Courthouse Site (LA 143460; Scheick 2005). Other substantive deposits of Coalition Pueblo materials were found under the Fine Arts Museum, the Fenn Gallery at the corner of East de Vargas and Canyon Road, a parking lot at the San Miguel Church, and the putatively oldest Spanish house (e.g., see Mera 1934; Peckham 1977, 1982; Ellis 1978; Peckham and Snow 1982; Post and Snow 1982; Schaafsma 1982; Snow 1989a, 1989b, 1990a, 1990b). These settlements were influenced by nearby wetlands that formerly covered areas in the nearby valley bottomland environment and nearby sizable springs.

These combined discoveries at a minimum suggest a proliferation of villages, seasonal farmsteads, and fieldhouses along the Río Santa Fe where downtown Santa Fe now stands. The Coalition material culture density found at La Garita Pueblo, at Ogapogeh and the Federal Oval (LA 1051/LA 143460), and beneath the Awakening Gallery (LA 132712) suggests that some of the settlements were substantial in size and demonstrate a long-term continuous settlement pattern in the downtown Santa Fe area. The pottery found at Ogapogeh and La Garita Pueblo also suggests a long-term occupation with an end date around the late Coalition or early Classic period (Ellis 1978; Levine 1989:23; Lentz 2011:349).

Classic Period (A.D. 1325–1600)

A second period of population increase occurred in the fourteenth century in the northern Rio Grande region. Major technological changes in ceramic production, particularly in the introduction of glaze-decorated pottery, are considered the primary markers of the Classic period (Wendorf and Reed 1955; Warren 1979). Many earlier small villages were abandoned and people aggregated at a few larger villages in agriculturally productive areas near springs and along perennial streams. These larger pueblos frequently consisted of multistoried roomblocks arranged around central plazas (Cordell and McBrinn 2012). Large villages of this period in the Santa Fe area include the Agua Fria Schoolhouse site (LA 2), Ogapogeh (LA 1051), Arroyo Hondo (LA 12), Cieneguilla Pueblo (LA 16), and other prehistoric sites along the Santa Fe River (LA 118 and LA 119).

Village reorganization may have taken place during this period as settlements grew to accommodate greater numbers of inhabitants. A change in kiva function at Pindi Pueblo (LA 1) and Arroyo Hondo (LA 12) may be indicated by a lowering in frequency within the village and a change in their location from subterranean to surface placement. Large, open plaza areas became more central, suggesting a more centralized social organization that may have required larger community areas. The large villages of the northern Rio Grande, the Galisteo Basin, and the Rio Chama all showed the same trends in the construction of fewer kivas and the use of larger, more centralized community areas (Cordell and McBrinn 2012).

LA 2, the Agua Fria Schoolhouse site, is located across the Santa Fe River from LA 1 (Pindi Pueblo). Early mapping and testing of the site in 1915 by A. V. Kidder resulted in the definition of local ceramic type: “Agua Fria Glaze-on-red” (Kidder 1915). W. S. Stallings, Jr. excavated some test pits at the site in 1934, recovering tree-ring material that date the site to the mid-1300s A.D. The Laboratory of Anthropology conducted additional work at the site in the 1960s. LA 2 was occupied until A.D. 1425 and later from about 1650/1690 to 1694/1750 (Lang and Scheick 1989).

Aggregation of people into fewer, larger villages was accompanied by the construction of agricultural complexes designed to harvest and conserve water such as terraces, rock piles, grid gardens, gravel

mulches, dams, and reservoirs across much of the northern middle Rio Grande region (Anschuetz and Beninato 1999). Classic period agricultural field complexes consisting of cobble piles, grid gardens, and terraces with associated field houses have been documented at the west end of La Bajada Mesa to the south (Moore and Harlan 1984; Herhahn 1995). Smaller numbers of artifact scatters indicate the continued importance of plant collecting, hunting, and other resource procurement activities. A high frequency of Madera chert occurs on Classic period sites in the Española Basin, indicating the quarries in the Sangre de Cristo Mountains foothills continued to serve as important resources (Viklund and Scheick 1994; Ambler and Viklund 1995).

As described above for the Coalition period, Classic period activity loci and camps southwest of Santa Fe and south to La Cienega were infrequent, although habitation along the Santa Fe River was dense (Dickson 1979; Hannaford 1986; Maxwell 1988; Wolfman et al. 1989). Throughout the early Classic period, Santa Fe Basin's central and southwest portions continued as significant habitation clusters, including the Santa Fe downtown area, the Agua Fria area, the Arroyo Hondo vicinity, and the lower Santa Fe River Valley. Within the Santa Fe area, pre-Columbian population reached its peak between about A.D. 1315 and 1425 when 3,000 to 5,000 people may have lived along the Santa Fe River and its tributaries (Lang and Scheick 1989). Cieneguilla Pueblo (LA 16), with an estimated 1,000 rooms, dominated the early Classic period occupation of the lower Santa Fe River Valley.

After A.D. 1420, the eastern Santa Fe River valley and other settings were mostly abandoned by year-round inhabitants following the droughts of the 1400s and early 1500s (Cordell and McBrinn 2012). By the end of the early Classic period, circa A.D. 1425, occupation of Pindi Pueblo and the Agua Fria Schoolhouse site ended. Settlement at Cieneguilla Pueblo continued during the middle Classic period when the Agua Fria, Arroyo Hondo, and downtown Santa Fe settlement clusters were undergoing population declines (Dickson 1979). A decrease in small villages or large settlements was seen throughout the northern Rio Grande, the Galisteo Basin, and the Rio Chama at this time, with the few remaining villages, such as La Cieneguilla, dramatically increased in size (Stuart and Gauthier 1981). La Cieneguilla was abandoned in the late 1400s or early 1500s but was reoccupied during the late sixteenth century Spanish *entradas*, with people remaining in residence until 1680 or 1692 (Schroeder 1979; Elliot 1988). Scheick et al. (1993) suggest that Classic period peoples left these locations following the droughts of the A.D. 1400s and early 1500s in favor of settlement locations along major river valleys.

Classic period sites that were still occupied at the time of the Spanish *entrada*s in the mid-sixteenth century include Yunque (San Juan Pueblo), La Cieneguilla (LA 16), Paako Pueblo, San Antonio, Kuaua, San Marcos (LA 98), Pecos (LA 625), Gran Quivira, La Bajada Ruins (LA 7), and Pueblo Pardo (Lambert 1954). The eastern Santa Fe River Valley remained unoccupied until the arrival of Spanish colonists between 1609 and 1610 when *La Villa de Santa Fe* was founded. Spanish colonists soon established farmsteads along the river, using surrounding areas for grazing livestock and gathering wood, activities that continued well into the twentieth century (Stewart 2010).

Historic Period (A.D. 1540–Present)

The Historic period is divided into phases based on the focus of activity: Spanish Exploration (A.D. 1540–1598), Spanish Colonization (A.D. 1598–1680), Pueblo Revolt and Spanish Reconquest (1680–1692), Spanish Colonial (A.D. 1692–1821), Mexican (A.D. 1821–1846), and the American period (A.D. 1846–present). It was during Spanish explorer Vásquez de Coronado's expedition to the American Southwest in A.D. 1540 that the area's indigenous inhabitants encountered the first Europeans (Jenkins and Schroeder 1974). The Coronado Expedition was followed by more than 60 years of Spanish exploration, with *entradas* lasting until Oñate's settlement of New Mexico in 1598, beginning a period of missionization and colonization that lasted until 1680 (Levine 1995).

During the late sixteenth century, remaining Pueblo peoples in the northern Rio Grande region increasingly clustered at the Tewa Pueblos of Tesuque, Nambé, and Pojoaque in the northern portion of the region, and at the Keresan Pueblos of Cochiti and Kewa (Santo Domingo) in the southern portion. Most of the massive Galisteo Basin pueblos had also suffered large population losses during the sixteenth century, with only a few settlements surviving into the early seventeenth century (Scurlock 1986). Despite major contraction of Pueblo settlement to lower, well-watered, warmer locations, archaeologists, ethnographers and present-day Pueblo peoples maintain that these groups continued to use upland settings such as the Pajarito Plateau and may have periodically reoccupied some of their old settlement and agricultural field sites (Schroeder 1979; Levine and Merlan 1997, 1998; Naranjo 1998).

In 1596, Don Juan de Oñate was named Governor and Captain General of New Mexico and was chosen by the Spanish government to colonize New Mexico. Oñate was the first to travel the length of the *Camino Real de Tierra Adentro* (the Royal Road of the Interior) in 1598, leading a group of settlers into present-day New Mexico at San Gabriel near the modern Pueblo of San Juan. Oñate's expedition established their first settlement, named *San Juan de Los Caballeros* (San Juan of the Gentlemen) near the juncture of the Chama and Rio Grande Rivers in northern New Mexico. The settlement was later moved across the Rio Grande and renamed San Gabriel (Levine 1995). Oñate was still not satisfied, however, and kept looking for a more suitable location for his capitol. An expedition in the spring of 1605 brought him near the present city of Santa Fe, an area that impressed Oñate. Because his expedition was not financially successful, it was unclear whether the colony would be abandoned, but permission to move to the new site was finally granted sometime after 1609 when Governor Pedro de Peralta arrived (Levine 1995).

El Camino Real, commissioned in 1598, was used by prehistoric and Spanish traders to travel up the Rio Grande Valley between the two capital cities of Mexico City and Santa Fe. In the vicinity, the trail followed the prehistoric paths connecting the Pueblo villages along the Rio Grande and surrounding area. To the south, the Camino Real followed many of the Aztec's ancient trade routes that headed north from the Valley of Mexico. The segment between Chihuahua City and El Paso is today known as *La Ruta de Oñate* (Oñate's Route). The desolate 80-mile-long *Jornada del Muerto* (Deadman's Journey) is also attributed to Oñate and his settlers (Sanchez 2004).

Spanish Colonial

Santa Fe was established by at least 1610 as the capitol of the new Spanish territory, and was continuously occupied from 1609 until 1680, serving as the principal settlement of New Mexico. Mid-seventeenth century Santa Fe consisted of a small village of one-story adobe buildings clustered around a plaza (Elliot 1988). Surrounding the village were agricultural fields and isolated homesteads. Land and labor rights were awarded as compensation for wages, a practice initiated by Oñate. Ranchos were located along the Santa Fe River and were scattered to the north and south along the Rio Grande, with inhabitants farming the Santa Fe River Valley and herding sheep on the surrounding grassy plains (Deyloff et al. 1994).

Santa Fe's earliest acequias (irrigation ditches) are said to have resulted from instructions of the Royal Ordinances of 1573 given to Don Pedro de Peralta in 1609 for the layout of the new settlement. The 1610 settlement of Santa Fe focused along the north bank of the Santa Fe River, with the earliest acequias likely diverting from that bank. The main ditches that divert directly from the river are referred to as acequia madres (mother ditches), which carried waters above cultivated fields north and south of the Santa Fe River and were diverted to the fields by a series of lateral ditches. By 1628, the Hermita de San Miguel area had been established along the foothills above the Santa Fe River, indicating one or more acequias in the area at that time (Snow 1988).

The earliest Spanish Colonial (A.D. 1650 to 1750) sites in the area are the remains of small haciendas and ranchos located along the Santa Fe River floodplain. At least six sites date to this period. Additionally, excavations at the Agua Fria Schoolhouse site (LA 2) revealed early Spanish Colonial remains located along the Camino Real (Lang and Scheick 1989), and Pindi Pueblo (LA 1) apparently saw reoccupation at this time as well (Fallon et al. 1978). Boyd's survey (Boyd 1970) identified nine homesteads along the Santa Fe River between Agua Fria and Cieneguilla that consisted of one to three adobe rooms, corrals, and Puebloan ceramics. Occupational dates range from seventeenth century pre-Revolt, through the Spanish Colonial phase, to the early nineteenth century. Only four of the nine original sites are still intact, however, as most were located adjacent to the river on second terraces (Scheick 1979). Three of these have been combined as the "Santa Fe River Sites" and are listed in the State Register of Cultural Properties (HPD #200). The homesteads consist of one to three adobe rooms, corrals, and Pueblo pottery (Boyd 1970). Scheick (1979) also recorded four homesteads dating to this period along the Santa Fe River northeast toward Agua Fria. Limited excavations undertaken at the Agua Fria Schoolhouse site (LA 2) in 1988 produced ceramics that indicated a Spanish Colonial reoccupation of that area in the early to mid-eighteenth century (Lang and Scheick 1989). Most of the Spanish Colonial phase cultural remains have been found to be nearly indistinguishable from contemporary pueblo remains.

With the colonization of the northern Rio Grande area and the establishment of Spanish missions, Pueblo culture began to change. Efforts to Catholicize the native peoples led to factionalism both within and among pueblos. Additionally, Spanish taxation (the encomienda system by which heads of Indian households were required to pay yearly tribute in corn and blankets to the Spaniards) and the repartimiento system of forced labor disrupted native work and trade patterns and traditional ceremonies critical to the maintenance of community cohesion (Lang 1977; Simmons 1977).

By 1680, the Spanish taxation and repartimiento system had become unbearable to the Pueblo peoples, and the Pueblo Revolt was mounted, successfully removing the Spanish from control of the area for the next 12 years. The Spanish retreated to El Paso del Norte where they remained until 1692. With the expulsion of the Spanish, old animosities and events between 1680 and 1692 led to an eruption of inter-Puebloan conflict. Changes in Pueblo society had occurred gradually yet irreversibly during the previous years of Spanish rule, leaving it in disarray. A lack of cohesion among the Pueblos is said to have left them vulnerable to the Spanish upon their return to reconquer the area in 1692 (Simmons 1977).

Driven by the desire to reclaim Indian souls lost to Christendom and by the need for the control of New Mexico as a frontier buffer to the other provinces of northern New Spain, the Spanish returned under the command of Governor Diego de Vargas in 1692 to win back sovereignty over the Pueblo people and their lands. The Spanish reoccupied the capitol and Village of Santa Fe, which had been partially destroyed along with all of its archives, and the Tano Indians who had taken up residence there were relocated in the upper Santa Cruz Valley. Puebloan unrest continued and a second major unsuccessful rebellion was mounted in 1696, which appears to have resulted in the displacement and relocation of many Pueblo peoples (Simmons 1977).

After the Spanish reconquest of New Mexico in 1692, a formal land grant procedure was implemented to accommodate the numerous settlers by providing land to communities and heads of large families. From the end of the seventeenth century to the mid-nineteenth century, Spain (and later Mexico) made land grants to individuals, towns, and groups in order to promote development in the frontier lands of the Southwest. The grants divided arable land among households and designated common lands to be used for community subsistence (Bowden 1969). In New Mexico, these land grants served to encourage settlement, reward patrons of the Spanish government, and create a buffer zone between raiding nomadic tribes of the eastern plains and the more settled areas of the frontier. Land grants were also issued to several indigenous pueblo groups. Literature regarding land grants in New Mexico generally distinguish

between two kinds of land grants: “community land grants”, which refers to common land set aside as part of the original grant for the use of the entire community, and “individual land grants” (Ebright 2014).

One of the earliest maps of the Santa Fe/Agua Fria area is a 1742 map of the Pacheco Grant, which depicts a road linking Agua Fria, La Cienega, and Cieneguilla. Given Agua Fria Street’s historic status as the Camino Real, it is not surprising that during the eighteenth century the Village of Agua Fria was as important a community as Santa Fe, prominently displayed on several early maps of the area as both destination and source locations (Viklund 1996). The historic wagon road between Santa Fe and Albuquerque known as Camino de los Carros and its secondary branches appear on a later 1894 map of the Pacheco Grant, and portions of the road have been recorded in the Pacheco Grant southwest of the project area (Hannaford 1986). Eighteenth and nineteenth century sites along the Santa Fe River and its tributaries include homesteads, corrals, way stations, and reservoirs (Scheick 1979).

Nicholas de LaFora published a narrative of his travels with Maquis Rubi in a 1769 inspection tour of military posts in New Mexico (Kinnaird 1958). He confirms earlier descriptions of the Rio Grande between El Paso, Texas, and Socorro and southern New Mexico as continuing to be largely uninhabited. Small settlements without agriculture were located at the confluence of the Rio Puerco with the Rio Grande near Nutrias. In contrast, the villages of Tomé, Bethlem, Socorro, Albuquerque, Santa Fe, and Taos contained larger settlements with substantial pastures and cultivated fields, although LaFora does not specifically mention irrigation systems. These and other chronicles of the late 1700s indicate that acequia systems covered considerable areas of New Mexico by this time (Adams and Chavez 1956). In the northern Rio Grande Valley, the progression of acequia construction coincided with the gradual expansion of Spanish settlements into the outlying regions, with early Spanish settlement and acequia development concentrated in the Santa Fe–Taos region (Snow 1988).

By the mid-1700s, a more elaborate acequia system appears to have developed around Santa Fe. According to Urrutia’s 1768 map of the area, at this time there were two acequia madres: one serving the lands on the north side of Santa Fe River, and one serving lands on the south side, in addition to lateral canals branching from each acequia madre (Snow 1988). These acequia alignments are within today’s Village of Agua Fria and appear to be in about the same locations as acequias referred to in documents from the early 1700s. Most appear to have remained in operation until at least 1832 (Snow 1988). Other acequias in the area may have been built in the nineteenth century (Ackerly 1996). According to local residents, many of the ditches visible in the area today are over 100 years old (Stewart 2010).

In the Santa Fe area, cattle husbandry, the primary subsistence activity until the mid-seventeenth century, was augmented by farming and sheep herding. By this time, an extensive acequia system was now in place, and much land north and south of the Santa Fe River was under cultivation. Santa Fe also served as a base for military excursions into surrounding regions to try to prevent raids by Ute, Comanche, and Navajo peoples (Scheick 1979).

With the exception of Galisteo Pueblo, the large villages of the Galisteo Basin were not reoccupied following the Spanish reconquest. The Spanish settlement system required the granting of lands to prospective settlers by the King of Spain. Community grants included large tracts of land to be used as commons for grazing cattle and sheep. In 1706, the Spanish resettled Galisteo Pueblo with Tano refugees. Between 1706 and the 1780s, this settlement functioned as a buffer for Santa Fe and its environs, initially protecting those villages from the Apaches and eventually against the Comanches. Comanche raiding continued throughout the mid- to late 1700s. Combined with drought and general decline in the productivity of the area, continued raids led to the abandonment of Galisteo Pueblo by 1792 (Lang 1977).

Eighteenth century colonial settlement patterns shifted away from large land grants and haciendas to smaller dispersed farmsteads with associated ranchos established on lands abandoned by the aggregation of the different Pueblo groups (Cordell 1978). Simmons (1969) attributes this shift to a decrease in native

population, reducing the available work force, and to an increased colonial population. The result was a loose coalition of farmsteads along the Rio Grande and Santa Fe River.

Mexican Period to U.S. Statehood

In 1820, the Republic of Mexico was founded and New Mexico came under Mexican jurisdiction, almost immediately initiating legal trade with Mexico over the Santa Fe Trail and by way of the Comanchero trade network (Cordell 1978). Anglo merchants, ranchers, and other settlers soon came to New Mexico. The Camino Real was well established, and Agua Fria became a regular stop on the trail before proceeding into Santa Fe. This road was the lifeline of New Mexico from 1598 until the establishment of the Santa Fe Trail in 1821. The Santa Fe Trail linked the northern frontier of Mexico with Missouri, superseding the Camino Real as a major trade route. During the Mexican Period, raiding by nomadic Indians intensified due to the absence of supplementary aid, which had previously been supplied by the Spanish but which the Mexican government could not afford (Cordell 1978). Raiding forced the abandonment of numerous communities and the consolidation of others.

Eighteenth and nineteenth century sites along the Santa Fe River and its tributaries include homesteads, corrals, way stations, and reservoirs (Scheick 1979). Numerous early nineteenth century homesteads have been identified along the Santa Fe River, and many residences in the Village of Agua Fria date to this period (Deyloff et al. 1994). Dickson's (1979) survey of the Arroyo Hondo area revealed 46 sites, of which 43 are the remains of Hispanic and Anglo homesteads and ranchitos, primarily occurring along the Santa Fe River and its major tributaries.

Homestead documents at the BLM Public Room indicate that most of the area south of the Santa Fe River was used for cultivated plots, as land to the north of the river is generally irregular, with irrigation and cultivation of fields impractical. Settlement therefore tended to cluster south of the river, taking advantage of favorable agricultural conditions (Whitmore 1983).

With the signing of the Treaty of Guadalupe Hidalgo in 1848, New Mexico became a holding of the United States. During New Mexico's Territorial period, U.S. military forts were established along the Camino Real and Santa Fe Trail to protect travelers and settlers. The Anglo period saw a population increase, extensive ranching and farming enterprises and, in the twentieth century, mineral exploitation. Because mining produced a more reliable and substantial income, the area saw a transition from sheep ranching to mining by the turn of the century. Sites dating to this period typically include homestead and water control features. Eighteenth and nineteenth century sites documented along the banks of the Santa Fe River and its tributaries also include way stations, line camps, corrals, and reservoirs (Scheick 1979).

By the mid-nineteenth century, the majority of Santa Fe's agricultural population and their fields extended west along both sides of the river to Cieneguilla, necessitating the diversion of more acequias from the river, with laterals between them, to accommodate the growth of the community's agricultural base (Snow 1988:5). The effects of the expanding Santa Fe River acequia system on the limited water supply was made worse by the explosive growth of the sheep herding industry in the area during the eighteenth and nineteenth centuries (D. Snow in Post 2002).

Santa Fe River's first upstream impoundment known as the Stone or Stonewall Dam was built between 1880 and 1881. Two-Mile Dam was completed on the river in 1894, and additional dams and enlargements continued to be built until 1943 (Snow 1988:22). Homestead documents at the BLM Public Room indicate that most of the area south of the Santa Fe River was used for cultivated plots and tracts were long and linear in order for farmers to best take advantage of water from the river and the acequias (Stewart 2010). Most lots were less than 2 ha (5 acres) and as thin as 1.8 m (6 feet) but carried the coveted water rights and could be cultivated. Such properties were passed along through families that trace their

lineage to the first Spanish settlers of the area (Whitmore 1983). Based on late nineteenth century maps and the 1914 Santa Fe River Hydrographic Survey, lands south of the Santa Fe River and west of the project area were communally used for agriculture and likely grazing. Other crops grown in the area include corn, wheat, alfalfa, beans, chili peppers, and fruit trees. In addition to drinking and irrigation water, the acequias provided the power to operate grist mills along the Santa Fe River, with the earliest dating to 1756 and located upstream from the plaza to the northeast. Grist mills were apparently more numerous in the nineteenth century (Snow 1988).

Descriptions of nineteenth century irrigation in New Mexico derive primarily from Anglo/Euro-American explorers and military expeditions (Ackerly 1996). George McCall inspected the newly acquired New Mexico territory in 1852, estimating that about 2,024 ha (5,000 acres) were cultivated along the Rio Santa Fe (Frazer 1981:92-97). McCall noted a variety of factors contributing to the failure of agriculture to have a more important role in New Mexico's economy, identifying the absence of transportation facilities as the most limiting to agricultural expansion in the state.

The arrival of the railroad through the region in 1880 was a major event, linking the remote territory of New Mexico with the industrial centers of the East. The railroad also accelerated changes in Santa Fe's material culture and economy (Elliot 1988). The New Mexico Territory attained statehood in 1912. Many late nineteenth and early twentieth century homesteads formerly lined the Santa Fe River but have subsequently been destroyed by graveling activities or erosion. Other sites dating to this time period in the area include way stations, line camps, corrals, and reservoirs (Scheick 1979). In the foothills along the Sangre de Christos, early mining explorations were made, wood was cut for construction, and building stone was quarried (Lang 1989).

From Statehood to World War II (A.D. 1912 to 1945), New Mexico continued to become a part of the U.S. political, economic, and social system. During the Great Depression, the City of Santa Fe saw much New Deal activity in the form of the Civilian Conservation Corps, which built thousands of rock check dams in arroyos all around Santa Fe in attempts to control erosion brought on by their earlier wood cutting on hillslopes above the town.

Problems related to water scarcity were evident in the Agua Fria area as early as 1896 when the "Compañía de Agua de Santa Fe", the precursor to the Public Service Company, cut off residents' access to water from the Santa Fe River. The residents sent a petition to the Governor of the Territory of New Mexico, William T. Thornton, in which they explained that they had been deprived of the water to which they had a right and which was necessary to their subsistence. The governor acted in their favor and water once again flowed in the Agua Fria acequias up until 1947 (Miller 1981:2-3).

Following the impoundment of the Santa Fe River, flows subsided in the 1920s and most acequias began to run dry. The natural springs at San Isidro Crossing started to dry up around 1934, at which time farmers became more dependent on irrigation with river water and a hand-dug well had to be used, replaced by a modern well in 1956 (Schieck 1979). A severe water shortage in 1946 forced Santa Fe to increase the size of its reservoirs east of town. The following year, Agua Fria acequias suffered a permanent loss of water and much of the area's lands fell out of cultivation (Gallegos 1976; Whitmore 1983).

CHAPTER 3. PRE-FIELD INVESTIGATIONS AND FIELD METHODS

PRE-FIELD INVESTIGATIONS

Prior to the survey fieldwork, SWCA conducted records searches using NMCRIS. NMCRIS records, State Register of Cultural Property listings, and National Register of Historic Places (NRHP) listings were searched for previously recorded cultural resources and previously conducted surveys in and within 500 meters of the survey area. Results of the records searches show that 15 previous investigations (Appendix A, Table A-5) have been completed and 33 previously recorded sites (Appendix A, Table A-6) were located in the search area.

FIELD METHODS

SWCA archaeologists conducted an intensive cultural resources pedestrian inventory by walking parallel transects spaced no more than 25 feet (7.5 m) apart, as stipulated by the City Municipal Code § 14-3.13.C.5.ii for the Rivers and Trails and Suburban Districts. The survey and recording were conducted from January 30, 2023, through February 10, 2023.

Recording of newly discovered cultural locations was initiated with the pin-flagging of artifacts and other cultural finds. IOs were defined as nine or fewer artifacts, an isolated feature with no potential for dating, or occurrences that were not related to other nearby IOs or sites. Archaeological sites were defined as locations dating to an age or likely age of 50 years (pre-1972) or more that contained 10 or more artifacts, or as a feature or features in association with any artifacts meeting the 50-year age criterion. In addition, a survey of any built environment was conducted and includes all objects, structures (e.g., bridges, irrigation features, railroad grades, and roads), buildings, and districts that are 50 or more years old or are less than 50 years old and are likely to meet the integrity and significance criteria in 30 Code of Federal Regulations 60.4 within 5 years of the date of recording. The historic properties were assessed for condition, potential project impacts, and eligibility for listing in the NRHP. Any buildings and structures were to be recorded on Historic Cultural Properties Inventory (HCPI) forms.

Cultural locations were described and recorded according to current archaeological standards and were mapped with ODK Collect and ArcGIS software. ODK Collect documents archaeological data (e.g., artifacts and features), and ArcGIS Pro is used to record spatial data (site and survey boundaries). Both programs run on Samsung Android tablets connected to a Juniper Geode GPS receiver. Resource recording included preparing a plan map (post-field, using GPS data), taking photographs, completing a Laboratory of Anthropology (LA) form, documenting artifacts and features, and using a GPS unit to record resource boundaries with submeter accuracy.

Aboriginal artifacts were identified and recorded as follows. Debitage was categorized by its maximum flake size recorded in 1-cm increments (0–1 cm, 1–2 cm, 2–3 cm, 3–4 cm, 4–5 cm, and 5+ cm), the presence or absence of cortex, and material type. For ground stone, cores, and lithic tools, type (e.g., mano, projectile point, core, metate, biface); maximum length, width, and thickness (in cm); completeness (broken or complete); material; and presence of cortex were recorded. Recorded ceramic attributes include ware, type, form (e.g., bowl, jar, plate), and portion (e.g., rim, body). All projectile points and other formal tools were photographed with a metric scale in the photograph. A representative sample, sufficient to illustrate assemblage diversity, was photographed of other objects, including ceramics, bifaces, and ground stone.

Historic artifacts were recorded in a similar manner as prehistoric artifacts. Diagnostic artifacts (or a representative sample) were measured and recorded using the Imperial system based on inches and broken down into sixteenths measurements (e.g., a can with a diameter of 3½ inches would be recorded as $3^{8}/_{16}$ inches in diameter). For cans, the maximum length, width, thickness, and diameter, when applicable (in inches); completeness (broken, complete, or crushed); and seams or closures were recorded. Historic ceramic attributes included ware, type, form (e.g., bowl, jar, plate), and portion (e.g., rim, body). The most temporally diagnostic historic artifacts are retail glass containers, and manufacture dates can be inferred from glassmaker logos embossed on bases, product labeling, or indicators of technology of production (e.g., handmade vs. machine-made). Metal cans and ceramic sherds also have dateable attributes, although these are not typically as precise as those for glass containers. Dates of manufacture are important for determining the time depth and temporal range of historical activity at a site. Diagnostic artifacts (or a representative sample of them) were photographed with an Imperial scale in the photograph. Dateable manufacturing logos, labels, etc., were photographed in a similar manner, as applicable.

When 100 or fewer artifacts of each class (e.g., ceramics, flaked stone, ground stone) were observed at a site, all surface artifacts were recorded. At sites with more than 100 artifacts, concentrations and general scatters were defined and detailed information as described above was collected. If total counts exceeded 100, total estimations were made. All lithic tools and ground stone artifacts, as well as features and diagnostic historic artifacts, were fully recorded. All field records from the survey are on file at SWCA's Albuquerque office (see Chapter 1 for contact information).

CHAPTER 4. SURVEY RESULTS

Sites that were previously recorded include LA 54760, LA 54761, LA 54762, LA 54763, LA 54765, LA 54767, LA 54768, LA 54777, LA 54783, and LA 54785. While due diligence was done to relocate all previously recorded sites in the project area, three sites were not found (LA 54764, LA 54766, AND LA 54782).

Additional wagon road segments were added to LA 54785, increasing the length and number of observed segments in the project area.

PREVIOUSLY RECORDED SITES

LA 54760

Additional Site Numbers: Not Applicable
Universal Transverse Mercator (UTM)/PLSS Data: See Appendix A
U.S. Geological Survey (USGS): Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,340.26 feet (1,932.51 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Unknown Aboriginal, Unspecified prehistoric/historic (9500 B.C.–A.D.1850)
Site Type: Archaeology without features (artifact scatter)
Size: 76.37 m² (822.06 square feet); 0.02 acre
NRHP Eligibility: Not Eligible
Management Recommendations: No further treatment

Previous Site Visits

LA 54760 was recorded originally by OAS in 1986 (NMCRIS Activity No. 17350) as a small, dispersed lithic artifact scatter with six artifacts in a 35 by 45–m area. The site was on the edge of a south terrace overlooking the northern branch of the Arroyo de los Chamisos and partially eroded. No further description of its condition was provided. The site's vegetation was not recorded, though it is likely similar to the current vegetation.

Site Description

On January 31, 2023, SWCA archaeologists located the site in its originally plotted area. The site boundary was dramatically reduced to only include the area of eroding gravels where lithic artifacts were found. The site currently measures 13.38 m × 5.71 m (43.89 feet × 18.73 feet). The site is situated on a slight hill slope near a small rise (Figure 4.1). The area's vegetation consists of mainly various grasses and forbs, yucca, and occasional oneseed juniper. The ground surface is 51–75 percent visible.

The site is in overall excellent condition and is approximately 76–99 percent intact. Erosion on the side of a rise is exposing piedmont gravels. The lack of ground cover has caused some sheet washing to occur in areas of exposed gravel and sand.



Figure 4-1. LA 54760, site overview, facing east (Frame T10-2500).

Materials Identified

The site had only eight lithic flakes present. Raw materials (local chert and quartzite) and flake types (cortical flakes and angular debris) were consistent with those documented previously.

Site Chronology

The site is an Unknown Aboriginal lithic scatter (9500 B.C. –A.D. 1850) as no diagnostic artifacts were found on the surface.

Site Summary and Interpretation

LA 54760 is an Unknown Aboriginal lithic scatter from an unspecified prehistoric to historic period (9500 B.C.–A.D. 1850). The site had very few artifacts present on the surface during both the 1986 and current recordings. The site was likely a lithic resource procurement area where the piedmont gravels were being tested for quality. There is unlikely to be any subsurface materials due to the lack of deposition and the surficial nature of the assemblage.

Eligibility Recommendations

LA 54760 is recommended not eligible for listing in the NRHP as it is not affiliated with a historic event or persons, does not maintain any unique qualities of construction or design, does not possess significant data potential, and is unlikely to yield more information relating to the prehistory or history of the area.

Management Recommendations

No further treatment is recommended.

LA 54761

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill 35106-E1; 1979
County: Santa Fe
Elevation: 6,343 feet (1,933 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Archaic, Late Archaic (800 B.C.–A.D. 400)
Site Type: Archaeology without features (artifact scatter)
Size: 2,440.61 m^2 (26,720.49 square feet); 0.60 acre
NRHP Eligibility: Not Eligible
Management Recommendations: No further treatment

Previous Site Visits

LA 54761 was first recorded by OAS in 1986 (NMCRIS Activity No. 17350) as a Developmental period (A.D. 875–1050) for the survey of the Tierra Contenta Subdivision in Santa Fe, New Mexico (NMCRIS Activity No. 17350, Report No. 356). The original recording described the site as a dispersed prehistoric artifact scatter located on a southern terrace edge overlooking the north branch of Arroyo de Los Chamisos.

The originally observed artifact assemblage consisted of lithic debitage and lithic tools, numbering in the hundreds, of which 60 were recorded. Lithic material types consisted overwhelmingly of chert, with smaller amounts of obsidian, basalt, quartzite, and siltstone. Observed lithic tools included four utilized chert flakes, one core, and one En Medio projectile point base that was collected.

Site Description

SWCA archaeologists revisited this site on January 31, 2023. The site was originally described as measuring 80.09 m × 30.47 m (262.76 feet × 99.96 feet). It was noted that the field-plotted locations for LA 54761 and LA 54763 (located immediately to the east) were switched based on the topographic descriptions and site map for LA 54761. In both instances the topographic details provided in the OAS recording and site map were a near perfect match for their current locations as noted by SWCA, with drainages on the site map for LA 54761 matching exactly. However, a thorough search with close-order transects of 5 m across the site area as indicated by OAS's field map revealed no artifacts. The site's artifacts appear to have been fully collected, although there are no records of subsequent mitigation of the site.

The overstory consists of moderately dense oneseed juniper trees with an understory of lightly scattered grasses and forbs. The ground surface is 100 percent visible. Very little erosion was noted despite the lack of ground cover. An arroyo is present in the north. The site was used for single-event modern trash dump (Figure 4.3).

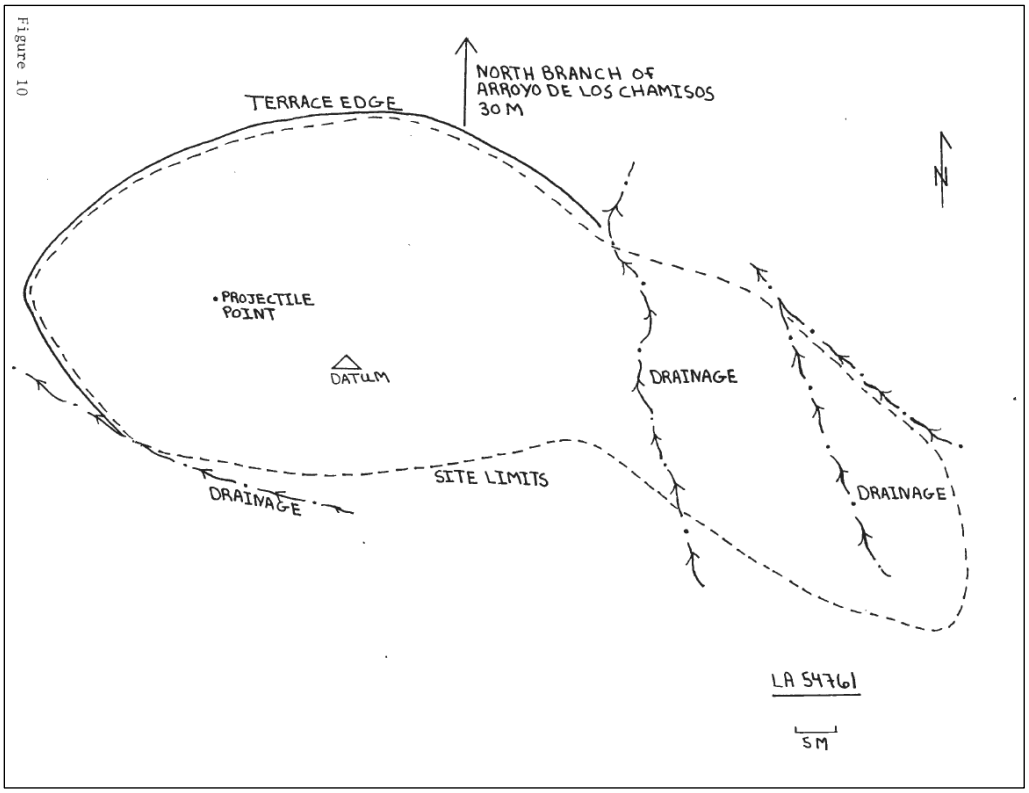

Figure 4-2. Previous site map of LA 54761 (Hannaford 1986:72, Figure 10).



Figure 4-3. LA 54761, site location showing modern dumping; view facing north (Frame T08-0553).

Materials Identified

After a thorough search of the site area, SWCA archaeologists could find no artifacts at the site during this survey.

Site Chronology

LA 54761 dates to the Late Archaic based on the previously identified En Medio projectile point (800 B.C. –A.D. 400).

Site Summary and Interpretation

LA 54761 is a Late Archaic (800 B.C. –A.D. 400) lithic artifact scatter. However, the SWCA crew encountered no artifacts even though the topography was an exact match with the OAS 1986 field map. No artifact collection was conducted at this site during the initial recordation except for a single En Medio projectile point. A review of NMCRIS indicates that aside from OAS's initial recording, there are no other activities associated with this site prior to SWCA's present investigation. Personal communications with the City of Santa Fe Planning Department and a cultural resources evaluation of the master plan by Wonderstone (Ramirez Thomas 2022) further indicate that no mitigation had been permitted by the ARC for this site. SWCA crews noticed that the site's archaeological materials were likely collected by an archaeologist due to the systematic manner in which the site was collected, as all 100+ artifacts, including debitage, were absent. There was no evidence of excavation units noted by the SWCA crew.

Eligibility Recommendations

LA 54761 is not eligible for listing in the NRHP under any criterion as the site is not affiliated with a historic event or persons and does not possess any unique characteristics of construction or design. The site was originally recommended as potentially eligible for listing in the NRHP under Criterion D. However, as a result of the site being 100 percent collected, the site no longer maintains integrity as it appears to have been previously and fully surface collected and thus lacks data potential.

Management Recommendations

The site is outside of the planned development for Lot 57 and within a proposed open space area. As a result, the site will not be impacted by development and no further treatment is necessary. However, SWCA recommends that the Tierra Contenta Corporation and the City of Santa Fe investigate the circumstances surrounding the site's collection/treatment, including attempts to relocate missing artifacts and any associated documentation.

LA 54762

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,344.31 feet (1,933.74 m)
Landowner: Pacheco Land Grant
Cultural Affiliation and Age: Ancestral Puebloan, Developmental, Coalition, and Historic periods (A.D. 1150–1425; A.D. 1650–1775)
Site Type: Archaeology without features
Size: 414.53 m² (4,461.99 square feet); 0.06 acre
NRHP Eligibility: Not Eligible
Management Recommendations: No further treatment; site destroyed.

Previous Site Recording

LA 54762 was first recorded by the Lab of Anthropology in 1986 (NMCRIS Activity No. 17350) as a multicomponent site, including the Developmental, Coalition, and Historic periods (A.D. 1150–1425; A.D. 1650–1775). The original site description identifies the site as a 70 × 110–m artifact scatter with more than 100 artifacts including ground stone, ceramic sherds, a core, and lithic flakes (Figure 4.4).

The southern boundary was formed by a northeast-to-southwest flowing drainage that intersected with two north-south drainages. One defined the eastern boundary, while another flowed through the center. meeting the southern arroyo at the southwest corner of the site (Figure 4.4). The northern site area had a dirt road running east-west through the corner of the site (Hannaford 1986:75).

A total of 35 artifacts were recorded at this site. Lithic materials included local and non-local sources, with chert, basalt, chalcedony, quartzite, and Jemez obsidian present. Ceramic types included seven sherds from a single Tewa Polychrome bowl north of the dirt road, four Santa Fe Black-on-white bowl sherds, and two indeterminate gray ware jar sherds found just south of the datum (Figure 4.4). Two metates were also recorded.

A 50-cm-diameter charcoal stain feature that may have been a hearth was recorded eroding from the southern-bounding east-west arroyo with the metate and mano found nearby (Figure 4.4).

Current Site Recording

SWCA archaeologists revisited this site on January 31, 2023. The site measures 40.07 m × 10.35 m (131.46 feet × 22.95 feet). Oneseed juniper trees are the main vegetation but are sparsely dispersed, with an understory of a few yucca and small patches of various forbs and grasses. However, ground surface visibility is 100 percent, as much of the site area has been surface-scraped with vehicle tracks noted across the site. Only a single artifact was observed after an exhaustive search of the site area. The topographic setting matches perfectly with the site map and description from the original site recording.

The site is completely destroyed by mechanical scraping and recreational use seen from tire tracks (Figure 4.5–Figure 4.7). Three large areas are mechanically scraped, including the area of the charcoal stain/hearth feature. The central site area (Figure 4.5) has multiple areas that have been scraped clear of vegetation with low push piles of gravel along the periphery. Mechanical scraping and recontouring in the southern third of the site caused the lower terrace to slope into the drainage (Figure 4.6 and Figure 4.7). The east site area (Figure 4.7) appears to have been scraped as well but is less intensive as surface gravels and vegetation are more intact here.

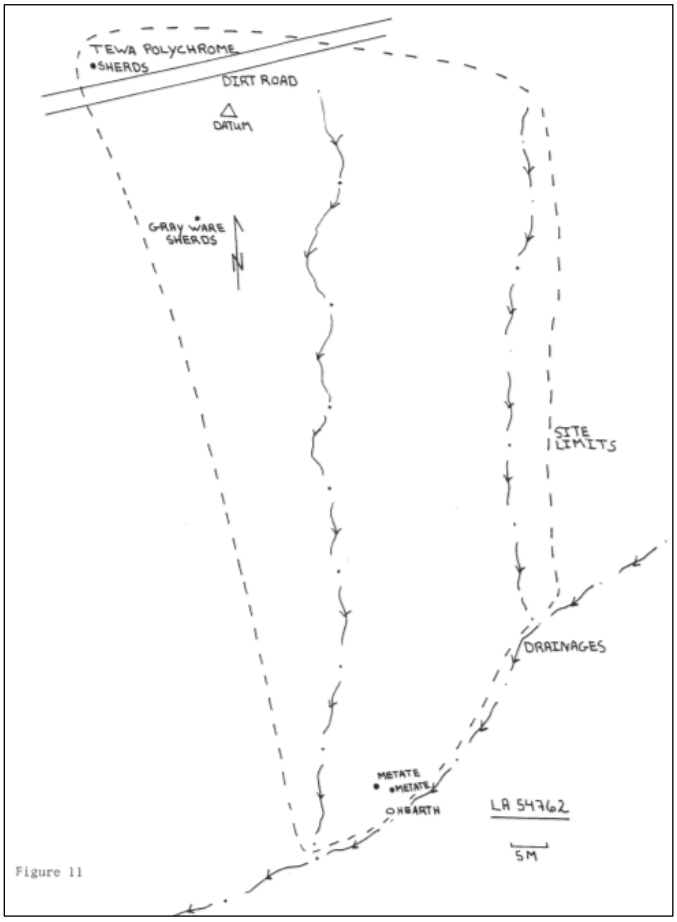

Figure 4-4. Previous site map of LA 54762 (Hannaford 1986:75, Figure 11).



Figure 4-5. LA 54762, overview of central site area with evidence of mechanical clearing, facing north (Frame T08-0836).



Figure 4-6. LA 54762, overview of south site area with evidence of mechanical scraping, facing northeast (Frame T08-0922).



Figure 4-7. LA 54762, site overview of east site area with evidence of mechanical scraping, facing east (Frame T08-5577).

Features

The previously recorded feature was not relocated during this site visit. The area of the feature was relocated using the mapped drainage locations. However, this area was mechanically scraped and recontoured, obliterating any signs of the original feature or metates (Figure 4.6).

Materials Identified

None of the formerly identified materials were relocated. Only one complete black quartzite cortical flake measuring 5+ cm in length was recorded (PL 1).

Site Chronology

LA 54762 was a Developmental, Coalition, and Historic period site (A.D. 1150–1425; A.D. 1650–1775) based on the previous presence of ceramic sherds and lithic flakes (see site description above).

Site Summary and Interpretation

LA 54762 is an artifact scatter with one charcoal stain feature that was originally documented in 1986. However, the site has been significantly impacted and obliterated as no artifacts except for a single flake were identified and the area adjacent to the drainage where the hearth and metates were located was mechanically scraped. Mechanical scraping has likely destroyed, covered, or moved any subsurface artifacts at the site.

The systematic scraping and nearly complete lack of artifacts at this site strongly suggests the site was subjected to archaeological treatment in the form of surface collection and excavations. However, there

are no records in NMCRIS that mitigation has been conducted at this site and the City of Santa Fe ARC does not appear to have issued a permit for data recovery at this site.

Eligibility Recommendations

LA 54762 is not eligible for listing in the NRHP under any criterion as the site is not affiliated with a historic event or persons and does not possess any unique characteristics of construction or design. The site was originally recommended as potentially eligible for listing in the NRHP under Criterion D. However, as a result of the site being surface-collected and scraped/excavated, the site no longer maintains subsurface integrity and, thus, lacks data potential.

Management Recommendations

The site is within the planned development for Lot 56. As a result, the site will be significantly impacted by development. However, as this site has been destroyed by what is assumed to be undocumented prior archaeological investigations, SWCA recommends that no further treatment of the site is necessary. SWCA further recommends that Tierra Contenta Corporation and the City of Santa Fe investigate the circumstances surrounding the site's collection/treatment, including attempts to relocate missing artifacts and any associated documentation.

LA 54763

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1);1979
County: Santa Fe
Elevation: 6,343 ft (1,933 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Ancestral Puebloan, Developmental to Classic (A.D. 1150–1425)
Site Type: Archaeology with features
Size: 2,440.61 m^2 (26,270.49 square feet); 0.60 acre
NRHP Eligibility: Undetermined
Management Recommendations: Testing, data recovery

Previous Site Visits

LA 54763 was first recorded by OAS in 1986 (NMCRIS Activity No. 17350) as a dispersed sherd and lithic artifact scatter across a 35 × 55–m area that was assigned tentatively to the Developmental period (A.D. 875–1050). The site is located on the north slope of a juniper-lined arroyo and partially eroded. No further information on condition was provided.

Artifacts found included 27 pieces of lithic debitage, two chert unidirectional cores, an obsidian indeterminate biface fragment, and one Red Mesa Black-on-white jar sherd. OAS noted the presence of a green chert chipping area 3 m in diameter. No collection of artifacts was conducted.

Site Description

SWCA archaeologists revisited this site on January 31, 2023. The site measures 80.09 m × 30.47 m (262.76 feet × 99.96 feet). It was noted that the NMCRIS-plotted locations for LA 54761 and LA 54763

(located immediately to the west) were switched based on the topographic description and the site map for LA 54761. The site is documented as a lithic scatter with a single sherd and includes an artifact concentration on the south site area. A collection of cobbles (Feature 1) was noted northeast of the artifact concentration. The green chert chipping area was not relocated.

The site is on a piedmont terrace within pinyon-juniper woodland with a sparse oneseed juniper overstory and an understory consisting of various forbs and grasses including grama grass, rabbitbrush, yucca, and cholla. Surface visibility is between 75 and 100 percent (Figure 4.8). The site is between 51 and 75 percent intact. Alluvial erosion is occurring in a southwest-trending drainage, and two-track dirt roads are in the northern and eastern site areas.



Figure 4-8. LA 54763, site overview, facing northwest (Frame T08-3284).

Features

Feature 1 is a 4 × 3–m dispersed cobble concentration that may represent a cultural feature or a natural deposit of larger piedmont cobbles. Roughly 20 to 30 cobbles are present. This concentration is on the south side of a juniper tree and approximately 10 m east of the artifact concentration.

Materials Identified

A total of 29 lithics and one sherd were identified at the site, of which 10 lithics were in an artifact concentration on the south site area. The general scatter included 16 flakes, one tested cobble (Table 4-1), a quartzite uniface, and an obsidian biface. The most abundant debitage raw material was quartzite (n=7) followed by chert (n=6). Cortex was present on 41 percent of the flaked stone debitage. One obsidian

biface fragment (Table 4-2, Figure 4.9) and one quartzite unifacially worked flake were found in the general scatter area. One Santa Fe Black-on-white (A.D. 1150–1425) jar body sherd also was found (Table 4-3, Figure 4.10).

Table 4-1. Flaked Stone Debitage from the General Scatter at LA 54763

Raw Material	Flaked Stone Type	Size class			Total
		2-3 cm	3-4 cm	4+ cm	
Basalt	Whole cortical flake			1	
	Basalt Total			**1**	**1**
Chert	Whole non-cortical flake			3	
	Broken non-cortical flake		1		
	Whole cortical flake			1	
	Tested Cobble			1	
	Chert Total		**1**	**5**	**6**
Obsidian	Broken non-cortical flake	1			
	Obsidian Total	**1**			**1**
Quartzite	Whole non-cortical flake	1	1	3	
	Whole cortical flake			2	
	Broken cortical flake			2	
	Quartzite Total	**1**	**1**	**7**	**9**
Total		**2**	**2**	**13**	**17**

Table 4-2: General Scatter Lithic Tools Observed at LA 54763

PL No.	Material Type	Artifact Type	Dimensions (cm)	Description
PL 2	Obsidian	Biface	2.2 × 1.5 × 0.6	One broken obsidian biface. Unknown section. Random flake pattern. Possible pressure-flaking along two lateral margins. Biconvex cross-section.
	Uniface	Quartzite	4+ cm	Complete cortical flake with use wear along one margin.

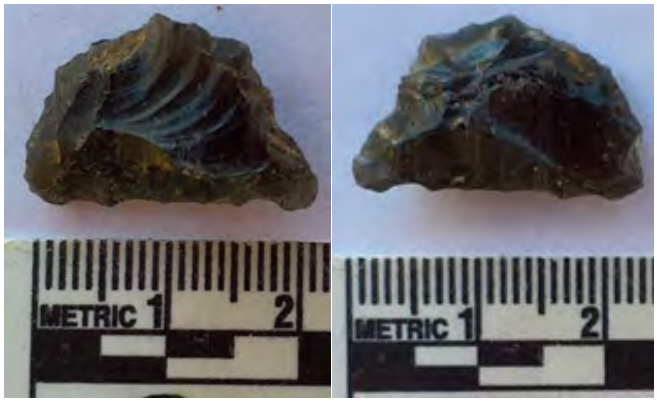

Figure 4-9. LA 54763, PL 2, obsidian biface fragment, sides A and B (Frames T10-7305 and T10-0201).



Figure 4-10. LA 54763, PL 1, Santa Fe Black-on-white jar body sherd. From left to right: exterior, interior, and cross-section (Frames T10-6232, T10-9580, and T10-5848).

Table 4-3: General Scatter Ceramic Artifacts Observed at LA 54763

PL No.	Ware/Type	Vessel Form	Description	Count		
				Body	Rim	Total
PL 1	Santa Fe Black-on-white	Jar	One Santa Fe Black-on-white body sherd. Smooth exterior with a white slip and a bold geometric design (mineral paint). Plain to rough interior with slight tool marks. Crushed angular black rock temper, which is visible on both walls.	1		1
Total						1

Within the artifact concentration, crews documented 10 pieces of flaked stone from chert (n = 7), quartzite (n = 2), and basalt (n = 1) in an 11 by 6–m area (Table 4-4). The majority of artifacts were non-cortical, and the chert and quartzite appear to be from the locally eroding gravels.

Table 4-4. Lithic Debitage Observed within AC 1 at LA 54763

Raw Material	Flaked Stone Type	Size Class				Total
		1-2 cm	2-3 cm	3-4 cm	4+ cm	
Basalt	Whole non-cortical flake		1			1
	Basalt Total		1			1
Chert	Whole non-cortical flake	1	1	3		5
	Whole cortical flake				2	2
	Chert Total	1	1	3	2	7
Quartzite	Broken non-cortical flake		2			2
	Quartzite Total		2			2
Total		1	4	3	2	10

Site Chronology

Based on the presence of one Santa Fe Black-on-white sherd, LA 54763 likely dates to between the late Developmental and Classic periods (A.D. 1150–1425).

Site Summary and Interpretation

LA 54763 is a late Developmental to Classic period artifact scatter consisting primarily of flaked stone artifacts (n = 29) and a single sherd, as well as a possible cultural feature (Feature 1) consisting of a cobble concentration. The site does not appear to have changed significantly with the exception of expanding in size to incorporate the artifact concentration south of the drainage. Sediments are of an unknown depth, though are likely shallow given the presence of eroding piedmont gravels.

Eligibility Recommendations

LA 54763 is not eligible for NRHP nomination under Criterion A, B, or C as it is not associated with a significant historical figure or event, nor does it possess unique qualities of construction. The site may have subsurface potential, but this would need to be demonstrated through subsurface testing. As a result, the site's eligibility status is recommended as undetermined for the NRHP under Criterion D.

Management Recommendations

The site falls within the planned development for Lot 57 and a proposed pocket park. SWCA recommends that the site will need to be evaluated for subsurface potential and integrity through testing, including testing of the possible feature. If the testing establishes that the site has subsurface potential, then the site should be 100 percent surface-collected and the feature, if cultural, should be fully excavated.

LA 54765

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1);1979

County: Santa Fe
Elevation: 6,359 feet (1,938 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Unknown Aboriginal, Unspecified Prehistoric (9500 B.C.–A.D. 1550)
Site Type: Archaeology with features
Size: 8,727.15 m² (93,938.18 square feet); 2.16 acres
NRHP Eligibility: Undetermined
Management Recommendations: If avoidance is not possible, testing/data recovery.

Previous Site Visits

LA 54765 was first recorded by the Laboratory of Anthropology in 1986 (NMCRIS Activity No. 17350) as a lithic scatter with two charcoal lens features (Hannaford 1986:78). This site was not dated at the time but would be an Unknown Aboriginal site (9500 B.C.–A.D. 1850) dispersed across a 170 × 60–m area.

The site was impacted by water erosion with a small drainage in the eastern corner of the site leading south (Figure 4.11). A powerline and fence were located in the west and southwest, respectively. The fence led northwest until reaching a segment of the Camino de los Carros, then followed the wagon road leading northeast.

Artifacts found included a total of 51 pieces of lithic debitage, three lithic tools, and one ground stone. The lithic debitage assemblage comprised 45 pieces of obsidian, four pieces of chert, and two pieces of basalt. Most of the obsidian was noncortical and untyped from the Valles Caldera (Jemez obsidian), with one El Rechuelos obsidian piece (listed as Polvadera). Lithic tools included a noncortical indeterminate obsidian biface fragment and two obsidian flakes with unidirectional flake scars. No artifacts were recorded in erosional channels or partially buried.

Two charcoal lenses were seen “eroding from the west bank of a south-trending arroyo located along the east edge of the site” (Hannaford 1986:78). The lenses’ horizontal provenience in the arroyo wall is unclear but were then located on top of each other. No artifacts were associated with these two stains. One lens was 10 cm thick and 3 m long and located 50 cm below the surface. The second lens was 10 cm thick and 8 m long and was below the first stain at a depth of 1 m below surface (Hannaford 1986:78).

Site Description

SWCA archaeologists revisited this site on February 2, 2023. LA 54765 is a small Unknown Aboriginal (9500 B.C.–1600 A.D.) lithic scatter with two ash stain features and measures 152.97 × 57.05 m (501.87 feet × 187.07 feet). The site is located in sparse pinyon-juniper woodland. Vegetation consists of a juniper tree overstory, with a few pinyon pines, and an understory of various forbs and grasses, including yucca and cholla (Figure 4.12 through Figure 4.15).

The site is in poor condition, estimated at 1–25 percent intact with vandalism and construction impacting the site’s overall integrity. Erosion from a large drainage forming at the bottom of a hill is in the eastern area. Surface collection appears to have occurred across most of the site as all artifacts were found only on the western or far northern peripheries of the site, while no artifacts were observed in the central and eastern site areas. Additional artifacts may be present further west to the property boundary, but crews were unable to fully examine this area due to a landowner and three unsecured guard dogs.

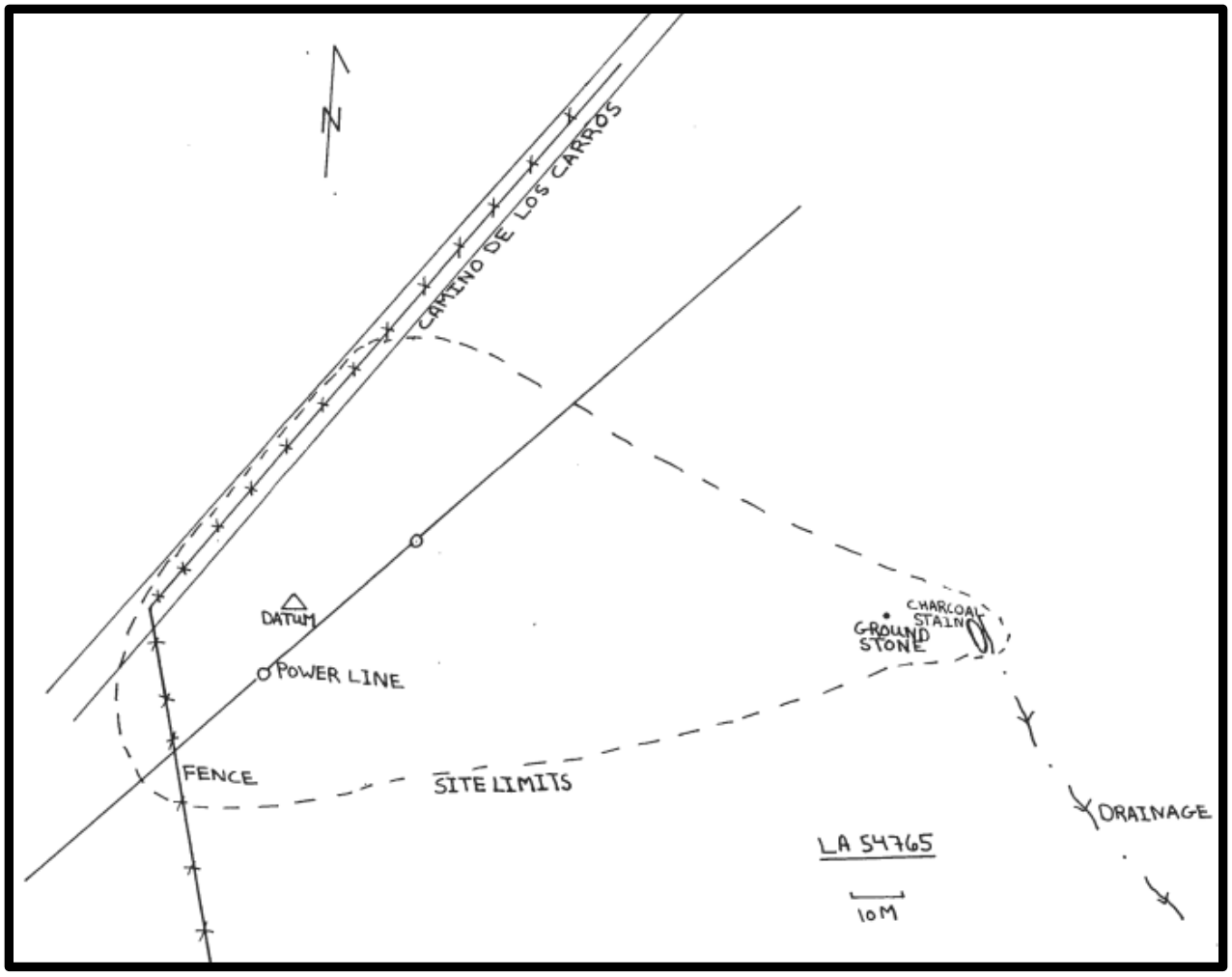

Figure 4-11. Map of LA 54765 from original recording by Hannaford (1986:79, Figure 12).



Figure 4-12. LA 54765, site overview, facing southeast (Frame T10-5384).



Figure 4-13. LA 54765, site overview, facing southwest (Frame T10-8972).



Figure 4-14. LA 54765, site overview, facing northwest (Frame T10-6013).



Figure 4-15. LA 54765, site overview, facing southwest (Frame T10-8060).

Features

Two ash stains were found during the 2023 recording. At least 20 to 30 cm of sediment has covered the ash stains since 1986. The upper stain recorded in 1986 was not relocated and was likely affected by water erosion from the large drainage at the site. Features 1 and 2, described below, are located at the eastern edge of the site separated by about 10 m (33 feet) and may be part of the same ash stain.

Feature 1 (F1) is a linear ash stain 77 cm below the ground surface consisting of about a 50 cm long stain on the northwest wall of the drainages. It is located in fine alluvium (Figure 4.16).

Feature 2 (F2) is a linear ash stain that is 70 cm below the ground surface, measuring 10 cm long and 10 cm thick, and is exposed on the northwest wall of the drainage. This ash stain is southwest of F1 (Figure 4.17).

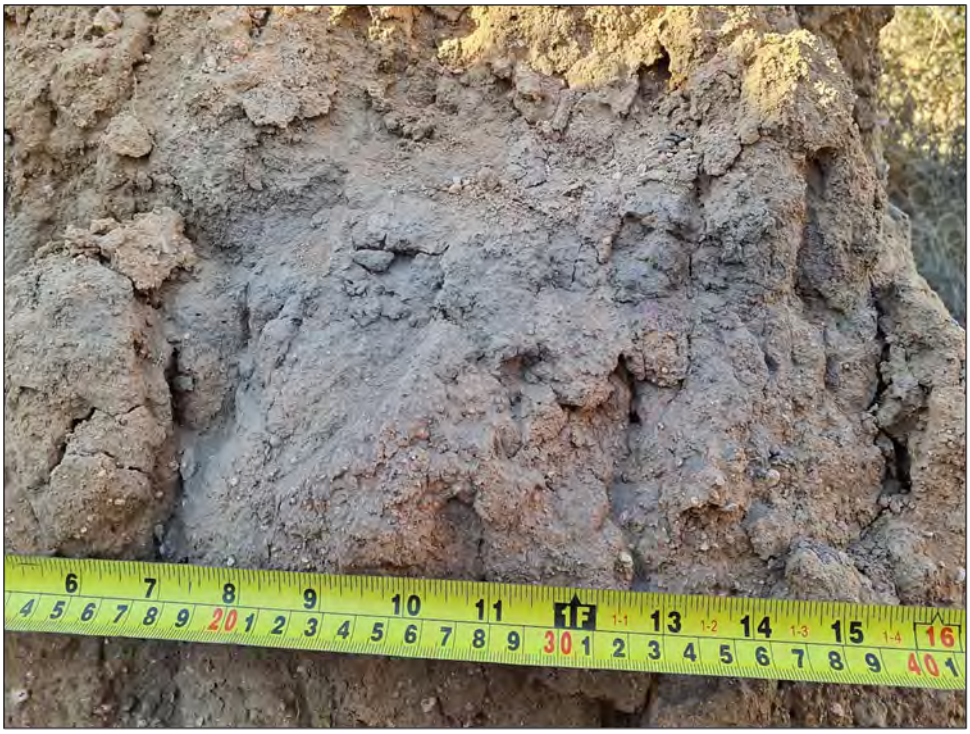

Figure 4-16. LA 54765, Feature 1, linear ash stain. About 50 cm exposure, 10 cm thick, and 77 cm below surface in stratified fine alluvium; view facing northwest (Frame T10-9456).



Figure 4-17. LA 54765, Feature 2, ash stain. About 10 cm × 10 cm, and 70 cm below surface in stratified fine alluvium; view facing northwest (Frame T10-0213).

Materials Identified

The current site recording found 11 pieces of lithic debitage and one polishing stone (manuport) in the western area of the site and one additional piece of lithic debitage in the northern corner of the site (Table 4-5). Lithic debitage included indeterminate obsidian (n=7), chalcedony (n=2), chert (n=2), and quartzite (n=1). Cortex was absent on 10 pieces, with only two pieces found that had cortex. Sizes include 0-1 cm (n=2), 1-2 cm (n=3), 2-3 cm (n=3), 3-4 cm (n=3), and 4+ cm (n=1). Three pieces were complete, three were distal fragments, one was a medial piece, one was a proximal piece, and four were indeterminate fragments. The polishing stone (manuport) was found near the western boundary, made from indeterminate volcanic material, and polished on both faces (PL 1) (Figure 4.18, Table 4-6).

Table 4-5. Lithic Debitage Observed at LA 54765

Raw Material	Flaked Stone Type	Size Class					Total
		0-1 cm	1-2 cm	2-3 cm	3-4 cm	4+ cm	
Chalcedony	Broken non-cortical flake			1	1		2
	Chalcedony Total			**1**	**1**		**2**
Chert	Complete non-cortical flake			1			1
	Complete cortical flake					1	1
	Chert Total			**1**		**1**	**2**
Obsidian Indet	Complete non-cortical flake	1					1
	Broken non-cortical flake	1	1	1	1		4
	Shatter		2				2
	Obsidian Indet Total	**2**	**3**	**1**	**1**		**7**
Quartzite	Broken cortical flake				1		1
	Quartzite Total				**1**		**1**
Total		2	3	3	3	1	12

Table 4-6. Ground Stone Observed at LA 54765

PL No.	Material Type	Artifact Type	Length × Width × Thickness (cm)	Description
1	Volcanic	Polishing Stone/manuport	6.5 × 4.5 × 3 cm (estimated, not measured in-field)	One polishing stone/manuport made from volcanic material. Polishing is present on both faces and shaped.

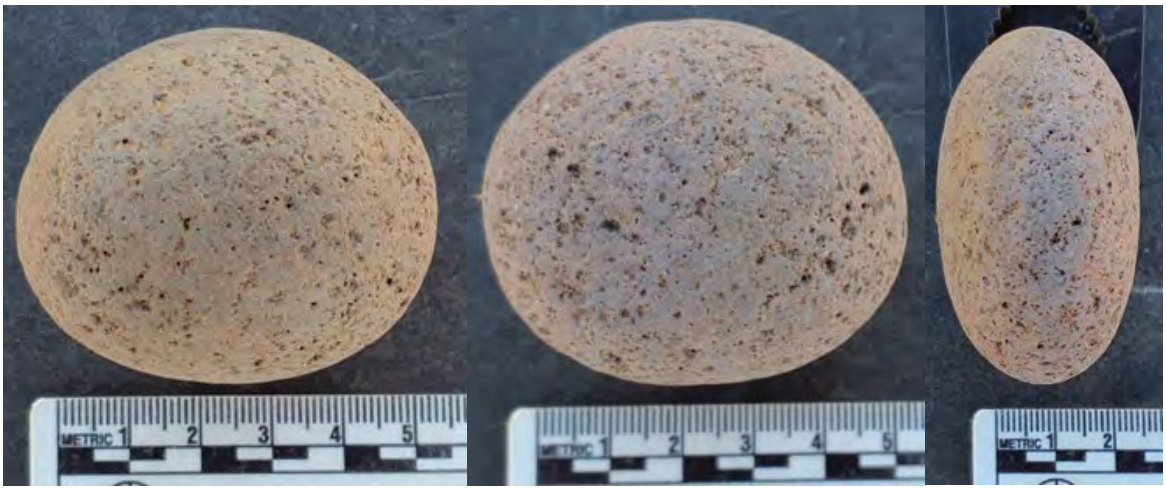

Figure 4-18. LA 54765, PL 1 – polishing stone/manuport. Sides A, B, and cross-section (Frames T10-6240, T10-4077, and T10-4971).

Site Chronology

LA 54765 is an Unknown Aboriginal artifact scatter of an unspecified prehistoric period (9500 B.C.–A.D. 1550). No temporally diagnostic artifacts were found during the current survey.

Site Summary and Interpretation

LA 54765 is an Unknown Aboriginal, Unspecified Prehistoric (9500 B.C.–A.D. 1550) dispersed artifact scatter. The site appears to have been surface-collected by an archaeologist as no artifacts were observed across the central and eastern site areas, all artifacts were observed only on the western and northern peripheries. There did not appear to be evidence of excavation units or scraped areas. More artifacts may be on the western boundary of the site, but this area was unable to be fully documented due to the presence of guard dogs, and it is presumed that this may be the reason that this area of the site was not previously collected. The site has also continued to experience significant erosional impacts as the ash stains have changed significantly in size.

As with the 1986 recording, it is unclear if the ash stains found are anthropogenic or natural. The ash stains cover a large area (the stains are separated by about 10 m) and are in the same stratigraphic unit. Furthermore, the previous and current recordings of the site do not have associated artifacts.

Eligibility Recommendations

LA 54765 is not eligible for listing in the NRHP under Criterion A, B, or C as the site is not affiliated with a historic event or persons and does not possess any unique characteristics of construction or design. The site was originally recommended as potentially eligible for listing in the NRHP under Criterion D. The site still may retain data potential on the western site area where numerous artifacts were identified during the current project. Additional data is needed across the site to demonstrate the presence of subsurface archaeological deposits, including in areas that have been previously collected. The site may also retain subsurface data potential associated with the staining in the arroyo if those stains are found to be anthropogenic. As a result, SWCA recommends that LA 54765's eligibility for nomination to the NRHP remains undetermined pending subsurface testing.

Management Recommendations

The site is within the planned development for Lot 60. As a result, the site will be significantly impacted by development. SWCA recommends that the site be avoided by all project activities. If the development of Lot 60 cannot avoid the site with a 30-foot buffer, then the site should be mitigated through surface collection and testing/excavation. Only the features in the drainage and the western third of the site appear to be intact as the central and eastern site areas have been fully surface collected. Therefore, excavations should be conducted within the drainage to address the soil staining, and in the west site area. However, testing should occur in the area that appears to have been surface collected to determine if subsurface archaeological remains exist that may not have been affected by surface collection and, if subsurface archaeological remains are encountered, the area should be subjected to additional excavations. SWCA also recommends that Tierra Contenta Corporation and the City of Santa Fe investigate the circumstances surrounding the site's collection/treatment, including attempts to relocate missing artifacts and any associated documentation.

LA 54767

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,293.31 feet (1,918.20 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Ancestral Pueblo, Coalition to Classic period (A.D. 1250–1550)
Site Type: Archaeology without features
Size: 2,098.74 m^2 (22,590.59 square feet); 0.52 acre
NRHP Eligibility: Not Eligible
Management Recommendations: No further treatment; site destroyed.

Previous Site Visits

LA 54767 was a Coalition to Classic period (A.D. 1250–1550) site first recorded by OAS in 1986 (NMCRIS Activity No. 17350) as an intact lithic and sherd scatter. No other information on the site's vegetation or erosion was recorded. Subsurface deposits may be present because of deep soil deposition in the floodplain of the Arroyo de los Chamisos. The lithic debitage assemblage included chert (n=10), Jemez obsidian (n=1), and quartzite (n=1).

The Coalition to Classic period component is based on the presence of two Agua Fria Glaze-on-red bowl sherds, three Cieneguilla Glaze-on-yellow jar sherds, and five Galisteo Black-on-white bowl sherds (Hannaford 1986:82). A circular button of copper or brass with a circular shank on the backside was also found, but whether this is an incidental isolate or part of a Contact period component was unclear.

Current Site Visit

SWCA archaeologists revisited this site on January 30, 2023. LA 54767 measures 63.46 m × 33.07 m (208.20 feet × 108.49 feet) and is mostly open scrubland with a few juniper trees and an understory consisting of various grasses and forbs with some yucca. The site is located on the first alluvial terrace of the Arroyo de los Chamisos to the west of the piedmont terrace and approximately 30 m northeast of the plotted location in NMCRIS. Only three lithics were identified, all along the site periphery. The site was heavily disturbed by a graded road along the northeast site area, and the central site area was graded and disked. The crews also noted that the graded area matched closely with the size and shape of the previous site boundary. The site no longer exists and has been 100 percent destroyed by road development and from clearing/disking of the site area (Figure 4.19).



Figure 4-19. LA 54767, site overview, facing north (Frame T08-6340).

Features

No features were observed during this investigation.

Materials Identified

Three flakes were recorded, all size class 3–4 cm. Two were quartzite and one's material was not recorded. All three artifacts were located on the periphery of the site boundary.

Site Chronology

LA 54767 was a Coalition to Classic period (A.D. 1250–1550) site due to the former presence of Agua Fria Glaze-on-red, Cieneguilla Glaze-on-yellow, and Galisteo Black-on-white sherds (Hannaford 1986).

Site Summary and Interpretation

LA 54767 was identified as a Coalition to Classic period (A.D. 1250–1550) sherd and lithic scatter with 22 artifacts. However, the site is destroyed by road grading and scraping/disking of the site area. Artifacts were noted in disturbed areas only on the periphery of the disked area, indicating that the site has been obliterated and no longer retains subsurface potential.

Eligibility Recommendations

LA 54767 does not meet the criteria for nomination to the NRHP under Criterion A, B, or C as it is not associated with a historic person or event and does not possess unique characteristics of design or construction. LA 54767 was previously recommended by Hannaford (1986) as potentially eligible under Criterion D for nomination to the NRHP based on the site's subsurface potential. However, SWCA recommends that the site is no longer eligible for listing in the NRHP due to the complete destruction and elimination of subsurface potential.

Management Recommendations

The site is within the planned open space area southwest of Lot 57, and a proposed trail passes through the site. As a result, the site will be significantly impacted by development. However, due to the destruction of the site, the site can no longer be mitigated. SWCA recommends that Tierra Contenta Corporation and the City of Santa Fe investigate the circumstances surrounding the site's destruction and further assess if the site was mitigated previously, similar to what occurred at other sites in the project area.

LA 54768

Additional Site Numbers: Not Applicable
UTM/PLSS Data: Turquoise Hill (35106-E1)
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,302 feet (1,918 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Unknown Aboriginal, unspecified prehistoric/historic (9500 B.C.–A.D. 1850)
Site Type: Archaeology with features
Size: 784.56 m^2 (8,444.97 square feet); 0.19 acre
NRHP Eligibility: Eligible, Criterion D
Management Recommendations: No further treatment is recommended.

Previous Site Visits

LA 54768 was first recorded by OAS in 1986 (NMCRIS Activity No. 17350) consisting of a single charcoal stain (65 cm × 65 cm) eroding from the east wall of a small arroyo about 40 cm below the ground surface. No artifacts were associated with the feature, though a single piece of red chert debris was on the surface about 6 m east of the feature. This appears to be Feature 1 in the current site recording. The feature was within a layer of tan alluvial sand below the ground surface. Beneath was another layer of alluvial sand and river cobbles.

Site Description

SWCA archaeologists revisited this site on January 30, 2023. LA 54768 measures 24.50 m × 27.24 m (80.38 feet × 89.40 feet) and consists of two charcoal stains and a complete granite basin metate eroding from a 2-m-deep arroyo on the south side of Arroyo Chamiso (Figure 4.20). The site is within a piñon-juniper woodland composed of oneseed juniper with various grasses and forbs impeding ground surface visibility to 51–75 percent. The site is 26–50 percent intact due to water erosion significantly impacting the features, and this arroyo will continue exposing and eroding the features and artifacts.



Figure 4-20. LA 54768, site overview, facing southwest (Frame T08-4390).

Features

Two charcoal stains were located at the site.

Feature 1 (F1) is a charcoal stain on the east wall of an arroyo that measures 15 cm long by 17 cm thick and 17 cm below the ground surface (Figure 4.21). No artifacts were found within or near this feature during this recording. The feature was previously recorded in 1986 by OAS (Figure 4.22).

Feature 2 (F2) is a charcoal and ash stain 5 meters away from Feature 1 that is eroding from the west wall of a drainage (Figure 4.23). It measures 3.37 m long and 10 cm thick and is approximately 40 cm from the ground surface. The lower contact with the underlying clayey loam stratum is level with a strong contact boundary. Charcoal flecking is noted throughout the fill. One upturned basin metate was associated with this feature (Figure 4.24). There is no accompanying staining on the opposite bank of the arroyo.



Figure 4-21. LA 54768, Feature 1 (F1), original charcoal stain; view facing southeast (Frame T08-1123).

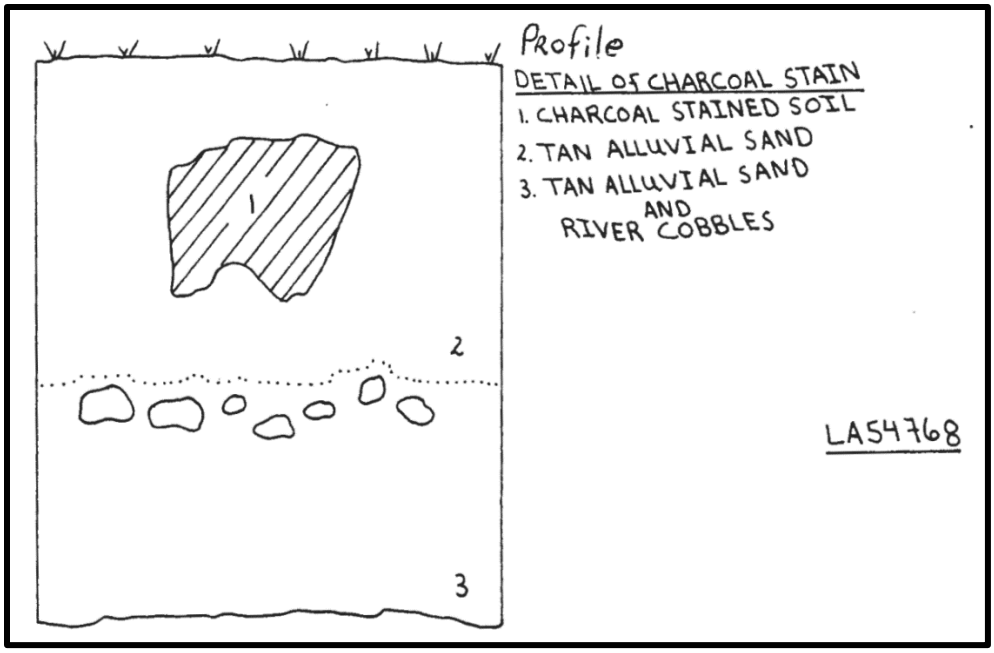

Figure 4-22. Original profile of Feature 1 charcoal stain recorded in Hannaford (1986:85).



Figure 4-23. LA 54768, Feature 2 (F2); ash stain is located above measuring tape set at 1 meter. The basin metate (PL 1) is above ash stain; view facing west (Frame T14-7496).

Materials Identified

One ground stone artifact was recorded and analyzed during this investigation. An upturned granite basin metate associated with Feature 2 was recorded as PL 1 (Figure 4.23 and Figure 4.24). This metate was located at the southwest edge of the charcoal and ash stain, embedded in the arroyo cut wall. The metate measured an estimated 40.0 cm × 30.0 cm × 12.0 cm. No other artifacts were observed in association with this site.



Figure 4-24. LA 54768, PL 1, granite basin metate in Feature 2. Side A (Frame T14-2462).

Site Chronology

LA 54768 is an Unknown Aboriginal site of an unspecified prehistoric/historic period (9500 B.C.–A.D. 1850) with no diagnostic artifacts present.

Site Summary and Interpretation

LA 54768 is an Unknown Aboriginal site, Unspecified Prehistoric/Historic (9500 B.C.–A.D. 1850) consisting of two charcoal stains eroding approximately 40 cm from the top of an arroyo. Feature 1 appears to be similar to what was documented in 1986 during the original site documentation, though its function remains unknown as there are no associated artifacts or oxidation (Figure 4.21 and Figure 4.22). Feature 2 appears to be a structural stain given its size and the presence of an overturned metate resting at the top of the stain. The lack of associated artifacts (only one flake was documented in 1986, which was not relocated), is further evidence that this site is buried between 20 and 40 cm deep below the present ground surface.

Eligibility Recommendations

LA 54768 is not associated with a significant historical event or a person, nor does it display unique characteristics of construction or artistic value. As a result, LA 54768 is not eligible for nomination to the NRHP under Criterion A, B, or C. LA 54768 is recommended as eligible for listing in the NRHP under Criterion D. The affiliation of the features with a basin metate indicates the presence of intact subsurface features with dateable remains that can inform on topics including settlement patterns and chronology, subsistence, and demography.

Management Recommendations

LA 54768 is within a proposed Open Space area with no planned trails or landscape modifications. As a result, the proposed Phase 3A development will have no adverse effect on the site. No further treatment is recommended.

LA 54777

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill 35106-E1;1979
County: Santa Fe
Elevation: 6,506 ft (1,953 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Developmental Period (A.D. 900–1200); U.S. Territorial to Recent site (A.D. 1909–Present)
Site Type: Archaeology with features
Size: 5,139.48 m^2 (55,320.84 square feet); 1.27 acres
NRHP Eligibility: Eligible, Criterion D
Management Recommendations: Avoid via reroute or data recovery of Developmental Period component.

Previous Site Recording

LA 54777 was originally recorded by the Lab of Anthropology in 1986 (NMCRIS Activity No. 17350) during the original survey for the Tierra Contenta property (Hannaford 1986). The site was a dual component Late Developmental artifact scatter with a possible pueblo or field house, and a Statehood component that includes residential features. The Developmental period component consists of two rubble mounds that appeared to be structural remains that were disturbed by a bulldozer. Artifacts included neck-banded and exuberant corrugated jar sherds, indeterminate brown ware, and indeterminate gray wares, while the lithic artifacts are primarily chert core reduction flakes.

The historic component covers the remaining site and includes numerous structures including a dugout, a dugout or well, two cement well pads, a cobble-lined garden, multiple dumps, and the remains of a residential structure. BLM General Land Office (GLO) records reviewed by the Lab of Anthropology indicate the site was associated with a homestead patent filed by Nicholas W. Smith in 1937.

Site Description

LA 54777 is a U.S. Territorial to Recent site (A.D. 1909–Present) site with six historic features and a potential prehistoric component located on a hilltop clearing north of Arroyo de los Chamisos. The site measures 136.02 m × 37.78 m (445.25 feet × 123.95 feet) and is just south of residential development, with an overstory of pinyon and juniper and an understory of various grasses and forbs, including cholla, fourwing saltbush, and prickly pear cactus (Figure 4.25 and Figure 4.26). The understory obscures ground visibility to approximately 76–99 percent.

The site is in good condition, estimated at 51–75 percent intact with wind erosion, bioturbation, water erosion, and construction/land development impacting the site's overall integrity. Two dirt roads run through the site, and it appears that the northern area of the site has been mechanically leveled. Prehistoric artifacts were observed only in the immediate vicinity of Feature 1 (two small hummocks of sediments in a generally flat area with prehistoric artifacts concentrated in these areas). The majority of the site is on a slight south-trending slope (3 to 5 degrees), and artifacts are naturally being dispersed downslope to the south. Modern trash dumping was also observed on-site.



Figure 4-25. LA 54777, general site overview, facing northwest from the south edge of site (Frame T05-4130).



Figure 4-26. LA 54777, general site overview facing south from north edge of site (Frame T05-2952).

Features

A total of six features were recorded at the site. Artifacts associated with Features 1, 3, 4, 5, and 6 are detailed in the Materials section.

Feature 1 consists of two low hummocks of dirt within this area, which are the two slightly raised areas of sediments measuring 9 × 3.5 m and 7 × 6 m that the sherd and lithic scatter appear to be concentrated around. SWCA noted that while these two mounds were documented as rubble mounds bisected by a backhoe by the original site recorders, the mounds appear to be push piles without rock and there is no evidence to suggest these are structural (Figure 4.27).

Feature 2 is the remnants of a well or windmill base consisting of a concrete foundation measuring 53 × 53 inches and a metal pipe measuring 2.25 inches that sticks out from the center. In addition, four concrete pads are surrounding this base (Figure 4.28).

Feature 3 is a cobble-lined “garden” identified in the original site recording (Figure 4.29). The feature measures roughly 50 m × 25 m. There is a notable vegetation change associated with this garden area.

Feature 4 is the remnants of a concrete raised platform measuring 50 × 50 inches and 24 inches in height with a 1.5-inch threaded pipe present in the south corner. The platform has associated bricks along the outer edge and the concrete is made with a cobble aggregate. This feature is a possible well or windmill base, (Figure 4.30).

Feature 5 is a large trash dump measuring 19 × 11.5 m and consisting of over 700 cans and other associated domestic trash (Figure 4.31).

Feature 6 consists of two partially standing outbuildings and potentially a third fallen outbuilding constructed with milled timber covered with recycled corrugated metal roofing and tin. North of the outbuildings are several vertical railroad ties used for fence posts with barbed wire fragments attached. A concrete pad with glass bottle sherds was also present in an area measuring 8 feet × 15 feet (Figure 4.32).

Feature 7 is a cobble-lined walkway extending from the house foundation at the south end of the site northwards towards the garden area. The visible portion of the walkway measures approximately 115 feet long and 2.5 feet wide.

Feature 8 is the remains of a structure that was previously documented as measuring 5 × 5 m and located at the south end of the cobble-lined walkway. SWCA staff observed a vegetation anomaly in the area, roughly 8 × 8 m, but could not accurately define the area as a structure. The area is covered in modern trash obscuring the historic artifacts that are associated with the structure.

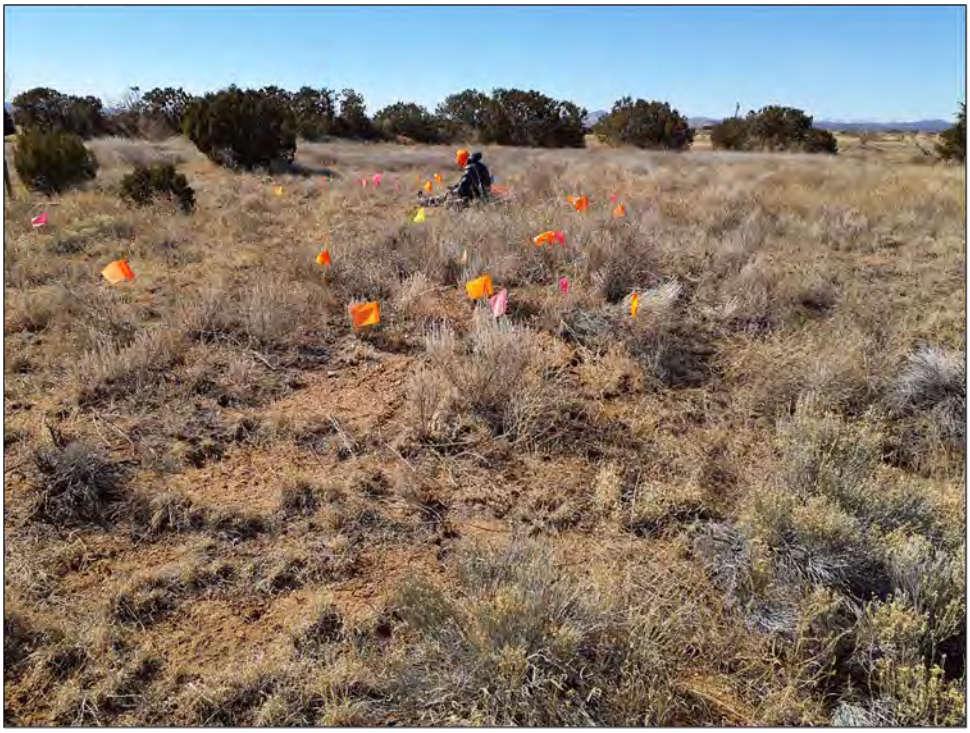

Figure 4-27. LA 54777, Feature 1 (F1) general overview of area containing a prehistoric component, facing west from the north end of the site (Frame T05-3384).



Figure 4-28. LA 54777, Feature 2 (F2), remnants of a well or base of windmill with a concrete foundation; view facing east (Frame T05-5047).



Figure 4-29. LA 54777, Feature 3 (F3), cobble-lined area; view facing southeast from the northern extent of the feature (Frame T05-8824).



Figure 4-30: LA 54777, Feature 4 (F4), remnants of a cobble and concrete raised platform with associated bricks; view facing north (Frame T05-8293).



Figure 4-31. LA 54777, Feature 5 (F5); view facing west from east edge of can concentration (Frame T05-5988).



Figure 4-32. LA 54777, Feature 6 (F6), rectangular concrete pad and associated glass bottle concentration; view facing north (Frame T05-8983).

Materials Identified

Ceramic artifacts were all found at Feature 1 and include plain gray ware sherds with sand temper (n=7) or crushed rock temper (n=17), gray ware with obliterated corrugations with sand temper (n=3), indented corrugated sherds with sand and crushed rock temper (n=4), an exuberant corrugated sherd with sand temper (n=1), indeterminate white ware sherds (n=3), and one indeterminate black-on-white worked sherd (Figure 4.33).

Thirteen pieces of lithic debitage were found, including of nine chert pieces, two chalcedony, and two quartzite. Seven were complete, three were undetermined fragments, two were proximal pieces, and one was a distal fragment. Most did not have cortex (n=11) and were single facet platforms (n=8), with one multifaceted platform, and four that did not have a platform present. Sizes included one 0-1 cm, one 1-2 cm, five 2-3 cm, five 3-4 cm, and one 4+ cm.

Two lithic tools were found, including one complete cortical multidirectional core made of chalcedony measuring 4+ cm. One late-stage obsidian biface was also recorded near Feature 1 that was missing a small portion of the tip and measured 2.3 × 1.5 × 0.5 cm.

Feature 5 artifacts include those tallied in Table 4-7. Other associated artifacts include hollow tiles, a 5-gallon metal can, milled lumber, a small collapsed metal frame of a table, wood sawhorse, sheet metal–covered wood frame, a Wesson oil can (Figure 4.34) and a metal spring. The Dr W.B. Caldwell bottle can be dated to as early as 1888 and as last as 1950.

Table 4-7. Artifacts Observed at Feature 5

Description	Count
8-ounce beverage can, church key–opened	200 +
16-ounce food can, can opener–opened	50 +
Dr W.B. CALDWELL, Monticello, IL, glass bottle fragment	1
12-ounce oil can	2
12-ounce solder-dot can, knife-opened	200 +
One-pint clear liquor bottle	2
16-ounce Dupont Anti-Freeze can	2
Five-gallon metal friction lid	2
Hershey Cocoa can, 12 ounces	1
Mother of Pearl button	1
8-ounce spice can with friction lid	1
Tobacco tin	1
Cone top beer can with interlocking seams	30 +
Assorted glass fragments: clear, green, blue, brown, solar	200 +
Stove pipe	1
Screw top mason jar lids	5
Coffee cans	5
Lard buckets with wire handles	10
Thick-walled crockery fragments	20 +
Wesson Oil can	1

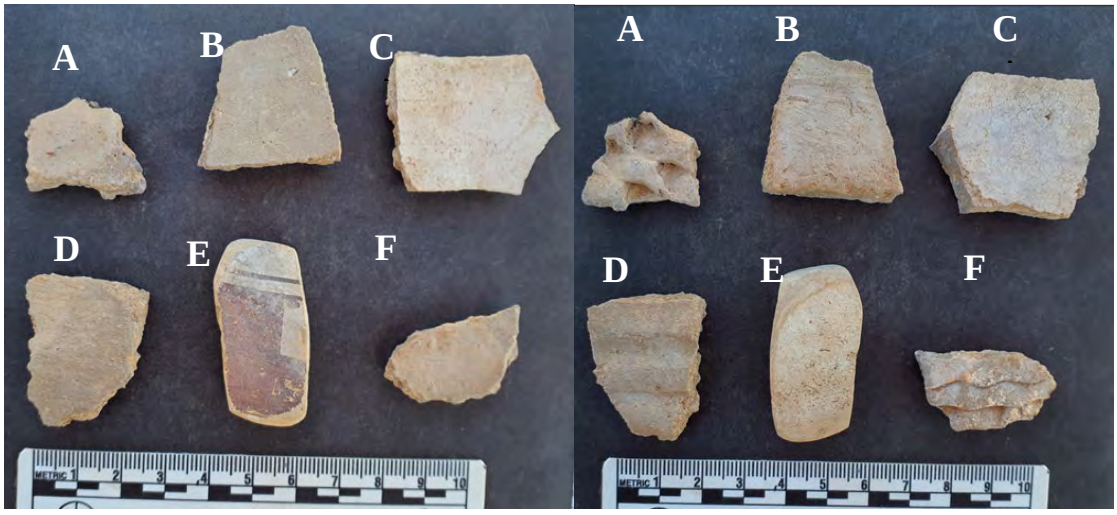

Figure 4-33. LA 54777, ceramic artifacts associated with Feature 1. Interior (left) and exterior (right) of sherd sample. Undetermined gray ware (B, C), smeared corrugated gray ware (D), indented corrugated gray ware (A, F), and indeterminate black-on-white or matte paint worked sherd € (Frames -5876 and Frame -4766).

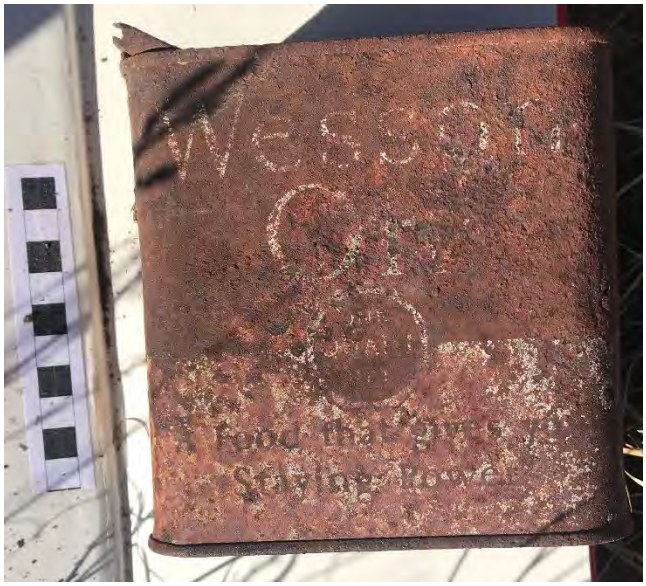

Figure 4-34. Wesson metal oil can with pour spout.

Site Chronology

LA 54777 is a U.S. Territorial to Recent site (A.D. 1909–Present) composed of several features related to ranching/homestead. This is based on diagnostic historic artifacts found at the site. The site may have an Ancestral Puebloan Developmental period (A.D. 900–1200) component due to the presence of gray ware and white ware ceramics (Figure 4.33). However, this component is not substantiated as the ceramics were found associated with potential secondary deposits of sediments and push piles and in an area that appeared to be flattened mechanically.

Site Summary and Interpretation

LA 54777 is a U.S. Territorial to Recent site (A.D. 1909–Present) composed of several features related to ranching and settlement of the area. A Developmental component (A.D. 900–1200) is present based on ceramic sherds found. There are two hummocks associated with the prehistoric component, which was documented previously as a possible rubble mound, but during the present recording they were defined as probable push piles.

A BLM GLO record search found that Nicholas W. Smith owned this tract of land beginning on April 23, 1937 (BLM Document Number: 1089682). It is likely that the features found are related to this homestead and utilized into the Statehood/WWII periods. Diagnostic artifacts show that the site was likely used most heavily between 1900 and 1950, by the presence of a Dr. W.B. Caldwell medicine bottle dating to 1888–1950, a Wesson metal oil can dating to 1929, and various solder-dot cans and uncategorized glass sherds dating from 1900 to 1960 (see Table 4-7).

Eligibility Recommendations

LA 54777 is recommended eligible for NRHP listing under Criterion D due to the site's Developmental period component. This area may contain subsurface archaeological remains and, although damaged by bulldozing activities, substantial portions of the component appear intact. The historic component is not associated with a historic person or event and does not possess unique attributes of design or construction. As a result, the site is not eligible under Criterion A, B, or C, and the historic component does not appear to be a contributing component under Criterion D.

Management Recommendations

The proposed road will cut through the Developmental period component and the two mounds. If the proposed road cannot be shifted to the south or north to avoid the site, then data recovery should be conducted to excavate the Developmental period component. Given the proximity of the road to the Developmental Period component, the extent of the component should be treated to include 100 percent surface collection and placement of excavation units including units in both hummocks to better define their origin. Monitoring should occur within 100 feet of the site during construction to identify and excavate subsurface features in the construction corridor.

LA 54783

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,363.80 feet (1,939.69 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Anglo/Hispanic, Statehood/WWII to Recent historic (A.D. 1936–1950s)
Site Type: Archaeology with features
Size: 9,098.97 m² (97,940.45 square feet); 2.25 acres
NRHP Eligibility: Not Eligible
Management Recommendations: No further treatment

Previous Site Visits

LA 54783 was first recorded by OAS in 1986 (NMCRIS Activity No. 17350) and consisted of multiple historic structures. This included a two-room frame and stucco house (8 × 3.5 m), an outhouse (2 × 2 m), a chicken/rabbit coop (11 × 3 m), a brick and stucco wellhouse, and outbuildings with a corral (60 × 30 m). At the time, a wellhouse was also present within the main structure enclosed with chicken wire fence. Most buildings were made of recovered galvanized tin and tin plate. The investigation reported that BLM records show that Leslie M. Fargen filed a homestead entry for 70 acres at this location on March 16, 1936. This site is likely related to this homestead.

Site Description

SWCA archaeologists revisited this site on February 10, 2023. The site consists of several historic structures from the late-Statehood/WWII periods (A.D. 1936–1950s) based on BLM GLO and census records. The site measures 169.24 m × 53.76 m (555.24 feet × 176.37 feet) and is in piñon-juniper

woodland about 10 miles west of the city of Santa Fe populated by a lightly dispersed oneseed juniper overstory and an understory of various grasses and forbs, including Indian ricegrass, fourwing saltbush, rabbitbrush, cholla, and yucca.

The site is estimated at 51–75 percent intact with wind and water erosion, construction/land development, and bioturbation impacting the site. Wind disturbance has mainly affected the site, dispersing building materials and artifacts. There are also minor impacts from bioturbation by ungulates and burrowing mammals and water disturbance in exposed areas.

Features

Feature 1 is reported as an 8 × 3–m stucco framed house. The structure has burned down and has a collapsed roof and side walls. The structure consists of the following: milled lumber, bed springs, a pile of T-shape metal roof truss supports, a 5-gallon bucket, a spray can, wire mesh, crimp can lid fragments, bricks, two vertical standing posts, a 16-ounce church key–opened can, metal hinges, metal wire, a pipe, chicken wire, metal bolts, round wire nails, stove parts, a door handle, an electric junction box, a rubber gasket to a 4-cylinder motor, and metal pipes to a well pump (Figure 4.35).

Feature 2 was previously documented as a 11 × 3–m chicken or rabbit coop. The feature is fully collapsed and dilapidated and only a single 30 ft long alignment of milled lumber forming one wall remains (Figure 4.36).

Feature 3 is a collapsed outhouse consisting of fallen milled timbers. The feature is associated with a scatter of broken ceramic plates, a syrup can, clear glass fragments, jar lids, flattened cans, and a Coca Cola bottle (Figure 4.37).

Located between Feature 1 and 3, Feature 4 is an area of fallen milled timbers that may represent a barn or shop. The sides walls are covered with stucco. The feature is associated with three flattened cans, parts of a motor, metal barrel hoops, bricks, and barbed wire fragments (Figure 4.38).

Feature 5 is located downslope and is a possible brick-lined root cellar or collapsed storage building. The hollow tile bricks measure 10 cm wide by 40 cm long and were mortared together with cement. The structure floor is a 2.1 m by 2.3 m rectangular outline overgrown with juniper trees. Associated debris includes a 5-gallon metal can, milled lumber debris, a small collapsed metal frame to a table, a wood sawhorse, a sheet metal–covered wood frame, a metal spring, and collapsed timber framed walls with one end exposing green tar paper roofing (Figure 4.39).

Feature 6 consists of two partially standing and a possible third fallen outbuilding constructed of vertically set railroad ties for post and milled timber walls covered with recycled metal ceiling sheets (tin). The tin was also used along with metal corrugated sheeting for the flat roof. North of the outbuildings are several vertically set posts with attached barbed wire fragments. Associated artifacts include glass fragments, wire, 20-gallon metal drums, two rubber tires (Firestone), and scattered tile bricks (Figure 4.40 and Figure 4.41).



Figure 4-35. LA 54783, Feature 1 (F1), remnants of a two-room structure made from stucco and a stick frame. The structure was burnt. The concrete pad measures approximately 12 feet × 25 fee; view facing northwest (Frame T05-2464).



Figure 4-36. LA 54783, Feature 2 (F2), possible chicken coop; view facing south down eastern wall alignment (Frame T05-9155).



Figure 4-37. LA 54783, Feature 3 (F3), collapsed structure/outbuilding (possible outhouse); view facing northwest (Frame T05-9454).



Figure 4-38. LA 54783, Feature 4 (F4), collapsed corral or shed/outbuilding; view facing west from side face of feature (Frame T05-8659).



Figure 4-39. LA 54783, Feature 5 (F5), hollow red clay bricks with a lined foundation outline approximately 5 feet × 5.5 feet. The eastern edge is hard to delineate; view facing north (Frame T05-1132).



Figure 4-40. LA 54783, Feature 6 (F6), series of collapsed and partially collapsed outbuildings, corrals; view facing northwest from east side of feature (Frame T05-8232).



Figure 4-41. LA 54783, Feature 6 (F6), feature overview facing northwest from east edge of feature (Frame T05-1036).

Materials Identified

Artifacts included a wide range of historic trash and artifacts associated with a residential and ranching component. Several wooden, stuccoed, and brick features were observed that were the remains of a house, probable barn/shop, outbuildings, and cellar/storage. Domestic refuse included bed springs, 5-gallon buckets, cans, glass bottles, stove parts, ceramic plates. Industrial artifacts included barbed, bailing, and chicken wire, 20-gallon drums, rubber tire, wooden saw horses, and metal barrel hoops.

Site Chronology

LA 54783 is a late-Statehood/WWII to Recent Historic site (A.D. 1936–1950s). This homestead was likely established in 1936 by Leslie M. Fargen, as seen in BLM GLO records for this location, and continued in use during the 1950s.

Site Summary and Interpretation

LA 54783 is a late-Statehood/WWII to Recent Historic site (A.D. 1936–1950s) that was used as a homestead and for ranching, likely by Leslie M. Fargen around 1936 as seen from BLM GLO records. The site consists of a series of remnant early to middle twentieth century ranching buildings and outbuildings located along the western margin of Arroyo de las Chamisos, a prominent drainage/arroyo running approximately northeast-southwest along the southern margin of the project area. The majority of the site is located on a flat terrace above and to the west of this drainage, with corrals and barn (Feature 6) located 50 to 60 m to the east along the western margin and slightly lower in elevation than the rest of the site. The majority of features consist of collapsed milled wood and brick structures in various states of

neglect and decay. Remnants of a concrete foundation are still present in Feature 1, the probable remnants of a two-room house.

Eligibility Recommendations

LA 54783 was originally recommended as not eligible for nomination to the NRHP by Hannaford (1986). The site is not associated with a historically important individual or event and does not possess unique characteristics of design or construction. Based on the current recording, SWCA recommends that the site has limited data potential related to the settlement history of Santa Fe given the small period of time that the site was occupied. Therefore, SWCA recommends that the site is not eligible for nomination to the NRHP under any criteria.

Management Recommendations

The site is within the planned development of Lots 61 and 62, and a proposed road passes through the northern edge of the site. However, as the site is recommended not eligible, no further treatment is recommended.

LA 54785

Additional Site Numbers: 77053-RC-03 (SWCA Temporary Site Number)
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,371 feet (1,942 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Hispanic, Post-Pueblo Revolt to Recent (A.D. 1692–present)
Site Type: Linear resource
Size: Section A: 19.96 m, Section B: 40.07 m, Section C: 18.75 m
NRHP Eligibility: Eligible; Criteria A and C
Management Recommendations: Segment A (HCPI 53923) – no further treatment within project area, easement of road portion south of project area; Segment B (HCPI 53924) – erect protective fencing along east side of Lot 62 to ensure avoidance; Segment C (HCPI 53925) – avoidance.

Previous Site Visit

The site was previously recorded by OAS in 1986 (NMCRIS Activity No. 17350). The site was recorded as four disparate segments of wagon road (LA 54785-A, -B, -C, and -D) dating between the Post-Pueblo Revolt to WWII periods. HCPI 53923 (Segment A) was noted as the main route and labeled as Camino de los Carros on early maps of the Pacheco Grant. Hannaford further noted that this segment was part of the Chihuahua Trail and extended southwest towards Cienguilla (Hannaford 1986: 104). The main rut on HCPI 53923 (Segment A) was approximately 6 m wide with numerous parallel ruts visible, and Territorial Period refuse lined the road. HCPI 53924 (Segment B) is a secondary branch of the Camino de los Carros located east of the main ruts. Hannaford notes that this segment is fainter and becomes entrenched as it approaches Arroyo de los Chamisos, and that two dirt ramps were visible on either side of the arroyo suggesting the presence of a bridge. This segment continued south, possibly towards Cerrillos (Hannaford 1986:105). HCPI 53925 (Segment C) followed the north branch of Arroyo de los Chamisos and was north of the main ruts and appeared on the 1984 Pacheco Grant map. As part of their

survey, the Laboratory of Anthropology collected all artifacts along the road segments and noted that these were primarily dated to the U.S. Territorial period.

Current Site Visit

LA 54785 consists of multiple historic wagon trails from potentially as early as the post-Revolt period (A.D. 1692) with portions still in use today. Segments A, B, and C were within the present project area and assigned individual HCPI numbers for each linear segment, with HCPI 53923 (Segment A) being associated with the current Camino de los Carros road that is still in use as a dirt road between Los Cuatro Milpas Road and Paseo del Sol. HCPI 53924 (Segment B) is on the east side of the project area and is in poor condition, with much of it obliterated due to entrenchment by a drainage. HCPI 53925 (Segment C) forms the north edge of the project area and is well-preserved in areas, and two roadside cairn markers were noted.

The site is in excellent condition and approximately 76–99 percent intact. However, impacts include construction/land development and water erosion. The wagon trail is heavily covered with understory vegetation in some areas and is heavily eroded by water and wind erosion. At the east end of HCPI 53925 (Segment C), multiple dirt roads and paths from the nearby community have obliterated traces of the wagon trails due to recreational use of the area.

Features

HCPI 53923 (Segment A) is the main branch of Caminos de los Carros that extends from Arroyo Chamisos northeast across the top of the terrace towards downtown. This roughly 550-m-long section is heavily damaged by the modern use dirt road, which has been graded with numerous alternate routes around muddy spots (Figure 4.42). These modern intrusions have cut into and obliterated various sections of the wagon road, and in other areas the road is visible only as linear rows of small junipers within a very shallow, nearly imperceptible swale. The swale is up to 15 m wide in some areas, though infilling, juniper cover, a fenceline, and overlapping two-tracks make it difficult to measure. On the south side of the modern road is a barbed wire fence that forms the Phase 3A boundary, and portions of the wagon road appear more intact in this area likely as a result of the fenceline.

HCPI 53924 (Segment B) is on the eastern side of the project area and extends south-southwest from Capital High School for approximately 700 m, intersecting the project area in two sections, once on the proposed new Paseo del Sol road and once through the southeast corner of the project area bordering Lot 62 and open space. At the proposed Paseo del Sol crossing, there are multiple intersecting two-tracks crossing through the area that have heavily impacted the wagon trail (Figure 4.43 and Figure 4.44), and at the south end of the crossing a drainage has started headcutting within the wagon trail. Passing through the southeast corner of the project area, the drainage has become entrenched within the trail, obliterating any ruts that may have been present (Figure 4.45 and Figure 4.46).



Figure 4-42. LA 54785, HCPI 53923 (Segment A), view of diffuse swale, facing northeast (Frame T08-3989).



Figure 4-43. LA 54785, HCPI 53924 (Segment B), view from center of proposed Paseo del Sol crossing, facing north (Frame T08-4472).



Figure 4-44. LA 54785, view of HCPI 53924 (Segment B) on north side of the proposed Paseo del Sol crossing, facing east (Frame T08-9805).



Figure 4-45. LA 54785, HCPI 53924 (Segment B), view from center of wagon road, facing northeast (Frame T08-6606).



Figure 4-46. LA 54785, HCPI 53924 (Segment B), view through the southeast project area showing drainage bottom and wagon road, facing southwest (Frame T08-2300).

HCPI 53925 (Segment C) was observed in three separate sections measuring 100 m, 30 m, and 38 m, with ruts that are approximately 1.5 m apart. The trail is eroding due to water erosion and is destroyed in some areas due to the presence of modern trails and roads. The longest western segment is visible as a vegetation difference (prickly Russian thistle) and is a notable swale, but it was not possible to observe the presence of ruts due to vegetation cover (Figure 4.47 and Figure 4.48). The middle and eastern sections have the most visible ruts, but are also the more heavily eroded sections due to the lack of vegetation (Figure 4.49, Figure 4.50, and Figure 4.51).

One cairn (Feature A) is on the south side of the eastern section of HCPI 53925 (Segment C) (Figure 4.52). The cairn is collapsed and consists of around 25 granitic and quartzite cobbles measuring 1.5 × 1 m. Cholla and other understory vegetation are growing in and on the feature. This was likely a marker for the turn up a drainage that would lead to reconnecting with the main Camino de los Carros route. A second cairn was also noted, but not recorded. The cairn was severely damaged, and no photos were taken.

A second, nearly identical collapsed cairn (Feature B) was found near the top of the drainage from Feature A and likely represents another roadside marker for where to exit the drainage. This cairn was covered in modern trash and had a dead cholla in the middle of it.



Figure 4-47. LA 54785, overview of west section of HCPI 53925 (Segment C), facing southwest (Frame T10-9015).



Figure 4-48. LA 54785, overview of west section of HCPI 53925 (Segment C), facing east (Frame T10-6545).



Figure 4-49. LA 54785, overview of middle section of HCPI 53925 (Segment C), facing east (Frame T10 -7475).



Figure 4-50. LA 54785, overview of middle section of HCPI 53925 (Segment C), facing west (Frame T10 -2551).



Figure 4-51. LA 54785, wagon ruts in east section of HCPI 53925 (Segment C), facing southeast. Measuring tape is 2 meters (Frame T10-6817).



Figure 4-52. LA 54785, roadside cairn (Feature A) along east section of HCPI 53925 (Segment C); view facing south (Frame T10-0417).

Materials Identified

No artifacts were found associated with any of the three road segments. Hannaford (1986) noted that all historic roadside artifacts were collected.

Site Chronology

LA 54785 (RC-03) is a Hispanic Post-Pueblo Revolt to present (A.D. 1692–present) wagon road with at least one portion, HCPI 53923 (Segment A), still in use as a modern dirt road. The site was present on a map of the Pacheco Grant surveyed in 1894. This site and other wagon roads in the area appear to have been created at least as early as 1742, if not earlier, but were used most heavily between 1870 and 1890 (Hannaford 1986:29).

Site Summary and Interpretation

LA 54785 (RC-03) is a Post-Pueblo Revolt to present wagon road consisting of three wagon road segments and two collapsed cairns. These road segments first appear on the 1894 Pacheco Land Grant plat (Hannaford 1986) but were established by at least 1742 when they were referenced as the southern boundary of the Pacheco Grant (Dorshow 1994:72). While the Camino de los Carros is typically considered a single route, in reality this was a system of roads created over time with regular use as conditions and needs changed. Joseph Pacheco, in his testimony for Matias Dominguez et al. vs. the United States (1892), writes that the area had been used for many years prior to 1892 to grow corn (New Mexico Digital Collections n.d.).

In addition, Pacheco and witnesses identify the said road (HCPI 53923 (Segment A) as the southern boundary for the Pacheco Grant, in which they specifically name the road Camino Real de los Carros (New Mexico Digital Collections n.d.:12; Figure 4.53). In later documents and Anglicized translations, this was shortened to Camino de los Carros. As a result, the identification of these road segments as one of the potential alternate routes for the El Camino Real may have been lost.

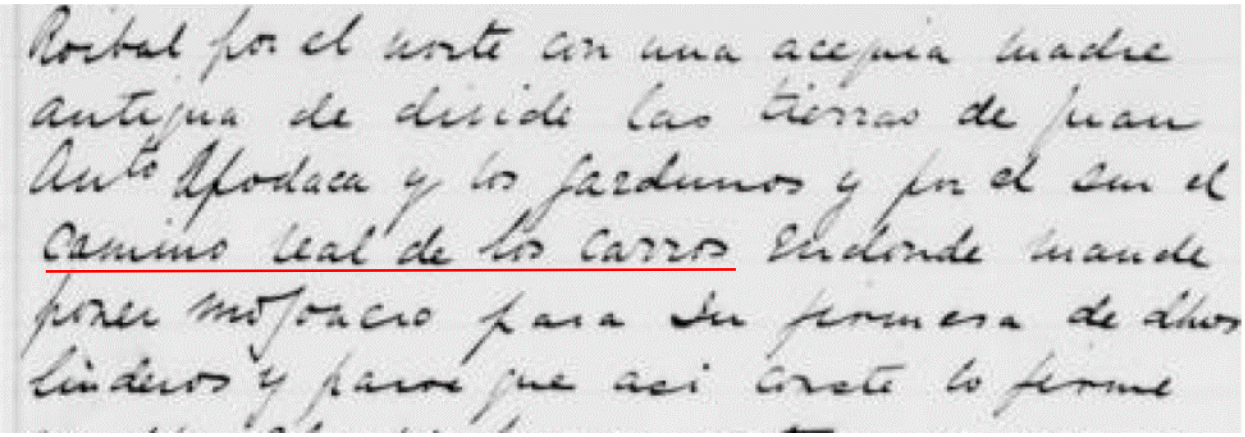
Roibal por el norte con una acequia madre
antigua de divide las tierras de Juan
Anto Apodaca y los Jardunos y por el sur el
Camino real de los Carros Endonde mande
poner mojonero para su firmesa de dhos
linderos y parece que asi conste lo firme

Figure 4-53. Excerpt from "Pacheco Grant." Thomas B. Catron Papers, showing the original name of the wagon road.

Eligibility Recommendations

LA 54785 (RC-03) is eligible for the NRHP under Criteria A and C. This is a part of the historic transportation corridor Camino Real de los Carros, and one of the few wagon roads in the area. As a result, these road segments represent a significant trade and information corridor that connected Santa Fe with communities to the south. The site also contains one of the more clear and intact examples of wagon roads in the Santa Fe area, especially with regards to HCPI 53925 (Segment C) and, to a lesser extent, HCPI 53924 (Segment B). This site and others have the potential to display how Anglo and Hispanic settlers settled New Mexico through land grants and transferred power from Spanish colonial systems.

Management Recommendations

HCPI 53923 (Segment A) falls within the south boundary of proposed Lots 67 and 69, as well as Lot 64. HCPI 53924 (Segment B) is bisected by the proposed Paseo del Sol road and runs along the south border for proposed Lot 62 and open space. HCPI 53925 (Segment C) is fully within proposed open space along the north border of the Tierra Contenta 3A development. SWCA recommends that HCPI 53923 (Segment A) within the project area is heavily damaged by recent impacts and continued use of the road by modern vehicular traffic. Portions of this segment appear to be intact immediately southeast of the proposed development and are protected by a barbed wire fence from current impacts by the modern use of the road. Given the state of HCPI 53923 (Segment A) within the proposed Phase 3A development, and that artifacts associated with this road were collected in 1986, the proposed development should have no effect on this segment as this portion of the road lacks integrity of design, workmanship, and feeling, and thus is

not a contributing aspect of the site. Future preservation of HCPI 53923 (Segment A) should focus on the portions of the road south of the fenceline that are shielded from impacts from the existing use of the dirt road, and which are considerably better preserved with what appear to be possible ruts.

HCPI 53924 (Segment B) has been significantly impacted and is largely destroyed in the area of the proposed Paseo del Sol road crossing. The southern end of the road segment within the project area may be impacted by construction of Lot 62, of which this road forms the eastern boundary. Artifacts along this road segment already have been collected during the original survey, and much of the wagon road has been impacted by the drainage that has formed in the wagon road. If the site can be avoided by ensuring that impacts to the road are minimized through the use of temporary protective fencing along the west side of the road segment, then the segment should be protected with no adverse effect from construction. As this segment would be incorporated into the existing open space, signage identifying this segment as a historic wagon road may further serve to mitigate damage to the site, as well as provide positive educational outreach.

HCPI 53925 (Segment C) is the most well preserved of the three segments within the Phase 3A development. Presently this segment is within the proposed open space area with trail segments proposed in the immediate vicinity. This segment should be avoided by all construction activities, including pond trail construction. Interpretive signage may be used to increase the visibility of the wagon road in an attempt to mitigate future damage to the segment, as well as provide positive educational outreach.

NEWLY RECORDED SITES

LA 202469

Additional Site Numbers: 77053-RC-01 (SWCA Temporary Site Number)
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,351.59 feet (1,935.97 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Unknown Aboriginal, unspecified prehistoric/historic (9500 B.C.–A.D. 1850)
Site Type: Archaeology with features
Size: 2,041.29 m² (21,972.29 square feet); 0.53 acre
NRHP Eligibility: Eligible, Criterion D
Management Recommendations: Avoidance, feature testing, surface collection, and data recovery

Site Description

LA 202469 is an Unknown Aboriginal site of an unspecified prehistoric/historic period (9500 B.C.–A.D. 1850). The site consists of a hearth, a rock concentration, and a rock ring and measures 68.85 m × 29.65 m (225.88 feet × 97.27 feet). The site is located on a south-facing slope of a piedmont terrace with a oneseed juniper overstory and understory of various forbs and grasses, including grama grass, yucca, and cholla (Figure 4.54 through Figure 4.57). Surface visibility is 75–99 percent. The site overlooks a deeply incised drainage 40 m to the south. The northwest boundary is formed by the top of the terrace.

Overall, LA 202469 is approximately 76–99 percent intact with disturbances from water erosion and land development. A 30-cm-deep erosional channel cuts south from the northern end through the center of the site. Several two-track roads intersect the northern site area. Soil within the site is about 20 cm deep based on observations from the soil exposed in the erosional channel.



Figure 4-54. LA 202469, site overview, facing northeast (Frame T10-7290).



Figure 4-55. LA 202469, site overview, facing northwest (Frame T10-2142).



Figure 4-56. LA 202469, site overview, facing east (Frame T10-6072).



Figure 4-57. LA 202469, site overview, facing south (Frame T10-5605).

Features

A total of three features were recorded: one hearth (Feature 1), a rock pile (Feature 2), and a small rock ring (Feature 3).

Feature 1 (F1) is a rock-lined hearth measuring 70 cm × 50 cm (Figure 4.58) made from locally sourced rocks and has a light, ashy gray fill with no charcoal flecking. The feature is slightly wind eroded, exposing the surface. No vegetation is present on or in the immediate vicinity of the feature. Feature 1 is on the western edge of a more dense artifact area where a predominance of obsidian was noted.

Feature 2 (F2) is a rock concentration consisting of 15 loosely aggregated rocks that measures 70 cm × 55 cm (Figure 4.59). There are no fill, associated artifacts, or vegetation present on top of the feature, and the feature appears to be deflated. A small yucca is present near the feature but is not causing erosion or displacement (Figure 4.59).

Feature 3 (F3) is a circular rock ring measuring 70 cm × 70 cm (Figure 4.60). The feature has no discolored fill or associated artifacts and appears to be deflated. A two-track dirt road runs along the south side of the feature.



Figure 4-58. LA 202469, Feature 1 (F1), overview of hearth, facing southeast (Frame T08-0770).



Figure 4-59. LA 202469, Feature 2 (F2), overview of rock pile, facing east (Frame T08-4905).



Figure 4-60. LA 202469, Feature 3 (F3), overview of rock ring, facing southeast (Frame T08-0440).

Materials Identified

Materials found included 32 pieces of lithic debitage, six lithic tools, one ground stone, and one ceramic sherd. This consists of an estimated 100 percent of the surface artifact assemblage at the site. No artifacts were seen eroding out of the erosional channel or dirt roads, and the site has a low density of surface artifacts. One isolated can was found within the site boundary.

Lithic debitage materials recorded include unknown chert (n=16), quartzite (n=10), obsidian (n=2), chalcedony (n=2), and Pedernal chert (n=1). About two-thirds of the lithic debitage assemblage did not have cortex, while one-third had cortex. Size classes included 1-2 cm (n=7), 2-3 cm (n=4), 3-4 cm (n=11), and greater than 4 cm (n=10). Most pieces had no platform (n=15) or were single-faceted (n=12). Three pieces had multifaceted platforms, and two had cortical platforms. Obsidian artifacts recorded were only debitage pieces and only found near Feature 1 (Figure 4.58).

Two cores were recorded: one chert core and one quartzite core. Both were 4+ cm in size, complete, and had cortex. Three tested cobbles were found as well: two chert and one quartzite. All were complete and 4+ cm in size. Cortex was only present on the chert cobbles.

One broken obsidian uniface that is bimarginally worked with a hinge fracture on one lateral margin was recorded associated with Feature 1 (Figure 4.58; PL 1). The uniface exhibited a random flaking pattern on one face with some pressure-flaking along two lateral margins. On the other face, there is parallel flaking along one lateral margin.

One fragment of a sandstone slab metate with a smoothed surface and slightly curved base was also recorded (Figure 4.62; PL 2). Based on its having a slight indent on one side, it possibly may be a fragment of a basin metate. Slight pecking, crushing, and polish are present.

One gray ware jar body sherd was recorded (Figure 4.63, PL 3) with plain to smooth exterior with a slight polish and tool scrape. The interior was plain with tool scrapes.



Figure 4-61. LA 202469, PL 1, unknown section of an obsidian flaked tool, sides A and B (Frames T10-1640 and T10-7984).



Figure 4-62. LA 202469, PL 2, unknown section of a white quartzite slab metate fragment; side A and detail (Frames T10-3725 and T10-5534).

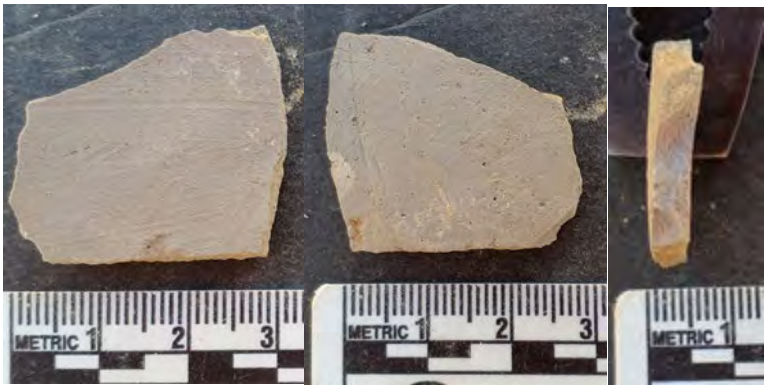

Figure 4-63. LA 202469, PL 3, gray ware jar body sherd, interior and cross-section (Frames - 7081, T10-1810, and T10-6320).

Site Chronology

Although a single sherd was found on-site, it is unclear if this sherd represents an isolated artifact or is associated with the remaining artifact assemblage. Therefore, LA 202469 is classified as an Unknown Aboriginal, unspecified prehistoric/historic (9500 B.C.–A.D. 1850) site.

Site Summary and Interpretation

LA 202469 is a multicomponent Unknown Aboriginal site of an unspecified prehistoric/historic period (9500 B.C.–A.D. 1850). The site consists of a lithic scatter with a thermal feature and a single sherd. The site may have a Developmental to Classic component (A.D. 400–1550) due to the presence of one undifferentiated gray ware sherd, but whether this is an isolate or associated with the larger lithic scatter is unclear.

Feature 1 is tentatively associated with a scatter of obsidian debitage that extends in a fan approximately 15 m to the east of the feature. All obsidian debitage on the site was from this general area, although it was unclear if this represented a discrete activity area or an area with greater levels of deflated sediments.

The site was potentially used for expedient tool-making and early- to mid-stage lithic reduction due to the high presence of cortical flakes (one-third of assemblage), medium- and large-sized flakes, and the presence of cortical tested cobbles and cores. Most materials were sourced locally, though some obsidian pieces were found, suggesting procurement from either secondary obsidian sources in the ancestral Rio Grande gravels that are eroding out from the piedmont or possibly directly from the Valles Caldera.

Eligibility Recommendations

LA 202469 is recommended to be eligible for nomination to the NRHP under Criterion D. Although sediments are shallow, this site has multiple features including one hearth, Feature 1, with intact fill, potentially with dateable material. The site has the ability to inform on mobility patterns and lithic raw material use/procurement and lithic reduction strategies as site occupants were exploiting the local gravels and discarding obsidian.

Management Recommendations

LA 202469 is within the proposed Lot 56 area of the Phase 3A development. SWCA recommends that the site be avoided by construction. If project activities cannot avoid the site, 100 percent surface collection and data recovery will be necessary to mitigate the impacts to the site. Excavations will include Feature 1 and the area surrounding the hearth, as well as limited testing of Features 2 and 3 to evaluate the features for integrity.

LA 202470

Additional Site Numbers: 77053-RC-02
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill 35106-E1;1979
County: Santa Fe
Elevation: 6,374.73 feet (1,943.02 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Unknown Aboriginal, unspecified prehistoric/historic (9500 B.C.–A.D. 1850)
Site Type: Archaeology/no features
Size: 193.84 m^2 (2,087.53 square feet); 0.05 acre
NRHP Eligibility: Not eligible
Management Recommendations: No further treatment

Site Description

LA 202470 is a small Unknown Aboriginal lithic scatter that measures 35.37 m × 5.48 m (11.604 feet × 17.97 feet) with a focus on lithic raw material procurement of the exposed piedmont gravels that are eroding out immediately above the site (Figure 4.64 through Figure 4.67). The hill slope is 5 to 10

degrees and leads to a northwest-flowing drainage roughly 30 m north. The site's vegetation consists of a oneseed juniper overstory and an understory of various grasses, forbs, and some yucca covering the ground surface. Surface visibility is approximately 51–75 percent. Sediments on-site are very shallow and eroded due to sheet wash erosion and colluvial action.

LA 202470 is estimated to be 76–99 percent intact. The site has been impacted by wind and water erosion. Sheet wash erosion is occurring as the site is on a slope and lacks soil deposition.



Figure 4-64. LA 202470, site overview, facing east (Frame T10-8524).



Figure 4-65. LA 202470, site overview, facing northwest (Frame T10-8239).



Figure 4-66. LA 202470, site overview, facing northeast. Note the Pecos Mountains in background (Frame T10-1070).



Figure 4-67. LA 202470, site overview, facing south (Frame T10-0280).

Materials Identified

Only 13 pieces of lithic debitage were found at this site, including 10 pieces of chert (mostly red chert), two quartzite, and one obsidian piece. Nine were complete and four were fragments. Cortex was present on seven pieces, while six did not have cortex. Sizes included two 1-2 cm, two 2-3 cm, two 3-4 cm, and six 4+ cm pieces (Table 4-8).

Table 4-8. Lithic Debitage Observed at LA 202470

		Size Class				
Raw Material	**Flaked Stone Type**	**1-2 cm**	**2-3 cm**	**3-4 cm**	**4+ cm**	**Total**
Chert	Whole non-cortical flake	1		1	1	3
	Whole cortical flake			1	2	3
	Broken non-cortical flake		1		1	2
	Broken cortical flake			1		1
	Non-cortical shatter	1				1
	Chert Total	**2**	**1**	**3**	**4**	**10**
Obsidian	Whole cortical flake		1			1
	Obsidian Total		**1**			**1**
Quartzite	Whole cortical flake				2	2
	Quartzite Total				**2**	**2**
Total		**2**	**2**	**3**	**6**	**13**

Site Chronology

LA 202470 is a small Unknown Aboriginal lithic scatter of an unspecified prehistoric/historic period (9500 B.C.–A.D. 1850) due to the lack of diagnostic artifacts found.

Site Summary and Interpretation

LA 202470 is a small Unknown Aboriginal lithic scatter where flaked stone raw material selection was occurring. The site is near eroding piedmont gravels where site occupants were selecting and testing the gravels for quartzites and red chert. The few pieces of lithic debitage displayed relatively high levels of cortex, with single facet or cortical platforms, and were large (mostly 4+ cm).

Eligibility Recommendations

LA 202470 is not eligible for listing in the NRHP as the site has few artifacts and lacks potential for subsurface materials. The site has little to no soil deposition with eroded piedmont gravels exposed, so subsurface potential is lacking. Given the type of activities that are inferred based on the artifact assemblage, this site also lacks the potential for dateable features or temporally diagnostic artifacts.

Management Recommendations

The proposed development of Phase 3A will impact the site, though the site is recommended not eligible for the NRHP. As a result, no further treatment is necessary.

LA 202471

Additional Site Numbers: Not Applicable
UTM/PLSS Data: See Appendix A
USGS: Turquoise Hill (35106-E1)
County: Santa Fe
Elevation: 6,350 feet (1,935.77 m) amsl
Landowner: City of Santa Fe
Cultural Affiliation and Age: Ancestral Puebloan, Basketmaker II–Basketmaker III (A.D. 1–700)
Site Type: Archaeology with features (residential)
Size: 837.39 m^2 (9,013.62 square feet); 0.21 acre
NRHP Eligibility: Eligible, Criterion D
Management Recommendations: Erosion mitigation, testing/data recovery as needed.

Site Description

LA 202471 consists of a pit structure and three associated features of ash stains and a hearth. The site is in the bottom of a 40-m-wide valley that is cutting 20 m down through a piedmont terrace and measures 40 m × 20.65 m (131.43 feet × 67.74 feet). Cutting through the site is a small 1.5-m-deep arroyo that flows west and confluences into a large 4-m-deep arroyo that flows west through the valley approximately 20 m north of the site. The site is located 50 m east of this confluence. The site is in piñon-juniper woodland, with some piñon. Grama grasses, rabbitbrush, cholla, and yucca obscure ground visibility to approximately 51–75 percent.

LA 202471 is around 76–99 percent intact. Impacts from water erosion are significant. The area is within dense suburban developments, and the site falls mostly within the City of Santa Fe Open Space, with off-road trail passing through the south end of the site. One drainage has caused severe water erosion as it cuts through the center of the structure, exposing and eroding the features recorded here.



Figure 4-68. LA 202471, site overview of drainage, facing west (Frame T10-9235).



Figure 4-69. LA 202471, site overview, facing north (Frame T10-5223).



Figure 4-70. LA 202471, site overview of drainage, facing east (Frame T10-3770).

Features

One pit structure was identified and recorded at the site (Figure 4.71). The pit structure is 3 to 4 meters wide and buried 80–100 cm below the surface. It is exposed in a 1-meter-wide alluvial gully consisting of stratified alluvial sands over coarse gravel. The floor of the structure is inferred from the top of the features and from the base of the roughly 10-cm-thick ash and charcoal stained fill that extends across the feature, likely representing structural deterioration. The stained fill extends only across the north profile and does not appear to be present in the south profile, suggesting that the arroyo has removed the southern portion of the structure. The floor is flat with no evidence of oxidation or plastering. Based on the thickness of the ash and charcoal stained fill, the walls of the structure were at least 15 cm high, though well-defined vertical walls were not observed. The pithouse (F1) contains two and possibly three sub-features.

F1.1 is a slab-lined hearth on the north wall of a drainage (Figure 4.72 and Figure 4.73). The walls of the hearth are constructed of shaped rectangular slabs that are vertically implanted in a row that is approximately 35 cm long. Based on the absence of large slabs in the arroyo, the exposed portion appears to be the outer edge of the hearth with the intact interior of the feature extending into the profile.

F1.2 is a rock-lined cylindrical pit also on the north wall of a drainage (Figure 4.74). The walls of the pit are lined with waterworn cobbles, all of approximately the same size and locally available. Five vertical courses were noted. The feature is roughly 25 cm in diameter on the interior and at least 30 cm tall.

F1.3 is a possible storage pit on the southern wall at the base of profile (Figure 4.75 and Figure 4.76). This pit has been scoured out and most, if not all, of the pit fill has been removed. The feature is at least 30 cm deep from the base of the arroyo and roughly 30 cm in diameter and appears to have been a bell-shaped pit, though most of the upper portion of the pit has been destroyed by the arroyo.



Figure 4-71. LA 202471, feature F1, pithouse (Frame T14-7848).



Figure 4-72. LA 202471, site overview of north wall of drainage with F1.1 and F1.2, facing north (Frame T10-4670).



Figure 4-73. LA 202471, feature F1.1, slab-lined hearth detail. Tape at 300 cm. North wall. (Frame T10-1041).



Figure 4-74. LA 202471, feature F1.2, rock-lined pit. Tape at 300 cm. North wall; view facing east (Frame T10-0509).



Figure 4-75. LA 202471, south drainage wall with F1.3 storage pit at base; view facing southeast (Frame T10-3008).



Figure 4-76. LA 202471, feature F1.3, possible storage pit; view facing south (Frame T10-2841).

Materials Identified

Three artifacts were recorded and analyzed during this investigation. One was a red chert scraper with no cortex and flaking on all sides (PL 1; Figure 4.77) that was found on the edge of a headcut on the south edge of the site.

Debitage included a white chert proximal flake without cortex and 2-3 cm in size. Two red chert flakes were found, one that was mostly embedded in the north wall of alluvial cut within the floor fill of the structure The other was a cortical flake fragment without a platform and 4-5 cm in size that was located on the north side of the small arroyo approximately 10 m west of the structure.



Figure 4-77. LA 202471, PL 1: red chert scraper. Sides A and B, and cross-section (Frames T10-6112, T10-0597, and T10-3264).

Site Chronology

LA 202471 is an Ancestral Puebloan site dating to the Basketmaker II to Basketmaker III (A.D. 1–700) period with a pit structure and three associated hearth/ash pit features. Pit structures in this region have been found to be in the late Archaic period to Basketmaker III contexts, though typically present in Basketmaker III contexts.

Site Summary and Interpretation

LA 202471 is a Basketmaker II to Basketmaker III (A.D. 1–700), aka Latest Archaic, structural site consisting of a pit structure and three associated hearth and storage pit features. Much of the site is buried under alluvium exposed by a drainage. The pithouse includes floor fill that is a light gray ash and charcoal stain that defines an intact and level floor surface approximately 80 cm to 1 m below the present ground surface. The structure walls are not well-defined as the ash and charcoal stain does not have a clear vertical termination. The intramural features indicate a significant investment in storage and in thermal regulation within the structure, suggesting that habitation of the site was for a long duration. Alluvial infilling of the valley floor has likely buried and protected much of the site, though headcutting starting on the south site edge has resulted in exposure of at least one artifact (PL 1).

Eligibility Recommendations

LA 202471 is eligible for listing in the NRHP under Criterion D due to the presence of features and likely subsurface artifacts that could provide more information on the Latest Archaic period as postulated by Post (2010). In addition, the presence of hearths and other domestic-related ash stains likely have samples for pollen, phytolith, and macro-botanical studies related to subsistence strategies, use of domesticates, settlement patterns, demographic trends, and lithic raw material procurement and use during the Latest Archaic in the Santa Fe area.

Management Recommendations

LA 202471 is primarily outside of the Phase 3A project area, and the portions within the Phase 3A development plans fall within the Open Space area. As a result, there are no proposed direct impacts to

the site from the Phase 3A development. Given that the site is within a drainage with planned developments upstream that could affect the hydrology of the drainage, as well as the increased traffic from additional residential units, the site will be subject to substantial indirect impacts from potential looting and increased erosion.

Based on these potential impacts, it is recommended that Tierra Contenta Corporation construct erosional control features downstream of the site in an effort to A) protect the structure from future erosion, and B) armor the site from potential looting. One option is to construct a gambion across the arroyo above the height of the structure, line the arroyo with protective fabric, then backfill the arroyo with sterile sand. This would prevent the structure from further collapse and erosion up to the level of the gambion. Limited excavations of the site would be recommended with this option in the area of the gambion and within the exposed and eroded intramural features. A second and less desirable option would be to conduct data recovery of the site and fully excavate the structure and areas along the arroyo. This option is recommended as the "last resort" option as it would not result in the preservation of the site.

ISOLATED OCCURRENCES

Twenty IOs were recorded during the current investigation (Table 4-9), representing both prehistoric and historic cultural activities in the area. Maps and locational data are provided in Appendix A.

Table 4-9. Isolated Occurrence

Final (Report) Number	Original (Field) Number	Description
IO 1	IO 1	One biscuit can
IO 2	2	Sheet metal fragments with rivets, heavily damaged
IO 3	3	Two 4-ounce rotary-opened cans One 8-ounce can with lock and lap side. Church key–opened.
IO 4	5	One white complete quartzite flake without cortex; Size: 5+ cm
IO 5	6	One complete noncortical bipolar obsidian flake; Size: 5+ cm One complete noncortical bipolar flake; Size: 3-4 cm
IO 6	IO 10	None provided
IO 7	7	One white chert incomplete noncortical flake; Size 5+ cm
IO 8	11	One quartzite flake with cortex, cortical platform, complete; Size: 6+cm One complete chert flake without cortex, cortical platform; Size: 5+ cm One complete red chert flake with cortex, single facet; Size: 10+ cm
IO 9	10	One obsidian biface, lateral fragment, 2.7 × 1.8 × 0.3 cm
IO 10	8	One incomplete red chert flake without cortex; Size: 4-5 cm
IO 11	9	One red chert uniface scraper, continuous flaking on distal end and one lateral margin, 3.8 × 2.8 × 0.9 cm
IO 12	15	One SCA glass bottle broken into 14 sherds. No base found. Double side seams, finish intact.
IO 13	14	One quartzite tested cobble with four flakes removed. 12 cm in diameter.
IO 14	13	Rock pile in a 1.2-meter-diameter area consisting of 24 local cobbles from the piedmont gravels. Cobbles are in a single line, one cobble high. The area has minimal deposition. A 20-cm space without cobbles is in the center.
IO 15	12	One broken chert flake without cortex or platform; Size: 2-3 cm One complete chert flake with a cortical platform, no cortex; Size: 3-4 cm
IO 16	16	One possible complete chalcedony Trujillo projectile point, corner-notched and has an expanding straight base, 45-degree shoulders, 3.8 × 2.6 × 0.4 cm
IO 17	TAL IO 20	One milk glass bottle base fragment. Embossed DALLAS, TEX

Final (Report) Number	Original (Field) Number	Description
IO 18	18	One complete red chert flake with cortex, no platform; Size: 4+cm One red chert flake fragment without cortex, single facet; Size: 2-3 cm One red chert flake fragment without cortex or a platform; Size: 2-3 cm One complete quartzite flake with cortex, single facet; Size: 5+ cm
IO 19	17	One red chert flake fragment with cortex and no platform; Size: 3-4 cm One complete red chert flake with cortex, single facet, Size: 4+ cm One complete quartzite flake with cortex, cortical platform; Size: 2-3 cm One complete quartzite flake with cortex, cortical platform; Size: 4+ cm
IO 20	19	One complete red chert flake with cortex, collapsed platform; Size: 5+ cm

CHAPTER 5. SUMMARY OF ELIGIBILITY AND MANAGEMENT RECOMMENDATIONS

SWCA's intensive cultural resources inventory of the Tierra Contenta project found a total of 13 sites: nine previously recorded sites and three newly recorded sites. In addition, 20 IOs were located in the project area. Several sites have data potential and are important to the prehistoric and historic history of the area. These are at risk from the project activities if not properly mitigated using the guidance below (Table 5-1).

Of the 13 sites recorded, two sites were found to have been destroyed (LA 54762 and LA 54757) and four sites are recommended not eligible for the NRHP (LA 54760, LA 54671, LA 54783, LA 202470) and therefore no further treatment or management is recommended for these sites. The 20 IOs do not qualify as a site and are not eligible for the NRHP. No further management of these IOs is recommended.

Notably, LA 54785 may be eligible for NRHP listing and could potentially contribute to the understanding of the greater Camino de los Carros wagon trail. This project assigned HCPI numbers to each wagon road segment (HCPI 53923, HCPI 53924 and HCPI 53925). This project also added a new feature for LA 54785, trail cairns, which has five other Camino de los Carros wagon trail segments associated with it in nearby locations.

For sites that are not able to first be mitigated or avoided by project activities (LA 54763, LA 54765, LA 54777), it is recommended that these sites be tested to determine the possible presence of any subsurface cultural deposits. For these sites, it is recommended that an archaeologist assess the necessity for data recovery if mitigation through other measures is not possible.

Table 5-1. Site Summaries, Eligibility, and Mitigation Recommendations

LA No.	Cultural Affiliation and Dates	Structural/Non-structural	Eligibility Recommendation	Recommended Mitigation
LA 54760	Unknown Aboriginal, Unspecified prehistoric/historic (9500 B.C.–A.D. 1850)	Non-structural	Not Eligible	No further treatment is recommended.
LA 54761	Archaic, Late Archaic (800 B.C.–A.D. 400)	Non-structural	Not Eligible	No further treatment.
LA 54762	Ancestral Puebloan, Developmental, Coalition, and Historic periods (A.D. 1150–1425; A.D. 1650–1775)	Non-structural	Not Eligible	No further treatment; site destroyed.
LA 54763	Ancestral Puebloan, Developmental to Classic (A.D. 1150–1425)	Non-structural	Undetermined	The site falls within the planned development for Lot 57 and a proposed pocket park. SWCA recommends the site will need to be evaluated for subsurface potential and integrity through testing, including testing of the possible feature. If the testing establishes that the site has subsurface potential, then the site should be 100 percent surface-collected and the feature, if cultural, should be fully excavated.

LA No.	Cultural Affiliation and Dates	Structural/Non-structural	Eligibility Recommendation	Recommended Mitigation
LA 54765	Unknown Aboriginal, unspecified prehistoric (9500 B.C.–A.D. 1550)	Structural	Undetermined	The site is within the planned development for Lot 60. As a result, the site will be significantly impacted by development. SWCA recommends that the site be avoided by all project activities. If the development of Lot 60 cannot avoid the site with a 30-foot buffer, then the site should be mitigated through surface collection and excavation. Only the features in the drainage and the western third of the site appear to be intact as the central and eastern site areas have been fully surface-collected. Therefore, excavations should be conducted within the drainage to address the soil staining, and in the west site area. However, testing should occur in the area that appears to have been surface-collected to determine if subsurface archaeological remains exist that may not have been affected by surface collection and, if subsurface archaeological remains are encountered, the area should be subjected to additional excavations. SWCA also recommends that Tierra Contenta Corporation and the City of Santa Fe investigate the circumstances surrounding the site's collection/treatment, including attempts to relocate missing artifacts and any associated documentation.
LA 54767	Ancestral Pueblo, Coalition to Classic period (A.D. 1250–1550)	Non-structural	Not Eligible	No further treatment; site destroyed.
LA 54768	Unknown Aboriginal, unspecified prehistoric/historic (9500 B.C.–A.D 1850)	Non-structural	Eligible, Criterion D	LA 54768 is within a proposed Open Space area with no planned trails or landscape modifications. As a result, the proposed Phase 3A development will have no adverse effect on the site. No further treatment is recommended.
LA 54777	Developmental Period (A.D. 900–1200); U.S. Territorial to Recent site (A.D. 1909–Present)	Structural	Eligible, Criterion D	The proposed road will cut through the Developmental Period component and the two mounds. If the proposed road cannot be shifted to the south or north to avoid the site, then data recovery should be conducted to excavate the Developmental Period component. Given the proximity of the road to the Developmental Period component, the extent of the component should be treated to include 100 percent surface collection and placement of excavation units, including units in both hummocks, to better define their origin. Monitoring should occur within 100 feet of the site during construction to identify and excavate subsurface features in the construction corridor.
LA 54783	Anglo/Hispanic, Statehood/WWII to Recent historic (A.D 1936–1950s)	Structural	Not Eligible	The site is within the planned development of Lots 61 and 62, and a proposed road passes through the northern edge of the site. However, as the site is recommended not eligible, no further treatment is recommended.

LA No.	Cultural Affiliation and Dates	Structural/Non-structural	Eligibility Recommendation	Recommended Mitigation
LA 54785 -HCPI 53923 -HCPI 53924 -HCPI 53925	Hispanic, Post-Pueblo Revolt to Recent (A.D. 1692–Present)	Structural	Eligible; Criteria A and C	SWCA recommends that HCPI 53923 (Segment A) within the project area is heavily damaged by recent impacts and continued use of the road by modern vehicular traffic. Portions of this segment appear to be intact immediately southeast of the proposed development and are protected from current impacts by the modern use of the road by a barbed wire fence. HCPI 53924 (Segment B) has been significantly impacted and is largely destroyed in the area of the proposed Paseo del Sol Road crossing. The southern end of the road segment within the project area may be impacted by construction of Lot 62. If the site can be avoided by ensuring impacts to the road are minimized through the use of temporary protective fencing along the west side of the road segment, the segment should be protected with no adverse effect from construction. HCPI 53925 (Segment C) is the most well preserved of the three segments within Phase 3A development. Presently this segment is within the proposed Open Space area with trail segments proposed in the immediate vicinity. This segment should be avoided by all construction activities, including pond trail construction. Interpretive signage may be used to increase the visibility of the wagon road in an attempt to mitigate future damage to the segment as well as provide positive educational outreach.
LA 202469	Unknown Aboriginal (9500 B.C.–A.D. 1850); Unknown Historic (A.D. 1800–Present)	Structural	Undetermined	LA 202469 is within the proposed Lot 56 area of the Phase 3A development. SWCA recommends that the site be avoided by construction. If project activities cannot avoid the site, 100 percent surface collection and data recovery will be necessary to mitigate the impacts to the site. Excavations will include Feature 1 and the area surrounding the hearth, and limited testing of Features 2 and 3 to evaluate the features for integrity.
LA 202470	Unknown Aboriginal (9500 B.C.–A.D. 1850)	Non-structural	Not Eligible	The proposed development of Phase 3A will impact the site, though the site is recommended not eligible for the NRHP. As a result, no further treatment is recommended.
LA 202471	Basketmaker II – Basketmaker III (A.D. 1–700)	Structural	Eligible; Criterion D	LA 202471 is primarily outside of the Phase 3A project area, and the portions within the Phase 3A development plans fall within the Open Space area. As a result, there are no proposed direct impacts to the site from the Phase 3A development. Given that the site is within a drainage with planned developments upstream that could affect the hydrology of the drainage, and the increased traffic from additional residential units, the site will be subject to substantial indirect impacts from potential looting and increased erosion. It is recommended that Tierra Contenta Corporation construct erosional control features downstream of the site in an effort to A) protect the structure from future erosion, and B) armor the site from potential looting.

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APPENDIX A

Cultural Resources Locational Information

This appendix provides the locations of cultural properties and is marked as confidential. Public disclosure is prohibited by Section 18-6-11.1 New Mexico Statutes Annotated 1978 and 36 Code of Federal Regulations 296.18.

Table A-1. Cultural Resources UTM Coordinates (North American Datum [NAD] 83, Zone 13) and PLSS

LA No. / HCPI No.	Township	Range	Section	UTM Site Center Coordinates (NAD 83, Zone 13)	
				Easting	Northing
LA 54760	N/A	N/A	N/A	404534	3942172
LA 54761	N/A	N/A	N/A	404234	3941775
LA 54763	N/A	N/A	N/A	404261	3941835
LA 54762	N/A	N/A	N/A	404476	3941887
LA 54765	16N	8E	13	404635	3941712
LA 54767	N/A	N/A	N/A	404141	3941607
LA 54768	N/A	N/A	N/A	403948	3941438
LA 54777	16N	8E	13	405751	3942076
LA 54783	16N	8E	13	405092	3941689
LA 54785	16N	8E	13	N/A	N/A
LA 202469	N/A	N/A	N/A	404373	3941868
LA 202470	N/A	N/A	N/A	404823	3942200
LA 202471	16N	8E	13	405048	3942466
HCPI 53923	T16N	R8E	13	405016	3942417
HCPI 53924	T16N	R8E	13	404726	3941893
HCPI 53925	T16N	R8E	13	405546	3941980

Table A-2. Isolated Finds UTM Coordinates (NAD 83, Zone 13)

Isolated Find Number	UTM Site Center Coordinates (Zone 13, NAD 83)	
	Easting	Northing
IM 1	403943	3941503
IM 2	404076	3941472
IM 3	404097	3941480
IM 4	404123	3941778
IM 5	404189	3941776
IM 6	404192	3941964
IM 7	404323	3941700
IM 8	404356	3942032
IM 9	404388	3941993
IM 10	404454	3941741
IM 11	404482	3941740
IM 12	404501	3942241
IM 13	404563	3942222
IM 14	404573	3942217
IM 15	404603	3942011
IM 16	404690	3942201
IM 17	405039	3941972
IM 18	405283	3942518

Isolated Find Number	UTM Site Center Coordinates (Zone 13, NAD 83)	
	Easting	Northing
IM 19	405306	3942503
IM 20	405336	3942542

Table A-3. Point-Located Artifact/Artifact concentration UTM Coordinates (NAD 83, Zone 13)

Resource No.	No.	Description	UTM Site Center Coordinates (Zone 13, NAD 83)	
			Easting	Northing
LA 54763	**AC 1**	Artifact concentration	404268	3941798
LA 54765	**PL 1**	polishing stone	404591	3941675
LA 54777	**PL 1**	Translucent obsidian, late-stage biface fragment. 2.3 cm × 1.5 cm × 0.5 cm	405749	3942114
LA 202471	**PL 1**	White chert proximal flake fragment, noncortical, 2–3 cm	405043	3942481
	PL 2	Red chert cortical flake fragment, 4–5 cm	405038	3942471
	PL 3	Red chert flake (north wall of drainage) size, completeness, and cortex unknown	405044	3942469

Table A-4. Feature UTM Coordinates (NAD 83, Zone 13)

Resource No.	Feature No.	Description	UTM Site Center Coordinates (Zone 13, NAD 83)	
			Easting	Northing
LA 54763	**1**	Rock concentration	404270	3941805
LA 54765	**1**	Sediment stain with some ash	404682	3941698
	2	Sediment stain	404684	3941708
LA 54768	**1**	Pithouse	403944	3941441
	2	Charcoal/ash stain	403939	3941433
LA 54777	**1**	Well or base of windmill	405752	3942109
	2	Square concrete and cobble base or foundation to a well or windmill	405754	3942063
	3	Concrete pad, rectangular	405771	3942025
	4	Stone cobble-lined garden	405742	3942107
	5	Cobble-lined walkway	405778	3942028
	6	Push pile, or possibly disturbed prehistoric feature	405746	3942117
	7	Possible push pile, or heavily disturbed prehistoric feature	405755	3942117
	8	200–300 cans and glass bottle fragments	405777	3942044
LA 54783	**1**	Brick-lined foundation, possible dug-out cellar	405105	3941683
	2	Remnants of an approximately 30 × 30–foot chicken coop, east wall still present but not upright	405067	3941716
	3	Collapsed potential outhouse	405041	3941703
	4	Possible shed or corral, collapsed	405049	3941695
	5	Remnants of at least three structures	405137	3941646
	6	Structural remnants	405070	3941696
LA 54785	**1**	Cairn B	405307	3942444
LA 202469	**1**	Possible hearth	404359	3941863

	2	Rock concentration	404386	3941851
	3	Rock concentration	404398	3941865
LA 202471	**1**	Pithouse	405046	3942468

Table A-5. Cultural Resources Surveys in and within 500 m of the Survey Area

NMCRIS Number	Performing Organization	Date Surveyed	Acres	Resources
17350	New Mexico Office of Cultural Affairs Historic Preservation Division	12/13/1986	1,481	45
45400	Cordelia T. Snow (Independent Researcher)	1/31/1994	5	0
46130	Southwest Archaeological Consultants	7/21/1994	539	19
46955	Cibola Research Consultants	9/24/1994	55.75	1
46990	Rio Grande Consultants, Inc.	6/14/1994	8.8	0
49043	Cross Cultural Research Systems	5/15/1995	20	0
51871	Cross Cultural Research Systems	3/31/1996	36.48	1
53618	Stephen Post Consulting Archaeologist	10/21/1996	50	0
54088	County of Santa Fe	10/14/1996	5	0
54401	Stephen Post Consulting Archaeologist	11/18/1996	5	0
56400	Feliz Colibri A.C.S. Corp	4/30/1997	5	0
56739	Feliz Colibri A.C.S. Corp	5/31/1997	19	0
99453	ARCCOM Thomas McIntosh	5/14/2006	65	9
107316	Townsend Archaeological Consultation	7/26/2009	19	0
121709	Tierra Right of Way Services	8/26/2011	0.05	0
145869	Aspen CRM Solutions	5/26/2020	9.88	1

Table A-6. Cultural Resources in and within 500 m of the Survey Area

Site Number (LA)	Occupation	Location Inside/Outside Project Area	Original Recording Date
LA 54749	Archaic (1310–1092 B.C.) to Anasazi (A.D. 1200–1325)	Outside	5/5/1986
LA 54756	Unknown Prehistoric/Historic (9500 B.C.–A.D. 1993)	Outside	1/1/1986
LA 54757	Coalition (A.D. 1200–1325)	Outside	1/1/1986
LA 54758	Unknown Aboriginal (9500 B.C. –A.D. 1550), Unspecified Anglo-Hispanic (A.D. 1550–present)	Outside	1/1/1986
LA 54759	U.S. Territorial to Recent (A.D. 1880–1950)	Outside	1/1/1986
LA 54760	Unknown Aboriginal (9500 B.C. –A.D. 1550), Unspecified Anglo-Hispanic (A.D. 1550–present)	Inside	1/1/1986
LA 54761	Late Archaic to Developmental (1800 B.C. –A.D. 900)	Inside	1/1/1986

LA 54762	Developmental to Coalition (A.D. 900–1300); Post-Pueblo Revolt (A.D. 1692–1821)	Inside	1/1/1986
LA 54763	Developmental (A.D. 700–1100)	Inside	1/1/1986
LA 54764	Unknown Prehistoric/Historic (9500 B.C.–A.D. 1993)	Inside	1/1/1986
LA 54765	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Inside	1/1/1986
LA 54766	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54767	Classic (A.D. 1300–1600)	Inside	1/1/1986
LA 54768	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Inside	1/1/1986
LA 54769	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54770	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54772	Classic (A.D. 1300–1600)	Outside	1/1/1986
LA 54773	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54774	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54776	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54777	Developmental (A.D. 900–1100), Statehood/WWII (A.D. 1912–1945)	Inside	1/1/1986
LA 54778	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54779	Unknown Aboriginal (9500 B.C. –A.D. 1550)	Outside	1/1/1986
LA 54782	Unknown Prehistoric/Historic (9500 B.C. –A.D. 1993)	Outside	1/1/1986
LA 54783	Statehood/WWII (A.D. 1912–1945)	Inside	1/1/1986
LA 54785	Post-Pueblo Revolt to U.S. Territorial (A.D. 1692–1912)	Inside	1/1/1986
LA 105281	Statehood/WWII (A.D. 1930–1945)	Outside	6/15/1994
LA 107719	Post-Pueblo Revolt to Recent (A.D. 1740–1950)	Outside	6/15/1994
LA 107720	Post-Pueblo Revolt to U.S. Territorial (A.D. 1740–1912)	Outside	6/15/1994
LA 113618	Post-Pueblo Revolt to U.S. Territorial (A.D. 1742–1912)	Outside	3/20/1996
LA 153026	Unknown Aboriginal (9500 B.C. –A.D. 1850)	Outside	5/3/2006
LA 153027	Unknown Aboriginal (9500 B.C. –A.D. 1850)	Outside	5/7/2006
LA 153030	Unknown Aboriginal (9500 B.C. –A.D. 1850)	Outside	5/13/2006

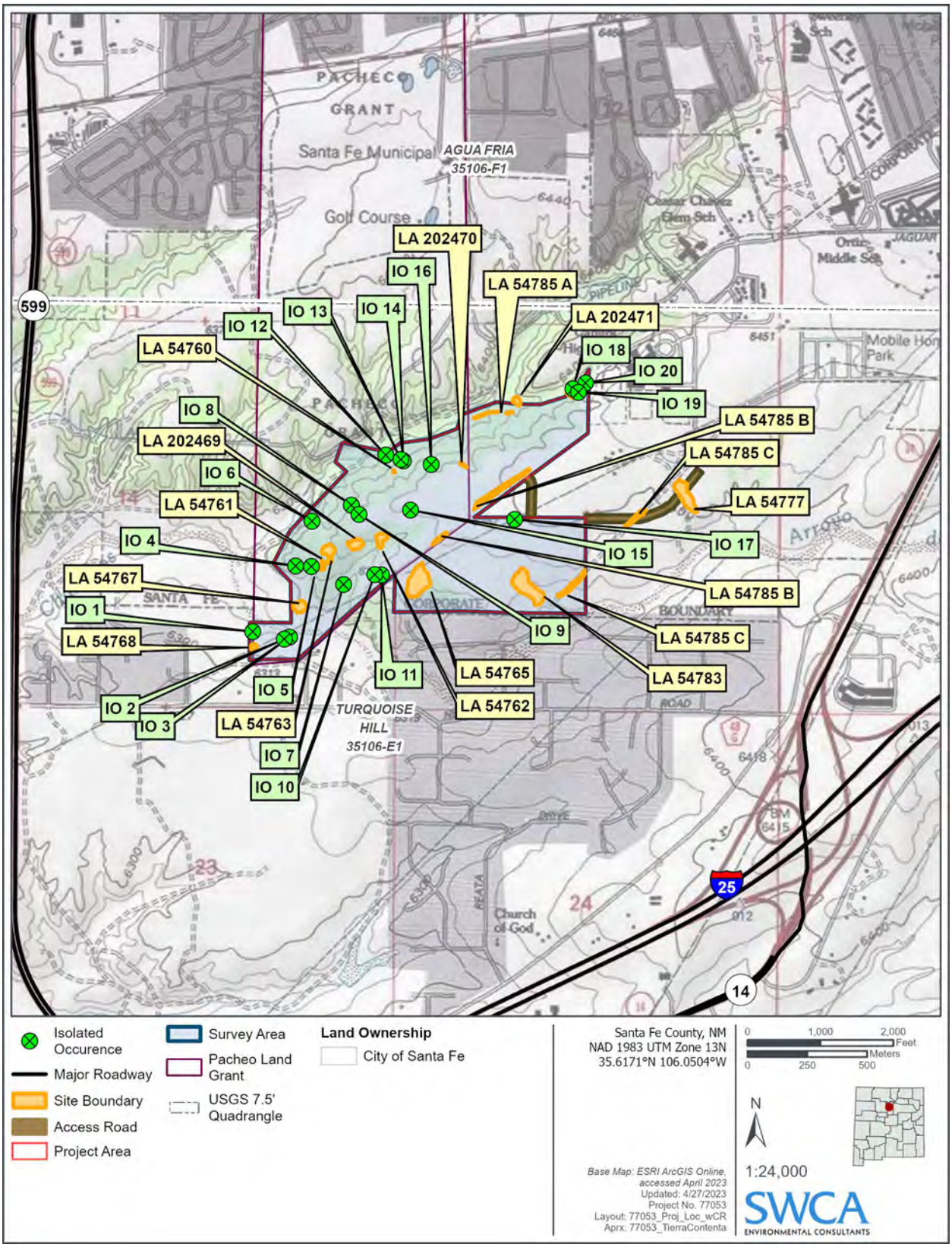

Figure A-1. Project location with cultural resources.

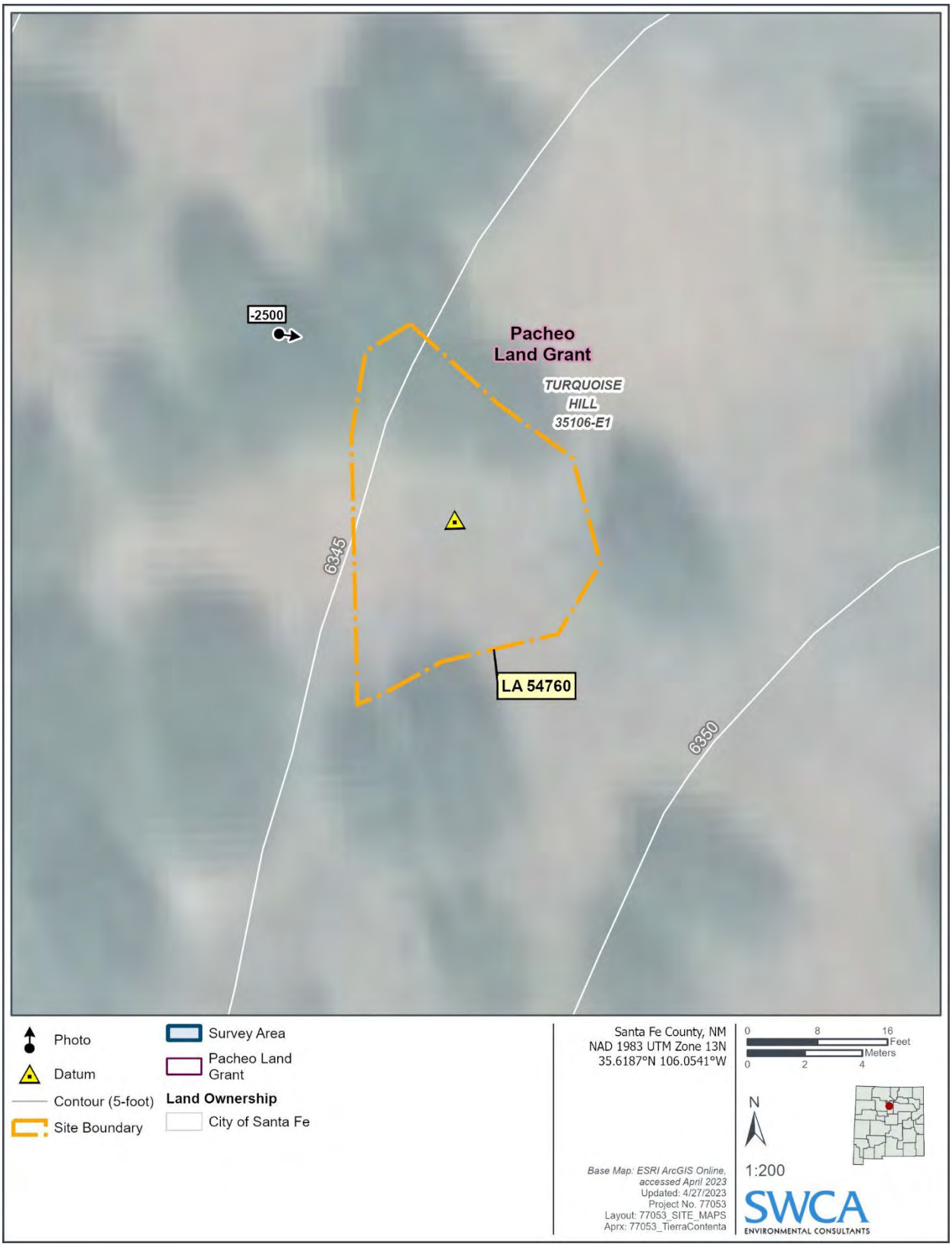

Figure A-2. LA 54760 site plan map.

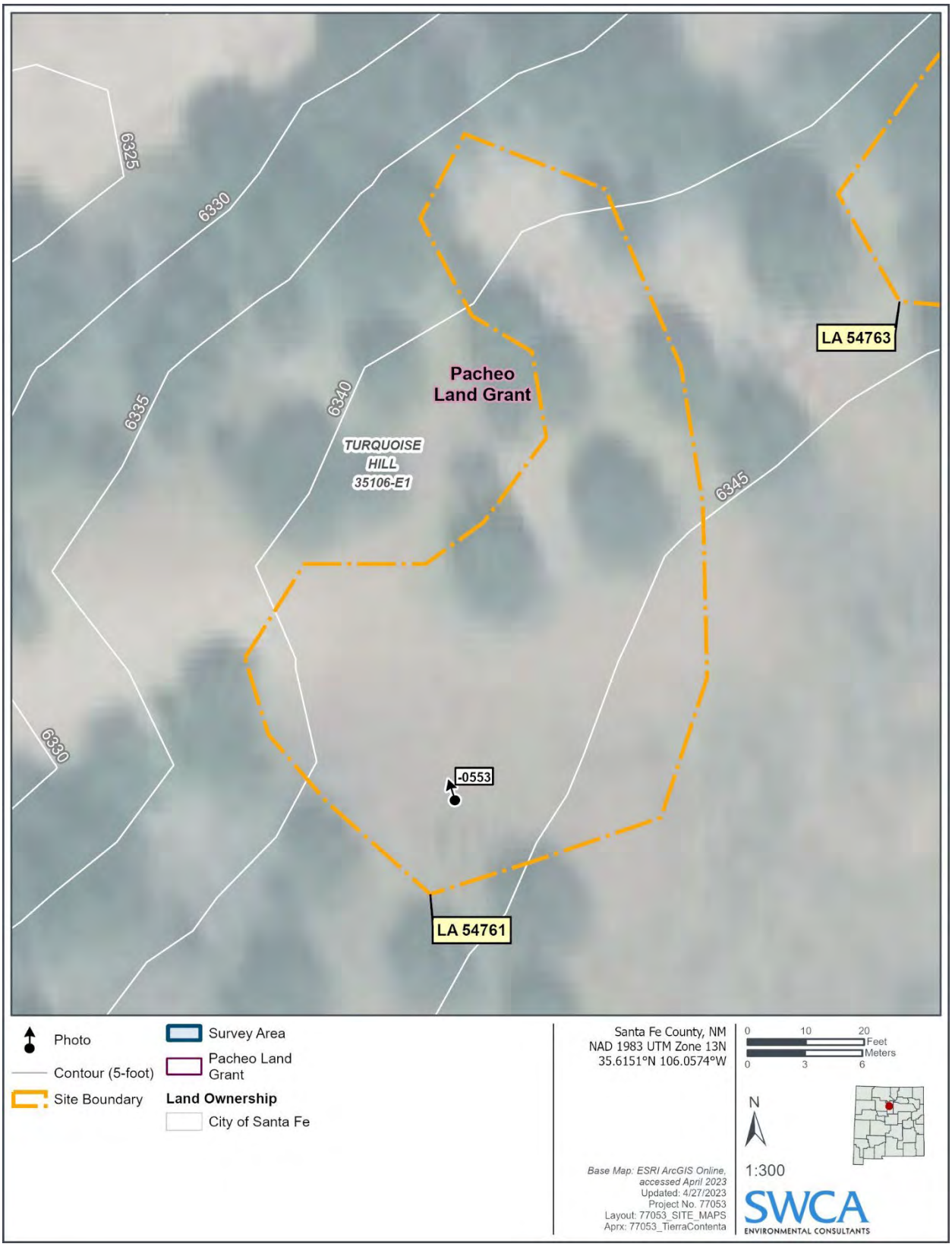

Figure A-3. LA 54761 site plan map.

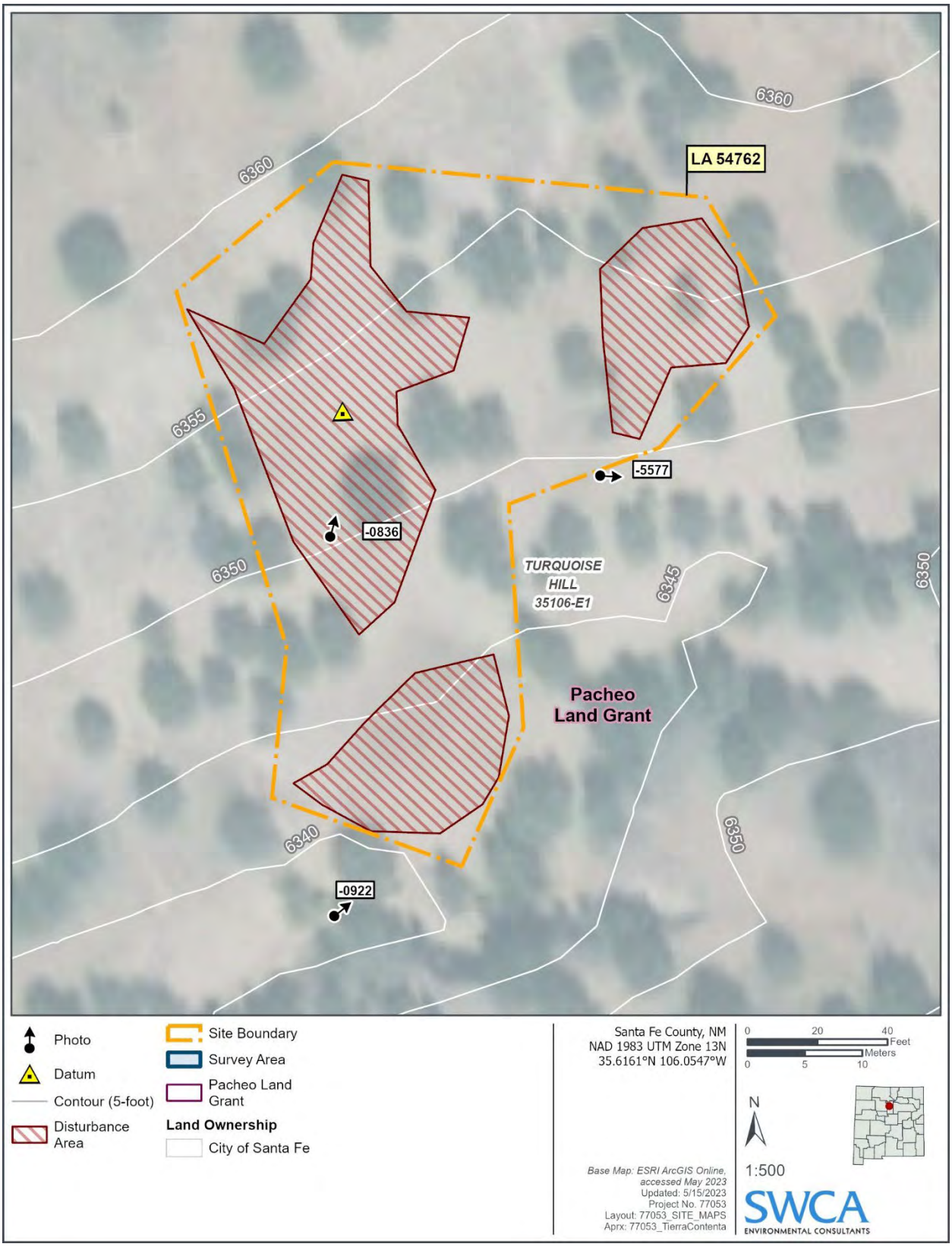

Figure A-4. LA 54762 site plan map.

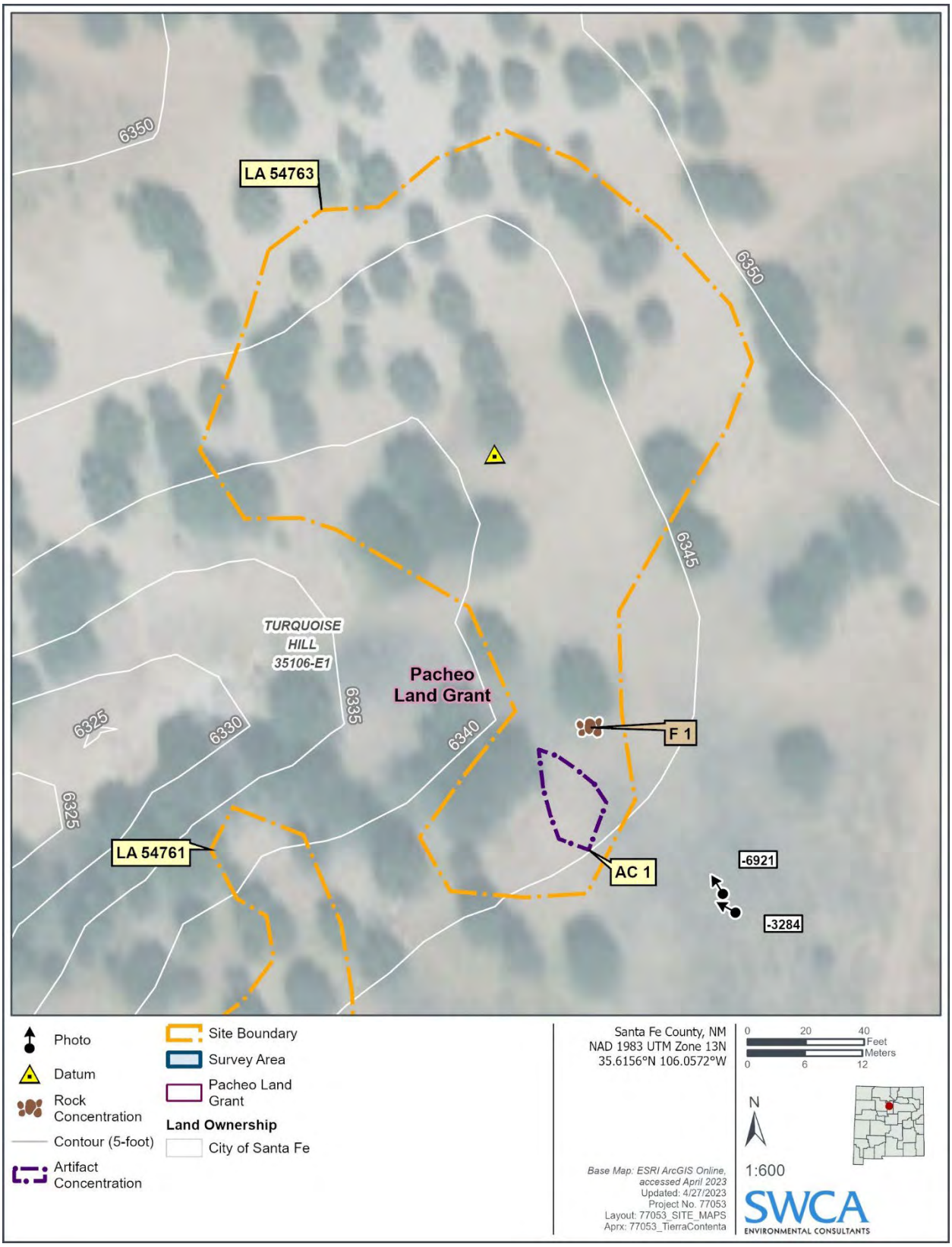

Figure A-5. LA 54763 site plan map.

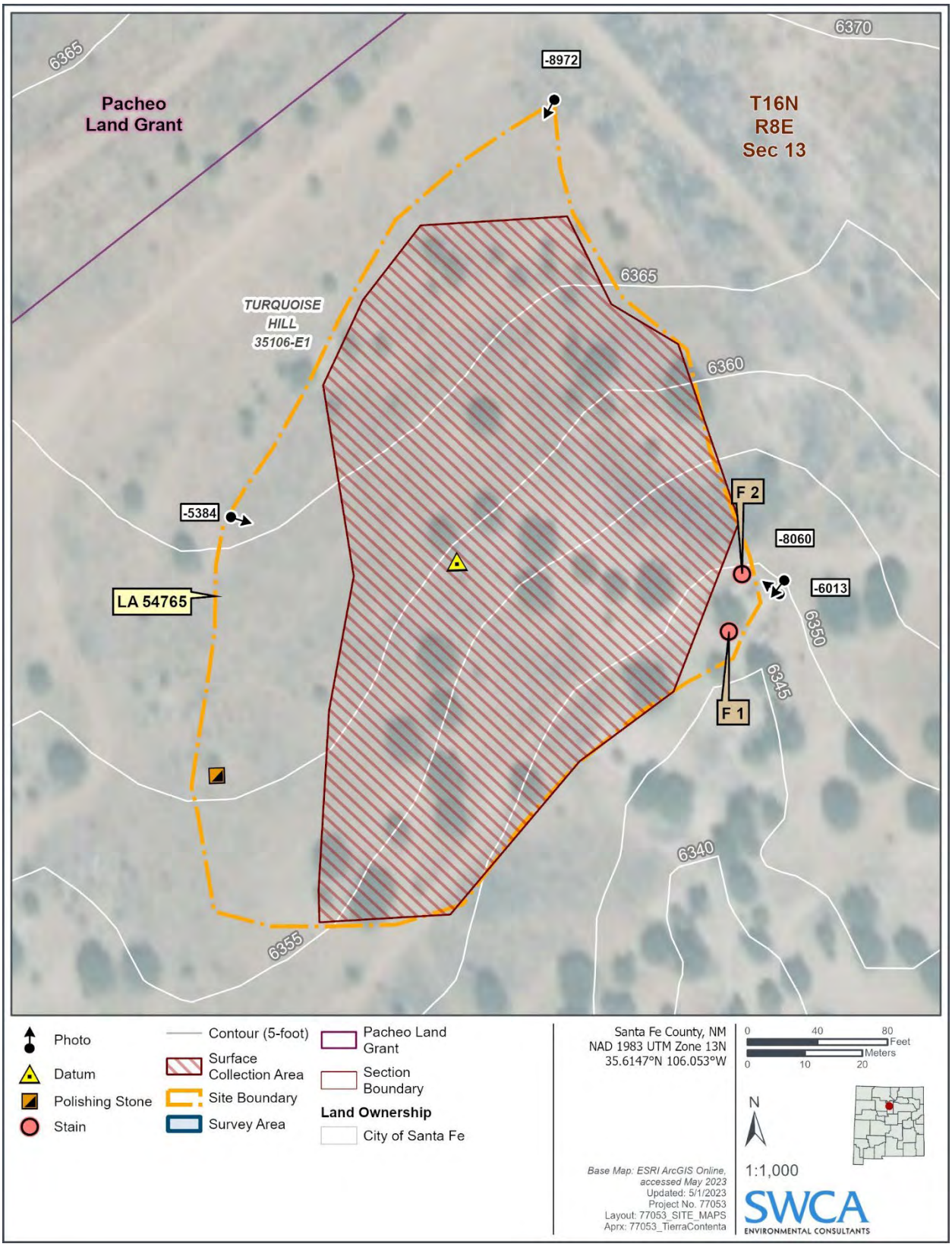

Figure A-6. LA 54765 site plan map.

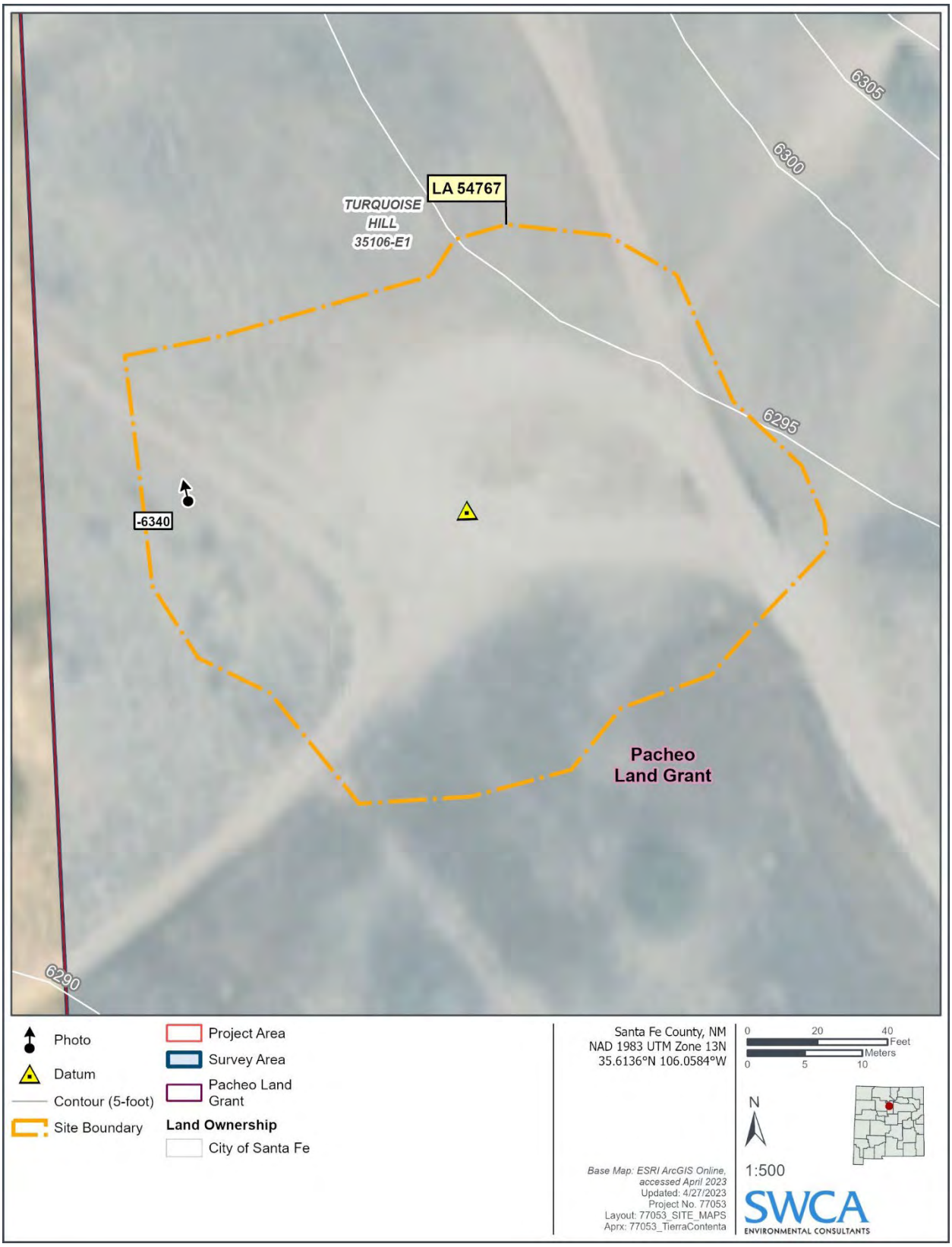

Figure A-7. LA 54767 site plan map.

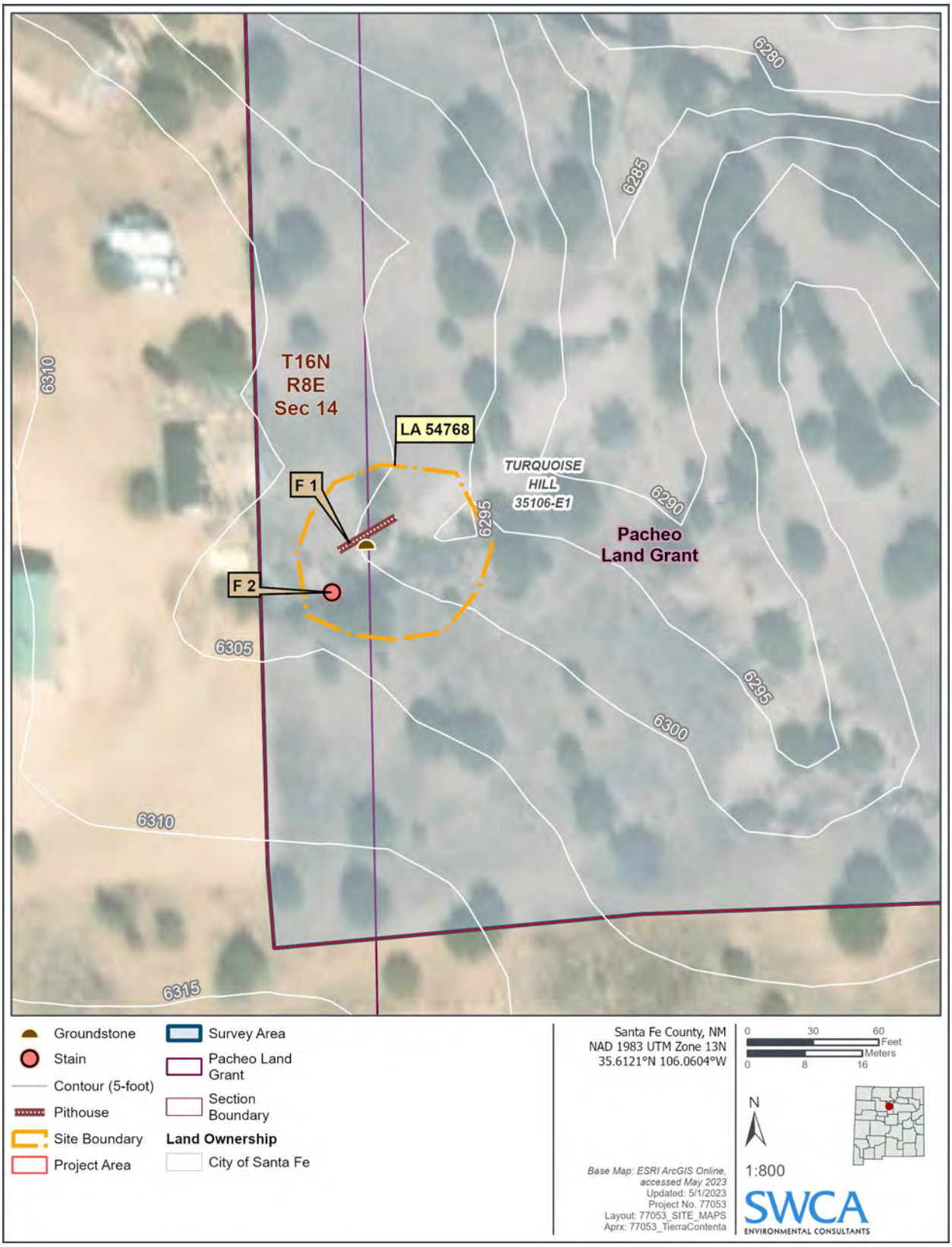

Figure A-8. LA 54768 site plan map.

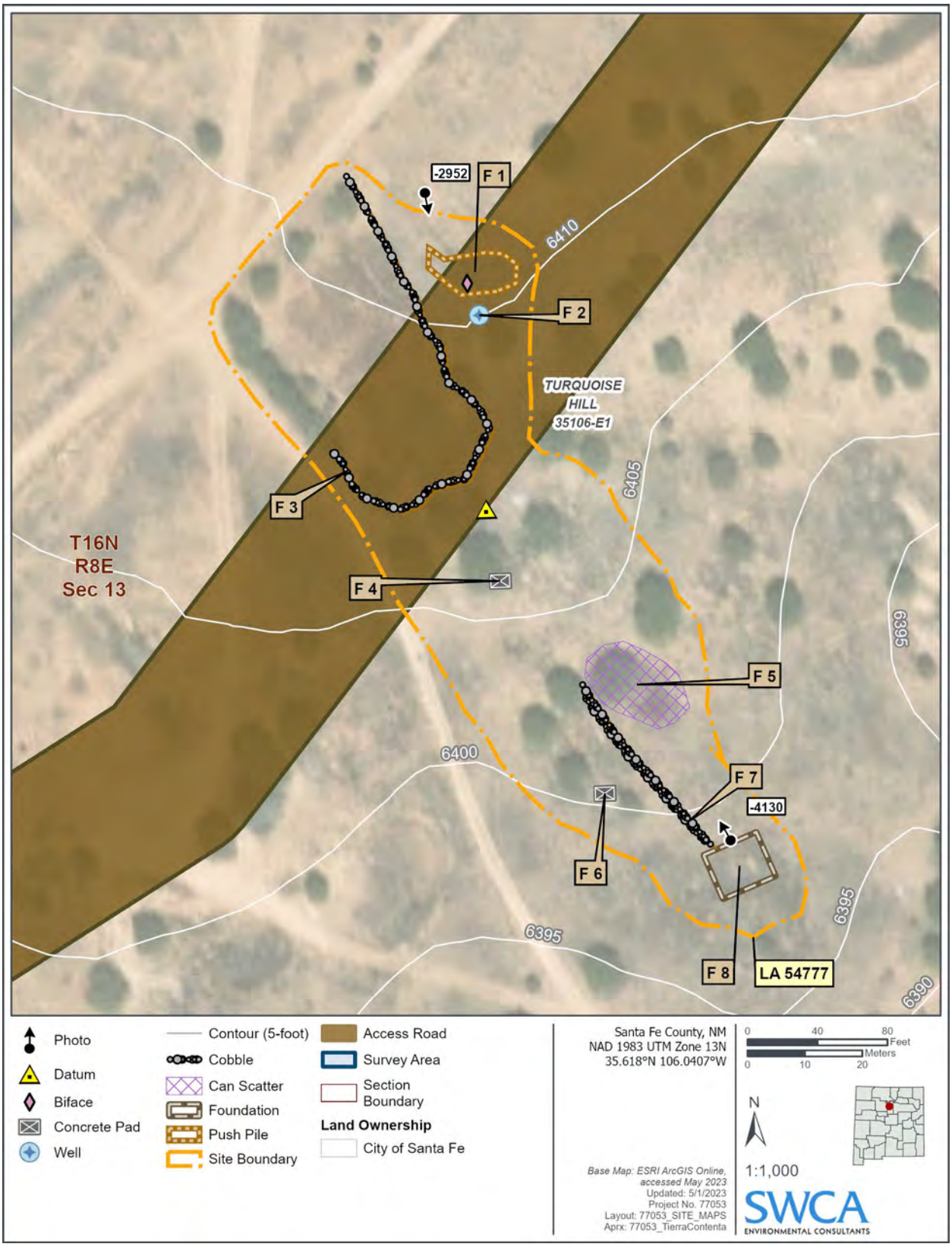

Figure A-9. LA 54777 site plan map.

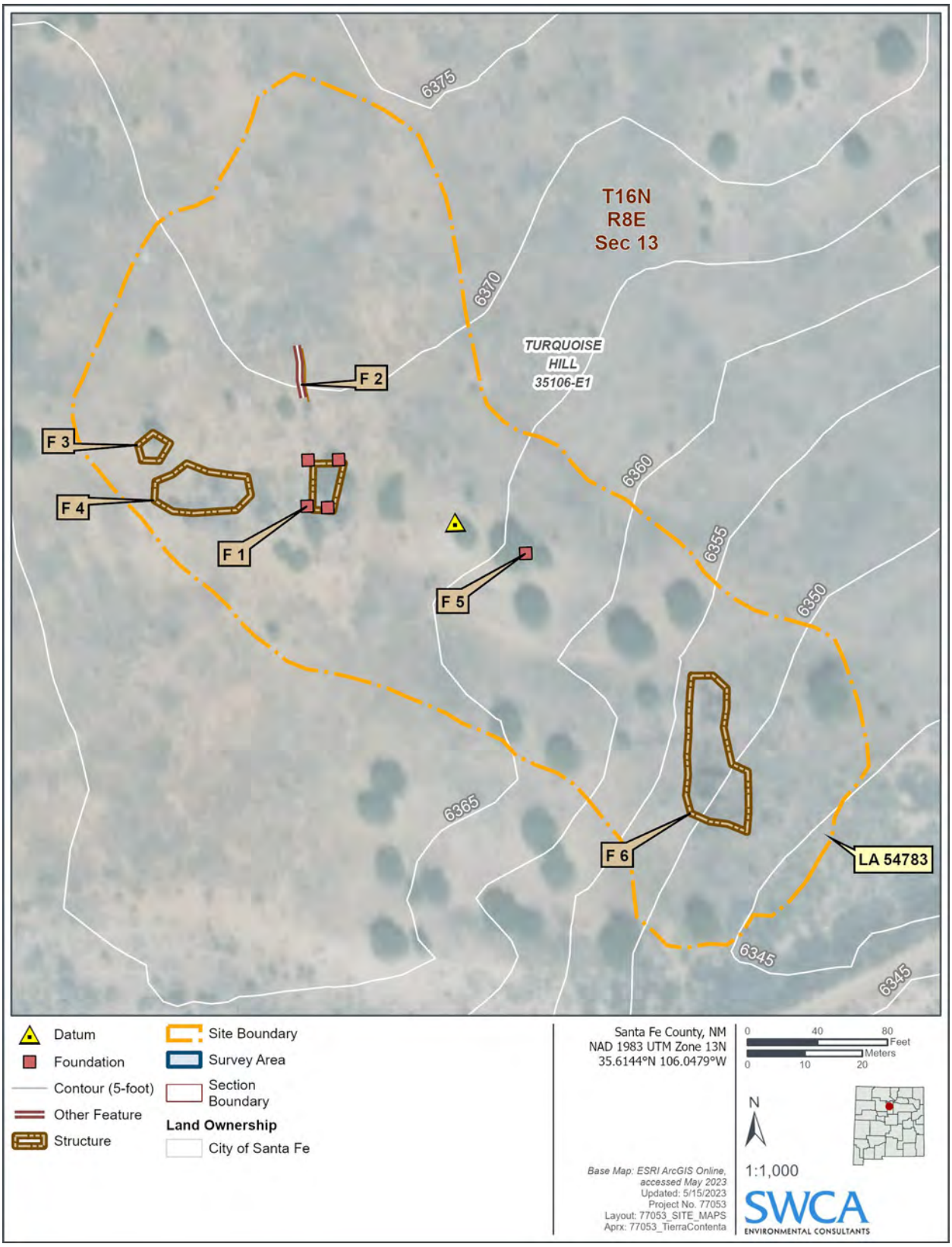

Figure A-10. LA 54783 site plan map.

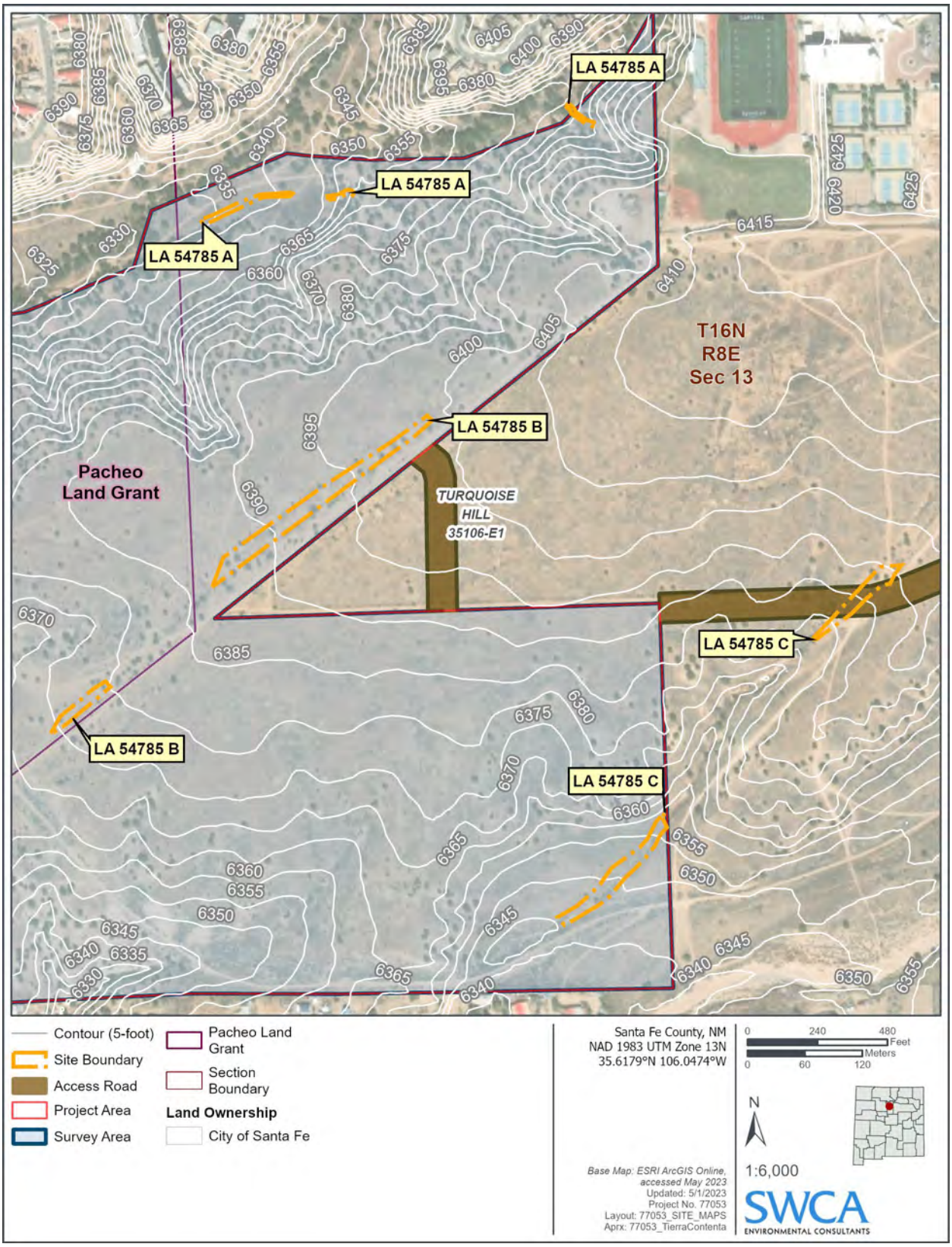

Figure A-11. LA 54785 site plan map with overview of HCPI 53923, HCPI 53924 and HCPI 53925.

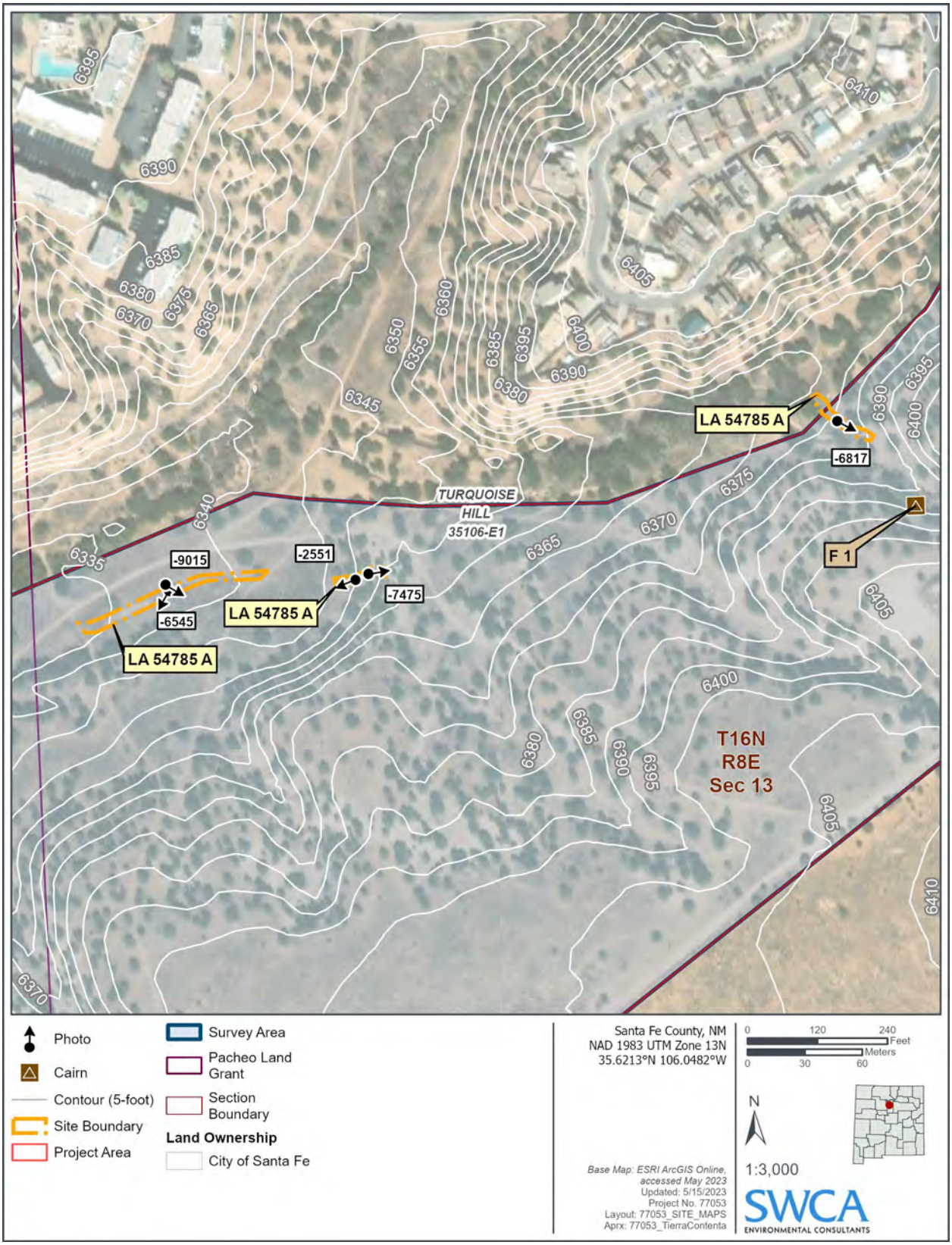

Figure A-12. LA 54785 site plan map with HCPI 53923 (segment A) detailed.

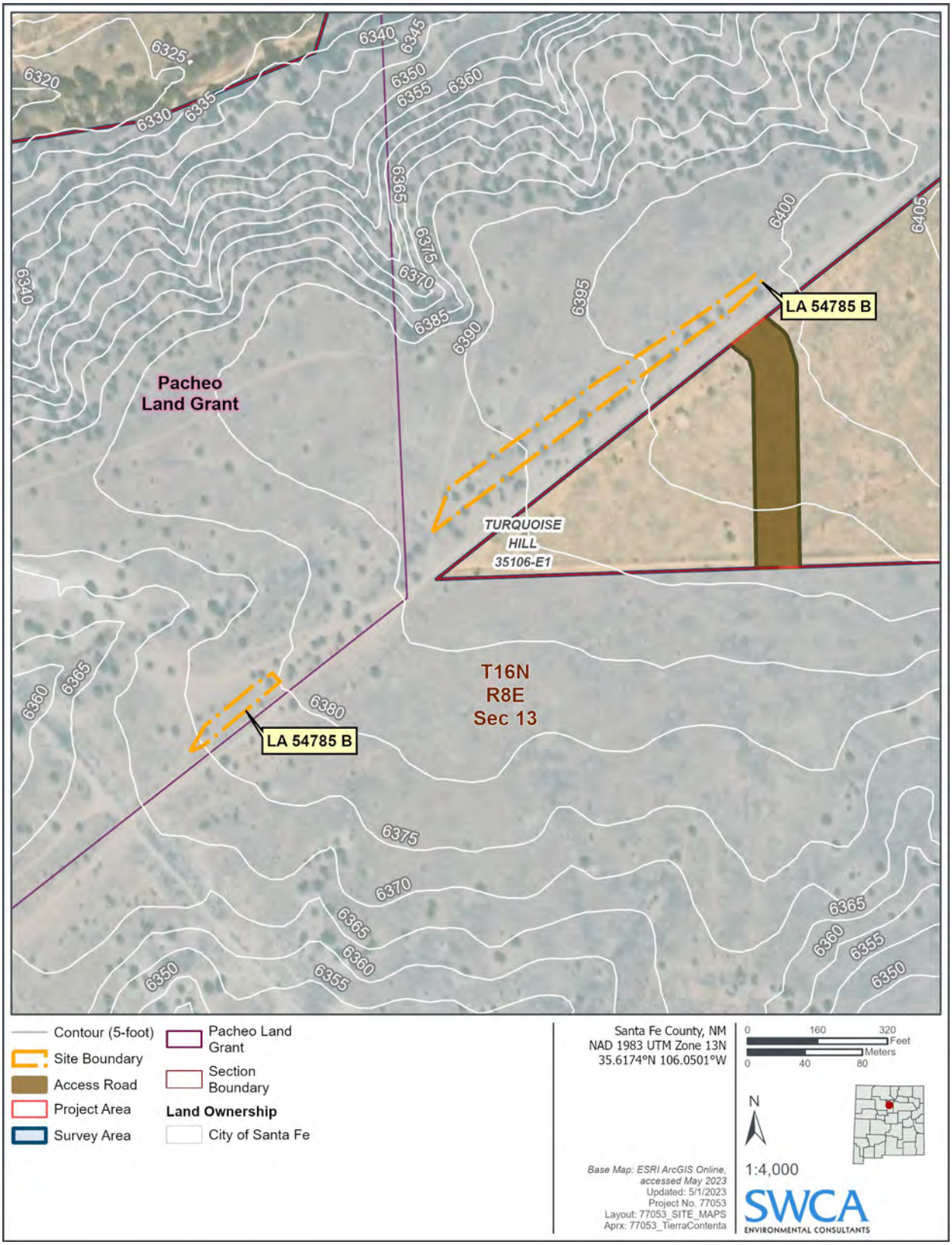

Figure A-13. LA 54785 site plan map with HCPI 53924 (section B) detailed.

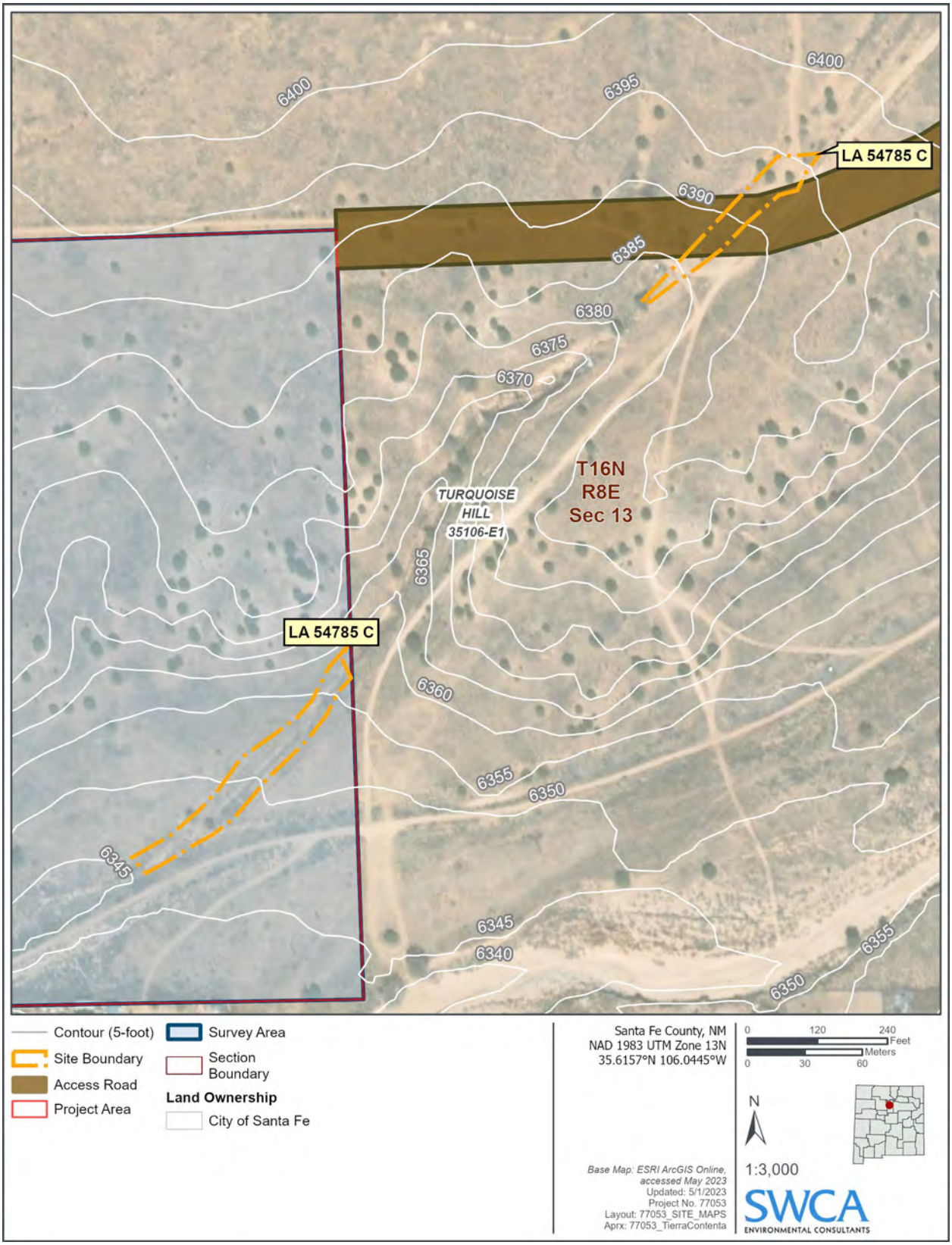

Figure A-14. LA 54785 site plan map with HCPI 53925 (section C) detailed.

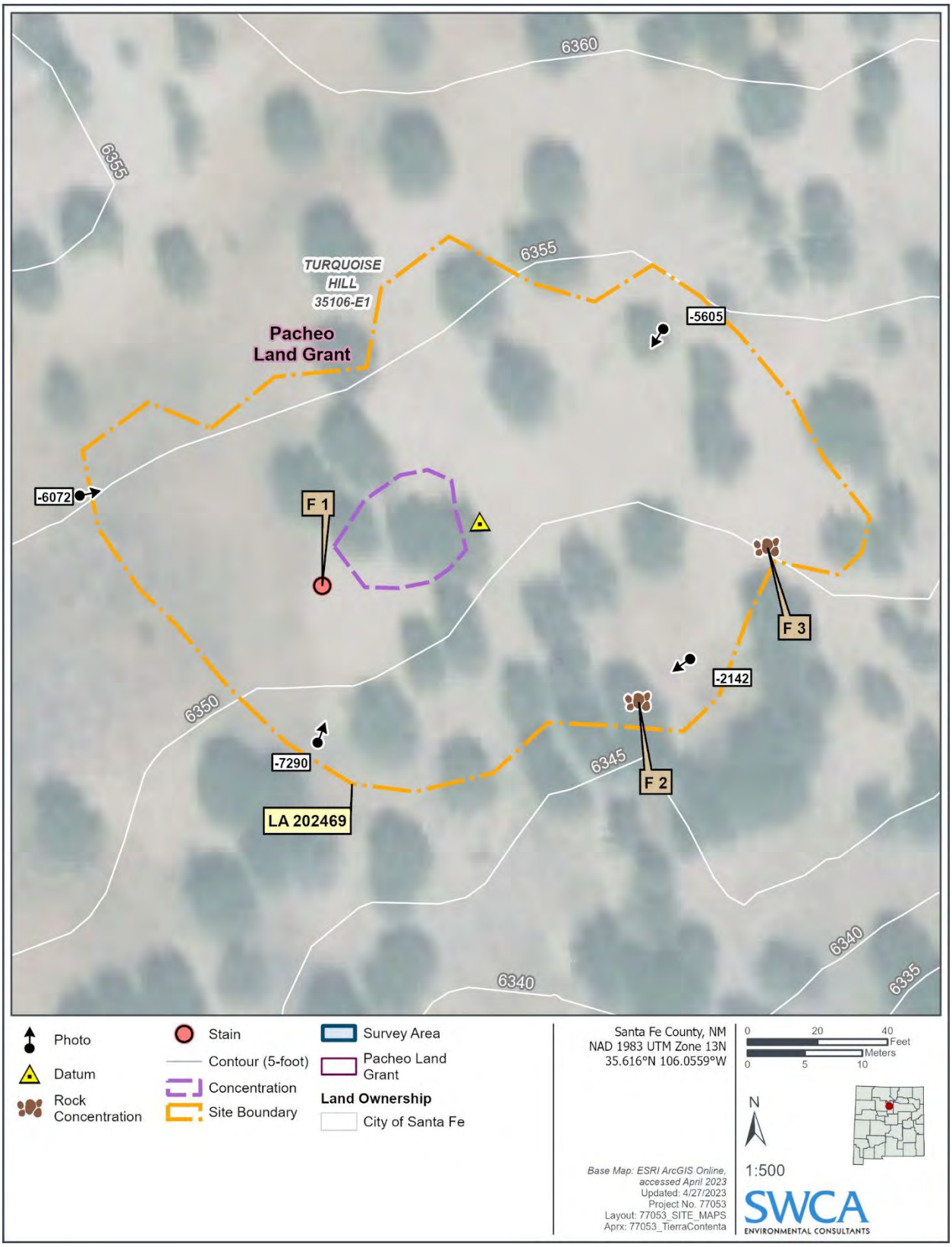

Figure A-15. LA 202469 site plan map.

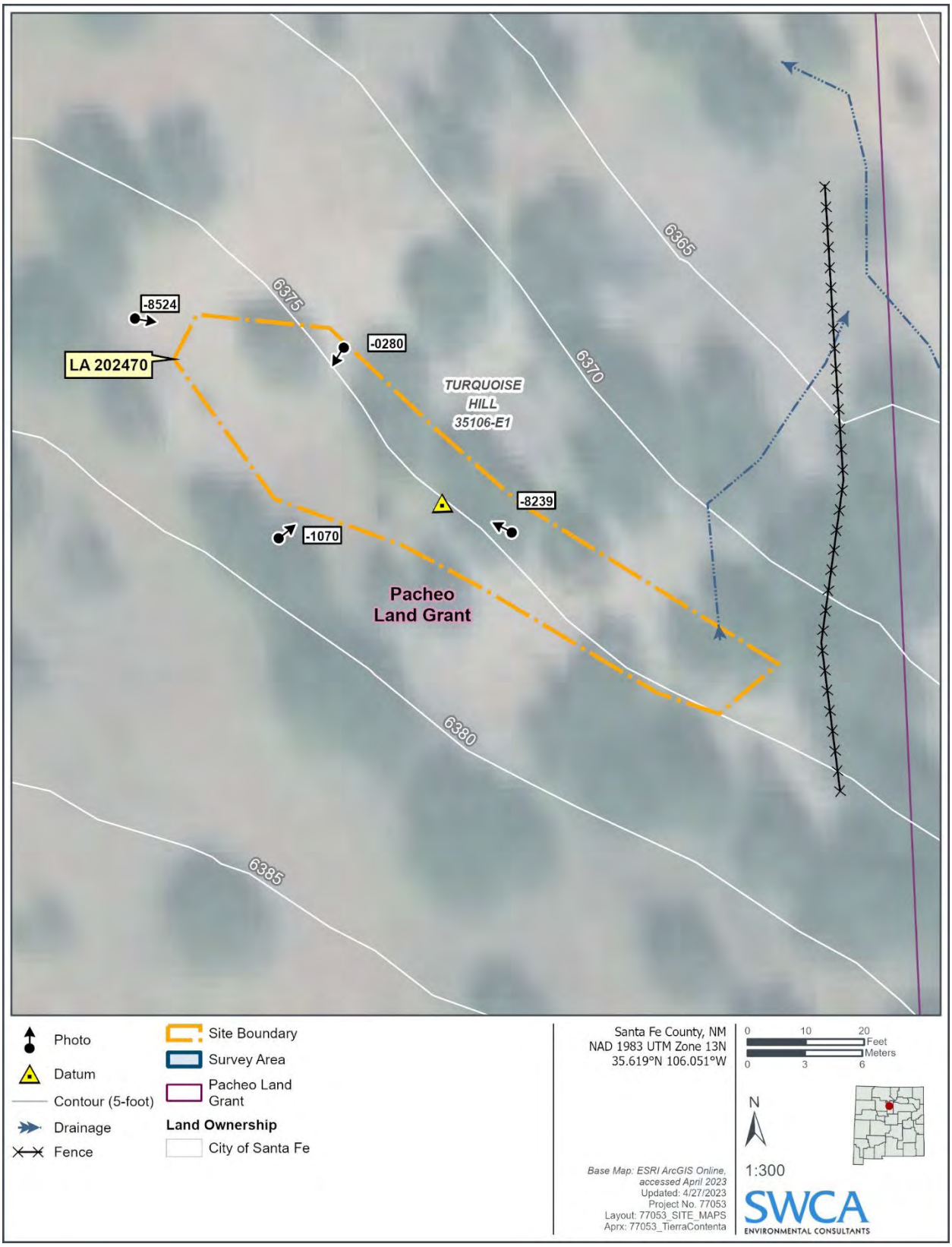

Figure A-16. LA 202470 site plan map.

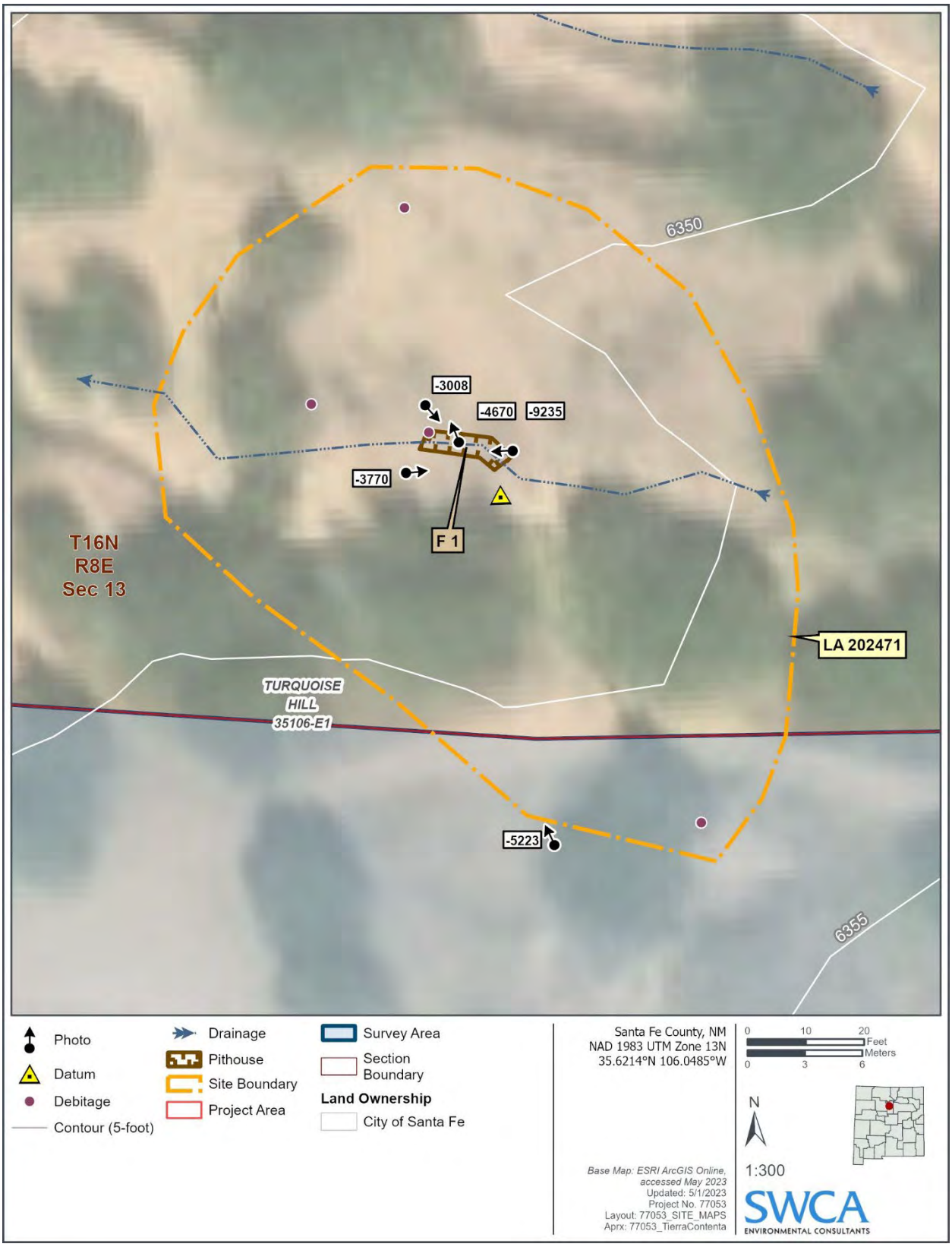

Figure A-17. LA 202471 site plan map.

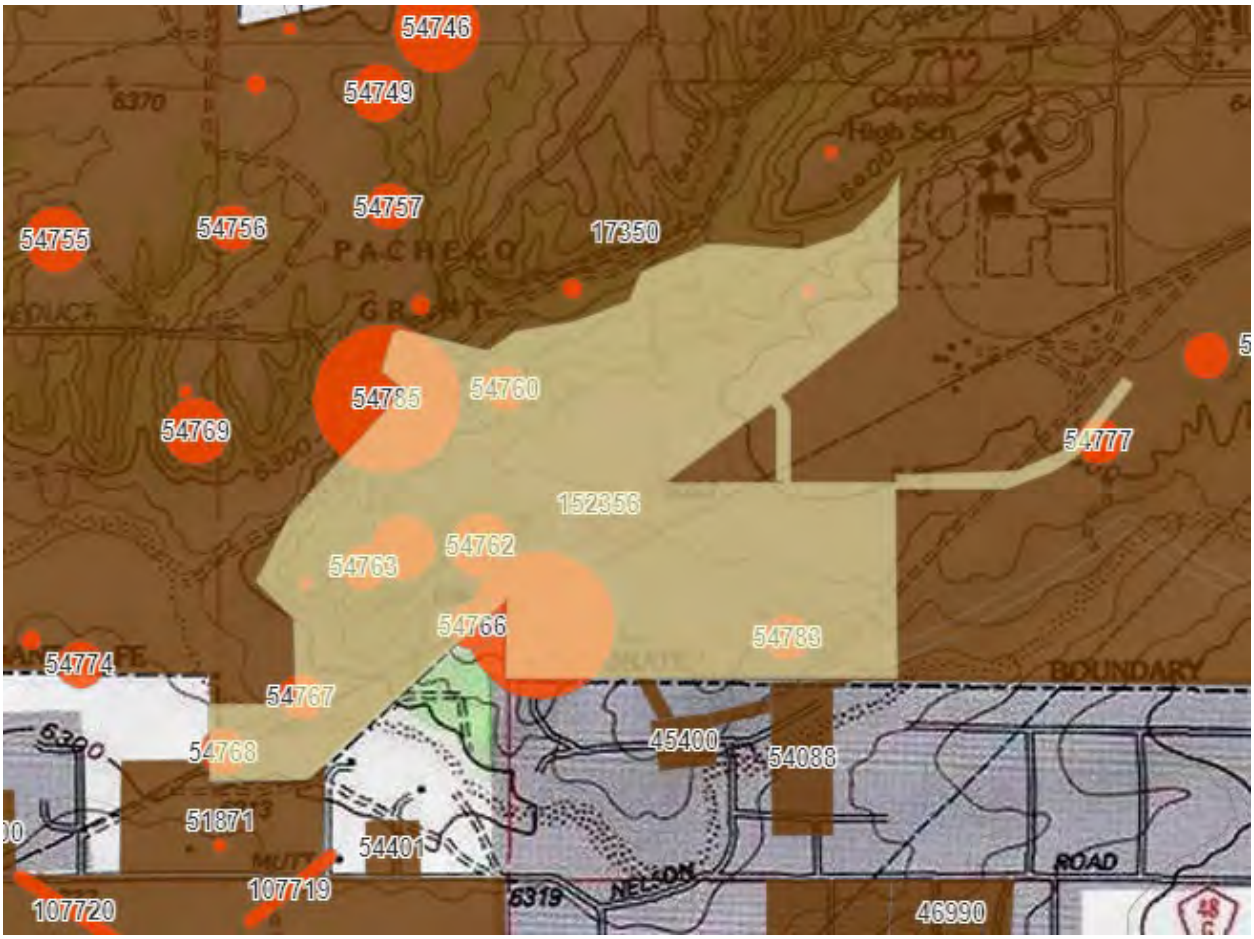

Figure A-18. NMCRIS search of the project area (yellow polygon). Brown polygons represent archaeological surveys and orange polygons represent archaeological sites.

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

3. Annexation Plat 1986, Master Plan Amendment #1, Annexation Agreement 1994, Tierra Contenta Phase 3A Design Standards

RESTATED ANNEXATION AGREEMENT
TIERRA CONTENTA, WOLGAMOOD SUBDIVISION
AND CONTIGUOUS LANDS (EAST)

1122756

This Restated Annexation Agreement ("Agreement") is made and entered into by and between the City of Santa Fe, New Mexico, a New Mexico municipal corporation ("City"), Tierra Contenta Corporation, a New Mexico non-profit corporation, ("Tierra"), Elisia Partnership, a New Mexico general partnership ("Elisia"), Kenneth Prater ("Prater"), New Mexico School for the Deaf ("School for the Deaf"), Santa Fe Board of Education ("Board of Education"), Herrera Associates, a New Mexico general partnership ("Herrera"), and Dr. Joe L. Hernandez, ("Hernandez"). Tierra, Elisia, Prater, School for the Deaf, Board of Education, Herrera and Hernandez, are hereinafter sometimes collectively referred to as "Landowners." This Agreement shall be effective as of the date set forth in paragraph 27 ("Effective Date").

RECITALS

A. Landowners are the collective owner of certain real property in Santa Fe County, New Mexico consisting of approximately 1,421 acres of land situate in Township 16 North, Ranges 8E and 9E, as more fully described on Exhibit 1 attached (the "Property").

B. On November 1985, the Governing Body adopted Resolution No. 1985-107 amending the Santa Fe Urban Area General Plan pursuant to Case # 1985-32 and Ordinance No. 1985-58, thereby annexing the Property to the City under the terms and conditions of an annexation agreement ("Original Annexation Agreement"). The Original Annexation Agreement, dated November 5, 1985, was approved by the Landowners and the City and filed for record in Book 544 at page 530, records of Santa Fe County, New Mexico.

C. Pursuant to Ordinance No. 1985-59, approximately 1,391 acres of the Property owned by Tierra, School for the Deaf, Santa Fe Board of Education, Elisia and Prater were rezoned from a "R-1 Residential District" ("R-1") to "PRC Planned Residential Community" ("PRC"), now governed by §14-31 SFCC (1987), pursuant to a master plan ("Original Master Plan") approved by the City and the Landowners.

D. Those portions of the Property owned by Herrera and Hernandez ("Adjoining Owners") remained zoned as R-1 and are now governed by §14-17 SFCC (1987). An application for rezoning is concurrently under consideration by the City, and, prior to the Effective Date of this Agreement these properties may have been rezoned by the City.

E. It is the intention of the parties to this Agreement that the Original Annexation Agreement and Original Master Plan shall be superseded in their entirety and that this Agreement and attached exhibits shall substituted therefor, and further, that the Original Annexation Agreement and Original Master Plan shall be deemed to be of no further force and effect and shall not be binding upon any owner of any portion of the Property.

F. Certain provisions of this Agreement shall apply only to the properties owned by Tierra, Elisia, Prater, Board of Education, and the successors and assigns of the School for the Deaf, excluding any successor or assign that is a state or local governmental entity or agency governed by restrictions set forth in the New Mexico Constitution ("NMSD Assigns"). Collectively Tierra, Elisia, Prater, the Board of Education and NMSD Assigns are identified as the "PRC Owners".

1122757

G. The City approved this Agreement in a duly called meeting on February 23, 1994.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises, the following agreements and undertakings, the parties incorporate the foregoing recitals and further agree as follows:

1. **ANNEXATION PLAT.** The Property, previously annexed to the City, is fully described on the annexation plat titled *Annexation Plat for Tracts 1 Thru 9, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) within Township 16 North, Ranges 8 & 9 East, New Mexico Principal Meridian, Santa Fe County, New Mexico, June 1985,* ("Annexation Plat") a true and correct copy of said Annexation Plat is attached hereto as Exhibit 1. The Annexation Plat complies with §14-9.6(D) SFCC (1987).

2. **THE MASTER PLAN.** Landowners have approved a revised master plan for uses of the Property and as described on the plat of survey titled *Master Plan PRC and Annexation* (the "Master Plan"). Landowners have further approved a revised phasing plan as described on the plat of survey titled *Phasing Master Plan* (the "Phasing Plan"). Both the Master Plan and Phasing Plan comply with §§14-9.6(D) SFCC (1987). True and correct copies of the Master Plan and Phasing Plan are attached as Exhibit 2.

3. **CITY APPROVAL OF MASTER PLAN AND PHASING PLAN; SUBSEQUENT APPROVALS.** The Master Plan and Phasing Plan contemplate a variety of housing types and additional commercial, institutional, industrial, and recreational land uses for the Property. The City hereby approves the Master Plan and Phasing Plan and agree that each comply with the SFCC (1987). The City agrees to approve rezonings, preliminary development plans and preliminary subdivision plats for individual tracts within the Property, provided such rezonings plats and plans conform to the Master Plan and Phasing Plan, the SFCC 1987, as amended, and the provisions of this Agreement. The City agrees to approve final development plans and final subdivision plats that substantially conform to previously approved preliminary plats and plans.

4. **MODIFICATION OF URBAN AREA GENERAL PLAN; MODIFICATION OF MASTER PLAN.**

A. The Master Plan, including its designations of the PRC district, shall become part of the Santa Fe Urban Area General Plan. Modifications of the Master Plan, including, without limitation, relocations or modifications of improvements as shown on the Master Plan, must be approved by the City, as provided below.

B. Minor relocations and modifications, such as relocation of utility lines, roadways and minor variations of the Phasing Plan, otherwise consistent with the general intent of the Master Plan, shall be approved administratively by the director of the technical review division of the City or such other division later charged with the authority to review development proposals ("Technical Review Division").1122758

C. Major modifications and relocations shall be approved by the development review committee or such other committee delegated the authority by the governing body of the City to grant final approval of final subdivision plats and final development plans ("Development Review Committee"). The determination as to whether any proposed modification is "major" or "minor" shall be made by the members of the "Development Review Team", comprised of members of City staff and the interdepartmental team charged with the responsibility to review development projects. Only major modifications to the Master Plan shall require an amendment to the Master Plan and approval by the Development Review Committee.

D. Notwithstanding the foregoing, any increase in the number of dwelling units or area of commercial use must be reviewed first by the Development Review Committee and thereafter, the Committee shall forward its recommendations to the Governing Body.

5. **DEVELOPMENT OF THE PROPERTY.**

A. The Property shall be developed in accordance with the Master Plan.

B. The Master Plan includes the following categories of land uses:

(1) Those portions of the Property owned by the PRC Owners, currently zoned as PRC, shall be developed in accordance with the PRC zoning ordinance outlined in §14-31 SFCC (1987). To the extent then required by the Santa Fe City Code, specific developments within these properties shall meet the standards for all individual tract development as required under §14-31.7 SFCC (1987), and if applicable, any ordinance governing approval of final subdivisions plats. In lieu of standards set forth in the PRC Zoning Ordinance, specific development standards that vary from the PRC Zoning Ordinance may be proposed by any PRC Owner for individual tract development within the PRC district as part of any application for preliminary and final subdivision plat approval or preliminary and final development plan approval to the Development Review Committee. Should any development standards be proposed that materially vary from the PRC development standards, the PRC Owner shall comply with the procedures for notification prior to adoption of specific design standards for each phase as set forth in Section 14-5.4(C)(2), SFCC 1987.

(2) Property currently zoned PRC and owned by the PRC Owners that is proposed on the Master Plan for a village center and office/business incubator uses shall be rezoned to a zoning district or districts that will permit use of the lands for such other uses.

(3) The use of the Adjoining Owners' properties for uses other than R-1 permitted uses shall require rezoning from R-1 to appropriate zoning districts that will permit use of these properties for the multi-family, commercial and industrial uses as such sites are shown on the Master Plan. 1122759

C. Prior to any development of any portion of the Property owned by the PRC Owners, all preliminary and final subdivision plats and preliminary and final development plans shall conform to the Master Plan, this Agreement, and the Santa Fe City Code. If such plats and plans conform to the Master Plan, this Agreement, and the Santa Fe City Code the plats and plans of the PRC Owners shall be approved by the Development Review Committee.

D. The Adjoining Owners shall develop their property in accordance with this Agreement, the Master Plan, the Santa Fe City Code, and any conditions of rezoning.

6. **PHASING.**

A. The phases currently scheduled for development of the Property by PRC Owners are set forth in the Phasing Plan. Only those portions of the Property owned by PRC Owners and subject to the PRC zoning designation are governed by the Phasing Plan. Changes in the phasing timetable may be reviewed and revised from time to time as conditions change.

B. The Schedule of Improvements for PRC Owners and Adjoining Owners is attached hereto as Exhibit 3.

C. The designated improvements for water, sanitary sewers, storm drainage, streets, dedication of parks and other items as set forth in the Master Plan shall be substantially completed by a PRC Owner, to the satisfaction of the City, for each phase within the Phasing Plan before the construction of such improvements in succeeding phases may be commenced. However, two phases may be undertaken concurrently provided that the PRC Owner can demonstrate to the City a satisfactory timetable for completion of required improvements.

D. At such time as a PRC Owner proposes a particular phase for construction, the City shall determine which improvements for water, sanitary sewers, storm water drainage, streets and dedication of parks and open space are required for that particular phase. Any PRC Owner proposing a phase to be developed shall be required to present a plan to the City which shall include plans for completion of the required improvements in that phase.

E. Any approvals required under this paragraph 6 shall be obtained as provided in paragraph 4.

7. **AFFORDABLE HOUSING.**

A. Tierra shall develop approximately forty percent (40%) of the 3,700 lots or units planned for Tierra's property for families earning at or below eighty percent (80%) of the median family income of the City and for single person households earning under one hundred percent (100%) of the City median household income. The minimum sizes and types of these affordable units in the PRC will be determined by the City and Tierra by separate agreement.

1122760

B. Affordable units in the below eighty percent (80%) of median family income category are exempt from impact fees as set forth in this Agreement.

C. The provision of affordable units shall be reviewed on a phase-by-phase basis by the City.

8. **LAND DEDICATED TO THE CITY BY TIERRA.**

A. Tierra agrees to dedicate parcels totalling approximately two hundred fourteen (214) acres of land to the City for City use as parks. The land shall be dedicated according to the Phasing Plan.

B. In addition, an estimated one hundred fourteen (114) acres will be dedicated by Tierra to the City for roadways and drainage, and 2.8 acres for community use. These dedications will occur consecutively with development and upon acceptance by the City.

C. These dedications completely fulfill and satisfy the required land dedication for parks and open space of the Santa Fe City Code and this Agreement for all development of the Tierra property.

9. **PARKS, OPEN SPACE AND OTHER DEDICATIONS.**

A. Concurrently with approval of any final development plan and prior to any development of the Property, each Landowner agrees to dedicate park land and open space to the City as shown on the Master Plan.

B. Such dedications shall be made under the following Schedule:

(1) Tierra will dedicate to the City an estimated 214 acres for parks and open space according to the Phasing Plan.

(2) Elisia agrees to dedicate to the City no less than forty-five (45) acres for park and open space the same being all of the land in the open space system and the neighborhood park (Tract 27) on the Elisia property, at the time Elisia obtains its approval of a Phase 1 final subdivision plat.

(3) The School for the Deaf, or if applicable, NMSD Assigns, agrees to dedicate to the City no less than sixty (60) acres, for park and open space, such land being described as part of the open space system during Phase 2. Such dedication will occur after the City has acquired right-of-ways for the construction of the Arroyo Chamiso bike and pedestrian trail system through the PRC Owners' properties. 1122761

(4) The Adjoining Owners agree to dedicate to the City no less than ten (10) acres in Arroyo Chamiso for park and open space, such land being described as part of the open space system Such dedication will occur after the City has acquired right-of-ways for the construction of the Arroyo Chamiso bike and pedestrian trail system through the PRC Owners' properties or application for a final development permit, whichever occurs first.

(5) The dedications described in this paragraph 9 will completely fulfill and satisfy the required land dedication for parks and open space of the Santa Fe City Code and this Agreement for all development of the School for the Deaf property, if applicable, the NMSD Assigns' property, the Elisia' property, and the Adjoining Owners' property.

C. Concurrently with submission of any preliminary development plan by a PRC Owner or in the case of an Adjoining Owner, a final development plan, and prior to development, the PRC Owner or Adjoining Owner shall contribute to the cost of the multipurpose trail system in the urban park as shown on the Master Plan. The contribution shall be based on the number of residential units approved for that owner's respective property. The cost per residential unit shall be computed by dividing the total cost of the trail system by the total number of residential units approved in the Master Plan. Each contribution for the trail system may be proportionately reduced in the event the City receives City, State or Federal funds for the development of the trail system. The reduction of each contribution shall be in proportion to the ratio of government funds received to total cost of the trail system.

D. At the time of development, the Board of Education shall develop ball fields and/or soccer fields on the two (2) elementary school sites shown on the Master Plan. These fields shall be open for public use subject to the scheduling of school related events by the Board of Education. The City shall maintain these fields according to a separate agreement between the City and the Board of Education.

E. At the time of development, each of the PRC Owners and Adjoining Owners shall be solely responsible for tree plantings, enhanced medians and other landscaping areas along the major roads shown on the Master Plan within each owner's property. The landscape areas and enhanced medians shall be dedicated to the City, after which the City shall maintain these areas.

F. At the time of development, each PRC Owner and Adjoining Owner of any portion of the Property shall develop the park plazas on their respective property as shown on the Master Plan, if any.

G. All parks, trail systems, and open space dedicated to the City shall thereafter be maintained by the City.

10. **CITY SERVICES.**

A. **Fire and Police Protection.** Fire and police protection for development of the Property will be provided by City Police and Fire Department facilities and personnel.

B. **Refuse.** Refuse collection and disposal services within the Property shall be provided by the City or its agents in accordance with the Santa Fe City Code.

C. **Water Service.**

(1) As a condition of development of the Property, each PRC Owner and Adjoining Owner shall connect the proposed development to the Sangre de Cristo Water Company water delivery system using dedicated easements and right-of-way which shall allow extension of water mains through the Property as required by the Sangre de Cristo Water Company and the City. Individual PRC Owners and Adjoining Owners shall dedicate easements or rights-of-way through their portions of the Property as shown on the final subdivision plat to insure the water lines can be built accordingly through the Property.

(2) Each PRC Owner and Adjoining Owner shall construct water lines, as shown on the Master Plan, that run through or adjacent to their property. Each PRC Owner and Adjoining Owner is responsible for constructing the entire water line across that owner's property. In the event that a water line, as shown in the Master Plan, runs adjacent to two or more property boundary lines, then each adjacent PRC Owner or Adjoining Owner will share proportionately in the cost, according to the ratio of each owner's lineal foot frontage adjacent to the water line.

(3) In the event a Landowner constructs a water line on property other than that owner's property, the City will require reimbursement be paid to the owner constructing the line from the property owner across whose property the water line was built prior to any development on that property. Upon completion of improvements for which reimbursement is required, the party constructing the improvements shall file a certified schedule of actual costs reasonably incurred in installing the improvements dedicated to the City ("Reimbursement Schedule") with the Technical Review Division.

(4) Reimbursement shall include payment of interest at a rate corresponding to the increase, if any, in the U.S. Bureau of Labor Statistics, All-Urban Consumer Price Index (CPI-U) for all items (the composite of all CPI components) published for the U.S. City Average, West Region, using the index base of the 1982-1984 = 100 or its succeeding index ("CPI") computed by using the CPI as of the month of the date of delivery of the Reimbursement Schedule to the City, as the base figure ("Base Month") compared with the CPI for the same Base Month in the year reimbursement is due ("CPI Interest Rate"). For example: If a Reimbursement Schedule is delivered to

the City in December, 1994 and the CPI for December, 1994 was 150.0 and the reimbursement is due in December 1995, and the CPI for December, 1995 is 157.5, the increase in the CPI would be five percent (5%) resulting in an annual interest rate of five (5%). Notwithstanding the foregoing, the annual CPI Interest Rate shall not be greater than eight percent (8%).

1122762

(5) In exchange for receiving water service, no well shall be drilled on any property owned by the PRC Owners or Adjoining Owners after the Effective Date of this Agreement. No water rights shall be transferred to permit a diversion of water from the properties of PRC Owners and Adjoining Owners.

D. **Wastewater Collection and Sewer Service.**

(1) Wastewater improvements are specified in the Schedule of Improvements attached as Exhibit 3.

(2) It is understood by the parties that the City intends to construct wastewater improvements within the Property that will provide service to areas located outside of the boundary of the Property.

(3) The City and each PRC Owner and Adjoining Owner will contribute a proportionate share of the cost of the south branch Arroyo Chamiso sewer line constructed to serve development within the Property. Such proportionate share shall be based on the cost of an eight inch (8") line and shall be a fraction based on the total developable acreage in the specific tract served by the sewer line, divided by the total developable acreage of all properties served by the sewer line, or such other equitable means of cost distribution as agreed to by each PRC Owner and Adjoining Owner. Payment to the City shall be made at the earlier of recordation of a final subdivisions plat or final development plan ("Sewer Construction Assessment").

(4) Only one Sewer Construction Assessment for construction of the sewer line within the Property shall be levied against any PRC Owner and Adjoining Owner.

(5) In lieu of the procedure set forth in subparagraph 10.D.(3) above, the City and PRC Owners and Adjoining Owners may agree to establish an assessment district for construction of storm water, wastewater collection and sewer service improvements to serve the Property.

(6) Each PRC Owner and Adjoining Owner shall dedicate sewer easements on that owner's tract of the property as shown on a final subdivision plat or final development plan if not already dedicated under paragraph 14. The School for the Deaf will make such dedication of sewer easements as provided in paragraph 14.

(7) The City agrees to complete the engineering and construction of the south branch of the Arroyo Chamiso sewer line, as shown in the Master Plan, within three (3) years from the Effective Date of this Agreement.

1122763

(8) The PRC Owners and Adjoining Owners shall construct and pay for all sewer lines on their property other than the Arroyo Chamiso Line.

(9) In the event a Landowner constructs a sanitary sewer line on property other than that Landowner's property, the City will require reimbursement be paid to the owner constructing the line from the property owner across whose property the sewer line was built prior to any development on that property. Upon completion of improvements for which reimbursement is required, the party constructing the improvements shall file a Reimbursement Schedule of actual costs reasonably incurred with the Technical Review Division of the City. Reimbursement shall include payment of interest at the CPI Interest Rate as described in paragraph 10.C.(4).

E. **Streets and Other Rights of Way.**

(1) All streets and roads built by PRC Owners and Adjoining Owners will be designed and constructed in accordance with the Santa Fe City Code (1987).

(2) The PRC Owners and Adjoining Owners shall construct off-site roadway improvements as specified below (a) through (e) related to development of the Property as established by the Master Plan and the detailed Traffic Impact Analysis prepared for the Property pursuant to paragraph 10.F of this Agreement (the "TIA"). The offsite roadway improvements shall exclusively consist of:

(a) three intersections with Airport Road, exclusive of South Meadows Road;

(b) Three intersections with Cerrillos Road;

(c) one at-grade intersection with the Santa Fe By-Pass;

(d) Ocate Road from the Hernandez property to Cerrillos Road; and

(e) Country Club Road From Elisia property to Airport Road.

The roadway improvements listed under subparagraphs (a) through (e) above are shown on Exhibit 2 attached hereto and incorporated herein as if fully set out.

(3) The PRC Owners and Adjoining Owners shall contribute a proportionate share of the cost of building the offsite roadway improvements specified above 2 (a) through (e) based upon the traffic contribution established by the TIA as provided in this paragraph 10.E.

(4) Tierra will be entirely responsible for the cost of the at-grade intersection and signalization at Academy and the Santa Fe Bypass and the cost of two intersection improvements at Airport Road and Paseo del Sol and Golf Club Road, not including the intersection of Airport and Country Club Road.

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(5) Elisia and Tierra will be jointly responsible for the construction of Country Club Road and its intersection with Airport Road. NMSD Assigns and Tierra will be jointly responsible for the intersection of Academy Road with Cerrillos Road.

(6) The relative responsibilities for financing these improvements will be determined by the TIA prepared as part of the Phase I preliminary plat submittal and as approved by the Landowners or their then assigns.

(7) The road known as "Ocate Road" commencing at the School for the Deaf's property and running through the Hernandez property to Cerrillos Road and this road's intersection with Cerrillos Road will be the responsibility of NMSD Assigns and the Adjoining Owners although other owners along Ocate Road may also be asked to contribute. Cost sharing among these owners will be determined through separate agreement among these owners and based upon the TIA and an allocation of "service units" to each property based upon the developable acreage within each owner's property and the permitted use of the property. The term "service unit" shall mean a standardized measure of consumption, use, or generation attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a road improvements and based upon use of the properties benefitted by the road, that is, single family residential, multifamily, commercial or industrial uses.

(8) Herrera will be responsible for the cost of intersection improvements and signalization which will serve the Property at the intersection of the south bound lane of Cerrillos Road and the road which runs across the Herrera property south of Ocate Road to be known as "Herrera Road".

(9) All roadway rights-of-way within the Property which are shown on the Master Plan shall be dedicated to and maintained by the City.

(10) Other road network improvements for a north/south street extending north of Airport Road to connect with either Alameda or Rufina and for one east/west street extending across Cerrillos Road to Richards Avenue and Academy Road from South Meadows to Cerrillos Road are the responsibility of the City.

F. **Traffic Impact Analysis.** Concurrent with the submittal of the Phase 1 preliminary subdivision plat, the City shall prepare the TIA for the Property and shall allocate service units for each proposed development as provided in subparagraphs 10.E.(7) above. The TIA shall address the traffic impacts which will be generated by each proposed phase of development under consideration. The TIA shall be conducted according to the City of Santa Fe Public Works Department traffic analysis standards and shall be approved by the Landowners, or their assigns.

G. **Schedule of Improvements.** The Schedule of Road Improvements is attached hereto as Exhibit 3.

H. **Financial Guarantees.**

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(1) Prior to recordation of a final subdivision plat or any phase thereof, or a final development plan with the County Clerk of Santa Fe County, the PRC Owners or Adjoining Owners shall provide a letter of credit or other financial guarantee acceptable to the City for the required improvements. The amount of the financial guarantee shall be based on a certified engineer estimate acceptable to the director of the Technical Review Division.

(2) All improvements required in any final subdivision plat or final development plan must be constructed by PRC Owners or Adjoining Owners in accordance with the Santa Fe City Code, and when completed to the satisfaction of the City, said improvements may be dedicated to and thereafter maintained by the City.

I. The provisions of this paragraph 10 do not apply to developments or improvements by the School for the Deaf as a state agency or any other federal and state governments and their political subdivisions. If the School for the Deaf elects to develop any portion of its property and to connect to any portion of the City services described in this paragraph 10, or to have the right under this Agreement to use any portion of the roads described in this paragraph 10 (collectively "Improvements"), the School for the Deaf shall be entitled to do so upon payment of the proportional sums otherwise required to be paid by NMSD Assigns for such Improvements. Any duty of the New Mexico School for the Deaf to pay any funds or consideration required by or resulting from the terms of this Agreement shall be contingent upon and subject to prior sufficient appropriations and authorization by the New Mexico Legislature for such development, including proportional payments due for such Improvements, and funding of such legislative appropriation. In the event sufficient funds are not so appropriated, authorized or available, then the corresponding duty of the School for the Deaf to make payments will automatically abate upon written notice from the School for the Deaf to the City and the affected Landowners. Likewise any right provided under this Agreement to use the Improvements shall abate until sufficient appropriation or funding can be obtained by the School for the Deaf.

11. **ARCHAEOLOGICAL REVIEW ORDINANCE.** Prior to approval of any final development plan or subdivision plat proposed by PRC Owners and Adjoining Owners, an Archaeological Clearance Permit ("Clearance Permit") shall be obtained from the City's Archaeological Review Committee, as required in §14-75 of the SFCC, 1987. These Clearance Permits may be obtained for each phase of development.

12. **UTILITIES.** The Property shall be served only with underground utilities.

13. **IMPACT FEES.** Subject to the enforceability of any City ordinance under the provisions of the Development Fee Act, §§5-8-1 *et seq.* NMSA, 1978, and after offsetting any fee with the contributions and offsite improvements made or to be by any PRC Owners or Adjoining Owners, the PRC Owners and Adjoining Owners shall pay impact fees as required by Santa Fe City Code (1987), as amended.

14. **EASEMENTS AND RIGHTS-OF-WAY.** Each Landowner, its then assigns, including NMSD Assigns shall dedicate all required access and utility easements and rights-of-way to the City within corridors shown on the Master Plan to allow orderly development of all tracts within the Property. Tierra in cooperation with the Landowners will prepare a dedication plat of survey in conjunction with Tierra's final subdivision plat or final development plan for Phase I as shown on the Phasing Plan. The Landowners and their then assigns, including NMSD Assigns, and the City agree to approve the Dedication Plat if it substantially conforms to the Master Plan. In the case of PRC Owners and Adjoining Owners, such dedication shall be in compliance with the Santa Fe City Code.

15. **CONFORMANCE WITH TERRAIN MANAGEMENT AND DRAINAGE STANDARDS.** Prior to development of Property, the PRC Owners and Adjoining Owners shall demonstrate compliance with the Terrain Management provisions of Santa Fe City Code. Dip sections shall not be allowed on designated arroyos without prior administrative approval of the director of the Technical Review Division of the City.

16. **ASSIGNMENTS.** Each Landowner shall be entitled to sell, transfer or assign all or any portion of that Landowner's rights and obligations under this Agreement provided the Landowner or the Landowner's assignee delivers to the City an agreement executed by Landowner and Landowner's assignee, acknowledging such assignment, describing the portion of the real property to which the assignment applies, and evidencing the assignee's acceptance of the rights and obligation under this Agreement. Such agreement shall be deemed effective as of recordation with the Clerk of Santa Fe County, New Mexico. Any assignee shall have the same rights and obligations under this Agreement as that of the Landowner as to that portion of the Property described in any assignment.

17. **CAPTIONS.** The captions and paragraph headings of this Agreement are not necessarily descriptive, or intended or represented to be descriptive, of all the provisions thereunder, and in no manner shall such captions and paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

18. **EXECUTION OF DOCUMENTS.** The parties agree to execute all documents contemplated expressly or impliedly by this Agreement or necessary to effectuate the terms of this Agreement.

19. **SEVERABILITY.** If any provision of this Agreement, or the application of such provisions to any person or circumstances, shall be held invalid, the remainder of this

Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

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20. **WAIVER.** No waiver of a breach of any of the covenants contained in this Agreement shall be construed to be a waiver of any succeeding breach of the same or any other covenant.

21. **CONSENT AND OBLIGATIONS.** Wherever the approval or consent of the City is required by this Agreement, it is understood that such approval or consent shall not be unreasonably withheld. Whenever it is stated in this Agreement that the Landowners or any individual Landowner shall undertake any particular act or be responsible for a particular reimbursement, cost, contribution or assessment, it shall be understood to mean that each Landowner shall be responsible only for that owner's undertaking as set forth in the Landowner's development plan or subdivision plat presented to the City. It shall be understood that the obligations of any Landowner under this Agreement arise only to the extent that a Landowner applies to the City for approval of a final subdivision plat or final development plan for that portion of the Property owned by a particular Landowner. No obligations arise in the absence of such application or development.

22. **GOVERNING LAW.** This Agreement and the rights of the parties hereunder shall be governed by and interpreted in accordance with the laws of the State of New Mexico. Notwithstanding the inclusion of the School for the Deaf and the Board of Education as "Landowners" in the recitals of this Agreement, no covenant or agreement contained in this Agreement, whether referring specifically to the Landowners or not, shall be applicable to, binding on or enforceable against the School for the Deaf or the Board of Education, their respective property within the Property, their respective Board members, the State of New Mexico or any of their successors or assigns, unless a City Ordinance containing said covenant or agreement would be enforceable against the State of New Mexico, the School for the Deaf or the Board of Education under New Mexico law. Nothing in this Agreement shall enlarge the authority of the City to regulate the use or development of land now owned by the School for the Deaf or the Board of Education within the Property beyond the authority granted to or residing in the City under the existing laws and constitution of the State of New Mexico.

23. **NUMBERS AND GENDERS.** Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

24. **BINDING EFFECT.** This Agreement shall be binding upon, and inure to the benefit of, the parties and their respective heirs, successors and assigns.

25. **AGREEMENT.** This Agreement states the entire agreement of the parties. The provisions of this Agreement shall be severable and may be modified only in a subsequent amendment duly approved as provided in paragraph 26. This Agreement shall not relieve the owners from complying with present or future City ordinances, resolutions or regulations.

26. **AMENDMENTS.** This Agreement may be amended with the consent of the City and the Landowners, or their then successors and assigns. Any amendments to this Agreement shall be reviewed by the Development Review Committee, thereafter, the Committee shall forward its recommendations to the Governing Body. Each amendment, to be effective, must be in writing, executed in the manner of this Agreement and filed for record with the Clerk of Santa Fe County, New Mexico.

27. **EFFECTIVE DATE.** This Agreement is effective as of the date of recordation of this Agreement in the land records of Santa Fe County, New Mexico.

CITY OF SANTA FE, a New Mexico municipal corporation

By _____
SAM PICK, MAYOR

ATTEST:

_____
FRANCES C. ROMERO, CITY CLERK

APPROVED AS TO FORM:

_____
DIANNE DeLAYO, DEPUTY CITY ATTORNEY

COUNTY CLERK
SANTA FE COUNTY NEW MEXICO
JONA G. ARMIJO

888,260

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 13 day of Dec A.D. 19 91, at 11:50 o'clock A m and was duly recorded in book 122 page 756 - 786 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Jona G. Armijo
County Clerk, Santa Fe County, N.M.
Deputy

LANDOWNERS:

1122769

Tierra Contenta Corporation,
a New Mexico non-profit
corporation

By _____
(name printed) its President
(title)

New Mexico School for the Deaf

By _____
Mitzi Baker Garland, its President
(name printed) (title)

Elisia Partnership, a New Mexico
general partnership

By _____
_____, its general partner
(name printed)

Herrera Associates, a New Mexico
general partnership

By _____
William R. Herrera, its general partner
(name printed)

Santa Fe Board of Education

By _____
Mike Mier, its Asst. Supt
(name printed) (title)

_____
Dr. Joe L. Hernandez

_____
Kenneth Prater

ACKNOWLEDGMENTS

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on March 7, 1994, by Sam Pick, Mayor of the City of Santa Fe, a New Mexico municipal corporation, for and on behalf of said corporation.

NOTARY PUBLIC STATE OF NEW MEXICO

Notary Public
My commission expires: 9-16-96

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on April 18, 1994, by Patricio C. Larragoite, _____ of Tierra Contenta Corporation, a New Mexico non-profit corporation, for and on behalf of said corporation.

OFFICIAL SEAL
ELIZABETH M. FRESQUEZ
NOTARY PUBLIC - NEW MEXICO
NOTARY BOND FILED WITH SECRETARY OF STATE
My Commission Expires 4/6/95

Notary Public
My commission expires: 4/6/95

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on May 11, 1994, by Mitzi Baker-Garland, Gilbert R. Delgado of New Mexico School for the Deaf.

NOTARY PUBLIC STATE OF NEW MEXICO

Notary Public
My commission expires: 11/14/95

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on August 4, 1994, by Henry Pick, _____ of Elisia Partnership, a New Mexico general partnership, for and on behalf of said partnership.

OFFICIAL SEAL
ELIZABETH M. FRESQUEZ
NOTARY PUBLIC - NEW MEXICO
BOND FILED WITH SECRETARY OF STATE
My Commission Expires 4/6/95

Notary Public
My commission expires: April 6, 1995

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on April 21, 1994, by William R. Herrera, General Partner of Herrera Associates, a New Mexico general partnership, for and on behalf of said partnership.

NOTARY PUBLIC
STATE OF NEW MEXICO

Notary Public
My commission expires: 9-15-95

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on October 24, 1994, by Mike Mier, _____ of Santa Fe Board of Education.

OFFICIAL SEAL
Shirley J. Padilla
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 3-3-98

Notary Public
My commission expires: 3-3-98

My Commission Expires: _____

1122772

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on July 19, 1994, by Dr. Joe L. Hernandez.

OFFICIAL SEAL
ELIZABETH M. FRESQUEZ
NOTARY PUBLIC - NEW MEXICO
NOTARY BOND FILED WITH SECRETARY OF STATE
My Commission Expires 4/6/95

Notary Public
My commission expires: April 6, 1995

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

This instrument was acknowledged before me on May 13, 1994, by Kenneth Prater.

OFFICIAL SEAL
ELIZABETH M. FRESQUEZ
NOTARY PUBLIC - NEW MEXICO
NOTARY BOND FILED WITH SECRETARY OF STATE
My Commission Expires 4/6/95

Notary Public
My commission expires: April 6, 1995

Exhibit 1
Annexation Plat

1122773

Exhibit 2
Master Plan (single Sheet) and Phasing Plan (single sheet)

Exhibit 3
Master Plan for the annexed area and the PRC district
Schedule of Road Improvements

EXHIBIT 1

ANNEXATION PLAT

FOR

TRACTS 1 THRU 9

TIERRA CONTENTA,

WOLGAMOOD SUBDIVISION

AND

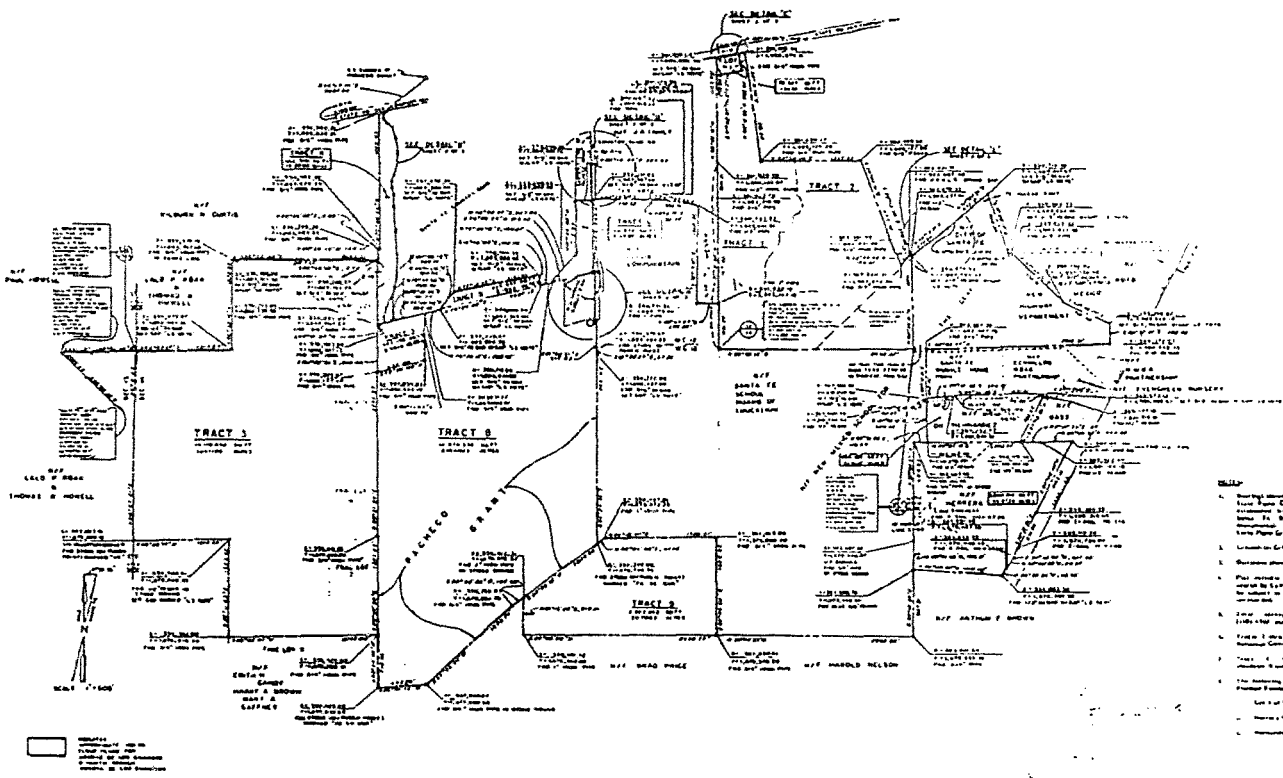
CONTIGUOUS LANDS (EAST)

within

TOWNSHIP 16 NORTH, RANGES 8 & 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN

SANTA FE COUNTY, NEW MEXICO

JUNE 1986

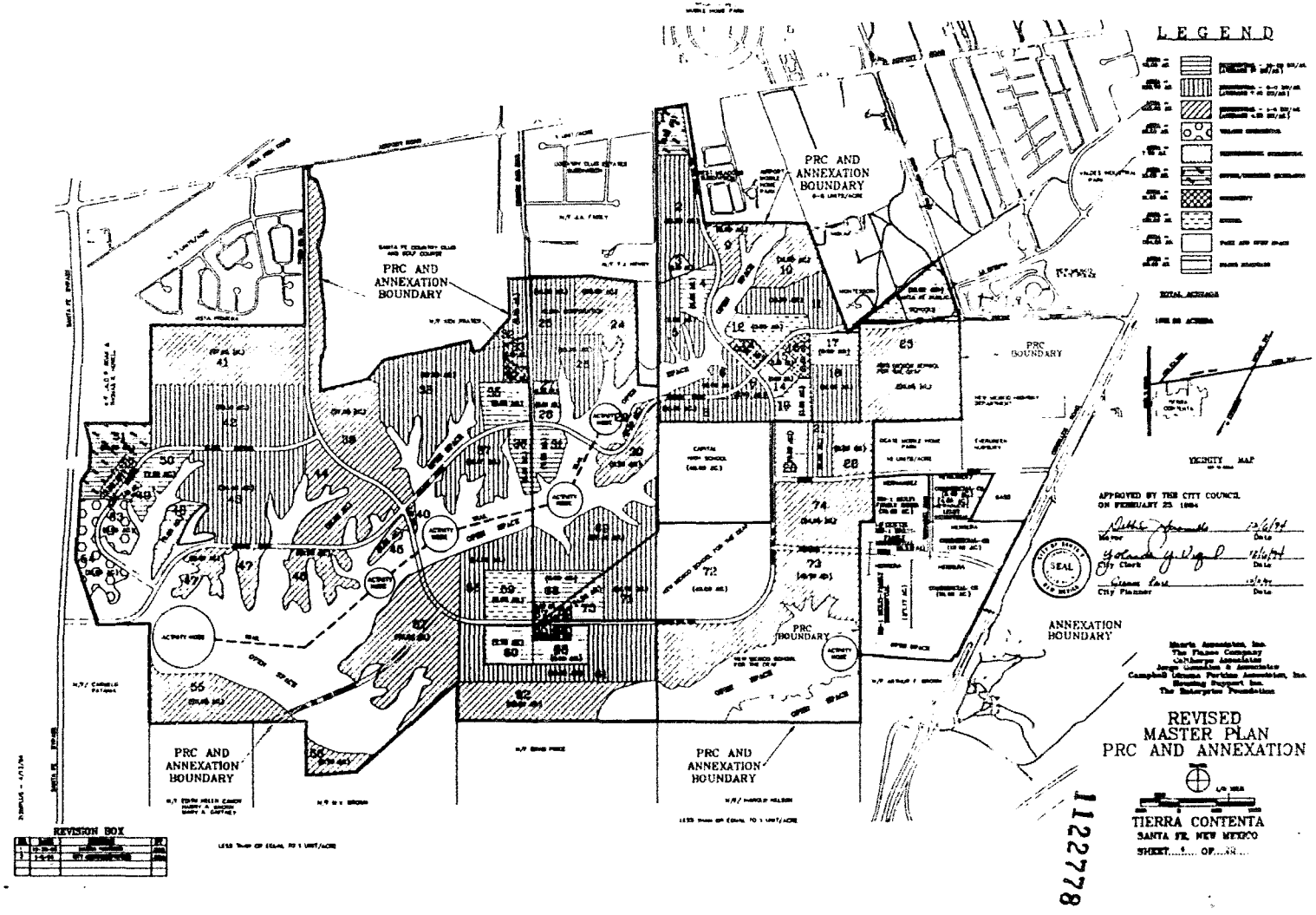


1122776

86-15

SHEET 20F 20

EXHIBIT 2


LEGEND
PRC AND ANNEXATION BOUNDARY
PRC AND ANNEXATION BOUNDARY
PRC AND ANNEXATION BOUNDARY
PRC AND ANNEXATION BOUNDARY
PRC BOUNDARY
PRC BOUNDARY
ANNEXATION BOUNDARY
VICINITY MAP
APPROVED BY THE CITY COUNCIL ON FEBRUARY 23 1994
Mayor
City Clerk
City Planner
SEAL
REVISED MASTER PLAN PRC AND ANNEXATION
TIERRA CONTENTA
SANTA FE, NEW MEXICO
SHEET 1 OF 1
REVISION BOX
1122778

PHASE 1 DEVELOPMENT PROGRAM AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	NET DU UNITS	OWNER	
1	Office - Business Incubator	1.9		City	TCE
2	Neighborhood Commercial	11.6	182	City	TCE
3	Park	1.9		City	TCE
4	Residential (10 -20 du/acre)	6.5	131	City	TCE
5	Residential (6.9 du/acre)	4.1	30	City	TCE
6	Residential (6.9 du/acre)	4.0	28	City	TCE
7	Residential (6.9 du/acre)	3.7	26	City	TCE
8	High School Expansion	10.0		City	TCE
9	Residential (6.9 du/acre)	4.0		City	TCE
10	Residential (3.5 du/acre)	11.7	129	City	TCE
11	Residential (6.9 du/acre)	11.7	161	City	TCE
12	Elementary School	10.0		City	TCE
13	Community	1.6		City	TCE
14	Neighborhood Commercial	1.6		City	TCE
15	Park	1.6		City	TCE
16	Amenity	1.6		City	TCE
17	Residential (10 -20 du/acre)	4.1	60	City	TCE
18	Residential (6.9 du/acre)	11.1	65	City	TCE
19	Residential (10 -20 du/acre)	7.1	95	City	TCE
20	Residential (3.5 -6.9 du/acre)	9.4	40	SFD	
21	Residential (6.9 du/acre)	9.2	56	SFD	
22	Residential (3.5 du/acre)	10.4	39	SFD	
23	Residential (3.5 du/acre)	39.1	136	SFD	
24	Residential (3.5 du/acre)	40.0	92	Private	
25	Residential (6.9 du/acre)	10.0	70	Private	
26	Residential (6.9 du/acre)	10.0	69	Private	
27	Residential (3.5 du/acre)	4.0	7	Private	
28	Residential (3.5 du/acre)	4.0	41	Private	
29	Residential (6.9 du/acre)	5.7	39	City	TCE
30	Residential (6.9 du/acre)	2.5	14	Water	
31	Community	7.5		City	TCE

PHASE 1 TOTALS 261.8 1801

PHASE 2 DEVELOPMENT PROGRAM AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	NET DU UNITS	OWNER	
27	Park	1.3		Village	
28	Neighborhood Commercial	7.0		Village	
29	Residential (10 -20 du/acre)	7.0	126	Village	TCE
30	Elementary School	8.0		City /	TCE
31	Residential (10 -20 du/acre)	5.0	85	City /	TCE
32	Residential (6.9 du/acre)	13.5		City /	TCE
33	Residential (6.9 du/acre)	37.0		City /	TCE
34	Residential (3.5 du/acre)	37.0	1.4	City /	TCE
35	Residential (3.5 du/acre)	1.0	2	City /	TCE
36	Residential (3.5 du/acre)	37.6	1.65	City /	TCE
37	Residential (6.9 du/acre)	34.6	238	City /	TCE
38	Residential (3.5 du/acre)	21.0	74	City /	TCE
39	Residential (3.5 du/acre)	9.0	32	City /	TCE
40	Residential (3.5 du/acre)	10.0	45	Village	TCE
41	Residential (3.5 du/acre)	11.0	39	Village	TCE
42	Residential (10 -20 du/acre)	5.0	90	Village	TCE
43	Park	1.5		Village	TCE
44	Residential (10 -20 du/acre)	7.0	126	Village	TCE
45	Office - Business Incubator	12.5		Village	TCE
46	Community	7.0		Village	TCE
47	Village Commercial	3.5		Village	TCE
48	Village Commercial	11.3		Village	TCE
49	Residential (3.5 du/acre)	24.2	91	SFD	

PHASE 2 TOTALS 336.1 1994

PHASE 3 DEVELOPMENT PROGRAM AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	NET DU UNITS	OWNER	
55	Residential (3.5 du/acre	22.8	79	City	TCE
56	Residential (3.5 du/acre	5	19	City	TCE
57	Residential (3.5 du/acre	4.1	14	City	TCE
58	Residential (6.9 du/acre	1.6		City	TCE
59	Private School	8.1		City	TCE
60	Residential (10 -20 du/acre	4.1		City	TCE
61	Residential (6.9 du/acre	4.1		City	TCE
62	Residential (3.5 du/acre	7.1	24	City	TCE
63	Residential (10 -20 du/acre	6.0	96	City	TCE
64	Community	3.3		City	TCE
65	Park	1.0		City	TCE
66	Neighborhood Commercial	1.1		City	TCE
67	Neighborhood Commercial	1.6		Village	
68	Residential (10 -20 du/acre)	6.6	119	Village	
69	Residential (6.9 du/acre)	20.1	138	Village	
70	Residential (10 -20 du/acre)	5.3	95	SFD	
71	Residential (6.9 du/acre)	13.7	94	SFD	
72	School for the Deaf Campus	15.9		SFD	
73	Residential (3.5 du/acre)	10.7	37.5	SFD	

PHASE 3 TOTALS 297.1 1801

CITY OF SANTA FE TCE

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Residential (3.5 du/acre)	1054	11.7	300.6
Residential (6.9 du/acre)	1743	44.3	252.6
Residential (10 -20 du/acre)	647	21.0	67.8
Neighborhood Commercial			11.6
Community			11.6
Office - Business Incubator			15.5
Village Commercial			14.5
Schools			28.7
Park - Open Space			21.4
Major Roads			55.4
CITY OF SANTA FE - TCE TOTAL	3444	100.0	860.1

RIVISTA PARTNERSHIP

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Residential (3.5 du/acre)	140	18.1	11.2
Residential (6.9 -10 du/acre)	408	68.5	68.0
Residential (10 -20 du/acre)	240	7.8	7.6
Neighborhood Commercial			1.6
Park - Open Space			4.3
Major Roads			4.7
RIVISTA PARTNERSHIP TOTAL	788	100.0	98.0

SHARER FAM TRUST

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Residential (3.5 du/acre)	485	59.8	16.7
Residential (6.9 -10 du/acre)	132	17.2	18.3
Residential (10 -20 du/acre)	198	23.0	7.5
Neighborhood Commercial			1.1
Park - Open Space			2.4
Major Roads			1.1
SHARER FAM TRUST TOTAL	815	100.0	46.1

	NET DU UNITS	% TOTAL UNITS	ACREAGE
PRATER			
Residential (6.9 -10 du/acre			
PRATER TOTAL			

	NET DU UNITS	% TOTAL UNITS	ACREAGE
SANTA FE PUBLIC SCHOOLS			
SCHOOLS			
SANTA FE PUBLIC SCHOOLS TOTAL			

PRE AREA	NET DU UNITS	% TOTAL UNITS	ACREAGE
Residential (3.5 du/acre)	1065	31.9	302.7
Residential (6.9 -10 du/acre)	2293	68.6	190.7
Residential (10 -20 du/acre)	1.0	0.0	0.1
Neighborhood Commercial			13.2
Community			11.6
Office - Business Incubator			15.5
Village Commercial			14.5
Schools			28.7
Park - Open Space			25.8
Major Roads			60.1
PRE TOTAL	3359	100.0	1164.1

Park - Open Space acreage per unit = 0.0

HERRERA ASSOCIATES

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Multi Family Residential (MF-1)	392	100.0	19.6
Neighborhood Commercial			1.1
Park - Open Space			0.0
Major Roads			0.0

SEE NOTE # 2

HERRERA ASSOCIATES TOTAL 392 100.0 20.7

DR. HERNANDEZ

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Multi Family Residential (MF-1)	259	100.0	13.0
Neighborhood Commercial			0.5
Park - Open Space			0.0
Major Roads			0.0

SEE NOTE # 2

DR. HERNANDEZ TOTAL 259 100.0 13.5

ANNEXATION AREA

	NET DU UNITS	% TOTAL UNITS	ACREAGE
Residential (3.5 du/acre)	1547	79.1	442.1
Residential (6.9 -10 du/acre)	409	20.9	59.4
Residential (10 -20 du/acre)	0.0	0.0	0.0
Neighborhood Commercial			0.0
Community			0.0
Office - Business Incubator			0.0
Village Commercial			0.0
Multi-Family Residential - MF			0.0
Neighborhood Commercial - NC			0.0
Civic - Institutional - CI			0.0
Schools			0.0
Park - Open Space			0.0
Major Roads			0.0
ANNEXATION AREA TOTAL	1956	100.0	501.5

* Area Currently in Annexation Area

NOTES

1. THE DEVELOPMENT PLAN SHALL COMPLY WITH THE CONDITIONS SHOWN ON THE ANNEXATION AGREEMENT.

2. THE PRELIMINARY DEVELOPMENT PROGRAM SEE ABOVE, SEE ALSO, NOTATION, ANNEXATION AGREEMENT ENTITLED "TERRA CONTENTA, MASTERPLANNED COMMUNITY AND CERTIFICATION AND DEDICATION FOR CONVEYANCE OF DEVELOPMENT

3. ALL THE TRACTS OR ASSOCIATION FOR PLAT OR PLANNED DEVELOPMENT AS APPROPRIATE AS NOTED HEREIN, WHICH SHALL BE ESTABLISHED UPON CONVEYANCE OR ARE SUBMITTED PRIOR TO FINAL PLAT APPROVAL OF ADJOINING TRACTS OR PARCELS, WITHIN OR NEXT TO TERRA CONTENTA

4. ON A PHASE BY PHASE BASIS, SUBSEQUENT PLATS SHALL ILLUSTRATE STORM WATER MANAGEMENT SYSTEMS ACCEPTABLE TO THE CITY WHICH INCLUDE FACILITY DESIGN AND MAINTENANCE PROGRAMS.

5. FOR EACH PHASE OF DEVELOPMENT, BUFFERS ACCEPTABLE TO THE PLANNING COMMISSION SHALL BE PROVIDED TO ADJACENT COUNTY RESIDENTIAL USES.

6. PRELIMINARY SUBDIVISION PLATS OR DEVELOPMENT PLANS (IN THE CASE OF MULTI FAMILY) THE SUBDIVISION OF LANDS (VARY SIZE THAT ARE AS INDICATED IN THE PHASE (SEE) PLAN) SYSTEM SHALL BE CLUSTERED LANDS WITHIN THE TERRA CONTENTA THAT ARE THEN SUBJECT TO APPROVED AS PRELIMINARY DEVELOPMENT PLAN BY THE CITY PER AS REQUIRING A VARIANCE

7. SUBDIVISION PLATS OR DEVELOPMENT PLANS FOR A PHASE BY PHASE BASIS FOR IMPROVEMENT PLANS, (SECTION 1) PLANS, (INCLUDING USE OF NATIVE PLANTS) AND ANNEXATION PLAN, (INCLUDING, ROADWAYS AND TIES TO EFFLUENT WATER) IN LIGHT WITH OPEN SPACES, (HIGHWAYS, TRAILS, AND COMMUNITY FACILITIES) (IF SITE) FAMILY AND OTHER, WHERE DEPARTMENTS SHALL REVIEW THE SUBDIVISIONS WITH TERRAIN ACCEPTABLE PLANS.

8. TRACTS SHALL BE ENTRANCE WAYS OR ROAD HEADS TO PROVIDE CONVENIENT ACCESS TO THE NEIGHBORHOODS AND COMMUNITY PARKS LOCATED WITHIN THE VARIOUS USES

9. ON A PHASE BY PHASE BASIS, THE CITY PARKS DEPARTMENT SHALL REVIEW SIZE AND DEVELOPMENT CRITERIA FOR PARK DEDICATIONS

10. ROADS WILL BE CONSTRUCTED CONSISTENT WITH CITY USE OF VARIANCES FROM THE CITY CODE SHALL BE OBTAINED PRIOR TO PLAT

11. FOR APPROVED MASTER PLAN SEE SHEET 4 OF 20 SEE ALSO NOTATION, ANNEXATION AGREEMENT ENTITLED "TERRA CONTENTA, MASTERPLANNED COMMUNITY AND CERTIFICATE LAND DEDICATION CONVEYANCE OF DEVELOPMENT

12. HERRERA PROPERTIES, FOR CONVEYANCE OF APPROVAL SEE CASE ZA1993 32 AND ZA1993 33, APPROVED BY THE CITY COUNCIL ON FEB 23 1994 AND RESTATED AGREEMENT

13. HERNANDEZ PROPERTIES FOR CONVEYANCE OF APPROVAL SEE CASE ZA1993 29 AND ZA1993 31, APPROVED BY THE CITY COUNCIL ON FEB 23 1994 AND RESTATED AGREEMENT

14. FOR THE PHASING PLAN THE PERIOD SEE THE ANNEXATION AGREEMENT FOR THE FOLLOWING TIME PERIOD FOR PHASING PLAN, (SEE) A AGREEMENTS AND THE "BOUNDS OF LAND TO BE TAKEN INTO THE CITY OF SANTA FE

15. DEVELOPMENT WITHIN THE 100 YEAR FLOOD PLAIN SHALL COMPLY WITH THE APPROVAL OF NON-STRUCTURAL CHANGES AS APPROVED BY THE CITY ENGINEER OR DESIGNEE

APPROVED BY THE CITY COUNCIL ON FEBRUARY 23 1994

Mayor — Date 2/24/94

City Clerk — Date 2/24/94

City Planner — Date 2/24/94

1122179

Maurie Associates Inc
The Planning Company
Gallagher Associates
Jorge Gonzales & Associates
Campbell Ubanks Perkins Associates Inc
Housing Support Inc
The Enterprise Foundation

REVISED

DEVELOPMENT PROGRAM

TERRA CONTENTA

SANTA FE NEW MEXICO

SHEET 5 OF 20

1122780

EXHIBIT 3

EXHIBIT 3
SCHEDULE OF IMPROVEMENTS FOR PHASE ONE

PROJECT DESCRIPTION	TYPE*	FUNDING SOURCE
Phase One - Roads		
Academy Road; improve from Tierra Contenta property line to Cerrillos Rd with intersection improvements at South Meadows and Cerrillos; approx. 3,500'	SR	City; Tierra; NMSD Assigns;
Academy Road; improve from Paseo del Sol to Tierra Contenta east property line; approx. 1,700'	OP	Tierra;
Academy Road; improve from Paseo del Sol to TCC west property line; approx. 1,350'	OP	Tierra;
Academy Road from TCC property line to Country Club Road; approx. 2,150'	OP	Elisia;
Country Club Road from Airport Road to Academy Road; 3,900'	SR & OP	Tierra; Elisia;
Phase One - Water		
12" water line along Academy Road from Paseo del Sol to TCC west property line; app. 1,350'	OP	Tierra;
12" water line along Academy Road from TCC property line to Country Club Road; approx 2,150'	OP	Elisia;
Phase One - Sewer		
8" line extending down Country Club Road, from Elisia prop to 36" trunk sewer; 1,700'	SR & OP	Tierra; Elisia;
Phase One - Parks		
Multipurpose play field and park development on elementary school site	OP	Board of Education;

Plaza park development in Village Center	OP	Tierra;1122782
Neigborhood park development	OP	City;

* SR indicates major infrastructure improvements which are site related but are not physically located on the property.

OP indicates required spine infrastructure improvements which are located on the property.

EXHIBIT 3 (Cont)
SCHEDULE OF IMPROVEMENTS FOR PHASE TWO

PROJECT DESCRIPTION	TYPE*	FUNDING SOURCE
Phase Two - Roads		
Academy Road; from Country Club Rd to Bypass, with an at-grade intersection; 7,200'	OP	Tierra;
Golf Club Road from Airport Rd to Academy Road; 5,200'	OP	Tierra;
Plaza Central road, from Golf Club to Academy; 4,900'	OP	Tierra;
**Ocate Road from Paseo del Sol to Cerrillos Rd; 3,700'	SR & OP	Hernandez; Herrera; NMSD Assigns;
Extension of Academy Rd east of Cerrillos to an intersection with Richards Ave.	OS	City;
South Meadows Rd extension from Airport Road north to Rufina;	OS	City;
Rufina Street Extension	OS	City;
Phase Two - Water		
12" water line along Academy from Country Club to Golf Club	OP	Tierra;
12" water line along Golf Club Road from Airport to Academy	OP	Tierra;
12' water line loop along Plaza Central road, 8,400'	OP	Tierra;
Phase Two - Sewer		
8" line along Academy Road from Country Club to Golf Club	OP	Tierra;
8" line along Golf Club Rd from Airport Rd to Academy; approx 4,800'	OP	Tierra;
8" line along Plaza Central road; approx 3,400'	OP	Tierra;

Phase Two - Parks

Neighborhood park development	OP	City;
Community park development	OP	City;
Plaza park development in Village Center;	OP	Elisia;
Plaza park development in Town Center	OP	Tierra;
Bike Trail and Pedestrian Path System (North and South Branches - to Cerrillos Rd)	SR & OP	Tierra; State of New Mexico; City; Elisia; Herrera; Hernandez; NMSD Assigns;

* SR indicates major infrastructure improvements which are site related but are not physically located on the property.

OP indicates required spine infrastructure improvements which are located on the property.

OS indicates road improvements which are off-site, but are system-side improvements which will carry some of the traffic generated by Tierra Contenta.

** Timing of Ocate Road construction is dependent upon development of the adjoining properties, both of which are not subject to the phasing plan. Consequently, road construction could occur in any of the three phases.

EXHIBIT 3 (Cont)
SCHEDULE OF IMPROVEMENTS FOR PHASE THREE

PROJECT DESCRIPTION	TYPE*	FUNDING SOURCE
Phase Three - Roads		
Paseo del Sol Loop from Ocate Rd to Academy Rd; 7,100'	OP	Tierra; Elisia; NMSD Assigns;
**Herrera Rd from Cerrillos Rd to Paseo del Sol Loop; 3,100'	OP	Herrera; NMSD Assigns;
Phase Three - Water		
**12" water line along Herrera Rd to Paseo del Sol	OP	Herrera; NMSD Assigns;
12" water line along Paseo del Sol Loop, from Ocate to Academy Rd	OP	Tierra; Elisia; NMSD Assigns;
***Water tank construction and line extension from locations east Cerrillos Road to TC property	OS	City; Other owners east of property;
Phase Three - Sewer		
***16" trunk sewer line along south branch of Arroyo Chamiso from Cerrillos to Bypass	SR & OP	City; Herrera; Hernandez; Tierra; Elisia; NMSD Assigns; Other owners south of the property;
***24" trunk sewer line from location east of Cerrillos Rd to TC property line	OS	City; Other owners east of the property;
8" sewer line along Paseo del Sol Loop, from Ocate to Academy	OP	Tierra; Elisia; NMSD Assigns;
Phase Three - Parks		
Multipurpose play field and park development on elementary school site	OP	Board of Education;
Plaza park development		

in Village Center;	OP	Tierra;	
Neighborhood park development	OP	City;	

* SR indicates major infrastructure improvements which are site related but are not physically located on the property.

OP indicates required spine infrastructure improvements which are located on the property.

OS indicates road improvements which are off-site, but are system-wide improvements which will carry some of the traffic generated by Tierra Contenta.

** Timing of Herrera Road construction and related water system improvements are dependent upon the development of the adjoining property. This property is not subject to the phasing plan. Consequently, these improvements could occur in any of the three phases.

*** Timing of the major water and sewer system improvements may be accelerated due to City sponsored policy initiatives. Consequently, actual improvments could occur in any of the three phases.

ANNEXATION PLAT
FOR
TRACTS 1 THRU 9
TIERRA CONTENTA,
WOLGAMOOD SUBDIVISION
AND
CONTIGUOUS LANDS (EAST)
WITHIN
TOWNSHIP 16 NORTH, RANGES 8 & 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN
SANTA FE COUNTY, NEW MEXICO
JUNE 1985

162005

DEDICATION AND CONSENT STATEMENT:

The undersigned owner(s) of the properties hereon shown: Bellamah Community Development, a New Mexico General Partnership; Meadows Resources, Inc., a New Mexico Corporation; The Elisia Partnership, a New Mexico General Partnership; The City of Santa Fe Board Of Education; The New Mexico School for the Deaf; The New Mexico State Highway Department; The City of Santa Fe; Dr. Joe L. Hernandez; Dr. William Herrera; Kenneth Prater:

BELLAMAH COMMUNITY DEVELOPMENT,
a New Mexico General Partnership

By: _____
D.T. Robertson,
Senior Vice-President and Regional Manager

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 25th day of JUNE, 1985

My Commission Expires: 10-13-87 _____ Notary Public

OFFICIAL SEAL
DAYLE C. PAYNE
NOTARY PUBLIC
NEW MEXICO
10-13-87

MEADOWS RESOURCES, INC.,
a New Mexico Corporation

By: _____
Roger C. Rankin
Its Vice President

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 25TH day of JUNE, 1985

My Commission Expires: 10-13-87 _____ Notary Public

OFFICIAL SEAL
DAYLE C. PAYNE
NOTARY PUBLIC
NEW MEXICO
10-13-87

ELISIA PARTNERSHIP,
a New Mexico General Partnership

By: _____ _____
Henry Pick, William S. Pick,
General Partner General Partner

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the persons noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: 6/14/89 _____ Notary Public

NEW MEXICO SCHOOL FOR THE DEAF

By: _____ _____
Ms. Judy Williams, Kenneth E. Brasel, Ph.D.,
President, Board of Regents Superintendent

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the persons noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: 6/14/89 _____ Notary Public

BOARD OF EDUCATION, CITY OF SANTA FE

_____
Edward A. Ortiz, Superintendent

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: May 1989 _____ Notary Public

NEW MEXICO STATE HIGHWAY DEPARTMENT

_____
L.A. Larranaga, Chief Highway Administrator

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: 6/14/89 _____ Notary Public

_____ _____
Kenneth W. Prater Susan P. Prater

NOTARY:

STATE OF New Mexico)
) SS
COUNTY OF Santa Fe)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the persons noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: 6/14/89 _____ Notary Public

_____
Dr. Joe L. Hernandez

NOTARY:

STATE OF New Mexico)
) SS
COUNTY OF Santa Fe)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 27th day of June, 1985

My Commission Expires: 6/14/89 _____ Notary Public

_____
Dr. William R. Herrera

NOTARY:

STATE OF New Mexico)
) SS
COUNTY OF Santa Fe)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 26th day of June, 1985

My Commission Expires: 6/14/85 _____ Notary Public

587414
COUNTY OF SANTA FE SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the ___ day of March A.D. 19 86 at 11:55 o'clock A.M. and was duly recorded in book 10 page 015 of the records of Santa Fe County.
Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
_____ Deputy

CITY OF SANTA FE

_____
Louis R. Montano, Mayor

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the ____ day of _____, 19__.

My Commission Expires: _____ _____ Notary Public

APPROVAL

CITY OF SANTA FE, NEW MEXICO

APPROVED ON March 3, 1986, BY: _____
CITY ENGINEER

APPROVED ON March 3, 1986, BY: _____
CITY PLANNER

APPROVED BY:
THE SANTA FE PLANNING COMMISSION AT ITS MEETING OF Sept. 6th, 1985

_____ _____
CHAIRMAN SECRETARY

ACCEPTED BY:
THE CITY COUNCIL OF THE CITY OF SANTA FE, NEW MEXICO, AT ITS MEETING OF _____, 19__

_____ _____
MAYOR CITY CLERK

SURVEYOR'S CERTIFICATE

I, FRED SANCHEZ, a duly qualified land surveyor, registered under the laws of the State of New Mexico, hereby certify that this plat was prepared by me or under my direct supervision, shows accurate dimensions, land areas, shows all easements shown on recorded plat or made known to me by the owner, utility companies, or other parties expressing an interest, and that this survey meets the minimum requirements for monumentation and surveys of the Santa Fe Subdivision Ordinance, and that the survey is true and correct to the best of my knowledge and belief.

_____
FRED SANCHEZ, N.M.L.S. NO. 4078

NOTARY:

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me a Notary Public in and for said County and State by the person noted in the Affidavit appearing hereon on the 24th day of June, 1985

My Commission Expires: 8-24-87 _____ Notary Public

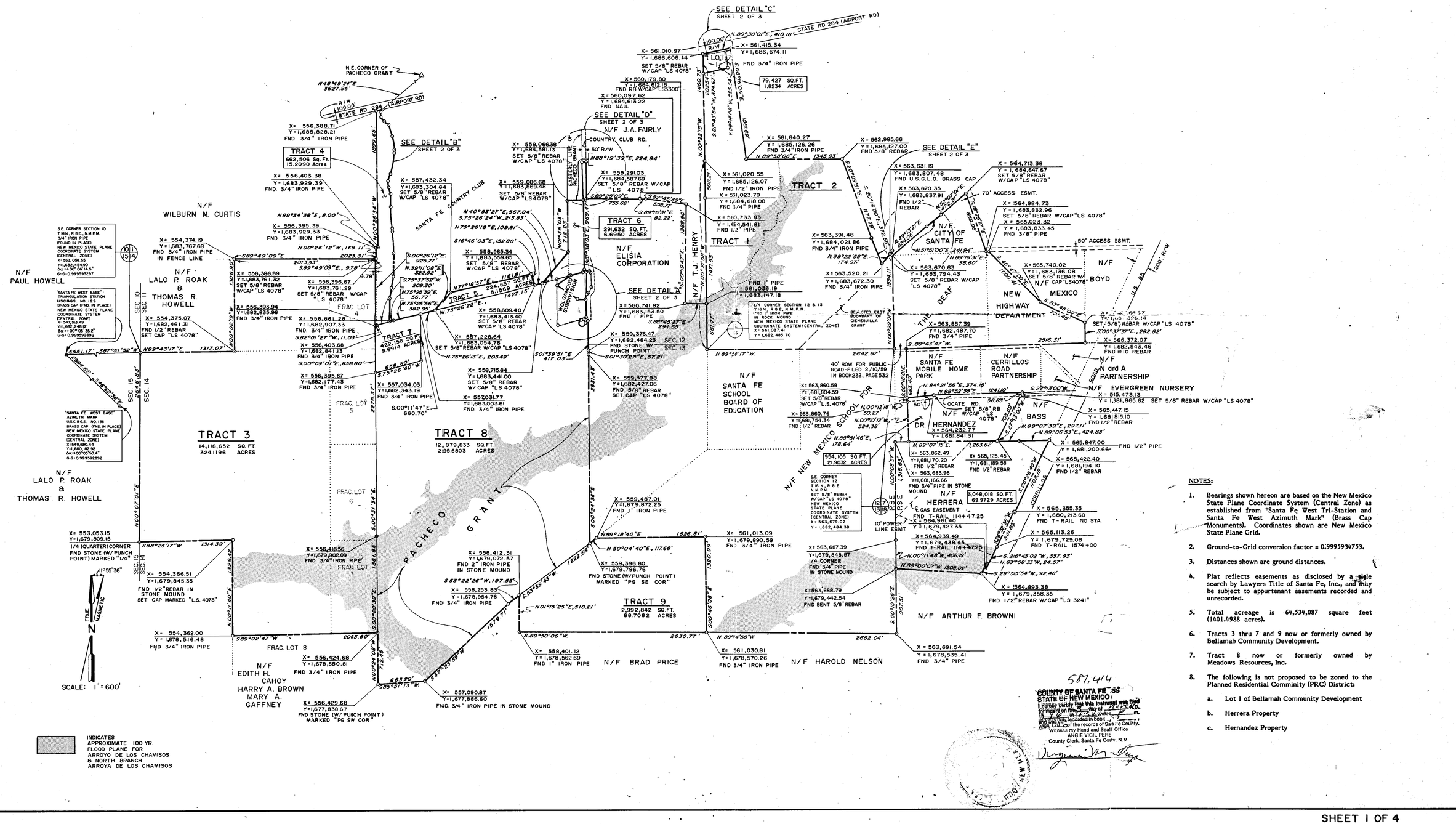
SHEET 4 OF 4

T-57

T-57

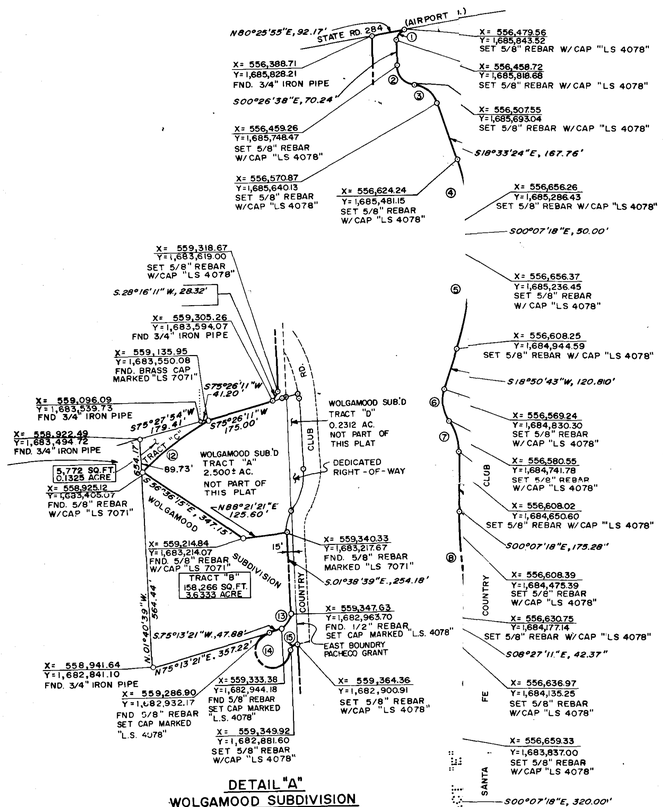
162006

ANNEXATION PLAT
FOR
TRACTS 1 THRU 9
TIERRA CONTENTA,
WOLGAMOOD SUBDIVISION
AND
CONTIGUOUS LANDS (EAST)
WITHIN
TOWNSHIP 16 NORTH, RANGES 8 & 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN
SANTA FE COUNTY, NEW MEXICO
JUNE 1985

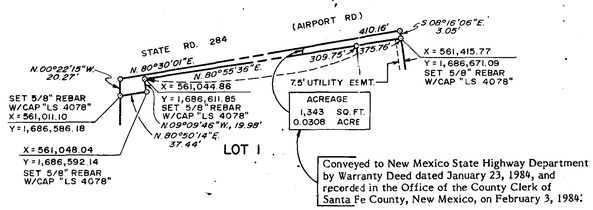

SEE DETAIL "C"
SHEET 2 OF 3
N. 80°30'01"E., 410.16'
STATE RD 284 (AIRPORT RD)
R/W 100.00'
X= 561,010.97
Y= 1,686,606.44
SET 5/8" REBAR W/CAP "LS 4078"
X= 561,415.34
Y= 1,686,674.11
FND 3/4" IRON PIPE
LOT 1
79,427 SQ.FT.
1.8234 ACRES
X= 560,179.80
Y= 1,684,612.18
FND RB W/CAP "LS3300"
X= 560,097.62
Y= 1,684,613.22
FND NAIL
SEE DETAIL "D"
SHEET 2 OF 3
N/F J.A. FAIRLY
COUNTRY CLUB RD.
50' R/W
N.E. CORNER OF PACHECO GRANT
N48°49'54"E 3627.95'
R/W 100.00'
STATE RD 284 (AIRPORT RD)
X= 556,388.71
Y= 1,685,828.21
FND 3/4" IRON PIPE
SEE DETAIL "B"
SHEET 2 OF 3
TRACT 4
662,506 Sq.Ft.
15.2090 Acres
X= 556,403.38
Y= 1,683,929.39
FND. 3/4" IRON PIPE
N/F
WILBURN N. CURTIS
N89°34'38"E, 8.00'
X= 556,395.39
Y= 1,683,929.33
FND 3/4" IRON PIPE
N00°26'12"W, 168.11'
X= 557,432.34
Y=1,683,304.64
SET 5/8" REBAR W/CAP "LS 4078"
SANTA FE COUNTRY CLUB
X= 559,066.38
Y= 1,684,581.13
SET 5/8" REBAR W/CAP "LS 4078"
EASTERLY LINE PACHECO GRANT
X= 559,086.68
Y=1,683,869.48
SET 5/8" REBAR W/CAP "LS 4078"
N88°19'39"E, 224.84'
X= 559,291.03
Y=1,684,587.69
SET 5/8" REBAR W/CAP "LS 4078"
S89°22'09"E 735.62'
S.89°16'31"E 82.22'
S.89°42'49"E 368.79'
TRACT 6
291,632 SQ.FT.
6.6950 ACRES
N/F
ELISIA CORPORATION
N40°53'27"E, 567.04'
S.75°26'24"W, 213.83'
N75°26'18"E, 109.81'
S16°46'03"E, 152.80'
X= 558,565.34
Y=1,683,559.85
SET 5/8" REBAR W/CAP "LS 4078"
N77°18'57"E, 116.18'
TRACT 5
224,657 SQ.FT.
5.1569 ACRES
1427.15'
N75°25'56"E 382.28'
N.75°26'22"E.
X= 558,609.40
Y=1,683,413.40
SET 5/8" REBAR W/CAP "LS 4078"
X= 557,228.64
Y=1,683,054.76
SET 5/8" REBAR W/CAP "LS 4078"
N.75°26'13"E., 203.49'
SEE DETAIL "A"
SHEET 2 OF 3
X= 560,741.82
Y= 1,683,153.50
FND 1" PIPE
S.89°45'27"E 291.55'
X= 559,376.47
Y=1,682,464.23
FND STONE W/ PUNCH POINT
SEC. 12
SEC. 13
S01°30'28"E, 87.21'
X= 559,377.98
Y=1,682,427.06
FND 5/8" REBAR SET CAP "LS 4078"
S01°39'51"E 417.03'
X= 558,715.64
Y=1,683,441.00
SET 5/8" REBAR W/ CAP "LS 4078"
X= 557,034.03
Y=1,682,343.19
FND 3/4" IRON PIPE
X= 557,031.77
Y=1,683,003.61
FND. 3/4" IRON PIPE
S.00°11'47"E., 660.70'
TRACT 7
422,158 SQ.FT.
9.6914 ACRES
FRAC. LOT 4
FRAC. LOT 5
X= 556,403.68
Y=1,682,841.13
FND 3/4" IRON PIPE
S.00°09'01"E., 658.80'
X= 556,395.67
Y=1,682,177.43
FND 3/4" IRON PIPE
S.75°26'40"W. 659.80'
X= 556,386.89
Y=1,683,761.32
SET 5/8" REBAR W/CAP "LS 4078"
X= 556,396.67
Y=1,683,761.29
SET 5/8" REBAR W/CAP "LS 4078"
X= 556,393.94
Y=1,682,835.96
FND 3/4" IRON PIPE
X= 556,661.26
Y=1,682,907.33
FND. 3/4" IRON PIPE
S.62°01'27"W., 11.03'
X= 554,376.19
Y=1,683,767.66
FND 3/4" IRON PIPE IN FENCE LINE
S89°49'09"E 2013.53'
S89°49'09"E., 9.78'
S.00°26'12"E. 925.77'
N.39°11'08"E 328.52'
S.75°37'52"W. 209.30'
N.75°29'39"E. 56.77'
X= 554,375.07
Y=1,682,461.31
FND 1/2" REBAR SET CAP "LS 4078"
N89°43'17"E 1317.07'
S87°51'52"W 1322.63'
S46°29'38"E 2246.83'
SEC. 15
SEC. 14
SEC. 10
SEC. 11
COR. 15/14
N00°02'01"E
N00°02'19"W
1306.80'
1322.48'
1331.85'
1320.99'
S.00°02'39"E.
S.00°31'34"E.
2276.37'
2831.43'
S.00°24'35"E.
S.00°24'08"E
712.25'
S47°25'59"W
663.20'
S85°51'13"W.
X= 556,429.68
Y=1,677,838.67
FND STONE (W/PUNCH POINT) MARKED "PG SW COR"
X= 556,416.56
Y=1,679,902.09
FND 3/4" IRON PIPE
FRAC. LOT 6
FRAC. LOT 8
X= 554,366.51
Y=1,679,845.35
FND 1/2"REBAR IN STONE MOUND SET CAP MARKED "L.S. 4078"
X= 554,362.00
Y= 1,678,516.48
FND 3/4" IRON PIPE
X= 556,424.68
Y=1,678,550.81
FND 3/4" IRON PIPE
X= 553,053.15
Y=1,679,809.15
1/4 (QUARTER) CORNER FND STONE (W/ PUNCH POINT) MARKED "1/4"
S88°25'17"W 1314.39'
11°55'36"
TRUE
MAGNETIC
N
SCALE: 1" = 600'
"SANTA FE WEST BASE" TRIANGULATION STATION U.S.C.&G.S. NO.129 BRASS CAP (FND IN PLACE) NEW MEXICO STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE) X= 553,098.55 Y=1,682,454.90 Δα=+00°06'14.5" G-S=0.999593297
"SANTA FE WEST BASE" AZIMUTH MARK U.S.C.&G.S. NO.136 BRASS CAP (FND IN PLACE) NEW MEXICO STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE) X= 549,680.44 Y=1,680,182.92 Δα=+00°05'50.4" G-S=0.999592892
SE. CORNER SECTION 10 T 16N., R.8E., N.M.P.M. 3/4" IRON PIPE FOUND IN PLACE NEW MEXICO STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE) X= 553,098.55 Y=1,682,454.90 Δα=+00°06'14.5" G-S=0.999593297
N/F
PAUL HOWELL
N/F
LALO P. ROAK & THOMAS R. HOWELL
N/F
LALO P ROAK & THOMAS R. HOWELL
TRACT 3
14,118,652 SQ. FT.
324.1196 ACRES
TRACT 8
12,879,833 SQ.FT.
2.95.6803 ACRES
TRACT 9
2,992,842 SQ.FT.
68.7062 ACRES
PACHECO GRANT
TRACT 2
TRACT 1
N/F T.J. HENRY
N.00°22'15"W. 1460.73'
S.81°43'54"W. 374.67'
N.00°22'15"W. 1351.25'
S.00°19'06"E. 1956.69'
X= 561,640.27
Y= 1,685,126.26
FND 3/4" IRON PIPE
N.89°58'06"E 1345.93'
X= 561,020.55
Y= 1,685,126.07
FND 1/2" IRON PIPE
X= 561,023.79
Y= 1,684,618.08
FND 3/4" PIPE
X= 560,733.83
Y= 1,684,541.81
FND 1/2" PIPE
X= 562,985.66
Y=1,685,127.00
FND 5/8" REBAR
SEE DETAIL "E"
SHEET 2 OF 3
X= 563,391.48
Y=1,684,021.86
FND 3/4" IRON PIPE
N.39°22'36"E 174.97'
X= 563,520.21
Y=1,683,672.30
FND 3/4" IRON PIPE
X= 563,631.19
Y=1,683,807.48
FND U.S.G.L.O. BRASS CAP
X= 563,670.35
Y= 1,683,837.91
FND 1/2" REBAR
N.59°07'09"E 634.06'
X= 563,670.63
Y= 1,683,794.43
SET 5/8" REBAR W/CAP "LS 4078"
X= 564,713.38
Y= 1,684,647.67
SET 5/8" REBAR W/CAP "LS 4078"
70' ACCESS ESMT.
X= 564,984.73
Y= 1,683,832.96
SET 5/8" REBAR W/CAP "LS 4078"
X= 565,023.32
Y= 1,683,833.45
FND 3/8" PIPE
50' ACCESS ESMT.
N/F CITY OF SANTA FE
N.15°51'00"E., 241.94'
N.89°16'31"E. 38.60'
X= 565,740.02
Y= 1,683,136.08
SET 5/8" REBAR W/ N/F CAP "LS4078"
N/F BOYD
NEW MEXICO HIGHWAY DEPARTMENT
DEAF
US 85 300' R/W
S.63°46'00"E 730.45'
X= 565,857.39
Y=1,682,487.70
FND 3/4" PIPE
S. 89°43'47"W.
2642.67'
N.89°56'17"W.
N/F SANTA FE SCHOOL BOARD OF EDUCATION
40' ROW FOR PUBLIC ROAD-FILED 2/10/59 IN BOOK232, PAGE532
N/F SANTA FE MOBILE HOME PARK
N/F CERRILLOS ROAD PARTNERSHIP
N/F N and A PARTNERSHIP
N/F EVERGREEN NURSERY
N/F BASS
N/F HERNANDEZ
N/F HERRERA
N/F ARTHUR F. BROWN
N/F HAROLD NELSON
N/F BRAD PRICE
N/F EDITH H. CAHOY HARRY A. BROWN MARY A. GAFFNEY
N/F NEW MEXICO SCHOOL FOR
X= 563,860.58
Y=1,681,804.59
SET 5/8" REBAR W/CAP "L.S. 4078"
X= 563,860.76
Y=1,681,754.34
FND 1/2" REBAR
N.84°21'55"E, 374.15'
N.88°32'38"E. 124.10'
LOCATE RD.
SET 5/8" RB W/CAP "LS 4078"
50'
S.27°13'00"W.
X= 565,473.13
Y= 1,681,865.62 SET 5/8" REBAR W/CAP "LS 4078"
X= 565,447.15
Y= 1,681,815.10
FND 1/2" REBAR
N.89°07'33"E., 297.11'
N.89°06'53"E., 424.83'
X= 565,847.00
Y= 1,681,200.66
FND 1/2" PIPE
X= 565,422.40
Y= 1,681,194.10
FND 1/2" REBAR
N.89°07'15"E. 1,263.62'
X= 563,862.49
Y=1,681,170.20
FND 1/2" REBAR
X= 563,683.96
Y=1,681,166.66
FND 3/4" PIPE IN STONE MOUND
X= 565,125.45
Y=1,681,189.58
FND 1/2" REBAR
954,105 SQ.FT.
21.9032 ACRES
3,048,018 SQ.FT.
69.9729 ACRES
SE. CORNER SECTION 12 T 16 N., R 8 E. N.M.P.M. SET 5/8" REBAR W/CAP "LS 4078" NEW MEXICO STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE) X = 563,679.02 Y = 1,682,484.38
LOT 12 LOT 13 LOT 14 LOT 15
10' POWER LINE ESMT.
GAS EASEMENT FND T-RAIL 114+47.25
X= 564,961.40
Y= 1,679,427.35
X= 564,939.49
Y= 1,679,438.45
FND T-RAIL 114+47.25
N.00°11'48"W, 406.19'
N.86°00'07"W. 1208.02'
X= 563,687.39
Y=1,679,848.57
1/4 CORNER FND 3/4" PIPE IN STONE MOUND
X=563,688.79
Y=1,679,442.54
FND BENT 5/8" REBAR
X= 564,893.38
Y= 11,679,358.35
FND 1/2" REBAR W/CAP "LS 3241"
X= 563,691.54
Y= 1,678,535.41
FND 3/4" PIPE
X= 565,355.35
Y= 1,680,213.60
FND T-RAIL NO STA.
X= 565,113.26
Y= 1,679,729.08
FND T-RAIL 1574+00
S.21°43'02"W, 337.93'
N.63°09'33"W., 24.57'
S.29°55'54"W., 92.46'
S.26°26'00"W 1104.61'
CERRILLOS ROAD
S.26°26'00"W 541.19'
S.00°37'35"E., 282.82'
SET 5/8" REBAR W/CAP "LS 4078"
X= 566,372.07
Y= 1,682,543.46
FND #10 REBAR
X= 564,713.38
Y= 1,684,647.67
SET 5/8" REBAR W/CAP "LS 4078"
X= 564,984.73
Y= 1,683,832.96
SET 5/8" REBAR W/CAP "LS 4078"
X= 565,023.32
Y= 1,683,833.45
FND 3/8" PIPE
X= 565,740.02
Y= 1,683,136.08
SET 5/8" REBAR W/ N/F CAP "LS4078"
X= 563,857.39
Y=1,682,487.70
FND 3/4" PIPE
X= 563,631.19
Y=1,683,807.48
FND U.S.G.L.O. BRASS CAP
X= 563,670.35
Y= 1,683,837.91
FND 1/2" REBAR
X= 563,670.63
Y= 1,683,794.43
SET 5/8" REBAR W/CAP "LS 4078"
X= 563,520.21
Y= 1,683,672.30
FND 3/4" IRON PIPE
X= 563,391.48
Y=1,684,021.86
FND 3/4" IRON PIPE
X= 563,631.19
Y=1,683,807.48
FND U.S.G.L.O. BRASS CAP
X= 563,670.35
Y= 1,683,837.91
FND 1/2" REBAR
X= 564,961.40
Y= 1,679,427.35
X= 564,939.49
Y= 1,679,438.45
FND T-RAIL 114+47.25
X= 565,355.35
Y= 1,680,213.60
FND T-RAIL NO STA.
X= 565,113.26
Y= 1,679,729.08
FND T-RAIL 1574+00
X= 564,893.38
Y= 11,679,358.35
FND 1/2" REBAR W/CAP "LS 3241"
X= 563,691.54
Y= 1,678,535.41
FND 3/4" PIPE
X= 563,687.39
Y=1,679,848.57
1/4 CORNER FND 3/4" PIPE IN STONE MOUND
X=563,688.79
Y=1,679,442.54
FND BENT 5/8" REBAR
X= 563,860.58
Y=1,681,804.59
SET 5/8" REBAR W/CAP "L.S. 4078"
X= 563,860.76
Y=1,681,754.34
FND 1/2" REBAR
X= 563,862.49
Y=1,681,170.20
FND 1/2" REBAR
X= 563,683.96
Y=1,681,166.66
FND 3/4" PIPE IN STONE MOUND
X= 565,125.45
Y=1,681,189.58
FND 1/2" REBAR
X= 565,847.00
Y= 1,681,200.66
FND 1/2" PIPE
X= 565,422.40
Y= 1,681,194.10
FND 1/2" REBAR
X= 565,473.13
Y= 1,681,865.62 SET 5/8" REBAR W/CAP "LS 4078"
X= 565,447.15
Y= 1,681,815.10
FND 1/2" REBAR

ANNEXATION PLAT
FOR
TRACTS 1 THRU 9
TIERRA CONTENTA,
WOLGAMOOD SUBDIVISION
AND
CONTIGUOUS LANDS (EAST)
WITHIN
TOWNSHIP 16 NORTH, RANGES 8 & 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN
SANTA FE COUNTY, NEW MEXICO
JUNE 1985

162007



DETAIL "A"
WOLGAMOOD SUBDIVISION
NOT TO SCALE
PLAT RECORDED MAY 23, 1980

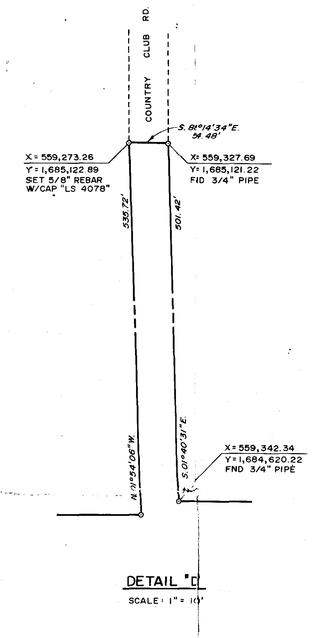


Conveyed to New Mexico State Highway Department by Warranty Deed dated January 23, 1984, and recorded in the Office of the County Clerk of Santa Fe County, New Mexico, on February 3, 1984.

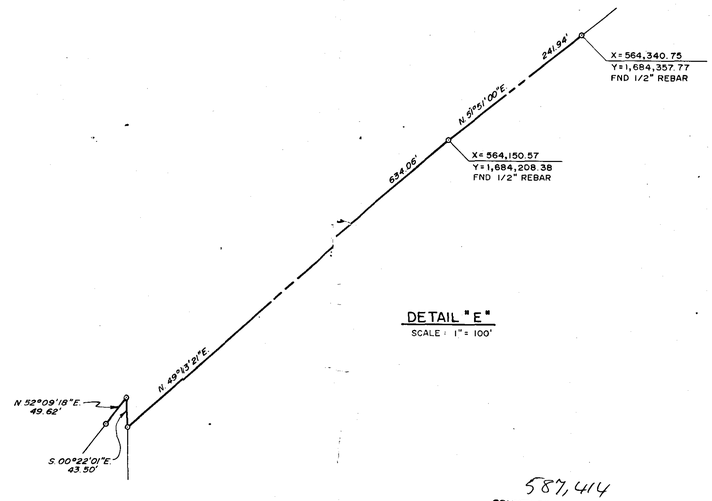
DETAIL "C"
SCALE: 1"= 100'

DETAIL "B"
CURVE DATA

CURVE	RADIUS	DELTA	ARC	TANGENT	CHORD (Bearing & Distance)
1	25.00'	80° 52' 33"	35.29'	21.31'	S. 39° 59' 38" W., 32.43'
2	56.50'	81° 13' 59"	80.10'	48.45'	S. 41° 03' 38" E., 73.54'
3	78.88'	63° 07' 04"	86.90'	48.45'	S. 50° 06' 56" E., 82.55'
4	616.23'	18° 26' 06"	198.27'	100.00'	S. 09° 20' 21" E., 197.41'
5	897.96'	18° 58' 01"	297.26'	150.00'	S. 09° 21' 42" W., 295.90'
6	101.38'	52° 14' 59"	92.45'	49.72'	S. 07° 16' 47" E., 89.27'
7	166.34'	33° 16' 58"	96.63'	49.72'	S. 16° 45' 47" E., 95.27'
8	2059.49'	08° 19' 53"	299.47'	150.00'	S. 04° 17' 15" E., 299.21'
9	2059.49'	08° 19' 53"	299.47'	150.00'	S. 04° 17' 15" E., 299.21'
10	422.84'	20° 46' 40"	153.34'	77.52'	S. 10° 16' 02" W., 152.50'
11	422.84'	20° 46' 40"	153.34'	77.52'	S. 10° 16' 02" W., 152.50'
12	375.00'	39° 54' 55"	261.24'	136.17'	S. 55° 29' 30" W., 255.97'
13	19.41'	76° 52' 00"	26.04'	15.40'	S. 36° 47' 21" W., 24.13'
14	50.00'	252° 06' 05"	220.00'	68.70'	S. 51° 16' 04" E., 80.85'
15	19.41'	76° 52' 00"	26.04'	15.40'	N. 36° 47' 52" E., 24.13'



DETAIL "D"
SCALE: 1"= 10'



DETAIL "E"
SCALE: 1"= 100'

587,414
COUNTY OF SANTA FE)
STATE OF NEW MEXICO) SS
I hereby certify that this instrument was filed for record on the 3 day of [illegible] A.D. 19 [illegible] at [illegible] o'clock [illegible] M. and was duly recorded in book 283 M. page 007 of the records of Santa Fe County.
Witness my Hand and Seal of Office
ANGIE VIGIL PEREZ
County Clerk, Santa Fe County, N.M.
Virginia Montoya
Deputy

SHEET 2 OF 4

LS-1

ANNEXATION PLAT
FOR
TRACTS 1 THRU 9
TIERRA CONTENTA,
WOLGAMOOD SUBDIVISION
AND
CONTIGUOUS LANDS (EAST)
WITHIN
TOWNSHIP 16 NORTH, RANGES 8 & 9 EAST, NEW MEXICO PRINCIPAL MERIDIAN
SANTA FE COUNTY, NEW MEXICO
JUNE 1985

162008

LEGAL DESCRIPTION
FOR
EXTERIOR BOUNDARIES
OF
LANDS TO BE ANNEXED INTO THE LIMITS
OF
THE CITY OF SANTA FE, NEW MEXICO

Being those certain parcels of land comprising Tracts 3 through 9, TIERRA CONTENTA (FUTURE PHASES) plat of which was filed for record in the Office of the County Clerk of Santa Fe County, New Mexico, January 31, 1985, in Book 148, Pages 042-046, under the control of Bellamah Community Development, a New Mexico General Partnership and Meadows Resources, Inc., a New Mexico Corporation; TOGETHER WITH Tracts "A", "B", and "C" of the "WOLGAMOOD SUBDIVISION", plat of which was filed for record in the Office of the County Clerk of Santa Fe County, New Mexico, May 23, 1980, and Tracts 1 and 2 of the Replat of the "PLAT OF THE 165 ACRE TIERRA CONTENTA", within Section 12, T. 16 N., R. 8 E., N.M.P.M., Santa Fe County, New Mexico, plat of which was filed for record in the Office of the County Clerk of Santa Fe County, New Mexico, July 12, 1984, in Book 142, Page 042, under the control of Bellamah Community Development, a New Mexico General Partnership; TOGETHER WITH Portions of Sections 12 and 13, T. 16 N., R. 8 E., N.M.P.M. under the control of the Elisia Partnership, a New Mexico General Partnership; a Northerly Portion of Section 13, T. 16 N., R. 8 E., N.M.P.M. under the control of The City of Santa Fe Board of Education; an Easterly Portion of Section 13, T. 16 N., R. 8 E., N.M.P.M. under the control of the New Mexico School for the Deaf; a Southwesterly portion of Section 7, T. 16 N., R. 9 E., N.M.P.M. under the control of the New Mexico School for the Deaf; a Northerly Portion of Section 18, T. 16 N., R. 9 E., N.M.P.M. under the control of the New Mexico School for the Deaf; a Portion of the N.W.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. under the control of the City of Santa Fe, New Mexico; a Portion of the S.E.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. under the control of the New Mexico State Highway Department; a Westerly Portion of Section 18, T. 16 N., R. 9 E., N.M.P.M. under the control of Dr. Joe L. Hernandez; a Westerly Portion of Section 18, T. 16 N., R. 9 E., N.M.P.M. under the control of Dr. William Herrera; Tract A of above-mentioned Wolgamood Subdivision under the control of Kenneth Prater; All of which lands are located West of Cerrillos Road and generally South of Airport Road in Santa Fe County, New Mexico, and the exterior boundaries of said lands now being more particularly described by metes and bounds survey as follows:

BEGINNING at the most Northerly corner of above-mentioned TIERRA CONTENTA (FUTURE PHASES), a 5/8" rebar surmounted with a cap marked "LS 4078", being 1) a point on the Southerly right-of-way line of New Mexico State Road No. 284 also known as Airport Road, and 2) the corner common to the Northwest corner of "Santa Fe Country Club" and the Northeast corner of Tract 4, TIERRA CONTENTA (FUTURE PHASES), whence, the U.S.G.L.O. Brass Cap marking the Northeast corner of the Pacheco Grant bears N. 48° 49' 34" E., 3627.95 feet distance; thence,

Continuing along the Easterly line of said Tract 4, TIERRA CONTENTA (FUTURE PHASES) common with the Westerly line of the "Santa Fe Country Club" through the following courses (all monumented with a 5/8" rebar surmounted with a cap marked "LS 4078"):

Southwesterly, 35.29 feet distance along said "Common Line" along the arc of a curve bearing to the left (said arc having a radius of 25.00 feet, a central angle of 80° 52' 33", and a long chord which bears S. 39° 59' 38" W., 32.43 feet distance) to a Point of Tangency; thence,

S. 00° 26' 38" E., 70.24 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southeasterly, 80.10 feet distance continuing along said "Common Line" along the arc of a curve bearing to the left (said arc having a radius of 56.50 feet, a central angle of 81° 13' 59", and a long chord which bears S. 41° 03' 38" E., 73.54 feet distance) to a Point of Reverse Curvature; thence,

Southeasterly, 86.90 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 78.88 feet, a central angle of 63° 07' 04", and a long chord which bears S. 50° 06' 56" E., 82.55 feet distance) to a Point of Tangency; thence,

S. 18° 33' 24" E., 167.76 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southeasterly, 198.27 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 616.23 feet, a central angle of 18° 26' 06", and a long chord which bears S. 09° 20' 21" E., 197.41 feet distance) to a Point of Tangency; thence,

S. 00° 07' 18" E., 50.00 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southwesterly, 297.26 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 897.96 feet, a central angle of 18° 58' 01", and a long chord which bears S. 09° 21' 42" W., 295.90 feet distance) to a Point of Tangency; thence,

S. 18° 50' 43" W., 120.80 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southeasterly, 92.45 feet distance continuing along said "Common Line" along the arc of a curve bearing to the left (said arc having a radius of 101.38 feet, a central angle of 52° 14' 59", and a long chord which bears S. 07° 16' 47" E., 89.27 feet distance) to a Point of Reverse Curvature; thence,

Southeasterly, 96.63 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 166.34 feet, a central angle of 33° 16' 58", and a long chord which bears S. 16° 45' 47" E., 95.27 feet distance) to a Point of Tangency; thence,

S. 00° 07' 18" E., 175.28 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southeasterly, 299.47 feet distance continuing along said "Common Line" along the arc of a curve bearing to the left (said arc having a radius of 2059.49 feet, a central angle of 08° 19' 53", and a long chord which bears S. 04° 17' 15" E., 299.21 feet distance) to a Point of Tangency; thence,

S. 08° 27' 11" E., 42.37 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southeasterly, 299.47 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 2059.49 feet, a central angle of 08° 19' 53", and a long chord which bears S. 04° 17' 15" E., 299.21 feet distance) to a Point of Tangency; thence,

S. 00° 07' 18" E., 320.00 feet distance continuing along said "Common Line" to a Point of Curvature; thence,

Southwesterly, 153.34 feet distance continuing along said "Common Line" along the arc of a curve bearing to the right (said arc having a radius of 422.84 feet, a central angle of 20° 46' 40", and a long chord which bears S. 10° 16' 02" W., 152.50 feet distance) to a Point of Reverse Curvature; thence,

Southwesterly, 153.34 feet distance continuing along said "Common Line" along the arc of a curve bearing to the left (said arc having a radius of 422.84 feet, a central angle of 20° 46' 40", and a long chord which bears S. 10° 16' 02" W., 152.50 feet distance) to a Point of Tangency; thence,

S. 00° 07' 18" E., 324.17 feet distance continuing along said "Common Line" to the Southeast corner of above-mentioned Tract 4, TIERRA CONTENTA (FUTURE PHASES) being common with the Southwest corner of above-mentioned "Santa Fe Country Club" and being also a point on the Northerly line of Tract 7, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 75° 25' 39" E., 56.77 feet distance along the line common to the "Santa Fe Country Club" and the Northerly line of said Tract 7, TIERRA CONTENTA (FUTURE PHASES) to a Point (a 3/4" iron pipe); thence,

N. 75° 25' 56" E., 382.95 feet distance along the line common to the Southerly line of the "Santa Fe Country Club" and the Northerly line of the aforementioned Tract 7, TIERRA CONTENTA (FUTURE PHASES) to a Point (3/4" iron pipe) being the Northeast corner of said Tract 7, TIERRA CONTENTA (FUTURE PHASES) and a Northwesterly corner of Tract 8, TIERRA CONTENTA (FUTURE PHASES); thence,

N. 75° 26' 13" E., 203.49 feet distance along the line common to the Southerly line of the "Santa Fe Country Club" and a Northerly line of Tract 8, TIERRA CONTENTA (FUTURE PHASES) to a point common with the most Westerly corner of Tract 5, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078") (described and designated in the following paragraph); thence,

N. 39° 11' 08" E., 322.52 feet distance along the Southerly line of said "Santa Fe Country Club" common with a Northerly line of Tract 5, TIERRA CONTENTA (FUTURE PHASES) to the Northwest corner of said Tract 5, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 77° 18' 57" E., 1161.81 feet distance continuing along said "Common Line" to the Northeast corner of said Tract 5, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 16° 46' 03" E., 152.80 feet distance continuing along said "Common Line" to the Southeast corner of said Tract 5, TIERRA CONTENTA (FUTURE PHASES) being also a point on the Northerly line of aforementioned Tract 8, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 75° 26' 18" E., 109.81 feet distance continuing along said "Common Line" to the most Westerly corner of Tract 6, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 40° 53' 27" E., 567.06 feet distance continuing along said "Common Line" to a point on the Westerly line of said Tract 6, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 01° 38' 03" W., 712.23 feet distance continuing along said "Common Line" to the Northwest corner of said Tract 6, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 88° 19' 39" E., 224.84 feet distance continuing along said "Common Line" to the Northeast corner of said Tract 6, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078") being a point on the Easterly line of the Pacheco Grant, common with the Westerly right-of-way line of Country Club Road and common to the Southeast corner of "Santa Fe Country Club"; thence,

N. 01° 54' 06" W., 535.72 feet distance along the Easterly line of the Pacheco Grant common with the Westerly right-of-way line of Country Club Road and the Easterly line of the "Santa Fe Country Club" to a Point (a 5/8" rebar surmounted with cap marked "LS 4078"); thence,

S. 88° 14' 34" E., 54.48 feet distance across Country Club Road to a point on its Easterly right-of-way line (found 3/4" pipe); thence,

S. 01° 40' 31" E., 501.42 feet distance along the Easterly right-of-way line of Country Club Road to a Point, being the Northwest corner of Lands of the Elisia Partnership (a 3/4" pipe); thence,

S. 89° 28' 09" E., 755.62 feet distance along the Northerly line of Lands of the Elisia Partnership to a Point (a nail); thence,

S. 89° 16' 31" E., 82.22 feet distance continuing along the Northerly line of Lands of the Elisia Partnership to a Point (a rebar with cap marked "LS 5300"); thence,

S. 82° 45' 39" E., 558.71 feet distance continuing along the Northerly line of Lands of the Elisia Partnership to the Northeast corner of said Lands (a ½" pipe); thence,

S. 00° 19' 47" E., 1388.90 feet distance to a Point (a 1" pipe); thence,

S. 88° 45' 27" E., 291.55 feet distance to a point on the Westerly line of aforementioned Replat of the "Plat of 165 Acre TIERRA CONTENTA" (a 1" pipe); thence,

N. 00° 21' 58" W., 1471.53 feet distance along the Westerly line of said "Replat" to a Point on the Southerly right-of-way line of Fairly Road (a 3/4" pipe); continuing thence,

N. 00° 21' 58" W., 508.21 feet distance continuing along the Westerly line of said "Replat" common with the Easterly right-of-way line of Fairly Road to a Point (a ½" iron pipe); thence,

N. 00° 22' 15" W., 1460.73 feet distance along the Easterly right-of-way line of Fairly Road to its Point of Intersection with the Southerly right-of-way line of Airport Road, as widened, widened portion conveyed to New Mexico State Highway Department by Warranty Deed dated January 23, 1984, recorded in the Office of the County Clerk of Santa Fe County, New Mexico, February 3, 1984 (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 80° 50' 14" E., 37.44 feet distance along the said Southerly right-of-way line of Airport Road (as widened) to a Point (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 09° 09' 46" W., 19.98 feet distance continuing along said Southerly right-of-way line of Airport Road (as widened) to a Point (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 80° 55' 36" E., 375.76 feet distance continuing along said Southerly right-of-way line of Airport Road (as widened) to the most Northerly corner of the parcel of land herein described (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 08° 16' 06" E., 1561.69 feet distance to a point (a 3/4" iron pipe); thence,

N. 89° 58' 06" E., 1345.93 feet distance to a point (a 5/8" rebar); thence,

S. 20° 09' 51" E., 1177.78 feet distance to an Angle Point (a 3/4" iron pipe); thence,

S. 20° 13' 00" E., 372.66 feet distance to an Angle Point (3/4" iron pipe); thence,

N. 39° 22' 58" E., 174.97 feet distance to a U.S.G.L.O. Brass Cap; thence,

N. 52° 09' 18" E., 49.62 feet distance to an Angle Point (a ½" rebar) on the Easterly line of said "Replat"; thence,

S. 00° 22' 01" E., 43.50 feet distance along the Easterly line of said "Replat" to a Point (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 49° 13' 21" E., 634.06 feet distance to a point (a ½" rebar) on the Northerly line of Lands of the City of Santa Fe; thence,

N. 51° 51' 00" E., 241.94 feet distance continuing along the Northerly line of Lands of the City of Santa Fe to a Point (a ½" rebar); thence,

N. 52° 07' 01" E., 472.31 feet distance continuing along the Northerly line of Lands of the City of Santa Fe to a point on the westerly line of a Seventy (70) foot wide Access Easement (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 18° 25' 17" E., 859.06 feet distance along the Westerly line of a Seventy (70) foot wide Access Easement to a point on the Northerly line of the S.W.¼ of the S.W.¼, Section 7, T. 16 N., R. 9 E., N.M.P.M. being also a point on the projected Southerly line of a Fifty (50) foot wide Access Easement (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 89° 16' 31" E., 38.60 feet distance along the Northerly line of the S.W.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. to the Northwest corner of the S.E.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. (a 3/8" iron pipe) being also the Northwest corner of Lands of the New Mexico State Highway Department and a point on the Southerly line of a Fifty (50) foot wide Access Easement; thence,

S. 45° 47' 00" E., 1000.41 feet distance across a portion of Lands of the New Mexico State Highway Department to a Point (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 63° 46' 00" E., 701.45 feet distance continuing across a portion of Lands of the New Mexico State Highway Department to a point on the Easterly line of the S.E.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 00° 37' 37" E., 282.82 feet distance along the Easterly line of the S.E.¼ of the S.W.¼ of Section 7, T. 16 N., R. 9 E., N.M.P.M. to the Quarter Corner common to Sections 7 and 18, T. 16 N., R. 9 E., N.M.P.M. (a #10 rebar); thence,

S. 88° 43' 47" W., 2516.31 feet distance to a point (a 3/4" iron pipe) being also the Northwest corner of a Mobile Home Park; thence,

S. 00° 16' 01" E., 683.40 feet distance along the Westerly line of a Mobile Home Park to its Southwest corner being also a point on the Northerly right-of-way line of Ocate Road (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 84° 21' 55" E., 374.15 feet distance along the Southerly line of a Mobile Home Park common with the Northerly right-of-way line of Ocate Road to a Point (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 88° 52' 38" E., 1241.10 feet distance continuing along said "common line" to its Point of Intersection with the projected Easterly line of Lands (now or formerly) N/F of Dr. Joe L. Hernandez (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

S. 27° 13' 00" W., 56.83 feet distance across Ocate Road to the Northeasterly corner of said Lands N/F of Dr. Joe L. Hernandez (a ½" rebar); continuing thence,

S. 27° 13' 00" W., 703.69 feet distance along the Easterly line of said Lands N/F of Dr. Joe L. Hernandez to a point on the Northerly line of Lands N/F of Dr. William Herrera (a ½" rebar); thence,

N. 89° 07' 39" E., 297.11 feet distance along said Northerly line of Lands N/F of Dr. William Herrera to a Point (a ½" rebar); thence,

N. 89° 06' 53" E., 424.83 feet distance continuing along said Northerly line of Lands N/F of Dr. William Herrera to its Point of Intersection with the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) (a ½" pipe); thence,

S. 26° 28' 40" W., 1103.18 feet distance along the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) to a Point (a "T" Rail); thence,

S. 26° 32' 56" W., 541.85 feet distance continuing along the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) to a Point (a "T" Rail marked Sta. "1574+00"); thence,

S. 26° 43' 02" W., 337.93 feet distance continuing along the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) to a Point (a "T" Rail marked Sta. "1414+47.25"); thence,

N. 63° 08' 33" W., 24.57 feet distance continuing along the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) to a Point (a "T" Rail marked Sta. "1414+47.25"); thence,

S. 29° 55' 54" W., 92.46 feet distance continuing along the Westerly right-of-way line of U.S. Highway 285 (also known as Cerrillos Road) to a Point (a ½" rebar with cap marked "LS 3241"); thence,

N. 86° 00' 07" W., 1208.02 feet distance to a Point (a 5/8" rebar); thence,

S. 00° 10' 26" E., 907.51 feet distance to a Point (a 3/4" iron pipe); thence,

N. 89° 14' 58" W., 2662.04 feet distance to a Point (a 3/4" iron pipe); thence,

S. 89° 50' 06" W., 2630.77 feet distance along the Southerly line of said Tract 9, TIERRA CONTENTA (FUTURE PHASES) to its Southwest corner (a 1" iron pipe); thence,

N. 01° 15' 25" E., 510.21 feet distance along the Westerly line of said Tract 9, TIERRA CONTENTA (FUTURE PHASES) to its Point of Intersection with the Southeasterly line of the Pacheco Grant (a 2" iron pipe in stone); thence,

S. 53° 22' 26" W., 197.55 feet distance along the Southeasterly line of the Pacheco Grant to a Point (a 3/4" iron pipe); thence,

S. 67° 25' 59" W., 1579.71 feet distance continuing along the Southeasterly line of the Pacheco Grant to a point on the Southerly line of the Pacheco Grant (a 3/4" iron pipe in stone mound); thence,

S. 85° 51' 13" W., 663.20 feet distance along the Southerly line of the Pacheco Grant to a point (a found stone with punch point and marked "PG SW COR"), being 1) the Southwest corner of the Pacheco Grant, and 2) the most Southerly point of the parcel of land herein described; thence,

N. 00° 24' 08" W., 712.45 feet distance along the Westerly line of the Pacheco Grant to a point (a 3/4" iron pipe) being 1) the Southeasterly corner of Fractional Lot 7, Section 14, Township 16 North, Range 8 East, New Mexico Principal Meridian, and 2) the Northeast corner of Fractional Lot 8, Section 14, Township 16 North, Range 8 East, New Mexico Principal Meridian; thence,

S. 89° 02' 47" W., 2063.80 feet distance along the line common to the Southerly line of aforementioned Fractional Lot 7 and its Westerly projection, Section 14, Township 16 North, Range 8 East, New Mexico Principal Meridian to a point (a 3/4" iron pipe), being 1) a Southwesterly corner of the parcel of land herein described, 2) the Northwest corner of said Fractional Lot 8, Section 14, and 3) the Southwest corner of the N.E.¼ of the S.W.¼ of Section 14, Township 16 North, Range 8 East, New Mexico Principal Meridian; thence,

N. 00° 11' 40" E., 1329.42 feet distance along the Westerly line of the aforementioned N.E.¼ of the S.W.¼ of Section 14 to a point (a 1/2" rebar surmounted with a cap marked "LS 4078" in stone mound) on the Southerly line of the N.W.¼ of said Section 14; thence,

S. 88° 25' 17" W., 1314.39 feet distance along the Southerly line of the N.W.¼ of said Section 14 to the Quarter Corner common to Sections 14 and 15 (a found stone with punch point and marked "1/4", in mound of stones), Township 16 North, Range 8 East, New Mexico Principal Meridian; thence,

N. 00° 07' 01" E., 2646.83 feet distance along the line common to said Sections 14 and 15 to the Section Corner common to Sections 10, 11, 14 and 15 (a 3/4" iron pipe) Township 16 North, Range 8 East, New Mexico Principal Meridian; thence,

N. 89° 43' 17" E., 1317.07 feet distance along the line common to said Sections 11 and 14 to the Southwest corner of the S.E.¼ of the S.W.¼ of said Section 11 (a 1/2" rebar surmounted with a cap marked "LS 4078"); thence,

N. 00° 02' 19" W., 1306.90 feet distance along the Westerly line of said S.E.¼ of the S.W.¼ to the Northwest corner of said S.E.¼ of the S.W.¼ of Section 11 (a 3/4" iron pipe in fence line) and Northwest corner of the parcel of land herein described; thence,

S. 89° 49' 09" E., 2013.53 feet distance along the Northerly line of said S.E.¼ of the S.W.¼ Section 11, and along the Northerly line of Fractional Lot 4 Section 11 to its Point of Intersection with the projected Westerly boundary of the "Pacheco Grant" (a 5/8" rebar surmounted with a cap marked "LS 4078"); continuing thence,

S. 89° 49' 09" E., 9.78 feet distance to a point on the Westerly line of Tract 4, TIERRA CONTENTA (FUTURE PHASES), (a 5/8" rebar surmounted with a cap marked "LS 4078"); thence,

N. 00° 26' 12" W., 168.11 feet distance along the Westerly line of said Tract 4, TIERRA CONTENTA (FUTURE PHASES) to a Point (a 3/4" iron pipe); thence,

N. 89° 34' 38" E., 8.00 feet distance continuing along the Westerly line of said Tract 4, TIERRA CONTENTA (FUTURE PHASES) to a Point (a 3/4" iron pipe); thence,

N. 00° 26' 34" W., 1899.65 feet distance continuing along the Westerly line of said Tract 4, TIERRA CONTENTA (FUTURE PHASES) to a point on the Southerly right-of-way line of New Mexico State Road No. 284 also known as Airport Road (a 3/4" iron pipe); thence,

N. 80° 25' 55" E., 92.17 feet distance along the Southerly right-of-way line of New Mexico State Road No. 284 (also known as Airport Road) to the PLACE OF BEGINNING of the parcel of land herein described and containing 64,534,087 square feet (1481.4988 acres) more or less.

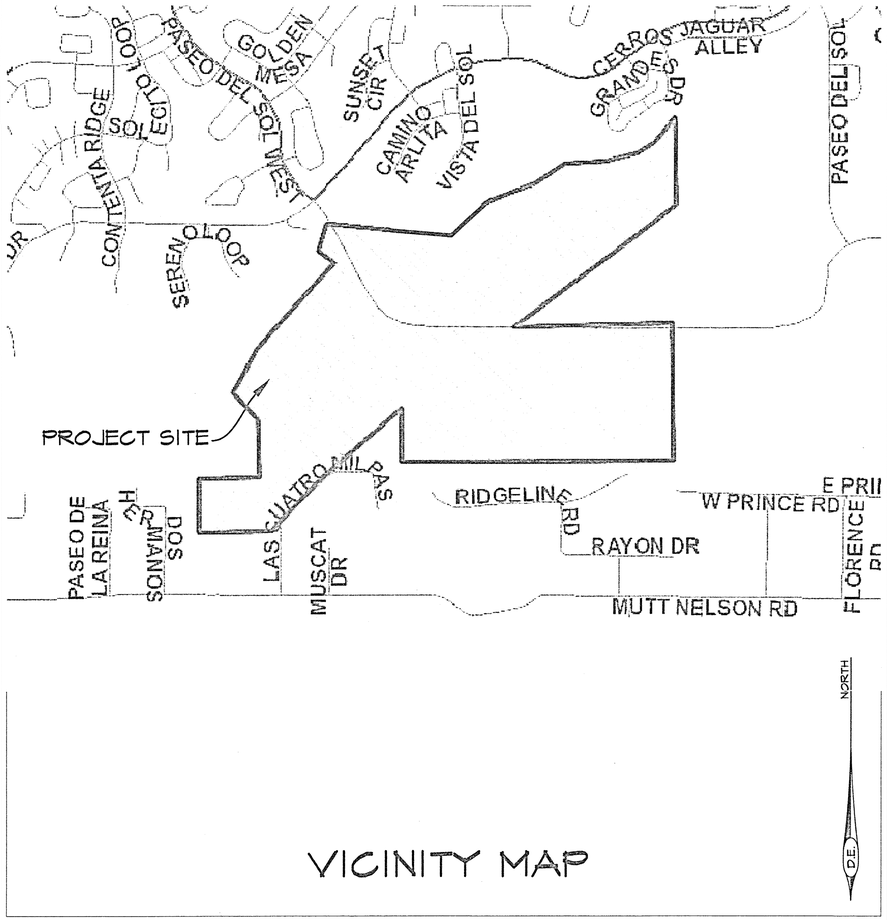
STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }
I hereby certify that this instrument was filed for record on the 24th day of October A.D. 19 85 at 10:57 o'clock A.M. and was duly recorded in book 567 Misc. page 414 of the records of Santa Fe County
Witness my Hand and Seal of Office
ANGELA VIGIL, Santa Fe County, N.M.
County Clerk
By: [signature] Deputy

567 414

SHEET 3 OF 4

TIERRA CONTENTA PHASE 3A MASTER PLAN AMENDMENT #1

SANTA FE, NM 87507
SECTION 13 & 14, T 16 N, R 8 E, N.M.P.M.



VICINITY MAP

SHEET LIST

	1	COVER SHEET
*	2 - 5	EXISITING CONDITIONS/TOPOGRAPHY
*	6A - 6B	APPROVED MASTER PLAN
	7A - 7C	MASTER PLAN AMENDMENT #1, PHASE 3A
*	8	ROADWAY SECTIONS
*	9	WATER AND SANITARY SEWER MASTER PLAN

* THESE SHEETS ARE ON FILE IN THE CITY OF SANTA FE PLAT ROOM.

CITY OF SANTA FE APPROVALS:

APPROVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE AT THEIR MEETING OF OCTOBER 27, 2021 AS CASE #2021-3818.

MAYOR _____ DATE 5/8/2025

ATTEST:
CITY CLERK _____ DATE 5/5/2025

REVIEWED BY THE SANTA FE LAND USE DEPARTMENT

CITY PLANNER Daniel A. Esquibel DATE 5-6-2025

CITY ENGINEER FOR LAND USE _____ DATE 5/6/25

AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER HAS CAUSED THIS MASTER PLAN AMENDMENT TO BE PREPARED. ALL THAT APPEARS ON THE PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

HOMEWISE, INC.

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY Mike Loftin ON BEHALF OF HOMEWISE, INC. ON THIS 24 DAY OF April, 2025.

NOTARY PUBLIC

MY COMMISSION EXPIRES Jul 30 2028

NORMA I. FRESCAS
Notary Public
State of New Mexico
Comm. # 1129045
My Comm. Exp. Jul 30, 2026

COUNTY OF SANTA FE #205845
STATE OF NEW MEXICO) SS
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE 25 DAY OF May A.D. AT 10:50 O'CLOCK, AND WAS DULY RECORDED IN BOOK 924 PAGE 37-5042 OF THE RECORDS OF SANTA FE COUNTY
WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, N.M.
DEPUTY

COUNTY CLERK KATHARINE E. CLARK SANTA FE COUNTY NEW MEXICO

924 -37

OWNERS:

Tierra Contenta
TIERRA CONTENTA CORPORATION
PMB #220 369 MONTEZUMA
SANTA FE, NEW MEXICO 87501

CIVIL ENGINEERING:

DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
Santa Fe, New Mexico 87505
(505) 984-3551

LAND PLANNING:

SEC Planning, LLC
Land Planning + Landscape Architecture + Community Branding
CLIENT-CENTERED THINKING ™

PLANNING:

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

SURVEYING:

SANTA FE SURVEYING COMPANY	
P.O. BOX 2919, SANTA FE, N.M. 87504,	1210 LUISA ST. SUITE 8
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905	

JUNE 21, 2021
REVISIONS

DATE	BY	DATE	BY

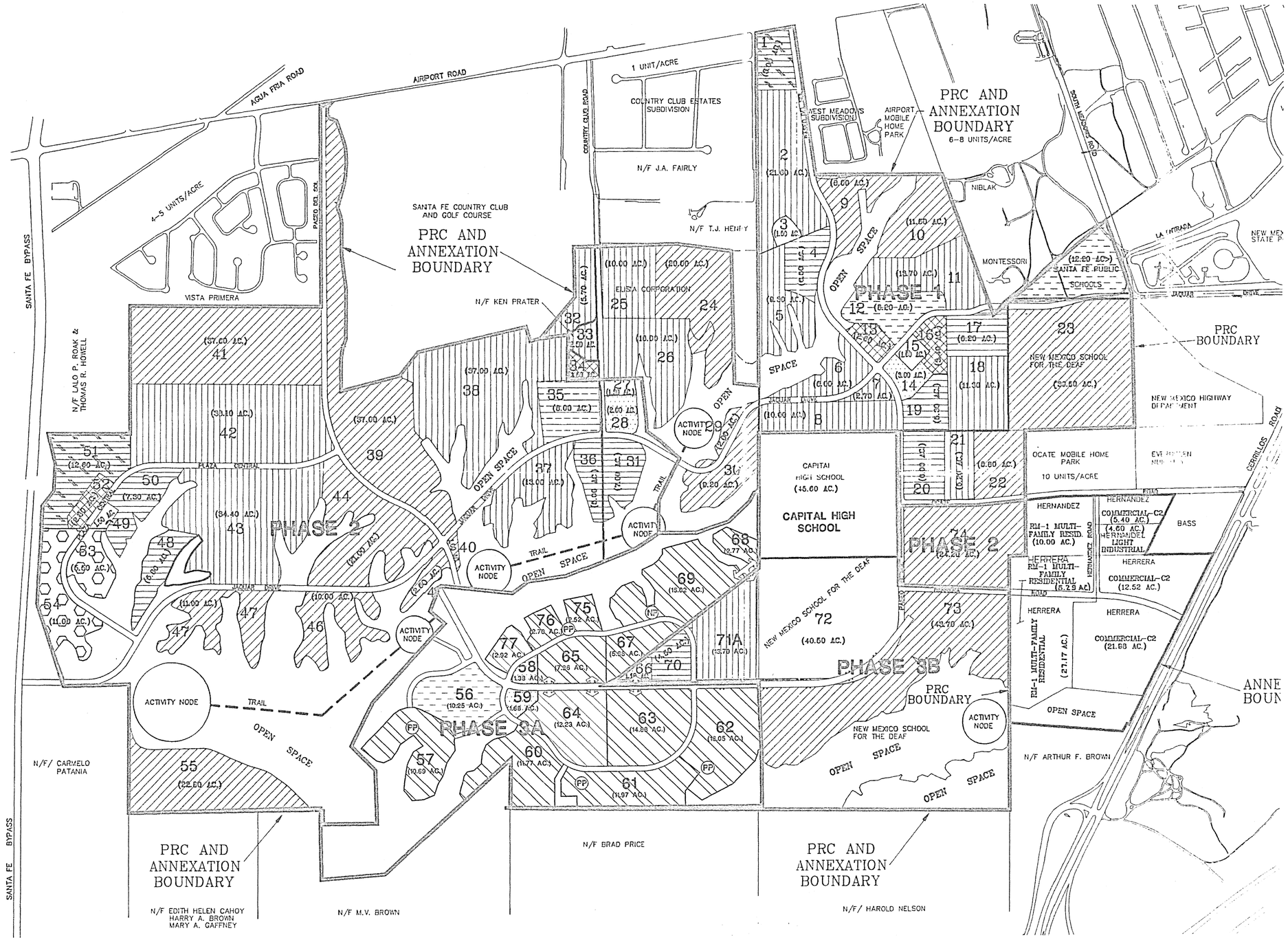
DEVELOPMENT/INFRASTRUCTURE BUILDING PERMIT ADDRESS:

INDEXING INFORMATION FOR COUNTY CLERK

A) NAME: TIERRA CONTENTA PHASE 3A MASTER PLAN AMENDMENT #1
A) NAME: TIERRA CONTENTA CORPORATION
B) SECTION 13 & 14, TOWNSHIP 16 NORTH, RANGE 08 EAST N.M.P.M.

TIERRA CONTENTA PHASE 3A - MASTER PLAN AMENDMENT #1

924-38



LEGEND

- MIXED RESIDENTIAL
- RESIDENTIAL – 10–20 DU/AC. (AVERAGE 17 DU/AC.)
- RESIDENTIAL – 6–8 DU/AC. (AVERAGE 7.40 DU/AC.)
- RESIDENTIAL – 1–6 DU/AC. (AVERAGE 4.60 DU/AC.)
- VILLAGE COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- OFFICE/BUSINESS INCUBATOR
- COMMUNITY
- SCHOOL
- PARK AND OPEN SPACE
- MAJOR ROADWAYS

MASTER PLAN AMENDMENT #1 OVERVIEW

NORTH

250 0 500 1000

TIERRA CONTENTA PHASE 3A

SANTA FE, NEW MEXICO

SHEET 7A

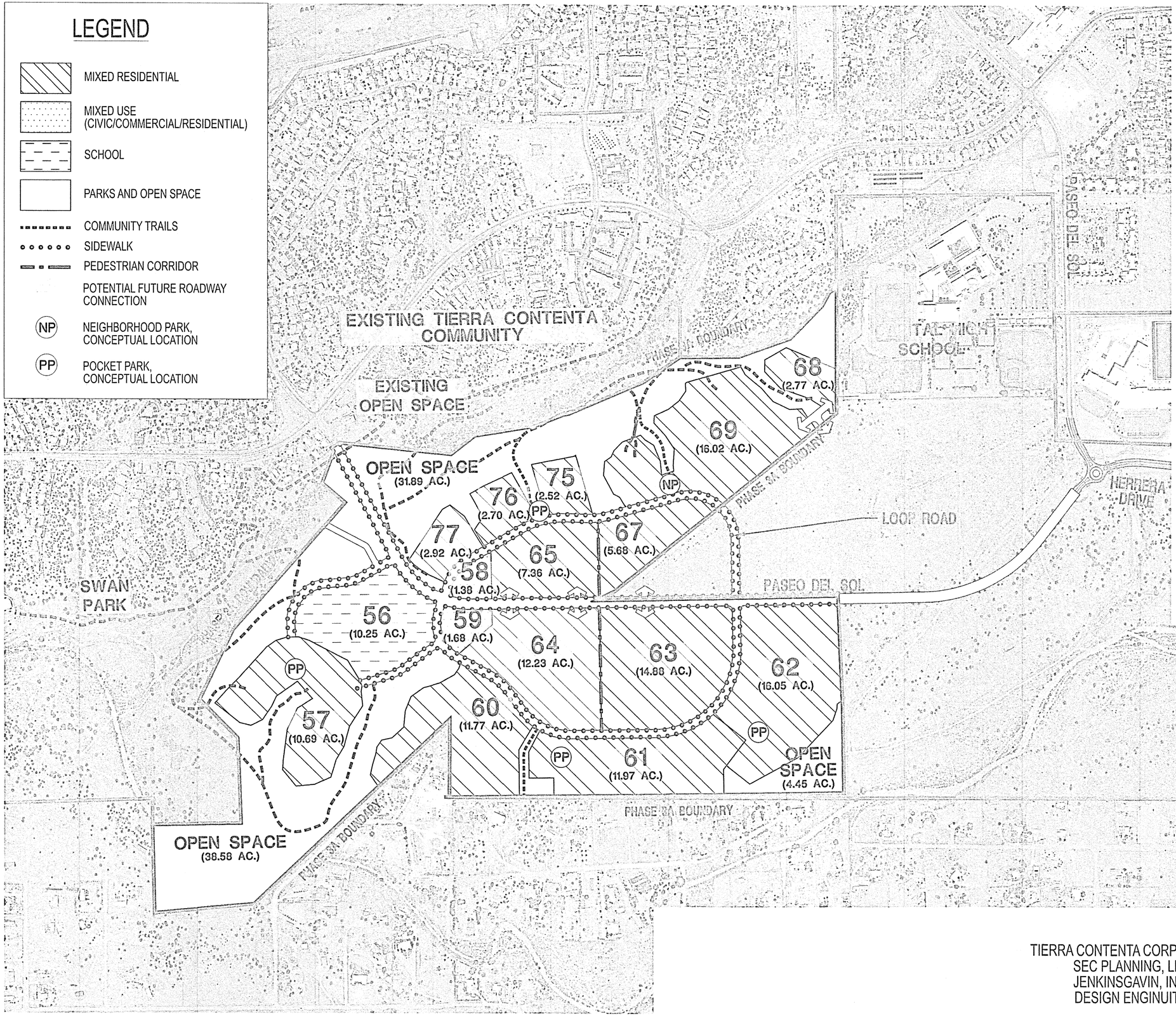
PURPOSE STATEMENT: THE PURPOSE OF TIERRA CONTENTA MASTER PLAN AMENDMENT #1 IS TO ALTER LAND USES AND RESIDENTIAL DENSITIES IN PHASE 3A ONLY.

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC.
DESIGN ENGINUITY

924-39

LEGEND

- MIXED RESIDENTIAL
- MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)
- SCHOOL
- PARKS AND OPEN SPACE
- COMMUNITY TRAILS
- SIDEWALK
- PEDESTRIAN CORRIDOR
- POTENTIAL FUTURE ROADWAY CONNECTION
- (NP) NEIGHBORHOOD PARK, CONCEPTUAL LOCATION
- (PP) POCKET PARK, CONCEPTUAL LOCATION



NOTES:

1. FOR DEVELOPMENT PROGRAM, SEE ABOVE. SEE ALSO RESTATED ANNEXATION AGREEMENT ENTITLED "TIERRA CONTENTA, WOLMAGOOD SUBDIVISION AND CONTIGUOUS LAND (EAST)" FOR CONDITIONS OF DEVELOPMENT.
2. AT THE TIME OF APPLICATION FOR PLAT, A SYSTEM OF APPROPRIATELY SCALED LOCAL ROADS SHALL BE ESTABLISHED WHICH CONNECT OR ARE STUBBED OUT TO PERMIT LATER CONNECTION TO ADJOINING LOCAL ROADS ON PROPERTIES WITHIN OR NEXT TO TIERRA CONTENTA.
3. SUBSEQUENT PLATS SHALL ILLUSTRATE STORM WATER MANAGEMENT SYSTEMS ACCEPTABLE TO THE ITY WHICH INCLUDE FACILITY DESIGN AND MAINTENANCE PROGRAMS.
4. FOR FINAL SUBDIVISION PLATS OR DEVELOPMENT PLANS (IN THE CASE OF MULTI-FAMILY), THE DISPOSITION OF LANDS OVER 30% SLOPE THAT ARE NOT LOCATED IN THE PUBLIC OPEN SPACE SYSTEM SHALL BE CLARIFIED. LANDS OUTSIDE THE OPEN SPACE SYSTEM THAT ARE OVER 30% SLOPE SHALL BE IDENTIFIED AS REMAINING UNDISTURBED PER THE CITY CODE OR AS REQUIRING A VARIANCE.
5. SUBMITTALS SHALL BE PREPARED ON A TRACT BY TRACT BASIS FOR IMPROVEMENT PLANS, VEGETATION PLANS (INCLUDING USE OF NATIVE PLANTS) AND IRRIGATION PLANS (INCLUDING XERISCAPE AND USE OF EFFLUENT WATER) IN PARKS, OPEN SPACE, ROADWAYS, DRAINAGES, AND COMMUNITY FACILITIES. THE CITY PARKS AND PUBLIC WORKS DEPARTMENTS SHALL REVIEW THE SUBMITTALS TO DETERMINE ACCEPTABLE PLANS.
6. THE CITY PARKS DEPARTMENT SHALL RECOMMEND SIZE AND DEVELOPMENT CRITERIA FOR PARK IMPROVEMENTS.
7. ROADS WILL BE CONSTRUCTED CONSISTENT WITH CITY CODE OR VARIANCES FROM THE CITY CODE SHALL BE OBTAINED.
8. DEVELOPMENT WITH THE PRC SHALL COMPLY WITH THE APPROVED DESIGN GUIDELINES.
9. ALL PUBLIC IMPROVEMENTS SHALL COMPLY WITH ALL ADA ACCESSIBILITY GUIDELINES.

PHASE 3A DEVELOPMENT AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	UNITS	DU/ACRE
56	SCHOOL	10.25	0	0.0
57	MIXED RESIDENTIAL	10.69	49	4.6
58	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.38	21	12.0
59	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.68	21	12.5
60	MIXED RESIDENTIAL	11.77	60	5.1
61	MIXED RESIDENTIAL	11.97	73	6.1
62	MIXED RESIDENTIAL	16.05	107	6.7
63	MIXED RESIDENTIAL	14.88	275	18.5
64	MIXED RESIDENTIAL	12.23	225	18.4
65	MIXED RESIDENTIAL	7.36	150	17.2
67	MIXED RESIDENTIAL	5.68	40	7.0
68	MIXED RESIDENTIAL	2.77	12	4.3
69	MIXED RESIDENTIAL	16.02	85	5.3
75	MIXED RESIDENTIAL	2.52	11	4.4
76	MIXED RESIDENTIAL	2.70	12	4.4
77	MIXED RESIDENTIAL	2.92	34	11.6
	OPEN SPACE	85.65	0	0.0
	PHASE 3A TOTALS	216.52	1175	5.3
	MAXIMUM PERMISSIBLE UNITS		1500	6.7

MASTER PLAN AMENDMENT #1

NORTH

150 300 0 300 600

TIERRA CONTENTA PHASE 3A

SANTA FE, NEW MEXICO

SHEET 7B

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC.
DESIGN ENGINUITY

924-40

Tierra Contenta Phase 3A Master Plan Amendment approved by the Santa Fe Governing Body at their meeting of October 27, 2021 as Case #2021-3818.

#	Conditions of Approval
4	Disturbed areas within the open space shall be revegetated to mimic the undisturbed condition.
5	NMSD right-of-way dedications shall be acquired for proposed roads crossing NMSD land.
6	Address all comments and concerns received from Wilson & Company, Inc., Engineers & Architects.
7	Terrain Management shall comply with Section 14-8.2 requirements for Terrain Management, as amended.
14	Design guidelines for development of the water system for the Master Plan Phases, including the Plats, for the Tierra Contenta Master Plan Phase 3A shall require a pre-water design meeting with the City's Water Division prior to submittal of an application to the City for Development
15	Design guidelines for development of the sanitary sewer system for the Master Plan Phases, including the Plat, for the Tierra Contenta Master Plan Phase 3A project, shall require a pre-sewer design meeting with the City's Wastewater Division prior to submittal of an application to the City for Development.
16	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 2015 Section 503.2.1).
20	Incorporate all conditions required for ADA compliance into the Master Plan Guidelines. ADA guidelines shall comply with both Federal and State ADA standards as amended.

THE TIERRA CONTENTA PHASE 3A DESIGN STANDARDS WERE RECORDED IN THE RECORDS OF SANTA FE COUNTY ON May 7TH, 2025 AS INSTRUMENT # 2058445.

REVISIONS

DATE	BY

DESIGN ENGINUITY

P.O. BOX 2758
SANTA FE, NEW MEXICO 87504
(505) 989-3557

TIERRA CONTENTA - PHASE 3A MASTER PLAN AMENDMENT

CONDITIONS OF APPROVAL

SCALE	DWG NO.	DATE
N.T.S.		02/13/2025

SHEET NO. 7C

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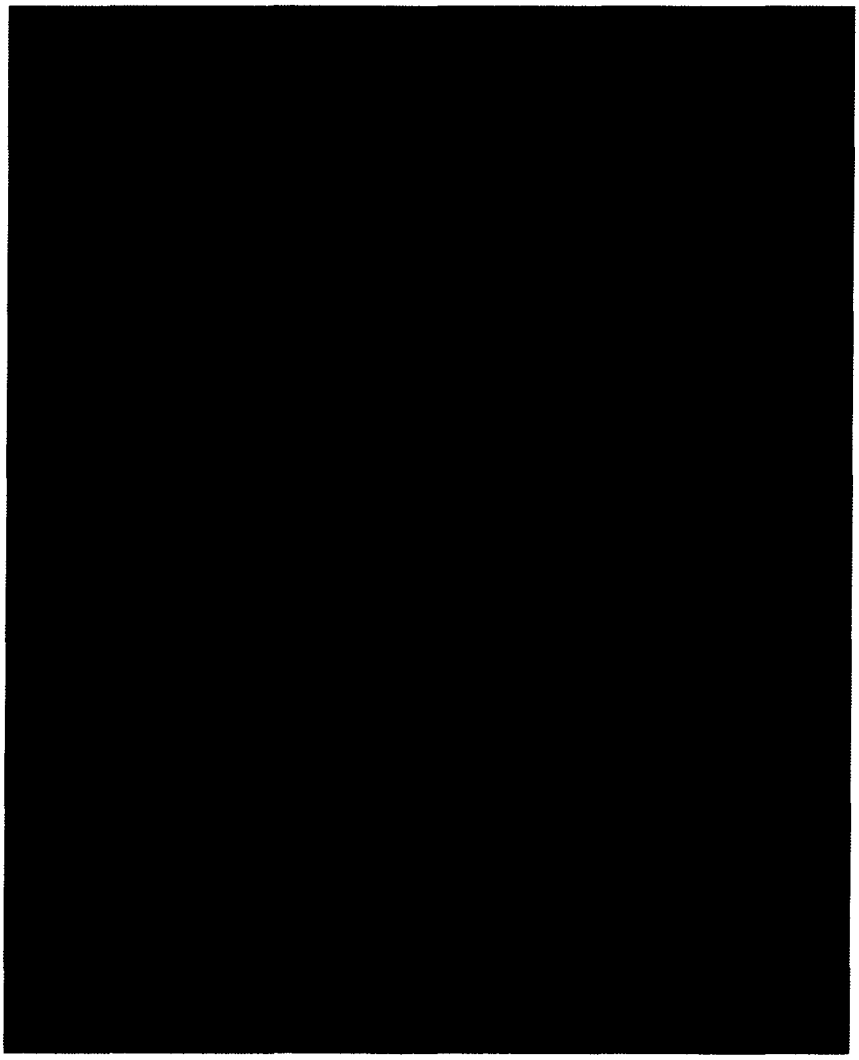

TIERRA CONTENTA PHASE 3A DESIGN STANDARDS

MARCH 2025

RECORDED 05/07/2025

92442

TIERRA CONTENTA PHASE 3A DESIGN STANDARDS

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SFC CLERK RECORDED 05/07/2025

924 43

CHAPTER 1: INTRODUCTION

History of Tierra Contenta

Tierra Contenta is a master planned community located in the southwest part of Santa Fe. Tierra Contenta was originally annexed into the City of Santa Fe (the 'City') in 1985 pursuant to that certain Restated Annexation Agreement (described below), and in 1988, the Santa Fe City Council adopted Planned Residential Community (PRC) zoning in order to develop residential communities in the City. The phased development was in accordance with a master plan (the 'Tierra Contenta Master Plan') developed by Tierra Contenta Corporation ('TCC'), a non-profit corporation created by the City in 1994 to implement the Tierra Contenta Master Plan on behalf of the City. The Tierra Contenta Master Plan was adopted in 1994 and pertained to 1,421 acres of vacant land, of which the City purchased 860 acres. The City-owned land within Tierra Contenta was sold to TCC, who became the master developer of those parcels and is reimbursing the City for the purchase costs of the land. The TCC is charged with ensuring that development in Tierra Contenta occurs in a way that meets the original goals and objectives intended by the City, as well as goals that have emerged since its creation. Additional details of the history of Tierra Contenta can be found at the TCC website: TierraContenta.org. Phase 1 and 2 of the Tierra Contenta Master Plan have been completed. This document applies to the development of Phase 3A, as defined by the Phase 3A Master Plan Amendment (see page 3 for more details).

How To Use This Document

Within these standards are an introduction to Tierra Contenta, statements of vision and goals, a procedural overview for design review by the Tierra Contenta Architectural Review Committee ('TC ARC'), reference to the development review procedures of the City's Land Use Department, as well as standards for infrastructure, building, and related improvements for Phase 3A (the 'Phase 3A Design Standards' or 'Design Standards'). Designers, builders, reviewers, and others involved in Tierra Contenta are urged to become familiar with the Phase 3A Design Standards and review procedures, as each phase of Tierra Contenta has its own unique set of design standards that apply only to that phase and which have been adopted by the City and previously recorded. The TC ARC will have the responsibility of reviewing development proposals and determining if they meet the requirements of these Design Standards.

In addition to compliance with these Design Standards, developer applicants are responsible for obtaining development approvals and building permits from the City of Santa Fe.

The Phase 3A Design Standards along with the Phase 3A Master Plat (see Exhibit A) form the basis to implement the Phase 3A Tierra Contenta Master Plan, as amended in 2021. Development of the tracts created by the Phase 3A Master Plat are contingent on approval of a subdivision plat and/or a development plan, if applicable, for each tract, in accordance with the amended Tierra Contenta Master Plan, the Phase 3A Design Standards, and relevant City policies and regulations. These Design Standards provide the parameters and development requirements under which the Phase 3A development will take place. These Design Standards shall be binding upon, and inure to the benefit of the City, TCC and its respective successors and assigns who shall expressly assume all rights, duties and obligations of such entity with respect to Phase 3A. An overview of the design review process is provided in Chapter 2 of this document.

SFC CLERK RECORDED 05/07/2025

City staff and planning officials retain jurisdiction to review, approve, or disapprove development plans and subdivision plats within Tierra Contenta as is more particularly set forth in Chapter 2. Developers who purchase tracts within Phase 3A of Tierra Contenta must first obtain design approval from the TC ARC and then subdivision plat and/or development plan approval from the City. The City will ensure consistency of the application with the approved Phase 3A Master Plan and Plat, these Design Standards, and the City's Development Code.

Once a Development Plan or Subdivision Plat is approved and recorded by the City, permit applications are then submitted to the City for projects in accordance with applicable building permit application policies and procedures where the permit application conforms to the Development Plan or Subdivision Plat for the area in which the development is to take place and complies with applicable city, state and federal regulations.

Foundational Documents

There are several documents that these design standards are built upon and with which they must be consistent. The key documents underlying them are:

Tierra Contenta Annexation Agreement: Although 1,319 acres of Tierra Contenta were originally annexed into the City of Santa Fe in 1985, the Agreement was restated in 1994 to incorporate the terms of the newly adopted Tierra Contenta Master Plan. The 'Restated Annexation Agreement, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands' (filed in the Records of Santa Fe County Clerk as Instrument #1122756) was entered into between the City, TCC, and all property owners at the time of its execution in 1994. The Agreement details how the properties under the Agreement will be developed, what lands will be dedicated for public use, how City services will be extended to serve the development, and other aspects of the annexation.

Tierra Contenta Master Plan: The Tierra Contenta Master Plan was adopted in 1994 and provides a detailed framework for how the Tierra Contenta lands are to be developed. It establishes the phases of development and identifies supporting infrastructure including roads, schools, commercial areas, open space and trails approach among others. These Design Standards have been created for the Phase 3A development based on the Master Plan.

The Tierra Contenta master-planned community is intended to create a safe mixed-income community with walkable neighborhoods, easy access to opens space and nature, and to local-serving businesses. The Tierra Contenta Master Plan envisioned neighborhood centers designed to provide goods, services and employment opportunities to the resident population on a small scale. The location of school sites is also an important element of the Plan.

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Phase 3A Master Plan Amendment: The Tierra Contenta Master Plan was amended in 2021 to make adjustments to development tracts in Phase 3A. Phase 3A includes only TCC-owned lands within the final phase of Tierra Contenta, totaling 222.84 acres. The remainder of land in Phase 3 ("Phase 3B") is owned by the New Mexico School for the Deaf, and there are no plans to develop Phase 3B at this time. The initiation of Phase 3A required an amendment to the approved Tierra Contenta Master Plan, which was approved by the Santa Fe City Council on October 27, 2021. The purpose of Tierra Contenta Master Plan Amendment #1 was to revise land uses and residential densities in Phase 3A to respond to present conditions since market demands have shifted dramatically since the 1994 Master Plan was adopted (**Figure 1**).

The following table summarizes the proposed land use entitlements for Phase 3A, as approved in Master Plan Amendment #1:

			1175 units (minimum)	1500 units (maximum)
Mixed Residential	127.81 acres	13 tracts		
Mixed-Use	3.06 acres	2 tracts		
School	10.25 acres	1 tract	—	—
Open Space	85.65 acres	TBD	—	—

In response to City and neighborhood feedback on previous phases, a fresh approach has been taken for the Phase 3A Design Standards. All residential tracts are designated as 'Mixed Residential' to emphasize that a mixture of housing types is desired. An overall increase in density/maximum residential units is intended to encourage and facilitate the creation of a diversity of housing types. Minimum unit counts are assigned per development tract, and a 'density bank' is established and implemented through a Bonus Program to provide incentives to support the affordable housing goals and to incentivize a greater diversity of housing types and innovative sustainability measures. Form-based standards define Roadway Typology, Building Typology, and Open Space/Trail Typology. This approach is intended to create a flexible framework that will define how buildings, open spaces, and streetscapes are configured to shape and activate the public realm, create a desirable and livable neighborhood, meet affordability goals, and realize the values and intent of Tierra Contenta.

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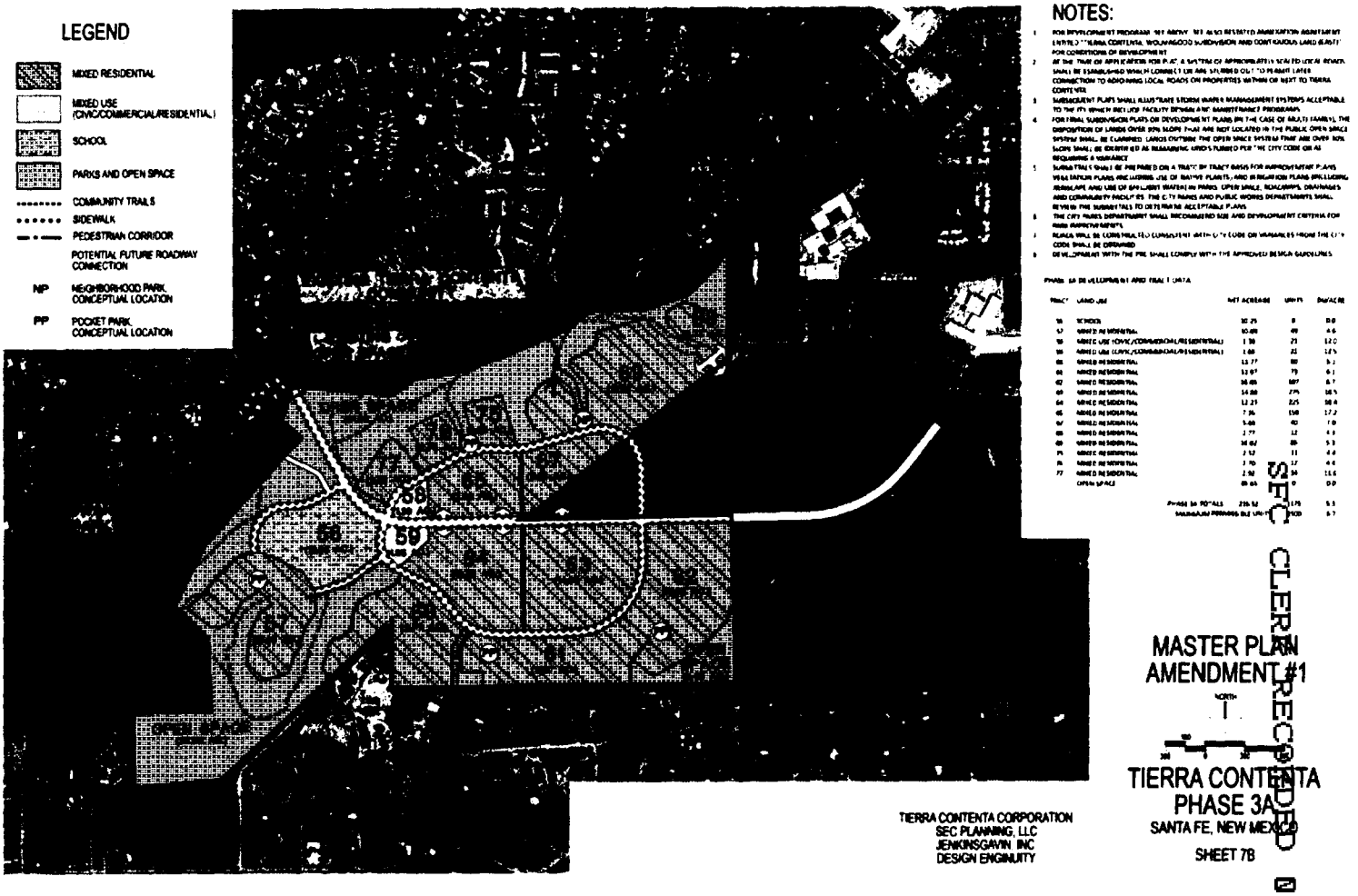
Figure 1:



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Vision

These Design Standards were developed to provide builders, developers, City staff, the general public, and the TCC staff and Board of Directors a common ground from which to view Phase 3A of the project.

VISION

The following purpose statements comprise the vision for Tierra Contenta:

Create Community

The primary purpose of the Master Plan and these Design Standards is to facilitate the creation of livable, ecologically sustainable neighborhoods within Tierra Contenta with a mix of housing types affordable to a mixed-income population. Parks, schools, other public facilities, trails, and natural areas will be located and connected so as to encourage residents, pedestrians and cyclists to meet and get to know each other. Through connectivity, the residents and visitors of Tierra Contenta may be able to rediscover the life and vitality of a small town.

Foster Architectural Variety

Variety in the architecture of Tierra Contenta is an important characteristic of the community. These standards are intended to produce coherent, pedestrian-friendly neighborhoods, to encourage a mix of housing types/sizes, and foster innovative design. Like the Tierra Contenta Phase 3A Master Plan, these standards apply to all property in Tierra Contenta, Phase 3A, and are intended to provide a measure by which all aspects of improvements – whether for streets, trails, other infrastructure, residences, commercial or civic buildings – are evaluated in comparison to the Tierra Contenta Phase 3A Master Plan.

Encourage Innovation

Notwithstanding the specific requirements of these Design Standards and the Santa Fe City Code, the designer, developer, and reviewer are to be guided by the Tierra Contenta vision and goals. Innovative design is encouraged within Tierra Contenta. Therefore, these Design Standards have been written with the intent of balancing the standards necessary for providing a measure of conformance with the flexibility necessary to allow innovation. The vision and goals of Tierra Contenta are provided in the Design Standards to give designers, developers, and reviewers a basis for assessing innovative features that might be proposed, and an exception process for innovative designs that may not meet each and every element of these Design Standards. The TC ARC has the sole discretion to grant exceptions to these Design Standards in order to promote innovation in accordance with the Tierra Contenta vision and goals.

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Development Goals

The goals of Tierra Contenta are intended to achieve the vision as provided in the Master Plan as well as additional goals identified for this phase of development. The descriptions of goals were developed with the assistance of builders, developers, City staff, and citizen input from public meetings. Goals are targets addressing different aspects of the vision. The goals themselves do not change but the manner in which they are achieved often do. Should a developer identify a different way of achieving one or more goals they are encouraged to propose a new and innovative way to achieve them. Applications to the TC ARC that propose innovative methods should describe them and show how they would achieve the goals listed below:

Economic and Housing Affordability Goals:

1. The residential portions of the development are planned and will be marketed to enable the development of mixed-price, mixed-income neighborhoods.
2. At least 40% of units constructed in Phase 3A will be affordable to low- and moderate-income households. These affordable housing units will be distributed as follows among Area Median Income (AMI) ranges:
    a. 10% households earning 50-65% AMI
    b. 10% households earning 65-80% AMI
    c. 10% households earning 80-100% AMI
    d. 10% households earning 100-120% AMI
3. Residential parcels will be priced to support builders in providing the required affordable housing.
4. The development will generate significant economic development within Santa Fe by generating thousands of design, engineering, and construction jobs. Likewise, it will generate significant increases in the Gross Receipts Tax received by the City of Santa Fe.

Ecological Sustainability Goals:

1. The development will be designed in a manner that provides a significant amount of visual, usable, multiple-use open space.
2. The development will respect the environment and preserve natural drainageways, steep terrain, and significant vegetation where possible.
3. The residential and commercial buildings will be designed to comply with the highest energy and water conservation codes that apply to their construction.
4. The development will minimize automobile traffic by several means—encouraging walkability through a well-designed network of sidewalks and trails, and advocating for public bus service with an adequate number of stops for all neighborhoods in Phase 3A.
5. The entire development will be designed to encourage maximum feasible on-site retention of stormwater runoff.
6. The development will preserve and protect wildlife corridors.

Visual and Aesthetic Goals:

1. The development's primary aesthetic goal is to assure attractive, livable neighborhoods.
2. The development will encourage and incentivize a wide variety of housing types.
3. The development will maximize viewscapes of the natural environment.
4. The development will not have a 'cookie cutter' appearance; architectural variation must be emphasized.
5. The development will create inviting and attractive streetscapes.

Social Goals:

1. The development will provide housing for diverse income segments of Santa Fe.
2. To encourage a socially, ethnically, and economically integrated community, it is important that residents of different incomes live in close proximity to each other so as to encourage contact among residents.

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3. Tierra Contenta residents will be able to have pride in their homes, their neighborhoods, and the community as a whole.

Health and Safety Goals:

1. The development will have adequate access for all emergency vehicles.
2. Building construction will follow adopted applicable life-safety codes.
3. The development will be designed in a manner that fosters neighborhood safety by which neighbors can look after each other's houses to reduce crime.
4. The development will have attractive and safe areas for children to play.
5. Utilities and services will be provided in a manner that does not compromise the health and safety of the residents.

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CHAPTER 2: DESIGN REVIEW PROCESS

The Phase 3A Design Standards along with the Phase 3A Master Plat form the basis to implement the amended Tierra Contenta Master Plan, as amended. Development of the tracts created by the Phase 3A Master Plat will be contingent on approval of a Subdivision Plat and/or a Development Plan, if applicable, for each tract based on compliance with the Tierra Contenta Amended Master Plan, the Phase 3A Design Standards, and relevant City policies and regulations. These Design Standards are structured to give users and reviewers a format, intent, and specific direction for development review and implementation.

A. General Overview of Review Process

The TC ARC must review and approve the subdivision plats and development plans for each development tract prior to the developer making application to the City. City staff and planning officials retain jurisdiction to review, approve, or disapprove development plans and subdivision plats within Tierra Contenta once they have received initial approval from the TC ARC. The Tierra Contenta Annexation Agreement states that:

> *"The City agrees to approve rezoning, preliminary development plans and preliminary subdivision plats for individual tracts within the Property, provided such rezoning, plats and plans conform to the Master Plan and Phasing Plan, the SFCC 1987 as amended, and the provisions of this Agreement. The City agrees to approve final development plans and final subdivision plats that substantially conform to previously approved preliminary plats and plans."*

B. The TC Master Plan and Other Controlling Documents

The Phase 3A Master Plat and Design Standards are consistent with the Master Plan, and accordingly, the individual Subdivision Plats and Development Plans for the tracts shall be consistent with the approved Phase 3A Master Plat and Design Standards. Phase 3A Subdivision Plats and Development Plans shall be reviewed and approved by the Planning Commission for individual development tracts. Prior to City review and approval, each Subdivision Plat and Development Plan is subject to review by the TC ARC for compliance with the Master Plan and with the adopted Phase 3A Master Plat and Design Standards. The Tierra Contenta Master Plan (as amended in 2021) and these Phase 3A Design Guidelines supersede, solely with respect to Phase 3A, any inconsistent provisions of the Tierra Contenta Annexation Agreement, as previously amended and restated, or any inconsistent provisions of any other phase-specific Design Standards. Where these Design Standards are silent on an issue, the applicable provisions of the City of Santa Fe Land Development Code shall govern.

C. Tierra Contenta Review Process

The TC ARC is charged with the responsibility of reviewing and approving certain design aspects of development on the tracts created by TC. These requirements are generally described in these design standards for the specific typologies. As stated in Chapter 1 above, the TC ARC may at its sole discretion grant exceptions to these Design Standards in order to achieve the development goals for the master planned community. Additional details regarding the TC ARC review process are described separately in procedural guidance documents for TC Phase 3A. Within fifteen (15) days after request by any Developer who purchases tracts within 3A or its prospective lender (collectively, a "Tract Owner"), TCC on behalf of itself and on behalf of the TR ARC agrees to execute (or provide written comments to any such proposed estoppel certificate) an estoppel certificate, certifying (i) that these Design Guidelines are in full force and effect (or if there have been modifications, a description of such modifications and that these Design Guidelines

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as modified are in full force and effect); (ii) that to its knowledge, there are no defaults hereunder with respect to the Tract Owner or the tract it is acquiring if that is the case and if it not the case, the nature of such default; (iii) the amount of any unpaid assessments or encumbrances with respect to the Tract Owner or the tract it is acquiring; and (iv) to any other factual information reasonably requested. Any statement delivered pursuant to this Section 2C may be relied upon by any Tract Owner.

D. City of Santa Fe Review Process

Where these Design Standards are silent on an issue, the applicable provisions of the City of Santa Fe Land Development Code shall govern, as specified in Chapter 14 of the Santa Fe City Code (Chapter 14 SFCC), as administered by the City's Planning and Land Use Department. Once TC ARC review has taken place, each developer must make application to the City in accordance with applicable provisions of Chapter 14. Developers are encouraged to engage with City staff early in the planning and design of each tract to ensure proper review procedures are followed. All public improvements shall comply with all ADA accessibility guidelines.

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CHAPTER 3: ROADWAY TYPOLOGY

Phase 3A will be served via the extension of Paseo del Sol from the current terminus of Paseo del Sol West just south of Jaguar Drive east to the Herrera Drive/Paseo del Sol East roundabout, completing this important roadway connection. In addition, an internal Loop Road will complete the Phase 3A backbone roadway infrastructure, providing access to the development tracts.

The Amended Master Plan identifies potential future roadway connections to adjacent lands, including NMSD property and the Mutt Nelson neighborhood to the south. As the individual tracts are developed, road stub-outs and/or right-of-way dedications are required where connections to existing or potential future roads exist to ensure adequate roadway connectivity in the larger area. In addition, connectivity among the development tracts is a key component of the design intent. Tracts should be designed to connect to adjacent tracks and consider future development potential.

In an effort to provide improved pedestrian amenities and connectivity, the Roadway Typology requires sidewalks on both sides of each of the three street types. Furthermore, in order to address parking shortages experienced in previous phases, on-street parking is proposed on segments of Paseo del Sol and on the Community Loop Road. On-street parking will be encouraged on one side of the Local Streets, which will be constructed within the development tracts. For example, adequate roadway width and strategic driveway placement will support on-street parking.

All roads must be developed to the current City engineering standards (e.g. standards for asphalt, subgrade and pavement) and must conform to the roadway typologies presented herein (these roadway typologies may differ from those in the City's Land Development School). Roadway standards are illustrated below by road sections, and their relationship to the buildings are defined with the Building Typology as frontage specifications. In response to feedback from current Tierra Contenta residents, shared driveways are not permitted in Phase 3A. If alley-loaded housing developments are proposed, please refer to the City standards for alleys in Chapter 14 SFCC.

A. Paseo del Sol

Paseo del Sol is the primary through road connecting Phase 3 to previous phases of Tierra Contenta and to the City's larger roadway network. This roadway is not, however, intended to be a high-speed, multi-lane thoroughfare and is instead designed with traffic calming, pedestrian orientation, and activation of the streetscape as top priorities. No rear-facing building relationships are permissible, and no driveways are allowed from Paseo del Sol, except for the purposes of accessing rear parking for multi-unit residential developments or commercial/mixed use buildings. Sidewalks and bike lanes are included on both sides of the street, and a landscaped median will aid in traffic calming and enhancement of the driver and pedestrian experience. Street trees, per the City's standards, are required, and frontage relationships of buildings are defined in the Building Typology to ensure that Paseo del Sol is an attractive, inviting, and pedestrian-friendly streetscape. TCC will be responsible for constructing the extension of Paseo del Sol from its current terminus at Jaguar Drive to the existing roundabout at Herrera Drive. A cross section and plan view of Paseo del Sol are provided below for illustration (**Figure 2**).

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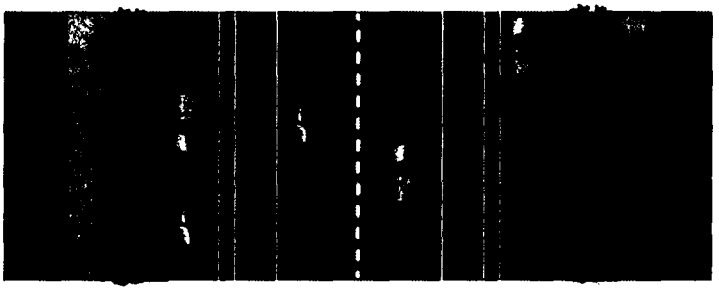
Figure 2:



Colored bike lane striping per NACTO design standards may be utilized subject to approval of the City Public Works Department.



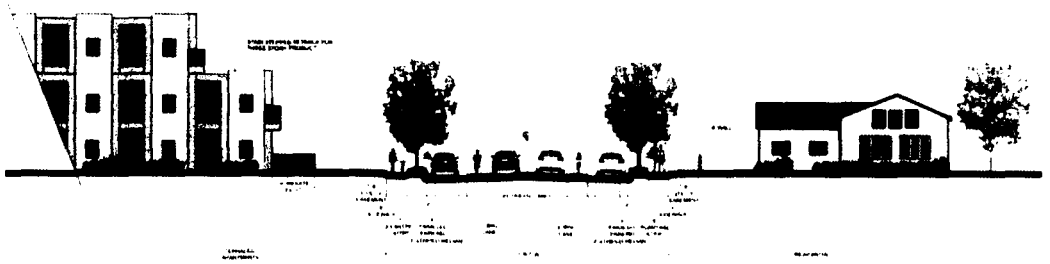
B. Community Loop Road

The Community Loop Road provides access to the Phase 3A development tracts from Paseo del Sol. As such, it is a critical piece of the spine infrastructure for Phase 3A. The Community Loop Road is envisioned as a low-speed collector with on-street parking and sidewalks on both sides, along with requisite street trees and plantings. As with Paseo del Sol, no rear facing building relationships are permissible, but drive-ways are allowed. TCC will be responsible for constructing the Community Loop Road. A cross section and plan view of the Community Loop Road are provided below, for illustration (**Figure 3**).

Figure 3:



Colored bike lane striping per NACTO design standards may be utilized subject to approval of the City Public Works Department.



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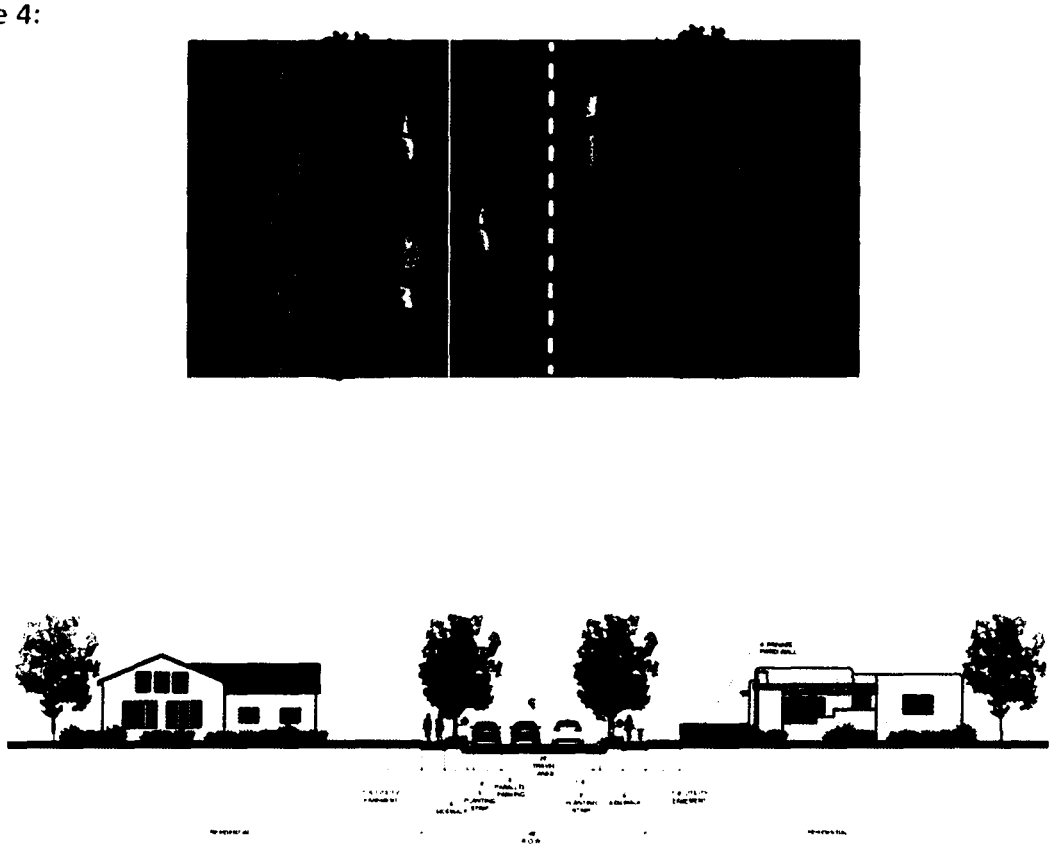
C. Local Streets

The configuration of Local Streets will be determined as tracts are developed, depending on the program proposed by the developer of that tract.

Sidewalks, street trees, and plantings are required on both sides of the Local Streets, and on-street parking on at least one side is strongly encouraged. In the event on-street parking is not feasible due to driveway proximity, dedicated guest parking areas may be required, subject to TC ARC approval. A conceptual cross section and plan view of a Local Street are provided below, for illustration. The developer of each tract in Phase 3A will be responsible for constructing Local Streets in accordance with the Design Standards described here. Graphics presented here are to be viewed as an example of a Local Street with on-street parking on one side (**Figure 4**).

Figure 4:



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D. Requirements Specific to Each Roadway Type

The following table and the text that follows it provide specifications and requirements based on the roadway type.

Table of Roadway Requirements by Street-Type

	Paseo del Sol	Loop Road	Local Street
Right-of-Way width (feet)	88 feet	65 feet	43 - 49 feet
Sidewalks required min. width (feet)	6 feet	5 feet	5 feet
Planting Strips required min. width (feet)	5 feet	5 feet	5 feet
Bike Lanes required min. width (feet)	5 feet with 2-foot striped median between on-street parking and bike lane	5 feet with 2-foot striped median between on-street parking and bike lane	Sharrows may be warranted subject to approval of the City Public Works Department
Driving Lanes required width (feet)	10.5 feet each way	10 feet each way	10 feet each way
Curb and Gutter width (feet)	2 feet	2 feet	1.5 feet
Center Medians min. width (feet)	Planted median, 14 feet	None	None
Private Driveways allowed	No	Yes	Yes
On-Street Parking required or allowed & min. width (feet)	Yes (on both sides of street), 6 feet	Yes (on both sides of street), 6 feet	Encouraged on one side of street, subject to TC AR approval. 6 feet
Streetscape planting requirements	Refer to Chapter 14 SFCC	Refer to Chapter 14 SFCC	Refer to Chapter 14 SFCC

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E. Traffic Engineering Measures

Driveway Connections to Public Streets: The width of the driveway (curb cut) at the right-of-way line of a public street for private driveways shall not be less than twelve feet (12 ft.) or greater than twenty-two feet (22 ft.) in width at the edge of the street pavement. Drive pads between the curb and the right-of-way line must be concrete. Driveway surfacing between right-of-way line and the garage, carport vehicle entrance, or parking pad shall be concrete, asphalt or other hard pavement acceptable to the City. For alley standards, please refer to Chapter 14 SFCC.

Lot Access: Every lot does not have to have direct access from a public street. Rather, every lot shall have access that is sufficient to afford a reasonable means of ingress and egress to property for its intended use(s). Please note that no driveways are permitted from Paseo del Sol except where they access multi-family or commercial/civic developments. Pedestrian and/or vehicular connectivity among individual developments along Paseo del Sol is encouraged where feasible and appropriate and subject to the requirements of Chapter 14. Please see the Roadway Typologies for more information.

Street Connectivity: One of the basic elements of the TC Master Plan is 'loop roads and connected streets'. This provides a variety of options for traffic traveling into and out of neighborhoods and more evenly distributes traffic flow. Recognizing that there are terrain constraints, the streets in Tierra Contenta are to be designed to minimize the use of cul-de-sacs, dead end streets, and other similar no-exit streets or passages. Where possible, streets are to be laid out to connect adjacent subdivisions and/or neighborhoods without the necessity to use the loop road.

Where streets are stubbed out at connections of roads to be built in the future, the developer is required to provide permanent barricades and 'ROAD CLOSED' signs. In addition, a 24-inch by 36-inch sign stating the following is to be provided: 'THIS ROAD WILL BE CONNECTED TO FUTURE DEVELOPMENT.'

Landscaping: Developers shall install a minimum of one tree or three shrubs in the front yard of each single-family lot, with standard warranties. Landscaping on all other lots and parking areas shall be per Chapter 14 requirements.

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CHAPTER 4: 'MIXED RESIDENTIAL' BUILDING TYPOLOGY

Phase 3A of Tierra Contenta is being developed at a time of unprecedented housing shortage in the City of Santa Fe. In response to the housing shortage, specifically rental housing, a number of apartment buildings have been approved helping to reduce the shortage. However, both in the City and across the nation a limited supply of housing in between detached, single-family for-sale homes and large-scale apartment complexes persists. Phase 3A of Tierra Contenta seeks to increase the supply of a diversity of housing types – what is often referred to as the 'missing middle.' The allowable housing types are described in this section. Mobile homes are not permitted; however, modular homes and prefabricated components may be used if approved by the TC ARC.

The Phase 3A Building Typology identifies typical and appropriate building forms to encourage diversity of housing types, as well as activation of the streetscape. Each building type includes specifications for access and entry, parking, frontage, placement, and massing of building form. Building types are accompanied by simple visual renderings or photos, schematic plans, and sections showing building footprints and frontage relationships. All residential building types are permissible in all Mixed Residential areas. No rear-facing building orientations are permissible for any building type on any roadway type, with the exception of accessory dwelling units facing an alley.

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A. Detached House

A single-family detached house is permitted in Phase 3A and is a detached structure that incorporates one dwelling unit on a single lot with front, rear and side yards. The detached structure must be oriented toward the street, and may be accompanied by one attached or freestanding accessory structure.

Access and Entry	The principal entry to each dwelling shall face the street frontage and have direct access from a porch/portal, stoop, or private patio. Access for parking, loading, and trash disposal must be from an alley, narrow driveway, ribbon driveway or circular driveway.
Parking	Parking shall be located in garages, carports, or in designated driveways constructed for that purpose. Garages or carports may be attached, detached, or connected by a breezeway. Attached garages or carports shall be set back from street-facing façades by a minimum of 5 feet. Detached and breezeway garages must be located in the side or rear yard. Side yard garage access is permissible when a dual frontage is present.
Frontage	Principal entry must face the street. Must include a portal/porch, stoop, or private patio. May have dual frontage in which there is both front yard and side yard frontage. Front yard may be enclosed with a low yard wall or fence (max 4 ft. high) at the property line. If a side yard frontage is present, a yard wall or fence up to 6 ft. high is permissible at the frontage.

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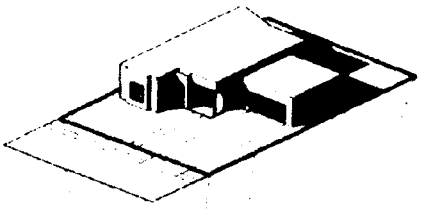
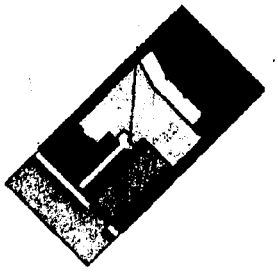
Placement	Front Setback: Min 7 ft. / Max 20 ft. Side Setback: Min 5 ft. / Max 10 ft. Rear Setback: Min 10 ft. Zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from any frontage by at least 20 ft.
Massing	May be 1 or 2 stories in height. May not exceed maximum height allowed by Chapter 14 SFCC. There are no step-back requirements.







SINGLE FAMILY DETACHED

Building
Outside space
Pavement

B. Accessory Structures

Accessory structures, including accessory dwelling units, are permitted in Phase 3A and are typically located near the rear of a lot. Accessory structures can be free-standing or attached to a garage or main dwelling unit and can be a stacked, second-floor unit above a garage or main house. They can serve as an accessory dwelling unit, home office space, studio, workshop or other accessory use, as permitted by Chapter 14 SFCC, as amended.

Access and Entry	The Principal entry to the structure shall be accessed from the side or rear yard or alley. Principal entry to the accessory structure shall not be visually dominant over the principal entry to the main dwelling. Access for parking, loading, and trash disposal must be from an alley or driveway.
Parking	Parking shall be located below, beside, or behind the structure and accessed from an alley or side driveway.
Frontage	Typically do not have street frontage unless accessed from a side yard.
Placement	Typically located near the rear of a lot and can be free-standing or attached to a garage or main dwelling structure. Side Setback: Min 5 ft. / Max 10 ft. Utility sheds may only be located in the rear yard.
Massing	Can be a single-story structure or a stacked, second-floor structure above a garage or main house. Building cannot exceed maximum height allowed by Chapter 14 SFCC when the accessory structure is located on a second floor. Floor area cannot exceed that of the principal dwelling nor exceed 1500 gross sq. ft., whichever is less.

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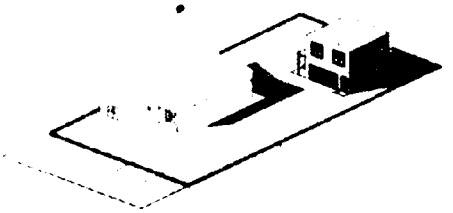

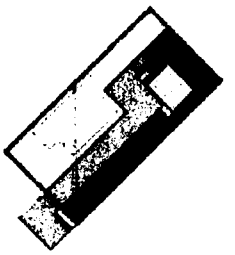

ACCESSORY STRUCTURE DWELLING UNIT

Building
Outside space
Pavement

C. Duplex/Triplex

Both duplexes and triplexes are permitted in Phase 3A and are structures that consist of two or three side-by-side or stacked dwelling units. Principal entries face the street within a single building massing.

Access and Entry	The principal entry to each dwelling or each common entrance, if designed as stacked flats, shall have direct access from a portal/porch, a common portal/porch, or stoop facing the street.
Parking	Parking shall be located in garages, carports, or in designated driveways constructed for that purpose. Garages or carports may be attached, detached, or connected by a breezeway. Attached garages or carports shall be set back from street-facing façades by a minimum of 5 feet. Detached and breezeway garages must be located in the side or rear yard. Side yard garage access is permissible when a dual frontage is present.
Frontage	Principal entries or common entrance must face the street. Each dwelling must include a stoop or porch/portal, either individually or in common with an adjoining dwelling. May have dual frontage in which there is both front yard and side yard frontage. Front yard may be enclosed with a low yard wall or fence (max 4 ft. high) at the property line. If a side yard frontage is present, a yard wall or fence up to 6 ft. high is permissible at the frontage.
Placement	Front Setback: Min 7 ft. / Max 20 ft. Side Setback: Zero-lot-lines permissible if attached side-by-side units. If stacked, min 5 ft. / Max 10 ft. Rear Setback: Min 10 ft. Zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from any frontage by at least 20 ft.
Massing	May be articulated as large detached houses consistent with the vernacular building form in the surrounding neighborhood. Structure cannot exceed maximum height allowed by Chapter 14 SFCC. Duplexes may also be designed as stacked flats, abutting townhouses, courtyards, or other vernacular forms compatible with the surrounding neighborhood. Attic spaces may be used as habitable space.

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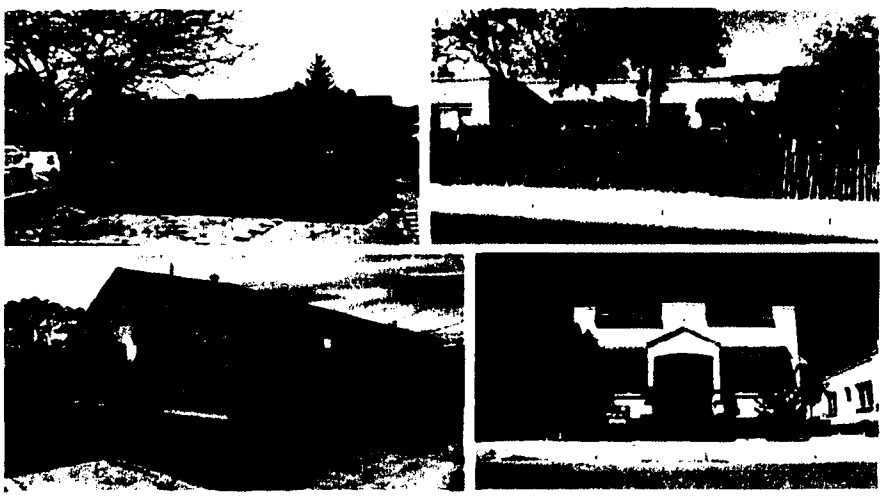

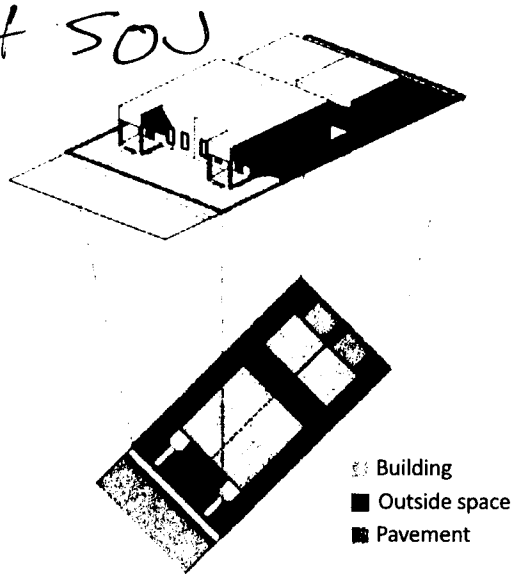

DUPLEX - ALLEY LOADED

D. Townhouse/Rowhouse

Townhouses and rowhouses are permitted in Phase 3A and consist of multiple attached dwelling units, placed side-by-side (zero-lot-line), but cannot exceed 180 linear feet. These structures are typically located in a location that serves as a transition from primarily detached, single-family homes to higher density areas.

Access and Entry	The principal entry to each dwelling shall have direct access to the street. Parking, loading and trash disposal must be accessed from an alley or from a shared driveway.
Parking	Parking shall be located behind each building or in attached garages facing the street. Attached garages or carports shall be set back from street-facing façades by a minimum of 5 feet.
Frontage	Each dwelling must include a stoop or porch/portal fronting the street and a public sidewalk or a common open space. May have dual frontage in which there is both front yard and side yard frontage. Front yard may be enclosed with a low yard wall or fence (max 4 ft. high) at the property line. If a side yard frontage is present, a yard wall or fence up to 6 ft. high is permissible at the frontage.
Placement	Front Setback: Min 7 ft. / Max 20 ft. Rear Setback: Min 10 ft. Zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from any frontage by at least 20 ft.
Massing	May be 1 or 2 stories in height. May not exceed maximum height allowed by Chapter 14 SFCC. There shall be a minimum horizontal offset of five feet between attached dwelling units along the front facade.

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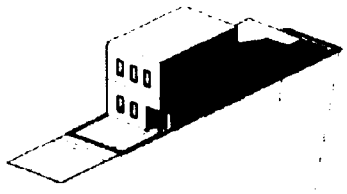
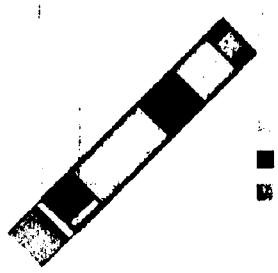
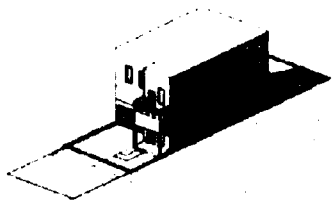
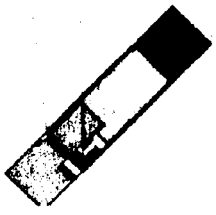




Building
Outside space
Pavement

TOWNHOUSE - ALLEY LOADED





TOWNHOUSE - FRONT LOADED

E. Casita Court

Casita courts are permitted in Phase 3A and consist of a series of small, detached structures and/or side-by-side attached structures, providing multiple dwelling units arranged around a shared courtyard, which takes the place of a private rear yard. Each unit shall have an individual entry accessed from the shared courtyard.

Access and Entry	The principal entry to each dwelling shall have direct access to a shared courtyard at ground level or from a stoop or small portal/porch.
Parking	Parking can be located behind the rear massing of the courtyard or below the rear-most dwelling units, which may be located above a bank of garages. A common parking court may be provided interior to the block.
Frontage	Typically, multiple building masses are arranged around a central landscaped courtyard. Yard walls or fences flush with the courtyard opening are permissible, cannot exceed 4 ft. in height, and must include a pedestrian opening/entry, which can be gated.
Placement	Front Setback: Min 7 ft. / Max 20 ft. Side Setback: Min 5 ft. / Max 10 ft. Rear Setback: Min 10 ft. Side yard zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from alley frontage by at least 20 ft.
Massing	Typically consists of single-story structures, but can be up to two stories (maximum height allowed by Chapter 14 SFCC). Often the rear-most building(s) are up to two stories, sometimes allowing for garages on the ground floor and dwelling units above, while the structures flanking the courtyard are 1 to 1.5 stories.

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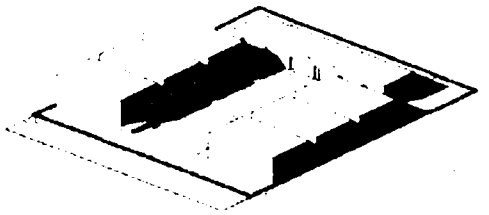

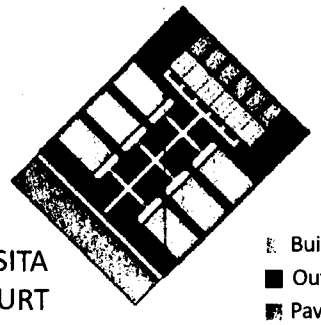

CASITA COURT

Building
Outside space
Pavement

F. Courtyard Apartments

Courtyard apartment complexes are permitted in Phase 3A and consist of multiple side-by-side and/or stacked dwelling units arranged around a shared courtyard. These units may be accessed from a central common entry facing the street.

Access and Entry	The principal entry to each dwelling shall be accessed from a common entry and interior corridor.
Parking	Parking shall be located behind the rear massing of the courtyard. A common parking court may be provided interior to the block.
Frontage	Central portion of the building is set back between two flanking sections that are closer to the front property line, creating a recessed, landscaped courtyard. Yard walls or fences flush with the courtyard opening are permissible, cannot exceed 4 ft. in height, and must include a pedestrian opening/entry, which can be gated.
Placement	Front Setback: Min 7 ft. / Max 20 ft. Side Setback: Min 5 ft. / Max 10 ft.; zero-lot-lines are permissible for side-by-side attached structures. Rear Setback: Min 10 ft. Zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from any frontage by at least 20 ft.
Massing	Up to three stories (maximum height allowed by Chapter 14 SFCC) if located on Paseo del Sol; up two stories (maximum height allowed by Chapter 14 SFCC) elsewhere.

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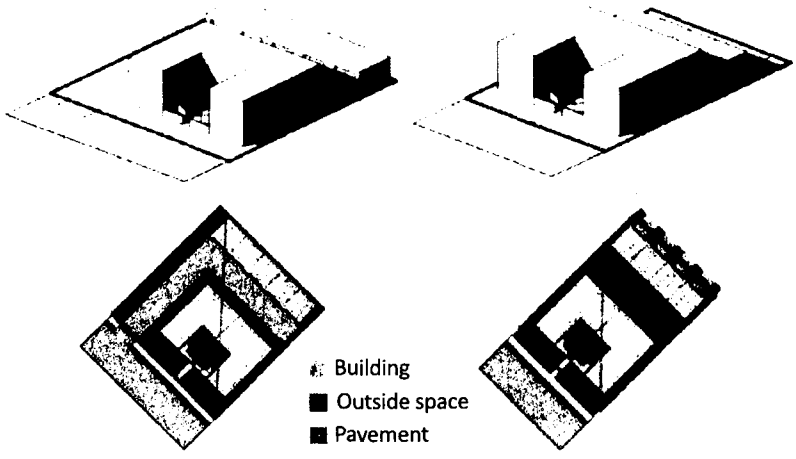

COURTYARD - FRONT LOADED

COURTYARD - ALLEY LOADED

G. Multiplex

Multiplexes are permitted in Phase 3A and are detached structures that consist of four or more dwelling units arranged side-by-side and/or stacked, typically with one shared entry at the front. This building type may have the appearance of a medium-to-large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. Typically, multiplexes do not include a rear yard as parking is generally located behind the structure.

Access and Entry	Dwelling units are accessed from a common entry or entries and interior corridor(s).
Parking	Parking is located behind the structure and accessed from an alley or from a shared narrow or ribbon driveway. Parking may be accessed from the side yard if there is a dual frontage condition.
Frontage	Building frontage has the appearance of a medium-to-large detached house, set near the street. May have dual frontage. Typically, there are no yard walls or fencing. However, if present, front yard walls or fences may not exceed 4 ft. If a side yard frontage is present, a yard wall or fence up to 6 ft. high is permissible at the frontage.

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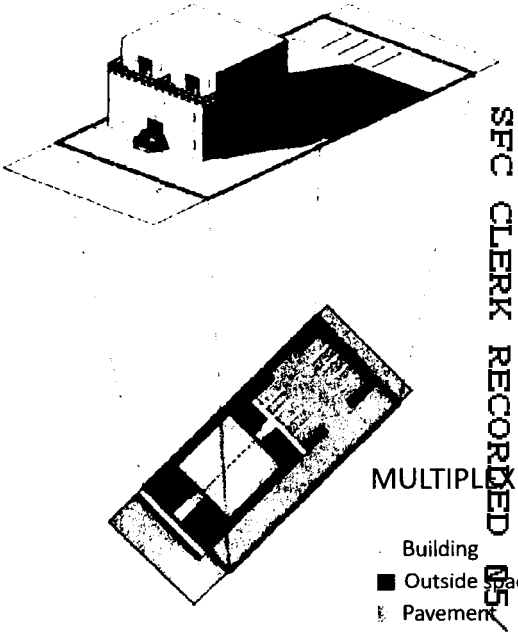
Placement	Front Setback: Min 7 ft. / Max 20 ft. Side Setback: Min 5 ft. / Max 10 ft. Rear Setback: Min 10 ft. Zero-lot-lines are permissible for garages/carport at rear of the lot, but garages/carports must be set back from any frontage by at least 20 ft.
Massing	Up to three stories (maximum height allowed by Chapter 14 SFCC) if located on Paseo del Sol; up to two stories (maximum height allowed by Chapter 14 SFCC) elsewhere.





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H. Terrace Apartment

Terrace apartments are permitted in Phase 3A and are buildings or a group of buildings containing multiple dwelling units, stacked vertically and horizontally. These buildings can take the form of rectilinear building blocks, or L-shaped or U-shaped footprints. Typically, each dwelling unit has a small private terrace, and there may be shared terraces for common use by residents.

Access and Entry	Dwelling units are accessed from a common entry, separate entries, or interior corridor(s) and vertical circulation.
Parking	Underground or surface parking. Surface parking may not be located between the public right-of-way and an adjacent building.

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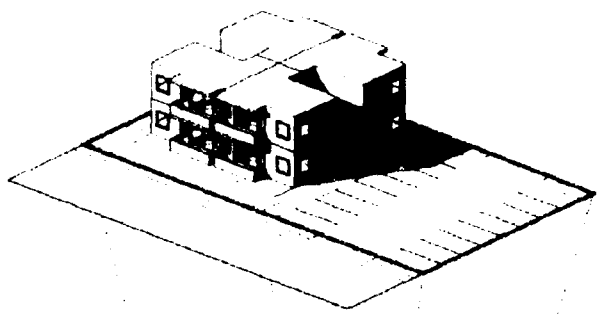
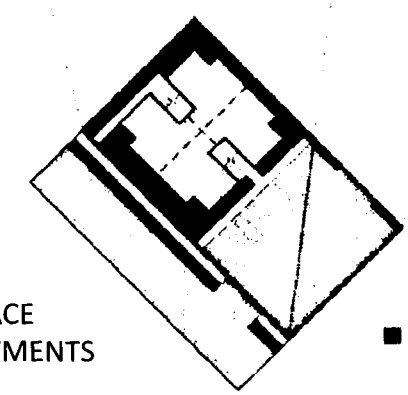
Frontage	Buildings are generally arranged close to the street. Each dwelling unit typically has a small terrace, landing, or private yard enclosed with a low (4 ft. max height) wall or fence, either elevated above the street level (balcony) or at street level, or a combination of both. Perimeter fencing for low-rise garden apartments shall not exceed 6 ft. in height, must allow for transparency/visibility, and must be set back at least 5 ft. from the edge of right-of-way. The resultant open space between the right-of-way and the perimeter fencing must be landscaped and maintained as common open space. Six-foot-high block walls are not permitted, and six-foot-high fencing is not permitted at the edge of right-of-way.
Placement	Front Setback: 10 ft. for a 2-story building / 20 ft. for a 3-story building (no step-back required, see below) Side Setback: 10 ft. min. Rear Setback: 10 ft. min.
Massing	Up to three stories if located on Paseo del Sol; two stories elsewhere. No step-back required if three story building is set back 20 ft. from frontage/ROW.
Service and Loading	Outdoor loading, service, and refuse areas shall be integrated into the building design if possible, or shall be located where they are not visible from streets, City parks, Major Public Open Space, trails, or major arroyos adjacent to the lot or from adjacent properties with low-density residential development to the maximum extent practicable.









TERRACE APARTMENTS

Building
Outside space
Pavement

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CHAPTER 5: 'MIXED-USE' BUILDING TYPOLOGY

The Mixed-Use designated tracts provide medium-to-high density residential, shopping, service, office, live-work, civic, and entertainment uses. The building typology described in this section is permitted in the Mixed-Use designated development tracts, in addition to the Mixed Residential building types described in the previous chapter.

A. Live-Work

Live-Work structures are permitted on Mixed-Use tracts in Phase 3A and are attached or detached structures that consist of one dwelling unit above and/or behind a flexible ground-floor space that can be used for residential or commercial purposes. Both the flex space and living space are owned or occupied by one entity. Especially appropriate for incubating small businesses and for allowing commercial uses to expand as the market demands.

Access and Entry	Ground floor flex space and residential space typically have separate entrances. Upper floor residential units may have a common entry. Parking, loading and trash disposal accessed from alley or rear of the lot.
Parking	Parking areas must be located adjacent to an alley or at the rear of the lot and may not abut the street frontage. On-street parking is typical along street frontages.
Frontage	Shopfront street frontage is typical at the ground floor. Each shopfront must have a separate entrance, which may be covered with a portal or awning. Live-work buildings may be arranged around an interior landscaped and/or hardscaped courtyard or forecourt.
Placement	Front Setback: zero-lot-line permissible / 10 ft. maximum Side Setback: zero-lot-line permissible / 10 ft. maximum Rear Setback: 10 ft. minimum
Massing	Up to three stories (maximum height allowed by Chapter 14 SFCC) if located on Paseo del Sol; two stories (maximum height allowed by Chapter 14 SFCC) elsewhere.
Service and Loading	Outdoor loading, service, and refuse areas shall be integrated into the building design if possible, or shall be located where they are not visible from streets, City parks, Major Public Open Space, trails, or major arroyos adjacent to the lot or from adjacent properties with low-density residential development to the maximum extent practicable.

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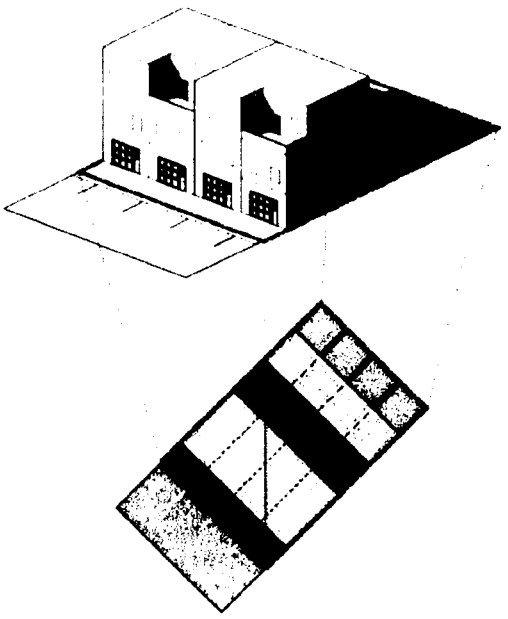

B. Flex Building

Flex buildings are permitted on Mixed-Use tracts in Phase 3A and contain at least one story above the ground floor, with shop fronts on the ground floor. The building may contain any combination of residential, office, and commercial uses. Retail should occur on the ground floor, but is not mandatory. The building may evolve over time through many combinations of use.

Access and Entry	Principal entry to each individual unit on the ground floor must have direct access from the street frontage. Parking access is from an alley or narrow driveway.
Parking	Parking is located behind or under the building. Additional on-street parking is typical. A common parking area may be located interior to the block.
Frontage	Frontages take the form of shop fronts. A courtyard/forecourt building arrangement is permissible. Commercial buildings: shall devote a minimum of 50% of street level, street facing area to store fronts and/or café frontages.
Placement	Front Setback: zero-lot-line permissible / 10 ft. maximum Side Setback: zero-lot-line permissible Rear Setback: 10 ft. minimum
Massing	Up to three stories if located on Paseo de Sol; two stories elsewhere. Buildings facing a street that are longer than 50 ft. must be articulated a minimum of every 40 ft. along the street-facing façade. Entryways are required at least every 40 ft.
Service and Loading	Outdoor loading, service, and refuse areas shall be integrated into the building design if possible, or shall be located where they are not visible from streets, City parks, Major Public Open Space, trails, or major arroyos adjacent to the lot or from adjacent properties with low-density residential development to the maximum extent practicable.

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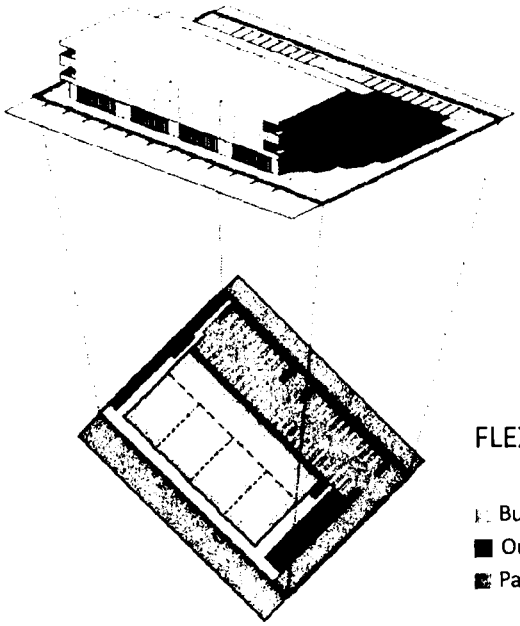

FLEX BUILDING

- Building
- Outside space
- Pavement

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CHAPTER 6: OPEN SPACE AND TRAILS TYPOLOGY

According to the Tierra Contenta Master Plan Amendment for Phase 3A, 85.65 acres of open space will be preserved, which includes one Neighborhood Park, to be owned and maintained by the City, four dispersed pocket parks (described below) to be maintained by the applicable homeowners' association and an extensive trail network to be maintained by the City. Park locations shown on the Master Plan Amendment Plans are conceptual and subject to change during platting. These decentralized passive and active recreational spaces are intended to provide community connection opportunities throughout the neighborhood and will be developed in accordance with the Open Space and Trails Typology described below.

Some development will inevitably occur in the open space. The open space may be used for utility corridors, road crossings, stormwater management, recreational trails, as well as passive and active recreational activities.

A. Neighborhood Park

Up to 5 acres in size, the Neighborhood Park included in Phase 3A serves as a social and recreational focal point for the neighborhood. The park may include a formal playground, outdoor sport courts, sport fields, picnic tables, pathways, and/or multi-use open turf areas, to the extent such turf areas are constructed in accordance with all then applicable restrictions and regulations. It can accommodate the recreational needs of a wide variety of users, and access for pedestrians, bicyclists and other non-motorized travelers is a priority. Sidewalks, pathways, and connections to the larger neighborhood trail system will be established. The Phase 3A Neighborhood Park will include a 10-ft-wide paved multi-use trail that will connect to the pedestrian corridor and wider system of community trails, as described in the trails typology below, and trail connections to the neighborhood park must be established from adjacent development tracts. The Neighborhood Park shall include an off-street parking area providing a minimum of ten (10) spaces, inclusive of requisite ADA spaces.

The Phase 3A Neighborhood Park will provide a variety of recreational, social, and cultural opportunities, create green space within neighborhoods, contribute to health and wellness of neighborhood residents, and provide opportunities to connect with nature. No more than 2/3 of the area should be reserved for active recreation. The remaining area should be enhanced with benches, gardens, natural areas, multi-use green space, pathways, and other more passive pedestrian amenities. A 3-acre neighborhood park concept is provided below (**Figure 5**).

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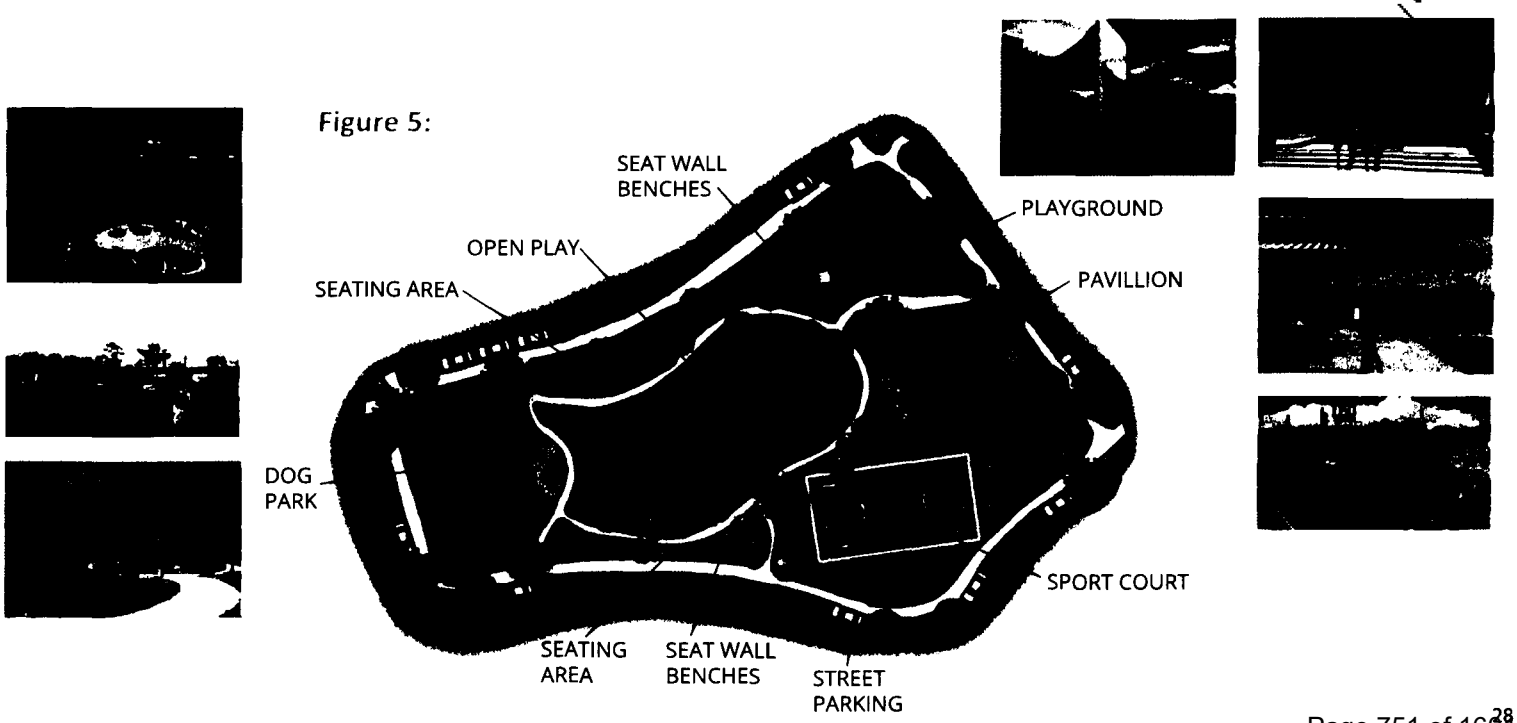

Figure 5:

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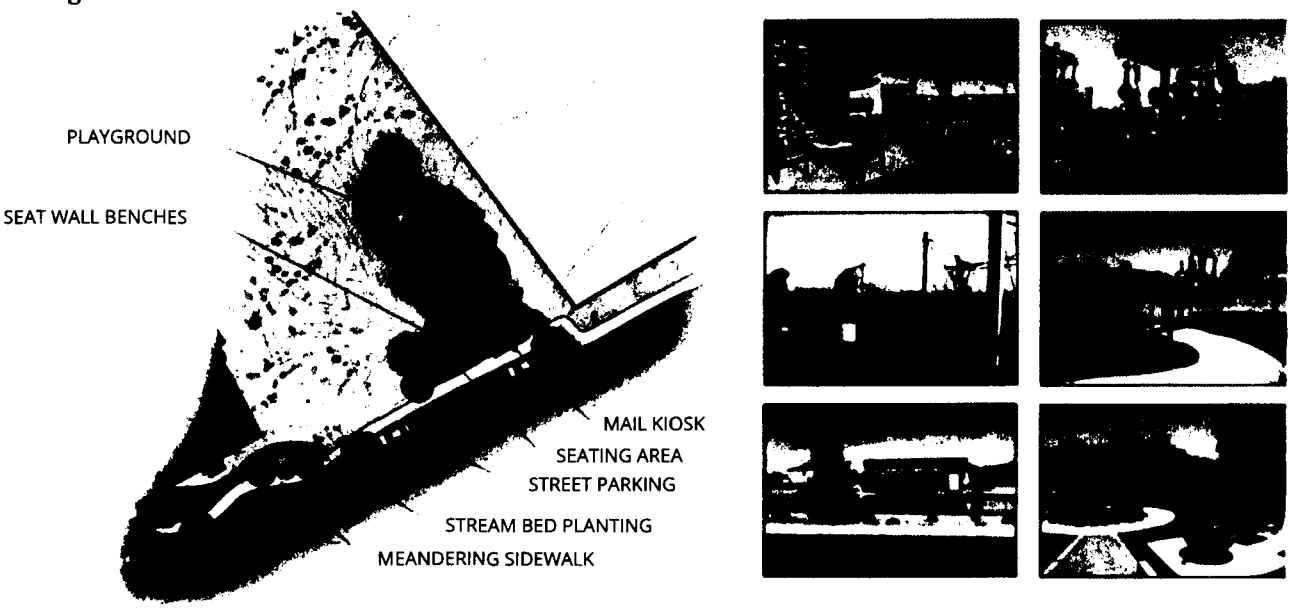
B. Pocket Park

A pocket park is a small outdoor space, usually ranging between ¼ and ½ acre in size. Also referred to as mini-parks, pocket parks are small-scale, landscaped open spaces designed for passive recreation, social interaction, and connection with nature. Minimal amenities are provided in pocket parks, aside from those intended to enhance pedestrian comfort, and connectivity from pocket parks to surrounding residences is a priority. Pocket parks shown on the Phase 3A Master Plan must be designed and constructed by the developer of the development tract in which they are located, and private maintenance responsibilities must be defined and accounted for in relevant documents. A conceptual plan of a pocket park is provided below (**Figure 6**).

Figure 6:



C. Natural Open Space

Natural Open Space is a dedicated open space that is defined by natural vegetation and shall remain largely undisturbed and protected during construction activities. Construction within Natural Open Space is limited to trails, drainage improvements/arroyo bank stabilization, and utility extensions. Disturbed areas shall be revegetated and otherwise restored to mimic the undisturbed condition.

D. Pedestrian Corridor

A pedestrian corridor is a multi-use path with open space buffer on either side that provides enhanced connectivity for pedestrians and cyclists between residential development tracts, linking streets, sidewalks, and other pedestrian pathways through a neighborhood. The 40-foot-wide non-motorized trail corridor will include a 10-foot-wide paved trail and landscaping (native grasses and shrubs will be required at minimum), and pedestrian connections to the trail from adjoining development tracts must be installed every 200 feet, at a minimum, to ensure safety and visibility for trail users. The trail will be installed by TCC and dedicated to the City for long-term maintenance, per the Restated Annexation Agreement. Connections to the trail from adjoining development tracts will be constructed by the developer of each tract. Multiple connections are encouraged based on each adjacent development's site layout, subject to review and approval by the ARC.

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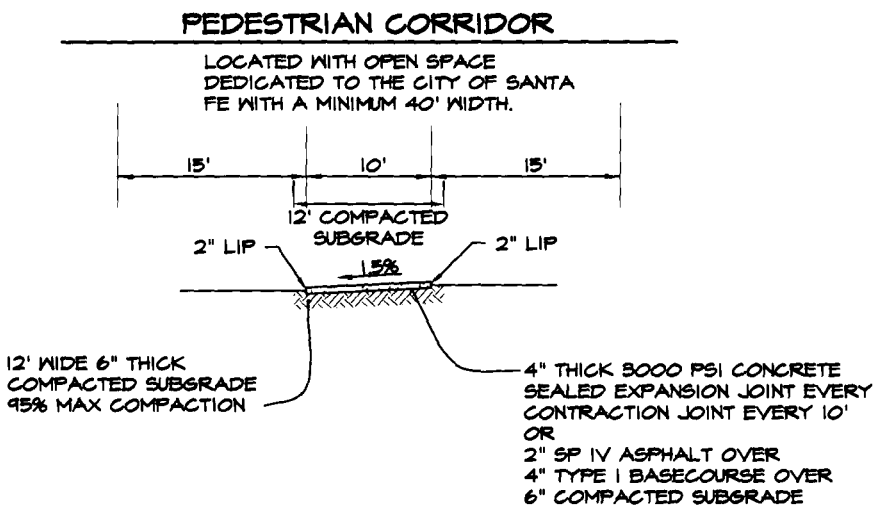
Figure 7:



E. Community Trail

A community trail is a network of 10-foot-wide non-motorized trails within the natural open space, which will connect to the existing area trails. Trails shall be accessible via the sidewalk network and connect to the parks, where feasible. The community trail network will be designed and constructed by TCC and dedicated to the City for long-term maintenance, per the terms of the Annexation Agreement. Compacted dirt trails are permissible on a case-by-case basis due to terrain constraints, subject to approval of the ARC and the City Parks and Open Space Division.

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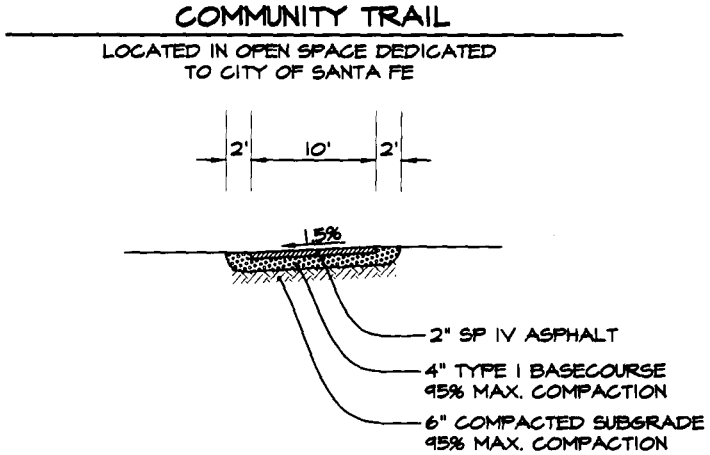
Figure 8:



F. Connector Trails

All development adjacent to dedicated open space or open space shown in the Tierra Contenta Master Plan shall provide ten foot (10 ft.) wide non-motorized trail easements for connections to any Community Trails within adjacent open space at not more than six hundred feet (600 ft.) spacing. Such easements must be dedicated at the time of subdivision plat or development plan for the subject development tract. Trail connections to adjacent Community Trails shall be constructed at the time of tract development and have a minimum five-foot (5 ft.) wide all-weather surface. Locations of the non-motorized trail easement must be shown on the plat, and the improvements shall be shown and detailed in the project plans. Non-motorized trail easements and the improvements therein, shall be maintained by the adjacent landowners, homeowners or the appropriate homeowners' association. Developers whose property is adjacent to

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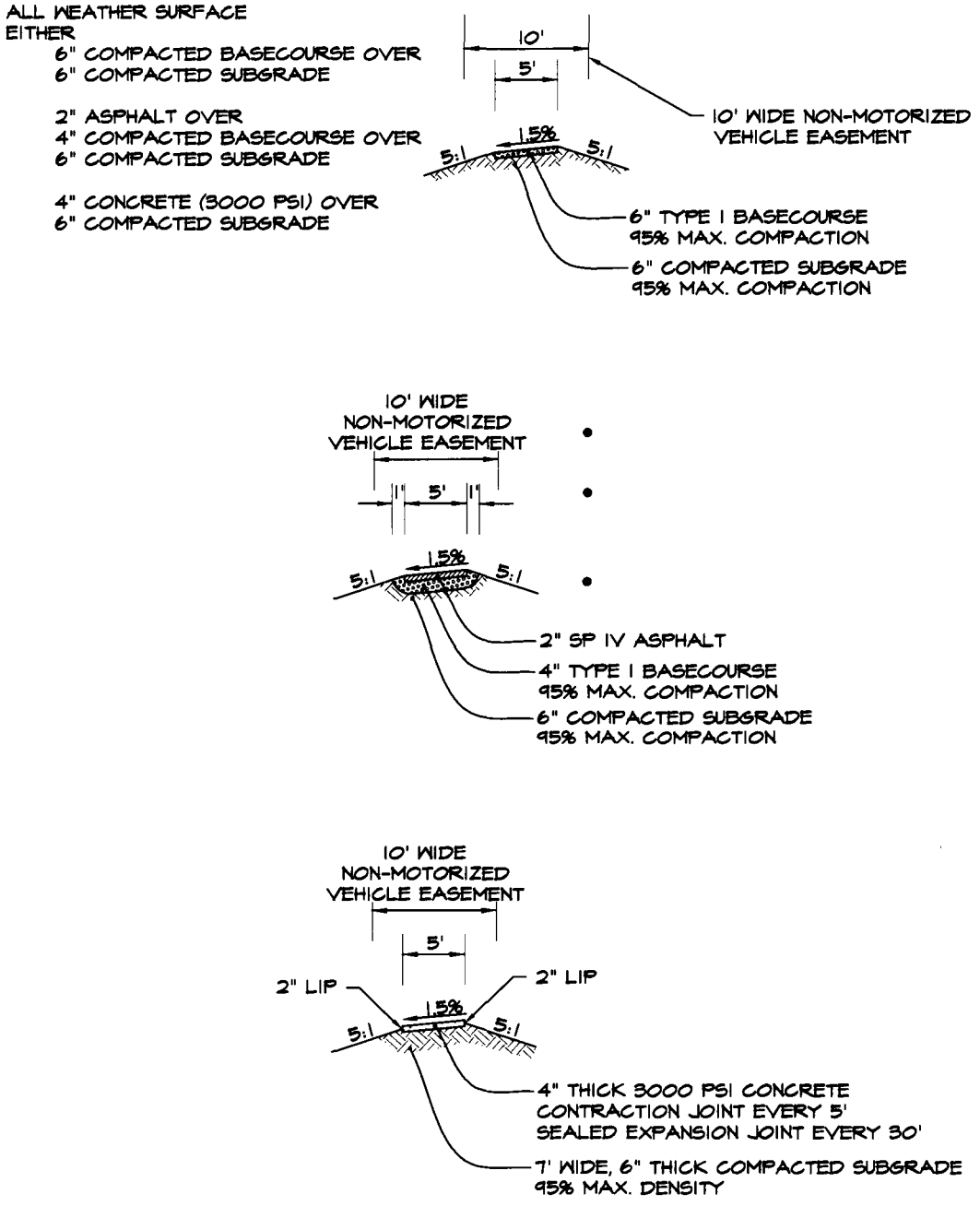
designated open space are required to provide a means of discouraging access to open space through their property by motorized vehicles. This is especially important where pedestrian access is provided to open space. Compacted dirt trails are permissible on a case-by-case basis due to terrain constraints, subject to approval of the ARC and the City Parks and Open Space Division.

Figure 9:



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CHAPTER 7: GENERAL STANDARDS

The Design Standards in this Chapter 7 apply to all types of development. They are intended to ensure consistency across all of Phase 3A. However, should a proposal include a variation that is consistent with this goal in a different way they are encouraged to propose it. It is recommended that proposals that deviate from these standards be introduced to the TC ARC early to ensure agreement from the TC ARC before much time is invested in case it is determined to be inconsistent with the goals of Phase 3A.

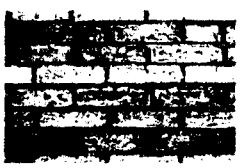
A. Architectural Standards

To promote the visual character, scale, and architectural traditions of the Santa Fe area, the architectural style of buildings in Tierra Contenta must be 'Spanish-Pueblo Revival', 'Territorial Revival', 'Northern New Mexico Vernacular,' or some combination of traditional elements of these styles with contemporary expressions. The interpretation of these styles and the decision as to whether or not the design of the building is in the required style is left to the sole discretion of the TC ARC.

Stucco, adobe, brick, split face block, and stone are appropriate exterior surface materials. The use of exposed wood should be limited, and vinyl or wood siding is discouraged. Consideration should be given to the long-term maintenance costs of any finish. In order to avoid the appearance of false appliqué, material changes are not permitted at the corners of buildings or middle of walls, unless such changes reflect actual structural differences. Material changes may occur at reverse corners. It is the responsibility of the TC ARC to review and approve building finishes.

Walls and Fences: Wall and fence materials shall be consistent with the architecture of homes and buildings. Stone, wood, wrought iron, metal, adobe, coyote fence, fired brick, poured concrete walls, or split-face block are acceptable materials. Straw-bail, CMU, or pumice-crete must be stuccoed. Chain link fencing is not allowed. Continuous wood plank fencing is not allowed along a public street, but is allowed along open space boundaries, along alleys, and between lots. Barbed wire is not allowed either in residential or commercial areas.

Figure 10:


adobe wall

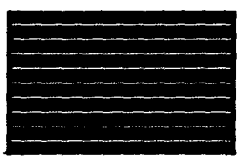

brick wall


concrete wall


split face block wall

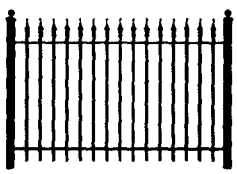

stone wall


coyote fence


metal fence


wood plank fence - horizontal


wood plank fence - vertical


wrought iron fence

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Continuous unbroken walls are not allowed adjacent to public streets. All fences constructed along street right-of-way must be made visually discontinuous by one or more of the following means:

- Changes in material
- Articulation of height with respect to the adjacent ground or sidewalk on the street side.
- Articulation of horizontal alignment with respect to the adjacent right-of-way.
- Openings defined by pilasters, arches, lintels, horizontal or vertical tapers, etc.
- Landscaping planters, bancos, gates or other features between the right-of-way line and the proposed wall

Wall and fence plans, sections, and details must be submitted to the TC ARC with the final submittal package.

Maximum heights of walls and fences are as follows:

- Along street right-of-way – four feet (4 ft.)
- Along adjoining lots, common or public open space, non-motorized trail easements, alleys, or common driveway easements – six feet (6 ft.)
- If a side yard street frontage is present, a yard wall or fence up to 6 ft. high is permissible at the frontage. The resultant open space between the right-of-way and the lot line must be landscaped and maintained as common open space.

If CMU is used for yard or retaining walls facing the open space, colored or split-faced CMU must be used, however stucco finished is preferred. All walls must be shown and detailed on the landscaping plan. No wall shall have an undifferentiated length exceeding one lot width or one hundred feet (100 ft.) whichever is less.

B. Landscape Requirements

Unless otherwise specified herein, City regulations regarding *Landscape and Site Design* apply, per Chapter 14 SFCC.

C. Sustainability Standards

The City has a Residential Green Building Code, SFCC §7-4, which applies to single-family housing, attached and detached, that is subject to the International Residential Code as opposed to the International Building Code. This typically means that residential construction that does not have units on top of each other. An expansion of that code for multi-family buildings is currently being considered by the City. Any green code in effect when a developer submits applications for building permits, will apply as a minimum standard in Tierra Contenta Phase 3A.

D. Stormwater Detention

Stormwater detention in Phase 3A must conform to City regulations regarding *Terrain and Stormwater Management, Flood Regulations*, and other relevant provisions per Chapter 14 SFCC.

E. Outdoor Lighting

All outdoor lighting shall comply with the City's Night Sky ordinance as provided in Chapter 14 SFCC.

SFC CLERK RECORDED 05/07/2025

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F. Signage and Monumentation

In keeping with the planning concepts upon which the Tierra Contenta master planned community are based, residents, guests, and visitors to Tierra Contenta should clearly know that they have entered Tierra Contenta and should be able to find their way to the individual subdivisions, schools, and recreational facilities of the development without difficulty. To this end, clear entrance monumentation and directional signage is encouraged. Unless otherwise specified herein, the City's sign regulations apply, per Chapter 14 SFCC.

Permanent Subdivision Signage: Permanent signage or monumentation identifying the entrance to a specific subdivision is permissible and subject to approval by City staff and the ARC. Designs for such signs should have an aesthetic relationship to other such signs or monumentation within the Tierra Contenta project. No permanent subdivision signs shall be placed within public right-of-way.

Tierra Contenta Entry Monumentation: The intent of monumentation is to provide entrances into the Tierra Contenta development that are clear and visible to pedestrians and automobiles from adjacent streets. Monumentation shall not be limited to signage and may include kiosks, bus stops, vegetation, seating, etc. It shall be located outside of public rights-of-way and shall not interfere or obstruct the clear-site-triangles of motorists wishing to turn onto or from adjacent roadways.

Specifications for TC entry signage: The maximum height of any Tierra Contenta entry monument sign shall be six feet (6 ft.) and its maximum width of ten feet (10 ft.). The sign may be made of stone, plaster, or another material approved by the TC ARC. It may have one, two, or three sides.

G. Miscellaneous Standards

Model Variation: To promote a visual sense of community, to avoid the appearance of segregated districts, and to enhance variation within development tracts, homebuilders shall develop a variety of units. Each development of between twenty (20) and fifty (50) units must have at least four (4) models (different floor plans) with four (4) distinct elevations. Areas with more than fifty (50) units may be required by the TC ARC to provide more models. The TC ARC will work with the builder/developer on tracts with fewer than 20 units to determine the model variation standards. Reverse floor plans do not constitute model variations. Designers should incorporate substantial changes, multiple floor plan options, and alternate entry, porches, rooflines and garage configurations. Building locations and other site planning variations shall be incorporated to create design variety. It is the responsibility of the TC ARC to review and approve model units, not City staff.

SFC CLERK RECORDED 05/07/2025

924 S02

GLOSSARY OF TERMS

Banco: A built-in masonry bench, usually stuccoed or plastered.

Building Form: The shape and configuration of a building. Both form and negative space are considered the primary elements of design.

Common Open Space: Land that is undeveloped or planted and owned and maintained by an owners' association or property owner for common use of residents of a planned residential development.

Exception: Deviations from and/or alternative approaches to the Design Standards subject to approval by the TC ARC.

Forecourt/Courtyard: An outdoor open area in front of a building typically enclosed on three or four sides and open to the sky.

Form-based: A way to regulate development that controls building form first and building use second, with the purpose of achieving a particular type of 'place' or built environment based on a community vision.

Frontage: A side of the building facing the street, usually the side of the building in which the principal entry is located.

Front Yard: The area between a building and the front property line or road onto which the plot or building fronts.

Lintel: A load-bearing member that is placed over an entranceway.

Portal/Porch: A roofed structure, usually open at the sides, projecting from the face of a building.

Principal Entry: The main point of access for pedestrians into a building or unit within a building.

Rear Yard: The area across the full width of a lot, extending from the rear line of a building to the rear property line.

Setback: The required separation between a lot line (and/or right-of-way line) and a building or structure.

Shop Front: A non-residential assembly of commercial entrance systems and windows.

Side Yard: An open space between a main building and the side lot line, extending from the front yard to the rear yard.

Step-back: An architectural design element that is applied to the upper-story of a building. Typically, a step-back requires that any portion of a building above a certain height be pushed-in towards the center of the property.

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924 SOA-1

Stoop: A porch, platform, or entrance stairway at a house door.

Streetscape: A broad term that refers to everything that makes up the scene on a street. Typical elements include the road, buildings, sidewalks, medians, street-lights, benches, and associated street trees and landscaping.

Terrace: A small, private outdoor space associated with a dwelling unit, particularly an apartment. Can be a level paved or planted area adjoining a building, or a balcony.

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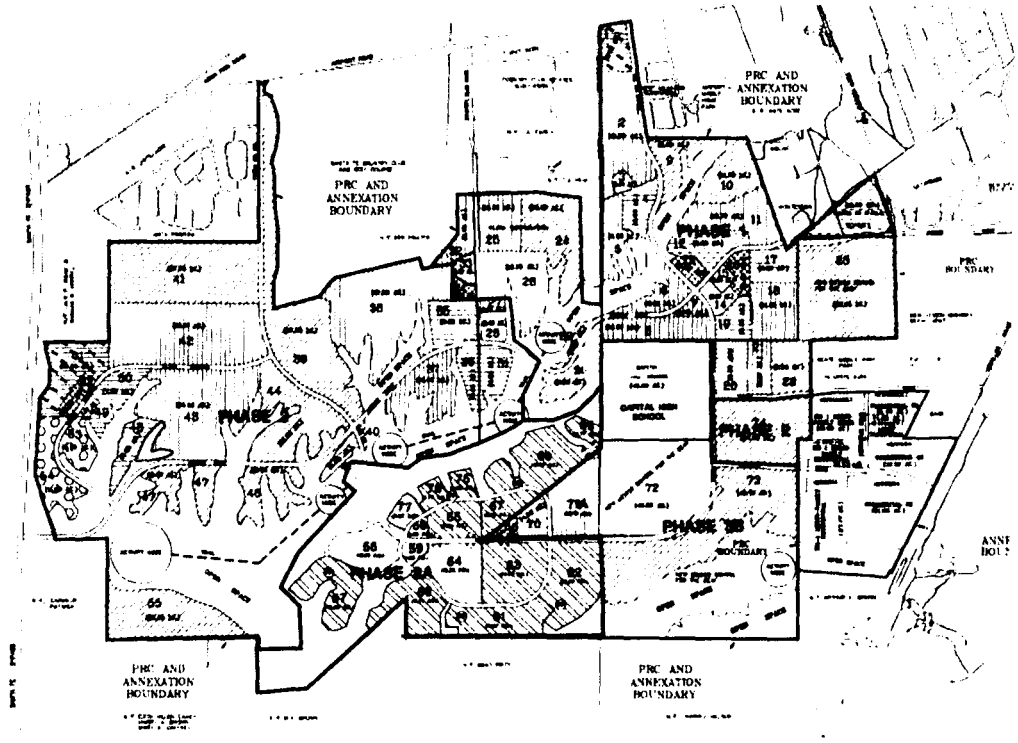
924 SO A-2

EXHIBIT A



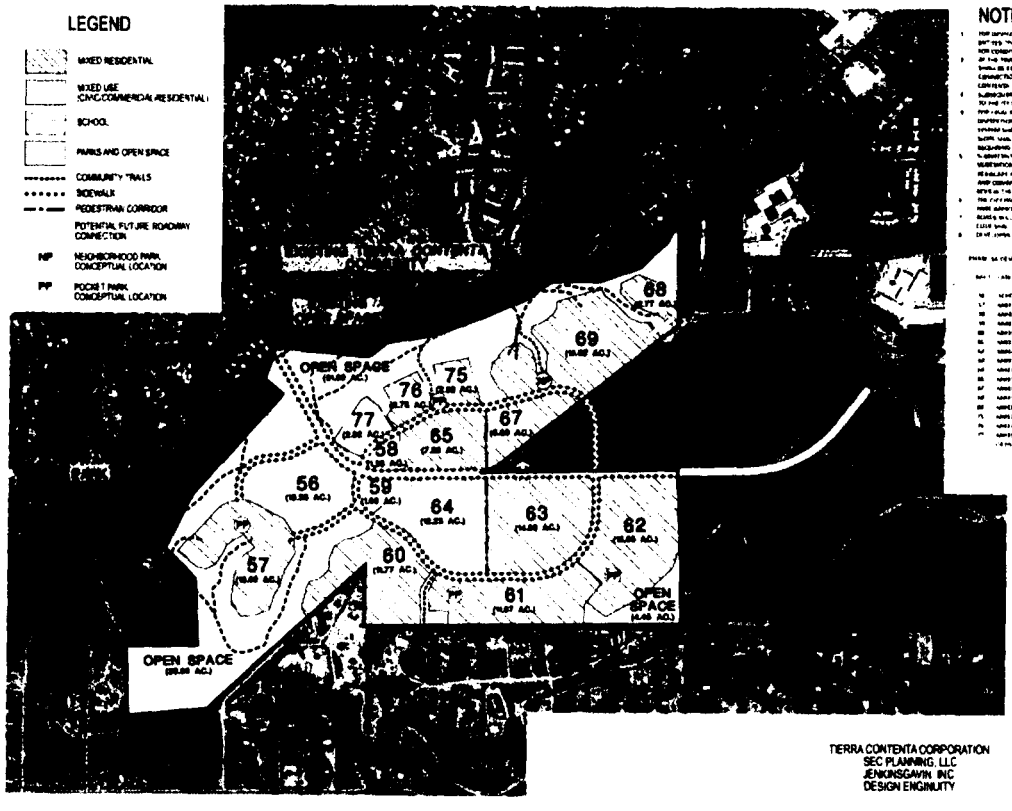
LEGEND

MASTER PLAN AMENDMENT #1 OVERVIEW

TIERRA CONTENTA PHASE 3A
SANTA FE, NEW MEXICO
SHEET 7A

PURPOSE STATEMENT: THE PURPOSE OF TIERRA CONTENTA MASTER PLAN AMENDMENT #1 IS TO ALTER LAND USES AND RESIDENTIAL DENSITIES IN PHASE 3A ONLY

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC
DESIGN ENGINUITY



MASTER PLAN AMENDMENT #1

TIERRA CONTENTA PHASE 3A
SANTA FE, NEW MEXICO
SHEET 7B

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC
DESIGN ENGINUITY

SFC CLERK RECORDED 05/07/2025

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

4. Traffic Study, Traffic Report Addendum, Drainage Analysis

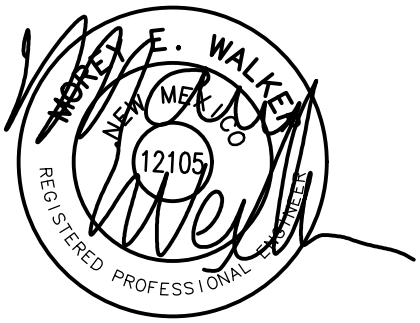
Tierra Contenta Phase 3A

Traffic Impact Analysis

November 1, 2020

for

TIERRA CONTENTA CORPORATION



Prepared by:

W • E Walker Engineering
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Appendix C - Synchro 10 Western Intersection Jaguar Drive & Paseo del Sol
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EXECUTIVE SUMMARY

The subject of this traffic study is a the area within the boundaries of a proposed amended master plan for Phase 3A of Tierra Contenta, a PUD within the City of Santa Fe located on the south side of the first two phases of the Tierra Contenta PUD. This report addresses the impact of the proposed revised land use plan for Tierra Contenta Phase 3A on the surrounding City of Santa Fe roadway system.

A buildout year of 2030 and a horizon year of 2040 were used in the analysis. Based upon the results of this traffic study, the required improvements within the studied area are the following:

- Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive
  1) In the build out year 2030 (Phase 2), no improvements are needed
  2) In the horizon year 2040, a right turn lane for Jaguar Drive eastbound

- Signalized Intersection of East Paseo del Sol and Jaguar Drive
  No improvements are required for Year 2030 and Year 2040

- Roundabout Intersection of Paseo del Sol and Herrera Drive
  3) In the build out year 2030, no improvements are required.
  4) In the horizon year 2040, a dedicated EB though lane could be required.

- Internal Phase 3A Intersection
  Both major internal road intersections will require four way stop controlled for both design year 2030 and horizon year 2040.

I. INTRODUCTION

A. Project Location and Description

As described in the draft amendment to the master plan for Phase 3A of Tierra Contenta, the study area consists of 16 large tracts which the owner, the nonprofit Tierra Contenta Corporation, intends to sell to developers and the Santa Fe Public School District for residential, commercial, parkland, and school uses. The assumed time frame for development by these other parties will be 2021 to 2030. The study area comprises approximately 223 acres of which approximately 132 acres will be developed.

Figure 1 is a vicinity map describing the location of this property. Figure 2 describes the site development plans and parcel development.

B. Purpose

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the impact of this residential development on the City of Santa Fe roadway system. This report is to determine the location and required improvements for three existing intersections and two new intersections within the Phase 3A Tierra Contenta development. The location of the existing intersections are both the east and west intersections of Paseo del Sol and Jaguar Drive and the intersection of Paseo del Sol and Herrera Drive.

C. Methodology

This TIA describes existing roadway conditions, present traffic volumes with peaks, future traffic volumes and the impacts of this additional traffic. Impacts to the selected intersection are evaluated on the basis of the time frame for the build-out of the development and the traffic volume for the project design year. Traffic Counts were collected by Walker Engineering. A level of service analysis (LOS) is conducted for the design year using Synchro 10 software. The degree of impacts is evaluated based on the LOS for the intersection. Recommendations for the mitigation of impacts, if they occur, are included in the final section of the report.

II PROPOSED DEVELOPMENT

A. Land Use per Parcel

As noted before, this development will be a planned unit development. There will be a total of 16 tracts to be sold to private developers and the Santa Fe Public School District. There will be a total 1,134 residential units, 3.4 acres of commercial development and a proposed elementary school. Table 1 below summarizes the anticipated land use.

Table 1: Phase 3A Tierra Contenta Land Use

Parcel Number	Land Use	Type	Number of Units	Area (Acres)
1	School	Elementary		9.4
2	Single Family	Detached	49	
3	Commercial	Mix Use		1.8
4	Commercial	Mix Use		1.6
5	Single Family	Detached	60	
6	Single Family	Detached	62	
7	Single Family	Detached	108	
8	Multifamily	Apartments	304	
9	Single Family	Townhouse	147	
10	Multifamily	Apartments	192	
11	Single Family	Detached	61	
12	Single Family	Detached	10	
13	Single Family	Detached	86	
14	Single Family	Detached	11	
15	Single Family	Detached	10	
16	Single Family	Townhouse	34	

B. Location and Type of Access Points

For this mixed use development, Paseo del Sol will be extended from the western intersection of Jaguar Drive to the eastern intersection of Herrera Drive. For the internal Phase 3A traffic, a loop road will be built that has two intersections with Paseo del Sol. This loop road is labeled as having an eastern and western intersection. Refer to Figure 2 for the roadway layout. Within Phase 3A, Paseo del Sol will be a two lane roadway with bike lanes.

III. EXISTING AND FUTURE ROAD CONDITIONS

A. Existing Conditions

The western intersection of Paseo del Sol and Jaguar Drive is four way stop controlled with left turn lanes. The eastern intersection of Paseo del Sol and Jaguar Drive is traffic light controlled with protected left turn lanes. The intersection of Paseo del Sol and Herrera Drive is a roundabout.

B. Planned Road Improvements

Since this is a new roadway within an undeveloped section of Tierra Contenta, no other planned improvements are anticipated. Though, several developers in this area have plans to build right turn deceleration/acceleration lanes for certain sections of the project.

IV EXISTING TRAFFIC VOLUMES

Traffic counts were taken using a JAMAR DB-100 unit. The counts for the western intersection of Paseo del Sol & Jaguar Drive were taken on February 12, 2020. The counts for the eastern intersection of Paseo del Sol & Jaguar Drive were taken on February 13, 2020. The counts for the intersection of Paseo del Sol & Herrera Drive were taken on February 19, 2020. The counts were taken for the peak AM period of 7am to 9am and the peak PM period of 4pm to 6pm. Refer to Figure 3 for all three counts. The traffic counts are found in Appendix A.

V. SFMPO VISUM Model

A. Modeling Methodology

The traffic volume forecasts for Tierra Contenta were evaluated using the Santa Fe Metropolitan Planning Organization (SFMPO) VISUM travel demand model. This model is primarily a peak hour model, which also includes mode choice and transit assignments. The model was calibrated to a base year of 2015 and was last updated in 2017 and has had minor refinements since that time with additional data from several projects. It has been used for forecasting AM and PM peaks and will compute daily volumes based upon the peak hour forecasts. Previous iterations of the model have been used for evaluation of the NM 599 improvement priority, Avenida del Sur, Las Soleras, Arroyo de los Chamisos Crossing, NE-SE Connectors, the interchange improvements at I-25 and Cerrillos Road, and other important studies in the Santa Fe MPO area.

This travel demand model (TDM) is a representation of the Santa Fe metropolitan area transportation facilities and the travel patterns using these facilities. This computerized transportation model is used to analyze street and intersection congestion and forecast the need for future roadway improvements. The model contains inventories of the existing roadway facilities and of housing, shopping, schools, and employment in the area.

The transportation modeling procedures were developed to produce representative travel flows for the base year of 2020 in the Tierra Contenta area. Model calibration involved examining multiple factors to adjust model parameters producing a strong comparison between observed data and model produced information. Once calibrated, the model can be used to test forecasted changes in growth patterns or changes to the transportation system. This can include changes in number of housing units, employment centers, travel behavior patterns, or roadway improvements. The SFMPO travel demand model includes the entire MPO area. The model development process, including input data and validation parameters, are described in the report *"Santa Fe Travel Demand Model Documentation, 2017 Update, December 20, 2017"* available from the Santa Fe MPO.

B. Forecasts

For this project, the model was refined in the Tierra Contenta area based upon the turning movement counts collected for this study. Because of the network detail required to forecast the intersection volumes, the centroid connectors in Tierra Contenta and surrounding traffic analysis zones were refined and tested to better replicate the turning count patterns and to define the connectors for the forecasts. The forecasts for 2030 and 2040 included planned background growth and transportation improvement projects provided by SFMPO staff. The forecasts for 2030 were tested with and without the projected Tierra Contenta growth.

C. Procedure

1. Enter updated AM and PM peak hour traffic counts for the existing conditions.
2. Update the SFMPO VISUM model in this area as needed and validate the model operation with the count data.
3. Enter forecast land use and demographics into the model from the Tierra Contenta plan, including housing, employment, and students.
4. Run the VISUM model and provide forecast turning volumes for the five intersections noted in the analysis. The post-process the intersection volumes were adjusted for model calibration as closely as possible. Turning movements for the SFMPO VISUM are attached in Appendix B.

VI. TRAFFIC EVALUATION

A. Level of Service

Synchro 10 software was used to determine the operational level of service (LOS) for the intersections. The LOS is conducted for the design years 2030 and 2040. First, LOS were determined for fully developed conditions for both years. If a LOS with failing conditions were identified, then LOS for undeveloped condition was run to determine what improvements will be required to improve the LOS.

LOS is ranked from A-F, with A being the highest level of service with the least delays and F indicating a break-down in the operation of the intersection. Table 2 summarizes the delays associated with LOS rankings for both an unsignalized intersection and a signalized intersection.

Table 2 LOS Rankings

LOS	Unsignaled Intersection	Signaled Intersection
A	< = 10	<=10
B	> 10 and <= 15	> 10 and <= 20
C	> 15 and < = 25	> 20 and >= 35
D	> 25 and < = 35	> 35 and <= 55
E	> 35 and < = 50	> 55 and <= 80
F	> 50	> 80

B. Existing Western Intersection of Jaguar Drive and Paseo del Sol

The western intersection of Jaguar Drive and Paseo del Sol is an unsignalized with stop conditions on all four approaches. The traffic volumes and distributions were taken from Figure 5 for Year 2030 and from Figure 8 for Year 2040. The Synchro 10 results are summarized below on Table 3. The analysis reports are attached in Appendix C.

TABLE 3: Jaguar Drive and Paseo del Sol West LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)				
	Figure 5 Year 2030		Figure 8 Year 2040	
Movement	AM	PM	AM	PM
Paseo Del Sol SB	B/13.1	B/13.4	C/15.5	C/17.5
Paseo Del Sol NB	B/13.6	B/13.1	C/17.7	C/17.0
Jaguar Drive EB	B/13.4	C/17.5	C/17.1	E/45.2
Jaguar Drive WB	B/12.2	B/13.3	C/15.1	C/19.3

The LOS E for the year 2040 for eastbound Jaguar Drive is close to failure, an additional analysis was completed to determine what roadway improvements would be necessary to bring the LOS up. The only improvement needed for the four way stop sign would be a dedicated right turn lane for eastbound Jaguar Drive. Table 3A summarizes the results.

TABLE 3A: Jaguar Drive and Paseo del Sol West Right Turn Lane Jaguar Dr Eastbound LOS ANALYSIS/DELAY (Seconds)		
	Year 2040	
Movement	AM	PM
Paseo Del Sol SB	C/17.8	C/19.9
Paseo Del Sol NB	C/20.4	C/19.0
Jaguar Drive EB	B/14.1	C20.1
Jaguar Drive WB	C/17.44	C/23.5

C. Existing Eastern Intersection of Jaguar Drive and Paseo del Sol

The eastern intersection of Jaguar Drive and Paseo del Sol is signalized with protected left turns on all four approaches. The traffic volumes and distributions were taken from Figure 5 for Year 2030 and from Figure 8 for Year 2040. The Synchro 10 results are summarized below on Table 4. The analysis reports are attached in Appendix D.

TABLE 4: Jaguar Drive and Paseo del Sol East
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 5 Year 2030		Figure 8 Year 2040	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol NB	**C/25.3**	**B/17.7**	**C/33.6**	**C/20.6**
Paseo Del Sol SB	**C/22.5**	**B/13.2**	**C/26.4**	**B/15.9**
Jaguar Drive WB	**C/29.0**	**C/27.1**	**C/32.3**	**C/32.6**
Jaguar Drive WB	**C/20.3**	**B/18.4**	**C/21.0**	**B/18.3**

The LOS is acceptable for all approaches for both buildout year 2030 and horizon year 2040. .

D. Existing Intersection of Herrera Drive and Paseo del Sol East

The intersection of Herrera Drive and Paseo del Sol is an unsignalized roundabout with three approaches. The traffic volumes and distributions were taken from Figure 5 for Year 2030 and from Figure 8 for Year 2040. The Synchro 10 results are summarized below in Table 5. The analysis reports are attached in Appendix E.

TABLE 5: Herrera Drive and Paseo del Sol East
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 5 Year 2030		Figure 8 Year 2040	
Movement	**AM**	**PM**	**AM**	**PM**
Herrera Drive EB	**C/24.4**	**A/8.8**	**E/44.7**	**B/11.4**
Herrera Drive WB	**A/6.9**	**A/9.6**	**A/6.8**	**B/10.8**
Paseo Del Sol SB	**A/9.7**	**A/9.8**	**C/11.3**	**B/12.8**

E. Western Loop Road and Paseo del Sol

The intersection of Western Loop Road and Paseo del Sol is a new intersection within the proposed Phase 3A development. The intersection was assumed to be a four way stop condition. The traffic volumes and distributions were taken from Figure 6 for Year 2030 and from Figure 9 for Year 2040. The Synchro 10 results are summarized below on Table 6. The analysis reports are attached in Appendix F.

TABLE 6 Western Loop Road and Paseo del Sol
FOUR WAY STOP CONDITIONS
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 6 Year 2030		Figure 9 Year 2040	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol EB	**A/9.5**	**B/10.2**	**B/14.0**	**B/13.5**
Paseo Del Sol WB	**A/9.5**	**B/10.2**	**B/12.3**	**B/11.1**
South Loop NB	**A/8.4**	**A/9.6**	**B/13.0**	**B/10.9**
North Loop SB	**A/8.7**	**A/8.7**	**B/10.7**	**A/9.4**

The LOS is acceptable for all approaches for both buildout year 2030 and horizon year 2040.

F. Eastern Loop Road and Paseo del Sol

The intersection of Eastern Loop Road and Paseo del Sol is a new intersection within the proposed Phase 3A development. This intersection was assumed to be a four way stop condition. The traffic volumes and distributions were taken from Figure 6 for Year 2030 and from Figure 9 for Year 2040. The Synchro 10 results are summarized below on Table 7. The analysis report is attached in Appendix G.

TABLE 7 Eastern Loop Road and Paseo del Sol
FOUR WAY STOP CONDITIONS
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 6 Year 2030		Figure 9 Year 2040	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol EB	**A/18.4**	**B/10.3**	**B/14.3**	**B/11.9**
Paseo Del Sol WB	**B/12.7**	**B/14.5**	**C/15.1**	**C/17.0**
South Loop NB	**B/13.3**	**B/10.2**	**C/16.8**	**B/11.3**
North Loop SB	**B/10.8**	**A/9.8**	**B/11.9**	**B/10.0**

The LOS is acceptable for all approaches for both buildout year 2030 and horizon year 2040.

VII. SUMMARY AND RECOMMENDATIONS

A. Summary

Tierra Contenta Phase 3A will have minimal impact on the City of Santa Fe road system. The required improvements have been identified and will be implemented as the subdivision is developed.

B. Recommendations

Based on this traffic impact analysis, the following recommended improvements should be made with Tierra Contenta Phase 3A:

- Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive
  1) In the build out year 2030, no improvements are needed
  2) In the horizon year 2040, a right turn lane for Jaguar Drive eastbound

- Signalized Intersection of East Paseo del Sol and Jaguar Drive
  No improvements are required for Year 2030 and Year 2040

- Roundabout Intersection of Paseo del Sol and Herrera Drive
  1) In the build out year 2030, no improvements are required.
  2) In the horizon year 2040, a dedicated EB though lane could be required.

- Internal Phase 3A Intersections
  Both major internal road intersections will require four way stop controlled for both design year 2030 and horizon year 2040

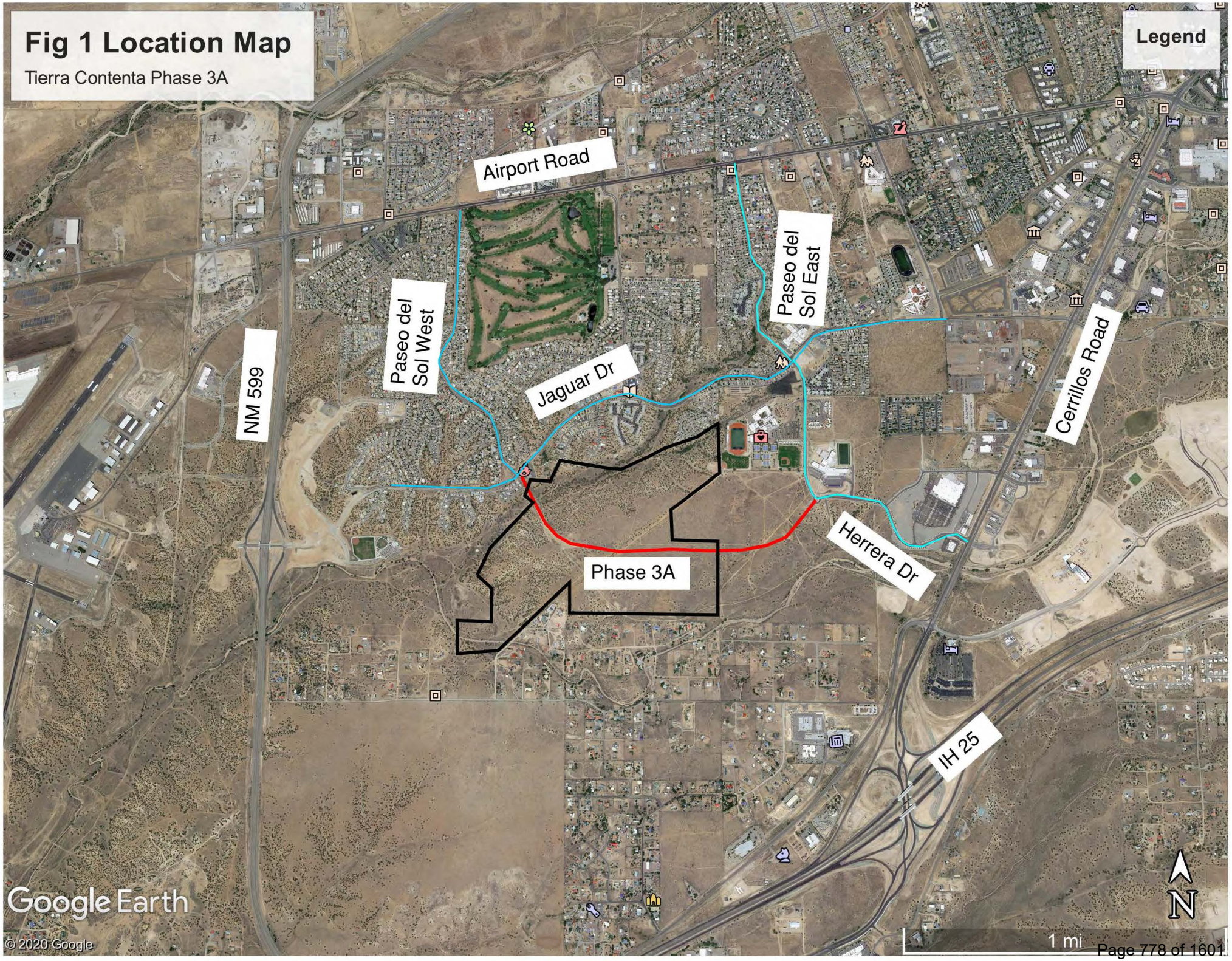
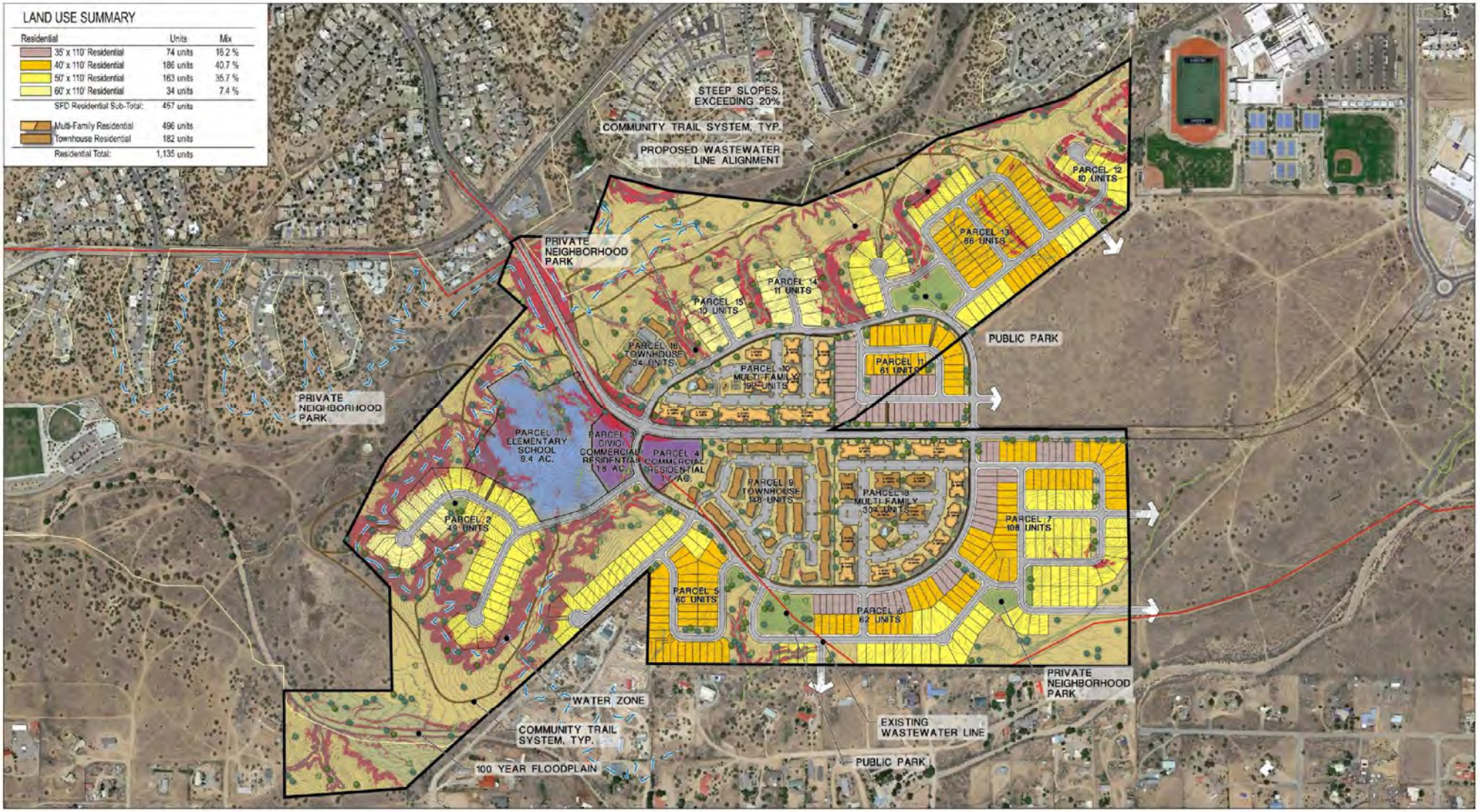


Fig 1 Location Map
Tierra Contenta Phase 3A
Legend
Airport Road
Paseo del Sol West
Paseo del Sol East
NM 599
Jaguar Dr
Cerrillos Road
Phase 3A
Herrera Dr
IH 25
N
1 mi
Google Earth
© 2020 Google



SEC Planning, LLC
Land Planning + Landscape Architecture + Community Branding
AUSTIN, TEXAS

LOTTING PLAN C
PHASE 3A TIERRA CONTENTA
SANTA FE, NEW MEXICO

Base mapping compiled from best available information. All map data should be considered as preliminary, in need of verification, and subject to change. This land plan is conceptual in nature and does not represent any regulatory approval. Plan is subject to change.

FIGURE 2 SITE PLAN

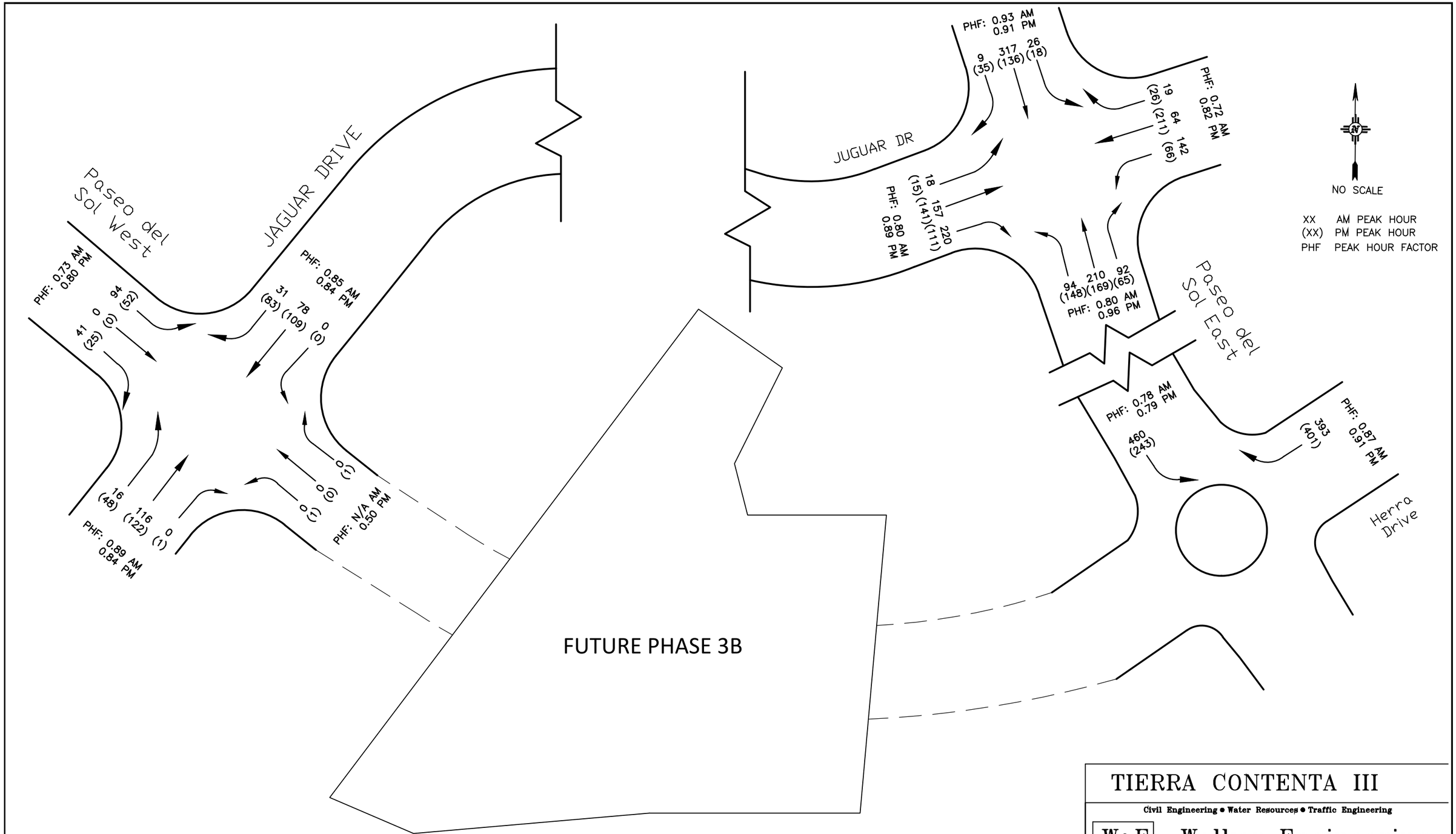


Figure 3: February 12, 13 & 19, 2020 Existing Traffic

TIERRA CONTENTA III

Civil Engineering • Water Resources • Traffic Engineering

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505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

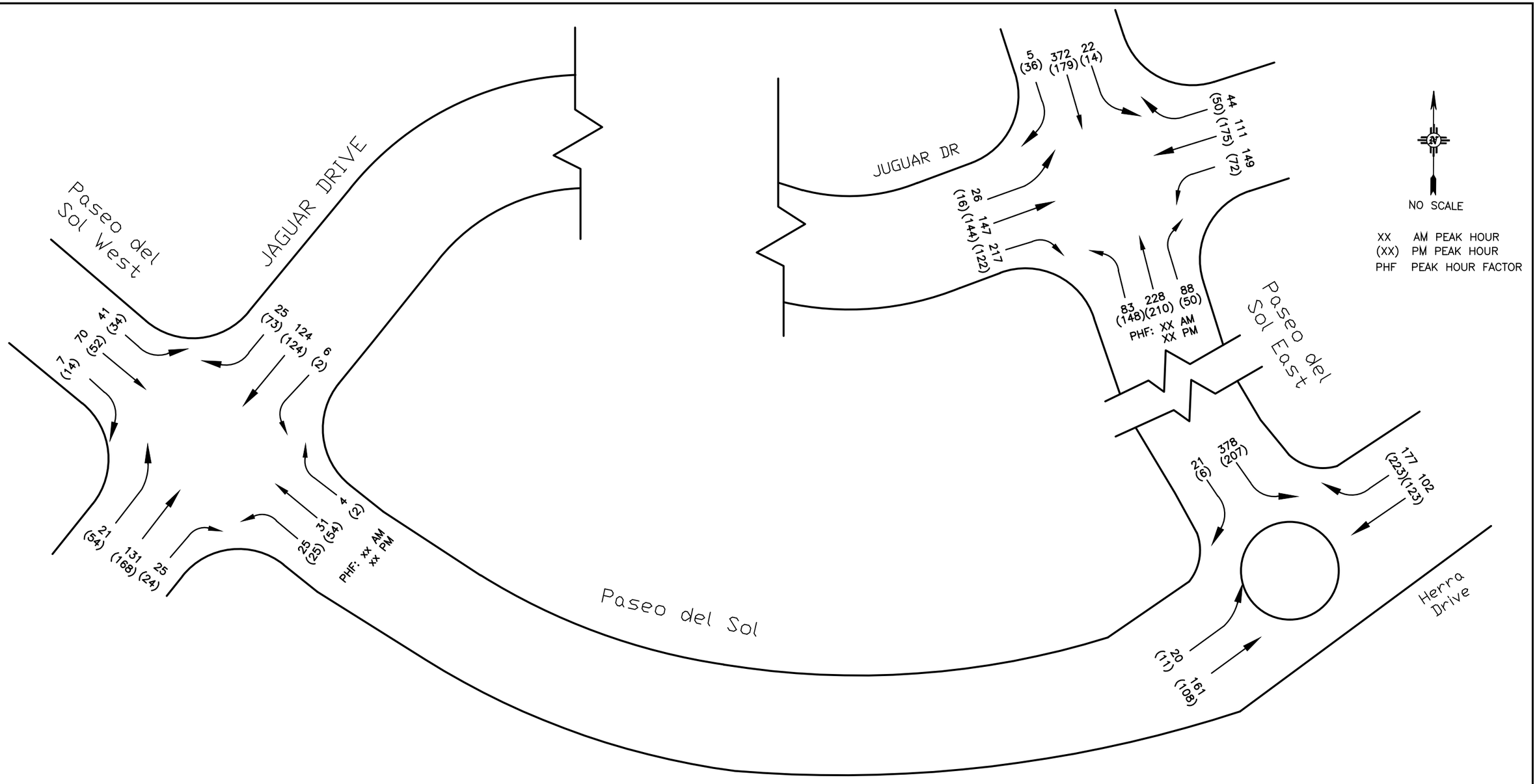

Figure 4: 2030 WITHOUT PHASE 3A TIERRA CONTENTA AM & PM

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering
W•E Walker Engineering
505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

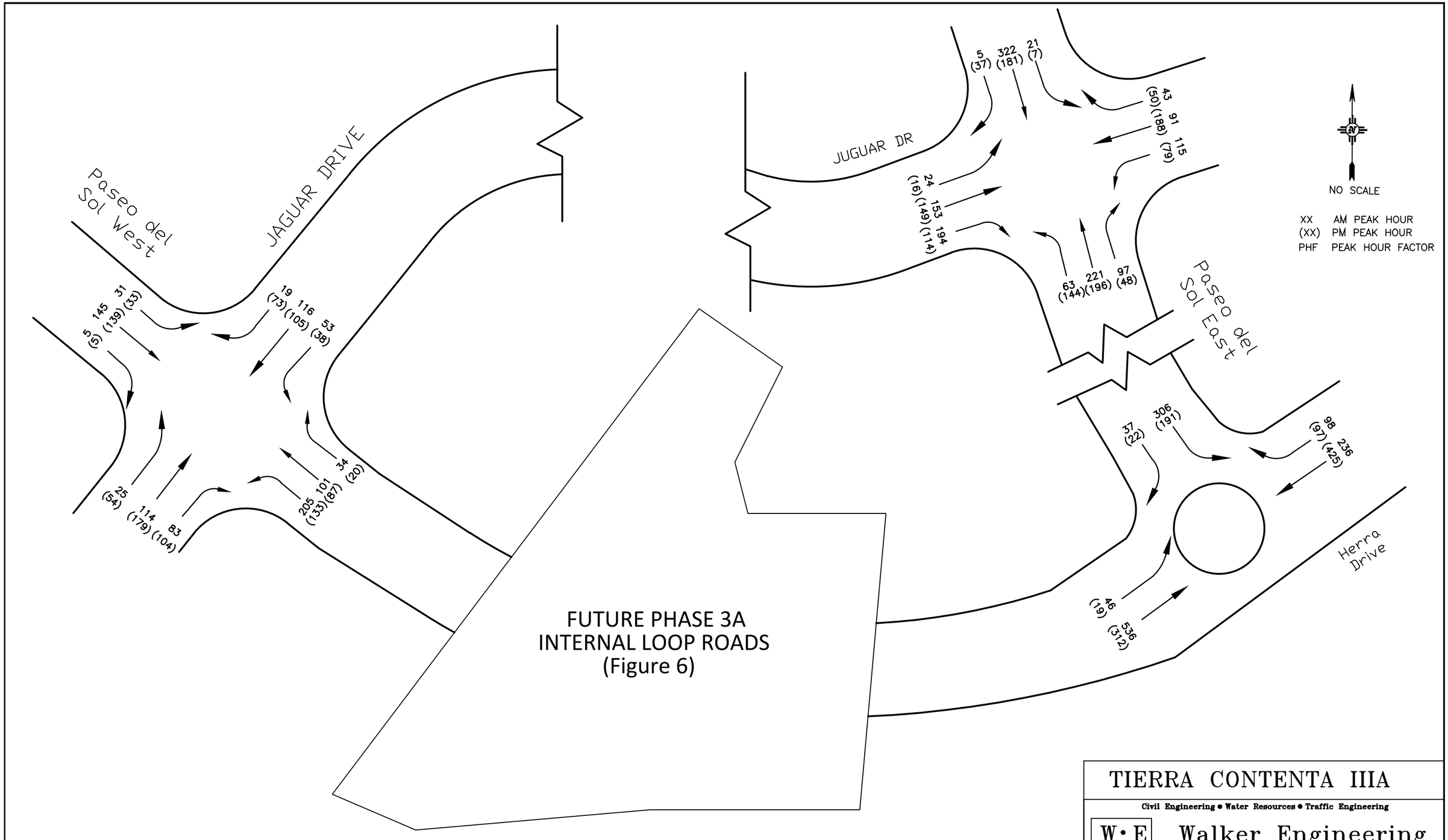

Figure 5: 2030 WITH PHASE 3A TIERRA CONTENTA AM & PM

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering
W•E Walker Engineering
505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

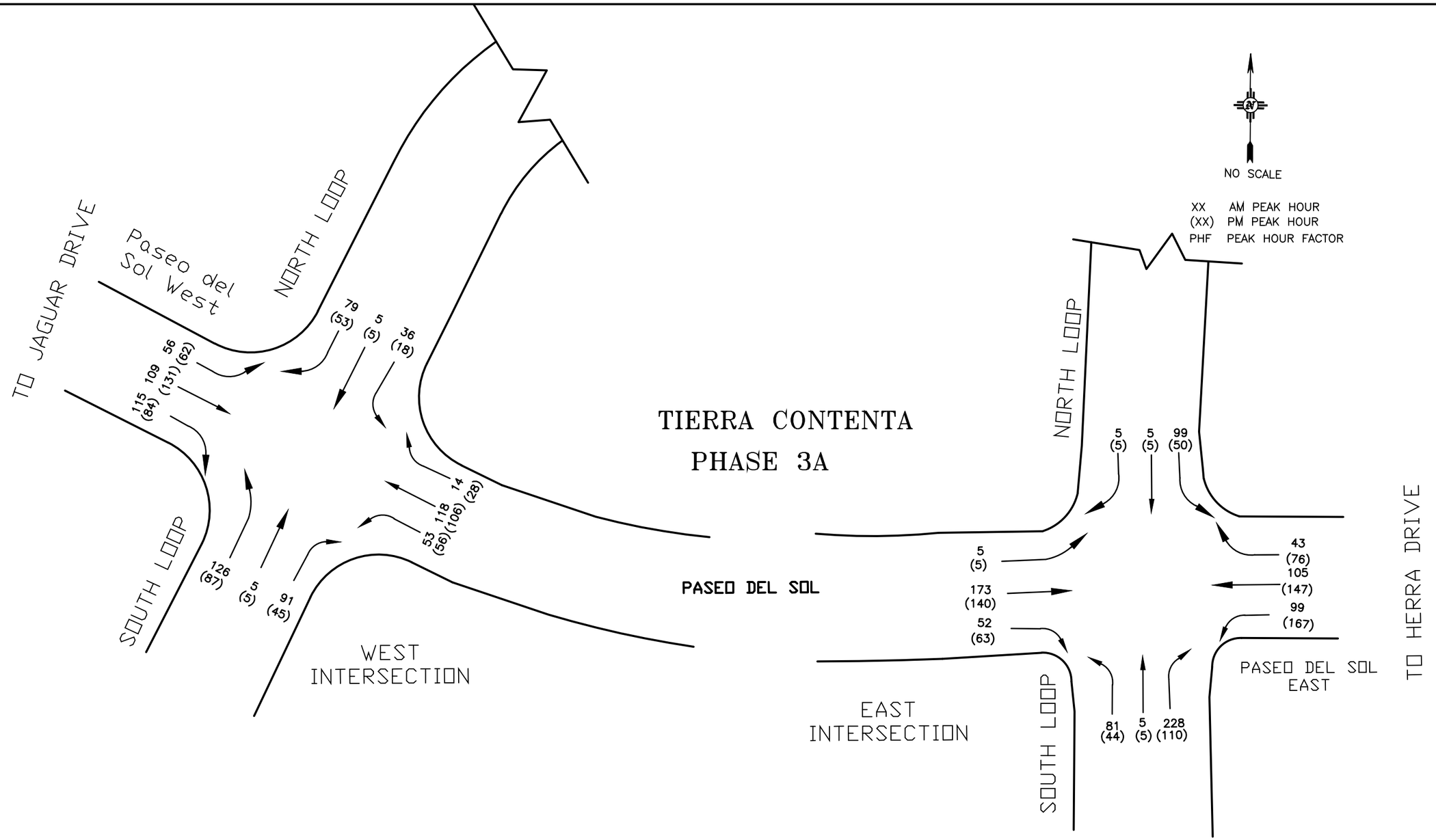

Figure 6: 2030 INTERNAL LOOP ROADS AM & PM

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering
505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

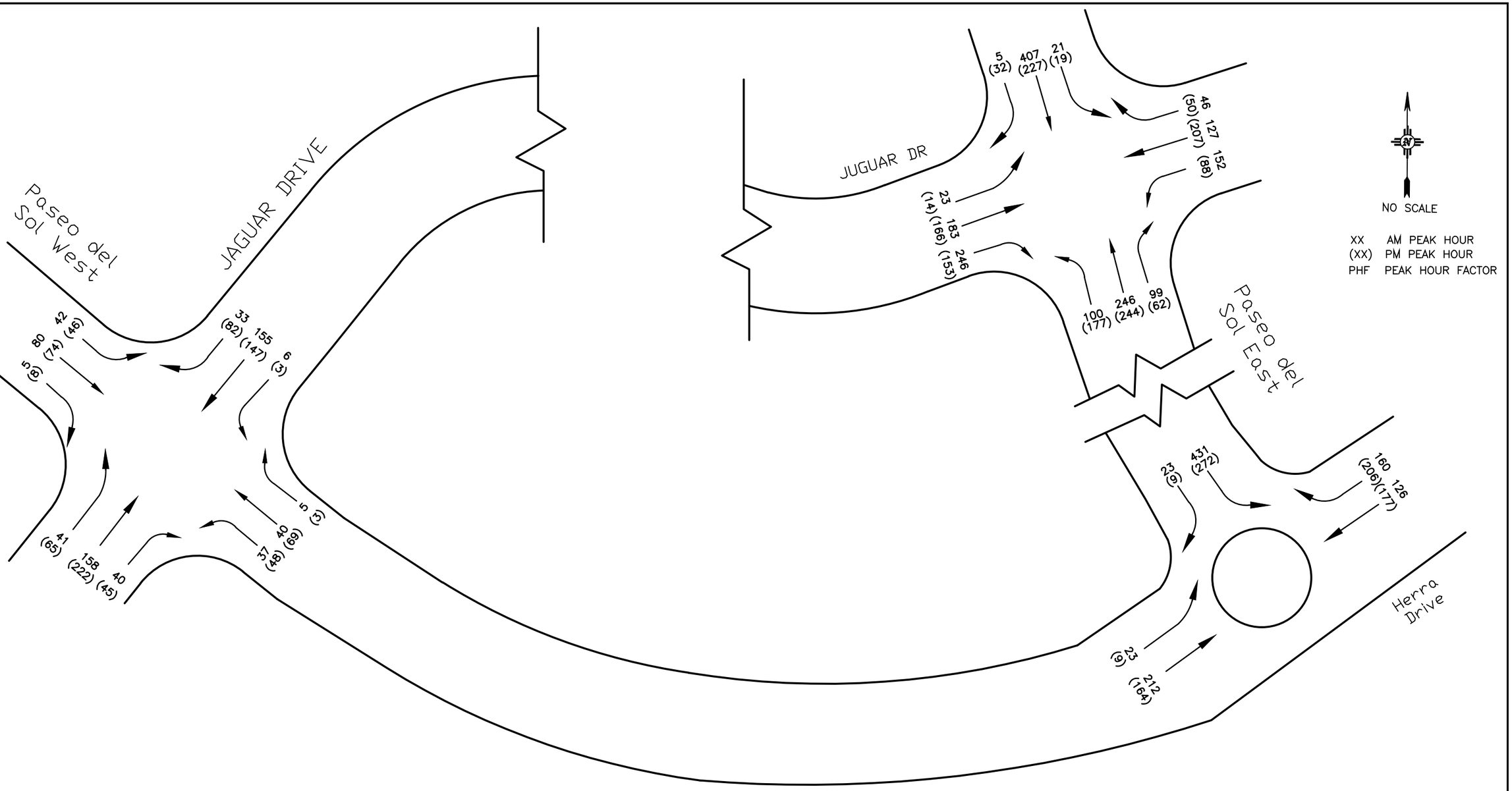

Figure 7: 2040 WITHOUT PHASE 3A TIERRA CONTENTA AM & PM

TIERRA CONTENTA III A

Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering
505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

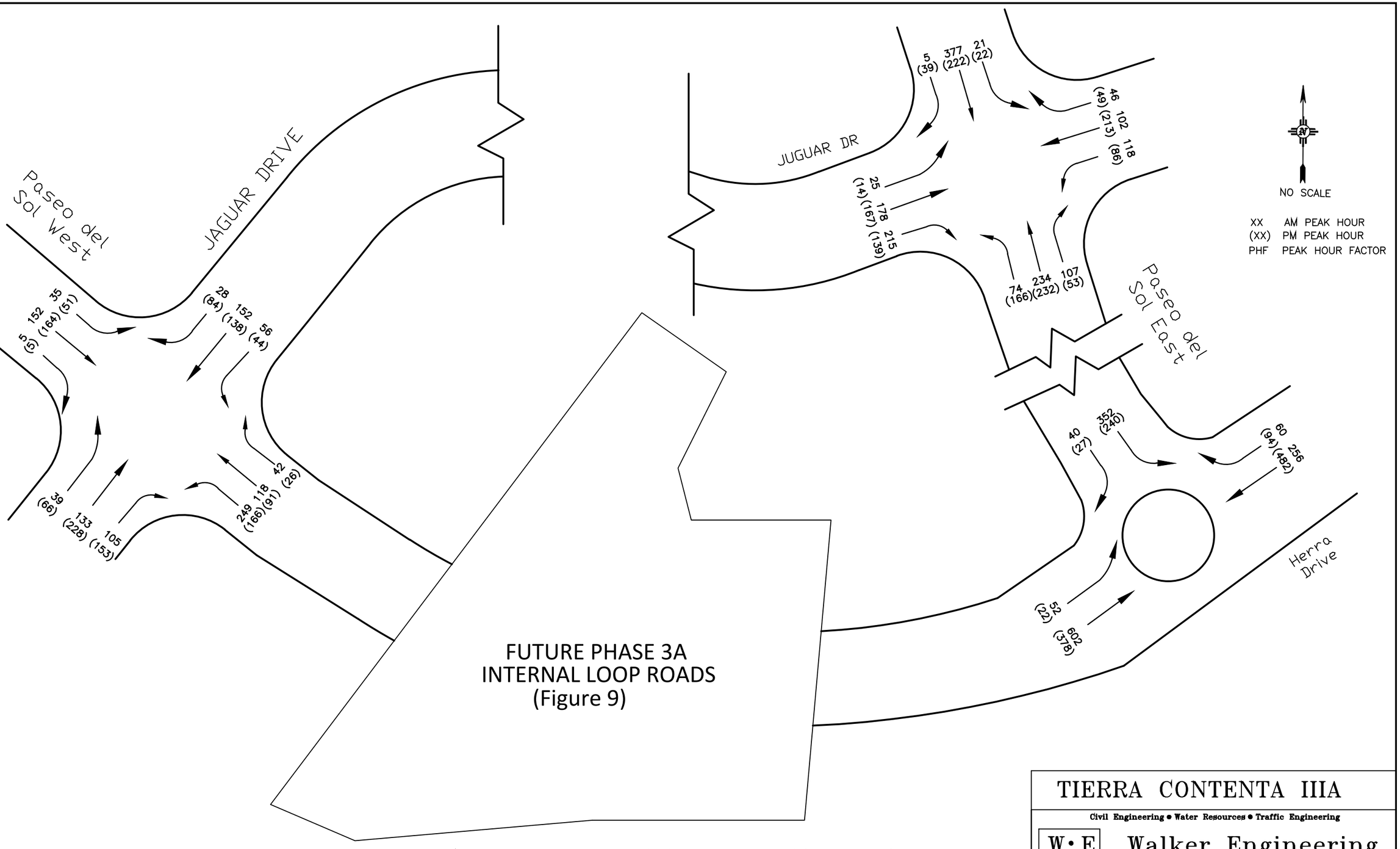

Figure 8: 2040 WITH PHASE 3A TIERRA CONTENTA AM & PM

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering
W•E Walker Engineering
505-820-7990
FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

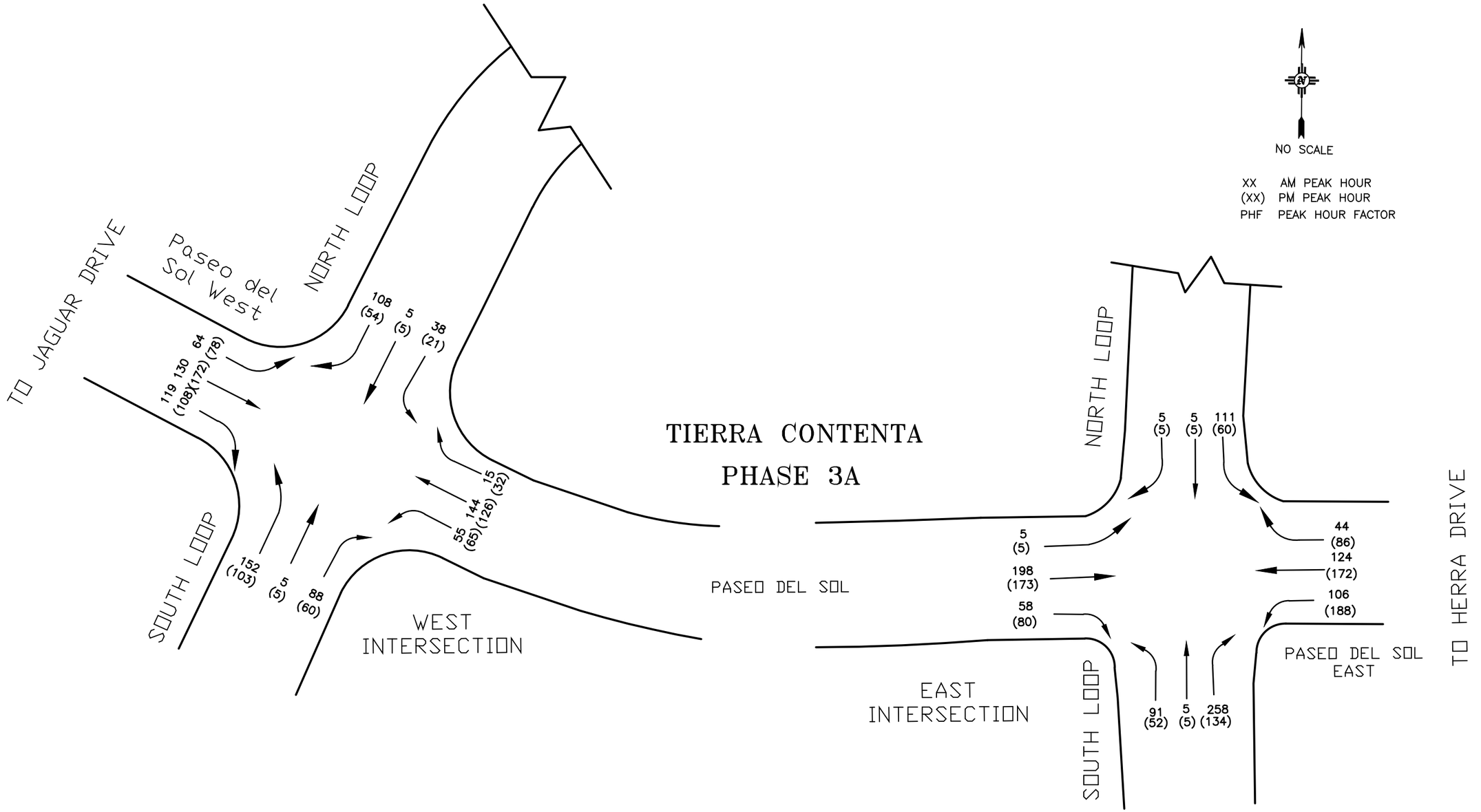

Figure 9: 2040 INTERNAL LOOP ROADS AM & PM

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering

505-820-7990
FAX 505-820-3539

905 Camino Sierra Vista•Santa Fe, NM 87501

APPENDIX A

Traffic Counts

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
West Intersection
Feb 12, 2020

File Name : West Paseo Real and Jaguar Dr AM 2020
Site Code : 00000000
Start Date : 02/12/2020
Page No : 1

Groups Printed- Unshifted

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	8	0	5	13	7	17	0	24	0	0	0	0	0	13	3	16	53
07:15 AM	11	0	27	38	1	8	0	9	0	0	0	0	0	20	1	21	68
07:30 AM	13	0	33	46	6	20	0	26	0	0	0	0	0	33	1	34	106
07:45 AM	7	0	17	24	9	21	0	30	0	0	0	0	0	30	7	37	91
Total	39	0	82	121	23	66	0	89	0	0	0	0	0	96	12	108	318
08:00 AM	9	0	20	29	9	23	0	32	0	0	0	0	0	28	4	32	93
08:15 AM	12	0	24	36	7	14	0	21	0	0	0	0	0	25	4	29	86
08:30 AM	9	0	8	17	3	16	0	19	0	0	0	0	0	17	2	19	55
08:45 AM	10	0	5	15	9	15	0	24	0	0	0	0	0	24	7	31	70
Total	40	0	57	97	28	68	0	96	0	0	0	0	0	94	17	111	304
Grand Total	79	0	139	218	51	134	0	185	0	0	0	0	0	190	29	219	622
Apprch %	36.2	0.0	63.8		27.6	72.4	0.0		0.0	0.0	0.0		0.0	86.8	13.2		
Total %	12.7	0.0	22.3	35.0	8.2	21.5	0.0	29.7	0.0	0.0	0.0	0.0	0.0	30.5	4.7	35.2	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
West Intersection
Feb 12, 2020

File Name : West Paseo Real and Jaguar Dr AM 2020
Site Code : 00000000
Start Date : 02/12/2020
Page No : 2

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	41	0	94	135	31	78	0	109	0	0	0	0	0	116	16	132	376
Percent	30.4	0.0	69.6		28.4	71.6	0.0		0.0	0.0	0.0		0.0	87.9	12.1		
07:30 Volume	13	0	33	46	6	20	0	26	0	0	0	0	0	33	1	34	106
Peak Factor																	0.887
High Int.	07:30 AM				08:00 AM				6:45:00 AM				07:45 AM				
Volume	13	0	33	46	9	23	0	32	0	0	0	0	0	30	7	37	
Peak Factor				0.734				0.852								0.892	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				07:30 AM				07:00 AM				07:30 AM				
Volume	40	0	97	137	31	78	0	109	0	0	0	0	0	116	16	132	
Percent	29.2	0.0	70.8		28.4	71.6	0.0		-	-	-		0.0	87.9	12.1		
High Int.	07:30 AM				08:00 AM				-				07:45 AM				
Volume	13	0	33	46	9	23	0	32	-	-	-	-	0	30	7	37	
Peak Factor				0.745				0.852				-				0.892	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
West Intersection
Feb 12, 2020

File Name : West Paseo Real and Jaguar Dr PM 2020
Site Code : 00000000
Start Date : 02/12/2020
Page No : 1

Groups Printed- Unshifted

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	0	7	12	13	25	1	39	1	0	0	1	0	23	6	29	81
04:15 PM	3	0	12	15	13	22	0	35	0	0	0	0	0	10	9	19	69
04:30 PM	6	0	12	18	25	15	0	40	0	0	0	0	0	18	6	24	82
04:45 PM	3	0	11	14	19	25	0	44	0	0	0	0	0	16	7	23	81
Total	17	0	42	59	70	87	1	158	1	0	0	1	0	67	28	95	313
05:00 PM	10	0	14	24	20	34	0	54	0	0	0	0	0	22	11	33	111
05:15 PM	4	0	14	18	26	31	0	57	0	0	1	1	1	39	11	51	127
05:30 PM	9	0	8	17	24	25	0	49	0	0	0	0	0	34	12	46	112
05:45 PM	2	0	16	18	13	19	0	32	1	0	0	1	0	27	14	41	92
Total	25	0	52	77	83	109	0	192	1	0	1	2	1	122	48	171	442
Grand Total	42	0	94	136	153	196	1	350	2	0	1	3	1	189	76	266	755
Apprch %	30.9	0.0	69.1		43.7	56.0	0.3		66.7	0.0	33.3		0.4	71.1	28.6		
Total %	5.6	0.0	12.5	18.0	20.3	26.0	0.1	46.4	0.3	0.0	0.1	0.4	0.1	25.0	10.1	35.2	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
West Intersection
Feb 12, 2020

File Name : West Paseo Real and Jaguar Dr PM 2020
Site Code : 00000000
Start Date : 02/12/2020
Page No : 2

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	25	0	52	77	83	109	0	192	1	0	1	2	1	122	48	171	442
Percent	32.5	0.0	67.5		43.2	56.8	0.0		50.0	0.0	50.0		0.6	71.3	28.1		
05:15 Volume	4	0	14	18	26	31	0	57	0	0	1	1	1	39	11	51	127
Peak Factor																	0.870
High Int.	05:00 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	10	0	14	24	26	31	0	57	0	0	1	1	1	39	11	51	
Peak Factor				0.802				0.842				0.500				0.838	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:45 PM				05:00 PM				05:00 PM				
Volume	25	0	52	77	89	115	0	204	1	0	1	2	1	122	48	171	
Percent	32.5	0.0	67.5		43.6	56.4	0.0		50.0	0.0	50.0		0.6	71.3	28.1		
High Int.	05:00 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	10	0	14	24	26	31	0	57	0	0	1	1	1	39	11	51	
Peak Factor				0.802				0.895				0.500				0.838	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
East Intersection
Feb 13, 2020

File Name : Paseo Real and Jaguar Dr AM 2020
Site Code : 00000000
Start Date : 02/13/2020
Page No : 1

Groups Printed- Unshifted

	Paseo Del Sol From North				Jaguar Drive From East				Paseo Del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	24	4	29	1	6	2	9	7	21	7	35	20	33	1	54	127
07:15 AM	1	32	2	35	2	6	8	16	4	13	3	20	38	53	1	92	163
07:30 AM	0	62	3	65	1	9	21	31	15	22	18	55	71	59	7	137	288
07:45 AM	2	84	9	95	8	13	24	45	14	34	22	70	67	49	7	123	333
Total	4	202	18	224	12	34	55	101	40	90	50	180	196	194	16	406	911
08:00 AM	3	78	9	90	3	22	27	52	17	62	34	113	35	40	4	79	334
08:15 AM	2	86	5	93	4	17	57	78	31	39	19	89	66	31	4	101	361
08:30 AM	2	69	3	74	4	12	34	50	30	75	19	124	52	37	3	92	340
08:45 AM	3	26	1	30	2	12	10	24	15	27	11	53	17	36	2	55	162
Total	10	259	18	287	13	63	128	204	93	203	83	379	170	144	13	327	1197
Grand Total	14	461	36	511	25	97	183	305	133	293	133	559	366	338	29	733	2108
Apprch %	2.7	90.2	7.0		8.2	31.8	60.0		23.8	52.4	23.8		49.9	46.1	4.0		
Total %	0.7	21.9	1.7	24.2	1.2	4.6	8.7	14.5	6.3	13.9	6.3	26.5	17.4	16.0	1.4	34.8	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
East Intersection
Feb 13, 2020

File Name : Paseo Real and Jaguar Dr AM 2020
Site Code : 00000000
Start Date : 02/13/2020
Page No : 2

	Paseo Del Sol From North				Jaguar Drive From East				Paseo Del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	9	317	26	352	19	64	142	225	92	210	94	396	220	157	18	395	1368
Percent	2.6	90.1	7.4		8.4	28.4	63.1		23.2	53.0	23.7		55.7	39.7	4.6		
08:15 Volume	2	86	5	93	4	17	57	78	31	39	19	89	66	31	4	101	361
Peak Factor																	0.947
High Int.	07:45 AM				08:15 AM				08:30 AM				07:45 AM				
Volume	2	84	9	95	4	17	57	78	30	75	19	124	67	49	7	123	
Peak Factor				0.926				0.721				0.798				0.803	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:45 AM				07:45 AM				07:45 AM				07:30 AM				
Volume	9	317	26	352	19	64	142	225	92	210	94	396	239	179	22	440	
Percent	2.6	90.1	7.4		8.4	28.4	63.1		23.2	53.0	23.7		54.3	40.7	5.0		
High Int.	07:45 AM				08:15 AM				08:30 AM				07:30 AM				
Volume	2	84	9	95	4	17	57	78	30	75	19	124	71	59	7	137	
Peak Factor				0.926				0.721				0.798				0.803	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
East Intersection
Feb 13, 2020

File Name : Paseo Real and Jaguar Dr PM 2020
Site Code : 00000000
Start Date : 02/13/2020
Page No : 1

Groups Printed- Unshifted

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	8	38	5	51	5	44	18	67	20	83	46	149	19	37	14	70	337
04:15 PM	5	23	5	33	9	47	6	62	20	52	40	112	18	38	5	61	268
04:30 PM	6	29	3	38	5	52	12	69	15	36	36	87	20	20	3	43	237
04:45 PM	10	35	7	52	10	44	15	69	14	43	34	91	27	34	3	64	276
Total	29	125	20	174	29	187	51	267	69	214	156	439	84	129	25	238	1118
05:00 PM	9	32	3	44	4	50	17	71	20	36	42	98	27	41	7	75	288
05:15 PM	6	29	6	41	5	67	20	92	12	47	34	93	24	42	3	69	295
05:30 PM	10	40	2	52	7	50	14	71	19	43	38	100	33	24	2	59	282
05:45 PM	7	41	6	54	2	45	17	64	12	43	27	82	27	38	4	69	269
Total	32	142	17	191	18	212	68	298	63	169	141	373	111	145	16	272	1134
Grand Total	61	267	37	365	47	399	119	565	132	383	297	812	195	274	41	510	2252
Apprch %	16.7	73.2	10.1		8.3	70.6	21.1		16.3	47.2	36.6		38.2	53.7	8.0		
Total %	2.7	11.9	1.6	16.2	2.1	17.7	5.3	25.1	5.9	17.0	13.2	36.1	8.7	12.2	1.8	22.6	

Tierra Contenta Phase 3A
Paseo del Sol & Jaguar Drive
East Intersection
Feb 13, 2020

File Name : Paseo Real and Jaguar Dr PM 2020
Site Code : 00000000
Start Date : 02/13/2020
Page No : 2

	Paseo del Sol From North				Jaguar Drive From East				Paseo del Sol From South				Jaguar Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	35	136	18	189	26	211	66	303	65	169	148	382	111	141	15	267	1141
Percent	18.5	72.0	9.5		8.6	69.6	21.8		17.0	44.2	38.7		41.6	52.8	5.6		
05:15 Volume	6	29	6	41	5	67	20	92	12	47	34	93	24	42	3	69	295
Peak Factor																	0.967
High Int.	04:45 PM				05:15 PM				05:30 PM				05:00 PM				
Volume	10	35	7	52	5	67	20	92	19	43	38	100	27	41	7	75	
Peak Factor				0.909				0.823				0.955				0.890	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:45 PM				04:00 PM				05:00 PM				
Volume	32	142	17	191	26	211	66	303	69	214	156	439	111	145	16	272	
Percent	16.8	74.3	8.9		8.6	69.6	21.8		15.7	48.7	35.5		40.8	53.3	5.9		
High Int.	05:45 PM				05:15 PM				04:00 PM				05:00 PM				
Volume	7	41	6	54	5	67	20	92	20	83	46	149	27	41	7	75	
Peak Factor				0.884				0.823				0.737				0.907	

Tierra Contenta Phase 3A
Paseo del Sol & Herrera Drive
[redacted] Intersection
Feb 12, 2020

File Name : Paseo Real and Circle AM 2020
Site Code : 00000000
Start Date : 02/19/2020
Page No : 1

Groups Printed- Unshifted

	PASEO EAST From North				Herrera Drive From East					CIRCLE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0			1.0	1.0	1.0		
07:00 AM	0	1	41	42	29	0	0	29	0	0	0	0	0	71
07:15 AM	0	0	99	99	51	0	0	51	0	0	0	0	0	150
07:30 AM	0	0	148	148	99	0	0	99	0	0	0	0	0	247
07:45 AM	0	0	137	137	87	0	0	87	0	0	0	0	0	224
Total	0	1	425	426	266	0	0	266	0	0	0	0	0	692
08:00 AM	0	0	95	95	94	0	0	94	0	0	0	0	0	189
08:15 AM	0	0	80	80	113	0	0	113	0	0	0	0	0	193
08:30 AM	0	0	78	78	59	0	0	59	0	0	0	0	0	137
08:45 AM	0	0	43	43	34	0	0	34	0	0	0	0	0	77
Total	0	0	296	296	300	0	0	300	0	0	0	0	0	596
Grand Total	0	1	721	722	566	0	0	566	0	0	0	0	0	1288
Apprch %	0.0	0.1	99.9		100.0	0.0	0.0			0.0	0.0	0.0		
Total %	0.0	0.1	56.0	56.1	43.9	0.0	0.0	43.9	0.0	0.0	0.0	0.0	0.0	

Tierra Contenta Phase 3A
Paseo del Sol & Herrera Drive
[redacted] Intersection
Feb 12, 2020

File Name : Paseo Real and Circle AM 2020
Site Code : 00000000
Start Date : 02/19/2020
Page No : 2

	PASEO EAST From North				Herrera Drive From East					CIRCLE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1														
Intersection	07:30 AM													
Volume	0	0	460	460	393	0	0	393	0	0	0	0	0	853
Percent	0.0	0.0	100.0		100.0	0.0	0.0			0.0	0.0	0.0		
07:30 Volume	0	0	148	148	99	0	0	99	0	0	0	0	0	247
Peak Factor														0.863
High Int.	07:30 AM				08:15 AM				6:45:00 AM	6:45:00 AM				
Volume	0	0	148	148	113	0	0	113						
Peak Factor				0.777				0.869						
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1														
By Approach	07:15 AM				07:30 AM				07:00 AM	07:00 AM				
Volume	0	0	479	479	393	0	0	393	0	0	0	0	0	
Percent	0.0	0.0	100.0		100.0	0.0	0.0			-	-	-		
High Int.	07:30 AM				08:15 AM				-	-				
Volume	0	0	148	148	113	0	0	113	-	-	-	-	-	
Peak Factor				0.809				0.869	-				-	

Tierra Contenta Phase 3A
Paseo del Sol & Herrera Drive
~~Western~~ Intersection
Feb 12, 2020

File Name : Paseo Real and Circle PM 2020
Site Code : 00000000
Start Date : 02/19/2020
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Groups Printed- Unshifted

	Paseo del Sol From North				Herra Drive From East					CIRCLE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0			1.0	1.0	1.0		
04:00 PM	0	0	81	81	79	0	0	79	0	6	0	0	6	166
04:15 PM	0	0	47	47	93	0	0	93	0	0	0	0	0	140
04:30 PM	0	0	52	52	96	1	0	97	0	0	0	0	0	149
04:45 PM	0	0	55	55	93	0	0	93	0	0	0	0	0	148
Total	0	0	235	235	361	1	0	362	0	6	0	0	6	603
05:00 PM	0	0	77	77	111	0	0	111	0	0	1	1	2	190
05:15 PM	0	0	59	59	101	0	0	101	0	0	0	0	0	160
05:30 PM	0	0	57	57	92	0	0	92	0	0	0	0	0	149
05:45 PM	0	0	37	37	80	0	0	80	0	0	0	0	0	117
Total	0	0	230	230	384	0	0	384	0	0	1	1	2	616
Grand Total	0	0	465	465	745	1	0	746	0	6	1	1	8	1219
Apprch %	0.0	0.0	100.0		99.9	0.1	0.0			75.0	12.5	12.5		
Total %	0.0	0.0	38.1	38.1	61.1	0.1	0.0	61.2	0.0	0.5	0.1	0.1	0.7	

Tierra Contenta Phase 3A
Paseo del Sol & Herrera Drive
[redacted] Intersection
Feb 12, 2020

File Name : Paseo Real and Circle PM 2020
Site Code : 00000000
Start Date : 02/19/2020
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	Paseo del Sol From North				Herra Drive From East					CIRCLE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1														
Intersection	04:30 PM													
Volume	0	0	243	243	401	1	0	402	0	0	1	1	2	647
Percent	0.0	0.0	100.0		99.8	0.2	0.0			0.0	50.0	50.0		
05:00 Volume	0	0	77	77	111	0	0	111	0	0	1	1	2	190
Peak Factor														0.851
High Int.	05:00 PM				05:00 PM				3:45:00 PM	05:00 PM				
Volume	0	0	77	77	111	0	0	111	0	0	1	1	2	
Peak Factor				0.789				0.905					0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1														
By Approach	04:45 PM				04:30 PM				04:00 PM	04:00 PM				
Volume	0	0	248	248	401	1	0	402	0	6	0	0	6	
Percent	0.0	0.0	100.0		99.8	0.2	0.0			100.0	0.0	0.0		
High Int.	05:00 PM				05:00 PM				-	04:00 PM				
Volume	0	0	77	77	111	0	0	111	-	6	0	0	6	
Peak Factor				0.805				0.905	-				0.250	

Appendix B

VISUM Traffic Generation & Distribution

VIANODE\Intersection Name	FROM LINK	TO LINK	ORIENTATION	2020		2030 Without TC		2030 With TC		2040 Without TC		2040 With TC	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Jaguar & Paseo del Sol East	**Paseo del Sol**	Jaguar Dr	EBL	26	18	22	14	21	7	21	19	21	22
		Jaguar Dr	EBR	9	35	5	36	5	37	5	32	5	39
		Paseo del Sol	EBT	317	136	372	179	322	181	407	227	377	222
	Jaguar Dr	Paseo del Sol	NBL	28	15	26	16	24	16	23	14	25	14
		Paseo del Sol	NBR	220	111	217	122	194	114	246	153	215	139
		Jaguar Dr	NBT	157	141	147	144	153	149	183	166	178	167
		Paseo del Sol	SBL	142	66	149	72	115	79	152	88	118	86
		Paseo del Sol	SBR	45	55	44	50	43	50	46	50	46	49
		Jaguar Dr	SBT	114	163	111	175	91	188	127	207	102	213
	Paseo del Sol	Jaguar Dr	WBL	94	148	83	148	63	144	100	177	74	166
		Jaguar Dr	WBR	92	65	88	50	97	48	99	62	107	53
		Paseo del Sol	WBT	210	169	228	210	221	196	246	244	234	232
Jaguar & Paseo del Sol West	**Paseo del Sol**	Jaguar Dr	EBL	66	39	41	34	31	33	42	46	35	51
		Jaguar Dr	EBR	41	25	7	14	5	5	5	8	5	5
		Paseo del Sol	EBT	2	0	70	52	145	139	80	74	152	164
	Jaguar Dr	Paseo del Sol	NBL	16	48	21	54	25	54	41	65	39	66
		Paseo del Sol	NBR	1	1	25	24	83	104	40	45	105	153
		Jaguar Dr	NBT	116	122	131	168	114	179	158	222	133	228
		Paseo del Sol	SBL	2	1	6	2	53	38	6	3	56	44
		Paseo del Sol	SBR	31	83	25	73	19	73	33	82	28	84
		Jaguar Dr	SBT	81	80	124	124	116	105	155	147	152	138
	Paseo del Sol	Jaguar Dr	WBL	2	1	25	25	205	133	37	48	249	166
		Jaguar Dr	WBR	3	1	4	2	34	20	5	3	42	26
		Paseo del Sol	WBT	1	0	31	54	101	87	40	69	118	91
Herrera & Paseo del Sol East	**Paseo del Sol**	Paseo del Sol	NBL	0	0	20	11	46	19	23	9	52	22
		Herrera Drive	NBR	0	0	161	108	536	312	212	164	602	378
		Paseo del Sol	NBT	0	0	0	0	0	0	0	0	0	0
		Herrera Drive	SBL	480	243	378	207	306	191	431	272	352	240
	Herrera Drive	Paseo del Sol	SBR	0	0	21	6	37	22	23	9	40	27
		Paseo del Sol	WBR	273	329	177	223	98	97	160	206	60	94
		Paseo del Sol	WBT	0	0	102	123	236	425	126	177	256	482

VIANODE\Intersection Name	FROM LINK	TO LINK	ORIENTATION	2020		2030 Without TC		2030 With TC		2040 Without TC		2040 With TC	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Paseo del Sol & W. Intersection	**Paseo del Sol**	North Loop	EBL	0	0	0	0	56	62	0	0	64	78
		South Loop	EBR	0	0	0	0	115	84	0	0	119	108
		Paseo del Sol	EBT	0	0	99	76	109	131	124	120	130	172
	South Loop	Paseo del Sol	NBL	0	0	0	0	126	87	0	0	152	103
		Paseo del Sol	NBR	0	0	0	0	79	53	0	0	88	60
		North Loop	NBT	0	0	0	0	5	5	0	0	5	5
	North Loop	Paseo del Sol	SBL	0	0	0	0	36	18	0	0	38	21
		Paseo del Sol	SBR	0	0	0	0	91	45	0	0	108	54
		South Loop	SBT	0	0	0	0	5	5	0	0	5	5
	Paseo del Sol	South Loop	WBL	0	0	0	0	53	56	0	0	55	65
		North Loop	WBR	0	0	0	0	14	28	0	0	15	32
		Paseo del Sol	WBT	0	0	58	81	118	106	78	119	144	126
		Paseo del Sol	WBU	0	0	0	0	0	0	0	0	0	0
Paseo del Sol & E. Intersection	**Paseo del Sol**	North Loop	EBL	0	0	0	0	5	5	0	0	5	5
		South Loop	EBR	0	0	0	0	52	63	0	0	58	80
		Paseo del Sol	EBT	0	0	99	76	173	140	124	120	198	173
	South Loop	Paseo del Sol	NBL	0	0	0	0	81	44	0	0	91	52
		Paseo del Sol	NBR	0	0	0	0	228	110	0	0	258	134
		North Loop	NBT	0	0	0	0	5	5	0	0	5	5
	North Loop	Paseo del Sol	SBL	0	0	0	0	99	50	0	0	111	60
		Paseo del Sol	SBR	0	0	0	0	5	5	0	0	5	5
		South Loop	SBT	0	0	0	0	5	5	0	0	5	5
	Paseo del Sol	South Loop	WBL	0	0	0	0	99	167	0	0	106	188
		North Loop	WBR	0	0	0	0	43	76	0	0	44	86
		Paseo del Sol	WBT	0	0	58	81	105	147	78	119	124	172

Appendix C

Synchro 10 Western Intersection Jaguar Drive & Paseo del Sol

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	31	145	5	205	101	34	25	114	83	53	116	19
Future Vol, veh/h	31	145	5	205	101	34	25	114	83	53	116	19
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	199	7	223	110	37	28	128	93	62	136	22
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	13.1	13.6	13.4	12.2
HCM LOS	B	B	B	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	58%	0%	75%	0%	97%	0%	86%
Vol Right, %	0%	42%	0%	25%	0%	3%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	197	205	135	31	150	53	135
LT Vol	25	0	205	0	31	0	53	0
Through Vol	0	114	0	101	0	145	0	116
RT Vol	0	83	0	34	0	5	0	19
Lane Flow Rate	28	221	223	147	42	205	62	159
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.057	0.401	0.433	0.257	0.085	0.381	0.128	0.299
Departure Headway (Hd)	7.339	6.529	6.995	6.307	7.2	6.667	7.388	6.777
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	547	512	565	494	536	482	526
Service Time	5.133	4.322	4.779	4.091	4.992	4.458	5.185	4.574
HCM Lane V/C Ratio	0.058	0.404	0.436	0.26	0.085	0.382	0.129	0.302
HCM Control Delay	10.6	13.7	15.1	11.3	10.7	13.6	11.3	12.5
HCM Lane LOS	B	B	C	B	B	B	B	B
HCM 95th-tile Q	0.2	1.9	2.2	1	0.3	1.8	0.4	1.2

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	33	139	5	135	87	20	54	179	104	38	105	73
Future Vol, veh/h	33	139	5	135	87	20	54	179	104	38	105	73
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	174	6	155	100	23	64	213	124	45	125	87
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	13.4	13.1	17.5	13.3
HCM LOS	B	B	C	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	63%	0%	81%	0%	97%	0%	59%
Vol Right, %	0%	37%	0%	19%	0%	3%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	283	135	107	33	144	38	178
LT Vol	54	0	135	0	33	0	38	0
Through Vol	0	179	0	87	0	139	0	105
RT Vol	0	104	0	20	0	5	0	73
Lane Flow Rate	64	337	155	123	41	180	45	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.129	0.606	0.328	0.238	0.088	0.359	0.094	0.395
Departure Headway (Hd)	7.247	6.475	7.599	6.954	7.717	7.18	7.513	6.708
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	559	473	517	464	500	477	536
Service Time	4.983	4.211	5.34	4.695	5.46	4.922	5.253	4.448
HCM Lane V/C Ratio	0.129	0.603	0.328	0.238	0.088	0.36	0.094	0.396
HCM Control Delay	11.1	18.7	14	11.9	11.2	13.9	11	13.8
HCM Lane LOS	B	C	B	B	B	B	B	B
HCM 95th-tile Q	0.4	4	1.4	0.9	0.3	1.6	0.3	1.9

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	35	152	5	249	118	42	39	133	105	56	152	28
Future Vol, veh/h	35	152	5	249	118	42	39	133	105	56	152	28
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	208	7	271	128	46	44	149	118	66	179	33
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.5	17.7	17.1	15.1
HCM LOS	C	C	C	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	56%	0%	74%	0%	97%	0%	84%
Vol Right, %	0%	44%	0%	26%	0%	3%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	238	249	160	35	157	56	180
LT Vol	39	0	249	0	35	0	56	0
Through Vol	0	133	0	118	0	152	0	152
RT Vol	0	105	0	42	0	5	0	28
Lane Flow Rate	44	267	271	174	48	215	66	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.098	0.535	0.579	0.338	0.107	0.449	0.148	0.44
Departure Headway (Hd)	8.027	7.196	7.699	6.999	8.051	7.514	8.102	7.476
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	446	500	468	513	444	477	442	481
Service Time	5.785	4.954	5.459	4.758	5.815	5.278	5.863	5.237
HCM Lane V/C Ratio	0.099	0.534	0.579	0.339	0.108	0.451	0.149	0.441
HCM Control Delay	11.7	18	20.6	13.3	11.8	16.3	12.3	16
HCM Lane LOS	B	C	C	B	B	C	B	C
HCM 95th-tile Q	0.3	3.1	3.6	1.5	0.4	2.3	0.5	2.2

Intersection	
Intersection Delay, s/veh	28
Intersection LOS	D

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	51	164	5	166	91	26	66	228	153	44	138	84
Future Vol, veh/h	51	164	5	166	91	26	66	228	153	44	138	84
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	205	6	191	105	30	79	271	182	52	164	100
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.5	17	45.2	19.3
HCM LOS	C	C	E	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	60%	0%	78%	0%	97%	0%	62%
Vol Right, %	0%	40%	0%	22%	0%	3%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	381	166	117	51	169	44	222
LT Vol	66	0	166	0	51	0	44	0
Through Vol	0	228	0	91	0	164	0	138
RT Vol	0	153	0	26	0	5	0	84
Lane Flow Rate	79	454	191	134	64	211	52	264
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.178	0.924	0.464	0.302	0.157	0.489	0.125	0.574
Departure Headway (Hd)	8.14	7.337	8.755	8.076	8.869	8.329	8.617	7.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	499	412	445	405	433	417	463
Service Time	5.853	5.049	6.504	5.825	6.618	6.078	6.335	5.543
HCM Lane V/C Ratio	0.179	0.91	0.464	0.301	0.158	0.487	0.125	0.57
HCM Control Delay	12.6	50.8	18.9	14.3	13.3	18.8	12.6	20.6
HCM Lane LOS	B	F	C	B	B	C	B	C
HCM 95th-tile Q	0.6	10.9	2.4	1.3	0.6	2.6	0.4	3.5

Appendix D

Synchro 10 Eastern Intersection Jaguar Drive & Paseo del Sol

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	322	5	63	221	97	24	153	194	115	91	43
Future Volume (veh/h)	21	322	5	63	221	97	24	153	194	115	91	43
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	402	6	79	276	121	30	191	242	160	126	60
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	624	9	343	451	198	458	225	285	273	406	193
Arrive On Green	0.03	0.34	0.34	0.05	0.37	0.37	0.03	0.30	0.30	0.07	0.34	0.34
Sat Flow, veh/h	1781	1838	27	1781	1233	540	1781	750	950	1781	1197	570
Grp Volume(v), veh/h	26	0	408	79	0	397	30	0	433	160	0	186
Grp Sat Flow(s),veh/h/ln	1781	0	1865	1781	0	1773	1781	0	1699	1781	0	1768
Q Serve(g_s), s	0.7	0.0	13.9	2.1	0.0	13.7	0.9	0.0	18.0	4.7	0.0	5.8
Cycle Q Clear(g_c), s	0.7	0.0	13.9	2.1	0.0	13.7	0.9	0.0	18.0	4.7	0.0	5.8
Prop In Lane	1.00		0.01	1.00		0.30	1.00		0.56	1.00		0.32
Lane Grp Cap(c), veh/h	326	0	634	343	0	648	458	0	510	273	0	599
V/C Ratio(X)	0.08	0.00	0.64	0.23	0.00	0.61	0.07	0.00	0.85	0.59	0.00	0.31
Avail Cap(c_a), veh/h	395	0	634	366	0	648	527	0	804	273	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	20.9	15.8	0.0	19.5	17.3	0.0	24.7	19.0	0.0	18.3
Incr Delay (d2), s/veh	0.1	0.0	5.0	0.3	0.0	4.3	0.1	0.0	5.1	3.2	0.0	0.3
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	0.3	0.0	6.6	0.8	0.0	6.1	0.3	0.0	7.5	2.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	25.9	16.2	0.0	23.7	17.4	0.0	29.8	22.2	0.0	18.6
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		434			476			463			346	
Approach Delay, s/veh		25.3			22.5			29.0			20.3	
Approach LOS		C			C			C			C	

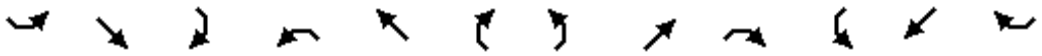
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	31.9	9.5	27.0	8.5	30.0	6.6	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	15.7	6.7	20.0	4.1	15.9	2.9	7.8
Green Ext Time (p_c), s	0.0	1.7	0.0	2.6	0.0	1.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	181	37	144	196	48	16	149	114	79	188	50
Future Volume (veh/h)	7	181	37	144	196	48	16	149	114	79	188	50
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	199	41	150	204	50	20	182	139	89	211	56
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	472	97	506	556	136	326	223	171	297	383	102
Arrive On Green	0.01	0.31	0.31	0.08	0.38	0.38	0.02	0.23	0.23	0.07	0.27	0.27
Sat Flow, veh/h	1781	1505	310	1781	1451	356	1781	984	751	1781	1424	378
Grp Volume(v), veh/h	8	0	240	150	0	254	20	0	321	89	0	267
Grp Sat Flow(s),veh/h/ln	1781	0	1815	1781	0	1806	1781	0	1735	1781	0	1802
Q Serve(g_s), s	0.2	0.0	6.0	3.1	0.0	5.8	0.5	0.0	10.1	2.1	0.0	7.3
Cycle Q Clear(g_c), s	0.2	0.0	6.0	3.1	0.0	5.8	0.5	0.0	10.1	2.1	0.0	7.3
Prop In Lane	1.00		0.17	1.00		0.20	1.00		0.43	1.00		0.21
Lane Grp Cap(c), veh/h	462	0	569	506	0	692	326	0	394	297	0	485
V/C Ratio(X)	0.02	0.00	0.42	0.30	0.00	0.37	0.06	0.00	0.82	0.30	0.00	0.55
Avail Cap(c_a), veh/h	598	0	569	519	0	692	439	0	544	335	0	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	15.6	11.1	0.0	12.7	16.5	0.0	21.1	16.1	0.0	18.0
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.3	0.0	1.5	0.1	0.0	6.7	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.6	1.1	0.0	2.3	0.2	0.0	4.4	0.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.0	17.9	11.4	0.0	14.2	16.6	0.0	27.7	16.6	0.0	19.0
LnGrp LOS	B	A	B	B	A	B	B	A	C	B	A	B
Approach Vol, veh/h		248			404			341			356	
Approach Delay, s/veh		17.7			13.2			27.1			18.4	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	26.5	8.3	17.5	9.1	22.5	5.9	20.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	7.8	4.1	12.1	5.1	8.0	2.5	9.3
Green Ext Time (p_c), s	0.0	1.0	0.0	1.0	0.0	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	377	5	74	234	107	25	178	215	118	102	46
Future Volume (veh/h)	21	377	5	74	234	107	25	178	215	118	102	46
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	471	6	92	292	134	31	222	269	164	142	64
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	596	8	273	425	195	473	254	308	257	446	201
Arrive On Green	0.03	0.32	0.32	0.05	0.35	0.35	0.03	0.33	0.33	0.06	0.37	0.37
Sat Flow, veh/h	1781	1843	23	1781	1213	557	1781	770	933	1781	1221	550
Grp Volume(v), veh/h	26	0	477	92	0	426	31	0	491	164	0	206
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	0	1770	1781	0	1702	1781	0	1771
Q Serve(g_s), s	0.8	0.0	18.3	2.7	0.0	16.2	0.9	0.0	21.4	4.8	0.0	6.6
Cycle Q Clear(g_c), s	0.8	0.0	18.3	2.7	0.0	16.2	0.9	0.0	21.4	4.8	0.0	6.6
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.55	1.00		0.31
Lane Grp Cap(c), veh/h	280	0	603	273	0	621	473	0	562	257	0	647
V/C Ratio(X)	0.09	0.00	0.79	0.34	0.00	0.69	0.07	0.00	0.87	0.64	0.00	0.32
Avail Cap(c_a), veh/h	343	0	603	288	0	621	536	0	766	257	0	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	24.3	18.4	0.0	21.9	16.6	0.0	24.9	19.4	0.0	18.0
Incr Delay (d2), s/veh	0.1	0.0	10.2	0.7	0.0	6.1	0.1	0.0	8.4	5.1	0.0	0.3
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	0.3	0.0	9.4	1.1	0.0	7.4	0.4	0.0	9.5	2.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	34.4	19.2	0.0	28.0	16.7	0.0	33.3	24.6	0.0	18.2
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		503			518			522			370	
Approach Delay, s/veh		33.6			26.4			32.3			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	32.2	9.5	30.6	8.8	30.0	6.7	33.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.8	18.2	6.8	23.4	4.7	20.3	2.9	8.6
Green Ext Time (p_c), s	0.0	1.6	0.0	2.6	0.0	1.4	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	22	222	39	166	232	53	14	167	139	86	213	49
Future Volume (veh/h)	22	222	39	166	232	53	14	167	139	86	213	49
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	244	43	173	242	55	17	204	170	97	239	55
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.82	0.82	0.82	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	463	82	451	523	119	333	238	198	285	439	101
Arrive On Green	0.03	0.30	0.30	0.08	0.35	0.35	0.02	0.25	0.25	0.07	0.30	0.30
Sat Flow, veh/h	1781	1548	273	1781	1475	335	1781	943	786	1781	1471	338
Grp Volume(v), veh/h	24	0	287	173	0	297	17	0	374	97	0	294
Grp Sat Flow(s),veh/h/ln	1781	0	1821	1781	0	1810	1781	0	1729	1781	0	1809
Q Serve(g_s), s	0.6	0.0	7.9	3.9	0.0	7.6	0.4	0.0	12.4	2.3	0.0	8.2
Cycle Q Clear(g_c), s	0.6	0.0	7.9	3.9	0.0	7.6	0.4	0.0	12.4	2.3	0.0	8.2
Prop In Lane	1.00		0.15	1.00		0.19	1.00		0.45	1.00		0.19
Lane Grp Cap(c), veh/h	415	0	544	451	0	642	333	0	437	285	0	540
V/C Ratio(X)	0.06	0.00	0.53	0.38	0.00	0.46	0.05	0.00	0.86	0.34	0.00	0.54
Avail Cap(c_a), veh/h	514	0	544	451	0	642	444	0	517	314	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	17.6	12.9	0.0	15.0	16.3	0.0	21.5	16.0	0.0	17.7
Incr Delay (d2), s/veh	0.1	0.0	3.6	0.5	0.0	2.4	0.1	0.0	11.8	0.7	0.0	1.1
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	0.2	0.0	3.6	1.4	0.0	3.2	0.2	0.0	6.0	0.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	21.2	13.5	0.0	17.4	16.4	0.0	33.3	16.7	0.0	18.8
LnGrp LOS	B	A	C	B	A	B	B	A	C	B	A	B
Approach Vol, veh/h		311			470			391			391	
Approach Delay, s/veh		20.6			15.9			32.6			18.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	25.8	8.5	19.7	9.5	22.5	5.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	9.6	4.3	14.4	5.9	9.9	2.4	10.2
Green Ext Time (p_c), s	0.0	1.1	0.0	0.8	0.0	1.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Appendix E

Synchro 10 Herrera Drive and Paseo del Sol

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	633	364	373
Demand Flow Rate, veh/h	646	371	381
Vehicles Circulating, veh/h	340	51	262
Vehicles Exiting, veh/h	303	935	160
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	24.4	6.9	9.7
Approach LOS	C	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	646	371	381
Cap Entry Lane, veh/h	804	1074	870
Entry HV Adj Factor	0.980	0.981	0.979
Flow Entry, veh/h	633	364	373
Cap Entry, veh/h	788	1053	851
V/C Ratio	0.803	0.346	0.438
Control Delay, s/veh	24.4	6.9	9.7
LOS	C	A	A
95th %tile Queue, veh	9	2	2

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	360	574	242
Demand Flow Rate, veh/h	367	585	247
Vehicles Circulating, veh/h	221	21	476
Vehicles Exiting, veh/h	501	567	130
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.8	9.6	9.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	367	585	247
Cap Entry Lane, veh/h	906	1106	702
Entry HV Adj Factor	0.982	0.981	0.980
Flow Entry, veh/h	360	574	242
Cap Entry, veh/h	889	1085	688
V/C Ratio	0.405	0.529	0.352
Control Delay, s/veh	8.8	9.6	9.8
LOS	A	A	A
95th %tile Queue, veh	2	3	2

Intersection	
Intersection Delay, s/veh	26.3
Intersection LOS	D

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	711	343	426
Demand Flow Rate, veh/h	725	350	435
Vehicles Circulating, veh/h	391	58	284
Vehicles Exiting, veh/h	328	1058	124
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	44.7	6.8	11.3
Approach LOS	E	A	B

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	725	350	435
Cap Entry Lane, veh/h	764	1066	851
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	711	343	426
Cap Entry, veh/h	749	1046	833
V/C Ratio	0.949	0.328	0.511
Control Delay, s/veh	44.7	6.8	11.3
LOS	E	A	B
95th %tile Queue, veh	14	1	3

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	435	633	304
Demand Flow Rate, veh/h	443	646	310
Vehicles Circulating, veh/h	278	24	541
Vehicles Exiting, veh/h	573	697	129
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.4	10.8	12.8
Approach LOS	B	B	B

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	443	646	310
Cap Entry Lane, veh/h	856	1103	658
Entry HV Adj Factor	0.981	0.980	0.981
Flow Entry, veh/h	435	633	304
Cap Entry, veh/h	840	1082	645
V/C Ratio	0.518	0.586	0.471
Control Delay, s/veh	11.4	10.8	12.8
LOS	B	B	B
95th %tile Queue, veh	3	4	3

Appendix F

Synchro 10 Loop Road and Paseo del Sol Western Intersection

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	109	14	53	118	14	12	5	91	36	5	79
Future Vol, veh/h	56	109	14	53	118	14	12	5	91	36	5	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	118	15	58	128	15	13	5	99	39	5	86
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	9.5	8.4	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	31%	29%	30%
Vol Thru, %	5%	61%	64%	4%
Vol Right, %	84%	8%	8%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	179	185	120
LT Vol	12	56	53	36
Through Vol	5	109	118	5
RT Vol	91	14	14	79
Lane Flow Rate	117	195	201	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.257	0.265	0.17
Departure Headway (Hd)	4.555	4.764	4.752	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	749	752	762
Service Time	2.613	2.822	2.81	2.74
HCM Lane V/C Ratio	0.15	0.26	0.267	0.171
HCM Control Delay	8.4	9.5	9.5	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1	1.1	0.6

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	131	28	56	106	84	87	5	45	18	5	53
Future Vol, veh/h	62	131	28	56	106	84	87	5	45	18	5	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	142	30	61	115	91	95	5	49	20	5	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	10.2	9.6	8.7
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	28%	23%	24%
Vol Thru, %	4%	59%	43%	7%
Vol Right, %	33%	13%	34%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	221	246	76
LT Vol	87	62	56	18
Through Vol	5	131	106	5
RT Vol	45	28	84	53
Lane Flow Rate	149	240	267	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.213	0.321	0.345	0.114
Departure Headway (Hd)	5.148	4.811	4.649	4.955
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	740	767	715
Service Time	3.233	2.883	2.718	3.049
HCM Lane V/C Ratio	0.216	0.324	0.348	0.116
HCM Control Delay	9.6	10.2	10.2	8.7
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.8	1.4	1.5	0.4

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	130	119	55	144	15	152	5	88	38	5	108
Future Vol, veh/h	64	130	119	55	144	15	152	5	88	38	5	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	141	129	60	157	16	165	5	96	41	5	117
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14	12.3	13	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	20%	26%	25%
Vol Thru, %	2%	42%	67%	3%
Vol Right, %	36%	38%	7%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	313	214	151
LT Vol	152	64	55	38
Through Vol	5	130	144	5
RT Vol	88	119	15	108
Lane Flow Rate	266	340	233	164
Geometry Grp	1	1	1	1
Degree of Util (X)	0.424	0.51	0.372	0.258
Departure Headway (Hd)	5.727	5.397	5.758	5.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	663	621	630
Service Time	3.8	3.465	3.835	3.739
HCM Lane V/C Ratio	0.425	0.513	0.375	0.26
HCM Control Delay	13	14	12.3	10.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.1	2.9	1.7	1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	172	108	65	126	32	103	5	60	21	5	54
Future Vol, veh/h	78	172	108	65	126	32	103	5	60	21	5	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	187	117	71	137	35	112	5	65	23	5	59
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.5	11.1	10.9	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	22%	29%	26%
Vol Thru, %	3%	48%	57%	6%
Vol Right, %	36%	30%	14%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	358	223	80
LT Vol	103	78	65	21
Through Vol	5	172	126	5
RT Vol	60	108	32	54
Lane Flow Rate	183	389	242	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.533	0.352	0.134
Departure Headway (Hd)	5.593	4.928	5.223	5.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	732	688	647
Service Time	3.634	2.959	3.26	3.578
HCM Lane V/C Ratio	0.285	0.531	0.352	0.134
HCM Control Delay	10.9	13.5	11.1	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.2	3.2	1.6	0.5

Appendix G
Synchro 10 Loop Road and Paseo del Sol Eastern Intersection

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	173	52	99	105	43	81	5	228	99	5	5
Future Vol, veh/h	5	173	52	99	105	43	81	5	228	99	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	188	57	108	114	47	88	5	248	108	5	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	12.7	13.3	10.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	2%	40%	91%
Vol Thru, %	2%	75%	43%	5%
Vol Right, %	73%	23%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	314	230	247	109
LT Vol	81	5	99	99
Through Vol	5	173	105	5
RT Vol	228	52	43	5
Lane Flow Rate	341	250	268	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.495	0.385	0.419	0.202
Departure Headway (Hd)	5.22	5.55	5.619	6.141
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	686	645	636	581
Service Time	3.279	3.615	3.682	4.219
HCM Lane V/C Ratio	0.497	0.388	0.421	0.203
HCM Control Delay	13.3	12.1	12.7	10.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.8	1.8	2.1	0.7

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	140	63	167	147	76	44	5	110	50	5	5
Future Vol, veh/h	5	140	63	167	147	76	44	5	110	50	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	152	68	182	160	83	48	5	120	54	5	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	14.5	10.2	9.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	2%	43%	83%
Vol Thru, %	3%	67%	38%	8%
Vol Right, %	69%	30%	19%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	208	390	60
LT Vol	44	5	167	50
Through Vol	5	140	147	5
RT Vol	110	63	76	5
Lane Flow Rate	173	226	424	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.255	0.314	0.579	0.109
Departure Headway (Hd)	5.308	5.006	4.917	5.99
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	717	738	597
Service Time	3.346	3.039	2.917	4.034
HCM Lane V/C Ratio	0.256	0.315	0.575	0.109
HCM Control Delay	10.2	10.3	14.5	9.8
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1	1.3	3.8	0.4

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	198	58	106	124	44	91	5	258	111	5	5
Future Vol, veh/h	5	198	58	106	124	44	91	5	258	111	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	215	63	115	135	48	99	5	280	121	5	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.3	15.1	16.8	11.9
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	2%	39%	92%
Vol Thru, %	1%	76%	45%	4%
Vol Right, %	73%	22%	16%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	354	261	274	121
LT Vol	91	5	106	111
Through Vol	5	198	124	5
RT Vol	258	58	44	5
Lane Flow Rate	385	284	298	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.602	0.471	0.503	0.244
Departure Headway (Hd)	5.631	5.983	6.077	6.678
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	601	593	537
Service Time	3.649	4.035	4.105	4.737
HCM Lane V/C Ratio	0.599	0.473	0.503	0.246
HCM Control Delay	16.8	14.3	15.1	11.9
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	4	2.5	2.8	1

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	173	80	188	172	44	52	5	134	60	5	5
Future Vol, veh/h	5	173	80	188	172	44	52	5	134	60	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	188	87	204	187	48	57	5	146	65	5	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.9	17	11.3	10.4
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	2%	47%	86%
Vol Thru, %	3%	67%	43%	7%
Vol Right, %	70%	31%	11%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	258	404	70
LT Vol	52	5	188	60
Through Vol	5	173	172	5
RT Vol	134	80	44	5
Lane Flow Rate	208	280	439	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.409	0.637	0.134
Departure Headway (Hd)	5.581	5.248	5.223	6.361
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	642	684	689	561
Service Time	3.638	3.297	3.265	4.432
HCM Lane V/C Ratio	0.324	0.409	0.637	0.135
HCM Control Delay	11.3	11.9	17	10.4
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.4	2	4.6	0.5

Tierra Contenta Phase 3A

Traffic Impact Analysis - Addendum

May 30, 2023

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Appendix G – Original TIA

EXECUTIVE SUMMARY

The subject of this traffic study is a the area within the boundaries of a proposed amended master plan for Phase 3A of the Tierra Contenta, a PUD within the City of Santa Fe located on the south side of the first two phases of the Tierra Contenta PUD. This report addressed the impact of the proposed revised land use plan for Tierra Contenta Phase 3A on the surrounding City of Santa Fe roadway system.

This addendum was to address the increase in residential units from 1175 to 1500. A revised buildout year of 2033 and a horizon year of 2043 were used in the analysis. Based upon the results of this traffic study, the required improvements on within the studied area are the following:

- Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive
  1) In the build out year 2033 (Phase 2), no improvements are needed
  2) In the horizon year 2043, a right turn lane for Jaguar Drive eastbound may be required. A traffic study should be conducted at that time to determine if the right turn lane is needed.

- Signalized Intersection of East Paseo del Sol and Jaguar Drive
  No improvements are required for Year 2033 and Year 2043

- Roundabout Intersection of Paseo del Sol and Herrera Drive
  No improvements are required for Year 2033 and Year 2043

- Internal Phase 3A Intersection
  Both major internal road intersections will require roundabout for both the design year 2033 and the horizon year 2043.

I. SCOPE OF ADDENDUM

A Traffic Impact Analysis (TIA) was previously prepared for Phase 3A of Tierra Contenta. This Addendum is to determine the impact of increasing the number of residential units from 1175 to 1500 units. The school and commercial development will remain the same as the original study.

Figure 1 is a vicinity map describing the location of this property. Figure 2 describes the site development plans and parcel development plan with Parcel Number and residential units' count.

II CHANGE IN PROPOSED DEVELOPMENT

A. Land Use per Parcel

As noted before, this development will be a plan unit development. The increase of units from 1175 to 1,500 residential units per parcel is summarized below in Table 1.

Table 1: Phase 3A Tierra Contenta Land Use

Parcel Number	Land Use	Type	Original Number of Residential Units	Revised Number of Residential Units
57	Single Family	Detached	49	63
58	Live/Work	Attached	21	27
59	Live/Work	Attached	21	27
60	Single Family	Detached	60	77
61	Single Family	Detached	73	93
62	Single Family	Detached	107	137
63	Multifamily	Apartments	275	351
64	Single Family	Townhouse	225	287
65	Multifamily	Apartments	150	191
67	Single Family	Detached	40	51
68	Single Family	Detached	12	15
69	Single Family	Detached	85	109
75	Single Family	Detached	11	14
76	Single Family	Detached	12	15
77	Single Family	Townhouse	34	43
	Total		**1175**	**1500**

B. Location and Type of Access Points

For this mix use development, Paseo del Sol will be extended from the western intersection of Jaguar Drive to the eastern intersection of Herrera Drive. For the internal Phase 3A traffic, a loop road will be built that has two intersection onto Paseo Del Sol. This loop road is label as having an eastern and western intersection. Refer to Figure 2 for the roadway layout. Within Phase 3A, Paseo del Sol will be two lane roadway with bike lanes.

III EXISTING TRAFFIC VOLUMES

Traffic counts were taken using a JAMAR DB-100 unit. For the original TIA, traffic counts for the all the intersections were taken in 2020. Due to the COVID issues, NMDOT will allow the use of traffic counts taken previously. No new counts were taken for the Addendum.

IV. DESIGN YEAR AND HORIZON YEAR BACKGROUND TRAFFIC

Since the original study had existing traffic counts for 2020 and used a design year of 2030 and horizon year 2040, there were 10 years and 20 years of increase in traffic volume, respectively. This report will be using the same increase in traffic but starting in 2023. Therefore, the design year with background and site traffic will be 2023 (Figures 5 and 6 in original study) and the horizon year 2043 (Figures 8 and 9 in original study).

V. CHANGE IN TRAFFIC VOLUMES

Table 2 was created to determine the net increase in volume of trips with the increase in residential units. The table shows the trips for the original 1175 residential units, trips for the proposed 1500 residential units and the trip increase between the 1175 and the 1500 units. The trip generation work sheets are shown in Appendix A.

The original traffic study used the Santa Fe Municipal Planning Organization (SFMPO) VISUM traffic model to distribute generated traffic volumes onto the studied intersections. This model was described in detail in the original study.

Using the original model as a basis of traffic distribution, the increase in residential traffic volumes per table 2 were assigned to the studied intersections. Refer to Figure 3 for traffic distribution within Phase 3A development internal loop roads and Figure 4 for traffic distribution on the studied intersection.

From the original study, the increase in background traffic for the design years and the VISUM traffic distribution for the 1175 residential units were used as the basis for the intersection volumes. The additional traffic distribution from Figures 3 and 4 were added to the original intersection volumes to create the increase traffic to be studied. This increase is shown Figures 5 and 7 for the internal loop road intersections and Figures 6 and 8 for the studied offsite intersections.

Table 2 Tierra Contenta Phase 3A Trip Distribution
Increase From 1135 to 1500 Residental Units

Tract	Land Use	Original Trip Generation				Update Trip Generation				Increase in Trips			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
South West Section													
57	Single Family	10	27	31	18	12	36	40	23	2	9	9	5
59	Mixed Use	3	4	6	3	4	5	8	4	1	1	2	1
60	Single Family	12	34	38	22	15	44	49	28	3	10	11	6
64	Single Family	35	91	89	62	45	116	113	79	10	25	24	17
										16	**45**	**46**	**29**
North West Section													
58	Mixed Use	3	4	6	3	4	5	8	4	1	1	2	1
65	Multifamily	13	35	37	24	16	45	47	31	3	10	10	7
75	Single Family	2	6	7	4	3	8	9	5	1	2	2	1
76	Single Family	2	7	8	4	3	8	10	5	1	1	2	1
77	Single Family	5	14	14	9	7	17	17	12	2	3	3	3
										8	**17**	**19**	**13**
South East Section													
61	Single Family	14	41	47	26	18	53	60	33	4	12	13	7
62	Single Family	21	60	68	39	27	77	88	49	6	17	20	10
63	Multifamily	24	64	68	45	30	82	86	58	6	18	18	13
										16	**47**	**51**	**30**
North East Section													
67	Single Family	8	22	26	14	10	29	33	18	2	7	7	4
68	Single Family	2	7	8	4	3	8	10	5	1	1	2	1
69	Single Family	17	48	54	31	22	61	70	39	5	13	16	8
										8	**21**	**25**	**13**
									Total Increase:	**48**	**130**	**141**	**85**

VI. TRAFFIC EVALUATION

A. Level of Service

Synchro 10 software was used to determine the operational level of service (LOS) for the intersection. The LOS is conducted for the design years 2033 and 2043. First, LOS were determined for fully developed conditions for both years. If a LOS with failing conditions were identified, then LOS for undeveloped condition was run to determine what improvements will be required to improve the LOS.

LOS is ranked from A-F, with A being the highest level of service with the least delays and F indicating a break-down in the operation of the intersection. Table 2 summarizes the delays associated with LOS rankings for both an unnsignalized intersection and a signalized intersection.

Table 3 LOS Rankings

LOS	Unsignaled Intersection	Signaled Intersection
A	< = 10	<=10
B	> 10 and <= 15	> 10 and <= 20
C	> 15 and < = 25	> 20 and >= 35
D	> 25 and < = 35	> 35 and <= 55
E	> 35 and < = 50	> 55 and <= 80
F	> 50	> 80

B. Existing Western Intersection of Jaguar Drive and Paseo del Sol

The western intersection of Jaguar Drive and Paseo del Sol is an unsignalized with stop conditions on all four approaches. The traffic volumes and distributions were taken from Figure 6 for Year 2033 and from Figure 8 for Year 2043. The Synchro 10 results are summarized below on Table 4. The analysis reports are attached in Appendix C.

TABLE 4: Jaguar Drive and Paseo del Sol West
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 6 Year 2033		Figure 8 Year 2043	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol SB	**B/14.3**	**C/15.5**	**C/17.1**	**C/17.2**
Paseo Del Sol NB	**C/15.3**	**B/14.5**	**C/21.0**	**C/17.0**
Jaguar Drive EB	**B/14.5**	**C/21.5**	**C/18.7**	**E/37.6**
Jaguar Drive WB	**B/12.8**	**B/14.4**	**C/16.0**	**C/17.3**

The LOS is acceptable for all approaches for both buildout year 2033 and horizon year 2043.

C. Existing Eastern Intersection of Jaguar Drive and Paseo del Sol

The eastern intersection of Jaguar Drive and Paseo del Sol is a signalized with protected left turns on all four approaches. The traffic volumes and distributions were taken from Figure 6 for Year 2033 and from Figure 8 for Year 2043. The Synchro 10 results are summarized below on Table 6. The analysis reports are attached in Appendix D.

TABLE 6: Jaguar Drive and Paseo del Sol East
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 6 Year 2033		Figure 8 Year 2043	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol SB	**C/25.5**	**B/17.9**	**C/29.4**	**C/20.8**
Paseo Del Sol NB	**C/22.7**	**B/13.2**	**C/29.2**	**B/16.0**
Jaguar Drive EB	**C/29.0**	**C/27.2**	**C/30.1**	**C/32.7**
Jaguar Drive WB	**C/20.4**	**B/18.4**	**B/19.6**	**B/18.3**

The LOS is acceptable for all approaches for both buildout year 2033 and horizon year 2043.

D. Existing Intersection of Herrera Drive and Paseo del Sol East

The intersection of Herrera Drive and Paseo del Sol is an unsignalized roundabout with three approaches. The traffic volumes and distributions were taken from Figure 6 for Year 2033 and from Figure 8 for Year 2043. The Synchro 10 results are summarized below on Table 7. The analysis reports are attached in Appendix E.

TABLE 7: Herrera Drive and Paseo del Sol East
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 6 Year 2033		Figure 8 Year 2043	
Movement	**AM**	**PM**	**AM**	**PM**
Herrera Drive EB	**C/17.9**	**A/7.2**	**D/29.1**	**A/8.7**
Herrera Drive WB	**A/5.6**	**A/7.6**	**A/5.4**	**B/11.0**
Paseo Del Sol SB	**A/7.5**	**A/8.6**	**A/8.6**	**A/9.1**

The LOS is acceptable for all approaches for both buildout year 2033 and horizon year 2043.

E. Western Loop Road and Paseo del Sol (Internal Intersection)

The intersection of Western Loop Road and Paseo del Sol is a new intersection within the proposed Phase 3A development. The intersection was assumed to be roundabout condition. The traffic volumes and distributions were taken from Figure 5 for Year 2033 and from Figure 7 for Year 2043. The Synchro 10 results are summarized below on Table 8. The analysis reports are attached in Appendix F.

TABLE 8 Western Loop Road and Paseo del Sol
ROUNDABOUT INTERSECTION
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 5 Year 2033		Figure 7 Year 2043	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol EB	**A/5.5**	**A/5.7**	**A/5.9**	**A/6.7**
Paseo Del Sol WB	**A/5.3**	**A/5.3**	**A/5.9**	**A/6.0**
South Loop NB	**A/6.0**	**A/5.7**	**A/6.6**	**A/6.0**
North Loop SB	**A/5.5**	**A/4.6**	**A/6.3**	**A/5.0**

The LOS is acceptable for all approaches for both buildout year 2033 and horizon year 2043.

F. Eastern Loop Road and Paseo del Sol

The intersection of Eastern Loop Road and Paseo del Sol is a new intersection within the proposed Phase 3A development. This intersection was assumed to be four way stop condition. The traffic volumes and distributions were taken from Figure 5 for Year 2033 and from Figure 7 for Year 2043. The Synchro 10 results are summarized below on Table 9. The analysis report is attached in Appendix G.

TABLE 9 Eastern Loop Road and Paseo del Sol
ROUNDABOUT INTERSECTION
LEVEL OF SERVICE ANALYSIS/DELAY (Seconds)

	Figure 5 Year 2033		Figure 7 Year 2043	
Movement	**AM**	**PM**	**AM**	**PM**
Paseo Del Sol EB	**A/6.1**	**A/6.2**	**A/6.7**	**A/7.2**
Paseo Del Sol WB	**A/5.2**	**A/6.9**	**A/5.5**	**A/7.6**
South Loop NB	**A/8.6**	**A/5.2**	**A/9.8**	**A/5.9**
North Loop SB	**A/5.2**	**A/5.2**	**A/5.6**	**A/5.8**

The LOS is acceptable for all approaches for both buildout year 2033 and horizon year 2043.

VII. SUMMARY AND RECOMMENDATIONS

A. Summary

Tierra Contenta Phase 3A will have minimal impact on the City of Santa Fe road system. The required improvements have been identified and will be implemented as the subdivision is developed.

B. Recommendations

Based on this traffic impact analysis study, the following recommended improvements should be made with the Tierra Contenta Phase 3A:

- Stop Controlled Intersection of West Paseo del Sol and Jaguar Drive
  1) In the build out year 2033, no improvements are needed
  2) In the horizon year 2043, a right turn lane for Jaguar Drive eastbound could be required. A new study should be preformed at that time

- Signalized Intersection of East Paseo del Sol and Jaguar Drive
  No improvements are required for Year 2033 and Year 2043

- Roundabout Intersection of Paseo del Sol and Herrera Drive

  No improvements are required for Year 2033 and Year 2043

- Internal Phase 3A Intersection
  Both major internal road intersections will require roundabout for both design year 2033 and horizon year 2043

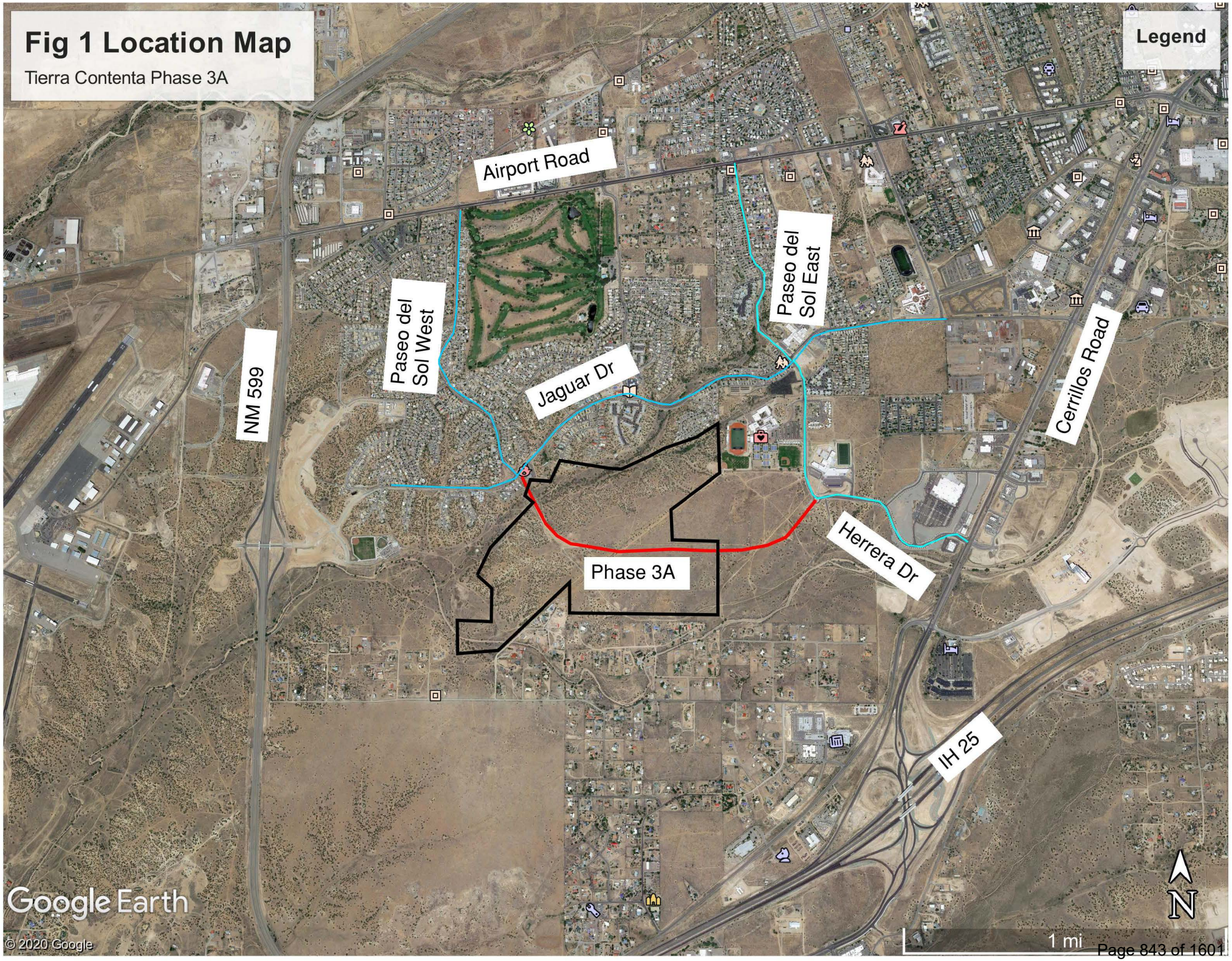
Fig 1 Location Map
Tierra Contenta Phase 3A
Legend
Airport Road
Paseo del Sol West
Paseo del Sol East
NM 599
Jaguar Dr
Cerrillos Road
Phase 3A
Herrera Dr
IH 25
N
1 mi
Google Earth
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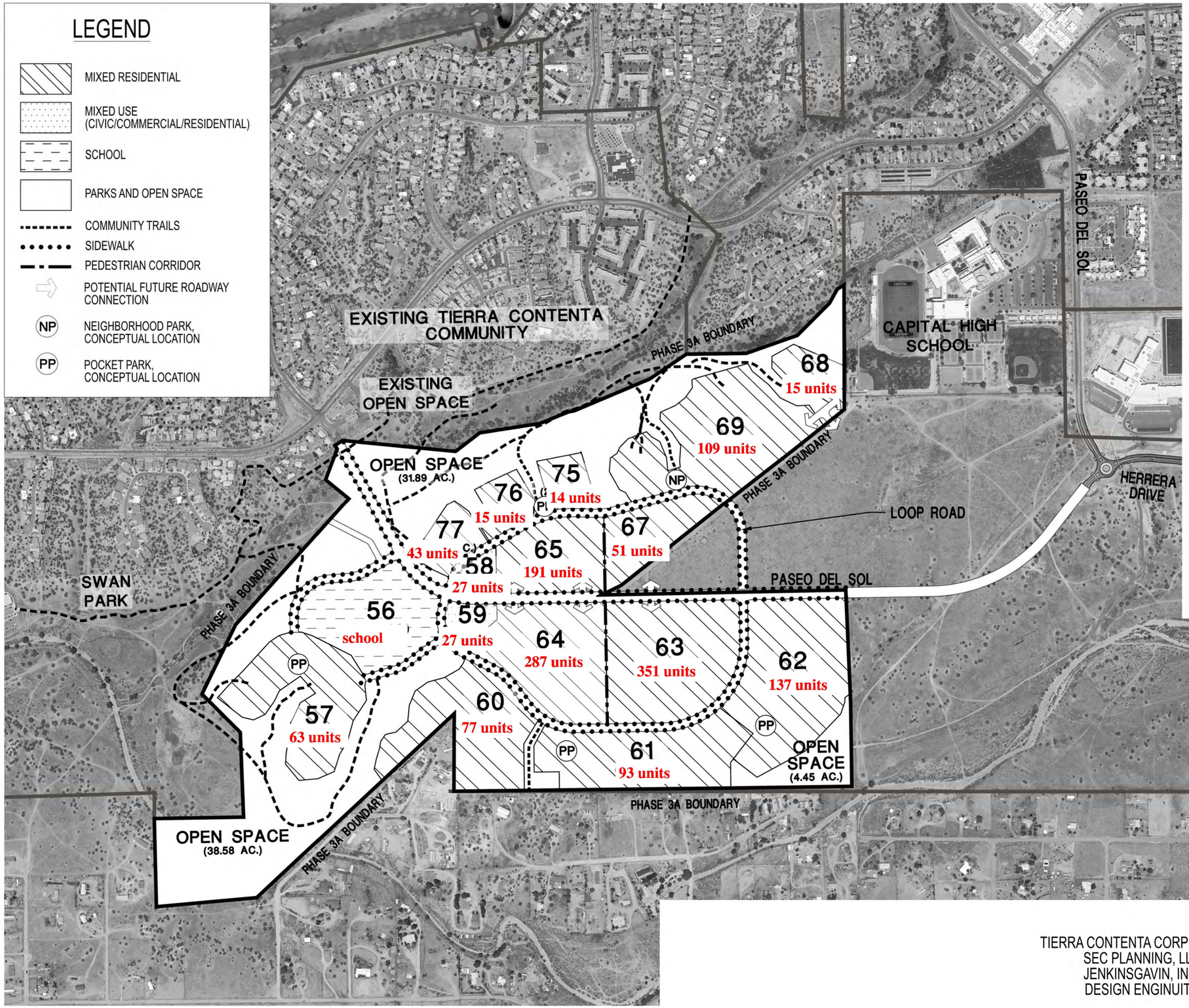


NOTES:

1. FOR DEVELOPMENT PROGRAM, SEE ABOVE. SEE ALSO RESTATED ANNEXATION AGREEMENT ENTITED "TIERRA CONTENTA, WOLMAGOOD SUBDIVISION AND CONTIGUOUS LAND (EAST)" FOR CONDITIONS OF DEVELOPMENT.
2. AT THE TIME OF APPLICATION FOR PLAT, A SYSTEM OF APPROPRIATELY SCALED LOCAL ROADS SHALL BE ESTABLISHED WHICH CONNECT OR ARE STUBBED OUT TO PERMIT LATER CONNECTION TO ADJOINING LOCAL ROADS ON PROPERTIES WITHIN OR NEXT TO TIERRA CONTENTA.
3. SUBSEQUENT PLATS SHALL ILLUSTRATE STORM WATER MANAGEMENT SYSTEMS ACCEPTABLE TO THE ITY WHICH INCLUDE FACILITY DESIGN AND MAINTENANCE PROGRAMS.
4. FOR FINAL SUBDIVISION PLATS OR DEVELOPMENT PLANS (IN THE CASE OF MULTI-FAMILY), THE DISPOSITION OF LANDS OVER 30% SLOPE THAT ARE NOT LOCATED IN THE PUBLIC OPEN SPACE SYSTEM SHALL BE CLARIFIED. LANDS OUTSIDE THE OPEN SPACE SYSTEM THAT ARE OVER 30% SLOPE SHALL BE IDENTIFIED AS REMAINING UNDISTURBED PER THE CITY CODE OR AS REQUIRING A VARIANCE.
5. SUBMITTALS SHALL BE PREPARED ON A TRATC BY TRACT BASIS FOR IMPROVEMENT PLANS, VEGETATION PLANS (INCLUDING USE OF NATIVE PLANTS) AND IRRIGATION PLANS (INCLUDING XERISCAPE AND USE OF EFFLUENT WATER) IN PARKS, OPEN SPACE, ROADWAYS, DRAINAGES, AND COMMUNITY FACILITIES. THE CITY PARKS AND PUBLIC WORKS DEPARTMENTS SHALL REVIEW THE SUBMITTALS TO DETERMINE ACCEPTABLE PLANS.
6. THE CITY PARKS DEPARTMENT SHALL RECOMMEND SIZE AND DEVELOPMENT CRITERIA FOR PARK IMPROVEMENTS.
7. ROADS WILL BE CONSTRUCTED CONSISTENT WITH CITY CODE OR VARIANCES FROM THE CITY CODE SHALL BE OBTAINED.
8. DEVELOPMENT WITH THE PRC SHALL COMPLY WITH THE APPROVED DESIGN GUIDELINES.

PHASE 3A DEVELOPMENT AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	UNITS	DU/ACRE
56	SCHOOL	10.25	0	0.0
57	MIXED RESIDENTIAL	10.69	49	4.6
58	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.38	21	12.0
59	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.68	21	12.5
60	MIXED RESIDENTIAL	11.77	60	5.1
61	MIXED RESIDENTIAL	11.97	73	6.1
62	MIXED RESIDENTIAL	16.05	107	6.7
63	MIXED RESIDENTIAL	14.88	275	18.5
64	MIXED RESIDENTIAL	12.23	225	18.4
65	MIXED RESIDENTIAL	7.36	150	17.2
67	MIXED RESIDENTIAL	5.68	40	7.0
68	MIXED RESIDENTIAL	2.77	12	4.3
69	MIXED RESIDENTIAL	16.02	85	5.3
75	MIXED RESIDENTIAL	2.52	11	4.4
76	MIXED RESIDENTIAL	2.70	12	4.4
77	MIXED RESIDENTIAL	2.92	34	11.6
	OPEN SPACE	85.65	0	0.0
	PHASE 3A TOTALS	216.52	1175	5.3
	MAXIMUM PERMISSIBLE UNITS		1500	6.7

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC.
DESIGN ENGINUITY

MASTER PLAN AMENDMENT #1

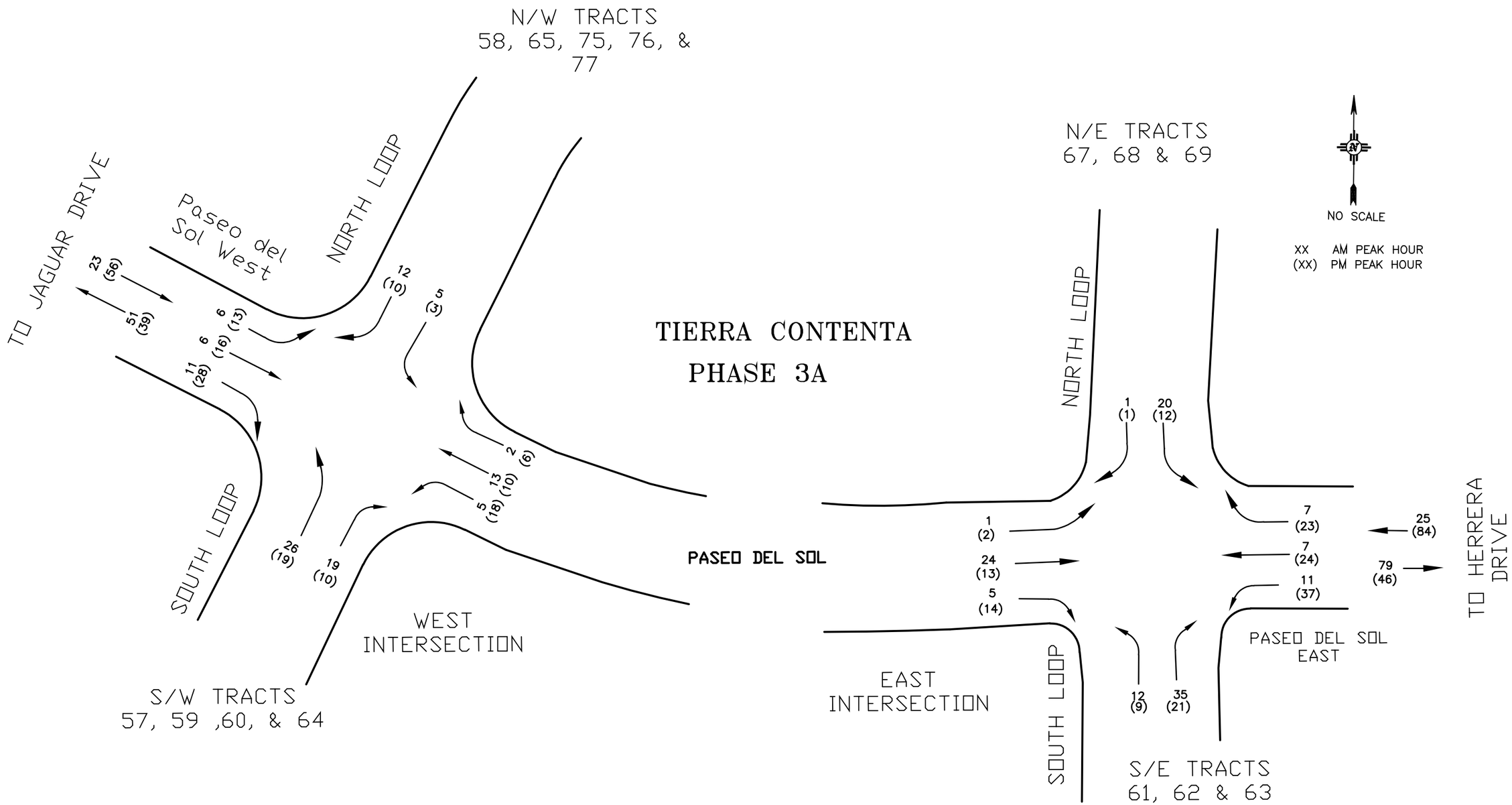
NORTH

150 300 0 300 600

TIERRA CONTENTA PHASE 3A

SANTA FE, NEW MEXICO

FIGURE 2
SITE PLAN



TIERRA CONTENTA
PHASE 3A

Figure 3: INTERNAL LOOP ROADS AM & PM
Additional Traffic to Increase to 1500 Units

TIERRA CONTENTA IIIA

Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering

505-820-7990
FAX 505-820-3539

905 Camino Sierra Vista•Santa Fe, NM 87501

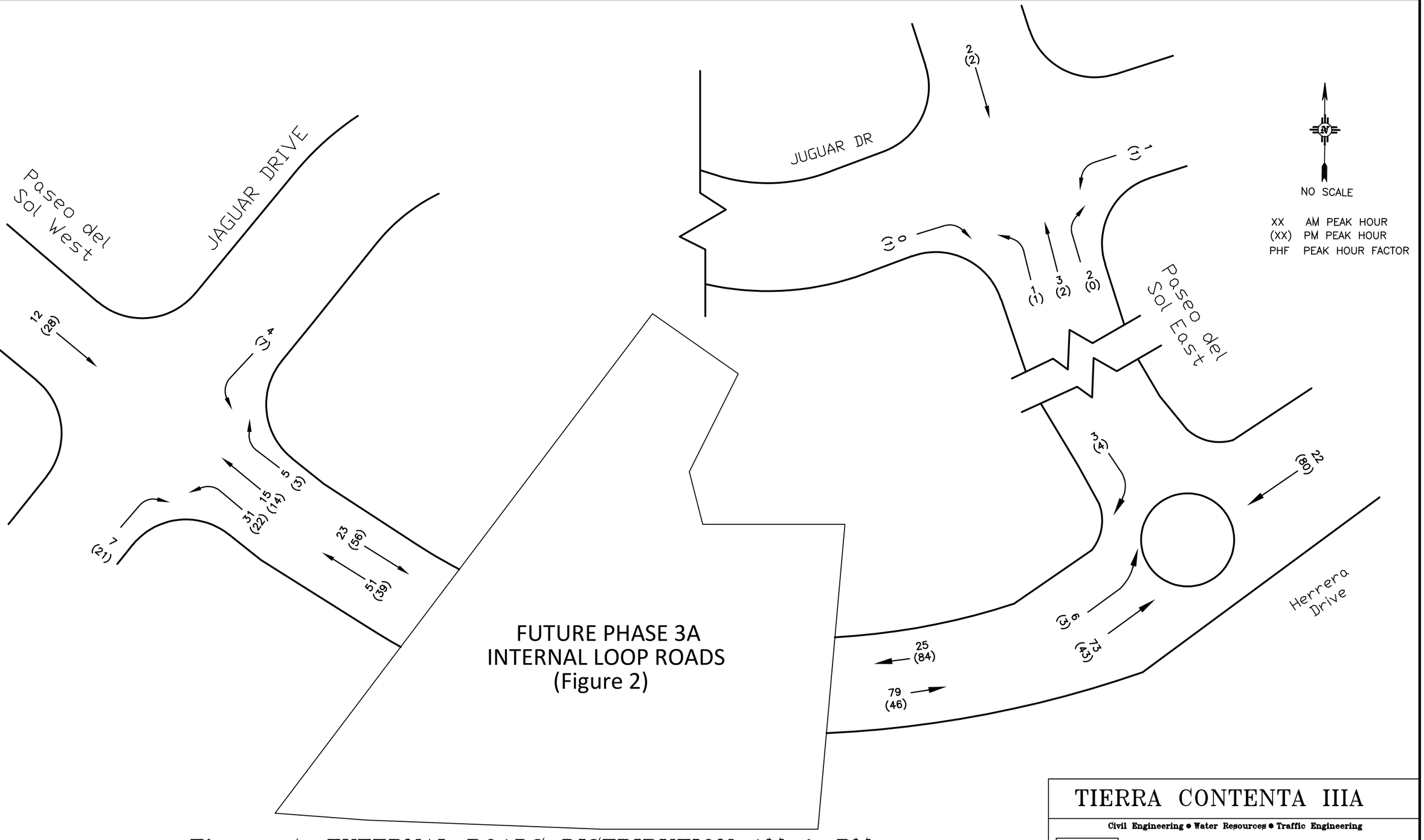


Figure 4: EXTERNAL ROADS DISTRIBUTION AM & PM
Additional Traffic to increase to 1500 Units

TIERRA CONTENTA IIIA

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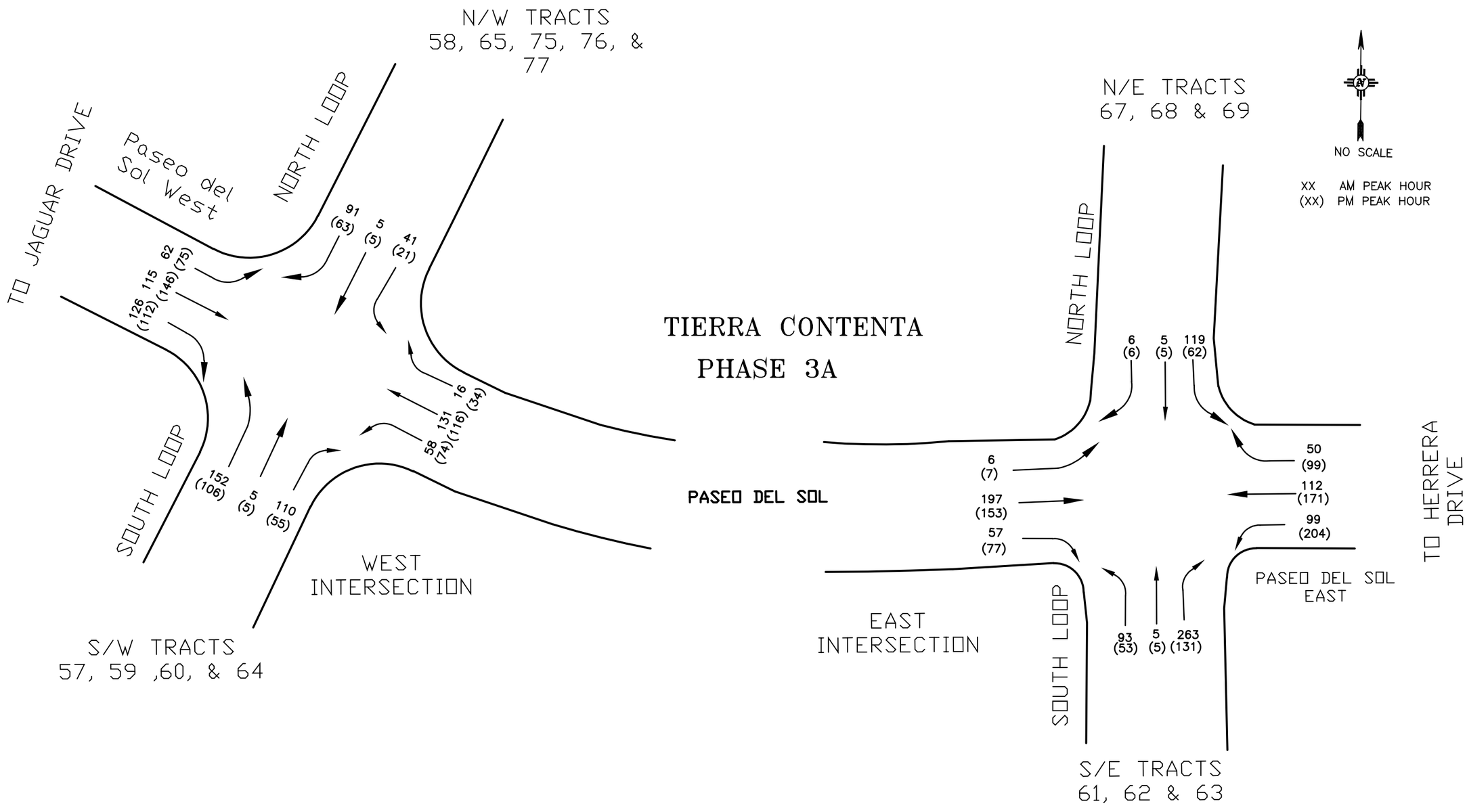
FAX 505-820-3539
905 Camino Sierra Vista Santa Fe, NM 87501



TIERRA CONTENTA
PHASE 3A

Figure 5: 2033 INTERNAL LOOP ROADS AM & PM
Total 1500 Residential Units

TIERRA CONTENTA IIIA

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W•E Walker Engineering

505-820-7990
FAX 505-820-3539

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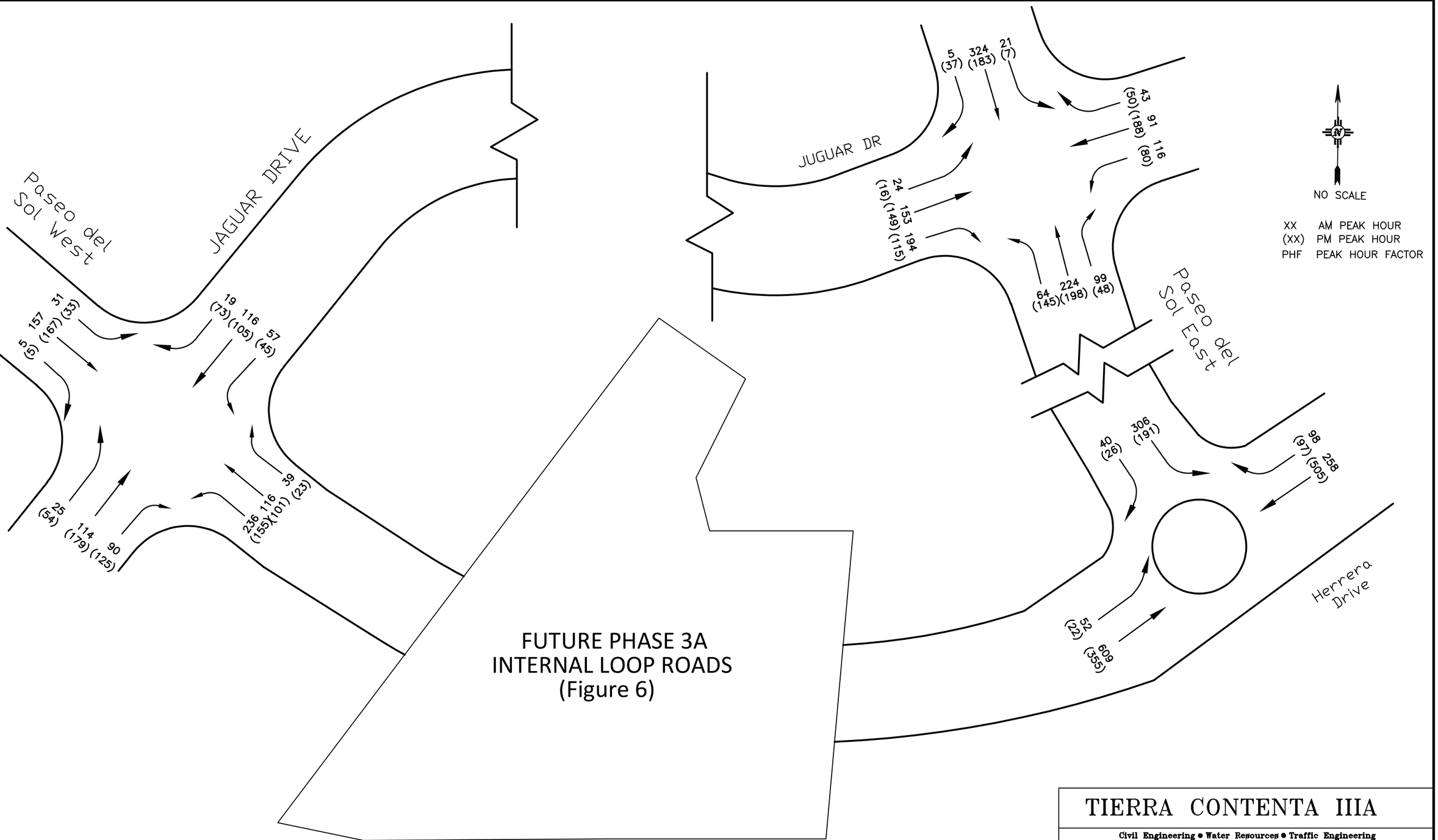

Figure 6: 2033 WITH PHASE 3A TIERRA CONTENTA AM & PM
Total: 1500 Residential Units

TIERRA CONTENTA IIIA

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W•E Walker Engineering

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FAX 505-820-3539

905 Camino Sierra Vista • Santa Fe, NM 87501

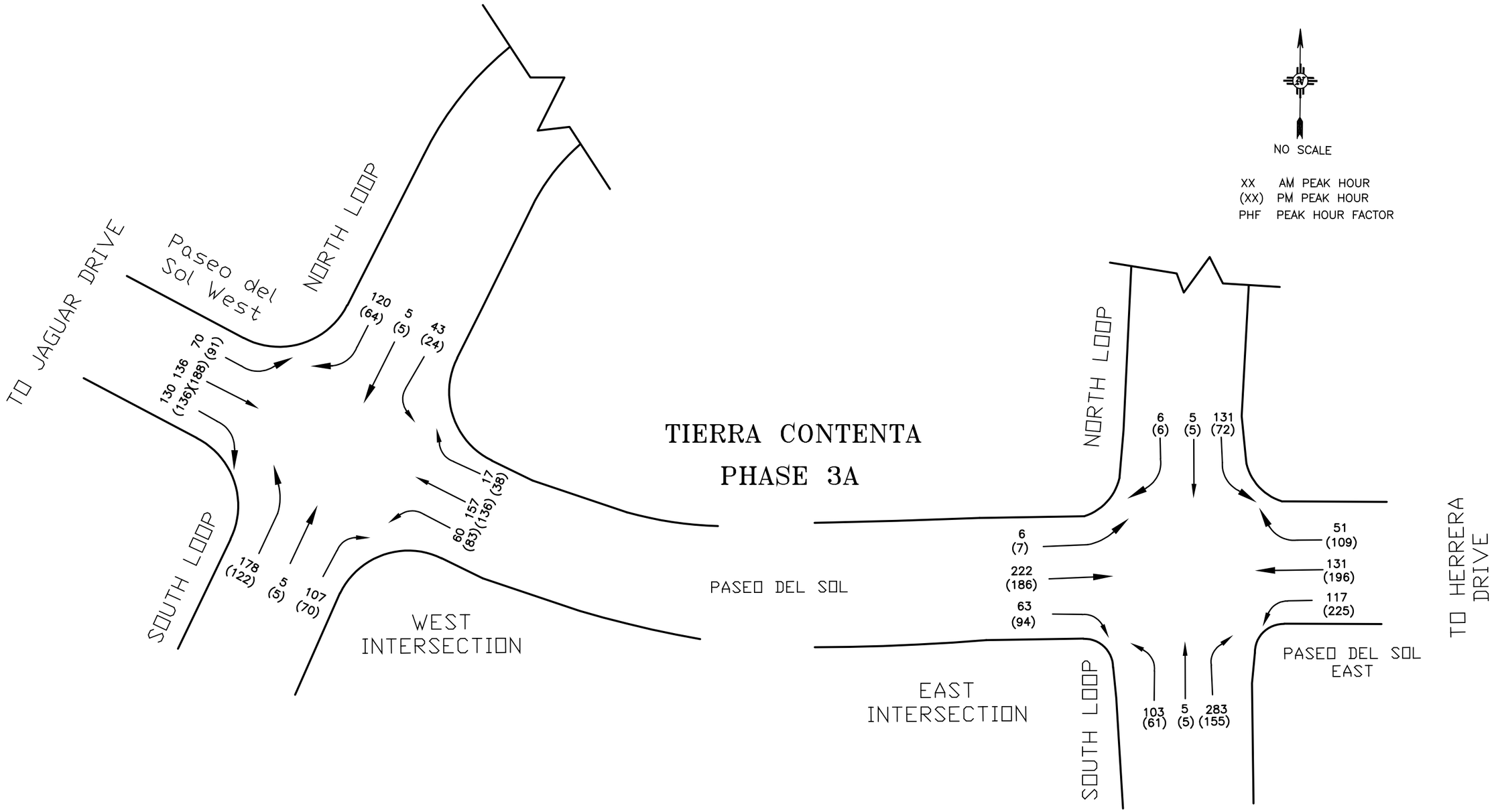

Figure 7: 2043 INTERNAL LOOP ROADS AM & PM
Total: 1500 Residential Units

TIERRA CONTENTA IIIA

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W•E Walker Engineering
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FAX 505-820-3539
905 Camino Sierra Vista•Santa Fe, NM 87501

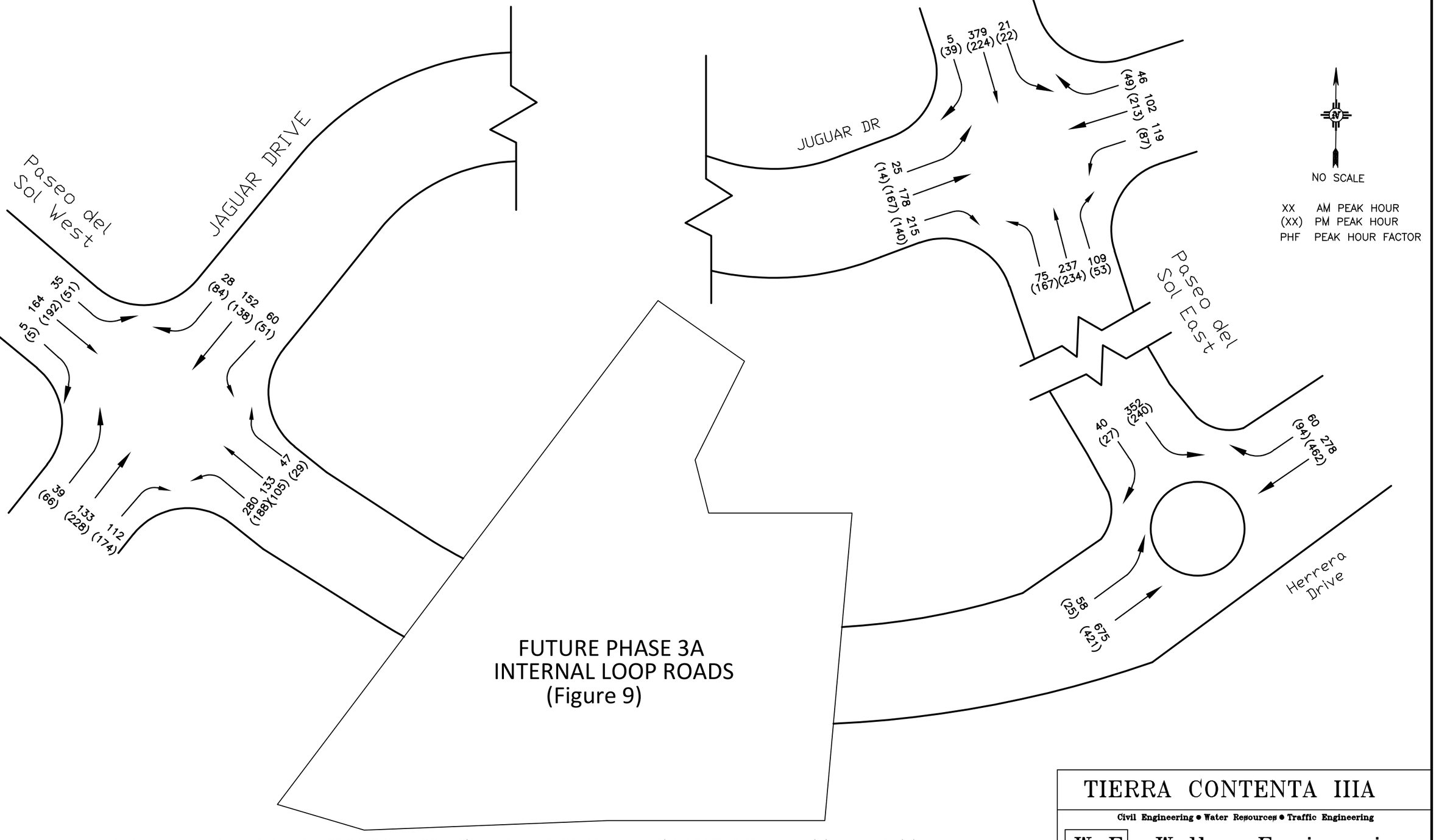

Figure 8: 2043 WITH PHASE 3A TIERRA CONTENTA AM & PM
Total: 1500 Residential Units

TIERRA CONTENTA IIIA

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W•E Walker Engineering

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905 Camino Sierra Vista • Santa Fe, NM 87501

Tierra Contenta Phase 3A
Traffic Addendum

Appendix A

Trip Generations

North Section with Original Units

Alternative: Alternative 1
Phase:
Project: Tierra Contenta

Open Date: 2/14/2023
Analysis Date: 2/14/2023

ITE	Land Use		Weekday AM Peak Hour of Generator			Weekday PM Peak Hour of Generator			Weekday		
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 5 Tract 67		8	22	30		26	14	40		189	189	378
	40 Dwelling Units												
210	SFHOUSE 4 Tract 76		2	7	9		8	4	12		57	56	113
	12 Dwelling Units												
210	SFHOUSE 3 Tract 69		17	48	65		54	31	85		401	401	802
	85 Dwelling Units												
210	SFHOUSE 2 Tract 75		2	6	8		7	4	11		52	52	104
	11 Dwelling Units												
210	SFHOUSE 1 Tract 64		2	7	9		8	4	12		57	56	113
	12 Dwelling Units												
220	LOW-RISE 1 Tract 77		5	14	19		14	9	23		125	124	249
	34 Dwelling Units												
221	MID-RISE 1 Tract 65		13	35	48		37	24	61		408	408	816
	150 Dwelling Units												
231	MID-RISE-COMM 1 Tract 58		3	4	7		6	3	9		36	36	72
	21 Dwelling Units												
Unadjusted Volume			52	143	195		160	93	253		1325	1322	2647
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			52	143	195		160	93	253		1325	1322	2647

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

North Section with Increase Units

Alternative: Alternative 1
Phase:
Project: Tierra Contenta 3A

Open Date: 2/14/2023
Analysis Date: 2/14/2023

ITE	Land Use		Weekday AM Peak Hour of Generator *	Enter	Exit	Total	Weekday PM Peak Hour of Generator *	Enter	Exit	Total	Weekday *	Enter	Exit	Total
210	SFHOUSE 5	Tract 67		10	29	39		33	18	51		241	240	481
	51	Dwelling Units												
210	SFHOUSE 4	Tract 68		3	8	11		10	5	15		71	71	142
	15	Dwelling Units												
210	SFHOUSE 3	Tract 69		22	61	83		70	39	109		515	514	1029
	109	Dwelling Units												
210	SFHOUSE 2	Tract 75		3	8	11		9	5	14		66	66	132
	14	Dwelling Units												
210	SFHOUSE 1	Tract 76		3	8	11		10	5	15		71	71	142
	15	Dwelling Units												
220	LOW-RISE 1	Tract 77		7	17	24		17	12	29		158	157	315
	43	Dwelling Units												
221	MID-RISE 1	Tract 65		16	45	61		47	31	78		520	519	1039
	191	Dwelling Units												
231	MID-RISE-COMM 1	Tract 58		4	5	9		8	4	12		47	46	93
	27	Dwelling Units												
Unadjusted Volume				68	181	249		204	119	323		1689	1684	3373
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				68	181	249		204	119	323		1689	1684	3373

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

South Section with Original Units

Alternative: Alternative 1
Phase:
Project: Tierra Contenta 3A

Open Date: 2/14/2023
Analysis Date: 2/14/2023

ITE	Land Use		Weekday AM Peak Hour of Generator *	Enter	Exit	Total	Weekday PM Peak Hour of Generator *	Enter	Exit	Total	Weekday *	Enter	Exit	Total
210	SFHOUSE 4 Tract 57			10	27	37		31	18	49		232	231	463
	49	Dwelling Units												
210	SFHOUSE 3 Tract 60			12	34	46		38	22	60		283	283	566
	60	Dwelling Units												
210	SFHOUSE 2 Tract 61			14	41	55		47	26	73		345	344	689
	73	Dwelling Units												
210	SFHOUSE 1 Tract 62			21	60	81		68	39	107		505	505	1010
	107	Dwelling Units												
220	LOW-RISE 1 Tract 64			35	91	126		89	62	151		824	823	1647
	225	Dwelling Units												
221	MID-RISE 1 Tract 63			24	64	88		68	45	113		748	748	1496
	275	Dwelling Units												
231	MID-RISE-COMM 1 Tract 59			3	4	7		6	3	9		36	36	72
	21	Dwelling Units												
Unadjusted Volume				119	321	440		347	215	562		2973	2970	5943
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				119	321	440		347	215	562		2973	2970	5943

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

South Section with Increase Units

Alternative: Alternative 1
Phase:
Project: Tierra Contenta 3A

Open Date: 2/14/2023
Analysis Date: 2/14/2023

ITE	Land Use		Weekday AM Peak Hour of Generator			Weekday PM Peak Hour of Generator			Weekday		
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 4 Tract 57		12	36	48		40	23	63		298	297	595
	63 Dwelling Units												
210	SFHOUSE 3 Tract 60		15	44	59		49	28	77		364	363	727
	77 Dwelling Units												
210	SFHOUSE 2 Tract 61		18	53	71		60	33	93		439	439	878
	93 Dwelling Units												
210	SFHOUSE 1 Tract 62		27	77	104		88	49	137		647	646	1293
	137 Dwelling Units												
220	LOW-RISE 1 Tract 64		45	116	161		113	79	192		1051	1050	2101
	287 Dwelling Units												
221	MID-RISE 1 Tract 63		30	82	112		86	58	144		955	954	1909
	351 Dwelling Units												
231	MID-RISE-COMM 1 tract 59		4	5	9		8	4	12		47	46	93
	27 Dwelling Units												
Unadjusted Volume			151	413	564		444	274	718		3801	3795	7596
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			151	413	564		444	274	718		3801	3795	7596

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent
Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

Appendix B

Synchro 10 Results

Western Intersection

Jaguar Drive & Paseo del Sol

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	31	157	5	236	116	39	25	114	90	57	116	19
Future Vol, veh/h	31	157	5	236	116	39	25	114	90	57	116	19
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	215	7	257	126	42	28	128	101	67	136	22
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14.3	15.3	14.5	12.8
HCM LOS	B	C	B	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	56%	0%	75%	0%	97%	0%	86%
Vol Right, %	0%	44%	0%	25%	0%	3%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	204	236	155	31	162	57	135
LT Vol	25	0	236	0	31	0	57	0
Through Vol	0	114	0	116	0	157	0	116
RT Vol	0	90	0	39	0	5	0	19
Lane Flow Rate	28	229	257	168	42	222	67	159
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.06	0.438	0.515	0.306	0.089	0.43	0.145	0.316
Departure Headway (Hd)	7.705	6.877	7.233	6.544	7.515	6.982	7.772	7.159
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	525	500	549	477	517	462	502
Service Time	5.443	4.615	4.97	4.28	5.254	4.72	5.513	4.9
HCM Lane V/C Ratio	0.06	0.436	0.514	0.306	0.088	0.429	0.145	0.317
HCM Control Delay	10.9	14.9	17.4	12.2	11	14.9	11.8	13.2
HCM Lane LOS	B	B	C	B	B	B	B	B
HCM 95th-tile Q	0.2	2.2	2.9	1.3	0.3	2.1	0.5	1.3

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	33	167	5	155	101	23	54	179	125	45	105	73
Future Vol, veh/h	33	167	5	155	101	23	54	179	125	45	105	73
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	209	6	178	116	26	64	213	149	54	125	87
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.5	14.5	21.5	14.4
HCM LOS	C	B	C	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	59%	0%	81%	0%	97%	0%	59%
Vol Right, %	0%	41%	0%	19%	0%	3%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	304	155	124	33	172	45	178
LT Vol	54	0	155	0	33	0	45	0
Through Vol	0	179	0	101	0	167	0	105
RT Vol	0	125	0	23	0	5	0	73
Lane Flow Rate	64	362	178	143	41	215	54	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.136	0.685	0.392	0.288	0.092	0.449	0.118	0.421
Departure Headway (Hd)	7.621	6.815	7.923	7.276	8.047	7.512	7.952	7.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	470	528	454	493	445	479	450	502
Service Time	5.376	4.57	5.684	5.038	5.809	5.274	5.715	4.906
HCM Lane V/C Ratio	0.136	0.686	0.392	0.29	0.092	0.449	0.12	0.422
HCM Control Delay	11.6	23.2	15.7	13	11.6	16.3	11.8	15
HCM Lane LOS	B	C	C	B	B	C	B	B
HCM 95th-tile Q	0.5	5.2	1.8	1.2	0.3	2.3	0.4	2.1

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	35	164	5	280	133	47	39	133	112	60	152	28
Future Vol, veh/h	35	164	5	280	133	47	39	133	112	60	152	28
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	225	7	304	145	51	44	149	126	71	179	33
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.1	21	18.7	16
HCM LOS	C	C	C	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	54%	0%	74%	0%	97%	0%	84%
Vol Right, %	0%	46%	0%	26%	0%	3%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	245	280	180	35	169	60	180
LT Vol	39	0	280	0	35	0	60	0
Through Vol	0	133	0	133	0	164	0	152
RT Vol	0	112	0	47	0	5	0	28
Lane Flow Rate	44	275	304	196	48	232	71	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.101	0.571	0.666	0.39	0.11	0.499	0.165	0.458
Departure Headway (Hd)	8.314	7.47	7.877	7.176	8.296	7.759	8.406	7.778
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	482	457	499	431	463	426	462
Service Time	6.084	5.239	5.647	4.946	6.074	5.537	6.179	5.551
HCM Lane V/C Ratio	0.102	0.571	0.665	0.393	0.111	0.501	0.167	0.459
HCM Control Delay	12	19.8	25.1	14.5	12.1	18.1	12.8	17
HCM Lane LOS	B	C	D	B	B	C	B	C
HCM 95th-tile Q	0.3	3.5	4.8	1.8	0.4	2.7	0.6	2.4

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	51	192	5	188	105	29	66	228	174	51	138	84
Future Vol, veh/h	51	192	5	188	105	29	66	228	174	51	138	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	209	5	204	114	32	72	248	189	55	150	91
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.2	17	37.6	17.3
HCM LOS	C	C	E	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	57%	0%	78%	0%	97%	0%	62%
Vol Right, %	0%	43%	0%	22%	0%	3%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	402	188	134	51	197	51	222
LT Vol	66	0	188	0	51	0	51	0
Through Vol	0	228	0	105	0	192	0	138
RT Vol	0	174	0	29	0	5	0	84
Lane Flow Rate	72	437	204	146	55	214	55	241
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.16	0.872	0.482	0.316	0.134	0.484	0.131	0.515
Departure Headway (Hd)	8.011	7.186	8.494	7.821	8.672	8.136	8.476	7.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	446	503	423	457	411	441	421	466
Service Time	5.79	4.965	6.288	5.615	6.466	5.93	6.269	5.478
HCM Lane V/C Ratio	0.161	0.869	0.482	0.319	0.134	0.485	0.131	0.517
HCM Control Delay	12.3	41.8	19	14.2	12.8	18.4	12.6	18.4
HCM Lane LOS	B	E	C	B	B	C	B	C
HCM 95th-tile Q	0.6	9.4	2.6	1.3	0.5	2.6	0.4	2.9

Appendix C

Synchro 10 Results

Eastern Intersection

Jaguar Drive & Paseo del Sol

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	324	5	64	224	99	24	153	194	116	91	43
Future Volume (veh/h)	21	324	5	64	224	99	24	153	194	116	91	43
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	405	6	80	280	124	30	191	242	161	126	60
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	624	9	341	449	199	458	225	285	273	406	193
Arrive On Green	0.03	0.34	0.34	0.05	0.37	0.37	0.03	0.30	0.30	0.07	0.34	0.34
Sat Flow, veh/h	1781	1838	27	1781	1228	544	1781	750	950	1781	1197	570
Grp Volume(v), veh/h	26	0	411	80	0	404	30	0	433	161	0	186
Grp Sat Flow(s),veh/h/ln	1781	0	1865	1781	0	1772	1781	0	1699	1781	0	1768
Q Serve(g_s), s	0.7	0.0	14.0	2.1	0.0	14.1	0.9	0.0	18.0	4.7	0.0	5.8
Cycle Q Clear(g_c), s	0.7	0.0	14.0	2.1	0.0	14.1	0.9	0.0	18.0	4.7	0.0	5.8
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.56	1.00		0.32
Lane Grp Cap(c), veh/h	321	0	634	341	0	648	458	0	510	273	0	599
V/C Ratio(X)	0.08	0.00	0.65	0.23	0.00	0.62	0.07	0.00	0.85	0.59	0.00	0.31
Avail Cap(c_a), veh/h	390	0	634	364	0	648	527	0	803	273	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	21.0	15.9	0.0	19.6	17.3	0.0	24.7	19.0	0.0	18.3
Incr Delay (d2), s/veh	0.1	0.0	5.1	0.3	0.0	4.5	0.1	0.0	5.1	3.4	0.0	0.3
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	0.3	0.0	6.6	0.8	0.0	6.2	0.3	0.0	7.5	2.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	26.1	16.2	0.0	24.0	17.4	0.0	29.8	22.3	0.0	18.6
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		437			484			463			347	
Approach Delay, s/veh		25.5			22.7			29.0			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	32.0	9.5	27.0	8.6	30.0	6.6	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	16.1	6.7	20.0	4.1	16.0	2.9	7.8
Green Ext Time (p_c), s	0.0	1.7	0.0	2.6	0.0	1.7	0.0	1.1

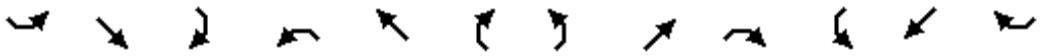
Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	183	37	145	198	48	16	149	115	80	188	50
Future Volume (veh/h)	7	183	37	145	198	48	16	149	115	80	188	50
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	201	41	151	206	50	20	182	140	90	211	56
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	472	96	504	557	135	327	223	172	298	384	102
Arrive On Green	0.01	0.31	0.31	0.08	0.38	0.38	0.02	0.23	0.23	0.07	0.27	0.27
Sat Flow, veh/h	1781	1508	308	1781	1454	353	1781	980	754	1781	1424	378
Grp Volume(v), veh/h	8	0	242	151	0	256	20	0	322	90	0	267
Grp Sat Flow(s),veh/h/ln	1781	0	1815	1781	0	1807	1781	0	1735	1781	0	1802
Q Serve(g_s), s	0.2	0.0	6.1	3.1	0.0	5.9	0.5	0.0	10.1	2.2	0.0	7.3
Cycle Q Clear(g_c), s	0.2	0.0	6.1	3.1	0.0	5.9	0.5	0.0	10.1	2.2	0.0	7.3
Prop In Lane	1.00		0.17	1.00		0.20	1.00		0.43	1.00		0.21
Lane Grp Cap(c), veh/h	460	0	568	504	0	692	327	0	395	298	0	487
V/C Ratio(X)	0.02	0.00	0.43	0.30	0.00	0.37	0.06	0.00	0.82	0.30	0.00	0.55
Avail Cap(c_a), veh/h	596	0	568	516	0	692	439	0	543	334	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	15.7	11.2	0.0	12.8	16.5	0.0	21.1	16.1	0.0	18.0
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.3	0.0	1.5	0.1	0.0	6.8	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.6	1.1	0.0	2.4	0.2	0.0	4.5	0.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	18.0	11.5	0.0	14.3	16.6	0.0	27.9	16.7	0.0	19.0
LnGrp LOS	B	A	B	B	A	B	B	A	C	B	A	B
Approach Vol, veh/h		250			407			342			357	
Approach Delay, s/veh		17.9			13.2			27.2			18.4	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	26.5	8.3	17.6	9.1	22.5	5.9	20.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	7.9	4.2	12.1	5.1	8.1	2.5	9.3
Green Ext Time (p_c), s	0.0	1.0	0.0	1.0	0.0	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	379	5	15	237	109	25	178	215	119	102	46
Future Volume (veh/h)	21	379	5	15	237	109	25	178	215	119	102	46
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	474	6	19	296	136	31	222	269	165	142	64
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	631	8	238	408	187	484	256	310	269	452	204
Arrive On Green	0.03	0.34	0.34	0.02	0.34	0.34	0.03	0.33	0.33	0.07	0.37	0.37
Sat Flow, veh/h	1781	1843	23	1781	1213	557	1781	770	933	1781	1221	550
Grp Volume(v), veh/h	26	0	480	19	0	432	31	0	491	165	0	206
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	0	1770	1781	0	1702	1781	0	1771
Q Serve(g_s), s	0.7	0.0	17.3	0.5	0.0	16.3	0.9	0.0	20.5	4.6	0.0	6.3
Cycle Q Clear(g_c), s	0.7	0.0	17.3	0.5	0.0	16.3	0.9	0.0	20.5	4.6	0.0	6.3
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.55	1.00		0.31
Lane Grp Cap(c), veh/h	261	0	639	238	0	595	484	0	567	269	0	656
V/C Ratio(X)	0.10	0.00	0.75	0.08	0.00	0.73	0.06	0.00	0.87	0.61	0.00	0.31
Avail Cap(c_a), veh/h	329	0	639	317	0	595	550	0	797	269	0	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	22.1	17.7	0.0	22.1	15.8	0.0	23.7	18.4	0.0	17.0
Incr Delay (d2), s/veh	0.2	0.0	8.0	0.1	0.0	7.6	0.1	0.0	7.3	4.1	0.0	0.3
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	0.3	0.0	8.5	0.2	0.0	7.6	0.3	0.0	8.9	2.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	30.1	17.9	0.0	29.7	15.9	0.0	31.0	22.5	0.0	17.3
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		506			451			522			371	
Approach Delay, s/veh		29.4			29.2			30.1			19.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	30.0	9.5	29.8	6.1	30.5	6.7	32.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	18.3	6.6	22.5	2.5	19.3	2.9	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	2.7	0.0	1.6	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	167	234	53	22	224	39	14	167	140	87	213	49
Future Volume (veh/h)	167	234	53	22	224	39	14	167	140	87	213	49
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	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No				No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	174	55	24	43	43	17	204	171	98	239	55
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	449	118	413	81	81	333	238	199	285	440	101
Arrive On Green	0.08	0.08	0.35	0.03	0.30	0.30	0.02	0.25	0.25	0.07	0.30	0.30
Sat Flow, veh/h	1781	1781	333	1781	271	271	1781	940	788	1781	1471	338
Grp Volume(v), veh/h	174	174	299	24	289	289	17	0	375	98	0	294
Grp Sat Flow(s),veh/h/ln	1781	1781	1810	1781	1822	1822	1781	0	1728	1781	0	1809
Q Serve(g_s), s	3.9	3.9	7.7	0.6	8.0	8.0	0.4	0.0	12.5	2.4	0.0	8.2
Cycle Q Clear(g_c), s	3.9	3.9	7.7	0.6	8.0	8.0	0.4	0.0	12.5	2.4	0.0	8.2
Prop In Lane	1.00	1.00	0.18	1.00	0.15	0.15	1.00		0.46	1.00		0.19
Lane Grp Cap(c), veh/h	449	449	641	413	544	544	333	0	437	285	0	542
V/C Ratio(X)	0.39	0.39	0.47	0.06	0.53	0.53	0.05	0.00	0.86	0.34	0.00	0.54
Avail Cap(c_a), veh/h	449	449	641	512	544	544	444	0	516	314	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	13.0	15.1	14.0	17.6	17.6	16.3	0.0	21.5	16.0	0.0	17.7
Incr Delay (d2), s/veh	0.5	0.5	2.4	0.1	3.7	3.7	0.1	0.0	11.9	0.7	0.0	1.1
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	1.5	1.5	3.3	0.2	3.6	3.6	0.2	0.0	6.1	0.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	13.5	17.5	14.1	21.3	21.3	16.4	0.0	33.4	16.8	0.0	18.8
LnGrp LOS	B	B	B	B	C	C	B	A	C	B	A	B
Approach Vol, veh/h	473	473		313				392			392	
Approach Delay, s/veh	16.0	16.0		20.8				32.7			18.3	
Approach LOS	B	B		C				C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	25.8	8.5	19.7	9.5	22.5	5.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	9.7	4.4	14.5	5.9	10.0	2.4	10.2
Green Ext Time (p_c), s	0.0	0.6	0.0	0.8	0.0	0.5	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Appendix D

Synchro 10 Results

Herrera Drive and Paseo del Sol

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	719	387	376
Demand Flow Rate, veh/h	733	395	384
Vehicles Circulating, veh/h	340	58	286
Vehicles Exiting, veh/h	330	1015	167
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.9	5.6	7.5
Approach LOS	C	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	733	395	384
Cap Entry Lane, veh/h	976	1301	1031
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	719	387	376
Cap Entry, veh/h	957	1276	1009
V/C Ratio	0.751	0.304	0.373
Control Delay, s/veh	17.9	5.6	7.5
LOS	C	A	A
95th %tile Queue, veh	7	1	2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	410	662	247
Demand Flow Rate, veh/h	418	675	252
Vehicles Circulating, veh/h	221	24	566
Vehicles Exiting, veh/h	597	615	133
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.2	7.9	8.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	418	675	252
Cap Entry Lane, veh/h	1101	1346	775
Entry HV Adj Factor	0.982	0.981	0.980
Flow Entry, veh/h	410	662	247
Cap Entry, veh/h	1081	1320	759
V/C Ratio	0.380	0.501	0.325
Control Delay, s/veh	7.2	7.9	8.6
LOS	A	A	A
95th %tile Queue, veh	2	3	1

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	719	387	376
Demand Flow Rate, veh/h	733	395	384
Vehicles Circulating, veh/h	340	58	286
Vehicles Exiting, veh/h	330	1015	167
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.9	5.6	7.5
Approach LOS	C	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	733	395	384
Cap Entry Lane, veh/h	976	1301	1031
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	719	387	376
Cap Entry, veh/h	957	1276	1009
V/C Ratio	0.751	0.304	0.373
Control Delay, s/veh	17.9	5.6	7.5
LOS	C	A	A
95th %tile Queue, veh	7	1	2

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	WB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	721	308	485
Demand Flow Rate, veh/h	735	314	495
Vehicles Circulating, veh/h	28	630	278
Vehicles Exiting, veh/h	745	133	666
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	11.0	9.1
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LR	LR	R
Assumed Moves	LR	LR	R
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	735	314	495
Cap Entry Lane, veh/h	1341	726	1039
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	721	308	485
Cap Entry, veh/h	1315	712	1018
V/C Ratio	0.548	0.433	0.476
Control Delay, s/veh	8.7	11.0	9.1
LOS	A	B	A
95th %tile Queue, veh	3	2	3

Appendix E

Synchro 10 Results

Western Loop Road and Paseo del Sol

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	31	157	5	236	116	39	25	114	90	57	116	19
Future Vol, veh/h	31	157	5	236	116	39	25	114	90	57	116	19
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	215	7	257	126	42	28	128	101	67	136	22
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14.3	15.3	14.5	12.8
HCM LOS	B	C	B	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	56%	0%	75%	0%	97%	0%	86%
Vol Right, %	0%	44%	0%	25%	0%	3%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	204	236	155	31	162	57	135
LT Vol	25	0	236	0	31	0	57	0
Through Vol	0	114	0	116	0	157	0	116
RT Vol	0	90	0	39	0	5	0	19
Lane Flow Rate	28	229	257	168	42	222	67	159
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.06	0.438	0.515	0.306	0.089	0.43	0.145	0.316
Departure Headway (Hd)	7.705	6.877	7.233	6.544	7.515	6.982	7.772	7.159
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	525	500	549	477	517	462	502
Service Time	5.443	4.615	4.97	4.28	5.254	4.72	5.513	4.9
HCM Lane V/C Ratio	0.06	0.436	0.514	0.306	0.088	0.429	0.145	0.317
HCM Control Delay	10.9	14.9	17.4	12.2	11	14.9	11.8	13.2
HCM Lane LOS	B	B	C	B	B	B	B	B
HCM 95th-tile Q	0.2	2.2	2.9	1.3	0.3	2.1	0.5	1.3

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	33	167	5	155	101	23	54	179	125	45	105	73
Future Vol, veh/h	33	167	5	155	101	23	54	179	125	45	105	73
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	209	6	178	116	26	64	213	149	54	125	87
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.5	14.5	21.5	14.4
HCM LOS	C	B	C	B

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	59%	0%	81%	0%	97%	0%	59%
Vol Right, %	0%	41%	0%	19%	0%	3%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	304	155	124	33	172	45	178
LT Vol	54	0	155	0	33	0	45	0
Through Vol	0	179	0	101	0	167	0	105
RT Vol	0	125	0	23	0	5	0	73
Lane Flow Rate	64	362	178	143	41	215	54	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.136	0.685	0.392	0.288	0.092	0.449	0.118	0.421
Departure Headway (Hd)	7.621	6.815	7.923	7.276	8.047	7.512	7.952	7.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	470	528	454	493	445	479	450	502
Service Time	5.376	4.57	5.684	5.038	5.809	5.274	5.715	4.906
HCM Lane V/C Ratio	0.136	0.686	0.392	0.29	0.092	0.449	0.12	0.422
HCM Control Delay	11.6	23.2	15.7	13	11.6	16.3	11.8	15
HCM Lane LOS	B	C	C	B	B	C	B	B
HCM 95th-tile Q	0.5	5.2	1.8	1.2	0.3	2.3	0.4	2.1

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	35	164	5	280	133	47	39	133	112	60	152	28
Future Vol, veh/h	35	164	5	280	133	47	39	133	112	60	152	28
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	225	7	304	145	51	44	149	126	71	179	33
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.1	21	18.7	16
HCM LOS	C	C	C	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	54%	0%	74%	0%	97%	0%	84%
Vol Right, %	0%	46%	0%	26%	0%	3%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	245	280	180	35	169	60	180
LT Vol	39	0	280	0	35	0	60	0
Through Vol	0	133	0	133	0	164	0	152
RT Vol	0	112	0	47	0	5	0	28
Lane Flow Rate	44	275	304	196	48	232	71	212
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.101	0.571	0.666	0.39	0.11	0.499	0.165	0.458
Departure Headway (Hd)	8.314	7.47	7.877	7.176	8.296	7.759	8.406	7.778
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	482	457	499	431	463	426	462
Service Time	6.084	5.239	5.647	4.946	6.074	5.537	6.179	5.551
HCM Lane V/C Ratio	0.102	0.571	0.665	0.393	0.111	0.501	0.167	0.459
HCM Control Delay	12	19.8	25.1	14.5	12.1	18.1	12.8	17
HCM Lane LOS	B	C	D	B	B	C	B	C
HCM 95th-tile Q	0.3	3.5	4.8	1.8	0.4	2.7	0.6	2.4

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	51	192	5	188	105	29	66	228	174	51	138	84
Future Vol, veh/h	51	192	5	188	105	29	66	228	174	51	138	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	209	5	204	114	32	72	248	189	55	150	91
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.2	17	37.6	17.3
HCM LOS	C	C	E	C

Lane	NELn1	NELn2	NWLn1	NWLn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	57%	0%	78%	0%	97%	0%	62%
Vol Right, %	0%	43%	0%	22%	0%	3%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	402	188	134	51	197	51	222
LT Vol	66	0	188	0	51	0	51	0
Through Vol	0	228	0	105	0	192	0	138
RT Vol	0	174	0	29	0	5	0	84
Lane Flow Rate	72	437	204	146	55	214	55	241
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.16	0.872	0.482	0.316	0.134	0.484	0.131	0.515
Departure Headway (Hd)	8.011	7.186	8.494	7.821	8.672	8.136	8.476	7.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	446	503	423	457	411	441	421	466
Service Time	5.79	4.965	6.288	5.615	6.466	5.93	6.269	5.478
HCM Lane V/C Ratio	0.161	0.869	0.482	0.319	0.134	0.485	0.131	0.517
HCM Control Delay	12.3	41.8	19	14.2	12.8	18.4	12.6	18.4
HCM Lane LOS	B	E	C	B	B	C	B	C
HCM 95th-tile Q	0.6	9.4	2.6	1.3	0.5	2.6	0.4	2.9

Appendix F

Synchro 10 Results

Eastern Loop Road and Paseo del Sol

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	324	5	64	224	99	24	153	194	116	91	43
Future Volume (veh/h)	21	324	5	64	224	99	24	153	194	116	91	43
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	405	6	80	280	124	30	191	242	161	126	60
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	624	9	341	449	199	458	225	285	273	406	193
Arrive On Green	0.03	0.34	0.34	0.05	0.37	0.37	0.03	0.30	0.30	0.07	0.34	0.34
Sat Flow, veh/h	1781	1838	27	1781	1228	544	1781	750	950	1781	1197	570
Grp Volume(v), veh/h	26	0	411	80	0	404	30	0	433	161	0	186
Grp Sat Flow(s),veh/h/ln	1781	0	1865	1781	0	1772	1781	0	1699	1781	0	1768
Q Serve(g_s), s	0.7	0.0	14.0	2.1	0.0	14.1	0.9	0.0	18.0	4.7	0.0	5.8
Cycle Q Clear(g_c), s	0.7	0.0	14.0	2.1	0.0	14.1	0.9	0.0	18.0	4.7	0.0	5.8
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.56	1.00		0.32
Lane Grp Cap(c), veh/h	321	0	634	341	0	648	458	0	510	273	0	599
V/C Ratio(X)	0.08	0.00	0.65	0.23	0.00	0.62	0.07	0.00	0.85	0.59	0.00	0.31
Avail Cap(c_a), veh/h	390	0	634	364	0	648	527	0	803	273	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	21.0	15.9	0.0	19.6	17.3	0.0	24.7	19.0	0.0	18.3
Incr Delay (d2), s/veh	0.1	0.0	5.1	0.3	0.0	4.5	0.1	0.0	5.1	3.4	0.0	0.3
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	0.3	0.0	6.6	0.8	0.0	6.2	0.3	0.0	7.5	2.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	26.1	16.2	0.0	24.0	17.4	0.0	29.8	22.3	0.0	18.6
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		437			484			463			347	
Approach Delay, s/veh		25.5			22.7			29.0			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	32.0	9.5	27.0	8.6	30.0	6.6	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	16.1	6.7	20.0	4.1	16.0	2.9	7.8
Green Ext Time (p_c), s	0.0	1.7	0.0	2.6	0.0	1.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	379	5	15	237	109	25	178	215	119	102	46
Future Volume (veh/h)	21	379	5	15	237	109	25	178	215	119	102	46
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	474	6	19	296	136	31	222	269	165	142	64
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	631	8	238	408	187	484	256	310	269	452	204
Arrive On Green	0.03	0.34	0.34	0.02	0.34	0.34	0.03	0.33	0.33	0.07	0.37	0.37
Sat Flow, veh/h	1781	1843	23	1781	1213	557	1781	770	933	1781	1221	550
Grp Volume(v), veh/h	26	0	480	19	0	432	31	0	491	165	0	206
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	0	1770	1781	0	1702	1781	0	1771
Q Serve(g_s), s	0.7	0.0	17.3	0.5	0.0	16.3	0.9	0.0	20.5	4.6	0.0	6.3
Cycle Q Clear(g_c), s	0.7	0.0	17.3	0.5	0.0	16.3	0.9	0.0	20.5	4.6	0.0	6.3
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.55	1.00		0.31
Lane Grp Cap(c), veh/h	261	0	639	238	0	595	484	0	567	269	0	656
V/C Ratio(X)	0.10	0.00	0.75	0.08	0.00	0.73	0.06	0.00	0.87	0.61	0.00	0.31
Avail Cap(c_a), veh/h	329	0	639	317	0	595	550	0	797	269	0	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	22.1	17.7	0.0	22.1	15.8	0.0	23.7	18.4	0.0	17.0
Incr Delay (d2), s/veh	0.2	0.0	8.0	0.1	0.0	7.6	0.1	0.0	7.3	4.1	0.0	0.3
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	0.3	0.0	8.5	0.2	0.0	7.6	0.3	0.0	8.9	2.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	30.1	17.9	0.0	29.7	15.9	0.0	31.0	22.5	0.0	17.3
LnGrp LOS	B	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		506			451			522			371	
Approach Delay, s/veh		29.4			29.2			30.1			19.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	30.0	9.5	29.8	6.1	30.5	6.7	32.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	5.0	35.5	5.0	25.5	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	18.3	6.6	22.5	2.5	19.3	2.9	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	2.7	0.0	1.6	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	167	234	53	22	224	39	14	167	140	87	213	49
Future Volume (veh/h)	167	234	53	22	224	39	14	167	140	87	213	49
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	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No				No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	174	55	24	43	43	17	204	171	98	239	55
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	449	118	413	81	81	333	238	199	285	440	101
Arrive On Green	0.08	0.08	0.35	0.03	0.30	0.30	0.02	0.25	0.25	0.07	0.30	0.30
Sat Flow, veh/h	1781	1781	333	1781	271	271	1781	940	788	1781	1471	338
Grp Volume(v), veh/h	174	174	299	24	289	289	17	0	375	98	0	294
Grp Sat Flow(s),veh/h/ln	1781	1781	1810	1781	1822	1822	1781	0	1728	1781	0	1809
Q Serve(g_s), s	3.9	3.9	7.7	0.6	8.0	8.0	0.4	0.0	12.5	2.4	0.0	8.2
Cycle Q Clear(g_c), s	3.9	3.9	7.7	0.6	8.0	8.0	0.4	0.0	12.5	2.4	0.0	8.2
Prop In Lane	1.00	1.00	0.18	1.00	0.15	0.15	1.00		0.46	1.00		0.19
Lane Grp Cap(c), veh/h	449	449	641	413	544	544	333	0	437	285	0	542
V/C Ratio(X)	0.39	0.39	0.47	0.06	0.53	0.53	0.05	0.00	0.86	0.34	0.00	0.54
Avail Cap(c_a), veh/h	449	449	641	512	544	544	444	0	516	314	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	13.0	15.1	14.0	17.6	17.6	16.3	0.0	21.5	16.0	0.0	17.7
Incr Delay (d2), s/veh	0.5	0.5	2.4	0.1	3.7	3.7	0.1	0.0	11.9	0.7	0.0	1.1
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	1.5	1.5	3.3	0.2	3.6	3.6	0.2	0.0	6.1	0.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	13.5	17.5	14.1	21.3	21.3	16.4	0.0	33.4	16.8	0.0	18.8
LnGrp LOS	B	B	B	B	C	C	B	A	C	B	A	B
Approach Vol, veh/h	473	473		313				392			392	
Approach Delay, s/veh	16.0	16.0		20.8				32.7			18.3	
Approach LOS	B	B		C				C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	25.8	8.5	19.7	9.5	22.5	5.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	9.7	4.4	14.5	5.9	10.0	2.4	10.2
Green Ext Time (p_c), s	0.0	0.6	0.0	0.8	0.0	0.5	0.0	1.0

Intersection Summary			
HCM 6th Ctrl Delay		21.7	
HCM 6th LOS		C	

TIERRA CONTENTA PHASE 3A

DRAINAGE ANALYSIS



MAY 19, 2025

DESIGN ENGINUITY

Drainage Analysis Methodology

This drainage analysis is built upon several previous studies by others including the Tierra Contenta Drainage Study by Bohannan Huston, Inc. (BHI) in 1997 and Master Drainage Plan for Tierra Contenta (1998). The Tierra Contenta Master Drainage Plan defined as a primary objective to use open space for storm water detention to maximize the area available for lot development. Runoff from developed tracts would be conveyed via roads, storm sewers or natural drainage courses to detention ponds located in arroyo open space. The Rational Method,

Ponding Volume = Change in % Impermeable Area x Area x 100-year, 24-hour Precipitation

was used to determine required ponding volume for each phase of development. A critical assumption is that the ponds drain within 24 hours to be ready for the next storm event. The following table was used to determine the percent of impermeable area by density or land use classification.

Density / Land Use Classification	Percent of Impermeable Area
Village Commercial	90%
Neighborhood commercial	90%
School/Community	80%
Residential Density of 10 to 20 d.u. per acre	70%
Residential Density of 6 to 9 d.u. per acre	55%
Residential Density of 1 to 5 d.u. per acre	45%
Developed Park (Activity Node)	20%
Undeveloped Open Space	5%

This same approach, referred to as the TC Drainage Analysis Method, has been used to size the Tierra Contenta Phase 3A (TC3A) detention ponds. Pond outlet release rates are calculated using TR-55 based on the 100-year, 24-hour storm event assuming a predevelopment condition. All ponds have overflows that will operate if the storm event exceeds the 100-year, 24-hour event precipitation of 3.24 inches.

TR-55 has been used to size culverts and pond release rates. Because the drainage plans associated with this report provide the backbone infrastructure that tract developers will be utilizing to convey flows to detention ponds, and because this engineer has experienced very localized storm events in Santa Fe in which one-inch of rainfall came down in 10 minutes, the culvert sizing is based on runoff from a 1000-year, 10-minute storm event (1.36”). It is assumed this critical storm event will occur after the ground surface is saturated and 100% of the rainfall becomes runoff.

Site Existing Conditions

Phase 3A of Tierra Contenta encompasses 216.5 acres of vacant land mostly sitting atop a mesa bounded by the Arroyo de los Chamisos on the south and west, and the “North Branch” of the Arroyo de los Chamisos to the north. Tierra Contenta Phase 3B owned by the New Mexico School for the Deaf lies to the east. The entire TC3A site is located within the Arroyo de los

Chamisos drainage basin. The Arroyo Chamisos South Sewer Interceptor (ACI) crosses the site and with its installation, a 32-foot-tall dam was installed on the North Branch of the Arroyo. The mesa top has several intersecting trails and vehicle scars, a smattering of trash, but for the most part is untouched. Nine acres of Phase 3B property flow towards TC3A and are included in the drainage calculations.

TC3A is located outside of any FEMA mapped flood zones, except for a small portion of land located south of the ACI in land that is to be designated as permanent open space (FEMA FIRM Panel 3504C0506E).

Ponding
The development of the ACI created a ponding area in the North Arroyo, which was designed by Bohannan Huston, Inc. (BHI, 1997) to handle the predicted increase in flow impacting this arroyo due to Tierra Contenta development. The dam installed on the North Arroyo has a single 8' x 6' concrete box culvert with a capacity of 660.9 cubic feet per second (CFS). BHI found this arroyo's 570-acre watershed produced 1116 CFS during the 100-year storm event and the 8' x 6' box culvert was installed to restrict flow to create a 31.2-acre-foot (AF) pond during the 100-year storm event. Currently 48.6 acres of TC3A flows to this ponding area, and thus makes up 8.52% of the total watershed. It has been assumed that 8.52% of the existing pond, or 2.8 Ac-Ft is detention ponding that serves TC3A.

Soils
On-site soils within the project site have been mapped by the US Natural Resource Conservation Service and the soil mapping can be found on their web page: websoilsurvey.nrcs.usda.gov and is shown on Figure 1. The majority of the mesa top is dominated by Panky loam and Agua Fria-Paraje complex. Both soils are well drained and classified as Hydrologic Soil Group C. The mesa's side slopes are dominated by Golodrina-Paraje complex, also a well-drained, C soil. About 70% of the site has Hydrologic Group C soils and 30% of the site has Hydrologic Group A soils.

Vegetation
The natural vegetation consists mostly of grasses and shrubs on top of the mesa with few juniper and pinon trees. Along the side slopes the juniper and pinon trees are more prevalent. Basal ground cover is considered fair, ranging from 30-70%.

Runoff Coefficient
Based on the soil and vegetation present, existing runoff curve numbers range from 58-73. Curve numbers have been determined for each watershed and are used to calculate historic runoff in the project watersheds. For the purpose of sizing detention ponding, the TC Drainage Method assumes a 50% rainfall runoff for existing conditions, which is conservative given the site soil and vegetation and likely overestimates ponding requirements.

Precipitation Rate
NOAA has calculated the 100-year, 24-hour storm event to be 3.23 inches at the project site. The 1000-year, 24-hour storm event produces 1.36 inches (Table 1).

Watersheds
The existing site has been divided into 7 watersheds as delineated in Figure 2. Using TR-55, the 100-year, 24-hour storm event, each watershed's peak flows are shown in the following table. See Appendix A for calculations.

SOIL LEGEND

100 Panky loam. Loam soils with a clay loam layer generally 3-11 inches deep, below which are loams. Soils are well drained and are classified as Hydrologic Soil Group C.

101 Zozobra-Jaconita Complex. Surface soil is a gravelly sandy loam. Soils have more sand and gravel at depth. Below about 6\U+201d to 24\U+201d the soils are gravelly loamy sands and coarse to fine sands. Soils are excessively well drained and are classified as Hydrologic Soil Group A.

102 Khapo sandy loam. These soils are typically sandy loams with loam at depths below 89\U+201d. The soils are well drained and are classified as Hydrologic Soil Group B.

104 Chupe-Rivernash Complex. These are loamy coarse sands and gravelly coarse sands that are somewhat excessively drained and are classified as Hydrologic Soil Group A.

108 Zia fine sandy loam. These soils are fine sandy loams with layers of sand and loam. The material tends to get more coarse and gravelly at depth. The soils are well drained and are classified as Hydrologic Soil Group A.

111 Khapo fine sandy loam. These soils are fine sandy loams with some loam and gravelly layers at depth. The soils are well drained and are classified as Hydrologic Soil Group A.

117 Agua Fria-Paraje complex. Very gravelly loams and gravelly loams with some layers with sand and clay. Extremely gravelly coarse sand and extremely gravelly coarse sandy loams at depth. Material is well drained and is classified as Hydrologic Soil Group C.

118 Golodrina-Paraje complex. These soils are extremely gravelly coarse sandy loams and very gravelly loams with minor clay. They are well drained and classified as Hydrologic Soil Group B.

119 Vitrina-Haozous complex. These soils are a mix of gravelly coarse sandy loams and very gravelly coarse sandy loams. The soils are well drained and are classified as Hydrologic Soil Group A.

204 Altazano loamy sand, which is a somewhat excessively well drained loamy sand and sandy loam with gravelly layers at depth. The soils are classified as Hydrologic Group B.

(B.T. HOUSING)
TRACT 36
TRACT 42
TRACT 44
3.431 Ac
TRACT 43
OPEN SPACE
OPEN SPACE
OPEN SPACE
TRACT

EXISTING MH TC 24A
RIM: 6341.21 (NAVD88)
SOUTH INV. IN: 6332.69
WEST INV. OUT: 6332.44

EXISTING 6'x3' CONCRETE BOX CULVERT

EXISTING EARTHEN DAM

EXISTING MH ACI #1
6' DIA TYPE C MANHOLE
RIM: 6340.11 (NAVD88)
INV. IN: 6333.68
INV. OUT: 6333.67

EXISTING MH ACI #2
6' DIA TYPE C MANHOLE
RIM: 6342.19 (NAVD88)
INV. IN: 6334.43
INV. OUT: 6334.41

EXISTING MH ACI #3
RIM: 6367.55 (NAVD88)
TWO EXISTING DROP STRUCTURES
INV. 6357.22
INV. IN: 6335.34
INV. OUT: 6335.30

EXISTING MH ACI 4
RIM: 6363.61 (NAVD88)
TWO EXISTING DROP STRUCTURES, INV: 6353.19
INV. IN: 6336.74
INV. OUT: 6336.70

ARROYO CHAMISO INTERCEPTOR (ACI)

EXISTING MH ACI 5
RIM: 6367.51 (NAVD88)
TWO EXISTING DROP STRUCTURES
AT INV: 6557.26
INV. IN: 6337.85
INV. OUT: 6337.81

EXISTING MH ACI 6
RIM: 6351.15 (NAVD88)
INV. IN: 6338.97
INV. OUT: 6338.91

36" ARROYO CHAMISO INTERCEPTOR

EXISTING MH ACI 7
RIM: 6351.00 (NAVD88)
INV. IN: 6340.12
INV. OUT 6340.06

EXISTING MH ACI 8
RIM: 6366.07 (NAVD88)
ONE EXISTING DROP STRUCTURE
IN: 6356.28
INV. IN: 6341.23
INV. OUT: 6341.20

EXISTING MH ACI 9
RIM: 6348.55 (NAVD88)
INV. IN: 6342.25
INV. OUT: 6342.21

EXISTING MH ACI 10
RIM: 6349.81 (NAVD88)
INV. IN: 6343.57
INV. OUT: 6343.53

EXISTING MH ACI 11
RIM: 6350.94 (NAVD88)
INV. IN: 6345.02
INV. OUT: 6344.98

EXISTING EARTHEN DAM
38"Rx57"S CMP

NORTH

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TIERRA CONTENTA PHASE 3A

FIGURE 1 EXISTING CONDITIONS

TABLE 1
NOAA ATLAS 14 POINT PRECIPITATION FREQUENCY ESTIMATES: NM

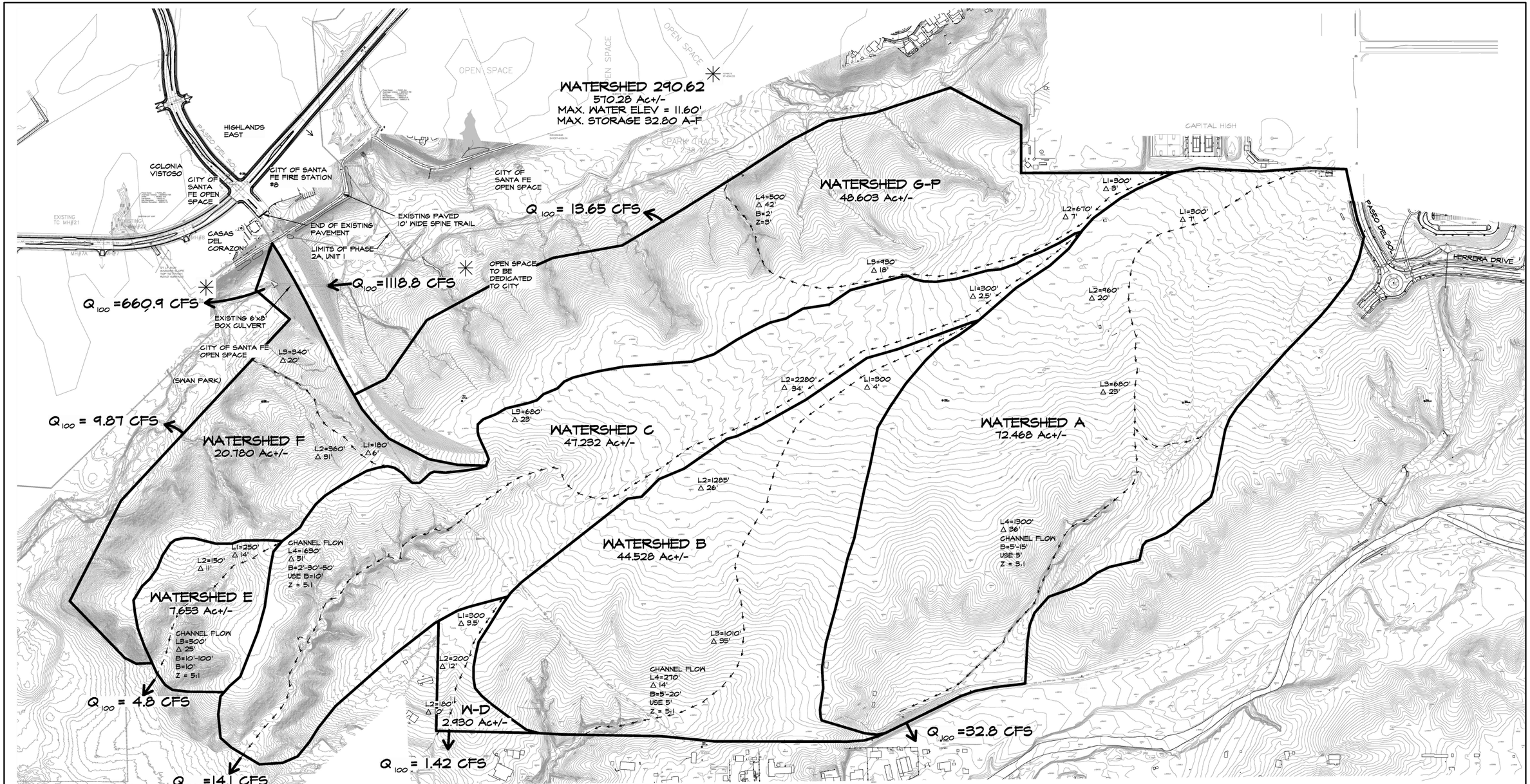
PDS-based precipitation frequency estimates with 90% confidence intervals (in inches)1

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.198**(0.171-0.228)	**0.256**(0.221-0.296)	**0.342**(0.294-0.395)	**0.406**(0.350-0.469)	**0.496**(0.424-0.571)	**0.565**(0.481-0.651)	**0.638**(0.540-0.734)	**0.712**(0.599-0.820)	**0.815**(0.678-0.937)	**0.895**(0.740-1.03)
10-min	**0.301**(0.260-0.347)	**0.390**(0.337-0.451)	**0.520**(0.448-0.601)	**0.618**(0.532-0.714)	**0.755**(0.646-0.870)	**0.860**(0.732-0.990)	**0.971**(0.822-1.12)	**1.08**(0.912-1.25)	**1.24**(1.03-1.43)	**1.36**(1.13-1.57)
15-min	**0.373**(0.323-0.430)	**0.483**(0.418-0.559)	**0.645**(0.556-0.745)	**0.766**(0.660-0.886)	**0.936**(0.800-1.08)	**1.07**(0.908-1.23)	**1.20**(1.02-1.38)	**1.34**(1.13-1.55)	**1.54**(1.28-1.77)	**1.69**(1.40-1.94)
30-min	**0.503**(0.435-0.579)	**0.650**(0.562-0.754)	**0.868**(0.748-1.00)	**1.03**(0.889-1.19)	**1.26**(1.08-1.45)	**1.44**(1.22-1.65)	**1.62**(1.37-1.86)	**1.81**(1.52-2.08)	**2.07**(1.72-2.38)	**2.27**(1.88-2.62)
60-min	**0.622**(0.538-0.717)	**0.805**(0.696-0.933)	**1.08**(0.926-1.24)	**1.28**(1.10-1.48)	**1.56**(1.33-1.80)	**1.78**(1.51-2.05)	**2.01**(1.70-2.31)	**2.24**(1.88-2.58)	**2.56**(2.13-2.95)	**2.81**(2.33-3.24)
2-hr	**0.744**(0.636-0.879)	**0.948**(0.812-1.12)	**1.25**(1.07-1.48)	**1.49**(1.26-1.76)	**1.81**(1.53-2.14)	**2.08**(1.74-2.44)	**2.35**(1.96-2.76)	**2.64**(2.19-3.09)	**3.04**(2.49-3.56)	**3.36**(2.73-3.94)
3-hr	**0.794**(0.689-0.934)	**1.01**(0.871-1.18)	**1.31**(1.13-1.54)	**1.55**(1.33-1.82)	**1.89**(1.61-2.21)	**2.16**(1.83-2.52)	**2.44**(2.06-2.84)	**2.74**(2.29-3.19)	**3.15**(2.60-3.66)	**3.48**(2.85-4.05)
6-hr	**0.911**(0.797-1.06)	**1.15**(1.00-1.33)	**1.47**(1.28-1.70)	**1.71**(1.48-1.98)	**2.06**(1.78-2.38)	**2.33**(2.00-2.69)	**2.61**(2.22-3.02)	**2.90**(2.46-3.35)	**3.30**(2.77-3.81)	**3.62**(3.01-4.18)
12-hr	**1.05**(0.925-1.20)	**1.32**(1.16-1.51)	**1.66**(1.46-1.90)	**1.93**(1.69-2.21)	**2.30**(2.01-2.63)	**2.58**(2.24-2.95)	**2.87**(2.48-3.28)	**3.17**(2.72-3.62)	**3.57**(3.04-4.08)	**3.89**(3.29-4.45)
24-hr	**1.22**(1.12-1.34)	**1.52**(1.40-1.68)	**1.90**(1.74-2.08)	**2.20**(2.01-2.41)	**2.60**(2.37-2.84)	**2.92**(2.65-3.18)	**3.23**(2.93-3.53)	**3.56**(3.21-3.88)	**3.99**(3.57-4.36)	**4.33**(3.85-4.73)
2-day	**1.38**(1.26-1.50)	**1.72**(1.57-1.88)	**2.13**(1.95-2.33)	**2.46**(2.25-2.69)	**2.91**(2.66-3.17)	**3.25**(2.96-3.55)	**3.61**(3.27-3.93)	**3.96**(3.57-4.32)	**4.43**(3.97-4.84)	**4.80**(4.28-5.25)
3-day	**1.50**(1.37-1.63)	**1.86**(1.70-2.03)	**2.31**(2.11-2.52)	**2.66**(2.43-2.90)	**3.14**(2.86-3.41)	**3.50**(3.18-3.81)	**3.88**(3.51-4.22)	**4.25**(3.84-4.63)	**4.75**(4.26-5.18)	**5.14**(4.59-5.61)
4-day	**1.61**(1.47-1.76)	**2.01**(1.84-2.19)	**2.48**(2.27-2.70)	**2.86**(2.61-3.11)	**3.36**(3.07-3.65)	**3.75**(3.41-4.07)	**4.15**(3.76-4.50)	**4.54**(4.10-4.93)	**5.08**(4.56-5.51)	**5.48**(4.90-5.96)
7-day	**1.88**(1.73-2.04)	**2.34**(2.16-2.54)	**2.87**(2.64-3.11)	**3.28**(3.02-3.55)	**3.83**(3.52-4.14)	**4.24**(3.89-4.59)	**4.66**(4.26-5.04)	**5.07**(4.63-5.49)	**5.61**(5.10-6.09)	**6.02**(5.44-6.54)
10-day	**2.11**(1.94-2.30)	**2.62**(2.42-2.86)	**3.22**(2.97-3.51)	**3.69**(3.40-4.02)	**4.32**(3.98-4.70)	**4.80**(4.40-5.23)	**5.29**(4.84-5.76)	**5.77**(5.26-6.28)	**6.40**(5.80-6.98)	**6.88**(6.21-7.52)
20-day	**2.79**(2.57-3.04)	**3.47**(3.20-3.78)	**4.22**(3.89-4.60)	**4.79**(4.42-5.22)	**5.53**(5.09-6.02)	**6.07**(5.58-6.61)	**6.60**(6.05-7.19)	**7.11**(6.51-7.76)	**7.75**(7.08-8.46)	**8.22**(7.48-8.99)
30-day	**3.43**(3.18-3.70)	**4.26**(3.96-4.60)	**5.15**(4.78-5.55)	**5.81**(5.40-6.26)	**6.64**(6.16-7.15)	**7.24**(6.71-7.80)	**7.82**(7.23-8.43)	**8.37**(7.72-9.02)	**9.05**(8.32-9.78)	**9.53**(8.74-10.3)
45-day	**4.26**(3.98-4.56)	**5.28**(4.93-5.65)	**6.31**(5.89-6.75)	**7.07**(6.59-7.55)	**7.99**(7.45-8.53)	**8.63**(8.04-9.21)	**9.24**(8.59-9.85)	**9.79**(9.10-10.4)	**10.5**(9.69-11.2)	**10.9**(10.1-11.6)
60-day	**4.91**(4.60-5.25)	**6.09**(5.70-6.53)	**7.28**(6.83-7.80)	**8.14**(7.63-8.72)	**9.19**(8.61-9.84)	**9.92**(9.28-10.6)	**10.6**(9.91-11.4)	**11.2**(10.5-12.0)	**12.0**(11.2-12.8)	**12.5**(11.6-13.4)

1 Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information



SOURCE: BOHANNON HUSTON, JULY 23, 1997
TIERRA CONTENTA DRAINAGE STUDY.

WATERSHED B,C&E WAS LABELED BY BOHANNON HUSTON AS 290.51
WATERSHED A WAS LABELED B&H AS 290.33

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(505) 989-9557

TIERRA CONTENTA PHASE 3A

FIGURE 2 EXISTING WATERSHEDS

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2024-08-28 TC3 EXISITNG WATERSHED.dwg, EXISTING CONDITIONS PLAN, 8/28/2024 12:50:24 PM

WATERSHED	ACREAGE	CURVE NUMBER	TIME OF CONCENTRATION, HOURS	Q100, 24-HOUR, PEAK DISCHARGE, CFS	RUNOFF VOLUME, CU. FT
A	72.47	65.5	0.717	32.75	167,419
B	44.53	67.9	0.863	20.55	120,303
C	47.23	65.5	1.169	14.13	109,118
D	2.93	65.5	0.651	1.42	6,769
E	7.65	61.75	0.322	4.82	13,455
F	20.78	58.0	0.308	9.87	26,539
G	48.6	61.75	0.918	13.65	85,448

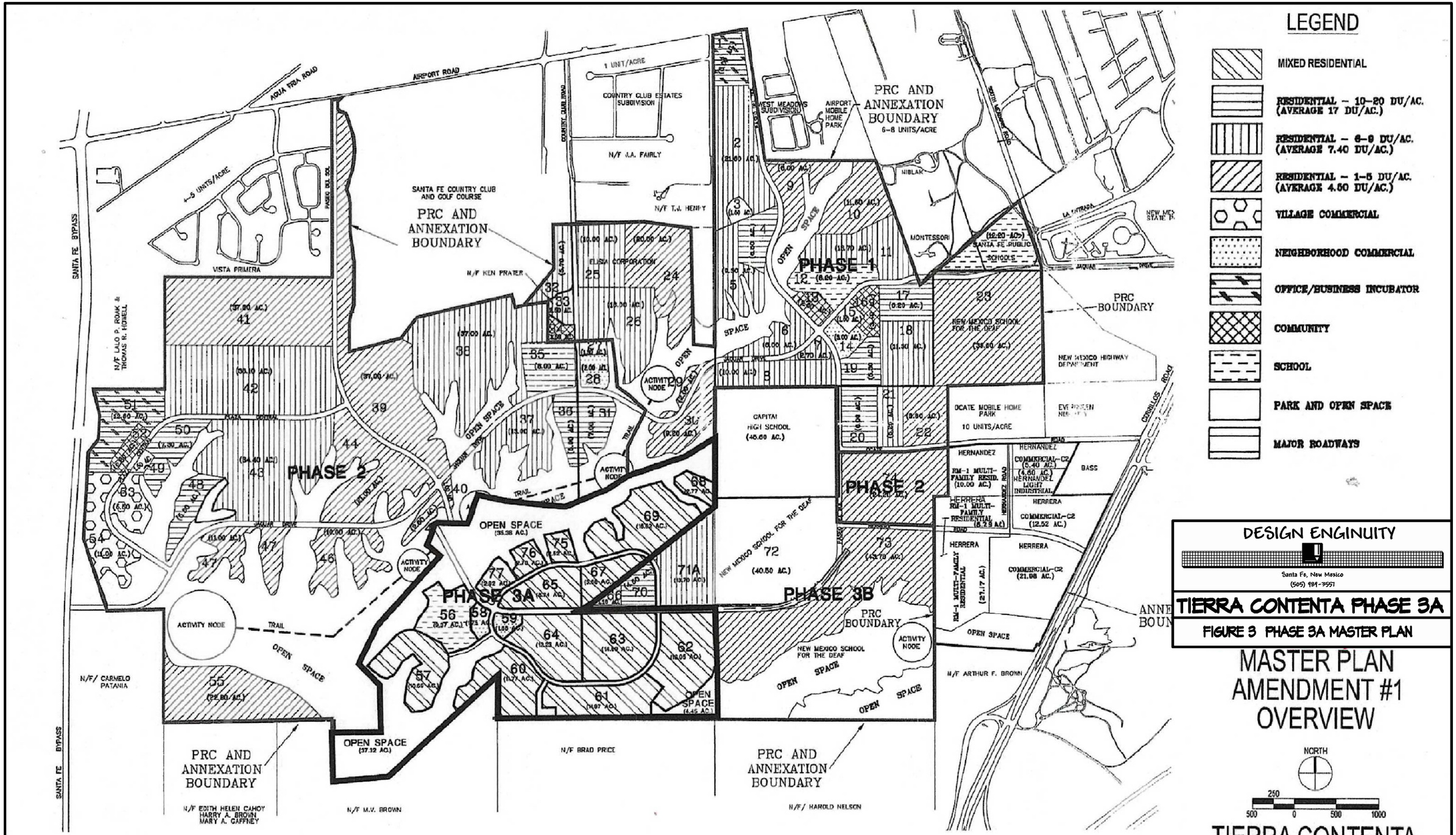
The outlet structures of the detention ponds were designed to discharge at or below the Q100, 24-hour peak discharge rates listed above.

Tierra Contenta Phase 3A Plans

The approved TC3A Master Plan (Figure 3) creates 14 tracts for mixed residential development, a 10.25-acre school site and two mixed use tracts. The mixed residential designation allows 1175 to 1500 dwelling units to be developed within the project but does not designate specific density by tract. Thus, a given tract could be R-1 or R-20 as long as the adopted Design Guidelines are met and the entire TC3A site does not exceed a maximum of 1500 dwelling units. The potential range of density makes calculating anticipated runoff difficult. But practically it is very unlikely that steeper sloped tracts will have densities exceeding R-6, and the flatter mesa top tracts will likely have densities exceeding R-10. The two mixed use tracts could have government and neighborhood commercial uses.

The Master Drainage Plan for Tierra Contenta (1998) defined percent of impermeable area by density or land use classification as follows:

Density / Land Use Classification	Percent of Impermeable Area
Village Commercial	90%
Neighborhood commercial	90%
School/Community	80%
Residential Density of 10 to 20 d.u. per acre	70%
Residential Density of 6 to 9 d.u. per acre	55%
Residential Density of 1 to 5 d.u. per acre	45%
Developed Park (Activity Node)	20%
Undeveloped Open Space	5%



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TIERRA CONTENTA PHASE 3A

FIGURE 3 PHASE 3A MASTER PLAN

MASTER PLAN AMENDMENT #1 OVERVIEW

NORTH

250 0 500 1000

TIERRA CONTENTA PHASE 3A

SANTA FE, NEW MEXICO

REVISION BOX

NO.	DATE	REVISION	BY
1	12-20-93	MAZRIA ADDITIONS	JG&A
2	1-5-94	CITY ADDITIONS(PORTER)	JG&A

PURPOSE STATEMENT: THE PURPOSE OF TIERRA CONTENTA MASTER PLAN AMENDMENT #1 IS TO ALTER LAND USES AND RESIDENTIAL DENSITIES IN PHASE 3A ONLY.

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC.
DESIGN ENGINUITY

For this analysis the above was modified to include road right of ways at 95% impermeable.

The TC3A tract layout has been refined and Figure 4 shows the current project site plan. Each tract's anticipated density and impervious acreage is shown in the following table.

TRACT NO.	LAND USE	ACREAGE	LIKELY MAX DENSITY	PERCENT IMPERVIOUS	IMPERVIOUS ACRES
56	SCHOOL	10.25		80%	8.2
57	MIXED RESIDENTIAL	10.06	R 6-9	55%	5.533
58	MIXED USE	1.23		90%	0.984
59	MIXED USE	1.73		90%	1.384
60	MIXED RESIDENTIAL	13.57	R 6-9	55%	7.4635
61	MIXED RESIDENTIAL	12.95	R 6-9	55%	7.1225
62	MIXED RESIDENTIAL	16.25	R 6-9	55%	8.9375
63	MIXED RESIDENTIAL	13.97	R 10-20	70%	9.779
64	MIXED RESIDENTIAL	11.37	R 10-20	70%	7.959
65	MIXED RESIDENTIAL	5.2	R 10-20	70%	3.64
67	MIXED RESIDENTIAL	5.02	R 10-20	70%	3.514
68	MIXED RESIDENTIAL	16.9	R 6-9	55%	9.295
69	MIXED RESIDENTIAL	3.21	R 6-9	55%	1.7655
70	MIXED RESIDENTIAL (NMSFTD)	4.55	R 10-20	70%	3.185
75	MIXED RESIDENTIAL	3	R 6-9	55%	1.65
76	MIXED RESIDENTIAL	2.59	R 6-9	55%	1.4245
77	MIXED RESIDENTIAL	3.3	R 6-9	55%	1.815
TRACT A	OPEN SPACE	23.08		5%	1.154
TRACT B	OPEN SPACE	36.26		5%	1.813
TRACT C	OPEN SPACE	1.62		5%	0.081
TRACT D	OPEN SPACE	4.69		5%	0.2345
TRACT E	PARK	3.29		20%	0.658
TRACT F	PED CORRIDOR	0.72		20%	0.146
TRACT G	ROAD ROW (INCL. NMSFTD LAND)	19.22		95%	18.34
TRACT H	ROAD ROW	1.09		95%	0.81
TRACT I	ROAD ROW	0.66		95%	0.66
	SUM	224.63		ACRES	107.548

PROJECT DATA

ACREAGE: TCC PROPERTY: 216.50 Ac+/- ; NMSFTD PROPERTY: 9.01 Ac+/-

NUMBER OF MASTER PLAT TRACTS: 17

ZONING: PRC

TOTAL OPEN SPACE: 69.34 Ac.+/-

ROAD RIGHT OF WAYS: 20.97 Ac.+/- (4.44+/- IS NMSFTD)

CAPITAL HIGH SCHOOL

PASEO DEL SOL WEST

JAGUAR DRIVE

EXISTING COMMUNITY TRAIL

N/F CITY OF SANTA FE

EXISTING PARK TRACT C 2.36 Ac+/-

EXISTING 20' WIDE REUSE LINE EASEMENT

20' WIDE PUBLIC TRAIL AND PUBLIC UTILITY EASEMENT

COMMUNITY TRAIL

TRACT 68 16.90 Ac+/-

TRACT A OPEN SPACE 23.06 Ac+/-

TRACT 69 3.21 Ac+/-

TRACT 75 3.00 Ac+/-

TRACT 76 2.59 Ac+/-

TRACT 77 3.29 Ac+/-

EXISTING 66' WIDE INGRESS, EGRESS AND UTILITY EASEMENT

60' R.O.W. - DRY UTILITIES UNDER SIDEWALK

TC CINTO NORTE

TRACT E NEIGHBORHOOD PARK 3.29 Ac+/-

TRACT 67 5.02 Ac+/-

TRACT 65 5.24 Ac+/-

NEW MEXICO SCHOOL FOR THE DEAF

70' R.O.W.

TRACT 70 4.54 Ac+/- (NMSFTD)

TRACT 58 1.24 Ac+/- P.U.E.

20'x25' DRAINAGE EASEMENT

PUBLIC UTILITY EASEMENT

300'

88' R.O.W.

20'x10' DRAINAGE EASEMENT

15' WIDE DRAINAGE EASEMENT

62' R.O.W.

DRAINAGE ESMT.

PASEO DEL SOL WEST

HERRERA DR.

50' WIDE PUBLIC ACCESS ESMT.

N/F CITY OF SANTA FE

TRACT 56 10.25 Ac+/- SCHOOL SITE

7.5' PUBLIC UTILITY EASEMENT

TRACT H 50' R.O.W. 1.09 Ac+/-

PUBLIC UTILITY EASEMENT

TRACT 59 P.U.E. 1.72 Ac+/-

10' WIDE DRAINAGE EASEMENT SUBJECT TO CHANGE

PASEO DEL SOL WEST

PUBLIC UTILITY EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

TRACT 64 11.37 Ac+/-

TRACT 63 13.97 Ac+/-

20' WIDE DRAINAGE EASEMENT

TRACT I 50' R.O.W. 0.66 Ac+/-

7.5' PUBLIC UTILITY EASEMENT

TRACT 62 16.25 Ac+/-

TRACT 57 10.06 Ac+/-

TRACT G ROAD ROW 19.20 Ac+/- (OF WHICH 4.44 Ac+/- IS NMSFTD PROPERTY)

TRACT F 0.72 Ac+/- 40' PEDESTRIAN CORRIDOR ROW

7.5' WIDE UTILITY EASEMENT TYPICAL

20' WIDE DRAINAGE EASEMENT SUBJECT TO CHANGE

NEW MEXICO SCHOOL FOR THE DEAF

TRACT 60 13.57 Ac+/-

15' WIDE DRAINAGE EASEMENT

7.5' WIDE UTILITY EASEMENT TYPICAL

70' R.O.W.

TC CINTO SUR

20' WIDE DRAINAGE EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

N/F CITY OF SANTA FE

ACCESS FOR INSTALLATION AND MAINTENANCE THROUGH CITY OPEN SPACE

ACCESS FOR POND INSTALLATION AND MAINTENANCE VIA CITY SEWERLINE EASEMENT

10' WIDE DRAINAGE EASEMENT SUBJECT TO CHANGE

TRACT 61 12.95 Ac.+/-

TRACT C OPEN SPACE 1.62 Ac+/-

TRACT D OPEN SPACE 4.69 Ac+/-

EX. 20' D.E.

"OTHER FLOOD AREAS, ZONE X"

20' WIDE MAINTENANCE EASEMENT

35' DRAINAGE & ACCESS EASEMENT

ACCESS FOR INSTALLATION AND MAINTENANCE THROUGH CITY OPEN SPACE

TRACT B OPEN SPACE 35.95 Ac+/-

N/F OROZCO

N/F OTERO

N/F CASTILLO

N/F HERRERA

N/F MARTINEZ

N/F MONTOYA

N/F RIVERA

N/F ROYBAL

N/F TRUJILLO

N/F REEVES

N/F ALVAREZ

N/F ANDUJO

N/F SALCIDO

N/F SAULO

N/F LOYA

N/F CARILLO

LOT 1

NORTH

D.E.

LEGEND

ROAD, WATER, SEWER AND DRY UTILITY CONNECTION BETWEEN TRACTS REQUIRED. CONNECTION LOCATIONS CAN BE RELOCATED ALONG TRACT BOUNDARY WITH TCC APPROVAL.

(PP) POCKET PARK MINIMUM 0.25 ACRES. LOCATION TO BE DETERMINED BY TRACT DEVELOPER

COMMUNITY TRAIL

OPEN SPACE

DESIGN ENGINUITY

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TIERRA CONTENTA PHASE 3A

FIGURE 4 SITE PLAN

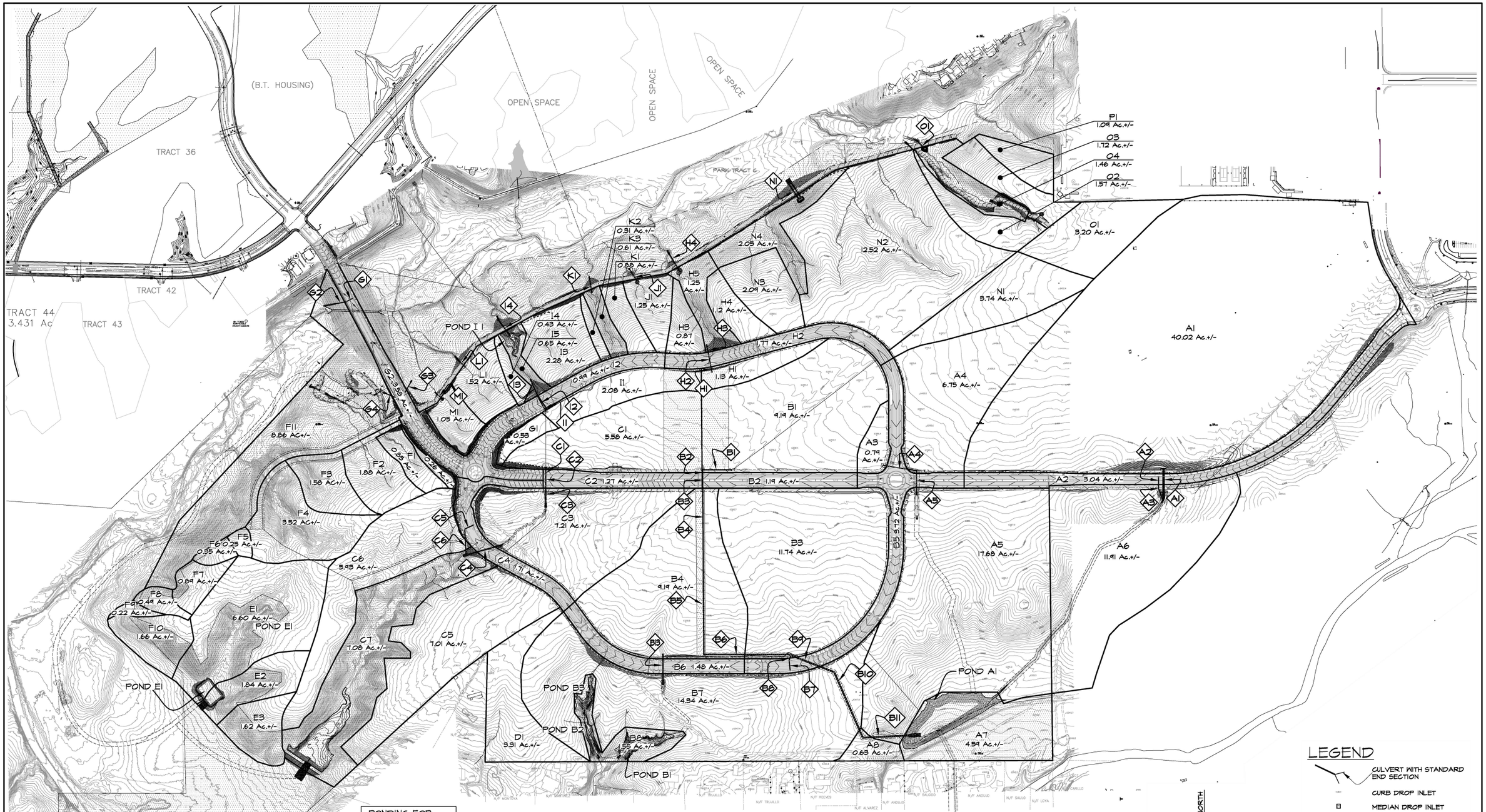
Detention Pond Requirements by Watershed

The project site has been divided into 16 watersheds as shown on Figure 5. Each watershed was subdivided into subbasins as necessary to determine flows to culverts. Watershed B's terrain limits detention pond development, so much of that watershed has been directed to Watershed A via a storm drain system. A total of 13.73 AF of detention ponding is required to accommodate full building out of TC3A. A summary of each watershed's required ponding is as follows. The required detention ponding calculations can be found in Appendix B.

WATERSHED	DEVELOPED ACREAGE	IMPERVIOUS ACREAGE	REQUIRED DETENTION PONDING, AF
A	113.68	37.8	4.58
B	23.50	13.7	1.65
C	35.79	21.0	2.54
D	3.31	1.8	0.22
E	10.06	3.4	0.41
F	19.28	8.6	1.04
G	4.11	3.8	0.46
H	6.14	3.6	0.44
I	6.43	4.0	0.48
J	1.25	0.7	0.08
K	1.80	0.7	0.08
L	1.52	0.8	0.10
M	1.05	0.6	0.07
N	20.40	9.8	1.19
O	7.95	2.4	0.29
P	1.09	0.7	0.09
TOTAL	**257.36**	**113.36**	**13.73**

Planned Detention Ponding

Seven new ponds will be constructed along with the backbone infrastructure to provide the required detention ponding as shown on Figure 5. It has been assumed that 2.8 AF or 8.52% of the existing 31.2 AF pond located in the North Arroyo along with Pond I1 will address the detention ponding required for Watersheds F-P. Watershed D located on the south boundary of the project will not have a detention pond built with the project spine infrastructure. A detention pond will have to be incorporated into the future development plans for Tract 60 by that tract's developer. This engineer assumed that Tract 60 would be developed at a density of 6-9 and that 0.22 AF of ponding will be required. At the time plans are prepared for this tract, these assumptions should be reevaluated. Even though total planned detention ponding exceeds what is required by code, ponding must be constructed in Watershed D to protect downhill residents from incurring flows above expected historic conditions. The total ponding planned to be built with the project infrastructure plans along with existing ponding totals 15.84 AF, which is


(B.T. HOUSING)
TRACT 36
TRACT 42
TRACT 44
3.431 Ac
TRACT 43
OPEN SPACE
OPEN SPACE
OPEN SPACE
PARK TRACT C
POND I1
POND E1
POND B3
POND B2
POND B1
POND A1
P1 1.09 Ac.+/-
O3 1.72 Ac.+/-
O4 1.46 Ac.+/-
O2 1.57 Ac.+/-
O1 3.20 Ac.+/-
N1 3.74 Ac.+/-
N2 12.52 Ac.+/-
N3 2.09 Ac.+/-
N4 2.08 Ac.+/-
A1 40.02 Ac.+/-
A2 3.04 Ac.+/-
A3 0.79 Ac.+/-
A4 6.75 Ac.+/-
A5 17.68 Ac.+/-
A6 11.91 Ac.+/-
A7 4.59 Ac.+/-
A8 0.63 Ac.+/-
B1 9.19 Ac.+/-
B2 1.19 Ac.+/-
B3 11.74 Ac.+/-
B4 9.19 Ac.+/-
B5 3.72 Ac.+/-
B6 1.48 Ac.+/-
B7 14.34 Ac.+/-
B8 1.55 Ac.+/-
C1 5.58 Ac.+/-
C2 1.27 Ac.+/-
C3 7.21 Ac.+/-
C4 1.71 Ac.+/-
C5 7.01 Ac.+/-
C6 5.93 Ac.+/-
C7 7.08 Ac.+/-
D1 3.91 Ac.+/-
E1 6.60 Ac.+/-
E2 1.84 Ac.+/-
E3 1.62 Ac.+/-
F1 0.28 Ac.+/-
F2 1.88 Ac.+/-
F3 1.58 Ac.+/-
F4 3.52 Ac.+/-
F5 0.25 Ac.+/-
F6 0.55 Ac.+/-
F7 0.89 Ac.+/-
F8 0.49 Ac.+/-
F9 0.22 Ac.+/-
F10 1.66 Ac.+/-
F11 8.86 Ac.+/-
G1 0.53 Ac.+/-
G2 3.58 Ac.+/-
H1 1.18 Ac.+/-
H2 1.77 Ac.+/-
H3 0.87 Ac.+/-
H4 1.12 Ac.+/-
H5 1.25 Ac.+/-
I1 2.08 Ac.+/-
I2 0.99 Ac.+/-
I3 2.28 Ac.+/-
I4 0.43 Ac.+/-
I5 0.65 Ac.+/-
J1 1.25 Ac.+/-
K1 0.88 Ac.+/-
K2 0.91 Ac.+/-
K3 0.61 Ac.+/-
L1 1.52 Ac.+/-
M1 1.05 Ac.+/-
PONDING FOR WATERSHED D1 TO BE INSTALLED BY TRACT 60 DEVELOPER
LEGEND
CULVERT WITH STANDARD END SECTION
CURB DROP INLET
MEDIAN DROP INLET
A3 CULVERT ID
A2 WATERSHED ID
11.91 Ac.+/- WATERSHED AREA
NORTH
D.E.
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551
TIERRA CONTENTA PHASE 3A
FIGURE 5 WATERSHEDS & CULVERT PLAN

2.11 AF more than the required 13.73 AF. Pond outlet structures have been designed to meet historic flows from the watershed in which it discharges. Each pond's size is shown on the table below and the ponds' locations are shown on Figure 5.

POND ID	HOLDING CAPACITY, AF
POND A1	6.75
POND B1	1.31
POND B2	0.44
POND B3	0.42
POND C1	3.07
POND E1	0.54
POND I1	0.52
EX POND	2.80
TOTAL	**15.84**

DETENTION PONDING ASSOCIATED WITH FLOWS TO NORTH ARROYO

Ponding in the arroyo located north of TC3 was developed in 1999 as part of the ACI project. This gravity 36-inch RCP interceptor serves a majority of the current wastewater flows in the City of Santa Fe. The North Arroyo was dammed with a 33-foot tall and 240-foot-wide earthen dam which carries the shallowly buried ACI across the North Arroyo. A 6-foot by 8-foot concrete box culvert was installed per the BHI's recommendation presented in their July 23, 1997, Tierra Contenta Drainage Study. That study found that the north arroyo's watershed is 570 acres and at full build out would produce 1118.8 CFS during a 100-year storm event. The flow was restricted by the 6-foot by 8-foot box's capacity which was calculated by BHI to have a capacity of 660.9 cfs when the pond was full. They found the water surface would rise 11.6 feet and the total ponding holding capacity was 32.80 AF.

Watershed G-P (Figure 2) with a total acreage of 48.60 from TC3 flows into this existing pond. Given that Watershed G-P make up 8.52% of the total watershed (48.60/570.28), it is reasonable to assume that 8.52% of the existing pond was to serve TC3, or 2.80 AF. Using the TC Drainage Method for sizing detention ponds, the total ponding required for post development watersheds G thru P is 3.28 AF. Using the TR-55 method, a ponding requirement of 2.54 AF is necessary. Thus, the existing pond is 0.48 AF undersized based on the TC Drainage Method for sizing detention ponds and 0.26 AF more than necessary using the TR-55 method. Another pond (Pond I1) will be developed in a small arroyo crossed by a new sewer access road/community trail. This pond is designed to detain 0.52 AF during the 100-year, 24-hour storm event. Releases from the pond will be via a controlled outlet structure with a top grate and a 6" diameter opening at the bottom of the pond. The peak discharge from the 6" diameter opening will be 3.7 CFS when the pond is full. For the 1000-year, 24-hour storm event when a calculate peak flow of 50 CFS passes through this arroyo, the top grate will operate as a weir and can accommodate 70 CFS with more than 1-foot of freeboard. Appendix C provides detailed calculations on pond outlet design.

With the North Arroyo pond's 2.80 AF and Pond I1's 0.52 AF, a total of 3.32 AF of ponding will be provided, just over the 3.28 AF required.

DETENTION PONDING ASSOCIATED WITH FLOWS TO THE ARROYO CHAMISO

Pond A1 is in Watershed A on the southeast side of the project. The pond exists today due to the installation of an earthen dam associated with the ACI construction. This pond will be enlarged to detain 6.75 AF, although only 4.58 AF is required. The pond currently has a release pipe that is a 38" R x 58" S CMP that carries flows directly to the Arroyo de Los Chamisos. The estimated capacity of this pipe is 120 CFS. Historic peak flows from Watershed A are calculated to be 32.75 CFS during the 100-year storm event. Therefore, a controlled outlet structure will be connected to the outlet pipe, restricting flow through a 23-inch opening at the base of the pond which will release 32 CFS when the pond is holding 4.58 AF. This accommodates the 100-year storm event and provides for 1.85 feet of freeboard in the pond. In a larger storm event, the water can rise and start flowing into the outlet structure's top grate. The limiting factor is the existing outlet pipe's capacity of 120 CFS. The pond must rise to 1.4 feet over the grate for the outlet structure to release 120 CFS, which will leave 9-inches of freeboard.

Pond B1, B2 and B3 are in existing arroyos at the south end of Watershed B. The required ponding in this watershed is 1.65 AF and the total holding capacity of the ponds is 2.23 AF. All three ponds outlet structure is of the same design. The ponds will be created by the installation of 10' tall gabion dams in the arroyos with a bottom release 3' tall and 6-inches wide with a capacity of 9.37 cfs when a pond is full. Together the two lower ponds will release a total of 18.74 CFS during the 100-year, 24-hour storm event, which is below the calculated historic rate of 20.55 CFS. To accommodate larger storms, a 6' wide, 1' deep overflow weir will be installed, which will accommodate another 20 CFS. These ponds discharge to an arroyo passing through a residential neighborhood to the south.

Pond C1 is in Watershed C. The pond will be an 8-foot-tall earthen dam with a 15-inch CMP release at its base and a 30' wide concrete spillway at its top. The pond can detain 3.07 AF. The outlet capacity of the 15-inch pipe is 14 CFS which matches the calculated pre-development peak flow for the 100-year storm event. To accommodate flows in excess of a 100-year storm event, the weir has been designed with a capacity of 102 CFS. This pond discharges to City of Santa Fe open space and will flow into the Arroyo de Los Chamisos.

Watershed D is 3.31± acres and there is no location where a detention pond could be installed that would be accessible for maintenance by the city and not greatly impact the site for development. Therefore, the developer of Tract 60 will be required to either provide on-lot ponding or centralized ponding that fits into the site's development. The ponding must compensate for all impervious areas within Watershed D. The calculated pre-development flow from Watershed D for the 100-year, 24-hour storm event is 1.42 CFS. Required ponding using the TC Drainage method for calculating detention ponding is 0.22 AF based on the assumption that 55% of the watershed will be impervious. Tract 60 may choose to refine the required ponding based on actual planned impervious area.

Pond E1 is in Watershed E and has a capacity of 0.48 AF. This pond will require some site grading and the development of earthen berms around the pond. The pond depth is only 3-feet. There will be an 8" outlet pipe at its base with a capacity of 4.17 CFS, slightly below the calculated historic flow rate of 4.82 CFS for the 100-year storm event. To accommodate flows in

excess of a 100-year storm event, the weir has been designed with a capacity of 24.3 CFS. This pond discharges into City of Santa Fe open space and then flows into the Arroyo de Los Chamisos.

Watershed F is located upgradient of the confluence of the North Arroyo and the Arroyo de Los Chamisos. Watershed F, like Watershed G-P, can be divided into several separate small watersheds and this engineer did that, creating 11 distinct watersheds for the purpose of sizing culverts under a planned road and trail that was later value engineered out of the plans. All of these small watersheds have a very steep north slope into the north arroyo and no location where a 10-foot-high dam would contain more than a few thousand cubic feet of water. Based on the TC Drainage Method for calculating detention ponding a total of 1.04 AF is required. Using the TR-55 method, a ponding requirement of 0.75 AF is necessary. Another 6 or more ponds would have to be developed to accommodate these volumes. Given that there is no development downgradient from Watershed F and that the TC3A's total required ponding, including Watershed F totals 13.73 AF while 15.84 AF is to be installed, it was determined it was acceptable to not contain flows from this watershed.

Roadway Capacity

The road sections were evaluated to determine if they could contain the 1000-year, 10-minute storm (1.36" in 10 minutes) assuming 100% runoff. This event would produce 8.228 CFS/Acre of roadway. In all cases, road curbs are 6" tall and roads have a cross slope of 2%. The flattest roads have a road grade of 0.5% and have a capacity of 15.5 CFS within the curbs and can contain runoff from 1.9 acres of roadway. The steepest roads have a 5% grade and have a capacity to contain 52 CFS which is the runoff from 6.2 acres of roadway. On Paseo Del Sol at Sta 19+50 additional curb drop inlets were added to prevent overtopping of the curbs west of that location. All other roadways can contain stormwater runoff between the curbs based on the planned drop inlets located at road sags.

Watershed Peak Runoff Rates

The TR-55 method was used to determine the time of concentration of each sub-watershed at full development. Then peak runoff rates were calculated based on the 100-year, 24-hour storm event of 3.23 inches. Santa Fe Land Development Code, Chapter 14, requires that the storm drain system be designed to handle at a minimum the peak runoff rate associated with the 100-year, 24-hour storm event, which for the TC3A area is 3.23 inches. But this engineer has experienced and others have reported short extreme downpours in the City of Santa Fe that produce 1 inch in 10 minutes. NOAA estimates that the 200-year, 10 minute storm is 1.08" whereas the 1000-year, 10 minute storm is 26% more, with a precipitation of 1.36" This engineer selected the 1000-year, 10 minute storm event of 1.36" to size all culverts so as to provide an adequate safety factor and ensure that at least the backbone infrastructure that the city will ultimately own and maintain can handle an extreme storm event. Furthermore, because these extreme downpours typically occur during a longer storm event that has already saturated the soil, it has been assumed that 100% of the 1.36" will runoff. For the benefit of the reviewer, the 100-year, 24-hour peak flow and the 1000-year, 10-minute peak flow of every subbasin is presented in Table 2. In most cases where the site is developed, the estimated peak flow for

TABLE 2 - WATERSHEDS POST DEVELOPMENT PEAK RUNOFF																
WATERSHED ID	ACREAGE	CONDITION	HYDROLOGIC SOIL GROUP	CN	PONDING FACTOR	L1, LF	S1, %	L2, LF	S2, %	L3, LF	S3, %	TRAP DIMENSIONS	TC, HR	PEAK Q 100-YR, 24- HOUR, CFS	RUNOFF VOLUME 100YR, 24 HR STORM, CF	PEAK Q 1000-YR, 10 MIN, CFS. ASSUME 100% RUNOFF BY TC OR 10 MINUTES, WHICH EVER IS MORE
A1	40.02	UNDEVELOPED	C	73		300	0.028	1270	0.028				0.550	34.49	145,567	100
A2	3.04	ROADWAY		95		1430	0.033						0.107	18.29	29511	25
A3	0.79	DEVELOPED		90		50	0.015	250	0.015				0.164	3.3	6299	7
A4	6.75	UNDEVELOPED	C	73		300	0.019	850	0.019				0.614	5.41	24552	15
A5	17.63	DEVELOPED		90		50	0.015	880	0.048				0.205	66.01	140961	118
A6	11.91	UNDEVELOPED	A/B	58		300	0.037	1000	0.035				0.489	3.94	15210	33
A7	4.59	UNDEVELOPED/POND	A/B	58	0.72	70	0.071	550	0.025				0.156	2.27	5862	38
A8	0.63	UNDEVELOPED	A/B	58		250	0.100						0.231	0.37	805	4
B1	9.19	DEVELOPED		90		50	0.015	880	0.015				0.234	32.3	73271	54
B2	1.19	ROADWAY		95		710	0.012						0.1	7.32	11552	10
B3	11.74	DEVELOPED		90		50	0.015	790	0.032				0.197	44.61	93602	82
B4	9.19	DEVELOPED		90		50	0.015	800	0.034				0.195	35.32	73271	65
B5	3.72	ROADWAY		95		1640	0.022						0.147	19.9	36113	31
B6	1.48	ROADWAY		95		500	0.01						0.1	9.1	14367	12
B7	14.34	DEVELOPED		90		50	0.015	900	0.033				0.204	53.86	114332	96
B8	1.55	UNDEVELOPED/POND	A/B	58	0.72	50	0.1			350	0.050	3:1; 5'	0.1	1.25	1980	13
C1	5.58	DEVELOPED		90		50	0.015	700	0.037				0.186	22.06	44489	41
C2	1.27	ROADWAY		95		730	0.0313						0.1	7.81	12329	10
C3	7.21	DEVELOPED		90		50	0.015	950	0.046				0.196	27.71	57485	50
C4	1.71	ROADWAY		95		480	0.0429						0.1	10.52	16600	14
C5	7.01	DEVELOPED		90		50	0.015	1170	0.033				0.224	24.94	55890	43
C6	5.93	DEVELOPED		90		50	0.015	350	0.057				0.156	25.4	47279	49
C7	7.08	UNDEVELOPED/POND	B	58	0.73					1200	0.033	3:1; 5	0.1	4.18	9042	58
D1	3.31	DEVELOPED		90		50	0.015	450	0.044				0.165	13.81	26390	27
E1	6.6	60% DEV/40% UNDEV	B	77.2	0.73	50	0.015	300	0.040	550	0.064	3:1; 5	0.172	11.28	29841	53
E2	1.84	54% DEV/46% UNDEV	B	75.28		50	0.015	200	0.040	410	0.064	3:1; 5	0.161	3.99	7551	15
E3	1.62	40% DEV/60% UNDEV	B	70.8		50	0.015	200	0.040	140	0.236	3:1; 5	0.152	2.87	5210	13
F1	0.85	SCHOOL		90		150	0.04	250	0.100				0.255	2.86	6777	5
F2	1.88	SCHOOL		90		150	0.04	220	0.114				0.233	6.69	14989	11
F3	1.58	SCHOOL		90		280	0.071	100	0.150				0.294	4.68	12597	7
F4	3.52	SCHOOL/DEVELOPED		90		300	0.043	130	0.177	170	0.1	3:1; 5	0.383	8.12	28065	13
F5	0.25	DEVELOPED		90		50	0.015	80	0.040	20	0.5	3:1; 5	0.142	1.15	1993	2
F6	0.35	DEVELOPED		90		50	0.015	100	0.050	80	0.138	3:1; 5	0.146	1.54	2791	3
F7	0.89	90% DEV/10% UNDEV	B	86.8		50	0.015	210	0.050	50	0.36	3:1; 5	0.15	3.43	6220	7
F8	0.49	66% DEV/33% UNDEV	B	79		50	0.015	150	0.050	60	0.267	3:1; 5	0.147	1.35	2449	4

WATERSHED ID	ACREAGE	CONDITION	HYDROLOGIC SOIL GROUP	CN	PONDING FACTOR	L1, LF	S1, %	L2, LF	S2, %	L3, LF	S3, %	TRAP DIMENSIONS	TC, HR	PEAK Q 100-YR, 24- HOUR, CFS	RUNOFF VOLUME 100YR, 24 HR STORM, CF	PEAK Q 1000-YR, 10 MIN, CFS. ASSUME 100% RUNOFF BY TC OR 10 MINUTES, WHICH EVER IS MORE
F9	0.22	25% DEV/75% UNDEV	B	66		50	0.015	50	0.050	150	0.2	3:1; 5	0.145	0.29	526	2
F10	1.66	25% DEV/75% UNDEV	B	66		50	0.015	100	0.050	200	0.23	3:1; 5	0.149	2.19	3966	14
F11	8.86	UNDEVELOPED	B	58		50	0.200	200	0.200				0.054	7.17	11315	73
G1	0.53	DEVELOPED		90		80	0.015						0.198	2.01	4226	4
G2	3.58	ROADWAY		95				850	0.045				0.1	22.02	34753	29
H1	1.13	DEVELOPED		90		50	0.015	400	0.017				0.177	4.59	9009	9
H2	1.77	ROADWAY		95				900	0.030				0.1	10.89	17183	15
H3	0.87	DEVELOPED		90		50	0.015	250	0.100				0.147	3.82	6936	7
H4	1.12	DEVELOPED		90		50	0.015	300	0.075				0.151	4.92	8930	9
H5	1.25	UNDEVELOPED	B	58						420	0.060		0.1	1.01	1596	10
I1	2.08	DEVELOPED		90		50	0.015	700	0.019				0.207	7.99	16584	14
I2	0.99	ROADWAY		95		600	0.019						0.1	6.09	9611	8
I3	2.28	DEVELOPED		90		50	0.015	350	0.086				0.152	9.87	18178	19
I4	0.43	DEVELOPED		90		50	0.015	300	0.083				0.15	1.87	3428	4
I5	0.65	UNDEVELOPED	B	73						350	0.086		0.1	0.53	830	5
J1	1.25	DEVELOPED		90		50	0.015	340	0.103				0.151	5.41	9966	10
K1	0.88	DEVELOPED		90		50	0.015	380	0.105				0.152	3.81	7016	7
K2	0.31	DEVELOPED		90		50	0.015	300	0.100				0.149	1.35	2472	3
K3	0.61	UNDEVELOPED	B	73		40	0.25			300	0.117		0.1	0.49	779	5
L1	1.52	DEVELOPED		90		50	0.015	270	0.111				0.147	6.68	12119	13
M1	1.05	DEVELOPED		90		50	0.015	220	0.136				0.144	4.68	8372	9
N1	3.74	UNDEVELOPED	B	73		300	0.0172	670	0.017				0.629	1.03	4776	8
N2	12.52	DEVELOPED		90		50	0.015	780	0.051				0.183	50.32	99821	94
N3	2.09	DEVELOPED		90		50	0.015	380	0.066				0.156	8.95	16663	17
N4	2.05	UNDEVELOPED	B	73						400	0.075		0.1	1.66	2618	17
O1	3.2	UNDEVELOPED	B	73		300	0.0192	350	0.019				0.561	0.97	4087	8
O2	1.57	DEVELOPED		90		50	0.015	600	0.058				0.17	6.48	12518	13
O3	1.72	DEVELOPED		90		50	0.015	550	0.045				0.172	7.02	13554	14
O4	1.46	UNDEVELOPED	B	73						580	0.052		0.1	1.18	1865	12
P1	1.09	DEVELOPED		90		50	0.015	400	0.063				0.158	4.67	8690	9

the 1000-year storm event is twice that of the 100-year storm event. Where the site is undeveloped, assuming the soils are saturated and 100% of the 10-minute storm runs off, the runoff rate increases 10-fold. Time of concentration and peak runoff rates for the developed condition calculations are provided in Appendix D.

Culvert Sizing

The culverts have been sized to accommodate the 1000-year, 10-minute storm runoff peak rates. Table 3 identifies each culvert, its contributing watersheds and total acreage, the peak runoff for the 100-year and 1000-year storm events, and the culvert inlet type (e.g. projecting or drop inlet), and the required head at the culvert inlet. Culvert locations are shown on Figure 5.

Summary

The backbone drainage infrastructure for TC3A has been designed to accommodate full build out of the project and to accommodate significant storm events up to 1.36” in 10 minutes. Eight common detention ponds will serve nearly all of the project at full buildout. The exception lies within a portion of Tract 60, in which there was no appropriate place to install the required 0.22 AF detention pond that would not greatly impact the development of that tract. Therefore, that tract developer will need to install either on-lot ponding or common ponds to reduce runoff to the historic flow rate (1.42 CFS) from that watershed. The eight common detention ponds have been sized to release calculated historic flow rates of a 100-year, 24-hour storm event. Pond outlets have been designed to release greater flows during larger storm events to control the release location and prevent overtopping. All ponds, except for the B ponds, release to open space or in the case of pond A1, directly to the Arroyo de los Chamisos. The B ponds discharge to an existing neighborhood. Much of that watershed has been redirected to Watershed A to reduce flows passing through the B ponds.

Runoff from developed tracts may exceed pre-development discharge rates, but adequate measures must be provided by tract developers to prevent the excess runoff from causing damage on its way to the detention ponds.

TABLE 3 - CULVERT PEAK FLOW AND SIZE

CULVERT ID	CONTRIBUTING WATERSHEDS	CONTRIBUTING WATERSHEDS ACREAGE	PEAK Q 100-YR, 24-HOUR STORM EVENT, CFS	PEAK Q 1000-YR, 10-MIN STORM EVENT, CFS	CULVERT INLET	CULVERT SIZE, INCHES	MIN HEAD AT CULVERT INVERT, FT
A1	A1	40.02	35	100	PROJECTING	2-36	4.5
A2	1/2 A2	1.52	9.15	12.5	DI	18	3.5
A3	A2	3.04	18.29	25	DI	24	4
A4	A3	0.79	3.3	7	PROJECTING	18	2.5
A5	A3+A4	7.54	8.71	22	MDI	24	3.2
B1	B1	9.19	32.3	54	MDI	36	4.5
B2	B1	9.19	32.3	54	MDI	36	4.5
B3	B1+1/2B2	9.79	35.96	59	DI	36	5
B4	B1+B2	10.38	39.62	64	DI	36	6
B5	B1+B2+1/4B4	12.68	48.45	80.25	MDI	48	4.32
B6	B1+B2+1/3B4	13.44	51.39	85.66	MDI	48	4.52
B7	1/2B5	1.86	10	15.5	DI	24	2.3
B8	B5	3.72	19.9	31	DI	24	5.1
B9,B10,B11	B1+B2+B3+1/3B4+B5	28.90	115.79	198.65	MDI	72	1.02
B13	2/3B4	6.13	23.54	43.33	MDI	36	3.63
C1	C1	5.58	22.06	41	MDI	24	4.2
C2	C1+1/2C2	6.22	25.97	46	DI	36	3.84
C3	C1+C2	6.85	29.87	51	DI	36	4.14
C4	C1+C2+C3	14.06	57.58	101	MDI	48	6
C5	1/2C4	0.43	5.13	7	DI	24	1.4
C6	C4	1.71	10.25	14	DI	24	2.2
G1	G1+1/4G2	1.425	7.52	11.25	DI	18	2.5
G2	G1+1/2G2	2.32	13.02	18.5	DI	18	5.7
G3	1/4G2	0.895	5.51	7.25	DI	18	2.5
G4	1/4G2	0.895	5.51	7.25	DI	18	2.5
H1	H1	1.13	4.59	9	MDI	18	2.5
H2	H1+1/2H2	2.015	10.04	16.5	DI	24	2.7
H3	H1+H2	2.9	15.48	24	DI	24	3.7
H4	H1+H2+H3+H4+H5	6.14	25.23	50	PROJECTING	36	4.5
I1	I1	2.08	7.99	14	MDI	24	2.7
I2	I1+1/2I2	2.575	11.04	18	DI	24	2.7
I3	I1+12	3.07	14.08	22	DI	24	3.7
I4	I1+I2+I3+I4+I5	6.43	26.35	50	MDI	36	4.5
J1	J1	1.25	5.41	10	PROJECTING	18	2.63
K1	K1+K2+K3	1.8	5.65	15	PROJECTING	24	2.7
L1	L1	1.52	6.68	12	PROJECTING	18	3.3
M1	M1	1.05	4.68	8	PROJECTING	18	2.5
N1	N1+N2+N3+N4	20.4	61.96	136	PROJECTING	2-48	5
O1	O1+O2+O3+O4	9.04	15.65	47	PROJECTING	36	4.5

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

5. Alternative Means of Compliance Request

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

June 9, 2025

Heather Lamboy, Director
Planning & Land Use Department
City of Santa Fe
200 Lincoln Ave.
Santa Fe, NM 87501

RE: Tierra Contenta, Phase 3A
Requests for Alternate Means of Compliance

Dear Heather:

This letter is respectfully submitted on behalf of Homewise, Inc. in request for approval of alternate means of compliance in accordance with SFCC §14-2.11(C)(1) with respect to Phase 3A of Tierra Contenta. This request is submitted concurrently with the subdivision application for Phase 3A.

1. Stormwater Pond Landscaping per §14-8.4(F)(2)(e)

SFCC §14-8.4(F)(2)(e) states that, *"Stormwater detention ponds and retention ponds shall be planted with appropriate trees, shrubs and grasses ,with a minimum of one tree and three shrubs per five hundred (500) square feet of required ponding area.* In lieu of trees and shrubs, we are proposing to reseed disturbed areas with native grasses as an alternative. A majority of the ponds are located in natural drainageways with either earthen or gabion dams to retain stormwater. Therefore, the disturbance is minimal, supporting preservation of existing vegetation. This is consistent with the design in previous phases of Tierra Contenta and supports maintaining a natural environment in the open space. Ponds A1 and E1 are more traditional engineered ponds. The Alternate Means of Compliance approval criteria from §14-2.11(C)(1) are addressed below.

(a) the proposed alternate means satisfy the intent of this chapter.

Per §14-8.4(A), the purpose and intent of the Landscape and Site Design section is to "*…foster the creation of regionally appropriate, sustainable landscapes…".* Furthermore, landscape design shall "*…foster a responsible and judicious use of our water and other natural resources."* The proposed reseeding is appropriate given the existing natural landscape and conserves significant water resources. Furthermore, the City of Santa Fe is responsible for maintaining the open space, including drainage improvements, landscaping, and irrigation. This proposal eliminates this ongoing maintenance burden for the City.

(b) the requirements include quantitative standards and those quantitative standards are satisfied by the alternate means of compliance.

With this proposal, all disturbed areas will be revegetated, just via an alternative approach.

(c) site conditions, including the configuration of the lot, topography and existing vegetation make following the standards prescribed in this chapter impossible or impractical.

It is impractical, and unnecessary, to install additional trees in already densely vegetated environments. Furthermore, it is appropriate that any new trees mirror the existing palate, which is exclusively evergreen, and evergreen trees are not appropriate plantings in drainage ponds. Lastly, landscaping Ponds A1 and E1 is estimated to cost $198,589.00, which is a significant financial burden on a project that is providing 40% affordable housing.

2. Irrigation Standards per §14-8.4(E)(4)

SFCC §14-8.4(E)(4) states, *"Irrigation systems shall be provided for all landscaped areas."* The approximate area of disturbance that will receive native grass revegetation for the infrastructure project is 24 acres. In lieu of installing an irrigation system for such a large area disturbed by construction, we propose implementing dryland seeding as outlined in the NMDOT 632 Revegetation Specification as an alternate means of compliance (see attached). This specification outlines methods for soil preparation, amendments, seed mix, seed rates, and mulch/tackifier. It also calls for installer certifications and prescribes requirements for a pre-seeding conference, a test strip of each class of seeding, and acceptance. The NMDOT has been using this specification to guide the revegetation of thousands of acres across New Mexico without irrigation and in a manner that meets the US Clean Water Act (NPDES and SWPPP). While dryland seeding relies on rainfall to germinate, the combination of soil preparation, application rates, application timing, and mulch/tackifier helps ensure germination and revegetation. Irrigating this 24-acre area would use extensive resources and is environmentally untenable. It is estimated that the irrigation system cost would be approximately $1.56 million (24 ac x $1.5/sf x 43,560 sf/ac) and the water use would be approximately 11.65 acre feet water for establishment (1" water/ week for 6 weeks), which is contrary to the City's water conservation agenda. The Alternate Means of Compliance approval criteria from §14-2.11(C)(1) are addressed below.

(a) the proposed alternate means satisfy the intent of this chapter.

Per §14-8.4(A), the purpose and intent of the Landscape and Site Design section is to "*…foster the creation of regionally appropriate, sustainable landscapes…".* Furthermore, landscape design shall "*…foster a responsible and judicious use of our water and other natural resources. Water conservation, water harvesting and irrigation efficiency shall guide landscape design, installation and maintenance to*

foster a responsible and judicious use of our water and other natural resources." This proposed alternative not only satisfies these intentions but is a model for reseeding that has been successfully employed by the NMDOT for years and significantly reduces water use. In addition, a financial guaranty will be in place until the revegetation has reached an acceptable level. Therefore, there is no risk to the City.

(b) the requirements include quantitative standards and those quantitative standards are satisfied by the alternate means of compliance. N/A

(c) site conditions, including the configuration of the lot, topography and existing vegetation make following the standards prescribed in this chapter impossible or impractical.

It is impractical to irrigate 24 acres of revegetated areas when many of these areas do not have access to water infrastructure. Extending waterlines into native open space would create additional unnecessary disturbance that, ironically, would also need to be reseeded. In addition, it would be irresponsible for a project mandated to provide 40% affordable housing to spend $1.56 million on such an irrigation system, which will only increase the land costs for future developers.

Please let me know if you have any questions or require additional information.

Thank you.

Respectfully,



Jennifer Jenkins

SECTION 632: REVEGETATION

632.1 DESCRIPTION

This revegetation Work consists of preparing the soil, seeding, mulching, crimping, and the application of tackifier to areas stripped of vegetation during construction operations and are required to be revegetated. For additional information refer to the US Clean Water Act as outlined in the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Storm Water Pollution Prevention Plan (SWPPP). Construction staking and digital submittals are included in the scope of the revegetation Work. The Department and Subcontractor shall each have at least one (1) Section 632, "REVEGETATION" TTCP-certified person on the Project at all times.

632.2 MATERIALS

The Contractor shall provide submittals as per Table 632.3.4:1, "Operations Sequence for Classes of Seeding," for all Materials to the Project Manager at a minimum of ten (10) working Days before revegetation Work commences. Submittals shall conform to the Specifications and the revegetation Plan, and shall be on the Approved Products List. After submittals have been approved as per procedures identified in Section 632.3.3, "Pre-Seeding Conference;" the Contractor may substitute products on the Approved Products List with prior approval as per the same process. Rock Mulch Material submittal shall be required and meet the Specification but does not need to be on the Approved Product List. Submittal shall be a full five (5) gallon bucket sample provided to the Project Manager for sieve analysis.

All bulk Materials delivered to the Project shall be accompanied by a certified weigh master ticket for Materials utilized per Project as per Section 109.1, "Measurement of Quantity." Split loads of fertilizer, seed, straw, tackifier, and bonded fiber matrix may be allowed with proper weigh master ticket and Contractor affidavit. Split loads shall not be allowed for compost mulch and rock mulch.

All packaged Materials delivered to the Project shall be wrapped or otherwise securely protected from weather which might affect their integrity. Materials in weather-damaged packaging shall be rejected for use on the Project.

Certification for bulk Materials shall comply with Section 106.4, "Certificates of Compliance." Notify Project Inspectors when bulk Materials are delivered so loads may be inspected and verified.

The Contractor shall ensure that straw bales stored on the Project shall not exceed 20% moisture content.

632.2.1 Temporary Soil Stabilant/Tackifiers for Class A Seeding

Temporary soil stabilant and tackifier shall be considered the same and the terms used interchangeably. Tackifiers shall have a blue or green dye lasting a minimum of 36 hours to aid in application and inspection, and be bio-degradable. When used as part of seeding operations it shall be applied at a rate of 200 pounds per acre.

Tackifiers shall be plant-derived and bio-degradable and be composed of either guar, psyllium (Plantago ovata), or starch.

Guar. Guar is a plant based product derived from the ground endosperm of the guar plant, treated with dispersant agents for easy mixing.

Psyllium. Psyllium is composed of the finely ground muciloid coating of Plantago ovata seeds that is applied as a dry powder or in a wet slurry to the surface of the soil. It dries to form a firm but re-wettable membrane that binds soil particles together but permits germination and growth of seed. Psyllium requires twelve (12) to eighteen (18) hours drying time.

Starch. Starch is non-ionic, cold-water soluble (pre-gelatinized) granular cornstarch. The Material is mixed with water. Approximate drying time is nine (9) to twelve (12) hours.

632.2.2 Seed for Class A and C Seeding

The Project seed list shall conform to the NMDOT Revegetation Zone and Seed List Maps at the NMDOT website or at the following link: https://arcg.is/2peB6Cc .

The list used shall be the year the Project was let. The Contract shall specify varieties of noxious weed-free seed in accordance with New Mexico Seed Law (NMSA 1978, § 76-10-11 et seq.).

Seed submittal shall be a list from a seed producer showing the common name, botanical name, pure live seed, total poundage, source locality (county and state), and NMDOT Project control number as per the revegetation/erosion control Plan.

All seed suppliers must be on the current Approved Products List and provide documentation that their regulating state agency belongs to the Association of Official Seed Certifying Agencies (AOSCA).

Seed mixtures shall be pre-mixed and bagged certifying the mixture quantity and percentage as noted in the Contract.

Substitutions for unavailable seeds shall be performed by adding the quantity of the unavailable seed to the quantity of the next seed species listed within that subcategory of the seed list. Before substitutions can be made the Contractor must provide proof of unavailability in letter form from three (3) seed suppliers listed on the NMDOT Approved Products List that the seed is not available.

All seed delivered to the Project shall be stored in a container protected from rodents and moisture and not subject to temperatures higher than 90°F.

632.2.2.1 Seed Labeling

The Contractor shall seal and label each bag in accordance with the Federal Seed Act (7 U.S.C. § 1551 et seq.) and NMDA seed labeling requirements (NMSA 1978, § 76-10-13). The Contractor shall provide the following information on each bag tag for each species:

1. Variety (specify if certified);
2. Kind of seed;
3. Lot number;
4. Purity;
5. Germination;
6. Percentage crop seed, percentage inert, percentage noxious weeds, in accordance with New Mexico Seed Law (NMSA 1978, § 76-10-11. et seq);
7. Origin;
8. Test date; and
9. Weight (in pounds) of this species or percentage of total lot.

The Contractor shall provide seed analysis results that are not older than twelve (12) months prior to use.

Seed suppliers shall provide one (1)-acre seed bags.

The Contractor shall provide to the Project Manager documentation of seed origin and pure live seed content from a certified testing Laboratory. Seed must arrive in the original sealed containers from the Supplier and the Revegetation Contractor must provide all tags and certifications to the Project Manager. Certification must be provided that the seed has been stored in appropriate conditions in the twelve (12) months before arriving at the Project. Each seed tag shall be affixed to the bag and have the project control number clearly identified. The certified seed Supplier shall maintain records of seed tag control numbers for a period of three (3) years.

632.2.3 Fertilizer for Class A and C Seeding

Fertilizer shall be organic, slow release with an N-P-K (nitrogen, phosphorous, potassium) analysis of either 3-6-3 or 3-7-2 and blended with endo-mycorhizza and humates. Application rate shall be 1,000 lbs. per acre. Humates must comprise a minimum of 15% by weight. Endo-mycorrhiza must be arbuscular with a minimum propagule of 1.33 propagules per gram. The Contractor shall provide fertilizer (specified type and formulation) and supplier's certification in accordance with the Contract. Each bag or tote of fertilizer shall have a visible, sealed, and un-altered analysis tag from the manufacturer that must be approved by an authorized Section 632, "Revegetation" certified Inspector prior to application of the Material. The tag must include the manufacturer's information, the N-P-K analysis of the product, and the weight of the bag or tote. NMDOT reserves the right to inspect any bill of ladings or packing slips from the supplier to verify quantity of Material on site.

632.2.4 Hydro-Mulch - Bonded Fiber Matrix (BFM) for Class C Seeding

Hydro-mulch shall be Bonded Fiber Matrix (BFM). BFM is a hydraulically-applied blanket that controls soil erosion and accelerates seed germination. BFM is a three (3)-dimensional composite of wood or paper fibers bonded by polymer tackifier that provides high performance erosion prevention on slopes. Dye and tackifier shall be included in the BFM formulation. BFM shall be applied at a rate of 2,000 lbs per acre. As a hydraulic erosion control product (HECP) as defined by the Erosion Control Technology Council, the BFM or its equivalent shall be Type 3 or higher in functional longevity as defined in Table 1 of the 2014 Standard Specifications for Hydraulic Erosion Control Products (HECPs) Part 2.01.

632.2.5 Rock Mulch for Class C Seeding

Rock Mulch shall be between one (1) inch and no greater than 1 ½ inches in size. Rock shall have a minimum of two (2) Fractured Faces. Rock which is black in color will not be Acceptable. Pumice rock is not Acceptable.

632.2.6 Composted Mulch for Class A Seeding

The Contractor shall furnish and place composted mulch as shown on the revegetation Plan and in accordance with the criteria as described below. Composted mulch provider must be registered with or permitted by the New Mexico Environment Department Solid Waste Bureau and must be in compliance with 20 NMAC 9.1.

Composted mulch is defined as the product of a controlled aerobic thermophilic biological decomposition process that meets the quality requirements in Table 632.2.6:1, "Requirements

of Compost Mulch." Raw Materials used in producing composted mulch may include green waste, animal manure, animal bedding, paper waste, food waste, biosolids or other non-toxic organic matter, but shall not include animal mortalities.

Table 632.2.6:1
Requirements of Compost Mulch

Material	Measure	Method	Criterion
All Composted Mulches	Moisture Content*	Evaporative loss at 105°C	Between 35 % and 60%
	Carbon/Nitrogen Ratio*	Nitrogen by AOAC 993.13, Carbon by ASTM D5373	Between 15:1 and 20:1
	Particle Size	Sieve	40% minimum to 100% maximum of Material may pass ¾ inch screen; 100% of pieces smaller than 4 inches in length and 2 inches in diameter
	Electrical Conductivity*	1:5 slurry (mass basis)	<10 mmho/cm
	pH*	1:5 slurry (mass basis)	pH 5.0 – pH 8.0
	Organic Matter*	Loss on ignition at 550°C	25% - 100% of dry weight
	Maturity	Germination test in 50:50 (volume basis) mixture of ¾ inch screened composted mulch and twice-rinsed nursery sand.	Minimum 50% germination to second set of leaves for marigold seeds
	Stability	By temperature and moisture content	Maximum core temperature of 110°F after 48 hours in 5 foot tall conical pile, with moisture adjusted to between 40% and 60%.
	Debris	By volume	Less than one percent (1%) inorganic debris, including but not limited to, glass, plastic, stones and metal.
Composted Mulches with Wastewater Biosolids	Trace Metals*	HNO_3 digestion	Complies with Table 3 of 40CFR503.13
	Fecal Coliforms*	MPN with A-1 broth	<1000 MPN/dry gram
*Tests marked with asterisks must be performed by a suitable analytical Laboratory; other tests may be performed by the composted mulch producer.			

632.2.6.1 Acceptance

Compost mulch suppliers on the Approved Products List are approved for Project use.

The NMDOT Landscape Architect shall review lab analysis and submittals from the compost producers every 180 Days and confirm their listing on the Approved Products List.

Before delivering composted mulch, provider shall furnish documentation that includes the following:

1. The raw Materials, by percentage of volume, used in the production of the delivered composted mulch;
2. Daily temperature records for at least 20% of the piles or batches used to produce the delivered composted mulch, illustrating attainment of at least 130°F for at least seven (7) consecutive Days;
3. A Laboratory analysis for criteria shown in Table 632.2.6:1, “Requirements of Compost Mulch” performed on composted mulch no more than 180 Days prior to delivery; and
4. An affidavit, signed by a corporate officer, confirming that the composted mulch meets each requirement shown in Table 632.2.6:1, “Requirements of Compost Mulch.”

632.2.6.2 Straw Mulch for Class A Seeding

The Contractor shall not use rotten or moldy straw. All straw mulch must be barley straw and is to be free of noxious weeds as certified by an industry-recognized forage certification authority. Certification twine must appear on all certified straw bales. The color of the certified twine for straw bales shall be listed on the certification submittal for identification purposes. The date on the straw certification provided to NMDOT may not be older than one (1) year from the date of purchase. Before Acceptance the Contractor shall provide to the Project Manager weigh tickets signed by a certified weighmaster as per Section 109.1, “Measurement of Quantity,” which confirms that the amount of bulk Materials delivered to the Project equals tonnage required for the Project per the determined acreage.

632.3 CONSTRUCTION REQUIREMENTS

632.3.1 Equipment

All Equipment shall be inspected by the Contractor to confirm Equipment is in good working order prior to commencing Work. An Inspector shall witness the inspection and calibration.

To avoid the spread of noxious weeds, all revegetation Equipment (including but not limited to trucks, trailers, tractors, hydro-seeders, drill seeders, straw blasters, and disks) shall be pressure-washed to remove all visible mud, soil, and debris prior to entering the Project limits within the state right of way. If Equipment leaves the Project for any reason it shall be re-inspected when returned to the job site.

Disking attachments shall have a minimum six (6) foot carriage with front and rear discs.

Crimping Equipment shall have a minimum eight (8) foot wide carriage.

Skid steer attachments may only be used on confined areas for seeding operations.

Skid steers shall not be used for spreading compost unless in a confined area.

632.3.1.1 Drill Seeder

Drill seeding Equipment shall be inspected so that drill seed drop tubes are not torn or clogged. All seed loaded into Equipment shall be verified by an Inspector to confirm correct application rates. An Inspector must verify that the auger in the seed bin is rotating and that seed is dropping through drop tubes.

The drill seeder must be inspected daily to prevent loss of seed or to prevent over-seeding. Calibration is necessary to control rate and depth of seed distribution. Calibration procedure and demonstration shall be as per manufacturer's Specifications. The drill seeder shall be calibrated once per Project unless it is replaced on the Project. Drill seeders shall only be modified by manufacturer recommendation and documentation of the modification must be available.

The inspection shall ensure that the Equipment has the following:

1. Double disc openers with 'A' frames;
2. Depth bands;
3. Drop tubes;
4. Packer wheels or drag chains;
5. Rate control attachments;
6. Seed boxers with covers and agitators for trashy seed; and
7. Keyway holding auger to shaft.

632.3.1.2 Hydro-Seeder

The hydro-seeder cannons, hoses and agitators shall be in good working condition. The hydro-seeder shall be capable of applying Materials up to distances of 200 ft.

632.3.2 Materials and Sampling

Inspector must be present when Materials are to be loaded into Equipment or distributed on the areas to be seeded. Contractor shall provide all containers and bags to the Project Inspector for verification.

A one (1) quart sealed zip lock bag of seed Material labeled with the Material identification and the Project control number is to be provided to the NMDOT Landscape Architect for examination and testing. The Department may reject Materials not in accordance with the Contract.

632.3.3 Pre-Seeding Conference

A mandatory pre-seeding conference called by the Project Manager shall be held on the Project before revegetation Work begins. Attending will be the NMDOT Project Manager or representative, the NMDOT Landscape Architect or certified seeding Inspector, the General Contractor, and the Revegetation Contractor.

The purpose of the meeting is to inspect the Project, and off-site yards, pits, and borrow roads for confirmation of their revegetation requirements. The Project Manager shall have at the pre-seeding meeting documentation of all pits, Contractor yards, etc. approved for use on the Project. Per Section 632.3.12, "Seeding Operations for Class A and Class C Seeding," test strip location shall be verified following the Pre-seeding Conference. Construction staking must be completed and quantities must be verified by the Project Manager before test strip commences.

Submittals must be provided to the Project Manager and Landscape Architect ten (10) Days prior to the proposed start of revegetation Work. Any revegetation Work done prior to this inspection shall be rejected.

All areas to be revegetated shall be measured and confirmed for each class of seeding in accordance with Section 801, "Construction Staking by the Contractor." The Project Manager and the Contractor shall field verify and agree on the acreage for each Class of seeding, including Modified Class A, before any Materials are ordered or delivered to the Project.

Construction staking shall also identify all areas which have less than four (4) inches of soil cover and qualify for Modified Class A seeding.

The Prime Contractor shall provide minutes of this meeting for review and approval by the Project Manager and Landscape Architect or representative.

There will be no change in Materials or the scope of revegetation Work after the Contractor begins seeding operations.

For revegetation Work areas to be considered ready for revegetation they shall be accessible, free of Equipment, and no further construction processes occurring which would interfere with seeding operations. No further revegetation Work or Equipment access shall occur on areas which have been revegetated.

The Prime Contractor shall maintain a minimum twelve (12) foot wide Equipment access to all revegetated areas for use by revegetation Subcontractor until revegetation Work is complete.

632.3.3.1 Weather Limitations

Revegetation Work shall not be performed when the ground is frozen or when temperatures are below 32°F. No revegetation Work shall be performed when wind speed exceeds fifteen (15) miles per hour as measured with a wind meter by the Inspector.

632.3.4 Seeding Classes

The Contractor shall provide the various classes and the Material and operations for each class in accordance with Table 632.3.4:1, "Operations Sequence for Classes of Seeding."

Table 632.3.4:1
Operations Sequence for Classes of Seeding

Operation	Class		
	A	Mod A	C
Disk seed bed to four (4)"	X	X	--
Apply fertilizer by broadcast, then disk to four (4)"	X	X	--
Apply one (1) inch compost mulch, disk to four (4)"	X	X	--
Drill seed	X	X	--
Straw crimp; apply tackifier, dye	X	--	--
Track slopes with ridges horizontal and parallel to bottom of slope	X	--	X
Hand rake or chain harrow surface horizontally	--	--	X
Hydro apply seed, fertilizer, dye, tackifier	--	X	X

Table 632.3.4:1
Operations Sequence for Classes of Seeding

Operation	Class		
	A	Mod A	C
Scarify seeded areas horizontally to slope	--	X	X
Hydro mulch; apply tackifier, dye	--	--	X
Rock Mulch	--	X	X
Note: No seeding shall be applied on frozen ground Key: X = required; -- = not required			

632.3.5 Modified Class A Seeding for Narrow Areas or Areas Inaccessible to Drill Seeding Equipment

Any Project areas with slopes less than 3:1 requiring revegetation which are less than eight (8) ft wide, or are inaccessible to drill seeding Equipment, or are too rocky to disk to a four (4) inch depth, shall use the following procedure and payment is to be made at the Class A rate.

The Contractor shall disk soil to a four (4) inch depth with one (1) inch of incorporated compost mulch and fertilize as per Class A treatment. A skid steer with attachments may be used. If the seed bed is too rocky to disk to four (4) inches, the Contractor shall omit compost mulch and chain harrow or hand rake the entire area and proceed with Steps 1 and 2 below.

A hydro-seeder shall then be used to apply the seed, dye, tackifier, and hydro mulch in two (2) steps as described below.

Step 1. The Contractor shall apply seed and dye to the newly disked soil, rake or chain harrow so seed is covered with soil.

Step 2. The Contractor shall apply an approved bonded fiber mulch with tackifier applied in two (2) coats from opposing directions at rate of 2,000 lbs. per acre.

Seed in these areas shall be applied at twice the specified rates and no extra payment shall be made therefore.

632.3.6 Revegetation of Areas Outside the Project Limits

Revegetation of all disturbed off-site locations will be in accordance with Section 104.7, “Final Cleanup,” and the appropriate class of seeding will be used for the terrain. Section 632, “Revegetation,” procedures will be followed for all public lands and private lands that are required to be revegetated unless other seed lists and procedures are required in a resource agency permit. All revegetation Work done for permitted Contractor located activities shall be done at the Contractor’s expense.

The Contractor must provide as part of submittals a letter of intent from landowners for off-site locations to be used as per Section 104.7, “Final Cleanup.” The letter of intent must acknowledge the landowner’s right to have revegetation performed as per our Specifications and if that revegetation right is waived the owner acknowledges that neither the Contractor nor NMDOT shall be responsible for any claims, including but not limited to fugitive dust, noxious weeds, and siltation of waterways, related to the owner’s decision to forgo revegetation. When revegetation Work is being performed on private land, a right of access permit for

inspection of the revegetation Work for that private land must be provided by the Contractor to Project Management and shall be considered Incidental to the Work.

The Contractor shall provide documentation of the treatment used and notify Project Manager when the revegetation Work is being performed so Inspectors may be present.

Table 632.3.6:1
Schedule of Materials for Class A Seeding

CLASS A REVEGETATION MATERIALS PER ACRE				
TACKIFIER	**COMPOST MULCH**	**SEED**	**STRAW**	**FERTILIZER**
200 lbs	134 cubic yards	Per revegetation zone list	2 tons	1000 lbs.

Table 632.3.6.2
Schedule of Materials for Class A Modified Seeding

CLASS A MODIFIED REVEGETATION MATERIALS PER ACRE			
COMPOST MULCH	**SEED**	**HYDRO MULCH WITH TACKIFIER**	**FERTILIZER**
134 cubic yards	Per revegetation zone list X2	2,000 lbs	1000 lbs.

Table 632.3.6:3
Schedule of Materials for Class C Seeding

CLASS C REVEGETATION MATERIALS PER ACRE			
HYDRO MULCH WITH TACKIFIER	**SEED**	**ROCK MULCH**	**FERTILIZER**
2,000 lbs.	Per revegetation zone list X2	300 tons	1,000 lbs.

632.3.7 Materials Certifications

The Contractor shall provide all certifications for required Material to the Project Manager before the Project begins.

632.3.8 Seedbed Preparation for Class A Seeding

The Contractor shall till the seedbed with a disk, harrow, or chiseling tools to at least four (4) inches deep. Uproot competitive vegetation during seedbed preparation, and uniformly work the soil to a surface free of clods, large stones, or other Deleterious Material that would interfere with seeding Equipment. The Contractor shall ensure Inspector approves area that was disked before compost is added to the soil.

The Contractor shall add one (1) inch of compost mulch as specified by disc, harrow, or chisel to a depth of four (4) inches.

The same day as and preceding tilling compost mulch into the seedbed water shall be added to the compost mulch at a rate of 2,500 gallons per each 134 cubic yards. This is to aid

in the incorporation of the mulch into the seedbed. All compost mulch must be incorporated into the seedbed before adding fertilizer and commencing drill seeding. The Contractor shall add fertilizer by broadcast and disc, harrow, or chisel to a depth of four (4) inches.

The Contractor shall till across the slope, along the contour. The Contractor shall not till the seedbed if the moisture content of the soil is outside the limits recommended by the seed Supplier for planting, or the ground is in a non-tillable condition.

The Contractor shall not prepare more seedbed area on which the entire seeding operation can be applied before the surface crusts or loses seed and fertilizer to erosion. If erosion or crusting occurs, perform seedbed preparation again.

After seed bed preparation and before drill seeding commences all rocks larger than four (4) inches in diameter shall be removed from the seed bed and no payment shall be made therefore.

632.3.9 Tracking and Scarification for Class C Seeding

Areas designated as Class C treatment shall be track-walked as per Table 632.3.4:1, “Operations Sequence for Classes of Seeding” with tracks parallel to the toe of slope to compact and score the slopes within seven (7) working Days prior to the commencement of Class C operations.

Slopes which have eroded or otherwise degraded in the seven (7) working Day period before seeding may need to be re-graded before revegetation.

Competitive vegetation shall be uprooted before hydro-seeding so that seed has good adherence to the surface and soil cover and no payment shall be made therefore.

Following tracking slopes shall be scarified by hand raking or chain harrowing horizontally and parallel to the bottom of the slope.

Following tracking of the slopes all rocks larger than four (4) inches in diameter shall be removed from the hydro-seed bed and no payment shall be made therefore.

632.3.10 Fertilizer for Class A and Class C Seeding

Fertilizer bags shall be examined before use to confirm correct analysis and content. Notify Project Inspector when bags are to be loaded into machines and all bags shall be collected and counted confirming correct amounts used.

The Contractor shall apply the fertilizer uniformly to the prepared seedbed. Class A shall be broadcast and Class C shall be hydro-applied. The Contractor shall apply mix fertilizer in the hydro-seeder for a minimum of ten (10) minutes before applying.

632.3.11 Compost Mulch for Class A Seeding

The Contractor shall wet down compost mulch so that wind loss is kept to a minimum. Stockpiles shall be less than six (6) ft tall and oriented perpendicularly to the prevailing winds to prevent wind loss.

The compost mulch moisture content shall be indicated on the delivery ticket at the time of delivery and shall be within the 35 – 60 % range.

Regardless of the compost mulch moisture content, the Project Manager may require

further wetting of compost mulch at delivery to prevent loss through wind. No extra payment shall be made therefore.

The certified Inspector shall verify the load is full before unloading to confirm the Material is up to the front of the trailer. Indications of a short load are gaps at the front of the truck, overloading at the back of the truck, and slip staining of the Material from the original loading line.

632.3.12 Seeding Operations for Class A and Class C Seeding

The Contractor shall uniformly apply the seed mix at a rate in accordance with the Contract. The Contractor shall not drive vehicles or other Equipment on seeded areas. The Contractor is responsible for protecting revegetation Work until Acceptance.

A test strip of each class of seeding shall be provided by Contractor before commencing general seeding. Each test strip shall measure no less than one (1) acre in a configuration which works for the Equipment and the site, shall be at a location of the Contractor's choosing within the Project, and shall be done as per Specifications with a certified Inspector and the Landscape Architect or representative present. Equipment calibration and a test strip are not required for Projects less than one (1) acre in size. The test strip is to verify Equipment functionality, proper adjustment, application rate, and the Contractor's ability to perform the Work as per Specification.

Upon Acceptance of the test plot the Contractor may proceed with seeding operations. If the test strip is not Accepted, the Contractor shall establish a new one (1) acre strip location and re-verify. The Contractor shall not proceed to full seeding operation until an Acceptable test strip has been produced. Payment will only be made for Accepted test strips and shall be made under appropriate class of seeding.

The Contractor shall coordinate with the Project Manager prior to starting seeding operations to ensure than an Inspector is present at all times. No revegetation Work shall be performed without the presence of a certified Inspector.

Once seed is installed on a given Project area all operations to complete that class of seeding for that area must be completed the same Day.

If rainfall or some other factor prevents the Contractor from seeding to the specified depth on prepared surfaces, the Contractor shall prepare the seedbed and apply seed again, at no additional cost to the Department.

Class C areas are to be seeded at twice the standard rate and no extra payment is to be made therefore.

The Contractor shall not perform seeding operations when wind velocity exceeds fifteen (15) mph. Disking may still be performed with winds exceeding 15 mph.

632.3.13 Drill Seeding for Class A Seeding

The Contractor shall plant seed 1/2 inch deep unless otherwise specified in the Contract. The Contractor shall ensure that the distance between the drilled furrows is no more than eight (8) inches. If the furrow openers on the drill exceed eight (8) inches, the Contractor shall re-drill the area and no extra payment shall be made therefore.

632.3.14 Hydro-Seeding for Class C Seeding

Seed shall be applied in a slurry with fertilizer and dye. All Materials loaded into Equipment shall be verified by NMDOT Project Inspectors to confirm correct application rates. The Contractor shall mix all Materials for a minimum of ten (10) minutes before application.

632.3.15 Hydro-Mulching for Class C Seeding

Hydro-mulching shall be applied in two (2) sweeps from opposing directions to ensure coverage is complete. The BFM must contain a tackifier when applied. A dye capable of lasting 36 hours shall be included in slurry so that Project Inspectors can confirm coverage. Mulch must be applied the same Day as the seed to protect seed. All Materials loaded into Equipment shall be verified by NMDOT Project Inspectors to confirm correct application rates. The Contractor shall mix all Materials for a minimum of ten (10) minutes before application.

The Contractor shall provide the Project Manager a laminated color reference card from the BFM manufacturer showing a close-up reference photograph of their product installed at the rate of 2,000 lbs. per acre.

632.3.16 Straw Mulching for Class A Seeding

The Contractor shall anchor straw mulch using a crimper with flat serrated discs at least one (1) inch thick with dull edges, spaced no more than nine (9) inches apart. The Contractor shall ensure that the disc diameter is large enough to prevent the frame of the Equipment from dragging in mulch.

The Contractor shall ensure that straw mulch crimping is at least two (2) inches deep and do not cover it with excessive amounts of soil. The Contractor shall perform mulch anchoring across the slope where practical, with no more than two (2) passes of the anchoring Equipment. Straw shall be evenly distributed over entire bedding area with no bare areas showing or areas with straw deeper than four (4) inches in depth before crimping.

The Contractor shall ensure that the rate of application of straw mulch is at least two (2) tons of air-dry straw per acre. The Inspector shall verify the total tons per acre of straw required per acre.

The Contractor shall ensure that straw mulch has at least 50% of fibers exceeding ten (10) inches long on the ground after application.

The Contractor shall spread straw mulch following drill seeding with a mechanical mulch spreader or by hand. If spreading by hand, the Contractor shall tear apart the bales of mulch and fluff it before spreading.

The Contractor shall anchor straw following crimping with an approved tackifier with green dye at a rate of 200 lbs. per acre. The tackifier shall be Incidental to the seeding.

When crimping the straw is impractical due to rocky areas it may be spread and not crimped. Tackifier will be applied as per Specification. This method shall be approved by the Project Manager for rocky areas only.

When the revegetation Work is being done the Contractor shall verify straw bale moisture content with a straw bale moisture meter with an eight (8) inch minimum length probe for the duration of the Project. An Inspector must be present and record this test. The moisture meter shall remain the property of the Contractor following Project completion and the testing shall be considered Incidental to the Project. Each bale must be tested to confirm that the bale interior moisture content is no greater than 20%. Any bales with moisture above this level shall be rejected and removed from the Project. Higher levels of moisture may indicate the

presence of mold and the risk of spontaneous combustion.

632.3.17 Rock Mulch

The finished rock mulch surface must be smooth and uniform maintaining the original flow lines, slope gradients, and contours of the job. Rock mulch must be applied in a fashion not to tear up or damage the hydro-mulch when being placed. Methods and means of rock mulch installation are not specified and may vary as per access. Damaged hydro-mulch shall be replaced and no extra payment made therefore.

632.3.18 Class C Slopes with over 50' of Slope Length

Class C slopes in excess of 50' of slope length (measured along the slope face from toe to crest) shall have the following treatment.

Class G rip-rap shall be used for the lower portion of the slope from the toe upwards to the point where there will not be more than 50' of slope length covered with 3/4 inch to one (1) inch rock mulch described in 632.2.5, "Rock Mulch for Class C Seeding," and Table 632.3.4:1, "Operations Sequence for Classes of Seeding." The rip rap shall be placed over the hydro-seeded and mulched surface in a way that does not damage the applied mulch treatment, shall be installed from the toe of the slope upwards and shall be one (1) layer of Class G rip-rap in thickness.

632.4 METHOD OF MEASUREMENT

The Contractor shall digitally provide for approval of a to-scale printable revegetation Plan as part of the submittals before the mandatory pre-seeding meeting. The Plan shall identify each area by station, numerical order, Project left, Project right, and is to indicate the class of seeding as per Table 632.3.4:1, "Operations Sequence for Classes of Seeding." Quantities shall match those produced by construction staking and shall include all off-site areas.

The Contractor shall identify on the Plan all areas identified by Construction Staking which have less than four (4) inches of soil cover and qualify for Modified Class A treatment as per Section 632.3.5, "Modified Class A Seeding for Narrow Areas or Areas Inaccessible to Drill Seeding Equipment."

An accompanying table to the Plan shall be submitted showing the amount of each Material apportioned for each area on the Project and the acreage of that sub-area. Included in the Plan shall be all off-Project areas requiring revegetation as enumerated in Section 632.5, "Basis of Payment."

632.5 BASIS OF PAYMENT

Pay Item	Pay Unit
Class A Seeding	Acre
Class C Seeding	Acre

632.5.1 Revegetation Work Included in Payment

The following revegetation Work items shall be considered as included in payment for the main items and shall not be measured or paid for separately:

1. Tackifier for straw mulch;

2. All compost mulch, fertilizer Materials, and water added at tilling;
3. Rock for rock mulch;
4. Moisture probe for straw bales;
5. Weed removal and disposal prior to seed operations;
6. Revegetation Plan;
7. Right of access permit to be provided by Contractor for inspection of off-site locations located on private property;
8. Multiple mobilizations to meet NPDES requirements; and
9. Construction staking.

City of Santa Fe, New Mexico

Attachment B

Applicant Submittals

6. ENN Meeting Submittals

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

TIERRA CONTENTA PHASE 3A
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Date: May 29, 2025
Time: 5:30 to 6:30 pm
Location: Virtual Meeting held via Zoom
Attendees: City Land Use Department Representative
(Rebekah Clouser, Daniel Esquibel, Maggie Moore)
JenkinsGavin, Inc. (Jennifer Jenkins, Angelica Wolff)
Homewise, Inc (Westin Glass)
Project Team (Oralynn Guerrerortiz)

±18 Attendees

A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. in regard to the upcoming Subdivision Plat Plan application and Variance Application to the City of Santa Fe for the property located at 6120, 6130, 6150 and 6135 Paseo del Sol.

Following the presentation, a Question & Answer session was held. The following notes capture the questions and concerns raised and the responses by the Project Team.

Questions/Comments	**Responses**
There is a sewer line that runs through this property, what steps will take place to control this area?	We can't leave raw dirt; we will revegetate any dirt we disturb. We also can't plant anything that would hinder access to the sewer line.
Homewise is the Master Developer, how are other developers chosen? Does Homewise have a say in who is selected? Will each developer keep the same set of standards and quality of homes?	After we record the Master Plan it will be distributed to other developers who will then decide how to proceed with their developable portion. We have design standards which must be followed, and a committee will be formed so developers can present their ideas.
Where will builders access the site?	It will depend on a combination of factors, where they are located within the 200-acre property, where they come from, but Paseo del Sol will be a main access road.
When will each development begin?	We will start before the end of the year; each individual track depends on the market.
This is a very well thought out development and it's very exciting, thank you for all the work you have put into the project thus far.	Thank you.
Will there be commercial tracts in the	We have made it possible for commercial

neighborhoods?	development to be permissible within this development area. Commercial usually comes after housing has been established, but yes we love the idea of commercial elements.
Will there be apartments within the development? We have so many apartments in Santa Fe now.	We are not sure yet, it will depend on the developer and what they plan to do with it. Apartments are permissible within the development, its market driven. We are always looking for innovative ways to address the need.
Would the neighborhoods have access into Swan Park?	Daneil Esquibel: We do not have information on that at this time, we would need to talk with the Parks Department (Melissa). Please leave your information in the chat and we will reach out to discuss it further.
Will speed humps be added?	Paseo del Sol is not permitted to use speed humps however there are other ways to help calm traffic including roundabouts and the street design.

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

May 14, 2025

RE: Tierra Contenta, Phase 3A Subdivision Plat

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss a pending application to the City of Santa Fe for the preliminary subdivision plat for Phase 3A of Tierra Contenta. The application will include the following requests: (1) a variance to §14-8.2(D)(2)(b) to permit disturbance of 30% slopes; (2) a variance from §14-8.4(G) regarding street trees; (3) a variance from §14-8.4(F)(5) regarding significant trees; and (4) for "innovative street design" for two segments of Paseo del Sol West. The subdivision plat will create 16 master tracts that will be developed with up to 1,500 mixed income homes in the future. Land is reserved for community facilities, a new school, neighborhood parks, open space, and trails. The 216.5-acre subject property is located at 6120, 6130, 6150, and 6135 Paseo del Sol, and zoned Planned Residential Community. Please refer to the attached Vicinity Map, Site Plan and Early Neighborhood Notification Guidelines for more information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, a meeting will be held via Zoom on **Thursday, May 29, 2025, at 5:30 pm.**

The meeting link is available on the City of Santa Fe portal: https://santafenm.portal.civicclerk.com/

Join Zoom Meeting
https://us02web.zoom.us/j/88493391036?pwd=SfuEn2IyWITY2S8koQrUlYcrTaDMO8.1

Meeting ID: 884 9339 1036; Passcode: 44258; (253) 205-0468

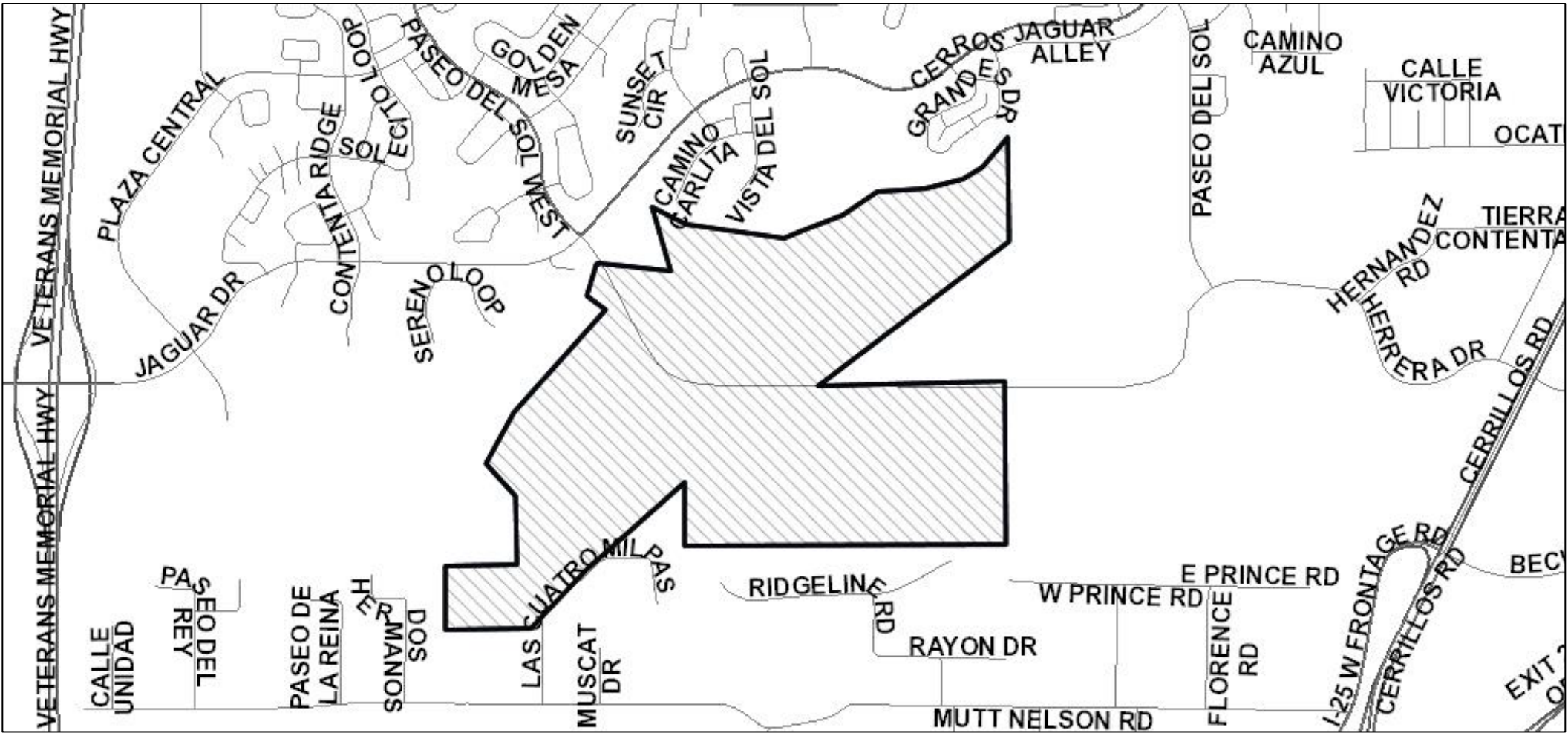
Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

Sincerely,

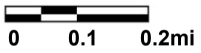
Jennifer Jenkins

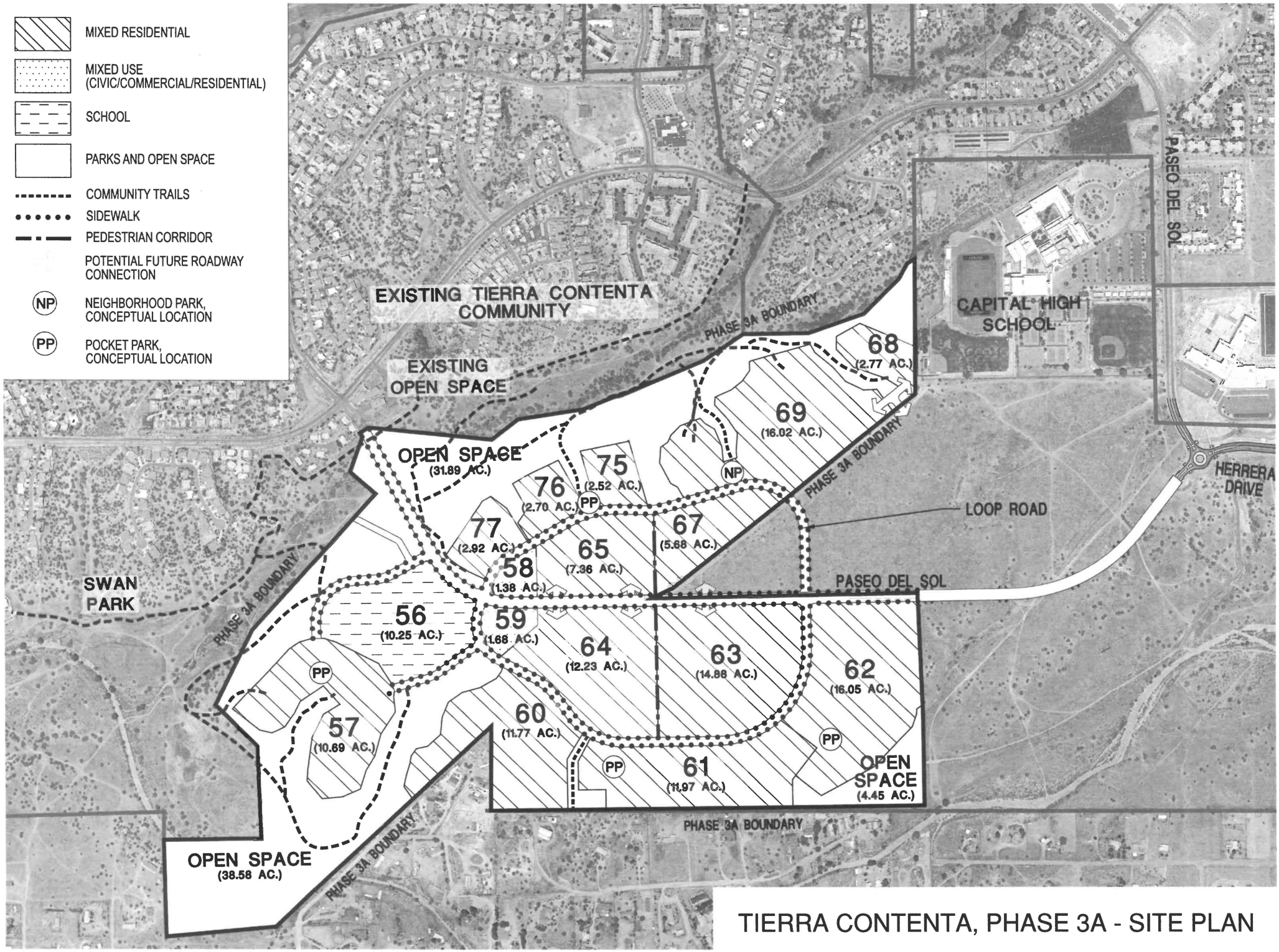
Attachments: Vicinity Map, Site Plan & ENN Guidelines

Vicinity Map – Tierra Contenta Phase 3A









TIERRA CONTENTA, PHASE 3A - SITE PLAN

Submit by Email | Print Form

Early Neighborhood Notification (ENN) Guidelines

Section 14-3.1(F)(5) SFCC 1987, as Amended

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 1987, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about each criterion, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS *For example: number of stories, average setbacks, mass and scale, architectural style, landscaping, lighting, access to public places, open spaces and trails. (Ord. No. 2008-29 § 3)*

The Tierra Contenta Master Plan for Phase 3A was amended in 2021 and will provide up to 1,500 quality, mixed-income homes in the last remaining undeveloped area of Tierra Contenta (TC). A subdivision plat application to create 16 master development tracts will be submitted to the City of Santa Fe for review. As in the previous phases, land will be reserved for a new school, community facilities, neighborhood parks, open space, and trails. Phase 3A comprises 216.5 acres located southwest of Capital High School.

Development of Phase 3A will align with the character of previous phases in all respects, with the exception that this phase includes ample on-street parking.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT *For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.*

A thorough study was conducted of the terrain and the best routes for the primary roads and infrastructure and determined to leave 35% of the land as open space and parks, in order to protect steep slopes, drainages, and existing vegetation.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

An archaeological survey was conducted and a Clearance Permit will be issued prior to development. Identified sites are within dedicated open space, minimizing the need for mitigation.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

Proposed residential densities range from 4.4 units/acre for single-family homes to 20 units/acre for multi-family housing.
The proposed densities are consistent with the Master Plan, with policies in the General Plan, and with the surrounding area.

(e) EFFECTS UPON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR TEH DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES *For example: increased access to public transportation, alternate transportation modes; traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.*

Improving vehicular and pedestrian connectivity is a high priority for Phase 3A. Planned improvements include the extension of Paseo del Sol from its current terminus at Jaguar Drive east to the Paseo del Sol East/Herrera Drive roundabout, as well as the expansion of the community trail network.

A Traffic Impact Analysis was conducted and will be submitted with the application. The TIA indicates that "Tierra Contenta Phase 3A will have a minimal impact on the City of Santa Fe road system." Roadway improvements are proposed that will improve traffic flow and levels of service. Off-street parking will be provided in accordance with City Code regulations, and public sidewalks will be constructed. There is no anticipated impact on access to services.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

During the development period, the project will create jobs in construction and related fields. In addition, the commercial uses included in the plan amendment will create job opportunities, as well as opportunities for local businesses to locate in the development. Finally, the project will increase the City's affordable housing supply, a much-needed prerequisite for economic development.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS *For example: creation, retention or improvement of affordable housing; how the project contributes to serving different ages, incomes and family sizes; the creation or retention of affordable business space. (Ord. No. 2005-30(A) § 4)*

The residential components of the project will be developed in compliance with the Tierra Contenta Annexation Agreement, which requires that 40% of homes developed be affordable (exceeding the 20% affordability required by the Santa Fe Homes Program).

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The Project will connect to existing public utilities. It is located in Fire District 8 and will be served by Fire Station No. 8, located nearby at the intersection of Jaguar Drive and Paseo del Sol. The project will be served by City police and Santa Fe Public Schools, and a future elementary school site is reserved. A Santa Fe Trails Bus Stop is located at the intersection of Jaguar Drive and Paseo del Sol, and service will be extended through the development upon build-out. Lastly, proposed roadway and pedestrian improvements will enhance the public roadway and trail network.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

The project will comply with City water conservation requirements. Water rights will be provided to offset increased demand in accordance with City requirements.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

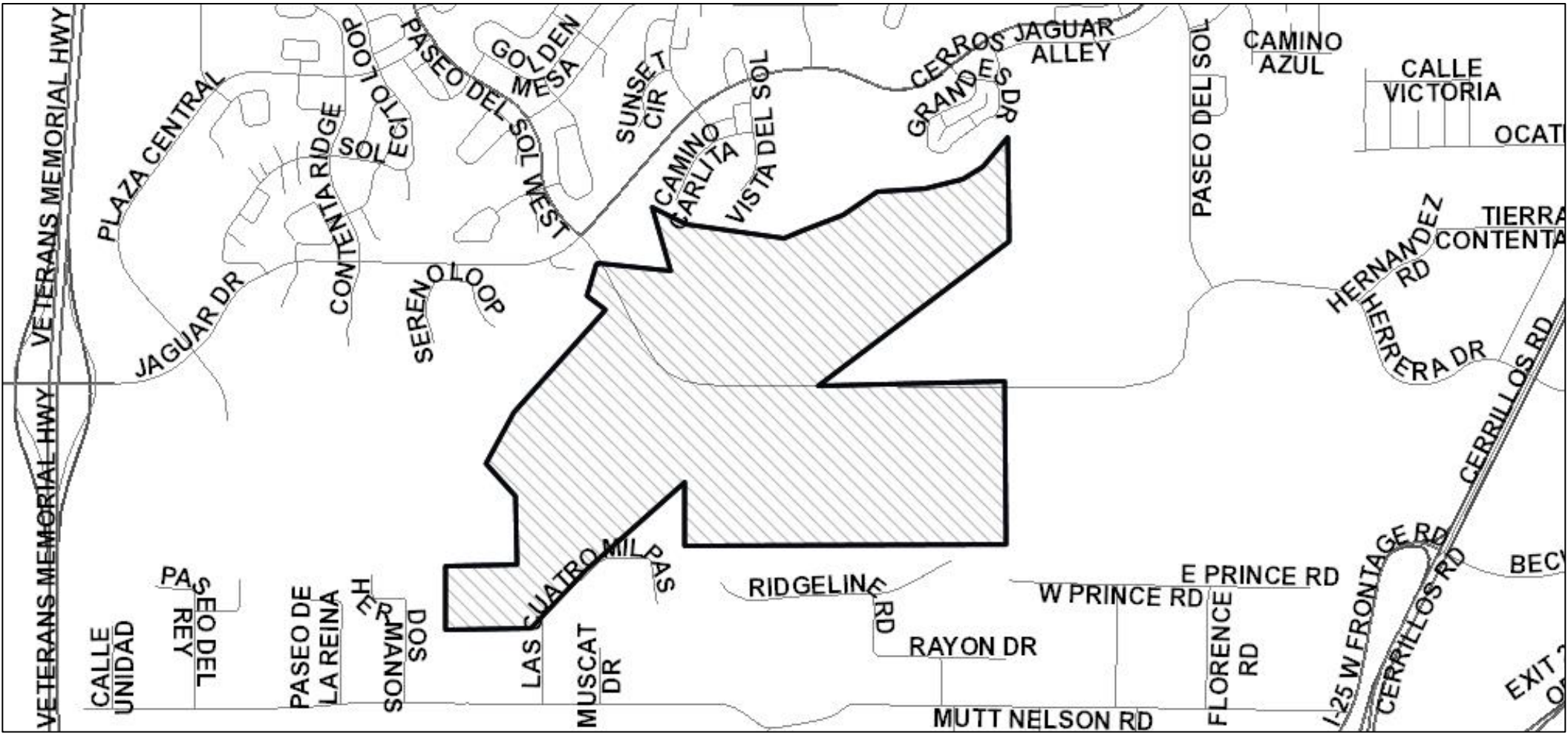
Appropriate measures for creation of pedestrian trails and vehicular connectivity will be implemented. The project provides a mixture of housing types and integrates school and commercial uses as well. Pedestrian and transit connectivity between the project and adjacent existing neighborhoods will be improved, while providing services and employment opportunities for nearby residents. Access to the Arroyo Chamiso Trail and community trail networks will greatly enhance the pedestrian experience in this area of the City.

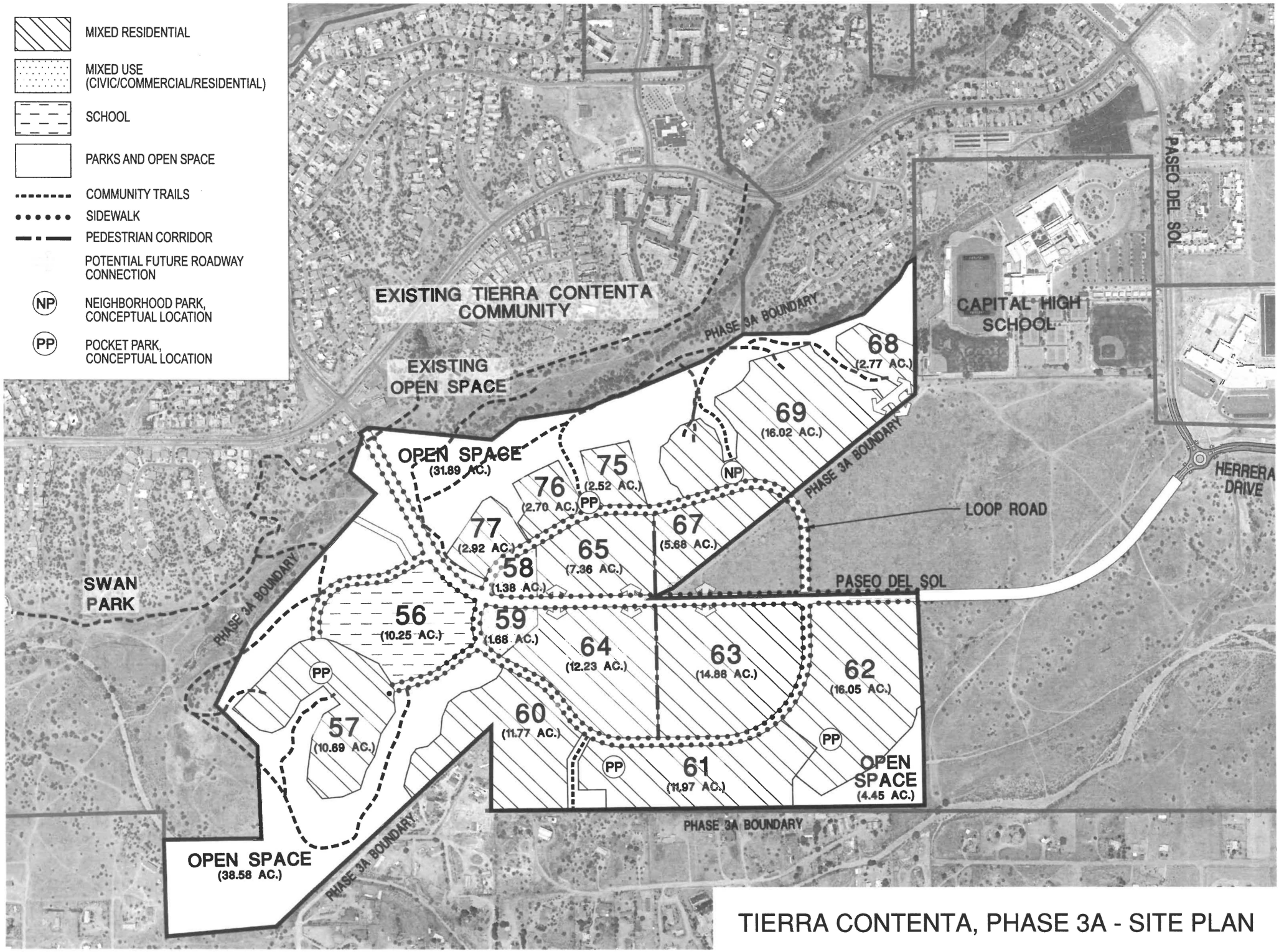
(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

Development of the Tierra Contenta project has been underway since 1994 and is in alignment with the City's General Plan policies around infill development, affordable housing, and compact urban form. The project encourages a mixture of high-quality housing types and includes a mixture of uses, including residential, commercial, elementary school, community facilities, parks and trails.

ADDITIONAL COMMENTS (Optional)

Vicinity Map – Tierra Contenta Phase 3A





TIERRA CONTENTA, PHASE 3A - SITE PLAN

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Development of Phase 3A will align with the character of previous phases in all respects, with the exception that this phase includes ample on-street parking.

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An archaeological survey was conducted and a Clearance Permit will be issued prior to development. Identified sites are within dedicated open space, minimizing the need for mitigation.

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(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

During the development period, the project will create jobs in construction and related fields. In addition, the commercial uses included in the plan amendment will create job opportunities, as well as opportunities for local businesses to locate in the development. Finally, the project will increase the City's affordable housing supply, a much-needed prerequisite for economic development.

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The residential components of the project will be developed in compliance with the Tierra Contenta Annexation Agreement, which requires that 40% of homes developed be affordable (exceeding the 20% affordability required by the Santa Fe Homes Program).

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The Project will connect to existing public utilities. It is located in Fire District 8 and will be served by Fire Station No. 8, located nearby at the intersection of Jaguar Drive and Paseo del Sol. The project will be served by City police and Santa Fe Public Schools, and a future elementary school site is reserved. A Santa Fe Trails Bus Stop is located at the intersection of Jaguar Drive and Paseo del Sol, and service will be extended through the development upon build-out. Lastly, proposed roadway and pedestrian improvements will enhance the public roadway and trail network.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

The project will comply with City water conservation requirements. Water rights will be provided to offset increased demand in accordance with City requirements.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

Appropriate measures for creation of pedestrian trails and vehicular connectivity will be implemented. The project provides a mixture of housing types and integrates school and commercial uses as well. Pedestrian and transit connectivity between the project and adjacent existing neighborhoods will be improved, while providing services and employment opportunities for nearby residents. Access to the Arroyo Chamiso Trail and community trail networks will greatly enhance the pedestrian experience in this area of the City.

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

Development of the Tierra Contenta project has been underway since 1994 and is in alignment with the City's General Plan policies around infill development, affordable housing, and compact urban form. The project encourages a mixture of high-quality housing types and includes a mixture of uses, including residential, commercial, elementary school, community facilities, parks and trails.

ADDITIONAL COMMENTS (Optional)

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Neighborhood Notification Meeting for the preliminary plat for Phase 3A of Tierra Contenta to create 16 development tracts and 6 acres of open space. Including requests for "Innovative street design and variances from SFCC 14-8.2(D)(2)(b) to permit disturbance of 30% slopes from SFCC 14-8.4(C)(5) Significant tree presurvation, SFCC 14-8.4(C)(6) Street trees and SFCC 14-8.4(F)(5)

Type of Project

6120,6130,6150,6135 Paseo del Sol

Project Location

Type of Meeting: Early Neighborhood Notification

5:30 PM — Time

5/29/25 — Date

Meeting Location: Virtual@ https://santafenm.portal.civicclerk.com

Applicant/Agent: JenkinsGavin Inc.

For information call JenkinsGavin — Phone # 505-820-7444

Refer to Case Tierra Contenta 3A

Required to be posted and visible from a public street from 5/14/25 — Date — to 5/29/25 — Date

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Neighborhood Notification Meeting for the preliminary plat for Phase 3A of Tierra Contenta to create 16 development tracts and 69 acres of open space. Including requests for "innovative street design" and variances from SFCC 14-8.2(D)(2)(b) to permit 11" disturbance of 30% slopes from SFCC 14-8.4(G) street trees & SFCC 14-8.4(F)(5) Significant tree preservation.

6120, 6130, 6150, 6135 — Type of Project: Paseo del Sol

Early Neighborhood Notification — Project Location

5:30 PM — Time; 5/29/25 — Date

Type of Meeting: Virtual at https://santafenm.portal.civicclerk.com

Meeting Location: Jenkins Gavin, Inc.

Applicant/Agent

For information call Jenkins Gavin — Phone #: 505-820-7444

Refer to Case Tierra Contenta 3A

Required to be posted and visible from a public street from 5/14/25 (Date) **to** 5/29/25 (Date)

City of Santa Fe, New Mexico

NOTICE OF PUBLIC MEETING

Neighborhood Notification Meeting for the preliminary subdivision plat for Phase 3A of Tierra Contenta to create 16 master development tracts and 69 acres of open space. The application includes requests for "innovative street design", a variance from 14-8.2 (D) (2) (b) to permit disturbance of 30% slopes, from SFCC 14-8.4(G) street tress an SFCC 14.8.4 (F) (5) significant tree preservation.

Project Description

6120, 6130, 6150 & 6135 Paseo del Sol

Project Location

Early Neighborhood Notification	May 29, 2025	5:30 pm
Type of Meeting	**Date**	**Time**

Virtual at https://santafenm.portal.civicclerk.com

Meeting Location

JenkinsGavin, Inc.

Agent

For Information Call: JenkinsGavin, 505-820-7444

Required to be posted and visible from a public street from 5/14/25 - 5/29/25

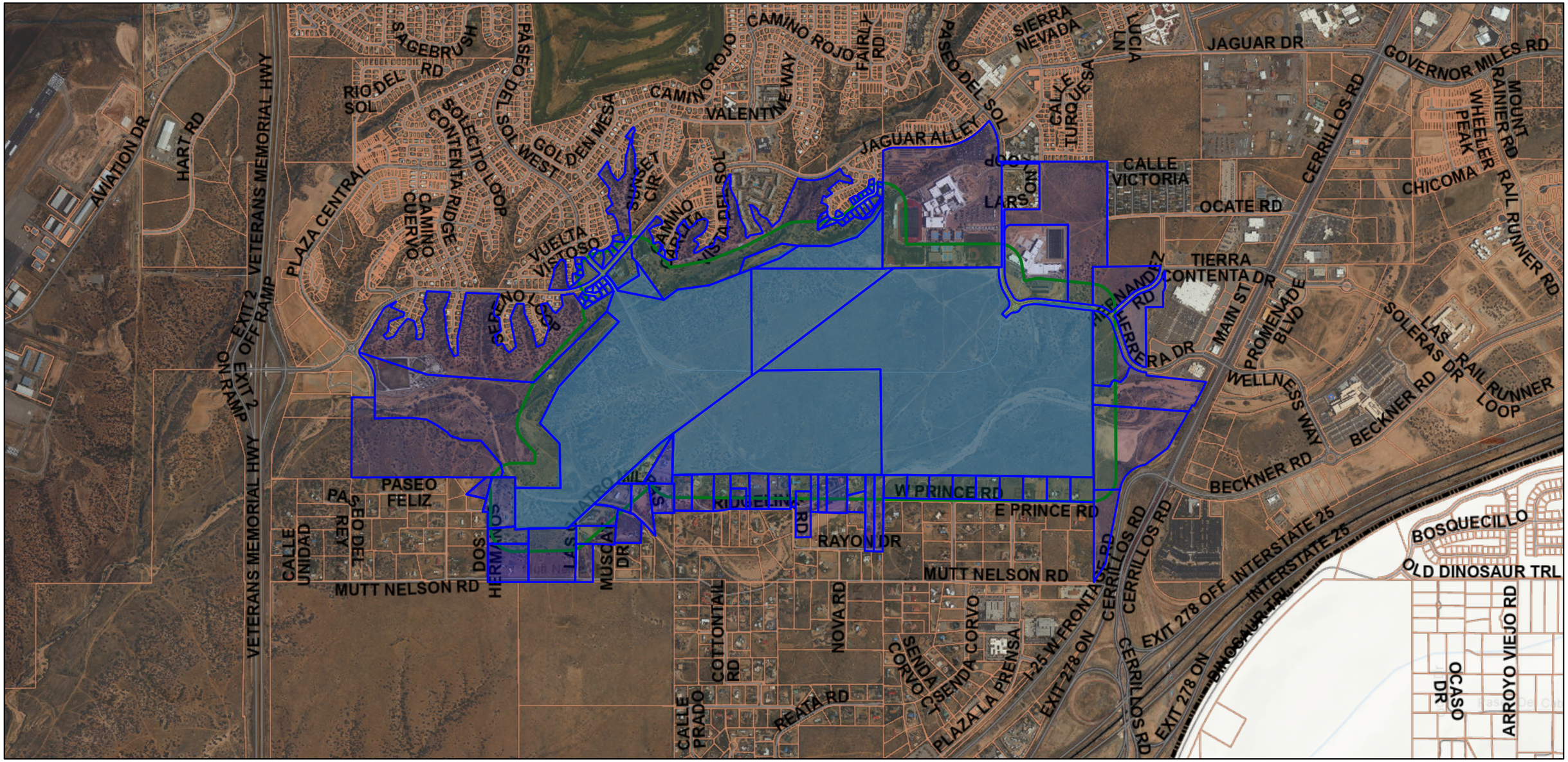
POST 15 DAYS PRIOR TO PUBLIC MEETING

Name:	Address:	City:	State:	Zip:
CURRENT RESIDENT/ OWNER	11 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	9 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	16 DOS HERMANOS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5 PASEO DE LA REINA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 4131	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	P O BOX 909	SANTA FE	NM	87505
CURRENT RESIDENT/ OWNER	23 DOS HERMANOS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4761 PUNTA DE VISTA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4759 PUNTA DE VISTA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4731 HIGHLANDS LOOP	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	22 A LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6441 CERROS GRANDE DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4754 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4757 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4761 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4725 HIGHLANDS LOOP	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6799 CAMINO CARLITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6430 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6431 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4767 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	23 CALLE ALEXIA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	53 DAYFLOWER DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6433 CERROS GRANDES DRIVE	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	19 W PRINCE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	123 MUTT NELSON RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	2948 CALLE VERA CRUZ	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	9 W PRINCE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	1706 N MCCURDY RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	15300 N 90TH ST STE 200	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	300GALISTEO ST STE 204	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5501A BALCONES DR #232	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6426 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4900 DEBORAH AVE NW	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	10 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6432 CERROS GRANDES	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4727 HIGHLANDS LOOP	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	33 B LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	07 RAYON DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	3 E PRINCE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4763 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	27 W PRINCE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	22 A LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	131 MUTT NELSON RD	SANTA FE	NM	87507

CURRENT RESIDENT/ OWNER	6731 CAMINO ROJO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	7 BUTLER ST	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4733 HIGHLANDS LOOP	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	9 MUSCAT	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	33 A LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	2520 CAMINO ENTRADA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6437 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	7 PRINCE RD E	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4752 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4756 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6434 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	15 PRINCE RD E	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 997	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4750 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	3065 PRIMO COLORES ST	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	*UNASSIGNED*	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	53 DAYFLOWER DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4757 PUNTA DE VISTA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4735 HIGHLANDS LOOP	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4765 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	32 B LOS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	1301 SILER RD BLDG D	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	37 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	45 LAS ESTRELLAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	37 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4650 AIRPORT RD TRLR 110	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	9 MUSCAT	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	33 B LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	3501 N CAMINO ATOCHA SPC 35	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5 PASEO DE LA REINA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	23 A DOS HERMANOS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	23 DOS HERMANOS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	13 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	55 RIDGELINE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 28182	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	2520 CAMINO ENTRADA STE A	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	33 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	11 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	125-B MUTT NELSON	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6445 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	7 RAYON DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 29201	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6463 CERROS GRANDES DR	SANTA FE	NM	87507

CURRENT RESIDENT/ OWNER	PO BOX 35	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	3 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6465 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6324 CALLE ZANATE	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	53 RIDGELINE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 29201	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6455 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	55 RIDGELINE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6458 CERROS GRANDES	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	5 RAYON DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6440 CERROS GRANDE DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	29 RIDGELINE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	37 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 29201	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	29 RIDGELINE RD	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 4131	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	1 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6442 CERROS GRANDES DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	37 LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	903 W ALAMEDA ST #216	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6438 CERROS GRANDES	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	11 PASEO DE MARGARITA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	6443 CERROS GRANDES	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4111 TESOTA DR	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	16 DOS HERMANOS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	1301 SILER RD BLDG D	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	995 CAMINO VISTA AURORA	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	4759 CAMINO UNIDO	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	22 A LAS CUATRO MILPAS	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	P O BOX 4131	SANTA FE	NM	87507
CURRENT RESIDENT/ OWNER	PO BOX 28182	SANTA FE	NM	87507

Web AppBuilder for ArcGIS



5/12/2025, 4:01:19 PM

Rail Road
Roads
Address Points
Major Roads
Parcels
City Limits

1:18,056

0 0.15 0.3 0.6 mi

0 0.28 0.55 1.1 km

National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp. |

MIXED RESIDENTIAL

MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)

SCHOOL

PARKS AND OPEN SPACE

COMMUNITY TRAILS

SIDEWALK

PEDESTRIAN CORRIDOR

POTENTIAL FUTURE ROADWAY CONNECTION

NP NEIGHBORHOOD PARK, CONCEPTUAL LOCATION

PP POCKET PARK, CONCEPTUAL LOCATION

EXISTING TIERRA CONTENTA COMMUNITY

EXISTING OPEN SPACE

PHASE 3A BOUNDARY

CAPITAL HIGH SCHOOL

PASEO DEL SOL

HERRERA DRIVE

LOOP ROAD

OPEN SPACE (31.89 AC.)

68 (2.77 AC.)

69 (16.02 AC.)

75 (2.52 AC.)

76 (2.70 AC.)

77 (2.92 AC.)

67 (5.68 AC.)

65 (7.36 AC.)

58 (1.38 AC.)

SWAN PARK

56 (10.25 AC.)

59 (1.68 AC.)

64 (12.23 AC.)

63 (14.88 AC.)

62 (16.05 AC.)

57 (10.69 AC.)

60 (11.77 AC.)

61 (11.97 AC.)

OPEN SPACE (4.45 AC.)

OPEN SPACE (38.58 AC.)

TIERRA CONTENTA, PHASE 3A - SITE PLAN

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: Tierra Contenta Phase 3A Master Plat

Address: N/A Parcel Size: 216.5 acres

Zoning: PRC Future Land Use: Residential, Neighborhood Center, Parks, Public/Inst

Preapplication Conference Date: October 13, 2022

Detailed Project Description: Proposed Master Plat for Tierra Contenta Phase 3A to create 16 master development tracts to align with the Tierra Contenta Master Plan, as amended on October 27, 2021, including variance requests for disturbance of 30% slopes and significant tree replacement, and innovative street design.

Property Owner Information

Name: Homewise, Inc.

Address: 1301 Siler Road, Bldg. D, Santa Fe, NM 87507

Phone: 505-983-9473 E-mail Address:

Applicant/Agent Information (if different from owner):

Name: JenkinsGavin, Inc.

Address: 130 Grant Ave., Suite 101

Phone: 505-820-7444 E-mail Address: jennifer@jenkinsgavin.com

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at:

I/We authorize See attached letter of authorization. to act as my/our agent to execute this application.

Signed: Date:

Signed: Date:

Proposed ENN Meeting Dates:

Provide 2 options:	***Preferred Option***	***Alternative***
DATE:	May 29, 2025	
TIME:	**5:30 p.m.**	
LOCATION:	***Zoom Meeting (virtual)***	

homewise®

Letter of Authorization

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Tierra Contenta, Phase 3A

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced project regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

Westin Glass, Project Director
Homewise, Inc. on behalf of TC PHASE 3A, LLC

_____ 1/30/25
Date

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 30th day of January, 2025 by Westin S Glass.

_____
Notary Public

My Commission Expires: 7/5/26

STATE OF NEW MEXICO
NOTARY PUBLIC
NATALY ANN CORRALES BUSTILLOS
COMMISSION # 1122357
COMMISSION EXPIRES 07/05/2026

RECORDING REQUESTED BY:
Chicago Title Company – NCS
Order No.: 15610542| SP000153676

WHEN RECORDED MAIL DOCUMENT TO:

TC Phase 3A, LLC
1301 Siler Road, Bldg D
Santa Fe, NM 87507
Attn: Mike Loftin

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 5

I Hereby Certify That This Instrument Was e-Recorded for
Record On The 25TH Day Of November, A.D., 2024 at 03:28:19 PM
And Was Duly Recorded as Instrument # 2047510
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark
Deputy - SCRESPIN County Clerk, Santa Fe, NM

e-Recorded 2047510 11/25/24 SFC

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Special Warranty Deed

TITLE OF DOCUMENT

e-Recorded 2047510 11/25/24 SFC

SPECIAL WARRANTY DEED

TIERRA CONTENTA CORPORATION, a New Mexico non-profit corporation (who acquired title to Parcels 1 and 2 as Tierra Contenta Corporation), for consideration paid, grants to TC PHASE 3A, LLC, a New Mexico limited liability company, the following described real estate in Santa Fe County, New Mexico:

See Exhibit A attached hereto.

With special warranty covenants.

Subject to the matters listed on Schedule 1 attached hereto.

Dated: November 20, 2024

TIERRA CONTENTA CORPORATION,
a New Mexico non-profit corporation

By: _____
Name: Kurt Krahn
Title: Vice President

MARILYN E. PERRYMAN
Notary Public - State of New Mexico
Commission # 1112117
My Comm. Expires May 20, 2027

State of New Mexico

County of Santa Fe

This instrument was acknowledged before me on this 20 day of November, 2024,
by Kurt Krahn (Name of Officer) as Vice-President
(Title of Officer) of Tierra Contenta Corporation, a New Mexico non-profit corporation.

_____
Notary Public
My Commission Expires: May 20, 2027

[SEAL]

MARILYN E. PERRYMAN
Notary Public - State of New Mexico
Commission # 1112117
My Comm. Expires May 20, 2027

13462\003\10493593.v4

e-Recorded 2047510 11/25/24 SFC

EXHIBIT A

Real Property Legal Description

The real property situated in the City of Santa Fe, County of Santa Fe, State of New Mexico, more particularly described as follows:

Parcel 1:
Tract 8A3-7C of the Dedication Plat for Tracts 8A3-7B within the TIERRA CONTENTA SUBDIVISION, PHASE 2B, comprised of a portion of "Tract 8A3-7", the remaining undeveloped Land of Tierra Contenta Subdivision, within Section 14 and Section 13 of Township 16 North, Range 8 East, of the New Mexico Principal Meridian, City and County of Santa Fe, New Mexico, filed for recorded in the Office of the County Clerk of Santa Fe, New Mexico on October 21, 2011, in Book 738, page 14-15.

Parcel 2:
Tract 9 as shown on the Annexation Plat for Tracts 1 thru 9, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) within Township 16 North, Ranges 8 & 9, New Mexico Principal Meridian, Santa Fe County, New Mexico, June 1985, filed within the official Santa Fe County Records on March 3rd, 1986, in Book 162, page 005. Being the same property conveyed to Dale Bellamah Land Co., Inc. by William F. Martinez by deed filed within the official Santa Fe County records on November 30, 1979, in Book 391, page 009.

Parcel 3:
Government Lot 8, as shown on the Plat of Survey of a portion of Lot 8, a portion of Lot 9 of Section 12, Township 16 North, Range 8 East of the New Mexico principal Meridian, Santa Fe County, New Mexico, as the same is shown and designated on the plat of said survey, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Book 396, page 011.

Parcel 4:
Tract 7A, of the Remaining Portion of Government Lot 7, Tierra Contenta Subdivision, Phase 1B, Unit 1, comprised of a portion of Lot 8, a Portion of Lot 9 of Section 12, All of Lot 7 of Section 13, Tract 8-A, Tract A-1, within the Pacheco Grant, within projected Section 11 and Section 14, Township 16 North, Range 6 East of the New Mexico Principal Meridian, as the same is shown and designated on the plat thereof, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Plat Book 396, page 012.

e-Recorded 2047510 11/25/24 SFC

SCHEDULE 1
Permitted Exceptions

1. Water rights, claims or title to water.

2. Taxes for the year 2024, and thereafter, not yet due and payable.

THE FOLLOWING AS TO PARCEL 1:

3. Reservations contained in Patent from United States of America recorded in Book B of Patents, page 369, records of Santa Fe County, New Mexico.

4. Easement(s) reserved across the Land, covenants and conditions as shown and noted on the recorded plats, filed in the Office of the County Clerk of Santa Fe County, New Mexico, on January 31, 1985, in Plat Book 148, page 042; filed January 24, 1992, in Plat Book 231, page 46; filed December 15, 1994, in Book 292, page 36; and filed October 21, 2011 in Plat Book 738, Pages 014-015.

5. Vacation and Rededication of Sanitary Sewer Easement, filed January 30, 1992, in Book 786, page 455, records of Santa Fe County, New Mexico.

6. City of Santa Fe, New Mexico Contract for Sanitary Sewer Easement dated August 31, 1998, filed July 24, 2002, in Book 2173, page 191, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 2:

7. Reservations contained in Patent from United States of America recorded in Book B of Patents, page 133, records of Santa Fe County, New Mexico.

8. City of Santa Fe, New Mexico Contract for Sanitary Sewer Easement dated August 31, 1998, filed July 24, 2002, in Book 2173, page 198, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 3:

9. Reservations as contained in that certain Patent from the United States of America, filed November 26, 1997, in Book 1432, page 790, records of Santa Fe County, New Mexico.

10. Dedications, notes, conditions, covenants and easements and rights of way as shown on Plat of Revised Master Plan PRC and Annexation - Tierra Contenta filed in Plat Book 292, page 036-037, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO PARCEL 4:

11. Reservations as contained in that certain Patent from the United States of America, filed November 26,1997, in Book 1432, page 790, records of Santa Fe County, New Mexico.

THE FOLLOWING AS TO ALL PARCELS:

12. Restated Annexation Agreement Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) filed December 15, 1994, recorded in Book 1122, page 756, records of Santa Fe County, New

Mexico, Partial Assignment filed of even date herewith in the Official Records of Santa Fe County, New Mexico.

13. Title to all the oil, gas and other minerals in, under and that may be produced from the land, together with all rights, privileges and immunities relating thereto heretofore reserved unto and or conveyed by predecessors in title.

e-Recorded 2047510 11/25/24 SFC

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

May 14, 2025

RE: Tierra Contenta, Phase 3A Subdivision Plat

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss a pending application to the City of Santa Fe for the Subdivision Plat for Phase 3A of Tierra Contenta. In addition, the application will include the following requests: (1) a variance to §14-8.2(D)(2)(b) to permit disturbance of 30% slopes; and (2) for "innovative street design" for two segments of Paseo del Sol West. The subdivision plat will create 16 master development tracts that will be developed with up to 1,500 mixed income homes in the future. Land is reserved for community facilities, a new school, neighborhood parks, open space, and trails. The 216.5-acre subject property is zone Planned Residential Community. Please refer to the attached Vicinity Map, Site Plan and Early Neighborhood Notification Guidelines for more information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, a meeting will be held via Zoom on **Thursday, May 29, 2025, 5:30 pm.**

The meeting link is available on the City of Santa Fe portal:
https://santafenm.portal.civicclerk.com/

Enter Zoom Info

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

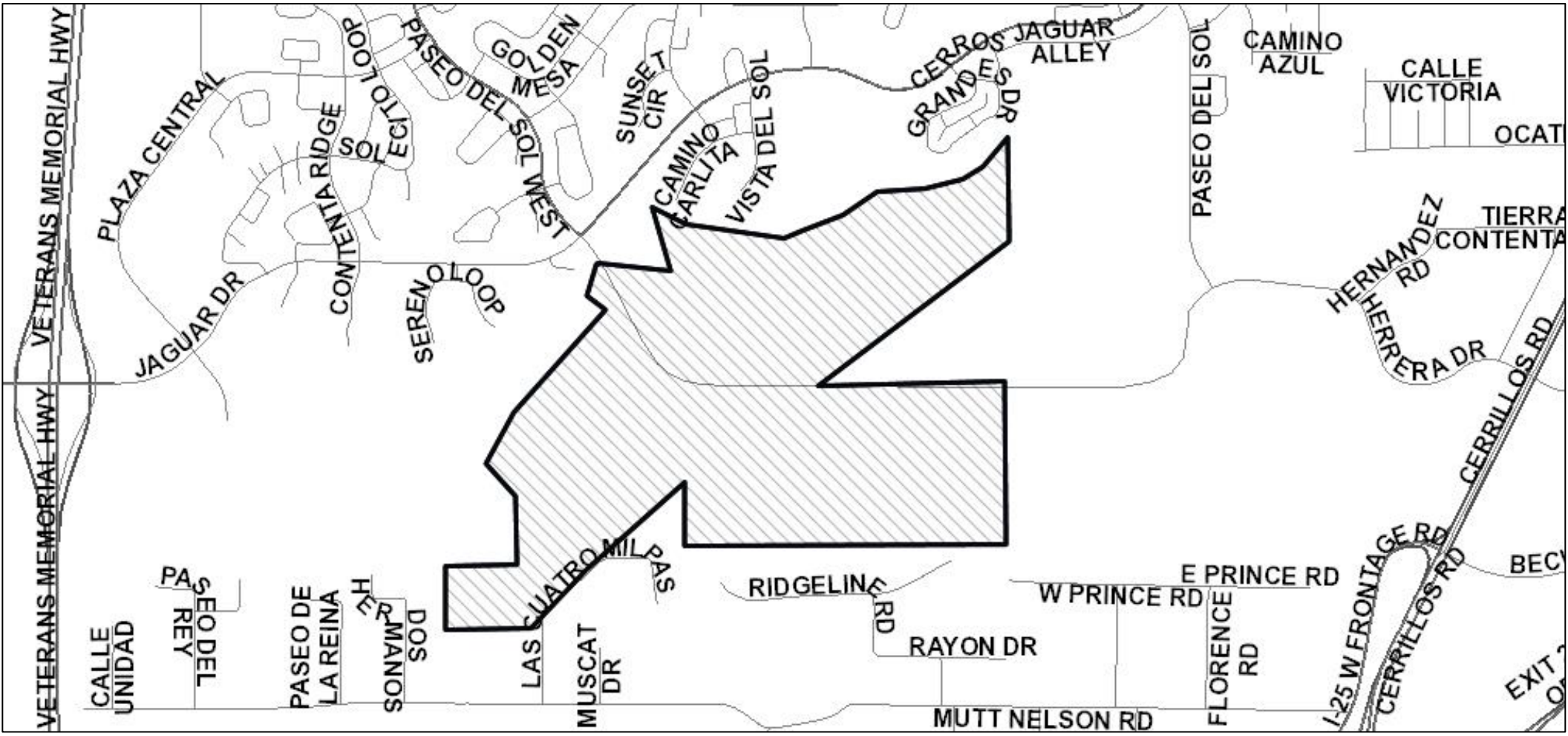
Sincerely,



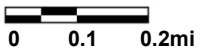
Jennifer Jenkins

Attachments: Vicinity Map, Site Plan & ENN Guidelines

Vicinity Map – Tierra Contenta Phase 3A







MIXED RESIDENTIAL

MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)

SCHOOL

PARKS AND OPEN SPACE

COMMUNITY TRAILS

SIDEWALK

PEDESTRIAN CORRIDOR

POTENTIAL FUTURE ROADWAY CONNECTION

NP NEIGHBORHOOD PARK, CONCEPTUAL LOCATION

PP POCKET PARK, CONCEPTUAL LOCATION

EXISTING TIERRA CONTENTA COMMUNITY

EXISTING OPEN SPACE

PHASE 3A BOUNDARY

CAPITAL HIGH SCHOOL

PASEO DEL SOL

HERRERA DRIVE

LOOP ROAD

OPEN SPACE (31.89 AC.)

68 (2.77 AC.)

69 (16.02 AC.)

75 (2.52 AC.)

76 (2.70 AC.)

77 (2.92 AC.)

67 (5.68 AC.)

65 (7.36 AC.)

58 (1.38 AC.)

SWAN PARK

56 (10.25 AC.)

59 (1.68 AC.)

64 (12.23 AC.)

63 (14.88 AC.)

62 (16.05 AC.)

57 (10.69 AC.)

60 (11.77 AC.)

61 (11.97 AC.)

OPEN SPACE (4.45 AC.)

OPEN SPACE (38.58 AC.)

TIERRA CONTENTA, PHASE 3A - SITE PLAN

Submit by Email | Print Form

Early Neighborhood Notification (ENN) Guidelines

Section 14-3.1(F)(5) SFCC 1987, as Amended

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 1987, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about each criterion, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS *For example: number of stories, average setbacks, mass and scale, architectural style, landscaping, lighting, access to public places, open spaces and trails. (Ord. No. 2008-29 § 3)*

The Tierra Contenta Master Plan for Phase 3A was amended in 2021 and will provide up to 1,500 quality, mixed-income homes in the last remaining undeveloped area of Tierra Contenta (TC). A subdivision plat application to create 16 master development tracts will be submitted to the City of Santa Fe for review. As in the previous phases, land will be reserved for a new school, community facilities, neighborhood parks, open space, and trails. Phase 3A comprises 216.5 acres located southwest of Capital High School.

Development of Phase 3A will align with the character of previous phases in all respects, with the exception that this phase includes ample on-street parking.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT *For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.*

A thorough study was conducted of the terrain and the best routes for the primary roads and infrastructure and determined to leave 35% of the land as open space and parks, in order to protect steep slopes, drainages, and existing vegetation.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

An archaeological survey was conducted and a Clearance Permit will be issued prior to development. Identified sites are within dedicated open space, minimizing the need for mitigation.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

Proposed residential densities range from 4.4 units/acre for single-family homes to 20 units/acre for multi-family housing.
The proposed densities are consistent with the Master Plan, with policies in the General Plan, and with the surrounding area.

(e) EFFECTS UPON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR TEH DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES *For example: increased access to public transportation, alternate transportation modes; traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.*

Improving vehicular and pedestrian connectivity is a high priority for Phase 3A. Planned improvements include the extension of Paseo del Sol from its current terminus at Jaguar Drive east to the Paseo del Sol East/Herrera Drive roundabout, as well as the expansion of the community trail network.

A Traffic Impact Analysis was conducted and will be submitted with the application. The TIA indicates that "Tierra Contenta Phase 3A will have a minimal impact on the City of Santa Fe road system." Roadway improvements are proposed that will improve traffic flow and levels of service. Off-street parking will be provided in accordance with City Code regulations, and public sidewalks will be constructed. There is no anticipated impact on access to services.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

During the development period, the project will create jobs in construction and related fields. In addition, the commercial uses included in the plan amendment will create job opportunities, as well as opportunities for local businesses to locate in the development. Finally, the project will increase the City's affordable housing supply, a much-needed prerequisite for economic development.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS *For example: creation, retention or improvement of affordable housing; how the project contributes to serving different ages, incomes and family sizes; the creation or retention of affordable business space. (Ord. No. 2005-30(A) § 4)*

The residential components of the project will be developed in compliance with the Tierra Contenta Annexation Agreement, which requires that 40% of homes developed be affordable (exceeding the 20% affordability required by the Santa Fe Homes Program).

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The Project will connect to existing public utilities. It is located in Fire District 8 and will be served by Fire Station No. 8, located nearby at the intersection of Jaguar Drive and Paseo del Sol. The project will be served by City police and Santa Fe Public Schools, and a future elementary school site is reserved. A Santa Fe Trails Bus Stop is located at the intersection of Jaguar Drive and Paseo del Sol, and service will be extended through the development upon build-out. Lastly, proposed roadway and pedestrian improvements will enhance the public roadway and trail network.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

The project will comply with City water conservation requirements. Water rights will be provided to offset increased demand in accordance with City requirements.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

Appropriate measures for creation of pedestrian trails and vehicular connectivity will be implemented. The project provides a mixture of housing types and integrates school and commercial uses as well. Pedestrian and transit connectivity between the project and adjacent existing neighborhoods will be improved, while providing services and employment opportunities for nearby residents. Access to the Arroyo Chamiso Trail and community trail networks will greatly enhance the pedestrian experience in this area of the City.

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

Development of the Tierra Contenta project has been underway since 1994 and is in alignment with the City's General Plan policies around infill development, affordable housing, and compact urban form. The project encourages a mixture of high-quality housing types and includes a mixture of uses, including residential, commercial, elementary school, community facilities, parks and trails.

ADDITIONAL COMMENTS (Optional)

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: Tierra Contenta Phase 3A
2. Location of Property: vacant land between Jaguar Dr, Cerrillos Rd, and Mutt Nelson Rd
3. Owner/Agent Name: Homewise, Inc. / JenkinsGavin, Inc.
   Mailing Address: 130 Grant Ave. Suite 101, Santa Fe, NM 87501
   Phone & Fax: (505) 820-7444
4. Unit Matrix

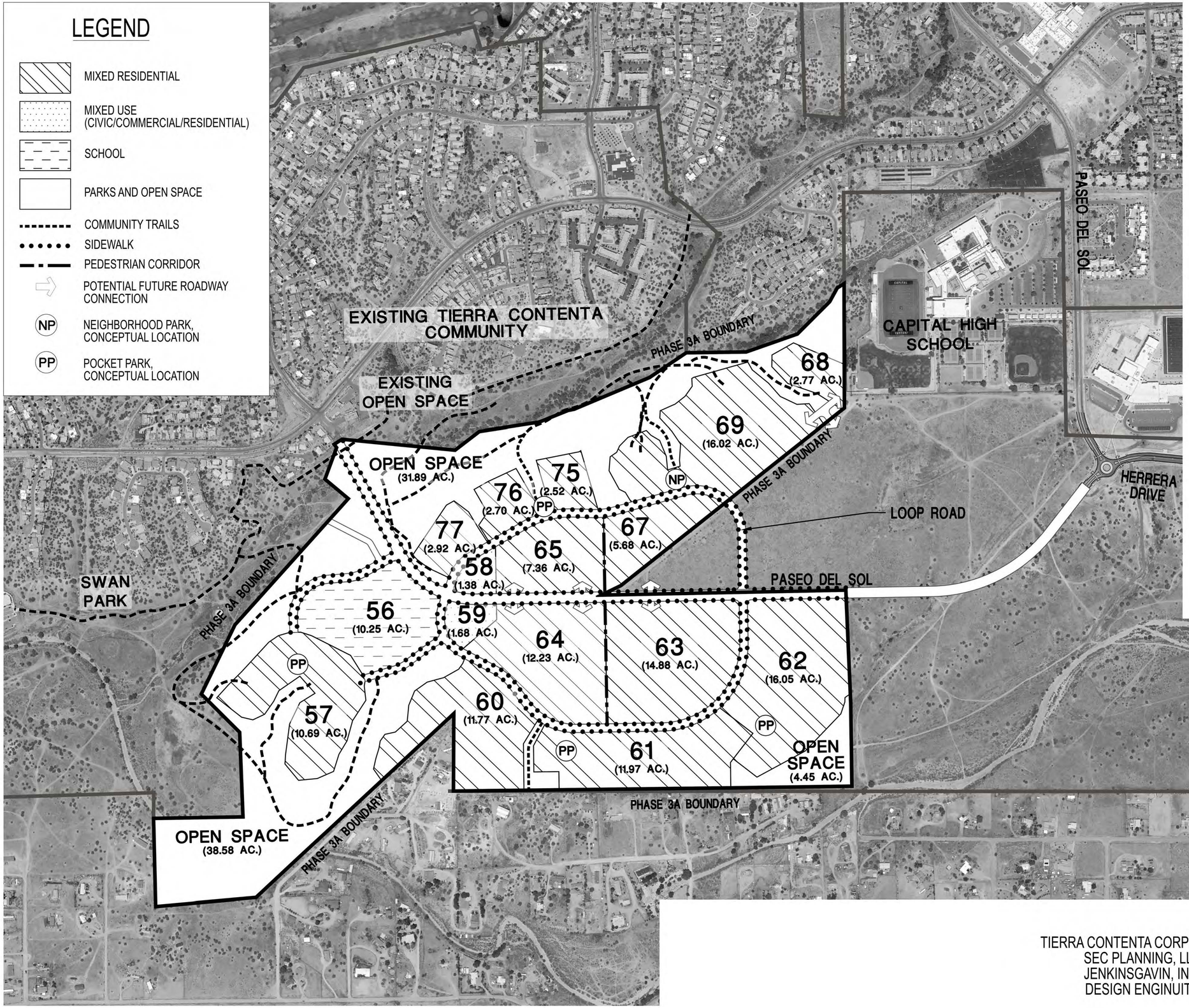
PROJECT EFFECT ON STUDENT POPULATION

Unit Type	Unit Quantity	Average Price
Single Family (detached & attached)	Up to 1,000	
Multi-Family	500	TBD (40% of Single Family Residences will be affordable)

5. Elementary School Zone for Proposed Development: Nina Otero Community School
6. Middle School Zone for Proposed Development: Nina Otero Community School
7. High School Zone for Proposed Development: Capitol High School
8. Build out Rates (Year/s; #/yr): TBD

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400



NOTES:

1. FOR DEVELOPMENT PROGRAM, SEE ABOVE. SEE ALSO RESTATED ANNEXATION AGREEMENT ENTITED "TIERRA CONTENTA, WOLMAGOOD SUBDIVISION AND CONTIGUOUS LAND (EAST)" FOR CONDITIONS OF DEVELOPMENT.
2. AT THE TIME OF APPLICATION FOR PLAT, A SYSTEM OF APPROPRIATELY SCALED LOCAL ROADS SHALL BE ESTABLISHED WHICH CONNECT OR ARE STUBBED OUT TO PERMIT LATER CONNECTION TO ADJOINING LOCAL ROADS ON PROPERTIES WITHIN OR NEXT TO TIERRA CONTENTA.
3. SUBSEQUENT PLATS SHALL ILLUSTRATE STORM WATER MANAGEMENT SYSTEMS ACCEPTABLE TO THE ITY WHICH INCLUDE FACILITY DESIGN AND MAINTENANCE PROGRAMS.
4. FOR FINAL SUBDIVISION PLATS OR DEVELOPMENT PLANS (IN THE CASE OF MULTI-FAMILY), THE DISPOSITION OF LANDS OVER 30% SLOPE THAT ARE NOT LOCATED IN THE PUBLIC OPEN SPACE SYSTEM SHALL BE CLARIFIED. LANDS OUTSIDE THE OPEN SPACE SYSTEM THAT ARE OVER 30% SLOPE SHALL BE IDENTIFIED AS REMAINING UNDISTURBED PER THE CITY CODE OR AS REQUIRING A VARIANCE.
5. SUBMITTALS SHALL BE PREPARED ON A TRATC BY TRACT BASIS FOR IMPROVEMENT PLANS, VEGETATION PLANS (INCLUDING USE OF NATIVE PLANTS) AND IRRIGATION PLANS (INCLUDING XERISCAPE AND USE OF EFFLUENT WATER) IN PARKS, OPEN SPACE, ROADWAYS, DRAINAGES, AND COMMUNITY FACILITIES. THE CITY PARKS AND PUBLIC WORKS DEPARTMENTS SHALL REVIEW THE SUBMITTALS TO DETERMINE ACCEPTABLE PLANS.
6. THE CITY PARKS DEPARTMENT SHALL RECOMMEND SIZE AND DEVELOPMENT CRITERIA FOR PARK IMPROVEMENTS.
7. ROADS WILL BE CONSTRUCTED CONSISTENT WITH CITY CODE OR VARIANCES FROM THE CITY CODE SHALL BE OBTAINED.
8. DEVELOPMENT WITH THE PRC SHALL COMPLY WITH THE APPROVED DESIGN GUIDELINES.

PHASE 3A DEVELOPMENT AND TRACT DATA

TRACT	LAND USE	NET ACREAGE	UNITS	DU/ACRE
56	SCHOOL	10.25	0	0.0
57	MIXED RESIDENTIAL	10.69	49	4.6
58	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.38	21	12.0
59	MIXED USE (CIVIC/COMMERCIAL/RESIDENTIAL)	1.68	21	12.5
60	MIXED RESIDENTIAL	11.77	60	5.1
61	MIXED RESIDENTIAL	11.97	73	6.1
62	MIXED RESIDENTIAL	16.05	107	6.7
63	MIXED RESIDENTIAL	14.88	275	18.5
64	MIXED RESIDENTIAL	12.23	225	18.4
65	MIXED RESIDENTIAL	7.36	150	17.2
67	MIXED RESIDENTIAL	5.68	40	7.0
68	MIXED RESIDENTIAL	2.77	12	4.3
69	MIXED RESIDENTIAL	16.02	85	5.3
75	MIXED RESIDENTIAL	2.52	11	4.4
76	MIXED RESIDENTIAL	2.70	12	4.4
77	MIXED RESIDENTIAL	2.92	34	11.6
	OPEN SPACE	85.65	0	0.0
	PHASE 3A TOTALS	216.52	1175	5.3
	MAXIMUM PERMISSIBLE UNITS		1500	6.7

MASTER PLAN AMENDMENT #1

NORTH

150 300 0 300 600

TIERRA CONTENTA PHASE 3A

SANTA FE, NEW MEXICO

SHEET 7B

TIERRA CONTENTA CORPORATION
SEC PLANNING, LLC
JENKINSGAVIN, INC.
DESIGN ENGINUITY

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

May 14, 2025

RE: Tierra Contenta, Phase 3A Subdivision Plat

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss a pending application to the City of Santa Fe for the Subdivision Plat for Phase 3A of Tierra Contenta. In addition, the application will include the following requests: (1) a variance to §14-8.2(D)(2)(b) to permit disturbance of 30% slopes; (2) a variance from §14-8.4(G) regarding street trees; and (3) for "innovative street design" for two segments of Paseo del Sol West. The subdivision plat will create 16 master development tracts that will be developed with up to 1,500 mixed income homes in the future. Land is reserved for community facilities, a new school, neighborhood parks, open space, and trails. The 216.5-acre subject property is located at 6120, 6130, 6150, and 6135 Paseo del Sol, and zoned Planned Residential Community. Please refer to the attached Vicinity Map, Site Plan and Early Neighborhood Notification Guidelines for more information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, a meeting will be held via Zoom on **Thursday, May 29, 2025, 5:30 pm.**

The meeting link is available on the City of Santa Fe portal: https://santafenm.portal.civicclerk.com/

Join Zoom Meeting
https://us02web.zoom.us/j/88493391036?pwd=SfuEn2IyWITY2S8koQrUlYcrTaDMO8.1

Meeting ID: 884 9339 1036; Passcode: 44258
(253) 205-0468

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

Sincerely,

Jennifer Jenkins

Attachments: Vicinity Map, Site Plan & ENN Guidelines

City of Santa Fe, New Mexico

NOTICE OF PUBLIC MEETING

Early Neighborhood Notification Meeting for the preliminary and final subdivision plat for Phase 3A of Tierra Contenta to create 16 master development tracts and 69 acres of open space. The application includes requests for "innovative street design", a variance from SFCC 14-8.2(D)(2)(b) to permit disturbance of 30% slopes, and a variance from SFCC 14-8.4(G) regarding street trees.

Project Description

6120, 6130, 6150 & 6135 Paseo del Sol

Project Location

Early Neighborhood Notification	May 29, 2025	5:30 pm
Type of Meeting	**Date**	**Time**

Virtual at https://santafenm.portal.civicclerk.com

Meeting Location

JenkinsGavin, Inc.

Agent

For Information Call: JenkinsGavin, 505-820-7444

Required to be posted and visible from a public street from 5/14/25 - 5/29/25

POST 15 DAYS PRIOR TO PUBLIC MEETING

City of Santa Fe, New Mexico

Attachment B

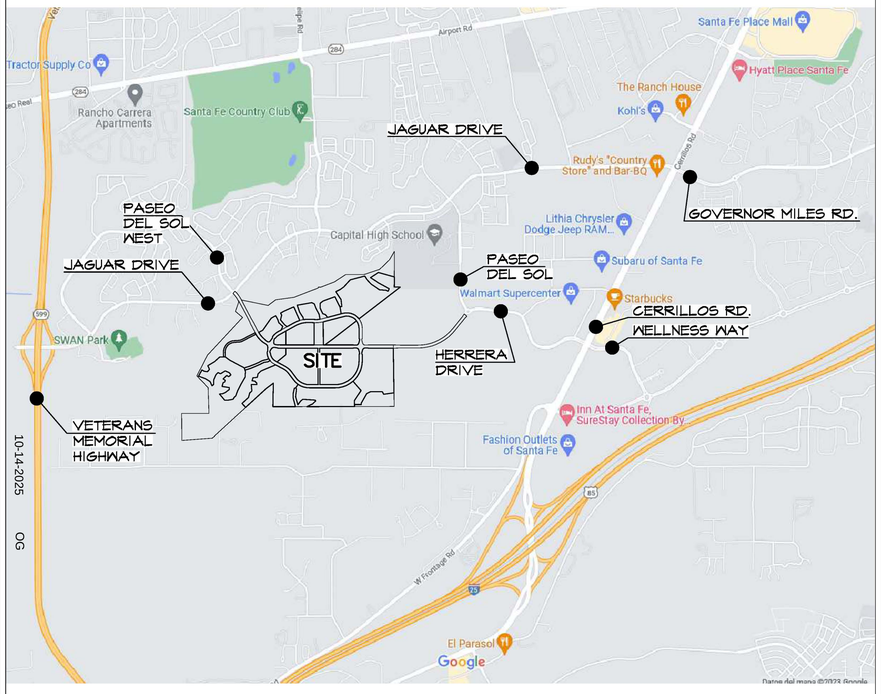
Applicant Submittals

7. Tierra Contenta Phase 3A Subdivision Plans

TIERRA CONTENTA
PHASE 3A INFRASTRUCTURE

SANTA FE, NM 87507

SECTION 13 & 14, T 16 N, R 8 E, N.M.P.M.



VICINITY MAP
NOT TO SCALE

NORTH

D.E.

SHEET LIST

1 COVER SHEET - VICINITY MAP
2 SITE PLAN
3A-3E SUBDIVISION PLAT
4A-4D CERTIFIED TOPOGRAPHY
5 ALTA SURVEY
6A SLOPE ANALYSIS
6B EXISTING CONDITIONS & SOIL MAP
7 ROAD SECTIONS
8A-8C ROAD PLANS
9A-9K ROAD PLANS & PROFILES
10A-10B PASEO DEL SOL W. ROUNDABOUT GRADING DETAILS
11A-11H TRAIL PLANS
12A-12F SIGNAGE & STRIPING PLANS
13A-13H TERRAIN MANAGEMENT PLANS
14 GRADING DETAILS
15A-15C MASTER UTILITY AND FIRE PROTECTION PLANS
16A-16K WATER PLANS
18A-18G SAS PLANS & PROFILES
19 DRY UTILITY PLAN
20 SEDIMENT CONTROL PLAN
21 WALL PROFILE
22A-22B VERTICAL AND HORIZONTAL CONTROL PLANS
23A-23B PASEO DEL SOL WEST INTERSECTION GRADING DETAILS
24A-24G CINTO INTERSECTION GRADING DETAILS
25A-25I CULVERT PROFILES
26A-26C PROJECT AND CITY CONSTRUCTION NOTES
27 SUMMARY OF QUANTITIES (NOT INCLUDED)
28A-28R STANDARD DETAILS FOR ROADS, DRAINAGE AND WASTEWATER
29 TRAFFIC CONTROL PLAN
L0.0 LANDSCAPE GENERAL NOTES
L0.1 KEY MAP
L1.0-L1.3 LAYOUT + MATERIALS PLAN
L2.0 RESEEDING PLAN
L2.1-L2.5 PLANTING PLAN
L3.0 DETAILS
IR0.1 IRRIGATION SCHEDULE
IR1.1-IR1.10 IRRIGATION PLAN
IR2.1-IR2.3 IRRIGATION DETAILS
E-000 ELECTRICAL COVER SHEET
E-100 OVERALL SITE POWER PLAN
E-200 - E-203 PHOTOMETRIC PLANS
E-300 SITE LIGHTING CUTSHEETS
E-301- E302 SITE LIGHTING DETAILS
S102 PASEO DEL SOL WEST CONNECTION
S103 PASEO DEL SOL ARROYO CROSSING
S104 PASEO DEL SOL WEST HEADWALLS
S105 POND A1

OWNERS:

homewise
your partner in homeownership
1301 Siler Road
Santa Fe, NM 87507

PLANNER:

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
Ph. 505.820.7444, Fax 505.820.7445

CIVIL ENGINEERING:

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

ORALYNN GUERRERO ORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 10/30/2025

LANDSCAPE ARCHITECT:

design office
landscape planning urbanism
DESIGN OFFICE
1300 Luisa street, Suite 24
Santa Fe, NM 87505
t 505.983.1415
www.do-designoffice.com

IRRIGATION WATER MANAGEMENT:

KDI
HydroSystems
Irrigation Consulting & Water Management
13949 W. Colfax Ave, Suite 260 Lakewood, Colorado 80401
o: 303.980.5327 www.hydrosystemskdi.com

SURVEYING:

McCloy Land Surveying, LLC
505.321.7404
mccloy.surveying@gmail.com

SANTA FE SURVEYING COMPANY
P.O. BOX 2919, SANTA FE, N.M. 87504, | 1210 LUISA ST. SUITE B
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905

STRUCTURAL ENGINEER

Luchini Trujillo Structural Engineers
2019 Galisteo St Ste D2, Santa Fe, NM 87505
4110 Wolcott Ave NE Ste C, Albuquerque, NM 87109
Office: (505) 424-3232 ext 3, Cell: (505) 946-7247
www.LTSENG.com

ELECTRICAL ENGINEER:

BG BUILDINGWORKS
7007 Wyoming Blvd. NE, Suite F-2
Albuquerque, NM 87109
P: 505.323.9070

JUNE 9, 2025

REVISIONS

DATE	BY	DATE	BY

TIERRA CONTENTA PHASE 3A INFRASTRUCTURE

PROJECT DATA

ACREAGE: TCC PROPERTY: 216.50 Ac+/- ; NMSFTD PROPERTY: 9.01 Ac+/-

NUMBER OF MASTER PLAT TRACTS: 17

ZONING: PRC

TOTAL OPEN SPACE: 69.34 Ac.+/-

ROAD RIGHT OF WAYS: 20.97 Ac.+/- (4.44+/- IS NMSFTD)

CAPITAL HIGH SCHOOL

NORTH

SCALE 1"=200'

200' 0 200'

EXISTING COMMUNITY TRAIL

N/F CITY OF SANTA FE

PASEO DEL SOL WEST

JAGUAR DRIVE

EXISTING 20' WIDE REUSE LINE EASEMENT

EXISTING PARK TRACT C 2.96 Ac+/-

20' WIDE PUBLIC TRAIL AND PUBLIC UTILITY EASEMENT

20' PUE

20'x20' PUE

COMMUNITY TRAIL

20' PUBLIC TRAIL EASEMENT, SUBJECT TO RELOCATION

TRACT 68
16.912 Ac+/-

TRACT A
OPEN SPACE
23.06 Ac+/-

EXISTING 66' WIDE INGRESS, EGRESS AND UTILITY EASEMENT

60' R.O.W.

DRY UTILITIES UNDER SIDEWALK

TRACT 76
2.581 Ac+/-

TRACT 75
2.993 Ac+/-

TRACT 69
3.202 Ac+/-

ROAD SLOPE EASEMENT

25'x20' PUE

CINTO NORTE

TRACT 77
3.283 Ac+/-

25'x30' PUE

20'x20' PUE

TR. E
3.295 Ac+/-

TRACT 67
4.995 Ac+/-

NEW MEXICO SCHOOL FOR THE DEAF

70' R.O.W.

25'x25' PUE

ROAD SLOPE ESMT.

TR. 65
5.214 Ac+/-

15'X20' DE

TR. 581
1.228 Ac+/-

20'x40' PUE

20'x32.5' DRAINAGE EASEMENT

NEIGHBORHOOD PARK

300'

10'x30' DRAINAGE EASEMENT

TRACT 70
4.52 Ac+/-
(NMSFTD)

20'x10' DRAINAGE EASEMENT

15' WIDE DRAINAGE EASEMENT

88' R.O.W.

50' WIDE PUBLIC ACCESS ESMT.

N/F CITY OF SANTA FE

10' PUBLIC UTILITY EASEMENT

TRACT 56
10.249 Ac+/-
SCHOOL SITE

30' PUBLIC SANITARY SEWER EASEMENT

20' PUBLIC UTILITY EASEMENT

TRACT H
50' R.O.W.
1.09 Ac+/-

TRACT I
50' R.O.W.
0.66 Ac+/-

TR. 59
1.708 Ac+/-

P.U.E.

10' WIDE DRAINAGE EASEMENT SUBJECT TO CHANGE

PASEO DEL SOL WEST

25'x30' PUE

TRACT 64
11.342 Ac+/-

TRACT 63
13.926 Ac+/-

TRACT F
OPEN SPACE
0.719 Ac+/-

40' PEDESTRIAN CORRIDOR ROW, DRAINAGE, PUBLIC UTILITY AND DRY UTILITY EASEMENT

10' WIDE UTILITY EASEMENT TYPICAL

TRACT 62
16.196 Ac+/-

20' WIDE DRAINAGE EASEMENT SUBJECT TO CHANGE

20' WIDE DRAINAGE EASEMENT

TRACT 57
10.06 Ac+/-

TRACT G ROAD ROW
19.20 Ac+/-
(OF WHICH 4.44 Ac+/- IS NMSFTD PROPERTY)

TRACT 60
13.549 Ac+/-

25'

CINTO SUR

15' WIDE DRAINAGE EASEMENT

TRACT B
OPEN SPACE
35.976 Ac+/-

ACCESS FOR INSTALLATION AND MAINTENANCE THROUGH CITY OPEN SPACE

COMMUNITY TRAIL

ACCESS FOR POND INSTALLATION AND MAINTENANCE VIA CITY SEWERLINE EASEMENT.

25' WIDE DRAINAGE ESMT. SUBJECT TO CHANGE

30' PUBLIC SANITARY SEWER EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

TR. 61
12.918 Ac+/-

TRACT C
OPEN SPACE
1.617 Ac+/-

20' WIDE MAINTENANCE EASEMENT

20' WIDE DRAINAGE EASEMENT AND PUE SUBJECT TO CHANGE

TRACT D
OPEN SPACE
4.711 Ac+/-

EX. 20' D.E.

OTHER FLOOD AREAS ZONE X

20' PUBLIC TRAIL EASEMENT AND EXISTING PUBLIC SANITARY SEWER EASEMENT

38' DRAINAGE & ACCESS EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

PASEO DEL SOL WEST

HERRERA DR.

62' R.O.W.

DRAINAGE ESMT.

NOTES:

1. ALL OPEN SPACE SUBJECT TO DRAINAGE EASEMENTS.
2. CENTRALIZED PONDING PROVIDED FOR INFRASTRUCTURE AND ALL TRACT DEVELOPMENT. ONLY A PORTION OF TRACT 60 REQUIRES DETENTION PONDING TO BE PROVIDED BY TRACT DEVELOPERS. SEE SHEET 13A. TRACT DESIGN PLANS SHALL INCLUDE PASSIVE WATER HARVESTING FOR LANDSCAPE IRRIGATION AND DESIGNS TO TRAP SEDIMENT BEFORE IT LEAVES THE TRACT BOUNDARY.
3. TRACT 57 AND PORTIONS OF TRACT 60 REQUIRE LOW-PRESSURE SEWERS AND INDIVIDUAL LOT GRINDER PUMPS.
4. DEVELOPERS OF TRACT 60 AND 81 ARE REQUIRED TO PROVIDE 14-FOOT WIDE ACCESS WITHIN 20-FOOT EASEMENTS TO DAMS B1, B2 AND B3. SEE SHEET 13B.

LEGEND

ROADWAY/SIDEWALK, WATER, SEWER, AND DRY UTILITY CONNECTION BETWEEN TRACTS REQUIRED. FINAL CONNECTION LOCATIONS TO BE DETERMINED AT THE TIME OF TRACT DEVELOPMENT, SUBJECT TO APPROVAL BY TC PHASE 3A, LLC OR ITS AUTHORIZED AGENT AND THE CITY OF SANTA FE.

(PP) POCKET PARK
MINIMUM 0.25 ACRES. LOCATION TO BE DETERMINED BY TRACT DEVELOPER

COMMUNITY TRAIL

OPEN SPACE

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9951

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SITE PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
		SHEET NO. 2

GRALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/04/2025

Subdivision Plat

of Tierra Contenta Phase 3A
prepared for TC Phase 3A, LLC
lying within Section 13, 14, & the Pacheco Grant, Township 16 North, Range 8 East, New Mexico Principal Meridian
located in the vicinity of Santa Fe City and County, New Mexico
May 2025

PURPOSE OF PLAT

The purpose of this plat is to subdivide Tierra Contenta Phase 3A into sixteen (16) tracts for future development and six (6) tracts set aside as Open Space.

LEGAL DESCRIPTION

Tierra Contenta Phase 3A
- Lots 7A, 8A, 8B, 9A, 9B, 10A, 10B, 10C, and 10D as shown on Tierra Contenta Phase 3A, Right of Way & Easement Dedication Plat (Reference Document No. 1)

RECORD DOCUMENTS

1. Tierra Contenta Phase 3A, Right of Way & Easement Dedication Plat, filed within the official Santa Fe County Records as Document No. _____.
2. Dedication Plat for Tract 8A3–7CB within Tierra Contenta Subdivision, Phase 2B filed within the official Santa Fe County records in Book 738, Page 14.
3. Annexation Plat for Tracts 1–9, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) filed within the official Santa Fe County records in Book 162, Page 5.
4. Quit Claim Deed from TC Phase 3A to N.M.S.D. filed within the official Santa Fe County Records as Document No. _____.
5. ALTA/ACSM Land Title Survey, Tracts 1–A–1, 4, 5, 7, 8, 9, Lot 1 & Remaining Portion of Tract 3, Tierra Contenta filed within the official Santa Fe County records in Book 231, Page 44.
6. Plat of Survey of a Portion of Lot 8, a Portion of Lot 9 of Section 12, all of Lot 7 and Lot 8 of Section 13, Township 16 North, Range 8 East of the New Mexico Principal Meridian filed within the official Santa Fe County records in Book 396, Page 11.
7. Tierra Contenta Subdivision, Phase 1B, Unit 1, filed within the official Santa Fe County records in Book 396, Page 12.
8. Tierra Contenta Subdivision, Phase 2A, Unit 1, filed within the official Santa Fe County records in Book 493, Page 13.
9. Tierra Contenta Subdivision, Phase 2A, Unit 2, filed within the official Santa Fe County records in Book 543, Page 1.
10. Barrio del Corazon Subdivision, within Tract 39, Tierra Contenta Subdivision, filed within the official Santa Fe County records in Book 555, Page 45.
11. ALTA/NSPS Land Title Survey of Tierra Contenta Phase 3A, filed within the official Santa Fe County records in Book 918, Page 50.
12. Land Division & Lot Line Adjustment for the New Mexico School for the Deaf, filed within the official Santa Fe County records in Book 757, Page 32.
13. Plat of Survey of Lands Surveyed for the New Mexico School for the Deaf by Walter G. Turley P.S. No. 95, File No. 58 F 38, Dated November 12, 1958. (not recorded)
14. Document Book and Page of adjoining properties, as shown.
15. Document Book and Page of easements, as shown.

SURVEYOR'S CERTIFICATE

I Scott McCloy, New Mexico Professional Surveyor, hereby certify that this subdivision plat was prepared from actual field surveys performed during April of 2022 and December of 2023, by me or under my direct supervision, that I am responsible for this survey, that this survey is true and correct to the best of my knowledge, and that this boundary survey plat and the field survey upon which it is based meet the Minimum Standards for Surveying in the state of New Mexico.

preliminary

SCOTT McCLOY N.M.P.S. No. 27222 DATE

SCOTT McCLOY NEW MEXICO 27222 PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

PUBLIC UTILITY EASEMENTS

Public Utility Easements shown on this plat are granted for the common and joint use of:
A. Public Service Company of New Mexico (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.
B. New Mexico Gas Company (NMGCo) for installation, maintenance, and service of natural gas lines, valves and other equipment and facilities reasonably necessary to provide natural gas services.
C. Lumen Technologies for the installation, maintenance and service of such lines, cable, and other related equipment and facilities reasonably necessary to provide communication services.
D. Xfinity &/or Lumen Technologies for the installation, maintenance and service of such lines, cable, and other related equipment and facilities reasonably necessary to provide Cable services.
E. City of Santa Fe (public water and public sewer) for the installation, maintenance and service of lines and other equipment and facilities reasonably necessary to provide services to Public Utility Easements.
F. Ezee Fiber for the installation, maintenance, and service of such lines, cables, and other related equipment and facilities reasonably necessary to provide communication 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 easements, with the right and privilege of going upon, over and across adjoining lands of Granter 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 electric 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.

Easements for electric, transformers/switchgears, as installed, shall extend ten (10) feet in front of transformer/switchgear doors and five (5) feet on each side.

DISCLAIMER: In approving this plat, Public Service Company of New Mexico (PNM) and New Mexico Gas Company (NMGC) did not conduct a title search of the properties shown hereon. Consequently, PNM and NMGC DO NOT waive or release any easement or easement rights which may have been granted by prior plat, replat or other document and which are not shown on this plat.

PNM Electric Service Date

NM Gas Company Date

Lumen Technologies Date
LUMEN DISCLAIMER: This plat has been approved for easement purposes only. The signing of this plat does not in any way guarantee communication service to the property.

Xfinity / Comcast Date

Ezee Fiber Date

CITY OF SANTA FE REVIEW

Reviewed By: _____
City Engineer for Land Use Date

Reviewed By: _____
City Planner Date

DEDICATION & AFFIDAVIT

The undersigned owners and owners representatives of these lands do hereby consent to this subdivision creating 16 tracts to be retained for future development and 6 tracts to be designated as Open Space. All Open Space Tracts are granted to the City of Santa Fe and subject to drainage easements. Public utility easements as shown hereon are hereby granted. Road slope easements, as shown herein, are hereby granted to the City of Santa Fe for construction and maintenance of roadway cuts and fills to support roadways within the dedicated rights–of–way and/or easements. The City shall vacate such slope easements within the parcels shown hereon upon approval of a subdivision plat and/or development plan for any portion of the property. This plat lies within the planning and platting jurisdiction of the City of Santa Fe, New Mexico.

TC Phase 3A, LLC Date

Acknowledgment:

STATE OF NEW MEXICO }
COUNTY OF SANTA FE } SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

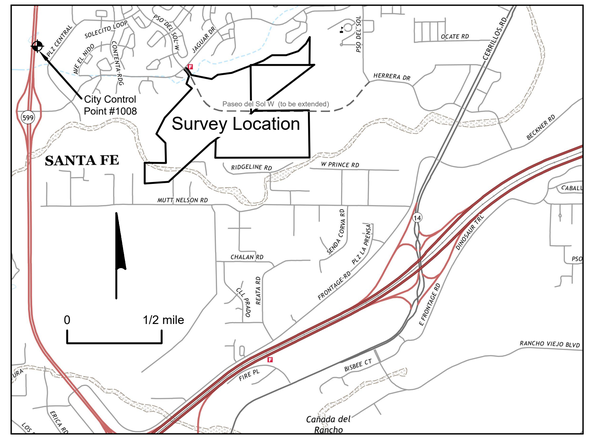
THIS _____ DAY OF _____, 20 .

NOTARY DATE

MY COMMISSION EXPIRES ON

SYMBOLS

- Boundary
- Adjoiner
- Easement
- Reference Tie (not a boundary)
- Survey Marker - found as noted
- Survey Marker - set as noted
- Control Point - set as noted
- City of Santa Fe Control Monument



LOCATION MAP

CITY OF SANTA FE NOTES AND CONDITIONS

1. This plat is subject to valid restrictions, covenants and easements of record as shown on record documents noted hereon.
2. Property development is required to comply with applicable provisions of Chapter 14, Land Development Code, SFCC 1987 and subsequent amendments.
3. 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.
4. Prior to any new construction, plat will be submitted to Santa Fe Fire Department for compliance with International Fire Code.
5. All Fire Department access shall be no greater than a 10% grade throughout.
6. Fire Department Access shall not be less than 20 feet wide to any new or remodeled construction.
7. Maintenance of drainage structures and appurtenances thereto within dedicated rights–of–way and drainage easements as shown hereon is the responsibility of the City of Santa Fe.
8. All open space subject to drainage easements.
9. Centralized ponding provided for infrastructure and all tract development. Only a portion of tract 60 requires detention ponding to be provided by tract developers. See sheet 13A.
10. Tract 57 and portions of Tract 60 require low–pressure sewers and individual lot grinder pumps.
11. Developers of Tracts 60 and 61 are required to provide 14–foot wide access within 20–foot easements to dams B1, B2 and B3. See sheet 13B.

SURVEY NOTES

1. Distances are expressed in ground US Survey Feet (New Mexico State Plane Coordinate System of 1983, Central Zone, 2011 realization). To convert reported distances to grid multiply by the combined scale factor of 0.9996035245.
2. Bearings are related to Grid North of the New Mexico State Plane Coordinate System of 1983, Central Zone, 2011 realization.
3. As delineated on F.I.R.M. Panel No. 35049C0506E, Map Revised December 4th, 2012, Portions of the subject property lie within:
   –Zone X (Areas determined to be outside the 0.2% annual chance floodplain)
   –Zone AE (Special Flood Hazard Areas (SFHAs) subject to inundation by the 1% annual chance flood) (Base Flood Elevations determined.)**[within Tract B & Tract D, Open Space]**
   –Other Flood Areas (Areas of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.)**[within Tract B & Tract D, Open Space]**
   Flood Hazard Boundaries are shown by graphic scaling only from the FIRM map. No field survey was conducted to verify the Flood Hazard Boundary. See Reference Document No. 11 for graphic depiction of Flood Hazard Boundaries.
4. See Reference Document No. 11 for potential encroachments.

COUNTY OF SANTA FE }
STATE OF NEW MEXICO } SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD:

ON THE _____ DAY OF _____ A.D.

2025, AT _____ O'CLOCK _____ M. AND

WAS DULY RECORDED IN BOOK _____ , PAGE _____ OF THE RECORDS OF THE SANTA FE COUNTY CLERK.

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, N.M.

BY DEPUTY

Sheet 3A (1 of 5)

DRAWN BY	S.D.M.
CHECKED BY	S.D.M

INDEXING INFORMATION FOR COUNTY CLERK					
STATE	COUNTY	SECTION	TOWNSHIP	RANGE	SUBDIVISION
NEW MEXICO	SANTA FE	13 & 14	16 NORTH	8 EAST	Tierra Contenta Phase 3A

OWNER(S)	Tierra Contenta
TAX UPC No.	1–047–094–492–239, 1–048–094–(136–200, 150–350, & 220–410)

Subdivision Plat

of Tierra Contenta Phase 3A
prepared for TC Phase 3A, LLC
lying within Section 13, 14, & the Pacheco Grant, Township 16 North, Range 8 East, New Mexico Principal Meridian
located in the vicinity of Santa Fe City and County, New Mexico
May 2025

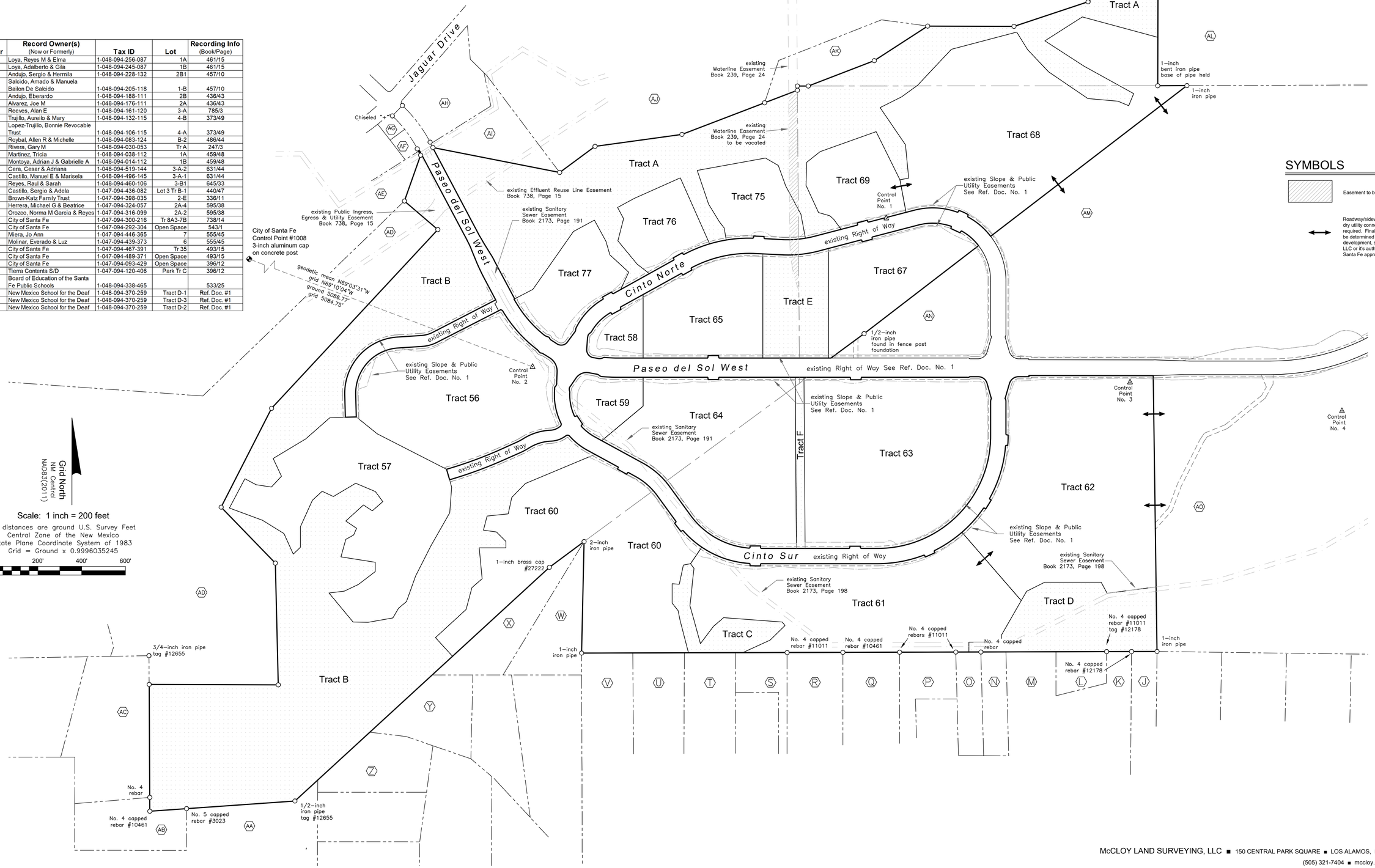
CONTROL POINT COORDINATES

modified New Mexico State Plane Coordinates, Central Zone, NAD83(2011) NAVD88, Geoid 18

Station	Northing	Easting	Elevation	Description
1	1,680,612.42	1,700,037.23	6,394.22	'TC1' 1-1/2" alum. cap #27222
2	1,679,933.05	1,698,420.11	6,370.36	'TC2' 1-1/2" alum. cap #27222
3	1,679,862.54	1,701,151.47	6,390.88	'TC3' 1-1/2" alum. cap #27222
4	1,679,730.97	1,702,120.59	6,397.38	'NMSD' 1-1/2" alum. cap #27222

Coordinates are scaled to ground at Control Point No. 1 using the combined scale factor of 0.9996035245. Modified ground coordinates equal grid coordinates only at Control Point No. 1.

Adjoiner	Record Owner(s) (Now or Formerly)	Tax ID	Lot	Recording Info (Book/Page)
J	Loya, Reyes M & Elma	1-048-094-256-087	1A	461/15
K	Loya, Adalberto & Gila	1-048-094-245-087	1B	461/15
L	Andujo, Sergio & Herrmila	1-048-094-228-132	2B1	457/10
M	Salcido, Amado & Manuela Bailon De Salcido	1-048-094-205-118	1-B	457/10
N	Andujo, Eberardo	1-048-094-188-111	2B	436/43
O	Alvarez, Joe M	1-048-094-176-111	2A	436/43
P	Reeves, Alan E	1-048-094-161-120	3-A	785/3
Q	Trujillo, Aureilo & Mary	1-048-094-132-115	4-B	373/49
R	Lopez-Trujillo, Bonnie Revocable Trust	1-048-094-106-115	4-A	373/49
S	Roybal, Allen R & Michelle	1-048-094-083-124	B-2	486/44
T	Rivera, Gary M	1-048-094-030-053	Tr A	247/3
U	Martinez, Tricia	1-048-094-038-112	1A	459/48
V	Montoya, Adrian J & Gabrielle A	1-048-094-014-112	1B	459/48
W	Cera, Cesar & Adriana	1-048-094-519-144	3-A-2	631/44
X	Castillo, Manuel E & Marisela	1-048-094-496-145	3-A-1	631/44
Y	Reyes, Raul & Sarah	1-048-094-460-106	3-B1	645/33
Z	Castillo, Sergio & Adela	1-047-094-436-082	Lot 3 Tr B-1	440/47
AA	Brown-Katz Family Trust	1-047-094-398-035	2-E	336/11
AB	Herrera, Michael G & Beatrice	1-047-094-324-057	2A-4	595/38
AC	Orozco, Norma M Garcia & Reyes	1-047-094-316-099	2A-2	595/38
AD	City of Santa Fe	1-047-094-300-216	Tr 8A3-7B	738/14
AE	City of Santa Fe	1-047-094-292-304	Open Space	543/1
AF	Miera, Jo Ann	1-047-094-446-365	7	555/45
AG	Molinar, Everado & Luz	1-047-094-439-373	6	555/45
AH	City of Santa Fe	1-047-094-467-391	Tr 35	493/15
AI	City of Santa Fe	1-047-094-489-371	Open Space	493/15
AJ	City of Santa Fe	1-047-094-093-429	Open Space	396/12
AK	Tierra Contenta S/D	1-047-094-120-406	Park Tr C	396/12
AL	Board of Education of the Santa Fe Public Schools	1-048-094-338-465		533/25
AM	New Mexico School for the Deaf	1-048-094-370-259	Tract D-1	Ref. Doc. #1
AN	New Mexico School for the Deaf	1-048-094-370-259	Tract D-3	Ref. Doc. #1
AO	New Mexico School for the Deaf	1-048-094-370-259	Tract D-2	Ref. Doc. #1



SYMBOLS

Easement to be Vacated

Roadway/sidewalk, water, sewer, and dry utility connection between tracts required. Final connection locations to be determined at the time of Tract development, subject to TC Phase 3A, LLC or it's authorized agent and City of Santa Fe approval.

SCOTT McCLOY NEW MEXICO 27222 PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

Subdivision Plat

of Tierra Contenta Phase 3A
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lying within Section 13, 14, & the Pacheco Grant, Township 16 North, Range 8 East, New Mexico Principal Meridian
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May 2025

COMMUNITY TRAIL

CURVE TABLE					
Curve	Radius	Arc Length	Central Angle	Chord Bearing	Ch. Length
TC1	13.00'	18.92'	83°24'23"	N53°48'24"E	17.30'
TC2	21.00'	37.45'	102°10'11"	N63°11'18"E	32.68'
TC3	38.00'	17.18'	25°53'59"	S52°46'37"E	17.03'
TC4	38.00'	26.90'	40°33'07"	S60°06'11"E	26.34'
TC5	38.00'	16.90'	25°28'31"	S67°38'29"E	16.76'

LINE TABLE		
LINE	BEARING	DISTANCE
TL1	N62°47'57"E	91.56'
TL2	N34°59'47"E	323.52'
TL3	N61°27'10"E	318.79'
TL4	N65°58'05"E	316.97'
TL5	N79°49'27"E	316.85'
TL6	N59°13'05"E	316.67'
TL7	N57°55'31"E	316.82'
TL8	N56°54'49"E	264.07'
TL9	N75°15'24"E	408.14'
TL10	S14°44'36"E	9.27'
TL11	S49°21'10"E	78.79'
TL12	S39°49'34"E	59.41'
TL13	S33°47'20"E	63.29'
TL14	S54°49'03"E	189.34'
TL15	S84°29'25"E	64.08'
TC1	ch N53°48'24"E	chord 17.30'
TL16	N12°06'13"E	5.06'
TC2	ch N63°11'18"E	chord 32.68'
TL17	S65°43'37"E	104.38'
TC3	ch S52°46'37"E	chord 17.03'
TL18	S39°49'37"E	13.83'
TC4	ch S60°06'11"E	chord 26.34'
TL19	S80°22'45"E	18.51'
TC5	ch S67°38'29"E	chord 16.76'
TL20	S54°54'13"E	67.15'

EASEMENTS

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
EC1	46.69'	21.44'	124°45'19"	37.99'	N30°00'49"E
EC2	113.96'	163.52'	39°55'49"	111.67'	N33°11'57"E
EC3	140.05'	240.01'	33°26'00"	138.07'	N38°37'45"E
EC4	40.68'	87.67'	26°34'59"	40.31'	N48°21'32"E
EC5	89.17'	155.43'	32°52'15"	87.95'	N67°59'48"E
EC6	182.55'	450.77'	23°12'12"	181.30'	N66°55'06"E
EC7	160.02'	538.67'	17°01'12"	159.43'	N79°41'13"E
EC8	46.18'	14.90'	177°30'25"	29.80'	N77°59'15"E
EC9	115.93'	358.98'	18°30'14"	115.43'	S80°33'30"W
EC10	115.81'	99.81'	66°29'04"	109.43'	N65°56'11"E
EC11	52.80'	43.63'	69°20'18"	49.64'	S52°14'32"E
EC12	21.15'	10.93'	110°54'10"	18.00'	S51°05'47"E
EC13	114.01'	200.07'	32°39'02"	112.48'	N71°04'44"W

LINE TABLE		
LINE	BEARING	DISTANCE
EL1	N42°36'01"E	83.22'
EL2	N57°48'56"E	84.76'
EL3	N54°17'12"E	48.02'
EL4	N80°31'40"E	25.71'
EL5	N75°15'24"E	228.16'
EL6	N88°31'10"E	25.49'
EL7	S61°23'24"E	136.86'
EL8	N73°27'09"E	17.61'
EL9	S04°21'17"W	14.38'
EL10	S54°54'13"E	53.94'

SYMBOLS

- Boundary
- New Lot Lines
- Adjoiner
- Old Lot Line
- Centerline New Community Trail
- Existing Easement
- New Easement
- Slope Easement
- Survey Marker - found No. 4 capped rebar #27222 unless otherwise noted
- Survey Marker - set No. 4 capped rebar #27222
- Witness Corner - set 1–1/2" alum. cap "Witness" #27222
- Control Point 1–1/2" alum. cap "Control" #27222
- Open Space & Drainage Easement granted by this plat
- Public Utility Easement granted by this plat
- Utility Easement vacated by this plat

Grid North
NM Central
NAD83(2011)

Scale: 1 inch = 100 feet

All distances are ground U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983
Grid = Ground x 0.9996035245

0' 100' 200' 300'

Jaguar Drive

Paseo del Sol West

Cinto Norte

Tract A
Open Space
23.093 Acres

Tract 68
16.912 Acres

Tract 69
3.202 Acres

Tract 75
2.993 Acres

Tract 76
2.581 Acres

Tract 77
3.283 Acres

Tract B

Tract 65
5.214 Acres

Tract 58
1.228 Acres

Tract E
Neighborhood Park
3.295 Acres

Tract 67
4.995 Acres

Tract A

Tract 56

Tract 59

Tract 64

Tract 63

20-foot Public Trail Easement
The portion within Tract 68 is subject to relocation upon approval of a subdivision and/or development plan for Tract 68.

20-foot Public Utility Easement (Ref. Document No. 1)

10-foot Public Utility Easement (Ref. Document No. 1)

20-foot Drainage Easement

10'x30' drainage easement

20'x10' drainage easement

15-foot drainage easement

Centerline 20-foot Community Trail Easement

old lot line

No. 4 rebar

1-inch bent iron pipe base of pipe held

1-inch iron pipe

1/2-inch iron pipe found in fence post foundation

Control Point #2
1.5-inch aluminum cap
"Control TC2" #27222
North American Datum of 1983
2011 Realization
Latitude: North 35°37'01.3935"
Longitude: West 106°03'17.4075"

Control Point #3
2-inch aluminum cap
"Control TC3" #27222
North American Datum of 1983
2011 Realization
Latitude: North 35°37'00.6416"
Longitude: West 106°02'44.3382"

LOTS

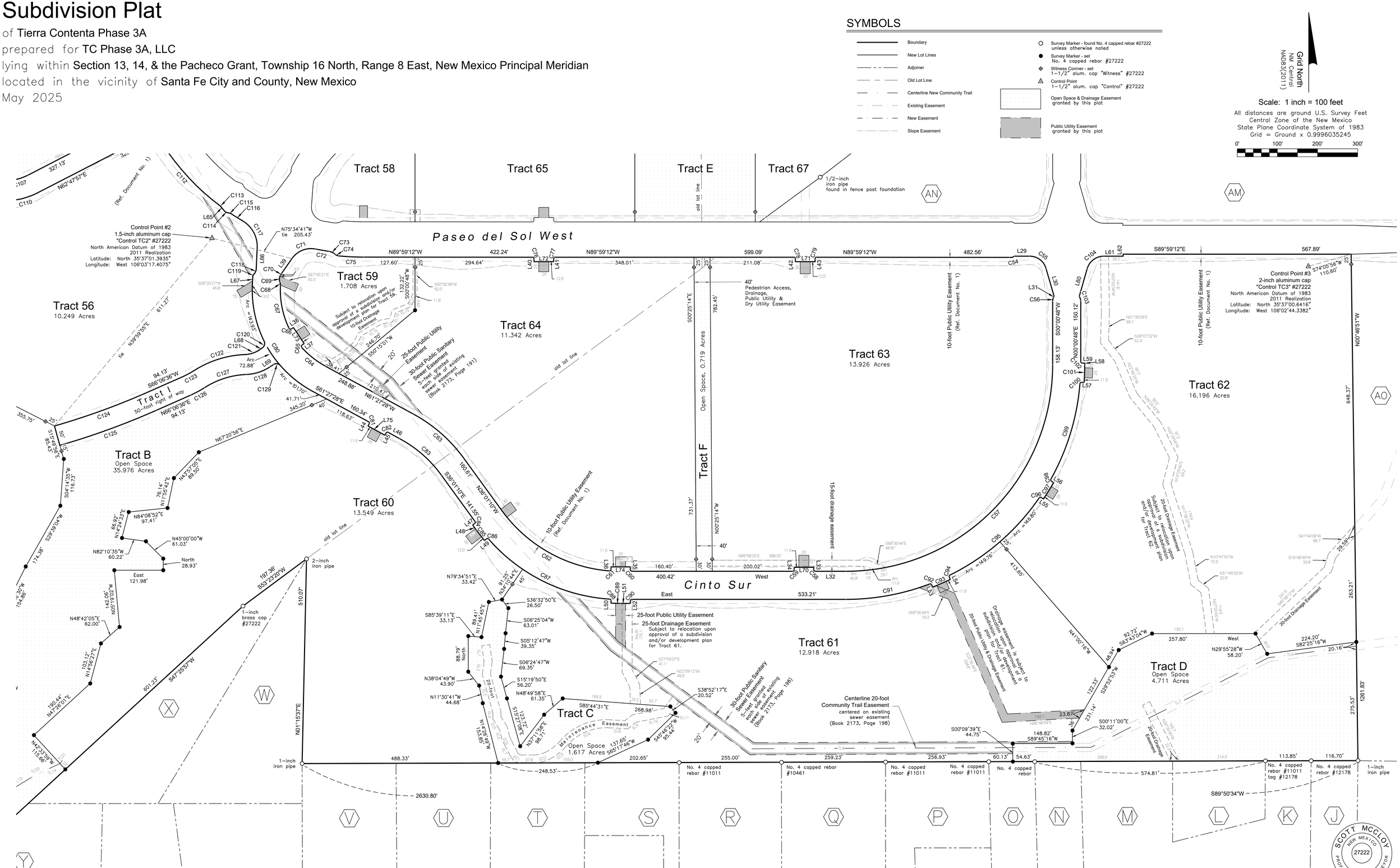
CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	136.41'	335.00'	23°19'51"	135.47'	N49°21'47"W
C2	5.95'	4.00'	85°15'44"	5.42'	N18°23'50"W
C3	48.04'	345.00'	7°58'41"	48.00'	N65°45'58"W
C4	5.95'	4.00'	85°15'44"	5.42'	S66°51'54"W
C5	6.28'	4.00'	90°00'00"	5.66'	N59°36'11"W
C6	6.28'	4.00'	90°00'00"	5.66'	S30°23'49"W
C7	141.39'	465.00'	17°25'19"	140.85'	S84°06'29"W
C8	6.28'	4.00'	90°00'00"	5.66'	N59°36'11"W
C9	11.90'	645.00'	1°03'25"	11.90'	N87°42'34"W
C10	6.18'	4.00'	88°34'28"	5.59'	S47°06'22"W
C11	325.20'	635.00'	29°20'34"	321.66'	S76°43'19"W
C12	6.21'	4.00'	88°54'15"	5.60'	N73°29'50"W
C13	8.22'	645.00'	0°43'49"	8.22'	S61°19'12"W
C14	6.28'	4.00'	90°00'00"	5.66'	S15°57'17"W
C15	6.28'	4.00'	90°00'00"	5.66'	N74°02'43"W
C16	6.21'	4.00'	89°00'22"	5.61'	S15°27'29"W
C17	179.57'	310.00'	33°11'17"	177.07'	S43°22'01"W
C18	9.56'	22.00'	24°53'56"	9.49'	S14°19'24"W
C19	12.12'	20.00'	34°43'40"	11.94'	S19°14'17"W
C20	49.87'	34.17'	83°37'31"	45.56'	S78°24'52"W
C21	35.75'	524.00'	3°54'33"	35.74'	N57°49'06"W
C22	9.10'	15.00'	34°46'06"	8.96'	N38°28'47"W
C23	11.08'	12.71'	49°55'06"	10.73'	N46°03'17"W
C24	3.96'	12.00'	18°53'05"	3.94'	N61°34'18"W
C25	220.03'	524.00'	24°03'33"	218.42'	N40°05'59"W
C26	41.62'	641.28'	3°43'08"	41.62'	N29°48'25"W
C27	38.26'	589.50'	3°43'08"	38.26'	N29°48'25"W
C28	6.37'	4.00'	91°12'40"	5.72'	S74°39'03"E
C29	6.28'	4.00'	90°00'00"	5.66'	N15°57'17"E
C30	6.28'	4.00'	90°00'00"	5.66'	S74°02'43"E
C31	8.22'	555.00'	0°50'55"	8.22'	N61°22'45"E
C32	6.37'	4.00'	91°14'54"	5.72'	N16°34'44"E
C33	301.91'	565.00'	30°36'57"	298.33'	N77°30'40"E
C34	162.68'	535.00'	17°25'19"	162.05'	N84°06'29"E
C35	6.28'	4.00'	90°00'00"	5.66'	S59°36'11"E
C36	6.28'	4.00'	90°00'00"	5.66'	N30°23'49"E
C37	151.14'	265.00'	32°40'02"	149.10'	S88°15'50"E
C38	6.71'	4.00'	96°09'31"	5.95'	S23°50'44"E
C39	6.71'	4.00'	96°09'31"	5.95'	N72°18'47"E
C40	101.14'	265.00'	21°52'05"	100.53'	S48°40'25"E
C41	5.82'	10.00'	33°21'39"	5.74'	S16°40'02"E
C42	5.82'	10.00'	33°21'39"	5.74'	S16°41'37"W
C43	48.29'	516.00'	5°21'42"	48.27'	N87°18'22"W
C44	8.71'	15.00'	33°17'04"	8.59'	S78°43'57"W
C45	18.93'	30.00'	36°09'01"	18.62'	S80°09'55"W
C46	51.25'	35.27'	83°15'24"	46.86'	N37°05'58"W
C52	7.23'	72.00'	5°45'13"	7.23'	N07°24'21"E
C53	27.73'	524.00'	3°01'54"	27.72'	N80°14'37"W

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N24°14'02"E	6.32'
L2	S24°14'02"W	6.32'
L3	S14°36'11"W	6.00'
L4	S14°36'11"E	6.00'
L5	N87°10'52"W	83.30'
L6	N02°49'08"E	6.00'
L7	N87°10'52"W	36.10'
L8	S02°49'08"W	6.09'
L9	N29°02'43"W	6.06'
L10	S60°57'17"W	39.78'
L11	N29°02'43"W	6.00'
L12	N29°02'43"W	6.00'
L13	S29°02'43"E	6.05'
L14	S36°36'07"W	57.14'
L15	N71°00'50"W	11.49'
L16	N62°03'10"E	0.65'
L17	S24°35'45"W	86.96'
L18	S29°02'43"E	6.00'
L19	N60°57'17"E	39.78'
L20	N29°02'43"W	5.93'
L21	S14°36'11"E	6.00'
L22	N14°36'11"W	6.00'
L23	S24°14'02"E	6.09'
L24	N24°14'02"E	6.09'
L25	N04°31'44"E	53.00'
L26	N60°57'17"E	48.00'
L27	N60°57'17"E	48.00'
L28	S75°23'49"W	48.00'
L29	N75°23'49"E	48.00'
L30	S65°45'58"E	48.00'
L31	N00°00'48"E	5.50'
L32	S89°59'12"E	49.00'
L33	S00°00'48"W	5.50'
L34	S29°02'43"E	5.95'
L35	N29°02'43"W	6.00'
L36	S00°00'48"W	46.86'
L37	S29°02'43"E	6.00'
L38	N29°02'43"W	6.00'

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

Subdivision Plat

of Tierra Contenta Phase 3A
prepared for TC Phase 3A, LLC
lying within Section 13, 14, & the Pacheco Grant, Township 16 North, Range 8 East, New Mexico Principal Meridian
located in the vicinity of Santa Fe City and County, New Mexico
May 2025



Sheet 3D (4 of 5)

See Sheet 3E for curve and line tables.

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
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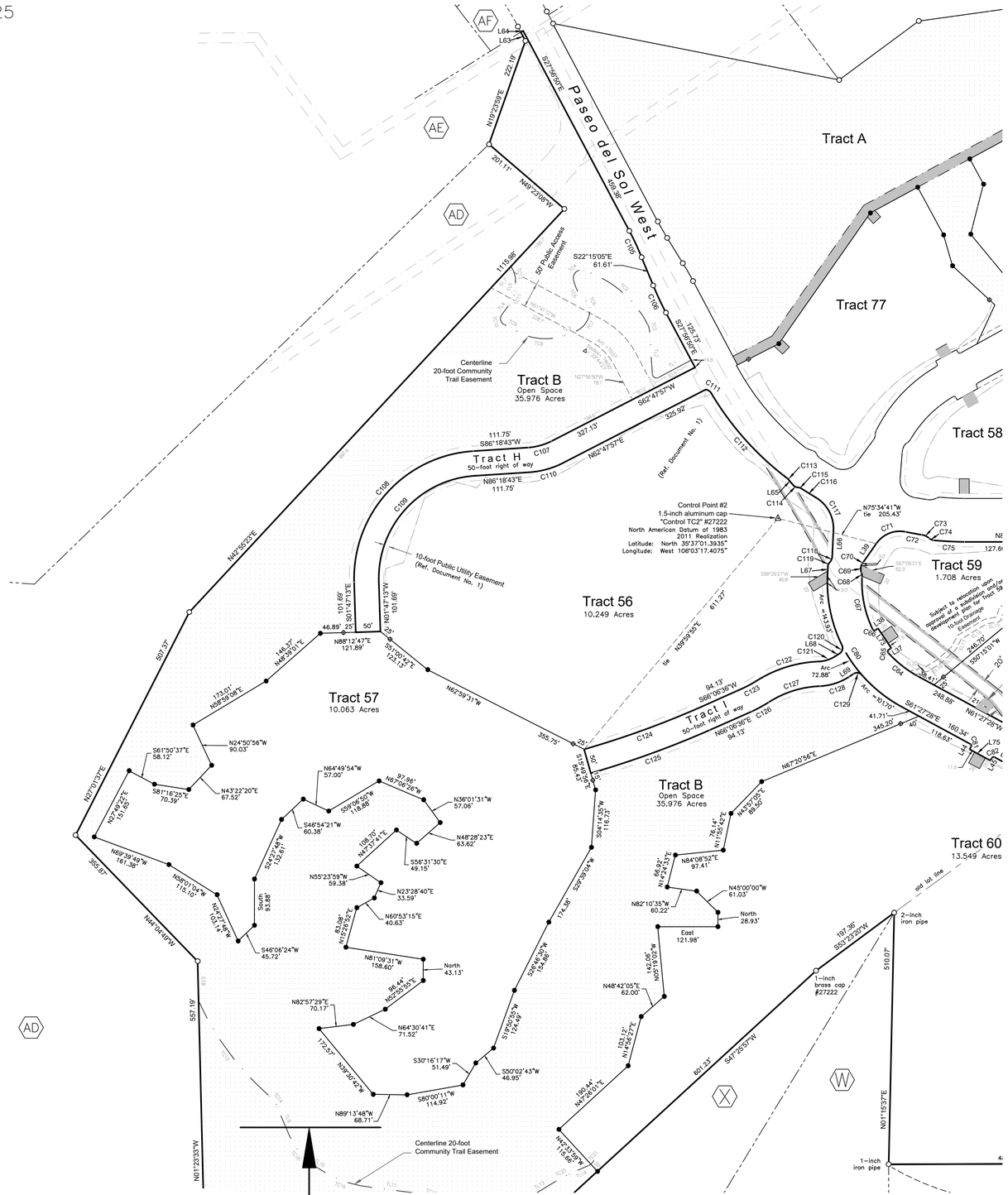
May 2025

Scale: 1 inch = 100 feet
All distances are ground U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983
Grid = Ground x 0.9996035245
0' 100' 200' 300'

Grid North
NM Central
NAD83(2011)



EASEMENTS

LINE TABLE		
LINE	BEARING	DISTANCE
EL1	S08°08'29"E	39.21'
EL2	S07°39'23"W	33.76'
EL3	S15°44'10"E	97.14'
EL4	South	16.40'
EL5	S32°29'27"E	30.73'
EL6	S14°36'42"E	19.58'
EL7	S27°36'52"E	34.81'
EL8	S86°45'46"E	45.81'
EL9	N50°55'38"E	25.81'
EL10	N78°53'19"E	82.43'
EL11	N36°48'01"E	43.99'
EL12	S25°01'58"W	22.19'
EL13	S67°21'57"W	42.24'
EL14	S18°13'14"W	23.28'
EL15	S79°25'33"W	28.25'
EL16	S59°16'58"W	58.56'
EL17	S27°42'59"W	25.01'
EL18	S47°51'18"W	41.76'
EL19	S58°00'48"W	30.07'
EL20	S74°50'11"W	26.54'

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
EC1	30.33'	30.00'	57°55'52"	29.06'	S56°34'48"E
EC2	38.02'	85.46'	25°29'17"	37.70'	S74°23'35"W
EC3	48.49'	151.03'	18°23'42"	48.28'	N52°27'05"E
EC4	123.83'	131.72'	53°51'50"	119.32'	N66°18'19"E
EC5	19.39'	85.46'	13°00'10"	19.35'	S21°06'47"E

COMMUNITY TRAIL

LINE TABLE		
LINE	BEARING	DISTANCE
TL1	N62°03'10"E	75.70'
TL2	N03°40'33"W	86.05'
TL3	S71°23'59"W	23.24'
TL4	N36°22'17"E	26.83'
TL5	N06°01'40"E	13.71'
TL6	S82°25'16"W	221.32'
TL7	S83°12'16"W	495.00'
TL8	S89°45'16"W	450.00'
TL9	S22°56'12"E	62.39'
TL10	S56°11'50"E	8.76'
TL11	S82°31'42"E	93.16'
TL12	S55°46'27"E	22.02'
TL13	N58°42'44"E	69.93'
TL14	N65°49'31"E	42.79'

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
TC1	15.96'	8.00'	114°16'17"	13.44'	S60°48'42"E
TC2	16.71'	40.00'	23°55'49"	16.59'	S15°38'27"E
TC3	173.51'	222.75'	44°37'54"	169.16'	S49°55'19"E
TC4	33.01'	16.00'	118°12'08"	27.46'	N48°39'41"E
TC5	51.02'	73.30'	39°52'47"	49.99'	S30°22'46"E
TC6	16.00'	21.00'	43°38'47"	15.61'	N28°29'46"W
TC7	64.10'	47.04'	78°04'21"	59.26'	N32°21'48"E
TC8	98.22'	114.33'	49°13'16"	95.23'	S83°59'24"E
TC9	27.79'	262.87'	6°03'27"	27.78'	S62°24'29"E
TC10	23.10'	13.00'	101°48'30"	20.18'	S14°31'58"E
TC11	29.13'	55.00'	30°20'38"	28.79'	S21°11'59"W
TC12	37.95'	55.00'	39°32'05"	37.20'	S13°44'23"E
TC13	243.08'	557.27'	24°59'31"	241.15'	N36°40'31"W
TC14	25.18'	55.00'	26°14'04"	24.96'	N36°03'14"W
TC15	83.59'	144.00'	33°15'37"	82.42'	N39°34'01"W
TC16	107.08'	233.00'	26°19'52"	106.14'	N69°21'46"W
TC17	67.24'	144.00'	26°45'14"	66.63'	N69°09'05"W
TC18	33.17'	55.00'	34°33'19"	32.67'	N73°03'07"W
TC19	125.89'	233.00'	30°57'29"	124.37'	S74°11'29"W
TC20	28.93'	233.00'	7°06'47"	28.91'	S62°16'07"W
TC21	14.90'	21.00'	40°39'06"	14.59'	S45°29'58"W

LOTS

LINE TABLE		
LINE	BEARING	DISTANCE
L29	S89°58'43"E	37.92'
L30	S16°01'19"E	71.67'
L31	S27°17'53"W	3.21'
L32	West	76.29'
L33	North	6.00'
L34	South	6.00'
L35	North	7.01'
L36	South	5.92'
L37	N56°18'47"E	6.23'
L38	S56°18'47"W	6.23'
L39	N34°56'28"E	46.10'
L40	S00°00'48"W	5.50'
L41	N00°00'48"E	5.50'
L42	S00°00'48"W	5.50'
L43	N00°00'48"E	5.50'
L44	S28°32'32"E	6.00'
L45	N28°32'32"E	5.99'
L46	S61°27'28"E	32.54'
L47	S52°19'30"W	6.12'
L48	S36°01'10"E	14.88'
L49	N52°34'49"E	6.23'
L50	South	6.25'
L51	East	24.00'
L52	North	6.00'
L53	S23°36'44"E	6.18'
L54	N23°36'44"W	6.18'
L55	S58°06'25"E	6.18'
L56	N58°06'25"W	6.18'
L57	S88°02'56"E	6.18'
L58	N00°00'48"E	3.81'
L59	N88°02'56"W	6.14'
L60	N16°02'59"E	71.68'
L61	S89°59'12"E	47.95'
L62	N00°00'48"E	5.00'
L63	N27°38'39"W	20.18'
L64	N57°54'05"E	5.28'
L65	S39°34'14"E	15.33'
L66	S02°34'27"W	51.92'
L67	S02°34'27"W	21.04'
L68	S56°18'47"W	10.41'
L69	N56°18'47"E	10.41'
L70	West	48.50'
L71	S89°59'12"E	49.00'
L72	S89°59'12"E	49.00'
L73	S33°41'13"E	48.00'
L74	West	48.00'
L75	N61°28'10"W	48.00'

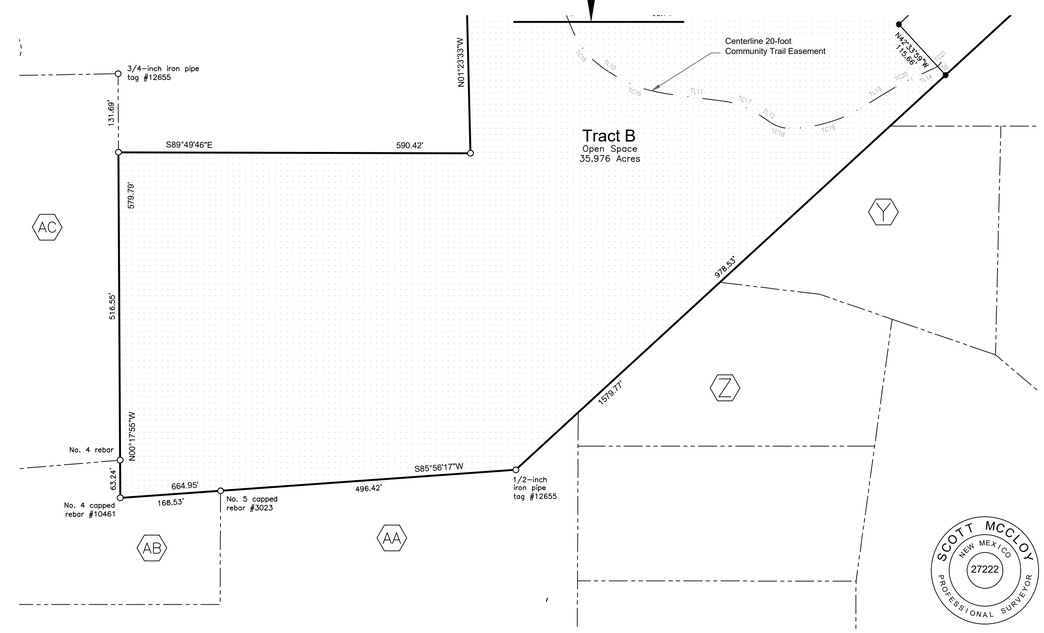
CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C54	13.12'	12.71'	59°07'28"	12.54'	N76°08'56"E
C55	55.76'	43.27'	73°49'53"	51.98'	S52°56'20"E
C56	9.52'	20.00'	27°17'05"	9.43'	S13°39'20"W
C57	808.84'	515.00'	89°59'12"	728.24'	N45°00'24"E
C58	6.28'	4.00'	90°00'00"	5.66'	N45°00'00"W
C59	6.28'	4.00'	90°00'00"	5.66'	S45°00'00"W
C60	6.28'	4.00'	90°00'00"	5.66'	N45°00'00"W
C61	6.59'	4.00'	94°26'54"	5.87'	S47°13'27"W
C63	170.93'	385.00'	25°26'18"	169.53'	N48°44'19"W
C64	75.59'	215.00'	20°08'42"	75.20'	N51°23'07"W
C65	6.82'	4.00'	97°37'33"	6.02'	N07°30'00"E
C66	6.82'	4.00'	97°37'33"	6.02'	N74°52'27"W
C67	108.88'	215.00'	29°01'00"	107.72'	N11°33'11"W
C68	10.01'	25.00'	22°57'03"	9.95'	N08°31'13"W
C69	17.77'	20.00'	50°55'02"	17.19'	N05°27'47"E
C70	4.07'	58.00'	4°01'10"	4.07'	N32°55'53"E
C71	67.72'	58.22'	66°39'06"	63.97'	N68°16'01"E
C72	32.97'	596.00'	3°10'11"	32.97'	S79°59'31"E
C73	17.54'	30.00'	33°30'00"	17.29'	S64°49'36"E
C74	9.40'	15.00'	35°55'01"	9.25'	S66°02'06"E
C75	63.18'	603.91'	5°59'39"	63.15'	S86°59'25"E
C76	5.82'	10.00'	33°22'07"	5.74'	S16°40'16"E
C77	5.82'	10.00'	33°22'07"	5.74'	N16°41'51"E
C78	5.82'	10.00'	33°22'07"	5.74'	S16°40'16"E
C79	5.82'	10.00'	33°22'07"	5.74'	N16°41'51"E
C80	290.37'	285.00'	58°22'28"	277.97'	S32°16'14"E
C81	6.28'	4.00'	90°00'00"	5.66'	S16°27'28"E
C82	6.28'	4.00'	90°00'00"	5.66'	N73°32'32"E
C83	139.86'	315.00'	25°26'18"	138.71'	S48°44'19"E
C84	6.17'	4.00'	88°20'40"	5.57'	S08°09'10"W
C85	33.61'	445.00'	4°19'38"	33.60'	S38°10'59"E
C86	6.04'	4.00'	86°30'36"	5.48'	S84°09'53"E
C87	344.94'	435.00'	45°26'00"	335.97'	S63°37'35"E
C88	6.03'	4.00'	86°20'35"	5.47'	S43°10'18"E
C89	24.01'	445.00'	3°05'30"	24.01'	S88°27'15"E
C90	6.28'	4.00'	90°00'00"	5.66'	N45°00'00"E
C91	213.27'	585.00'	20°53'15"	212.09'	N79°32'22"E
C92	6.09'	4.00'	87°16'31"	5.52'	S67°15'00"E
C93	48.01'	595.00'	4°37'24"	48.00'	N66°23'16"E
C94	6.09'	4.00'	87°16'31"	5.52'	N20°01'31"E
C95	296.56'	585.00'	29°02'46"	293.39'	N49°08'25"E
C96	6.09'	4.00'	87°16'31"	5.52'	N78°15'20"E
C97	48.01'	595.00'	4°37'24"	48.00'	N31°53'35"E
C98	6.09'	4.00'	87°16'31"	5.52'	N14°28'09"W
C99	250.00'	585.00'	24°29'06"	248.10'	N16°55'33"E
C100	6.09'	4.00'	87°16'04"	5.52'	N48°19'02"E
C101	44.21'	595.00'	4°15'25"	44.20'	N02°08'30"E
C102	6.15'	4.00'	88°03'44"	5.56'	N44°01'04"W
C103	12.65'	31.97'	22°39'53"	12.56'	N17°06'04"W
C104	55.86'	43.27'	73°57'50"	52.06'	N53°01'54"E
C105	59.05'	594.00'	5°41'45"	59.03'	S25°05'58"E
C106	60.88'	598.44'	5°49'45"	60.86'	S25°09'58"E
C107	48.83'	119.00'	23°30'46"	48.49'	S74°33'20"W
C108	396.71'	258.00'	88°05'56"	358.76'	S42°15'45"W
C111	14.23'	16.00'	50°58'24"	13.77'	S56°03'18"E
C112	234.29'	596.00'	22°31'24"	232.79'	S41°49'48"E
C113	1.89'	8.00'	13°31'16"	1.88'	S46°19'45"E
C114	7.89'	10.00'	45°12'17"	7.69'	S82°10'22"E
C115	12.31'	25.00'	28°13'17"	12.19'	S70°39'51"E
C116	30.83'	596.00'	2°57'51"	30.83'	S58°02'08"E
C117	80.60'	74.37'	62°05'30"	76.71'	S28°28'18"E
C118	14.97'	20.00'	42°52'49"	14.62'	S24°00'52"W
C119	7.48'	10.00'	42°52'49"	7.31'	S24°00'52"W
C120	18.76'	13.00'	82°40'26"	17.17'	S14°58'34"W
C121	35.12'	64.00'	31°26'24"	34.68'	S72°01'59"W
C122	136.67'	258.00'	30°21'07"	135.08'	S72°34'37"W
C123	31.62'	208.00'	8°42'32"	31.59'	S61°45'20"W
C124	248.67'	1803.89'	7°53'54"	248.47'	S70°03'33"W
C125	255.70'	1853.89'	7°54'09"	255.50'	N70°03'41"E
C126	39.22'	258.00'	8°42'32"	39.18'	N61°45'20"E
C127	110.19'	208.00'	30°21'07"	108.90'	N72°34'37"E
C128	62.56'	114.00'	31°26'24"	61.77'	N72°01'59"E
C129	18.76'	13.00'	82°40'26"	17.17'	S82°21'01"E

SYMBOLS

- Boundary
- New Lot Lines
- Adjoiner
- Old Lot Line
- Centerline New Community Trail
- Existing Easement
- New Easement
- Slope Easement

- Survey Marker - found No. 4 capped rebar #27222 unless otherwise noted
- Survey Marker - set No. 4 capped rebar #27222
- Witness Corner - set 1-1/2" alum. cap "Witness" #27222
- Control Point 1-1/2" alum. cap "Control" #27222
- Open Space & Drainage Easement granted by this plat
- Public Utility Easement granted by this plat

Match Line



SCOTT MCCLOY NEW MEXICO 27222 PROFESSIONAL SURVEYOR

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Sheet 3E (5 of 5)

TOPOGRAPHIC SURVEY

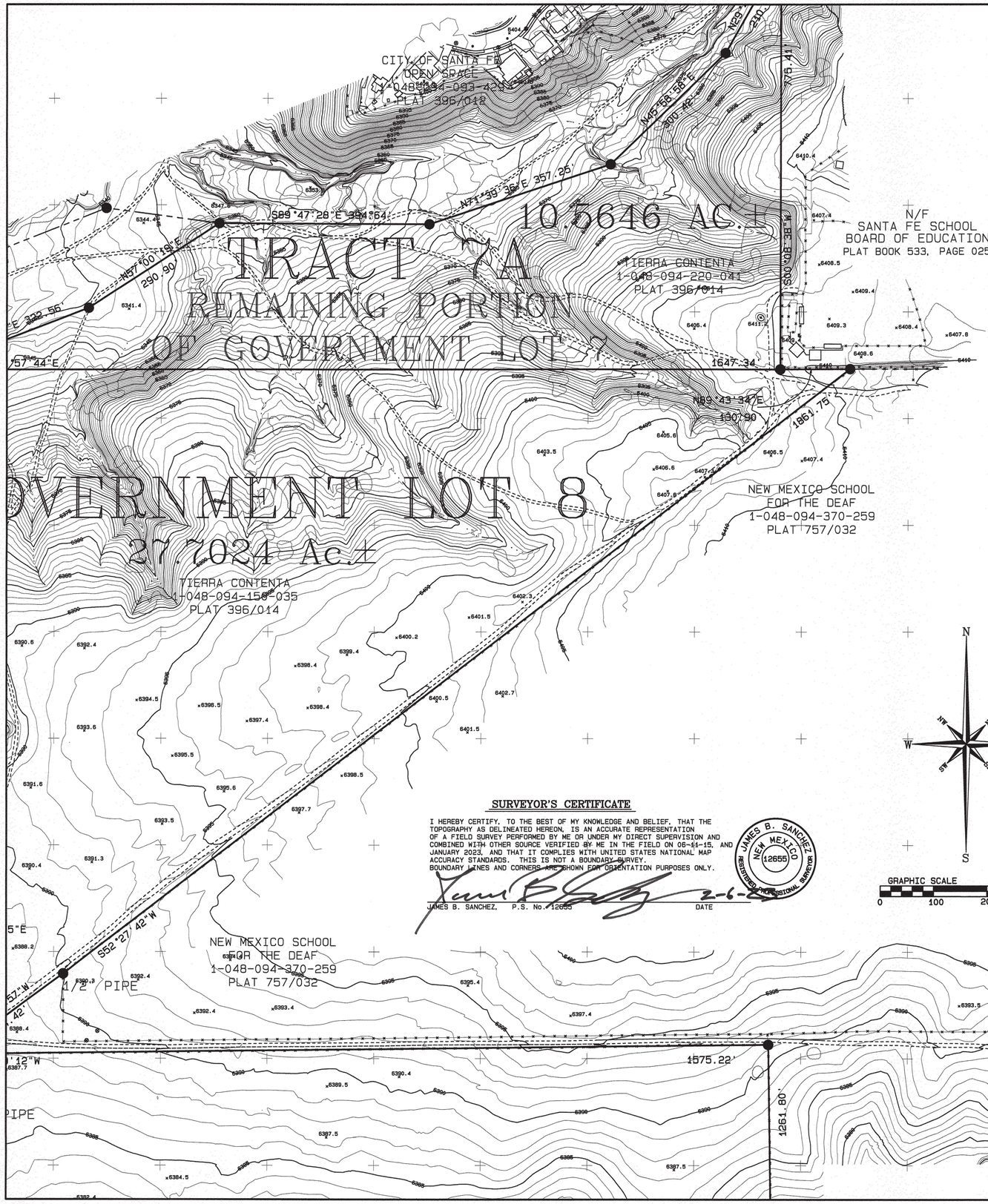
FOR

TIERRA CONTENTA CORPORATION

PHASE 3A

WITHIN PORTIONS OF

SECTION 13 AND SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 08 EAST,
AND SECTION 18 OF TOWNSHIP 16 NORTH, RANGE 09 EAST,
OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN
THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.



LEGEND

- FOUND POINT
- CALCULATED POINT (NOT FOUND OR SET)
- FOUND BRASS CAP
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- WV WATER VALVE
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- T TELEPHONE PEDESTAL
- CO SANITARY SEWER CLEANOUT
- GM GAS METER
- MH SANITARY SEWER MANHOLE
- S STORM MANHOLE
- UP UTILITY POLE AND ANCHOR GUY
- LP LIGHT POLE
- CONCRETE BOLLARD
- DI DROP INLET

- ADJOINER PROPERTY LINE
- EDGE OF ASPHALT ROAD
- EDGE OF DIRT ROAD
- FLOWLINE DRAINAGE
- TOP OF BANK
- TOE OF BANK
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND GAS LINE
- UNDERGROUND SANITARY SEWER LINE
- AERIAL UTILITY LINE
- FENCE
- WOOD FENCE

GENERAL NOTES

1. REFER TO PLAT OF SURVEY ENTITLED "DEDICATION PLAT FOR TRACT 8A3-7B"., PREPARED BY JAMES B. SANCHEZ NMPLS. No 12655 ON OCTOBER 21, 2011. HAVING PROJECT No. 160813I4-TC P2BD AND RECORDED IN THE OFFICE OF THE SANTA FE, COUNTY CLERKS OFFICE IN BOOK 738 PAGE 14-15.
2. REFER TO PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY OF TRACT 8A3-7C, TRACT 9, TRACT 7A AND GOVERMENT LOT 8 FOR TIERRA CONTENTA SUBDIVISION PHASE 3A"., PREPARED BY JAMES B. SANCHEZ NMPLS. No 12655 ON OCTOBER 19, 2021, HAVING PROJECT No.: 160813-TCCP3A BNDRY
3. REFER TO PLAT OF SURVEY ENTITLED "NEW MEXICO SCHOOL FOR THE DEAF, WITHIN SECTION 13, T. 16N., R. 8E., AND SECTION 18, T. 16N., R. 9E., N.M.P.M. PREPARED BY MORRIS SURVEYING/ENGINEERING. HAVING PROJECT NUMBER 12510.
4. ELEVATIONS ARE BASED UPON N.G.S. CONTROL MONUMENT "11 SC" 6175.48 FEET (NAVD 88) AND CITY OF SANTA FE CONTROL MONUMENT "SF 1008" 6339.68' (NAVD 88).
5. THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY CORNERS ARE SHOWN FOR ORIENTATION PURPOSES ONLY. FOR BOUNDARY INFORMATION REFER TO PLATS REFERENCED AS NOTES No. 1 AND No 2.
6. CONTOUR INTERVAL IS 1', WITH EVERY 5TH CONTOUR INDEXED.
7. BEARINGS, DISTANCES & ACREAGE SHOWN ARE TAKEN DIRECTLY FROM PLAT OF NOTES 1 AND 2.

GRAPHIC SCALE 1" = 100'

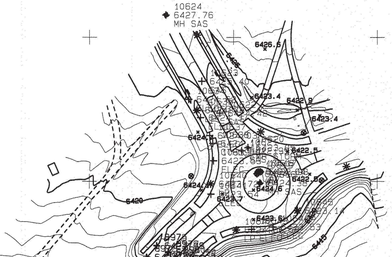
0 100 200 300

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE TOPOGRAPHY AS DELINEATED HEREON, IS AN ACCURATE REPRESENTATION OF A FIELD SURVEY PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION AND COMBINED WITH OTHER SOURCE VERIFIED BY ME IN THE FIELD ON 06-14-15, AND JANUARY 2023, AND THAT IT COMPLIES WITH UNITED STATES NATIONAL MAP ACCURACY STANDARDS. THIS IS NOT A BOUNDARY SURVEY. BOUNDARY LINES AND CORNERS ARE SHOWN FOR ORIENTATION PURPOSES ONLY.

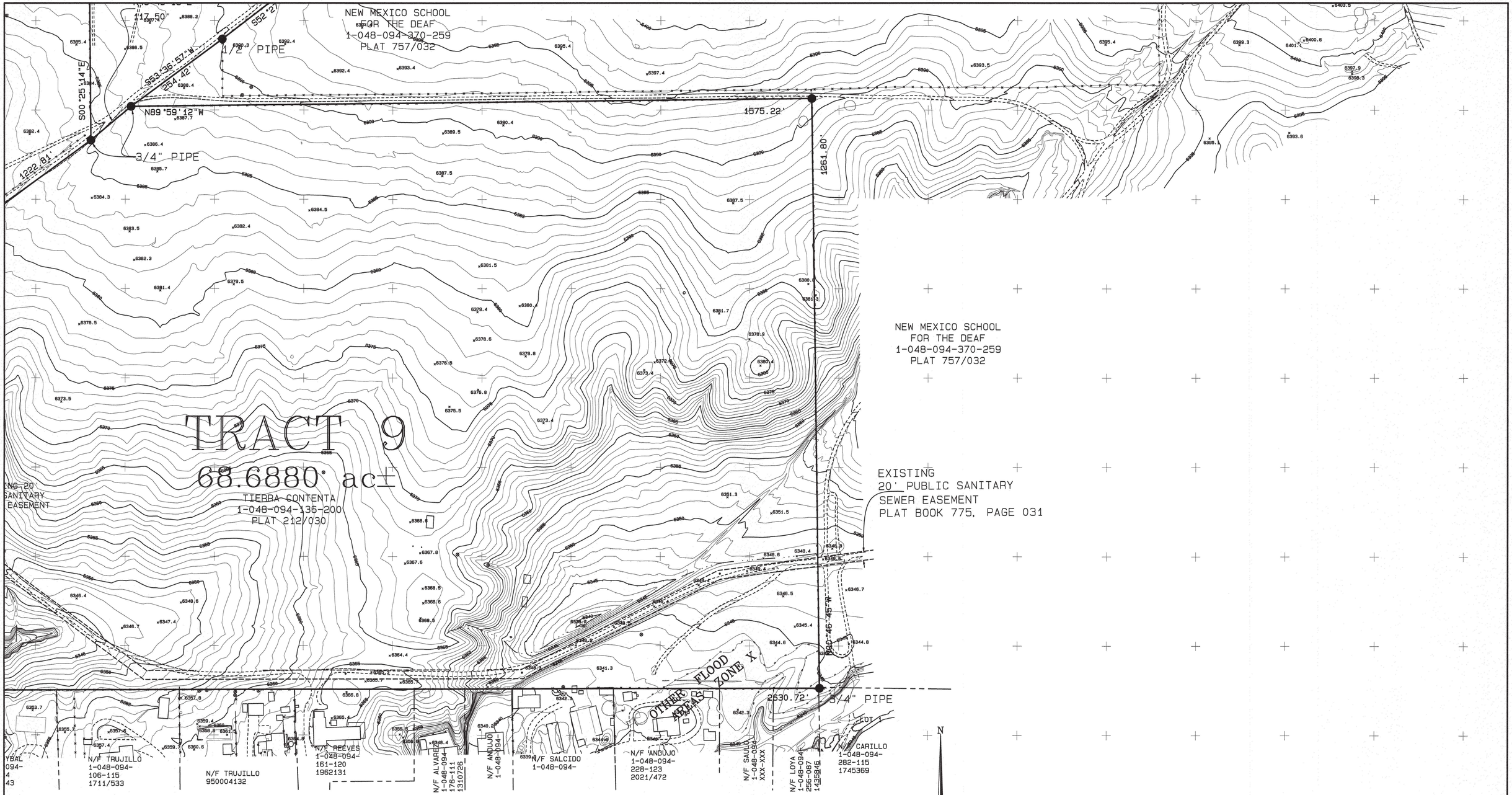
JAMES B. SANCHEZ NEW MEXICO 12655 REGISTERED PROFESSIONAL SURVEYOR

JAMES B. SANCHEZ, P.S. No. 12655 DATE 2-6-23



SHEET 1 OF 4

SANTA FE SURVEYING COMPANY		
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET STE #8		
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905		
PROJECT No.: 160918-TCCP3A TOPO		
DRAFTED BY: JBS	DATE: 07-20-15	
CHECKED BY:	DATE:	
REVISION	DATE	BY
MODIFIED	02-06-23	JBS



LEGEND

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- GOVERNMENT MONUMENT AS INDICATED
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- FH FIRE HYDRANT
- WM WATER METER
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- GM GAS METER
- MH SANITARY SEWER MANHOLE
- S STORM MANHOLE
- UP UTILITY POLE AND ANCHOR GUY
- LP LIGHT POLE
- B CONCRETE BOLLARD
- DI DROP INLET

- ADJOINER PROPERTY LINE
- EASEMENT LINE
- EDGE OF ASPHALT ROAD
- EDGE OF DIRT ROAD
- FLOWLINE DRAINAGE
- TOP OF BANK
- TOE OF BANK
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND GAS LINE
- UNDERGROUND SANITARY SEWER LINE
- AERIAL UTILITY LINE
- FENCE
- WOOD FENCE

SHEET 2 OF 4

SANTA FE SURVEYING COMPANY		
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET STE #8		
PHONE (505)-992-3211, MOBILE (505) 660-2659, FAX (505)-992-9905		
PROJECT No.: 160918-TCCP3A TOPO		
DRAFTED BY: JBS	DATE: 07-20-15	
CHECKED BY:	DATE:	
REVISION	DATE	BY
MODIFIED	02-06-23	JBS

TOPOGRAPHIC SURVEY

FOR

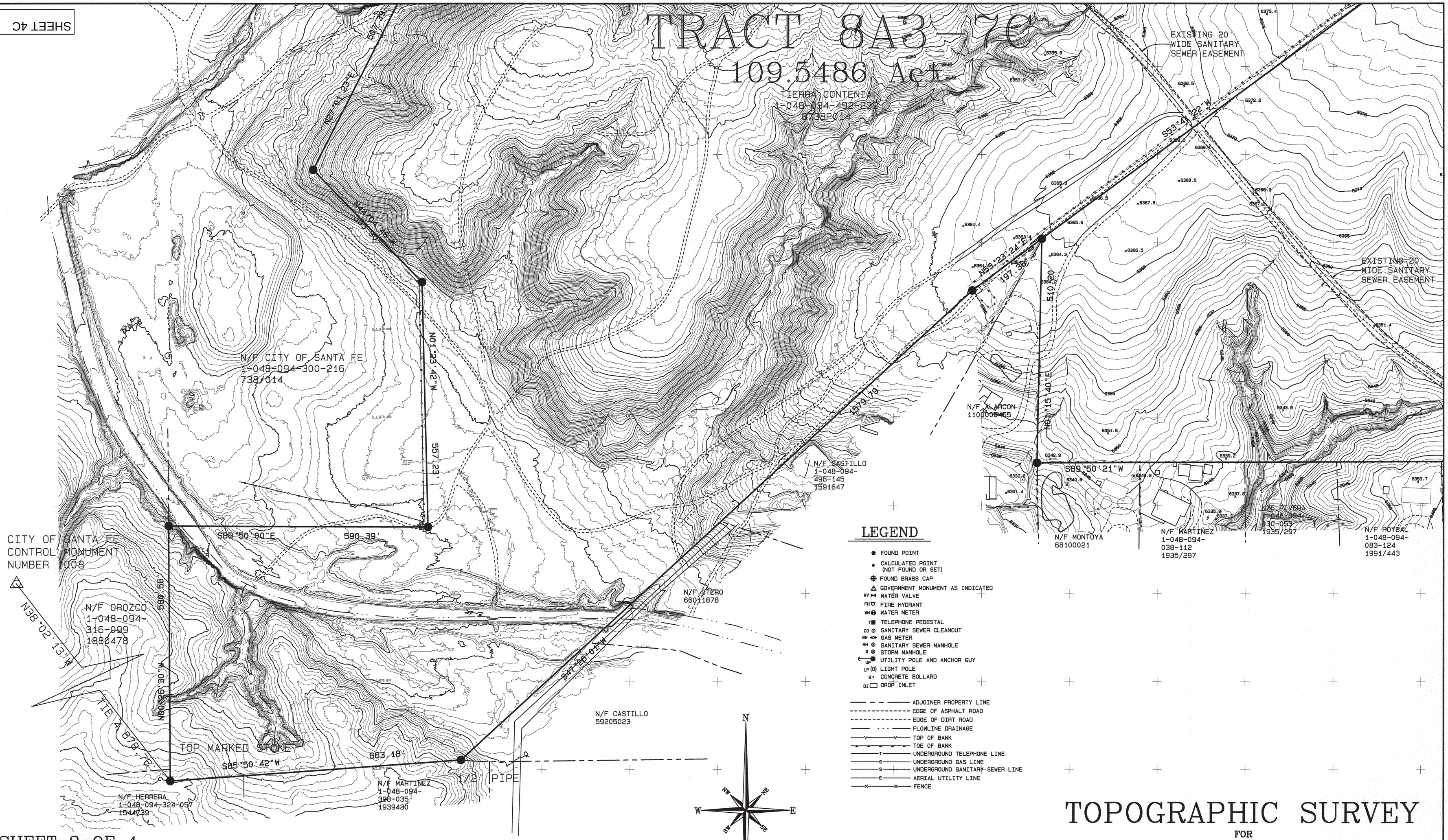
TIERRA CONTENTA SUBDIVISION PHASE 3A

WITHIN PORTIONS OF

SECTION 13 AND SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 08 EAST,
AND SECTION 18 OF TOWNSHIP 16 NORTH, RANGE 09 EAST,
OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN
THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.

TRACT 8A3-7C
109.5486 Ac±

TIERRA CONTENTA
1-048-094-492-239
8738P014



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- TOP OF BANK
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- G UNDERGROUND GAS LINE
- S UNDERGROUND SANITARY SEWER LINE
- E AERIAL UTILITY LINE
- FENCE

GRAPHIC SCALE 1" = 100'
0 100 200 300

TOPOGRAPHIC SURVEY
FOR
TIERRA CONTENTA SUBDIVISION
PHASE 3A

WITHIN PORTIONS OF
SECTION 13 AND SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 08 EAST,
AND SECTION 18 OF TOWNSHIP 16 NORTH, RANGE 09 EAST,
OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN
THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.

SHEET 3 OF 4

SANTA FE SURVEYING COMPANY		
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET STE #8		
PHONE (505)-992-3211, MOBILE (505) 660-2659, FAX (505)-992-9905		
PROJECT No.: 160918-TCCP3A TOPO		
DRAFTED BY: JBS	DATE: 07-20-15	
CHECKED BY:	DATE:	
REVISION	DATE	BY
MODIFIED	02-06-23	JBS

TOPOGRAPHIC SURVEY
FOR
TIERRA CONTENTA SUBDIVISION
PHASE 3A

WITHIN PORTIONS OF
SECTION 13 AND SECTION 14 OF TOWNSHIP 16 NORTH, RANGE 08 EAST,
AND SECTION 18 OF TOWNSHIP 16 NORTH, RANGE 09 EAST,
OF THE NEW MEXICO PRINCIPAL MERIDIAN AND WITHIN
THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.

LEGEND

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- E AERIAL UTILITY LINE
- FENCE
- WOOD FENCE

N
NE
E
SE
S
SW
W
NW

GRAPHIC SCALE 1" = 100'
0 100 200 300

PARK
TRACT C
2.3627 Ac.±5
CITY OF SANTA FE
OPEN SPACE
1-048-094-093-429
PLAT 396/012

20' WIDE EFFLUENT
REUSE LINE
EASEMENT

1/2" REBAR

CITY OF SANTA FE
OPEN SPACE
1-048-094-489-371
PLAT 493/015

S78°49'38"E
590.77

N82°09'50"E
401.27

N69°01'48"E
404.61

N89°56'34"E
1336.51

S00°25'14"E
1336.76

N49°49'15"
417.50'

S53°36'5
254.

N89°59'

3/4" PI

1222.81'

EXISTING 66' WIDE INGRESS,
EGRESS AND UTILITY EASEMENT
FROM PLAT REF. NO. 4

EXISTING 20' WIDE EFFLUENT
REUSE LINE EASEMENT
GRANTED BY PLAT OF REF. NO. 4

N/F CITY OF SANTA FE
1-048-094-300-216
738/044

N42°55'07"E
1146.00

S07°39'

TRACT 8A3-7C

EXISTING 20'
WIDE SANITARY
SEWER EASEMENT

117537

SHEET 4 OF 4

SANTA FE SURVEYING COMPANY		
P.O. BOX 2919, SANTA FE, N.M. 87504, 1210 LUISA STREET STE #8		
PHONE (505)-992-3211, MOBILE (505) 660-2659, FAX (505)-992-9905		
PROJECT No.: 160918-TCCP3A TOPO		
DRAFTED BY: JBS	DATE: 07-20-15	
CHECKED BY:	DATE:	
REVISION	DATE	BY
MODIFIED	02-06-23	JBS

ALTA / NSPS Land Title Survey

of Tierra Contenta Phase 3A
prepared for Homewise, Inc.
lying within Section 13, 14, & the Pacheco Grant, Township 16 North, Range 8 East, New Mexico Principal Meridian
located in the vicinity of Santa Fe City and County, New Mexico
September 2024

RECORD LEGAL DESCRIPTION

From Title Commitment, Reference Document No. 1

- One
  Tract 8A3–7C of the Dedication Plat for Tracts 8A3–7B within the TIERRA CONTENTA SUBDIVISION, PHASE 2B, comprised of a portion of "Tract 8A3–7", the remaining undeveloped Land of Tierra Contenta Subdivision, within Section 14 and Section 13 of Township 18 North, Range 8 East, of the New Mexico Principal Meridian, City and County of Santa Fe, New Mexico, filed for recorded in the Office of the County Clerk of Santa Fe, New Mexico on October 21, 2011, in Book 738, page 14–15.
- Two
  A tract of land lying and being situate within Section 13, Township 16 North, Range 8 East, N.M.P.M., being more particularly described as follows:
  BEGINNING at the southwest corner of this tract from which southwest corner of Section 13 bears S. 01° 36' 15" W., a distance of 1331.74';
  THENCE from said point of beginning N. 01°36' 15" E., a distance of 510.07' to a point;
  THENCE N. 54° 01' 15" E., 1222.36';
  THENCE N. 50° 25' 15" E., 117.75';
  THENCE N. 89° 40' 15" E., 1526.51';
  THENCE S. 00° 24' 45" E., 1321.00';
  THENCE N. 89° 48' 45" W., 2630.65' to the point of beginning, and **as shown on Plat of Survey for "William F. Martinez" by Morris A. Apodaca, dated November 29, 1979, in Plat Book 231, page 046, records of Santa Fe County, New Mexico.** *The bolded text above is incorrect. The listed description is from Exhibit A attached to a Warranty Deed recorded within the official Santa Fe County Records in Book 391, Page 9. Plat Book 231, Page 46 shows the described lands as Tract 9 but with slightly different measurements than those listed in the title commitment.*
- Three
  Government Lot 8, as shown on the Plat of Survey of a portion of Lot 8, a portion of Lot 9 of Section 12, Township 16 North, Range 8 East of the New Mexico principal Meridian, Santa Fe County, New Mexico, as the same is shown and designated on the plat of said survey, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Book 396, page 011.
- Four
  Tract 7A, of the Remaining Portion of Government Lot 7, Tierra Contenta Subdivision, Phase 1B, Unit 1, comprised of a portion of Lot 8, a Portion of Lot 9 of Section 12, All of Lot 7 of Section 13, Tract 8–A, Tract A–1, within the Pacheco Grant, within projected Section 11 and Section 14, Township 16 North, Range 6 East of the New Mexico Principal Meridian, as the same is shown and designated on the plat thereof, filed in the Office of the County Clerk of Santa Fe County, New Mexico on September 30, 1998, in Plat Book 396, page 012.

SURVEY NOTES

1. Distances are expressed in US Survey Feet measured along the surface of the earth. To convert reported distances to grid multiply by the project combined scale factor of 0.9996035245.

2. Bearings are related to Grid North of the New Mexico State Plane Coordinate System of 1983, Central Zone, 2010 Realization.

3. As delineated on F.I.R.M. Panel No. 35049C0506E, Map Revised December 4th, 2012, Portions of the subject property lie within:
   –Zone X (Areas determined to be outside the 0.2% annual chance floodplain)
   –Zone AE (Special Flood Hazard Areas (SFHAs) subject to inundation by the 1% annual chance flood) (Base Flood Elevations determined.)
   –Other Flood Areas (Areas of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.)
   Flood Hazard Boundaries are shown by graphic scaling only from the FIRM map. No field survey was conducted to verify the Flood Hazard Boundary.

SURVEYOR'S CERTIFICATE

To: Homewise, Inc. and Chicago Title Insurance Company:

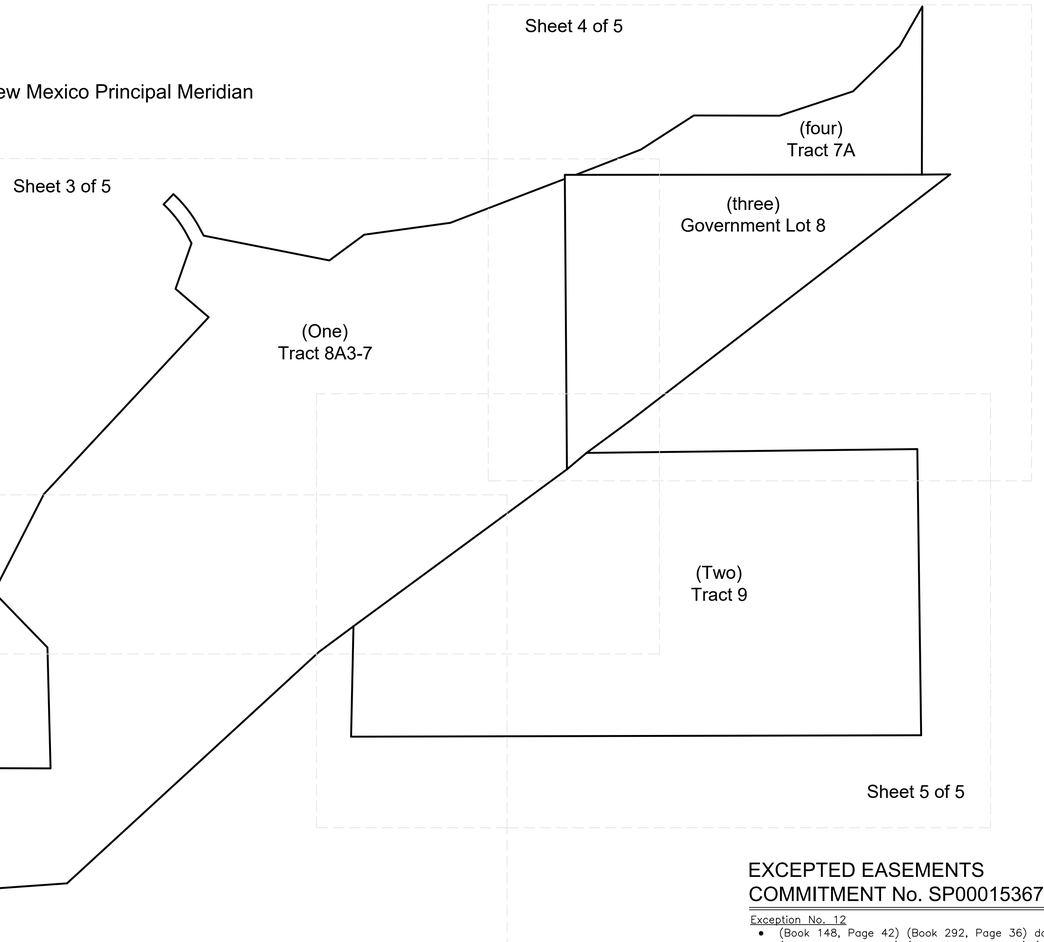
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA / NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 3, 4, 13, and 19 of Table A thereof. The fieldwork was completed during September of 2024.

preliminary

SCOTT McCLOY N.M.P.S. No. 27222 DATE

SCOTT McCLOY NEW MEX/CO 27222 PROFESSIONAL SURVEYOR

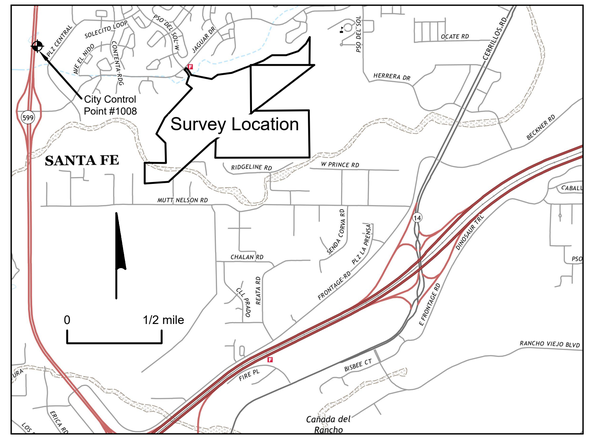
McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com



KEY MAP

REFERENCE DOCUMENTS

1. Commitment for Title Insurance, underwritten by Chicago Title Insurance Company, Commitment No. SP000153676, Commitment Date: September 22, 2024.
2. Dedication Plat for Tract 8A3–7B within Tierra Contenta Subdivision, Phase 2B filed within the official Santa Fe County records in Book 738, Page 14.
3. Annexation Plat for Tracts 1–9, Tierra Contenta, Wolgamood Subdivision and Contiguous Lands (East) filed within the official Santa Fe County records in Book 165, Page 5.
4. ALTA/ACSM Land Title Survey, Tracts 1–A–1, 4, 5, 7, 8, 9, Lot 1 & Remaining Portion of Tract 3, Tierra Contenta filed within the official Santa Fe County records in Book 231, Page 44.
5. Plat of Survey of a Portion of Lot 8, a Portion of Lot 9 of Section 12, all of Lot 7 and Lot 8 of Section 13, Township 16 North, Range 8 East of the New Mexico Principal Meridian filed within the official Santa Fe County records in Book 396, Page 11.
6. Tierra Contenta Subdivision, Phase 1B, Unit 1, filed within the official Santa Fe County records in Book 396, Page 12.
7. Tierra Contenta Subdivision, Phase 2A, Unit 1, filed within the official Santa Fe County records in Book 493, Page 13.
8. Tierra Contenta Subdivision, Phase 2A, Unit 2, filed within the official Santa Fe County records in Book 543, Page 1.
9. Barrio del Corazon Subdivision, within Tract 39, Tierra Contenta Subdivision, filed within the official Santa Fe County records in Book 555, Page 45.
10. Document Book and Page of adjoining properties, as shown.
11. Document Book and Page of easements, as shown.



LOCATION MAP

SYMBOLS

- Boundary
- Adjoiner
- Easement
- Reference Tie (not a boundary)
- Fence as noted
- Pipe Bollard and Cable Fence
- Block Wall
- Survey Marker - found as noted
- Survey Marker - set as noted
- Control Point - set as noted
- City of Santa Fe Control Monument
- Telephone Pedestal
- Sewer Manhole
- FEMA Zone AE
- FEMA other flood areas
- Dirt Road

EXCEPTED EASEMENTS
COMMITMENT No. SP000153676

Exception No. 12
- (Book 148, Page 42) (Book 292, Page 36) do not show any easements that burden the subject property
- (Book 199, Page 31) (Book 231, Page 46) (Book 239, Page 24) (Book 738, Page 14) 20–foot sewer easement is shown crossing Tract 8A3–7 on Sheet 3, labeled (Book 786, Page 455)
- (Book 239, Page 24) 80–foot water line easement was terminated (Book 543, Page 1)
- (Book 239, Page 24) 40–foot water line easement is shown within Tract 8A3–7 on Sheet 3
- (Book 738, Page 14) 20–foot wide sewer easement is shown within Tract 8A3–7 on Sheet 3, labeled (Book 2173, Page 191)
- (Book 738, Page 14) 66–foot ingress, egress, & utility easement is shown within Tract 8A3–7 on Sheet 3
- (Book 738, Page 14) 20–foot effluent reuse line easement is shown within Tract 8A3–7 on Sheet 3

Exception No. 13
(Book 786, Page 455) 20–foot sewer easement is shown crossing Tract 8A3–7 on Sheet 3

Exception No. 14
(Book 2173, Page 191) 20–foot sewer easement is shown crossing Tract 8A3–7 on Sheet 3

Exception No. 18
(Book 148, Page 42) (Book 199, Page 31) (Book 231, Page 46) (Book 292, Page 36) do not show any easements that burden the subject property

Exception No. 19
(Book 2173, Page 198) 20–foot sewer easement is shown crossing Tract 9 on Sheet 5

Exception No. 22
(Book 258, Page 181) it is not on and does not touch the surveyed property

Exception No. 23
(Book 786, Page 455) affects Tract 8A3–7, see Exception No. 13 above, it is not on and does not touch Government Lot 8

Exception No. 30
(Book 199, Page 31) (Book 292, Page 36) (Book 396, Page 12) do not show any easements that burden the subject property

Exception No. 31
(Book 258, Page 181) it is not on and does not touch the surveyed property

Exception No. 32
(Book 786, Page 455) affects Tract 8A3–7, see Exception No. 13 above, it is not on and does not touch Tract 7A

Exception No. 33
(Book 292, Page 36) does not show any easements that burden the subject property

Exception No. 35
(Book 1218, Page 65) it is not on and does not touch the surveyed property

SHEET 5A

Sheet 1 of 5

DRAWN BY	S.D.M.
CHECKED BY	S.D.M

INDEXING INFORMATION FOR COUNTY CLERK					
STATE	COUNTY	SECTION	TOWNSHIP	RANGE	SUBDIVISION
NEW MEXICO	SANTA FE	13 & 14	16 NORTH	8 EAST	Tierra Contenta Phase 3A

OWNER(S)	Tierra Contenta
TAX UPC No.	1–047–094–492–239, 1–048–094–(136–200, 150–350, & 220–410)

ALTA / NSPS Land Title Survey

of Tierra Contenta Phase 3A

Sheet 3 of 5
Match Line
Sheet 2 of 5

Match Line

Tract 8A3-7

Book 738, Page 14

no buildings observed
numerous trails, dirt roads, & paths observed
numerous illegal dumping sites observed

Tract 9

N16°24'43"W
833.14'

MH

MH

N53°41'10"E
(N53°41'22"E)

heavily traveled dirt road
roughly parallel to lot line
up to 60-feet into subject tract

dirt access road along easement

2-inch
iron pipe

occupied by adjoiner
junk, old cars, camper
3,831 sq.ft. within Tract 9
1,459 sq.ft. within Tract 8A3-7

(S53°23'24"W)
S53°23'20"W
(197.36')
197.36'

1-inch brass cap
#27222 set
top of block wall

510.07'
[510.21']

(S47°26'01"W)
S47°25'57"W
290.43'

wood rail fence
within subject tract
7-ft. to 10-ft.

Rejected
No. 4 capped rebar
found 5.9'
into subject tract

now or formerly
Manuel E & Marisela
Castillo
1-048-094-496-145
Lot 3-A-1
Book 631, Page 44

now or formerly
Cesar & Adriana Cera
1-048-094-519-144
Lot 3-A-2
Book 631, Page 44

N01°15'37"E
[N01°15'25"E]

wire fence
within subject tract
up to 2-feet

[2630.77']
2630.80'

939.53'

1-inch
iron pipe

now or formerly
Adrian J & Gabrielle A
Montoya
1-048-094-014-112
Lot 1A
Book 459, Page 48

now or formerly
Tricia Martinez
1-048-094-038-112
Lot 1B
Book 459, Page 48

now or formerly
Gary M Rivera
1-048-094-030-053
Tract A
Book 247, Page 3

wire fence
within subject tract
up to 6-feet

436.92'

Rejected
No. 5 rebar
found 2.8'
into subject tract

wire fence within subject tract
up to 15-feet

telephone pedestal
within subject tract
10.5-ft.

now or formerly
Raul & Sarah Reyes
1-047-094-460-106
Lot 3-B1
Book 645, Page 33

710.30'

telephone pedestal
within subject tract
8.7-ft.

Zone AE

Other Flood Areas

Zone X
Areas outside
the 0.2% annual
chance flood.

FEMA Special Flood Hazard Area

Zone AE

Other Flood Areas

(1579.79')
1579.77'

now or formerly
Sergio & Adela Castillo
1-047-094-436-082
Lot 3, Tract B-1
Book 440, Page 47

Rejected
No. 5 capped rebar #3023
found 1.7' into subject tract

142.12'

"Swan Park"
now or formerly
City of Santa Fe
1-047-094-300-216
Tract 8A3-7B
Book 738, Page 14

(S07°39')
S07°37'E

(N27°01'29"E)
N27°01'37"E

355.97'
(355.99')

N44°04'49"W
(N44°04'49"W)

(557.23')
557.19'

(N01°23'47"W)
N01°23'33"W
(590.39')
590.42'

3/4-inch iron pipe
tag #12655

(S89°50'00"E)
S89°49'46"E

31.69'

579.79'
(580.56')

516.55'

wire fence

N00°17'55"W
(N00°26'30"W)

63.24'

No. 4 rebar

No. 4 capped rebar #10461
marked stone "P SW CRN"
found lying alongside,
unearthed

(663.18')
664.95'

168.53'

No. 5 capped
rebar #3023

wire fence
within subject tract
up to 16-feet

(S85°50'42"W)
S85°56'17"W
496.42'

1/2-inch
iron pipe
tag #12655

now or formerly
Norma M Garcia & Reyes Orozco
1-047-094-316-099
Lot 2A-2
Book 595, Page 38

now or formerly
Michael G & Beatrice
Herrera
1-047-094-324-057
Lot 2A-4
Book 595, Page 38

now or formerly
Brown-Katz Family Trust
1-047-094-398-035
Lot 2-E
Book 336, Page 11

Grid North
NM Central
NAD83(2011)

Scale: 1 inch = 100 feet

All distances are ground U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983
Grid = Ground x 0.9996035245

0' 100' 200' 300'

SHEET 5B

SCOTT McCLOY
NEW MEXICO
27222
PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

ALTA / NSPS Land Title Survey

of Tierra Contenta Phase 3A

Grid North
NM Central
NAD83(2011)

Scale: 1 inch = 100 feet

All distances are ground U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983
Grid = Ground x 0.9996035245

0' 100' 200' 300'

Paseo Del Sol West

Jaguar Drive
66-foot right of way

N43°37'50"E
66.00'

Chiseled "+"

Fire Station 8
now or formerly
City of Santa Fe
1-047-094-467-391
Tract 35
Book 493, Page 15

20-foot Sanitary Sewer Easement
City of Santa Fe
Book 786, Page 455

now or formerly
City of Santa Fe
1-048-094-093-429
Open Space
Book 396, Page 12

now or formerly
City of Santa Fe
1-047-094-489-371
Open Space
Book 493, Page 15

now or formerly
Everardo & Luz Molinar
1-047-094-439-373
Lot 6
Book 555, Page 45

now or formerly
Jo Ann Miera
1-047-094-446-365
Lot 7
Book 555, Page 45

No. 4 capped rebar #12451

sound steel to remain drive entry

Arc = 83.06'

C1

chain link fence

storm water inlet

C2

Arc = 109.92'

L1

L2

(S78°49'38"E)
S78°50'03"E

8-foot
paved recreation path
crosses 66' public ingress, egress
& utility easement

(N19°23'46"E)
N19°23'59"E
(222.20')
222.19'

(590.77')
590.96'

(N53°28'17"E)
N53°27'46"E

(200.75')
200.76'

(N82°09'50"E)
N82°09'22"E

(401.27')
401.26'

(N69°01'48"E)
N69°01'19"E

(404.61')
404.61'

(N69°09'40"E)
N69°09'11"E

160.74'
(160.74')

L3

L4

[N68°56'34"E]
N68°56'14"E

1647.35'
((1647.43'))

1359.09'
((1358.89'))

Government Lot 8

40-foot Waterline Easement
City of Santa Fe
Book 239, Page 24

barb wire fence

(1339.79')
1340.01'

N00°25'24"W
((N00°25'14"W))

20-foot Effluent Reuse Line Easement
City of Santa Fe
Book 738, Page 15

4'x6' concrete box culvert

66-foot Public Ingress, Egress & Utility Easement
Book 738, Page 15

MH

dirt access road along easement

20-foot Sanitary Sewer Easement
City of Santa Fe
Book 786, Page 455

now or formerly
City of Santa Fe
1-047-094-292-304
Open Space
Book 543, Page 1

(N49°23'04"W)
N49°23'08"W
201.11'
(201.13')

City of Santa Fe
Control Point #1008
3-inch aluminum cap
on concrete post

geodetic mean N69°03'31"W
grid N69°10'04"W
ground 5086.77'
grid 5084.75'

(1116.00')
1115.98'

"Swan Park"
now or formerly
City of Santa Fe
1-047-094-300-216
Tract 8A3-7B
Book 738, Page 14

(N42°55'07"E)
N42°55'23"E

(507.39')
507.37'

(N27°01'23"E)
N27°01'37"E

355.87'
(355.90')

N44°04'48"W
(N44°04'48"W)

Control Point Set
1.5-inch aluminum cap
"Control TC1"
#27222
North American Datum of 1983
2011 Realization
Latitude: North 35°37'08.0781"
Longitude: West 106°02'57.8108"

S10°54'50"W
537.43'

1/2-inch
iron pipe
found in fence
post foundation

[N89°18'40"E]
N89°19'20"E

1-inch
iron pipe

205.19'

1-inch
iron pipe

254.42'

S53°36'26"W

[117.68']
117.52'

S49°51'01"W
[S50°04'40"W]

Control Point Set
1.5-inch aluminum cap
"Control TC2"
#27222
North American Datum of 1983
2011 Realization
Latitude: North 35°37'01.3935"
Longitude: West 106°03'17.4075"

20-foot Sanitary Sewer Easement
City of Santa Fe
Book 2173, Page 191

MH

N16°24'43"W
833.14'

1222.80'
(1222.81')

Tract 9

Tract 8A3-7

Book 738, Page 14

no buildings observed
numerous trails, dirt roads, & paths observed
numerous illegal dumping sites observed

109.576 Acres

heavily traveled dirt road roughly parallel to lot line up to 60-feet into subject tract

N53°44'15"E
(N53°41'22"E)

2-inch
iron pipe

occupied by adjoiner
junk, old cars, camper
3,831 sq.ft. within Tract 9
1,459 sq.ft. within Tract 8A3-7

1-inch brass cap
#27222 set
top of block wall

(197.36')
197.36'

(S53°23'24"W)
S53°23'20"W

510.07'
(510.21')

dirt access road along easement

Sheet 3 of 5
Match Line
Sheet 2 of 5
Match Line

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N27°38'39"W (N27°38'41"W)	32.80' (32.80')
L2	S27°38'39"E (S27°38'41"E)	27.47' (27.65')
L3	N00°25'24"W [N00°25'14"W]	19.08' [19.08']
L4	N89°57'12"E [N89°57'47"E]	50.23' [50.34']

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	189.61' (189.61')	567.47' (572.05')	19°08'38" (18°59'27")	188.73' (188.74')	S37°06'18"E (S37°06'17"E)
C2	211.24' (211.03')	633.47' (633.00')	19°06'22" (19°06'03")	210.26' (210.05')	S37°05'31"E (S37°11'36"E)

Sheet 3 of 5

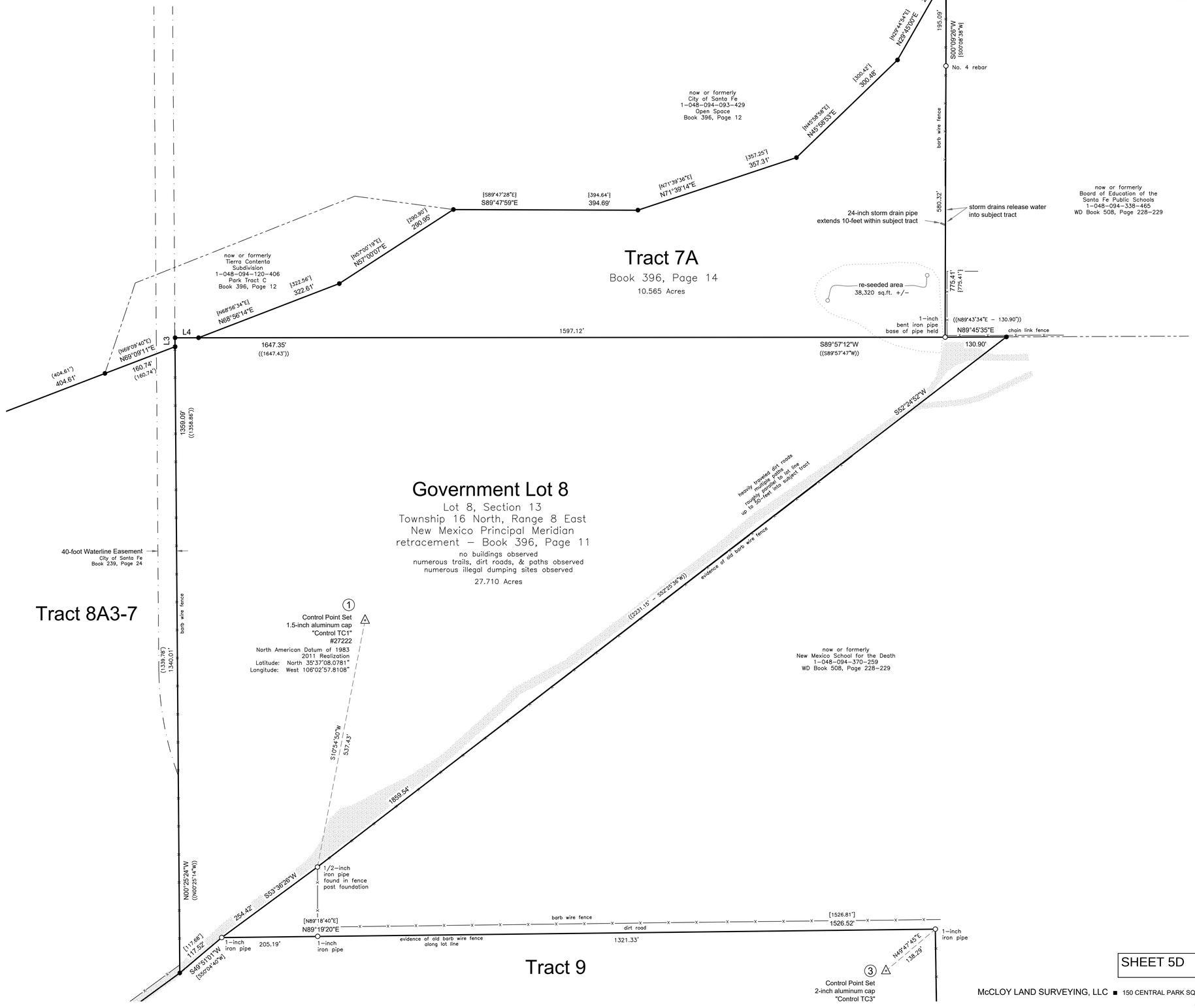
SHEET 5C

SCOTT McCLOY
NEW MEXICO
27222
PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

ALTA / NSPS Land Title Survey

of Tierra Contenta Phase 3A



SHEET 5D

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

SCOTT McCLOY
NEW MEXICO
27222
PROFESSIONAL SURVEYOR

ALTA / NSPS Land Title Survey

of Tierra Contenta Phase 3A

Grid North
NM Central
NAD83(2011)

Scale: 1 inch = 100 feet

All distances are ground U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983
Grid = Ground x 0.9996035245

0' 100' 200' 300'

Tract 8A3-7

Tract 9
Book 162, Page 6

no buildings observed
numerous trails, dirt roads, & paths observed
numerous illegal dumping sites observed

68.687 Acres

now or formerly
New Mexico School for the Death
1-048-094-370-259
WD Book 508, Page 228-229

1/2-inch iron pipe found in fence post foundation

N00°25'24"W (N00°25'14"W) 117.68' [117.68'] 254.42' S53°36'26"W

1-inch iron pipe

205.19'

[N89°18'40"E] N89°19'20"E

1-inch iron pipe

evidence of old barb wire fence along lot line

barb wire fence

dirt road

1321.33'

[1526.81'] 1526.52'

1-inch iron pipe

N49°47'45"E 138.29'

Control Point Set
2-inch aluminum cap
"Control TC3"
#27222
North American Datum of 1983
2011 Realization
Latitude: North 35°37'00.6416"
Longitude: West 106°02'44.3382"

[S00°46'57"E] S00°46'57"E

barb wire fence

now or formerly
New Mexico School for the Death
1-048-094-370-259
WD Book 508, Page 228-229

20-foot Sanitary Sewer Easement
City of Santa Fe
Book 2173, Page 191

MH

N16°24'43"W 833.14'

S49°51'01"W [S50°04'40"W] 1222.80' (1222.81')

N53°41'15"E (N53°41'22"E)

(S53°23'24"W) S53°23'20"W (197.36') 197.36'

2-inch iron pipe

occupied by adjoiner
junk, old cars, camper
3,831 sq.ft. within Tract 9
1,459 sq.ft. within Tract 8A3-7

510.07' [510.21']

wood rail fence within subject tract 7-ft. to 10-ft.

dirt access road along easement

20-foot Sanitary Sewer Easement
City of Santa Fe
Book 2173, Page 198

N01°15'37"E [N01°15'25"E]

1-inch iron pipe

wire fence within subject tract up to 2-feet

[2630.77'] 2630.80'

939.53'

No. 4 capped rebar #11011

255.00'

No. 4 capped rebar #10461

259.23'

No. 4 capped rebars #11011

256.96'

114.72'

No. 4 capped rebar

574.81'

shed within subject tract 2-feet +/-

[S89°50'06"W] S89°50'34"W

No. 4 capped rebar #11011 tag #12178

113.85'

No. 4 capped rebar #12178

116.70'

1-inch iron pipe

[S00°32'00"E] S00°32'00"E

barb wire fence

now or formerly
Cesar & Adriana Cera
1-048-094-519-144
Lot 3-A-2
Book 631, Page 44

now or formerly
Adrian J & Gabrielle A Montoya
1-048-094-014-112
Lot 1A
Book 459, Page 48

now or formerly
Tricia Martinez
1-048-094-038-112
Lot 1B
Book 459, Page 48

now or formerly
Gary M Rivera
1-048-094-030-053
Tract A
Book 247, Page 3

now or formerly
Allen R & Michelle Roybal
1-048-094-083-124
Lot B-2
Book 486, Page 44

now or formerly
Bonnie Lopez-Trujillo Revocable Trust
1-048-094-106-115
Lot 4-A
Book 373, Page 49

now or formerly
Aurelio & Mary Trujillo
1-048-094-132-115
Lot 4-B
Book 373, Page 49

now or formerly
Alan E Reeves
1-048-094-161-120
Lot 3-A
Book 785, Page 3

now or formerly
Joe M Alvarez
1-048-094-176-111
Lot 2A
Book 436, Page 43

now or formerly
Eberardo Andujo
1-048-094-188-111
Lot 2B
Book 436, Page 43

now or formerly
Amado & Manuela Bailon de Salcido
1-048-094-205-118
Lot 1-B
Book 457, Page 10

now or formerly
Sergio & Hermila Andujo
1-048-094-228-123
Lot 281
Book 457, Page 10

now or formerly
Adalberto & Gila Loya
1-048-094-245-087
Lot 2
Book 461, Page 15

now or formerly
Reyes M & Elma Loya
1-048-094-266-087
Lot 1A
Book 461, Page 15

now or formerly
Vanessa Carrillo
1-048-094-282-115
Lot 1, Block 4
Rancho de Luna Subdivision
Book 18, Page 54

Zone X
Areas outside the 0.2% annual chance flood.

Other Flood Areas

Other Flood Areas

Zone AE

FEMA Special Flood Hazard Area

SHEET 5E

SCOTT McCLOY
NEW MEXICO
27222
PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

(B.T. HOUSING)
OPEN SPACE
OPEN SPACE
OPEN SPACE
TRACT 36
N/F CITY OF SANTA FE
PARK TRACT C
CAPITAL HIGH SCHOOL
692 SF.
691 SF.
1,091 SF.
41 SF.
TRACT 68
MANMADE SLOPES
TRACT A OPEN SPACE
TRACT 69
TRACT 42
TRACT 75
TRACT 43
TRACT 76
HERRERA DR.
7 SF.
TRACT 77
TRACT E NEIGHBOR-HOOD PARK
TRACT 67
NEW MEXICO SCHOOL FOR THE DEAF
MANMADE SLOPES
215 SF.
MANMADE SLOPES
983 SF.
TR. 58
TRACT 65
TRACT 70
(NMSFTD)
N/F CITY OF SANTA FE
ROAD TO BE CONSTRUCTED WITH TRACT 57 DEVELOPMENT
TRACT 56
TRACT 59
SCHOOL SITE
TRACT I
0.66 Ac+/-
EXISTING 20' PUBLIC SANITARY SEWER EASEMENT
TRACT 64
TRACT 63
TRACT 57
TRACT 60
TRACT 62
NEW MEXICO SCHOOL FOR THE DEAF
30 SF.
17 SF.
MANMADE SLOPES
N/F CITY OF SANTA FE
173 SF.
84 SF.
669 SF.
TRACT 61
TRACT C OPEN SPACE
6 SF.
TRACT D OPEN SPACE
1227 SF.
394 SF.
330 SF.
242 SF.
TRACT B OPEN SPACE
295 SF.
118 SF.

NORTH
D.E.
SCALE 1"=200'
200' 0 200'

UPDATED OCTOBER 14, 2025
TOTAL 30% DISTURBED = 7,305 SF.
NO NATURAL 30% SLOPES EXIST ON TRACTS TO BE DEVELOPED EXCEPT TRACT 56

NOTE:
30% DISTURBANCES CREATED BY UTILITY INSTALLATION AND ARROYO CROSSINGS BY ROADS OR ON MANMADE SLOPES ARE NOT INDICATED.

SLOPE LEGEND

- 0-20% SLOPE USING 1' CONTOUR INTERVALS
- 20%-30% SLOPE USING 1' CONTOUR INTERVALS
- 30% AND GREATER SLOPE USING 5' CONTOUR INTERVALS

SEE SHEET 4 FOR SOURCE OF TOPOGRAPHY SHOWN HEREON.

- PERMISSIBLE 30% SLOPE DISTURBANCE OF LESS THAN 1,000 SF PER OCCURRENCE PER SFCC 14-8.2(D)(2)(b)

REVISIONS

DATE	BY
09/24/2025	O.G.
10/14/2025	O.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SLOPE ANALYSIS

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
		SHEET NO. 6A

SOIL LEGEND

100 Panky loam. Loam soils with a clay loam layer generally 3-11 inches deep, below which are loams. Soils are well drained and are classified as Hydrologic Soil Group C.

101 Zozobra-Jaconita Complex. Surface soil is a gravelly sandy loam. Soils have more sand and gravel at depth. Below about 6" to 24" the soils are gravelly loamy sands and coarse to fine sands. Soils are excessively well drained and are classified as Hydrologic Soil Group A.

102 Khapo sandy loam. These soils are typically sandy loams with loam at depths below 84". The soils are well drained and are classified as Hydrologic Soil Group B.

104 Chupe-Rivernash Complex. These are loamy coarse sands and gravelly coarse sands that are somewhat excessively drained and are classified as Hydrologic Soil Group A.

108 Zia fine sandy loam. These soils are fine sandy loams with layers of sand and loam. The material tends to get more coarse and gravelly at depth. The soils are well drained and are classified as Hydrologic Soil Group A.

111 Khapo fine sandy loam. These soils are fine sandy loams with some loam and gravelly layers at depth. The soils are well drained and are classified as Hydrologic Soil Group A.

117 Agua Fria-Paraje complex. Very gravelly loams and gravelly loams with some layers with sand and clay. Extremely gravelly coarse sand and extremely gravelly coarse sandy loams at depth. Material is well drained and is classified as Hydrologic Soil Group C.

118 Golodrina-Paraje complex. These soils are extremely gravelly coarse sandy loams and very gravelly loams with minor clay. They are well drained and classified as Hydrologic Soil Group B.

119 Vitrina-Haozous complex. These soils are a mix of gravelly coarse sandy loams and very gravelly coarse sandy loams. The soils are well drained and are classified as Hydrologic Soil Group A.

204 Altazano loamy sand, which is a somewhat excessively well drained loamy sand and sandy loam with gravelly layers at depth. The soils are classified as Hydrologic Group B.

EXISTING MH TC 24A
RIM: 6341.21 (NAVD88)
SOUTH INV. IN: 6332.65
WEST INV. OUT: 6332.44

EXISTING 6'x8' CONCRETE BOX CULVERT

EXISTING EARTHEN DAM

EXISTING MH ACI #1
6' DIA. TYPE C MANHOLE
RIM: 6340.11 (NAVD88)
INV. IN: 6333.68
INV. OUT: 6333.67

EXISTING MH ACI #2
6' DIA TYPE C MANHOLE
RIM: 6342.19 (NAVD88)
INV. IN: 6334.43
INV. OUT: 6334.41

EXISTING MH ACI #3
RIM: 6367.55 (NAVD88)
TWO EXISTING DROP STRUCTURES
INV. 6357.22
INV. IN: 6335.34
INV. OUT: 6335.30

EXISTING MH ACI 4
RIM: 6363.61 (NAVD88)
TWO EXISTING DROP STRUCTURES, INV: 6353.19
INV. IN: 6336.74
INV. OUT: 6336.70

ARROYO CHAMISO INTERCEPTOR (ACI)

EXISTING MH ACI 5
RIM: 6367.51 (NAVD88)
TWO EXISTING DROP STRUCTURES
AT INV: 6557.26
INV. IN: 6337.85
INV. OUT: 6337.81

EXISTING MH ACI 6
RIM: 6351.15 (NAVD88)
INV. IN: 6338.97
INV. OUT: 6338.91

36" ARROYO CHAMISO INTERCEPTOR

EXISTING MH ACI 7
RIM: 6351.00 (NAVD88)
INV. IN: 6340.12
INV. OUT 6340.06

EXISTING MH ACI 8
RIM: 6366.07 (NAVD88)
ONE EXISTING DROP STRUCTURE
IN: 6356.28
INV. IN: 6341.23
INV. OUT: 6341.20

EXISTING MH ACI 9
RIM: 6348.55 (NAVD88)
INV. IN: 6342.25
INV. OUT: 6342.21

EXISTING MH ACI 10
RIM: 6349.81 (NAVD88)
INV. IN: 6343.57
INV. OUT: 6343.53

EXISTING MH ACI 11
RIM: 6350.94 (NAVD88)
INV. IN: 6345.02
INV. OUT: 6344.98

EXISTING EARTHEN DAM
38"Rx57"S CMP

N/F CASTILLO

NORTH

SCALE 1"=200'
200' 0 200'

REVISIONS

DATE	BY

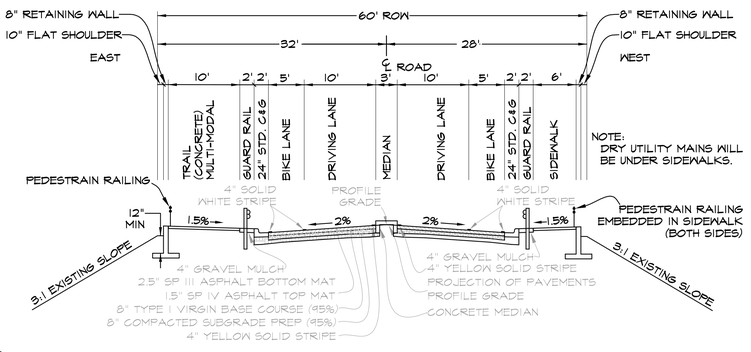
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

EXISTING CONDITIONS AND SOIL MAP

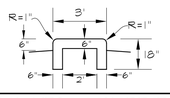
SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	6B

DRALYNN GUERRERO-RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025



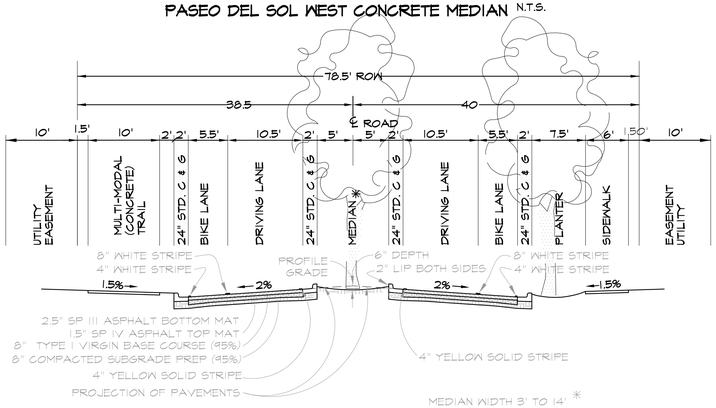
A PASEO DEL SOL ARROYO CROSSING, STA: 12+75 TO STA: 17+50

1"=10'



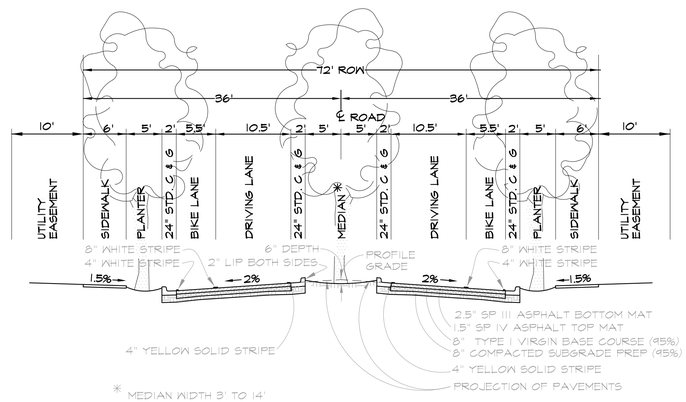
NOTES:
EXPANSION AND CONTRACTION JOINTS TO BE INSTALLED PER CURB AND GUTTER REQUIREMENTS (30' AND 5')

PASEO DEL SOL WEST CONCRETE MEDIAN N.T.S.



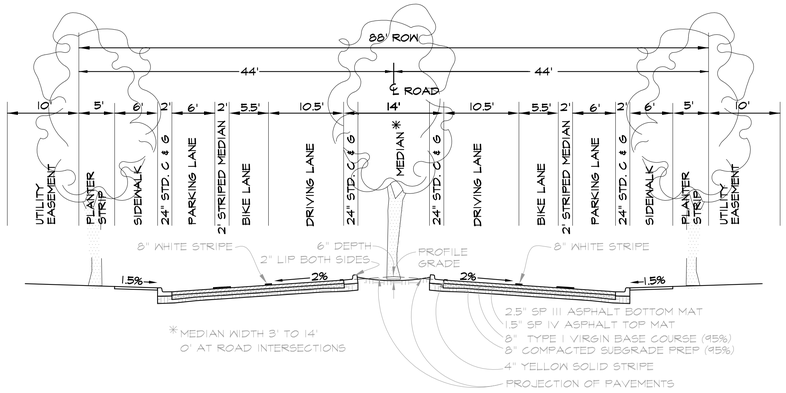
B1 PASEO DEL SOL WEST WITHOUT PARKING

1"=10'

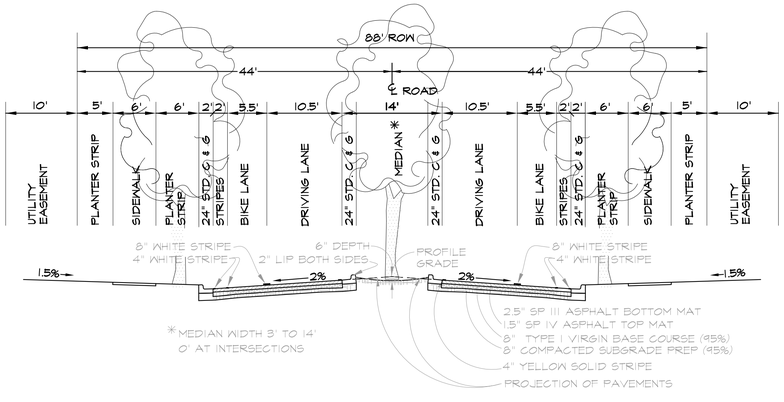


B2 PASEO DEL SOL WEST WITHOUT PARKING

1"=10'

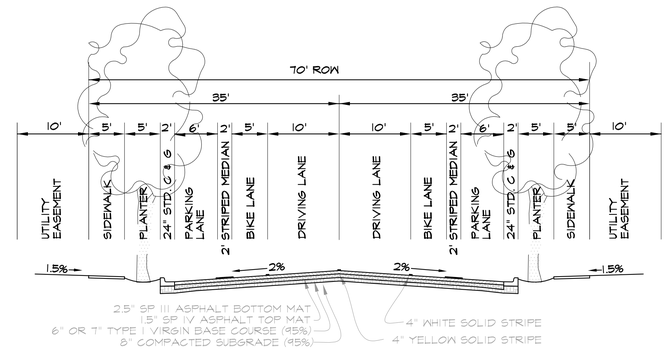


C1 PASEO DEL SOL WITH ON-STREET PARKING



C2 PASEO DEL SOL WITHOUT ON-STREET PARKING

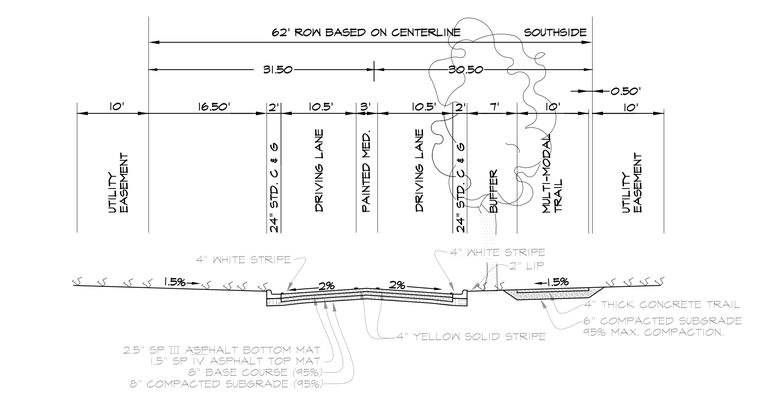
1"=10'



E CINTO WITH ON-STREET PARKING

CINTO SUR (SOUTH LOOP): 6" BASECOURSE CINTO NORTE (NORTH LOOP): 7" BASECOURSE

1"=10'



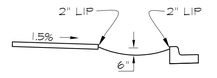
D PASEO DEL SOL WEST (NO DEVELOPMENT PLANNED NMSD PROPERTY)

1"=10'



F1 ROUNDABOUT SECTION

1"=10'



PLANTER DETAIL

N.T.S.

NOTES:

1. GUARDRAIL DETAIL SHEET 28D
2. SIDEWALK AND CURB DETAILS SHEET 28J
3. PEDESTRIAN RAILING DETAIL SHEET 28E
4. ROAD SECTIONS A, B1, C1 AND D HAVE BEEN APPROVED BY THE CITY OF SANTA FE PLANNING COMMISSION AS INNOVATIVE STREET DESIGNS.

REVISIONS

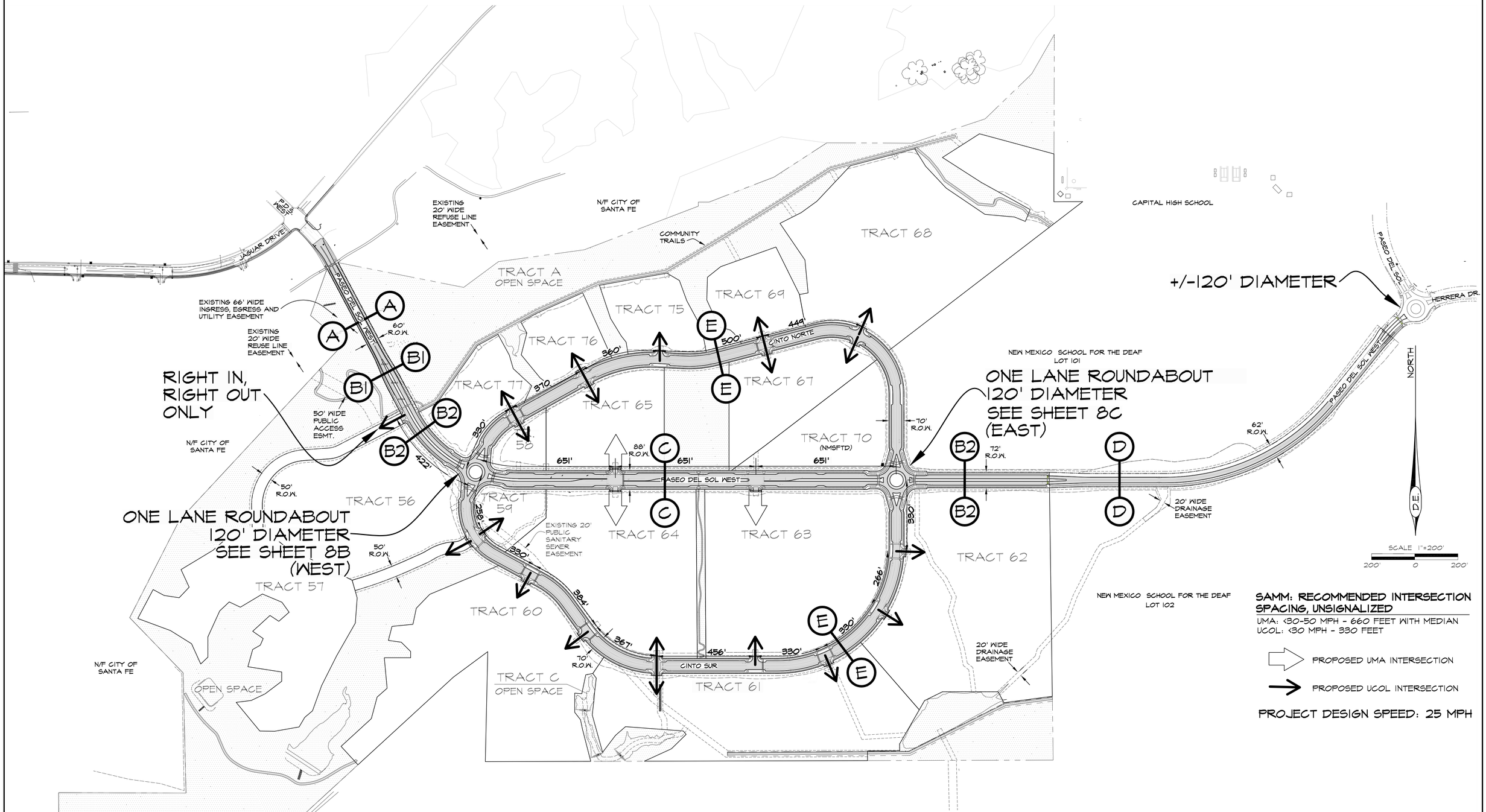
DATE	BY
08/13/2025	O.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

ROAD SECTIONS

SCALE	DWG NO.	DATE
N/A		06/09/2025
	SHEET NO.	7



SAMM: RECOMMENDED INTERSECTION SPACING, UNSIGNALIZED

UMA: <30-50 MPH - 660 FEET WITH MEDIAN
UCOL: <30 MPH - 330 FEET

PROPOSED UMA INTERSECTION

PROPOSED UCOL INTERSECTION

PROJECT DESIGN SPEED: 25 MPH

GRALYNN GUERREROTZ
NEW MEXICO
12688
06/09/2025
REGISTERED PROFESSIONAL ENGINEER

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9991

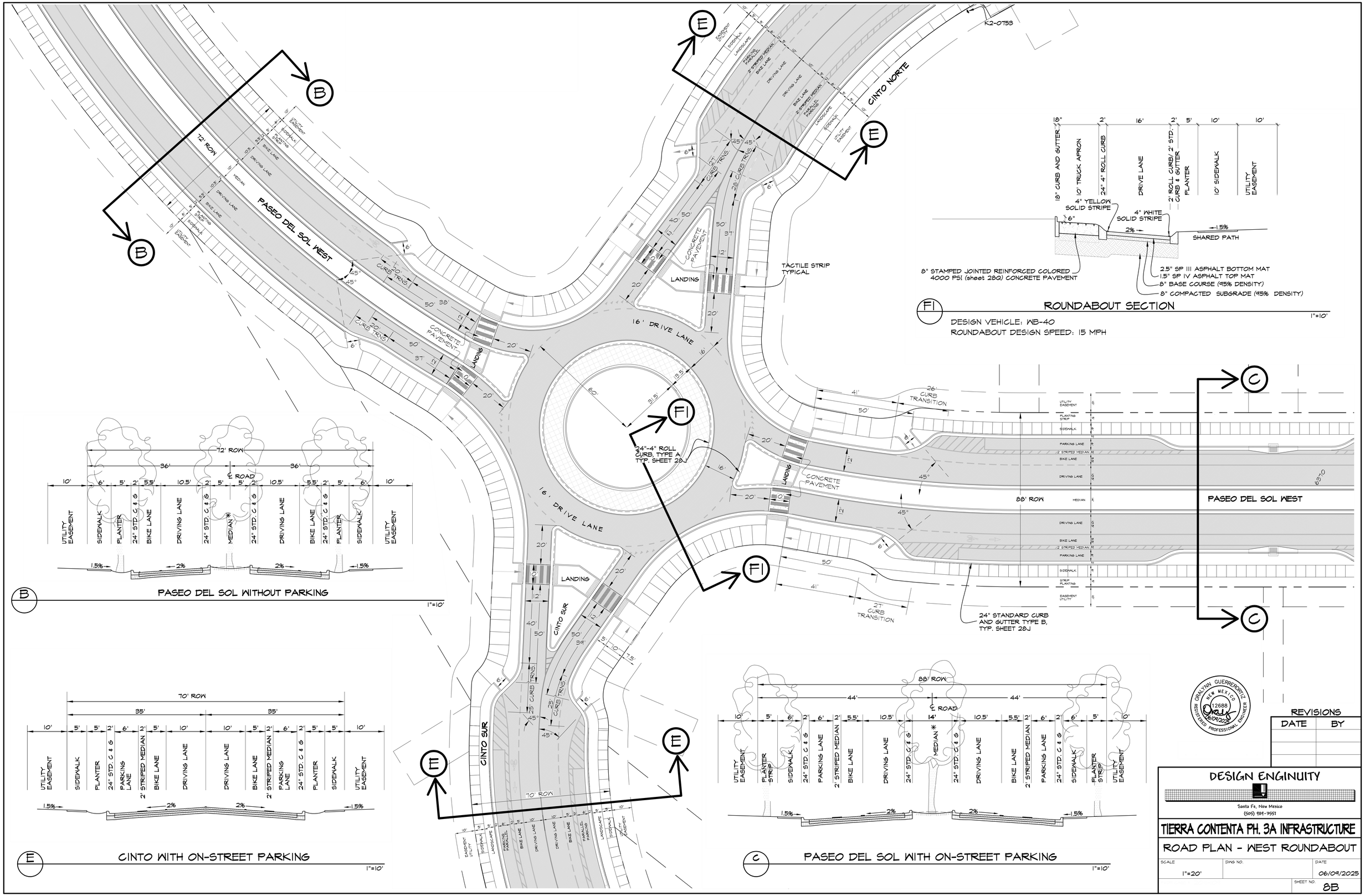
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

ROAD PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025

SHEET NO. 8A

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-05 HW TC3.dwg, ROAD PLAN, 6/5/2025 7:55:55 PM



F1 ROUNDABOUT SECTION

1"=10'

DESIGN VEHICLE: WB-40
ROUNDABOUT DESIGN SPEED: 15 MPH

B PASEO DEL SOL WITHOUT PARKING

1"=10'

E CINTO WITH ON-STREET PARKING

1"=10'

C PASEO DEL SOL WITH ON-STREET PARKING

1"=10'

GRAYNN GUERRERORTZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

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DATE	BY

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Santa Fe, New Mexico
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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

ROAD PLAN - WEST ROUNDABOUT

SCALE	DWG NO.	DATE
1"=20'		06/09/2025
		SHEET NO. 8B

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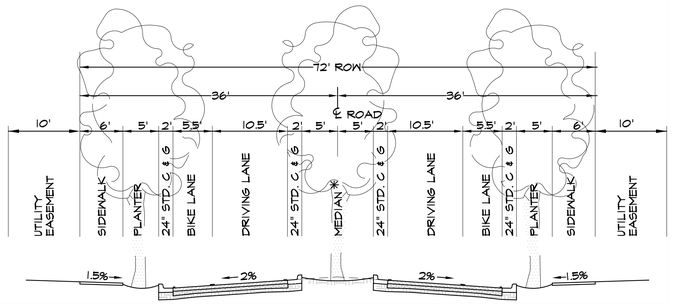
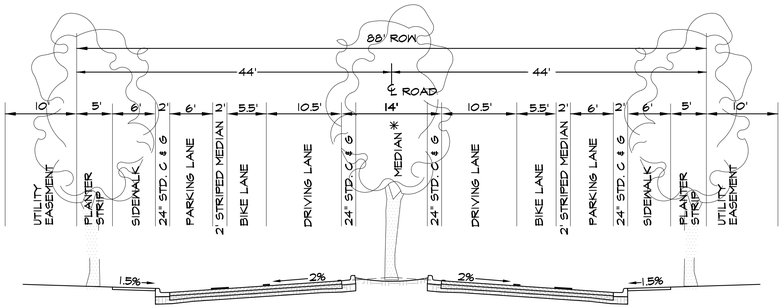


B

PASEO DEL SOL (WITHOUT PARKING)

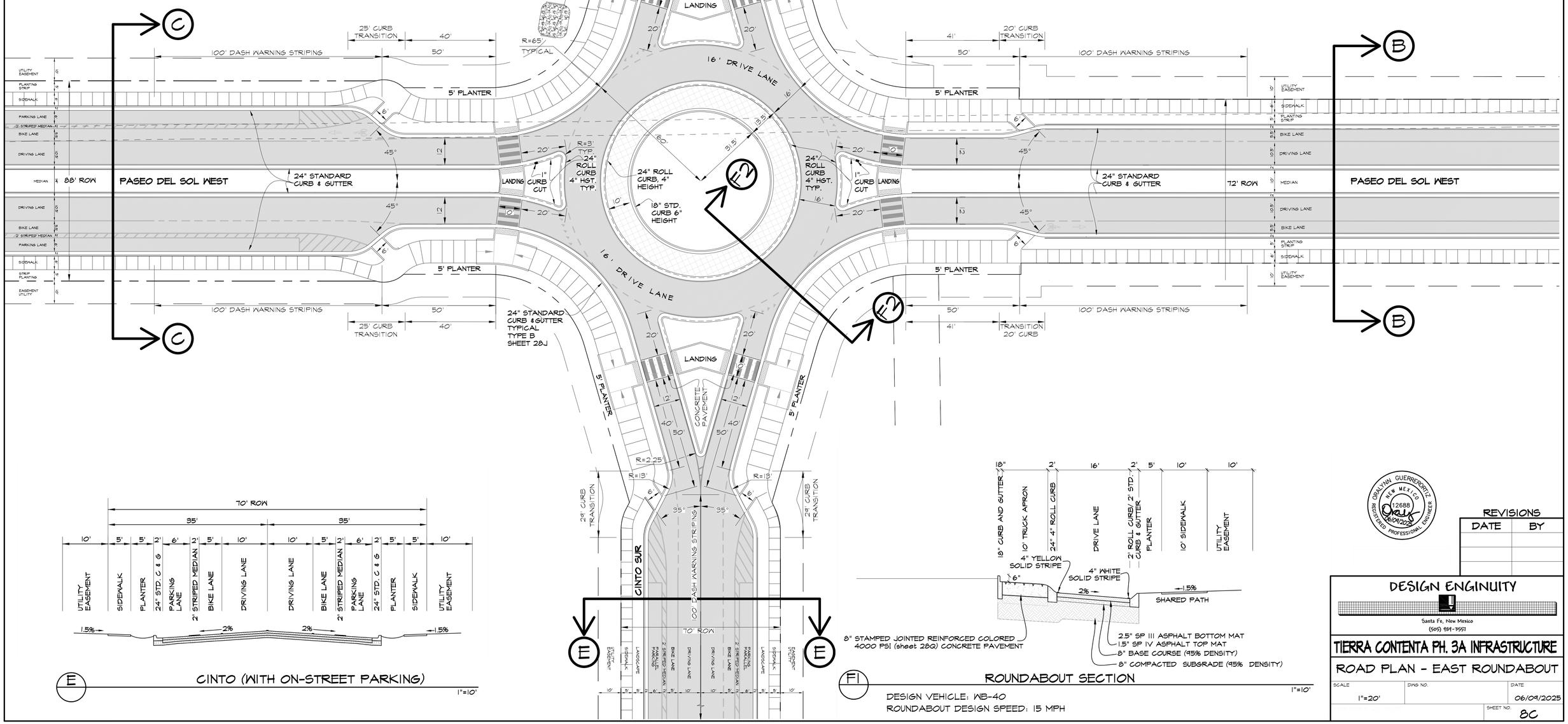
1"=10'



C

PASEO DEL SOL WITH ON-STREET PARKING

1"=10'



E

CINTO (WITH ON-STREET PARKING)

1"=10'

F1

ROUNDABOUT SECTION

1"=10'

DESIGN VEHICLE: WB-40
ROUNDABOUT DESIGN SPEED: 15 MPH

GRAYNN GUERRERO-ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

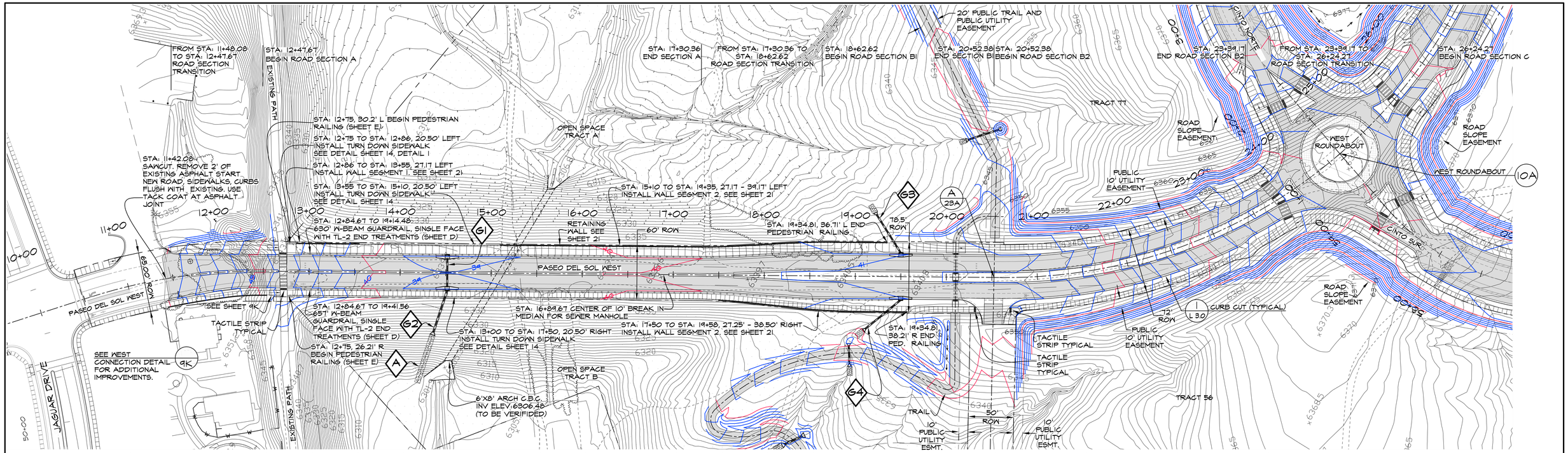
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 491-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

ROAD PLAN - EAST ROUNDABOUT

SCALE	DWG NO.	DATE
1"=20'		06/09/2025
		SHEET NO. 8C

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-19 HW TC3.dwg, ROAD PLAN, 5/19/2025 10:47:45 PM



LEGEND:

GB	GRADE BREAK
TC	TOP OF CURB ELEVATION
TA	TOP OF ASPHALT ELEVATION
FL	ELEVATION AT FLOW LINE
TS	TOP OF SIDEWALK ELEVATION
	CURB CUT
	TACTILE STRIP
	SIDEWALK RAMP
	SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRAHAM WINSTON GUERREORTIZ — NEW MEXICO — 12688 — REGISTERED PROFESSIONAL ENGINEER — 06/09/2025

REVISIONS

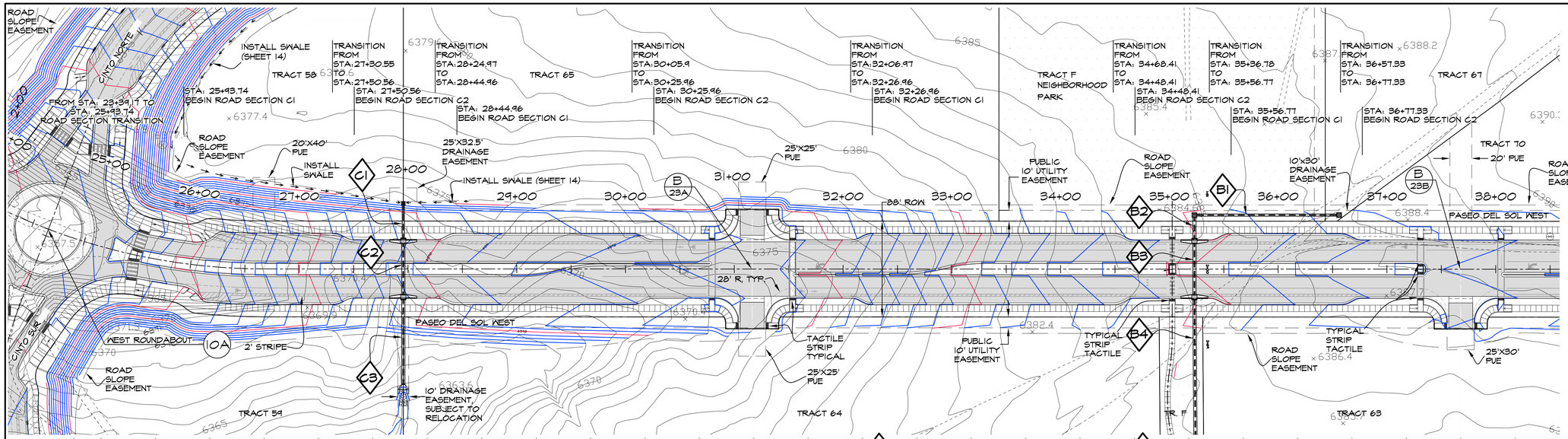
DATE	BY

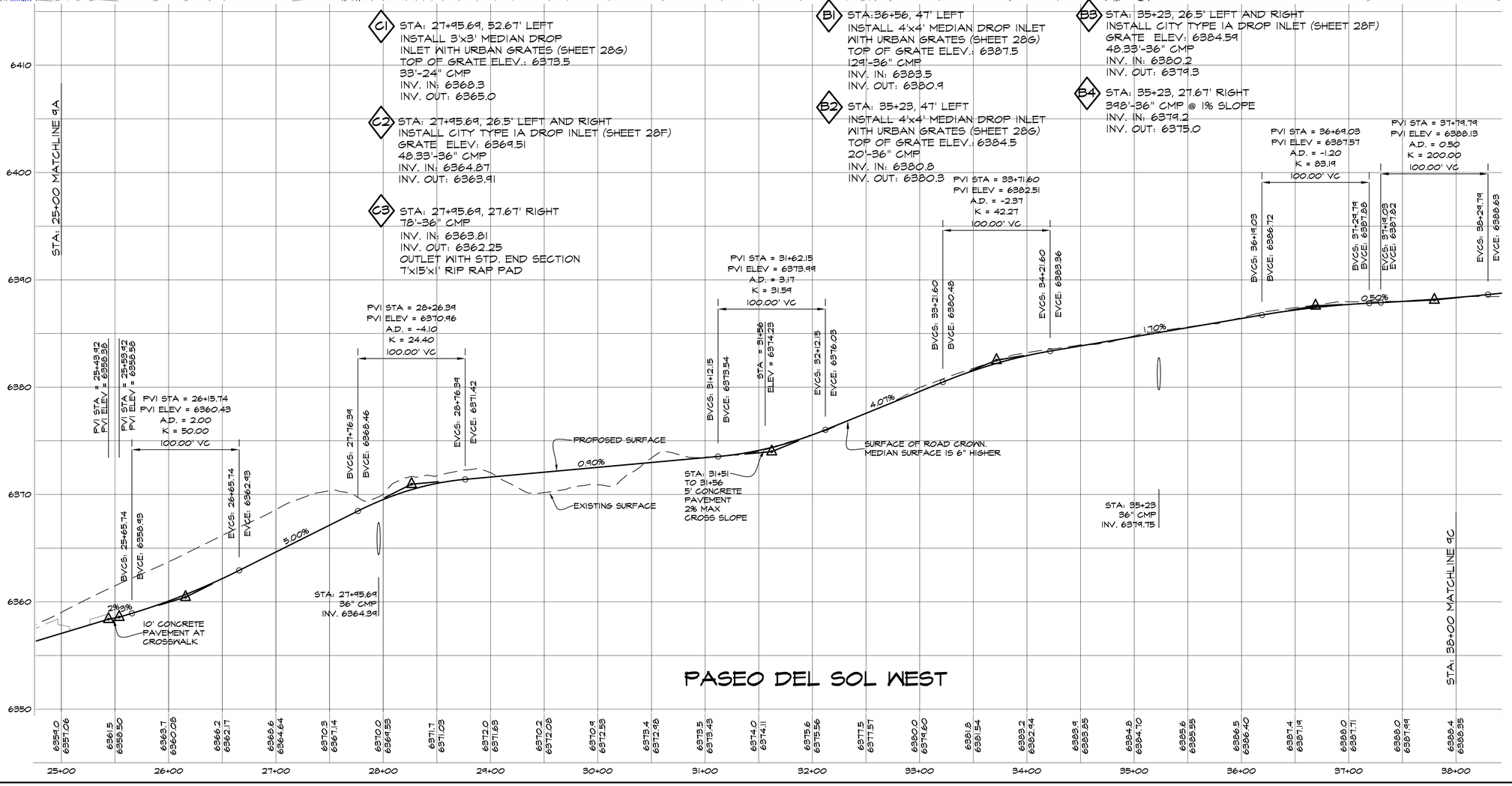
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3991

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9A





C1 STA: 27+95.69, 52.67' LEFT
INSTALL 3'x3' MEDIAN DROP INLET WITH URBAN GRATES (SHEET 28G)
TOP OF GRATE ELEV.: 6373.5
33'-24" CMP
INV. IN: 6368.3
INV. OUT: 6365.0

C2 STA: 27+95.69, 26.5' LEFT AND RIGHT
INSTALL CITY TYPE 1A DROP INLET (SHEET 28F)
GRATE ELEV: 6369.51
48.33'-36" CMP
INV. IN: 6364.87
INV. OUT: 6363.91

C3 STA: 27+95.69, 27.67' RIGHT
78'-36" CMP
INV. IN: 6363.81
INV. OUT: 6362.25
OUTLET WITH STD. END SECTION
7'x15'x1' RIP RAP PAD

B1 STA:36+56, 47' LEFT
INSTALL 4'x4' MEDIAN DROP INLET WITH URBAN GRATES (SHEET 28G)
TOP OF GRATE ELEV.: 6387.5
129'-36" CMP
INV. IN: 6383.5
INV. OUT: 6380.9

B2 STA: 35+23, 47' LEFT
INSTALL 4'x4' MEDIAN DROP INLET WITH URBAN GRATES (SHEET 28G)
TOP OF GRATE ELEV.: 6384.5
20'-36" CMP
INV. IN: 6380.8
INV. OUT: 6380.3

B3 STA: 35+23, 26.5' LEFT AND RIGHT
INSTALL CITY TYPE 1A DROP INLET (SHEET 28F)
GRATE ELEV: 6384.59
48.33'-36" CMP
INV. IN: 6380.2
INV. OUT: 6379.3

B4 STA: 35+23, 27.67' RIGHT
398'-36" CMP @ 1% SLOPE
INV. IN: 6379.2
INV. OUT: 6375.0

NORTH

D.E.

HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

LEGEND:
- GP GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:
1. GRADE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1

URIAH VAN GUERREROPITA
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3997

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9B

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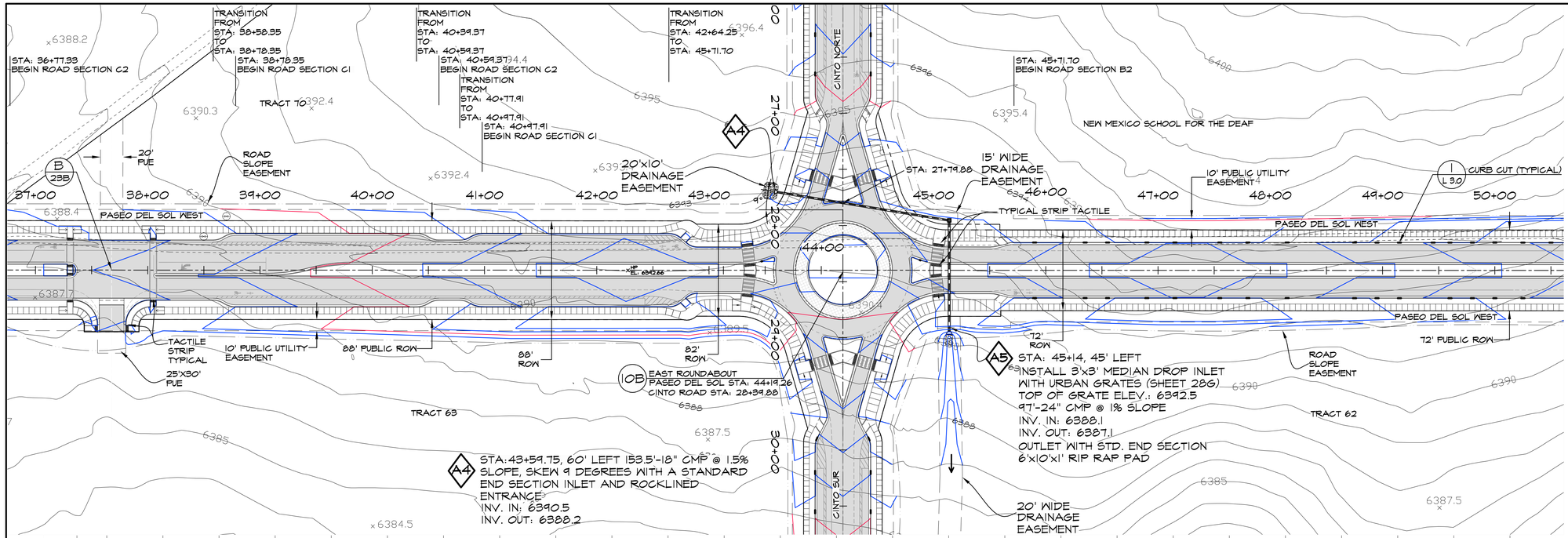
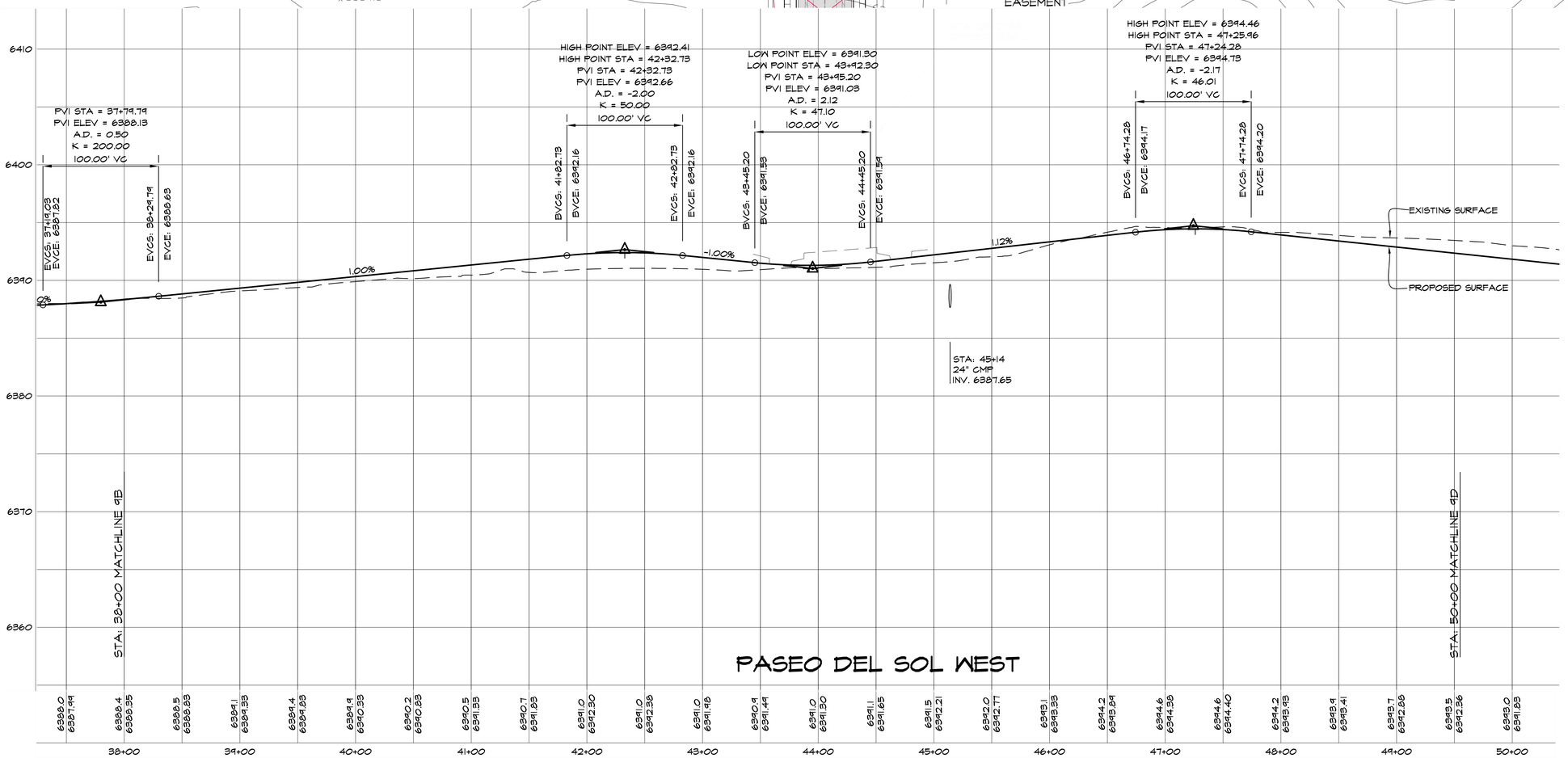




LEGEND:

- GP GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRALYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

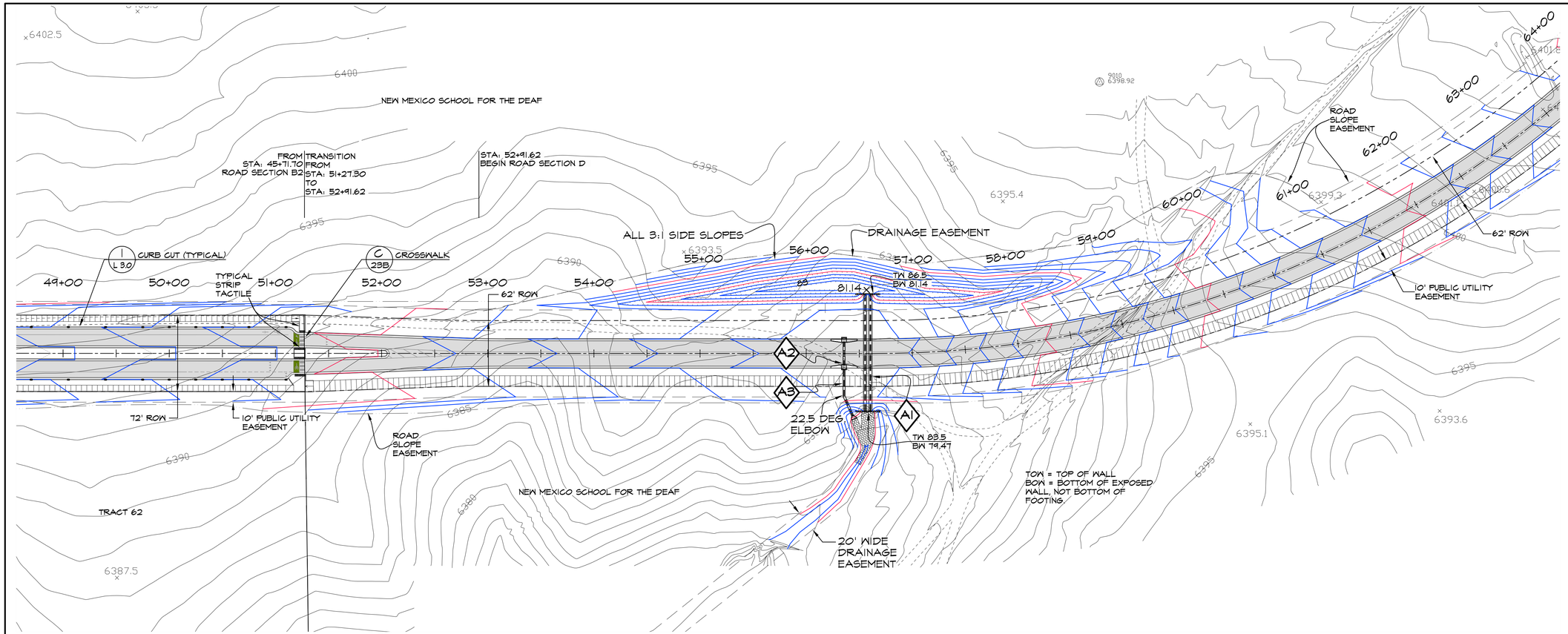
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

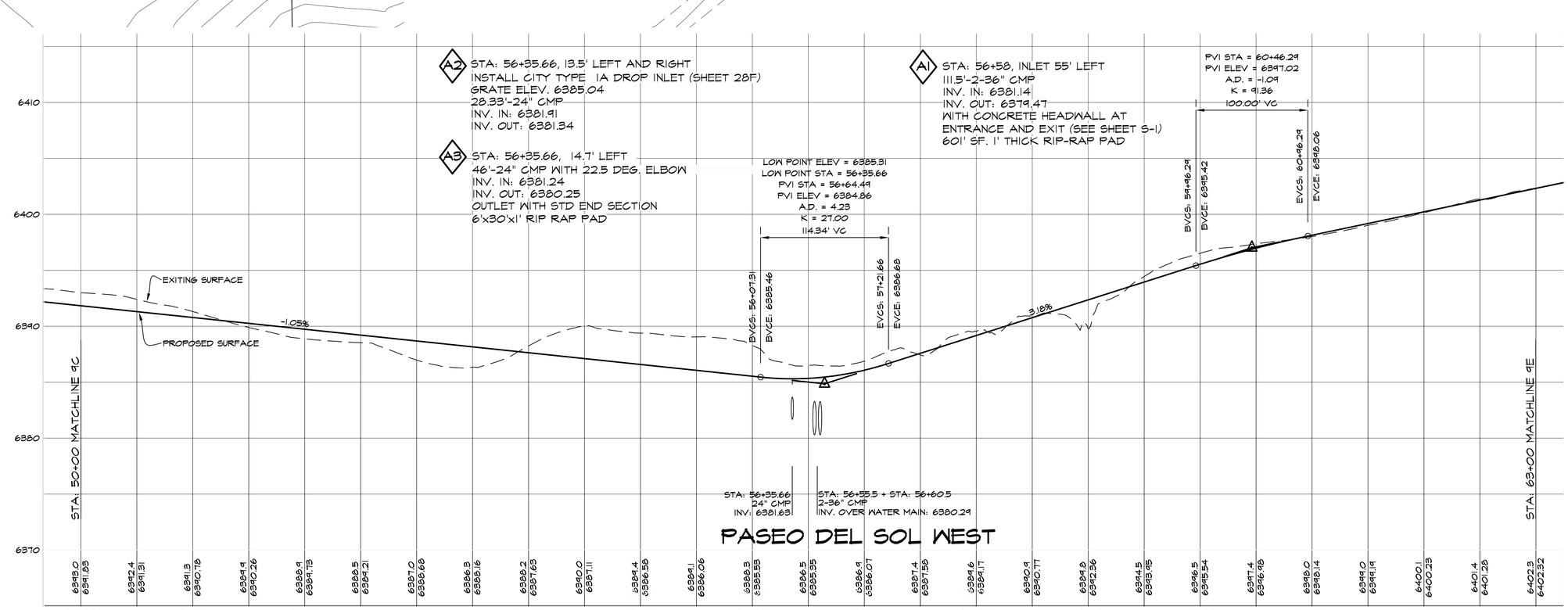
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
		SHEET NO. 9C

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-24 HW TC3.dwg, MAIN PNP, 5/24/2025 11:28:25 PM





PASEO DEL SOL WEST

LEGEND:

- GP GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
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7. SIDE SLOPE: CUT 2:1; FILL 3:1

ORALVAN GUERRERO-RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

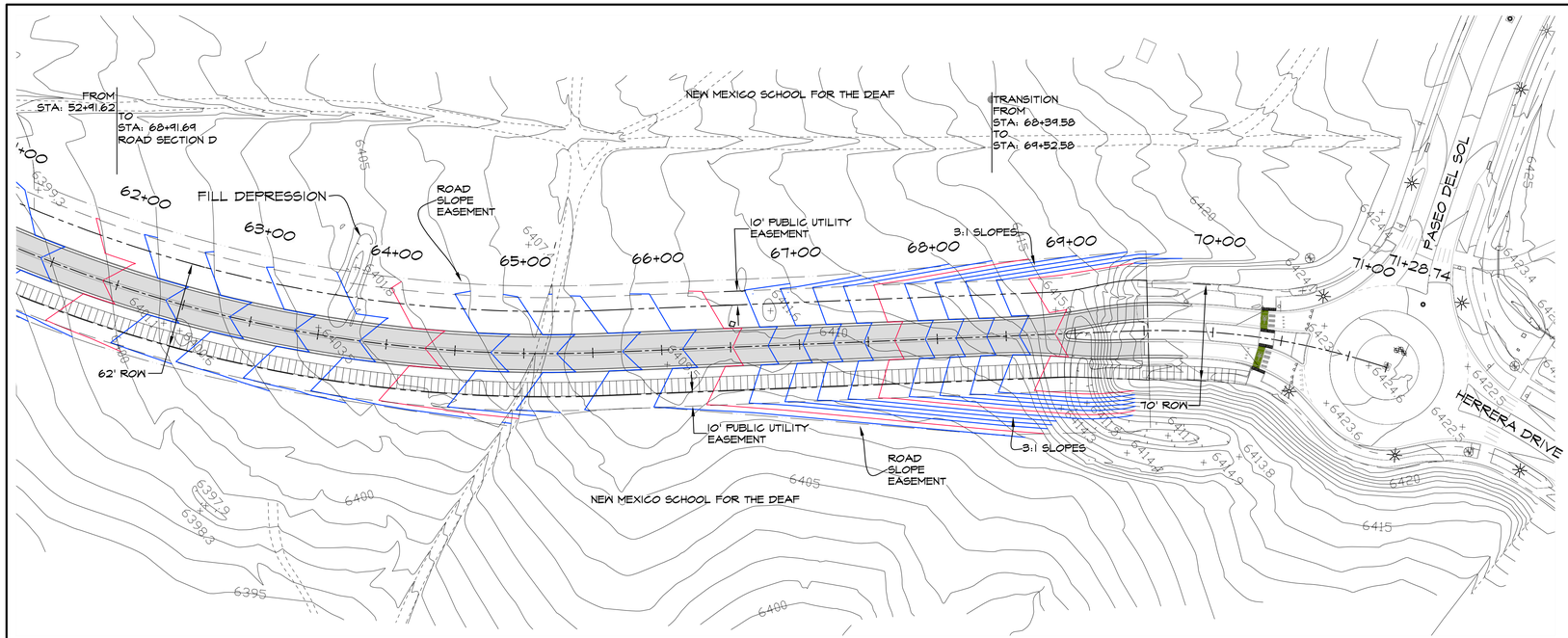
DATE	BY

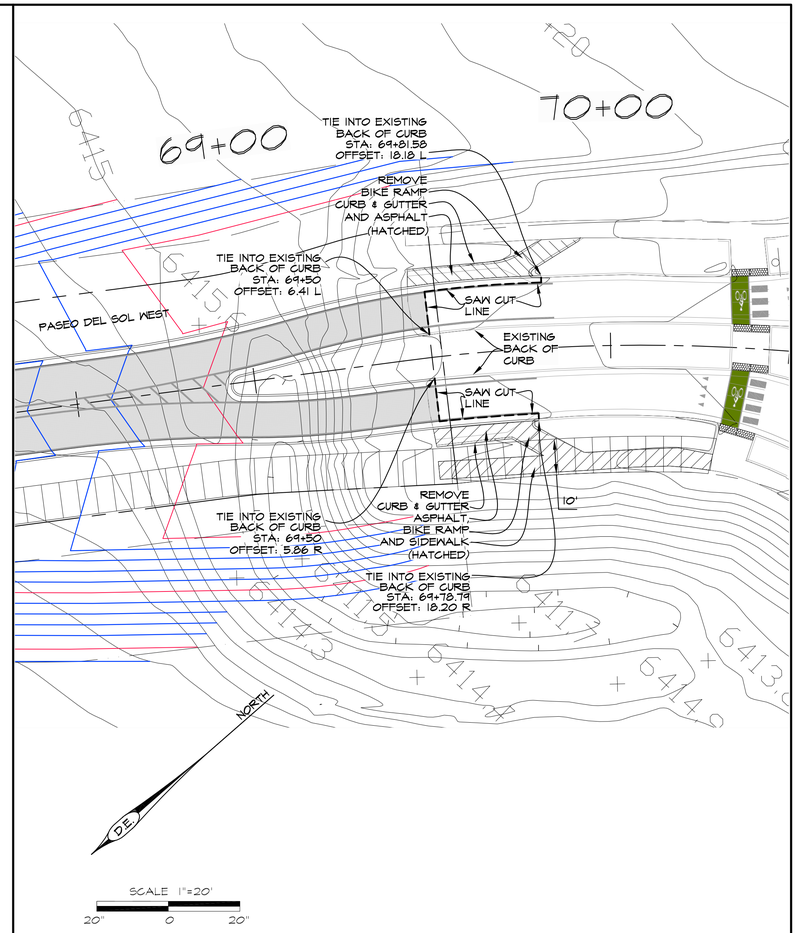
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

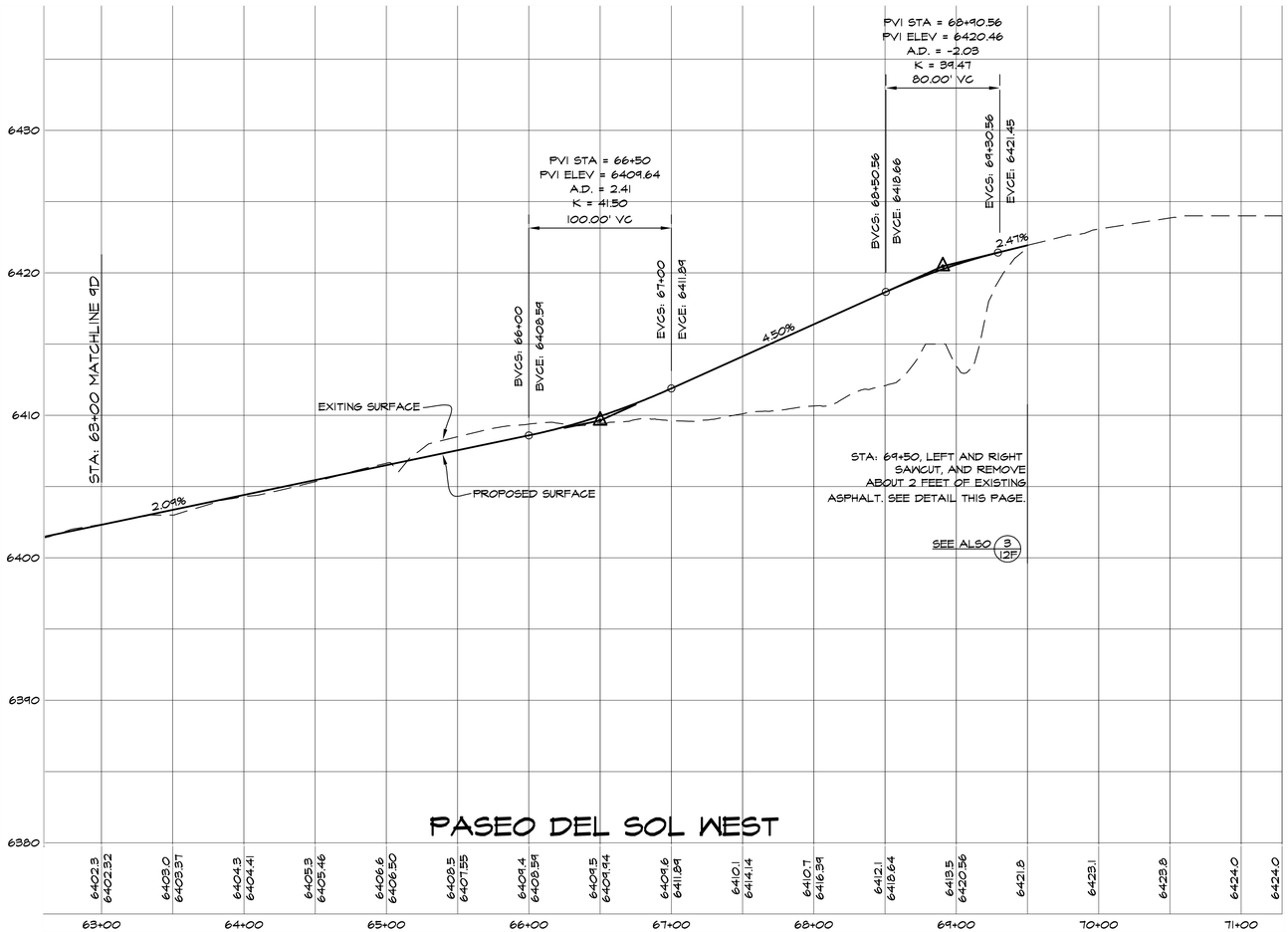
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

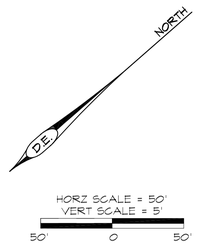
PASEO DEL SOL WEST PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9D









LEGEND:

gp	GRADE BREAK
TC	TOP OF CURB ELEVATION
TA	TOP OF ASPHALT ELEVATION
FL	ELEVATION AT FLOW LINE
TS	TOP OF SIDEWALK ELEVATION
	CURB CUT
	TACTILE STRIP
	SIDEWALK RAMP
	SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1

OBALDYN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST PLAN AND PROFILE

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	9E

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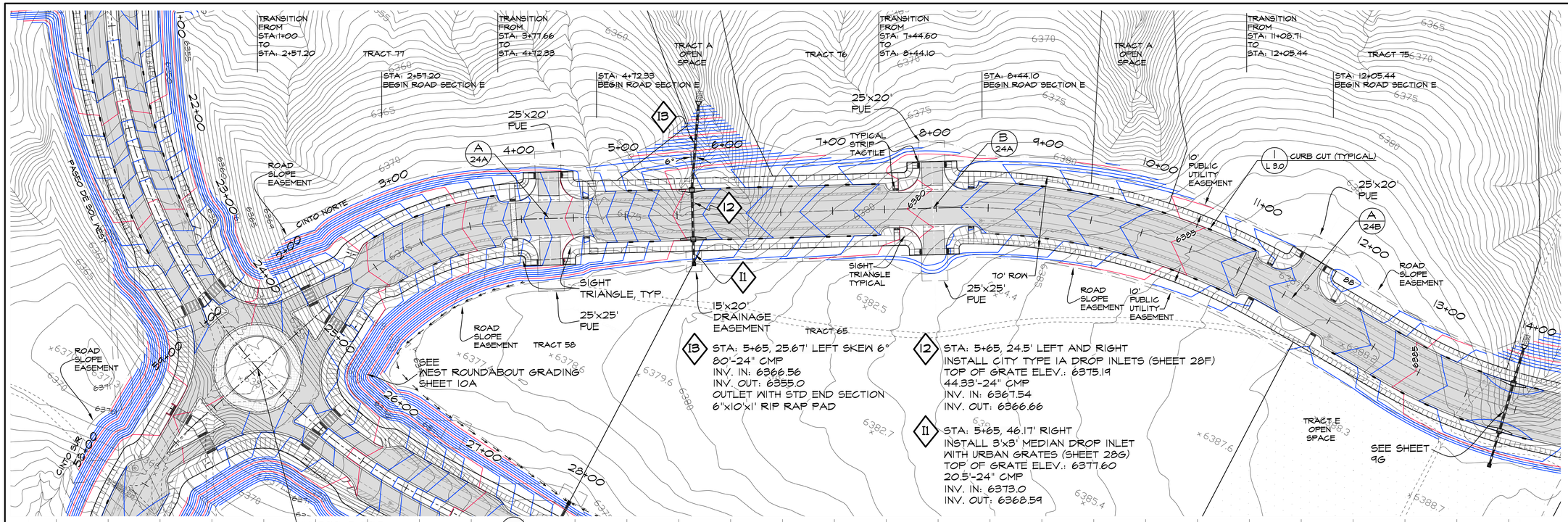

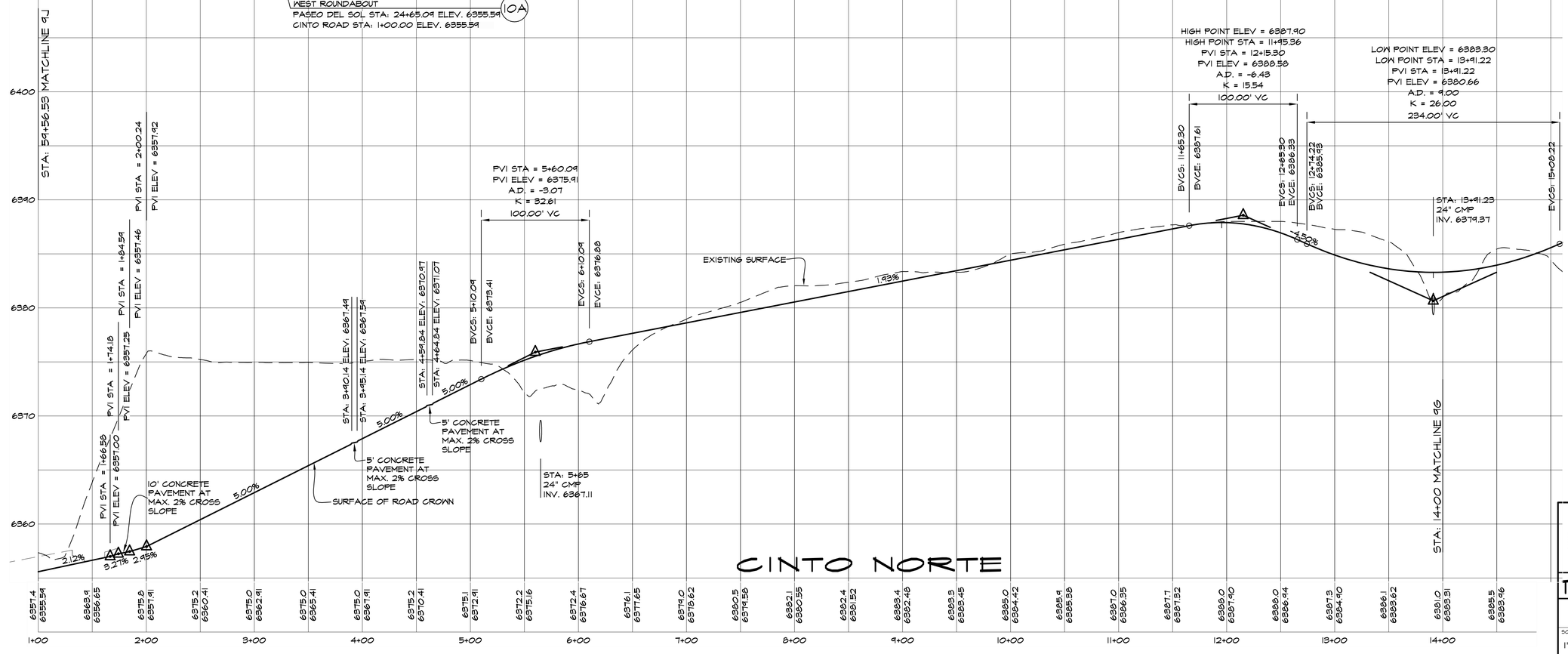

LEGEND:

gp	GRADE BREAK
TC	TOP OF CURB ELEVATION
TA	TOP OF ASPHALT ELEVATION
FL	ELEVATION AT FLOW LINE
TS	TOP OF SIDEWALK ELEVATION
	CURB CUT
	TACTILE STRIP
	SIDEWALK RAMP
	SIGHT TRIANGLE

NOTES:

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2. DI OFFSET DISTANCE SET AT FACE OF CURB.
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7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRAYNN GUERRERO RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-9951

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO NORTE PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9F

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-24 HW TC3.dwg, LOOP PNP, 5/24/2025 11:36:17 PM

TRANSITION FROM STA: 11+08.71 TO STA: 12+05.21

STA: 12+05.21 BEGIN ROAD SECTION E

TRANSITION FROM STA: 16+01.76 TO STA: 16+99.04

STA: 16+99.04 BEGIN ROAD SECTION E

TRANSITION FROM STA: 20+48.67 TO STA: 21+50.92

STA: 21+50.92 BEGIN ROAD SECTION E TO STA: 23+94.55

TRACT 75

TRACT A OPEN SPACE

TRACT 69

TRACT 68

TRACT 67

TRACT 70

TRACT E NEIGHBORHOOD PARK

25'x20' PUE

ROAD SLOPE EASEMENT

TYPICAL STRIP TACTILE

70' ROW

10' PUBLIC UTILITY EASEMENT

SIGHT TRIANGLE TYPICAL

25'x25' PUE

CURB CUT (TYPICAL)

NEW MEXICO SCHOOL FOR THE DEAF

15'x30' DRAINAGE EASEMENT

10' PUE

TRANSITION FROM STA: 23+94.55 TO STA: 24+84.21

STA: 24+84.21 BEGIN ROAD SECTION E

H3 STA: 13+91.22, 25.67' LEFT
33'-24" CMP
INV. IN: 6378.82
INV. OUT: 6378.82
OUTLET WITH STD END SECTION
6'x10'x1' RIP RAP PAD

H2 STA: 13+91.22, 24.5' LEFT AND RIGHT
INSTALL CITY TYPE 1A DROP INLETS (SHEET 28F)
TOP OF GRATE ELEV.: 6382.80
44.33'-24" CMP
INV. IN: 6379.81
INV. OUT: 6378.92

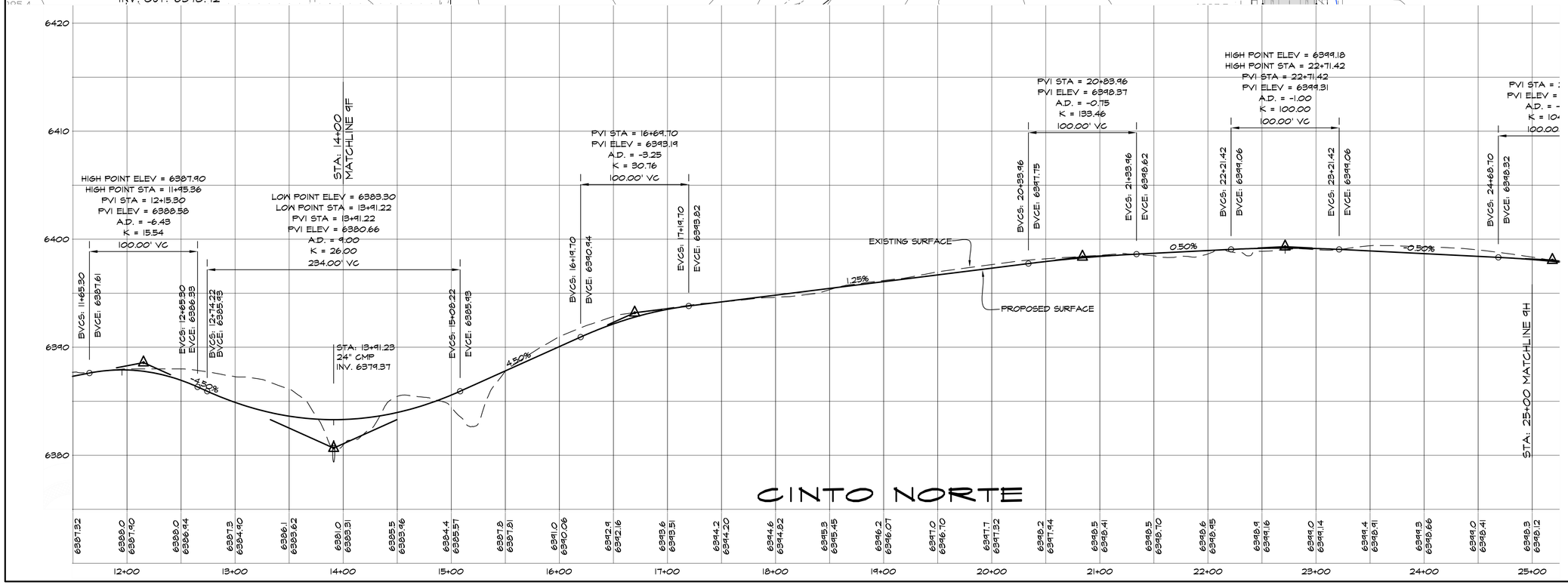
H1 STA: 13+91.22, 57' RIGHT
INSTALL 3'x3' MEDIAN DROP INLET
WITH URBAN GRATES (SHEET 28G)
TOP OF GRATE ELEV.: 6387.5
31.33'-18" CMP
INV. IN: 6381.6
INV. OUT: 6380.3

NORTH

HORZ SCALE = 50'
VERT SCALE = 5'

LEGEND:
- GB GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:
1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1



CINTO NORTE

REVISIONS

DATE	BY

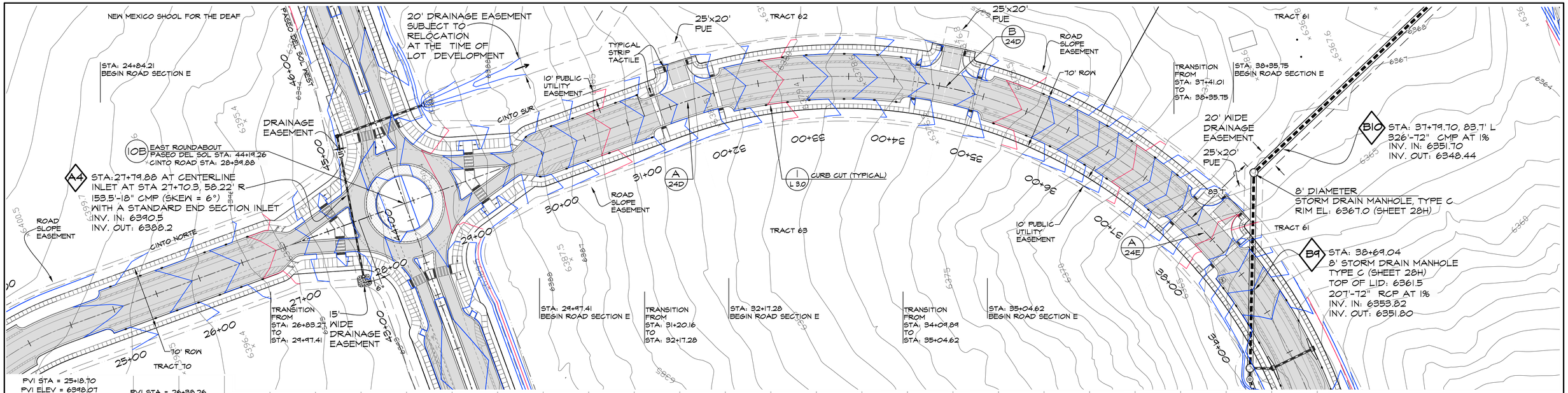
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9951

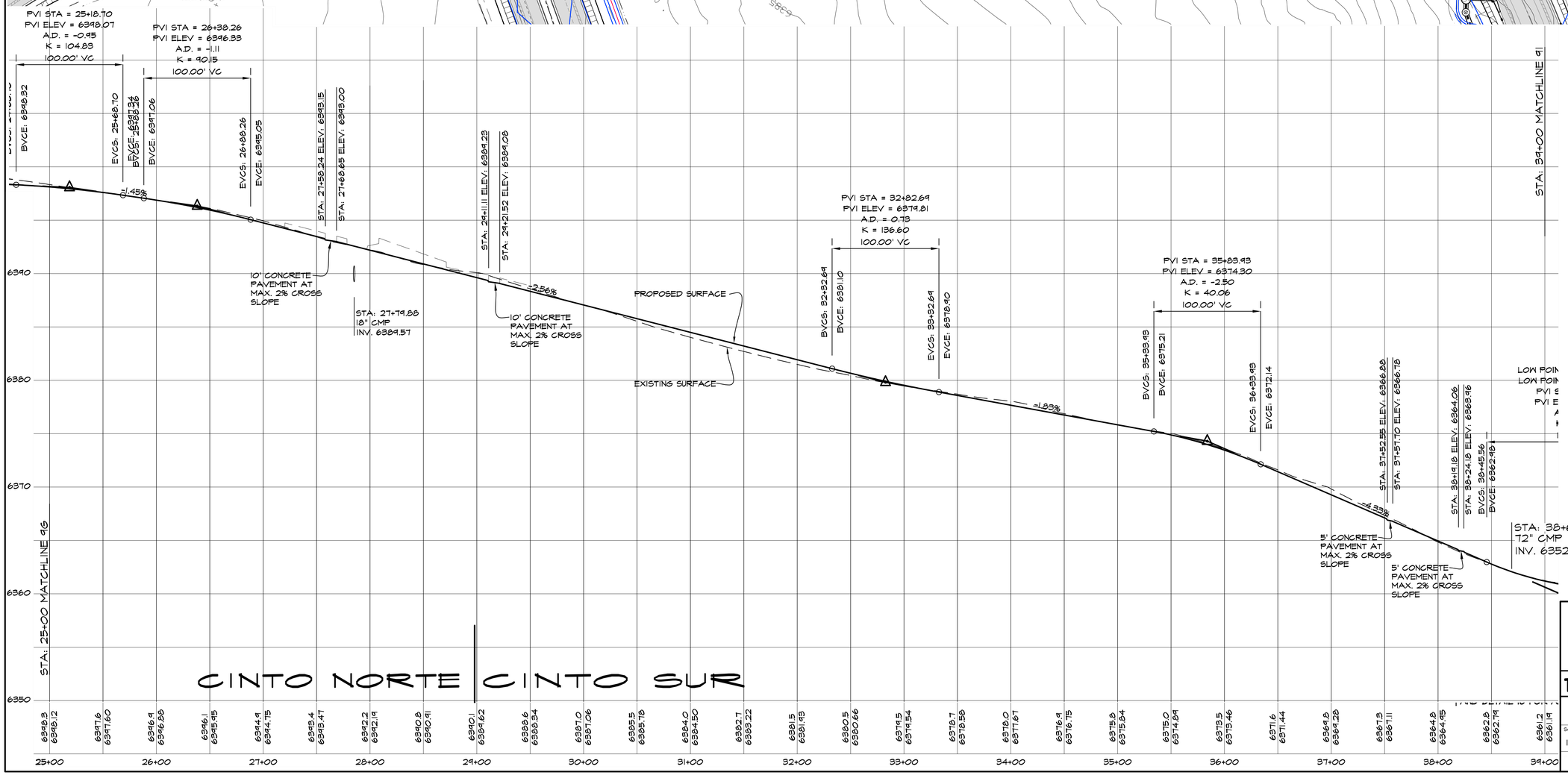
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

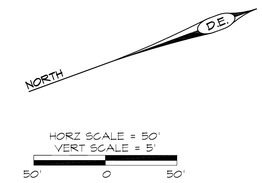
CINTO NORTE PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9G

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-24 HW TC3.dwg, LOOP PNP, 5/24/2025 11:38:11 PM







HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

LEGEND:

GB	GRADE BREAK
TC	TOP OF CURB ELEVATION
TA	TOP OF ASPHALT ELEVATION
FL	ELEVATION AT FLOW LINE
TS	TOP OF SIDEWALK ELEVATION
	CURB CUT
	TACTILE STRIP
	SIDEWALK RAMP
	SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
4. TACTILE STRIPS REQUIRED AT ALL STREET CROSSINGS.
5. ALL CROSS WALK'S CROSS SLOPES SHALL BE 2% MAXIMUM.
6. ALL SIDEWALKS SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND MAXIMUM 2% CROSS SLOPES.
7. SIDE SLOPE: CUT 2:1; FILL 3:1

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9H

TRANSITION FROM STA: 40+67.57 TO STA: 41+66.84

STA: 41+66.84 BEGIN ROAD SECTION E

25' DRAINAGE EASEMENT

TRANSITION FROM STA: 45+28.98 TO STA: 46+25.67

30' PUBLIC SANITARY SEWER EASEMENT

STA: 46+25.67 BEGIN ROAD SECTION E

TRANSITION FROM STA: 48+94.12 TO STA: 49+92.71

ROAD SLOPE EASEMENT

STA: 49+93.19 BEGIN ROAD SECTION E

TRANSITION FROM STA: 52+78.67 TO STA: 53+76.65

STA: 53+76.65 BEGIN ROAD SECTION E

TRACT 61

TRACT 60

25' PUBLIC UTILITY EASEMENT

B13 STA: 45+45.60' RIGHT
INSTALL 4.5'x4.5' MEDIAN DROP INLET WITH URBAN GRATES (SHEET 28G)
TOP OF GRATE ELEV.: 6360.0
113.65'-36" CMP
INV. IN: 6355.60
INV. OUT: 6354.20
OUTLET WITH STD END SECTION
10'x20'x1' RIP RAP PAD

A 24F

B 24F

25'x30' PUE

70' ROW

1 L 3.0 CURB CUT (TYPICAL)

10' PUBLIC UTILITY EASEMENT

STA: 39+58.08, 24.5' LEFT AND RIGHT
INSTALL CITY TYPE IA DROP INLETS (SHEET 28F)
TOP OF GRATE ELEV.: 6360.04
44.33'-24" CMP INV. IN: 6357.00 INV. OUT: 6356.40

B 24E

B7

ROAD SLOPE EASEMENT

25'

25'x35' DRAINAGE EASEMENT

25'x35' PUE

ROAD SLOPE EASEMENT

25'x30' PUE

SIGHT TRIANGLE, TYPICAL

25'x25' PUE

TYPICAL STRIP, TACTILE

15' WIDE DRAINAGE EASEMENT

TRACT 63 25'x35' PUE

B5

TRACT 64

TRACT 64 PEDESTRIAN CORRIDOR

B6 STA: 43+55, 52' R
6' I.D. STORM DRAIN MANHOLE TYPE C (SHEET 28H)
WITH A 32-INCH DIAMETER CAST IRON GRATED LID
TOP OF GRATE ELEV.: 6365.0
388'-48" CMP
INV. IN: 6359.0
INV. OUT: 6354.10

B8 STA: 39+58.08, 25.7' RIGHT
20'-24" CMP
INV. IN: 6356.30
INV. OUT: 6354.00

15'x25' DRAINAGE EASEMENT

B5 INSTALL 6' I.D. STORM DRAIN MANHOLE TYPE C (SHEET 28H)
WITH A 32-INCH DIAMETER CAST IRON GRATED LID.
TOP OF GRATE ELEV.: 6379.9
374.14'-48" CMP
INV. IN: 6374.0
INV. OUT: 6359.1

B6A STA: 39+46.11, 46.74' RIGHT
6' STORM DRAIN MANHOLE TYPE C (SHEET 28H)
WITH A 32-INCH DIAMETER CAST IRON GRATED LID.
TOP OF GRATE ELEV: 6361.30
5'-48" CMP
INV. IN: 6354.00
INV. OUT: 6353.92

10' PUBLIC UTILITY EASEMENT

25' PUE

TYPICAL STRIP, TACTILE

30' PUBLIC SANITARY SEWER EASEMENT

39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00

HORIZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

NORTH

6390
6380
6370
6360
6350

HIGH POINT ELEV = 6360.54
HIGH POINT STA = 39+58.08
PVI STA = 39+31.90
PVI ELEV = 6359.24
A.D. = 6.64
K = 26.00
172.67' VC
EVCS: 40+18.24 EVCE: 6361.24

HIGH POINT ELEV = 6363.69
HIGH POINT STA = 41+57.81
PVI STA = 41+40.38
PVI ELEV = 6364.06
A.D. = -3.43
K = 29.14
100.00' VC
STA: 40+81.84 ELEV: 6362.71
STA: 40+86.84 ELEV: 6362.81
BVCS: 40+40.38 BVCE: 6362.91
EVCS: 41+40.38 EVCE: 6363.51

LOW POINT ELEV = 6359.39
LOW POINT STA = 45+75.42
PVI STA = 45+92
PVI ELEV = 6359.02
A.D. = 9.35
K = 29.90
100.00' VC
BVCS: 45+42 BVCE: 6359.57
STA: 45+64.25 ELEV: 6359.30
STA: 45+76.25 ELEV: 6359.41
STA: 45+85.26 ELEV: 6359.30
EVCS: 46+42 EVCE: 6360.18

HIGH POINT ELEV = 6369.12
HIGH POINT STA = 50+82.05
PVI STA = 50+59.70
PVI ELEV = 6369.43
A.D. = -3.08
K = 32.48
100.00' VC
STA: 44+09.86 ELEV: 6366.10
STA: 44+14.86 ELEV: 6366.20
STA: 44+77.16 ELEV: 6367.60
STA: 44+82.16 ELEV: 6367.70
BVCS: 50+09.70 BVCE: 6368.32
EVCS: 51+09.70 EVCE: 6369.01

PVI STA = 52+26.43
PVI ELEV = 6368.01
A.D. = -3.45
K = 29.00
100.00' VC
BVCS: 51+76.43 BVCE: 6368.44
EVCS: 52+76.43 EVCE: 6365.86
STA: 52+41.65 ELEV: 6368.13
STA: 52+46.65 ELEV: 6365.09

PROPOSED SURFACE
EXISTING SURFACE
2.28%
-1.12%
2.91%
-0.85%
5' CONCRETE PAVEMENT AT MAX. 2% CROSS SLOPE

STA: 39+00 MATCHLINE 9H
STA: 53+00 MATCHLINE 9J

STA: 39+58.08
24" CMP
INV. 6357.06

STA: 45+60.00
36" CMP
INV. 6354.82

INTERSECTION IS SUPERELEVATED TO THE SOUTH

- STA: 45+43 TO 45+60 TRANSITION FROM CROWNED TO SUPERELEVATED ROAD.
- STA: 45+60 TO 45+92.5 SUPERELEVATE ROAD TO THE SOUTH.
- STA: 45+92.5 TO 46.13 TRANSITION FROM SUPER ELEVATED TO CROWNED ROAD.

CINTO SUR

6361.2 6361.14 | 6360.9 6360.55 | 6361.2 6360.86 | 6361.0 6361.97 | 6361.8 6363.11 | 6364.1 6363.66 | 6363.3 6363.40 | 6362.6 6362.84 | 6362.0 6362.26 | 6361.3 6361.72 | 6362.7 6361.16 | 6364.0 6360.60 | 6362.8 6360.04 | 6358.2 6359.50 | 6358.0 6359.44 | 6360.3 6360.31 | 6361.4 6361.42 | 6361.9 6362.54 | 6361.8 6363.65 | 6361.7 6364.76 | 6365.8 6365.86 | 6367.1 6366.99 | 6363.2 6368.10 | 6368.8 6368.97 | 6369.0 6369.08 | 6369.0 6366.66 | 6368.3 6368.14 | 6367.0 6366.86 | 6364.8 6364.85

LEGEND:

- gp GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:

1. GRATE ELEVATIONS PROVIDED AT FACE OF CURB.
2. DI OFFSET DISTANCE SET AT FACE OF CURB.
3. MDI OFFSET DISTANCE AT EDGE OF STRUCTURE CLOSEST TO CENTERLINE.
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7. SIDE SLOPE: CUT 2:1; FILL 3:1

ORALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

REVISIONS

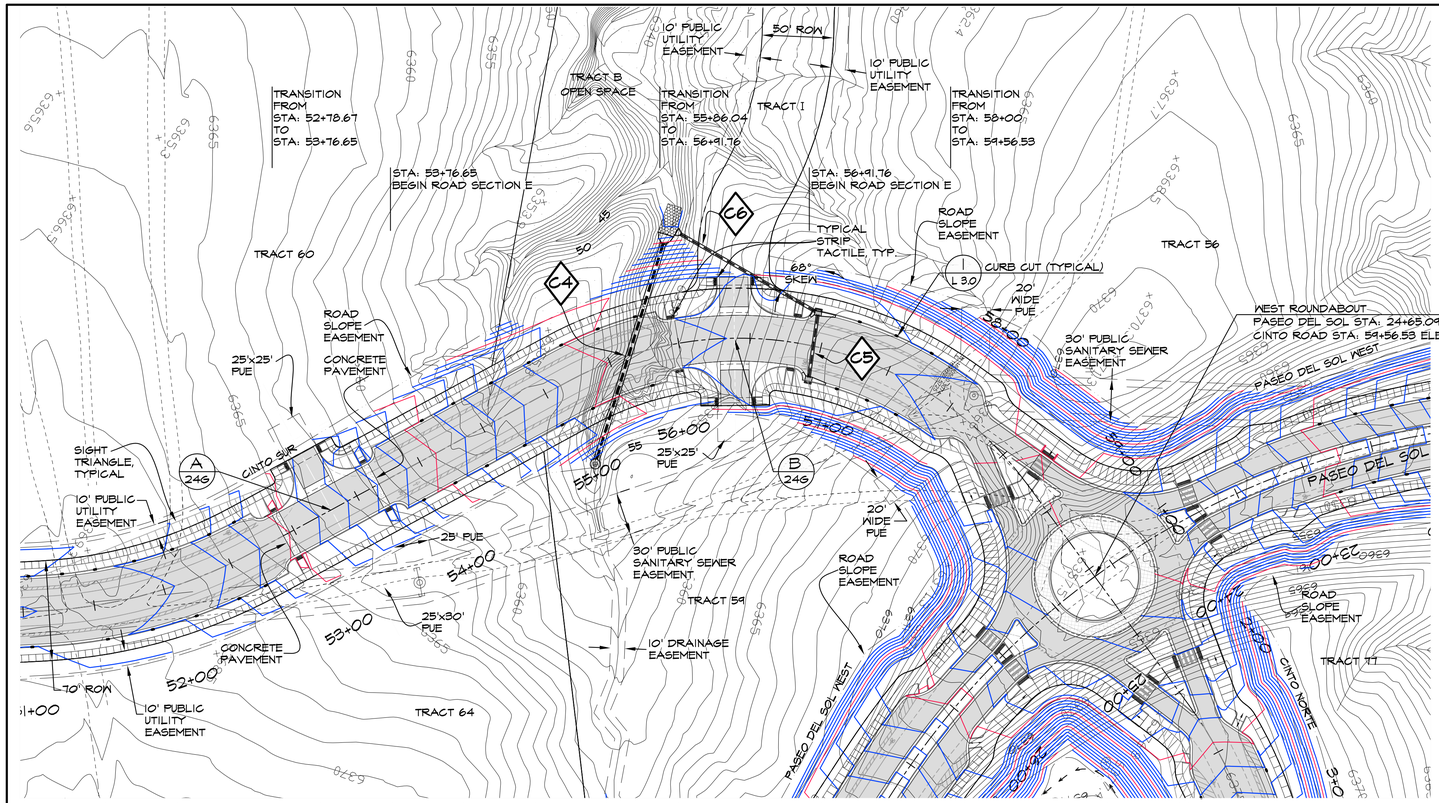
DATE	BY

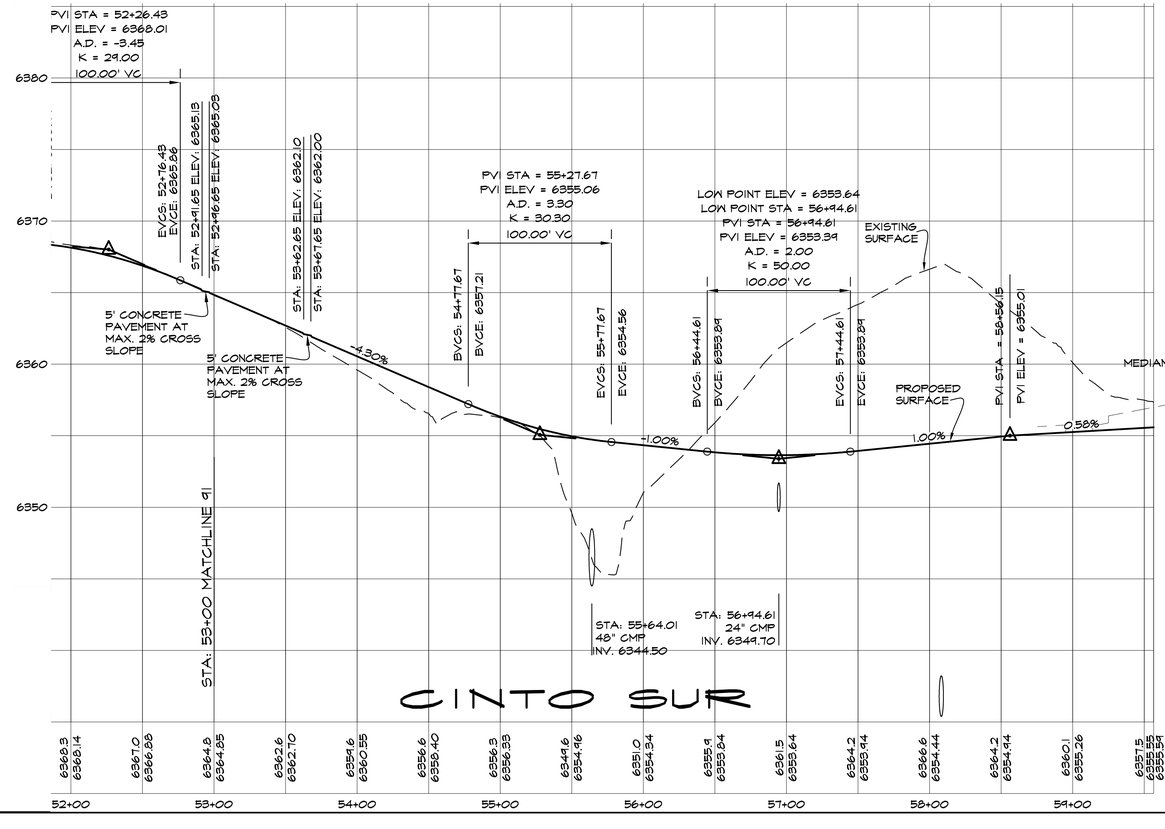
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	9I





C4 STA: 55+07.54, 59.66' RIGHT
INSTALL 6' I.D. STORM DRAIN MANHOLE TYPE C (SHEET 28H)
WITH A 32-INCH DIAMETER CAST IRON GRATED LID.
TOP OF GRATE ELEV.: 6352.0
160'-48" CMP
INV. IN: 6345.23
INV. OUT: 6343.63
OUTLET STANDARD END SECTION
10'X20'X1' RIP RAP PAD

C5 STA: 56+94.61, 24.5' LEFT AND RIGHT
INSTALL CITY TYPE 1A DROP INLETS (SHEET 28F)
TOP OF GRATE ELEV.: 6353.14
44.33'-24" CMP
INV. IN: 6346.3
INV. OUT: 6345.4

C6 STA: 56+92, 23.5' LEFT
108'-24" CMP, SKEW: 68°
INV. IN: 6345.30
INV. OUT: 6343.63
OUTLET WITH STD END SECTION

LEGEND:
- GP GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:
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7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRAYLYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
		SHEET NO. 9J

JAGUAR DRIVE

JAGUAR DRIVE

FIRE STATION

CUT AND REMOVE EXISTING CURB AND REPLACE WITH NEW.

SAWCUT

5' AT 2% MAX. CROSS SLOPE

SAWCUT

REMOVE 23' OF SIDEWALK. INSTALL NEW 5' WIDE RAMP AND 3' PLANTER WITH 4" OF GRAVEL MULCH. REMOVE AND REPLACE CURBING AS NECESSARY.

REMOVE 16' OF CURBING AND ASPHALT TO CREATE CROSSWALK MEETING ADA REQUIREMENTS. REPLACE CURB AND ASPHALT WITH LIKE PAVEMENT SECTION. FLUSH WITH EXISTING ASPHALT.

SAWCUT LINE

EDGE OF EXISTING ASPHALT

START 5' WIDE SIDEWALK FLUSH WITH EXISTING

START WALL TW 52 BW 50

EXISTING TOPO DATA ENDS HERE

PASEO DEL SOL WEST

5' SIDEWALK

TW 52.0 BW 48.0

110'-8" RETAINING WALL EXPOSED WALL BOTTOM TO MATCH SIDEWALK GRADE. TOOL JOINT AT CONNECTION POINT. TOP AT CONNECTION ADJACENT GRADES. BOTTOM OF WALL TO MATCH SEE ALSO SHEET 5102

NOTE: EXISTING CURBS AND DRIVEWAY MAY NEED TO BE REBUILT TO MEET ADA REQUIREMENTS

EXISTING SURVEY DATA, TYPICAL

12+00

6355

6354

6353

6352

6351

6350

6349

6348

6347

6346

6345

6344

6343

6342

6341

6340

10638 6352.69 FL

10654 6353.05 TBC PDC

10656 6351.24 TBC

10657 6349.74 TBC

10653 6350.33 6349.83 EA TBC GUTT

10658 6349.88 FH

10651 6349.48 EA

10650 6350.04 EA

10652 6349.36 EA

10649 6349.69 EA

10646 6351.42 TBC

10647 6350.25 TBC END

10648 6349.68 FL

50

SIDEWALK

15'

PLANTER

12' RAMP 1:12

44.62

43.62

43.54

43.50

START RAILING

START WALL TW 43.45 BW 43.0

MATCH TO EXISTING PATH GRADES

EXISTING ASPHALT PATH

3+00

TOP OF RETAINING WALL TO MATCH SIDEWALK GRADE. BOTTOM OF EXPOSED RETAINING WALL TO MATCH EXISTING GRADES.

1.5%

43.34

43.21

43.15

43.63

8" CONCRETE PAVEMENT

EXISTING PATH

12' RAMP 1:12

44.51

43.27

43.40

4.5%

REMOVE AND REPLACE 110' OF

END WALL TW 45.0 BW 44.6

MATCH TO EXISTING PATH GRADES

EXISTING ASPHALT PATH

RETAINING WALL

NORTH

DB

LEGEND

- TW TOP OF WALL
- BW BOTTOM OF EXPOSED WALL, NOT BOTTOM OF FOUNDATION
- gb GRADE BREAK
- TBC EXISTING TOP BACK OF CURB
- FL EXISTING FLOWLINE

SCALE 1"=10'

10' 0 10'

GRAYLYN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

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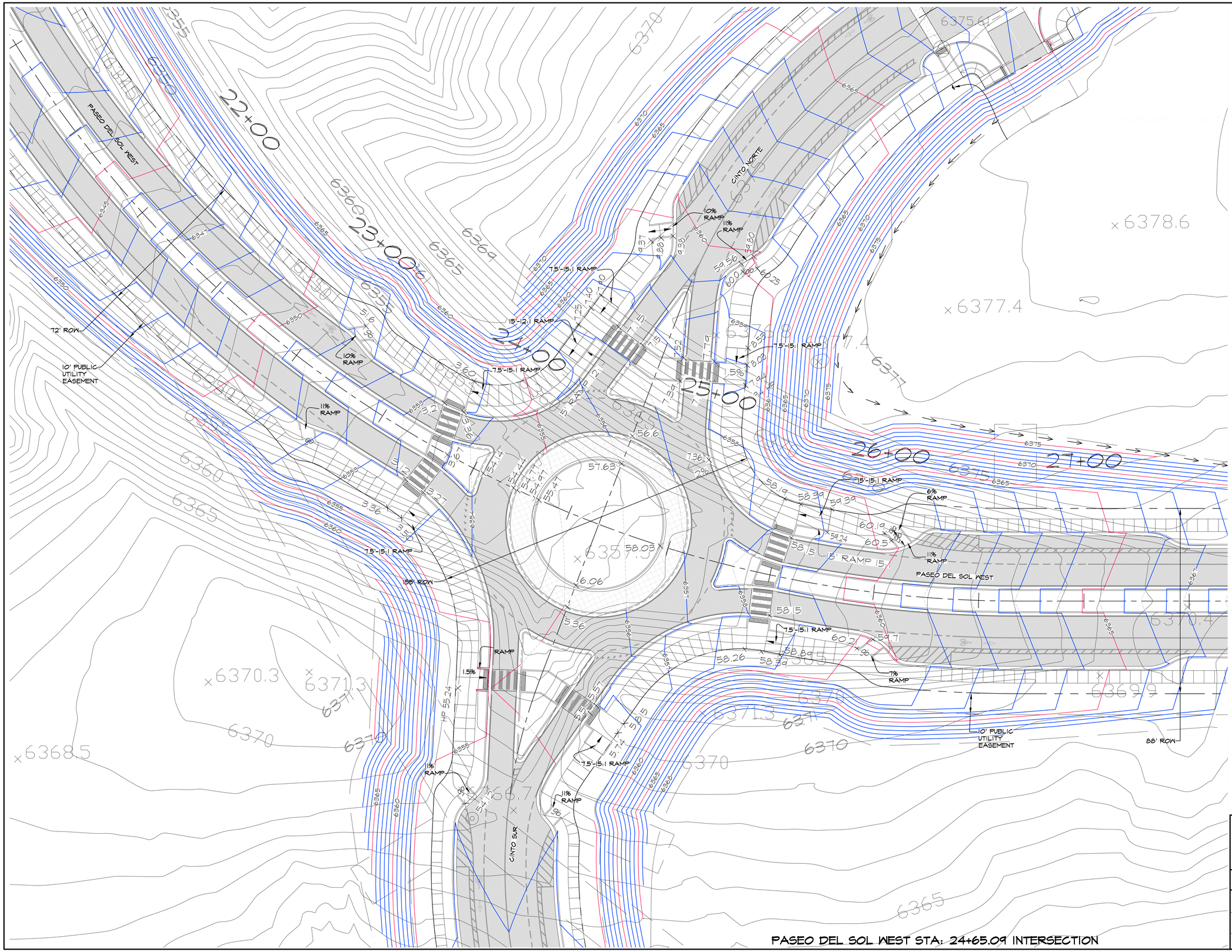
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST CONNECTION DETAIL

SCALE	DWG NO.	DATE
1"=10'		06/09/2025
	SHEET NO.	9K



NORTH

SCALE 1"=20'

20' 0 20'

LEGEND:

GP	GRADE BREAK
TC	TOP OF CURB ELEVATION
TA	TOP OF ASPHALT ELEVATION
FL	ELEVATION AT FLOW LINE
TS	TOP OF SIDEWALK ELEVATION
	CURB CUT
	TACTILE STRIP
	SIDEWALK RAMP
	SIGHT TRIANGLE

NOTES:

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7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRALYNN GUERRERORTIZ
NEW MEXICO
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06/09/2025

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WEST ROUNDABOUT GRADING DETAIL

SCALE	DWG NO.	DATE
1"=20'		06/09/2025
	SHEET NO.	10A

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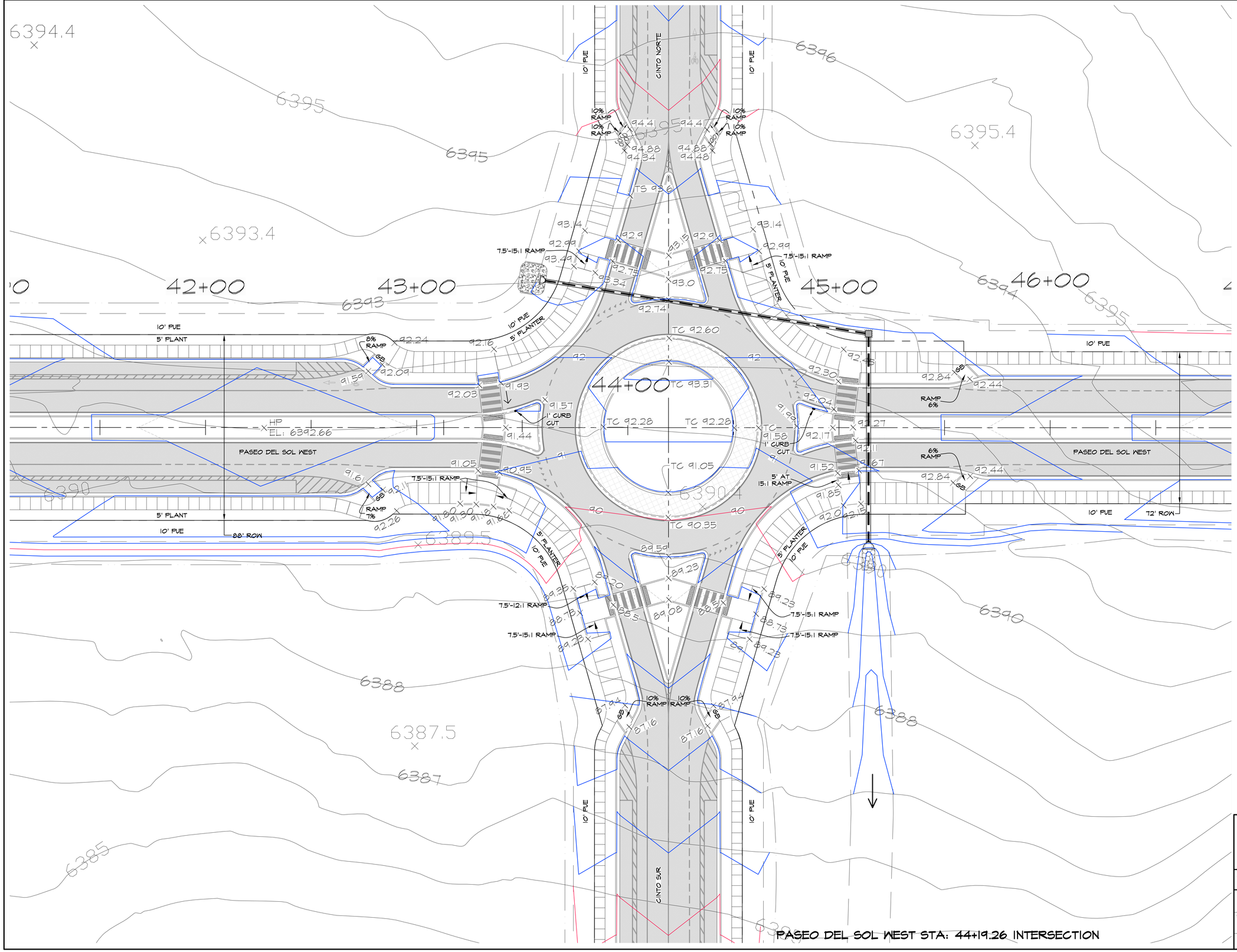

LEGEND:

- 90 GRADE BREAK
- TC TOP OF CURB ELEVATION
- TA TOP OF ASPHALT ELEVATION
- FL ELEVATION AT FLOW LINE
- TS TOP OF SIDEWALK ELEVATION
- CURB CUT
- TACTILE STRIP
- SIDEWALK RAMP
- SIGHT TRIANGLE

NOTES:

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7. SIDE SLOPE: CUT 2:1; FILL 3:1

GRALYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/04/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

EAST. ROUNDABOUT GRADING DETAIL

SCALE	DWG NO.	DATE
1"=20'		06/04/2025
	SHEET NO.	10B

PASEO DEL SOL WEST STA: 44+19.26 INTERSECTION

EXISTING COMMUNITY TRAIL

N/F CITY OF SANTA FE

EXISTING PARK TRACT C 2.36 Ac+/-

20' WIDE PUBLIC UTILITY AND TRAIL EASEMENT

CAPITAL HIGH SCHOOL

PASEO DEL SOL WEST

JAGUAR DRIVE

EXISTING 20' WIDE REUSE LINE EASEMENT

COMMUNITY TRAIL SHEET 11C-11D

COMMUNITY TRAIL SEE SHEETS 18A-18C

CONNECTOR TRAIL SEE SHEET 11B

20' PUBLIC TRAIL EASEMENT SUBJECT TO RELOCATION

TRACT 68

TRACT A OPEN SPACE

TRACT 69

TRACT 75

TRACT 76

TRACT 77

EXISTING 66' WIDE INGRESS, EGRESS AND UTILITY EASEMENT

EXISTING 20' WIDE REUSE LINE EASEMENT

COMMUNITY TRAIL

SEE SHEETS 11C AND 11D

60' R.O.W.

20' WIDE PUBLIC UTILITY AND TRAIL EASEMENT

CINTO NORTE

TRACT 67

NEW MEXICO SCHOOL FOR THE DEAF

50' WIDE PUBLIC ACCESS ESMT.

N/F CITY OF SANTA FE

TRACT E NEIGHBOR-HOOD PARK

TR. 58

TRACT 65

88' R.O.W.

300'

TRACT 70

(NMSFTD)

70' R.O.W.

62' R.O.W.

PASEO DEL SOL WEST

HERRERA DR.

PASEO DEL SOL WEST

TRACT H 50' R.O.W.

TRACT 56

SCHOOL SITE

TRACT 59

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

TRACT 64

TRACT 63

20' WIDE DRAINAGE EASEMENT

TRACT I 50' R.O.W.

TRACT 57

SIDEWALK/TRAIL SEE SHEET 11J

TRACT G ROAD ROW

TRACT F 40' PEDESTRIAN CORRIDOR ROW

TRACT 60

TRACT 62

NEW MEXICO SCHOOL FOR THE DEAF

70' R.O.W.

ARROYO CHAMISA TRAIL SEGMENT TO BE CONSTRUCTED WITH TRACT 60 AND 61 DEVELOPMENT BY TRACT DEVELOPERS. FINAL LOCATION TO BE DETERMINED BY TRACT DEVELOPERS.

CINTO SUR

20' WIDE DRAINAGE EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

TRACT 61

TRACT C OPEN SPACE

TRACT D OPEN SPACE

N/F CITY OF SANTA FE

ARROYO CHAMISA COMMUNITY TRAIL SEGMENT 1. SEE SHEET 11E.

EX. 20' D.E.

OTHER FLOOD AREAS ZONE X

TRACT B OPEN SPACE

38' DRAINAGE & ACCESS EASEMENT

ARROYO CHAMISA TRAIL SEGMENT 2. SEE SHEETS 11F-11G. 20' WIDE PUBLIC SANITARY SEWER AND TRAIL EASEMENT.

NORTH

D.E.

SCALE 1"=200'

200' 0 200'

LEGEND

- · — COMMUNITY TRAIL
- OPEN SPACE

REVISIONS

DATE	BY

DESIGN ENGINUITY

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

TRAILS

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	11A

GRALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

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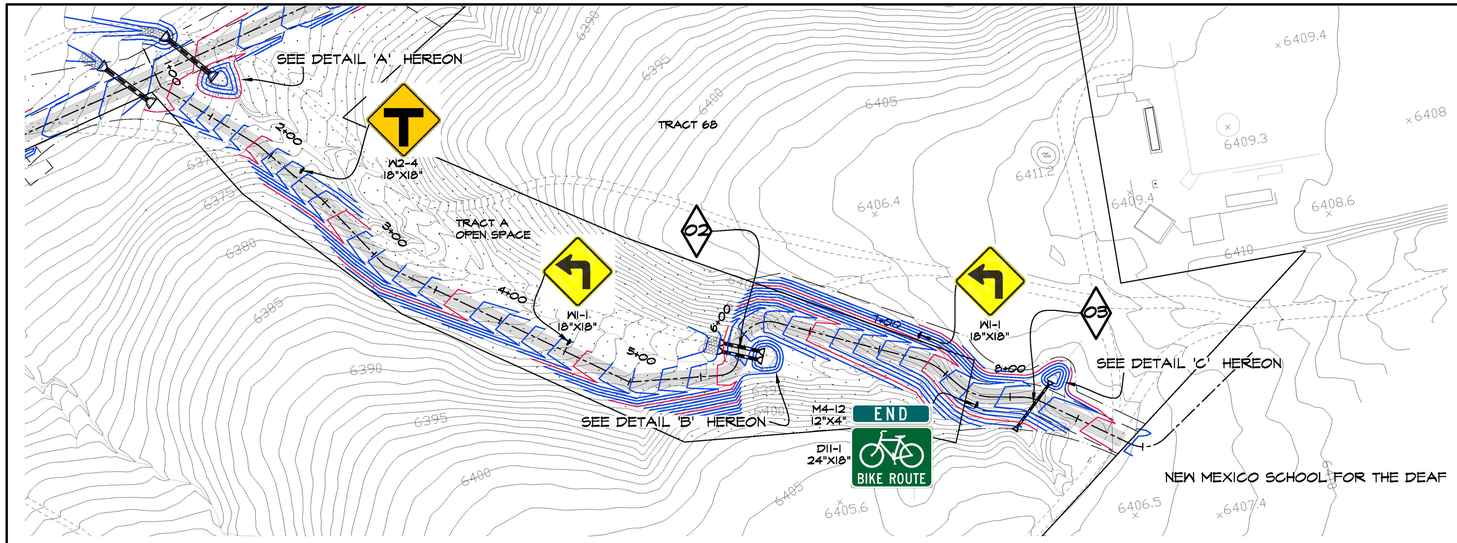
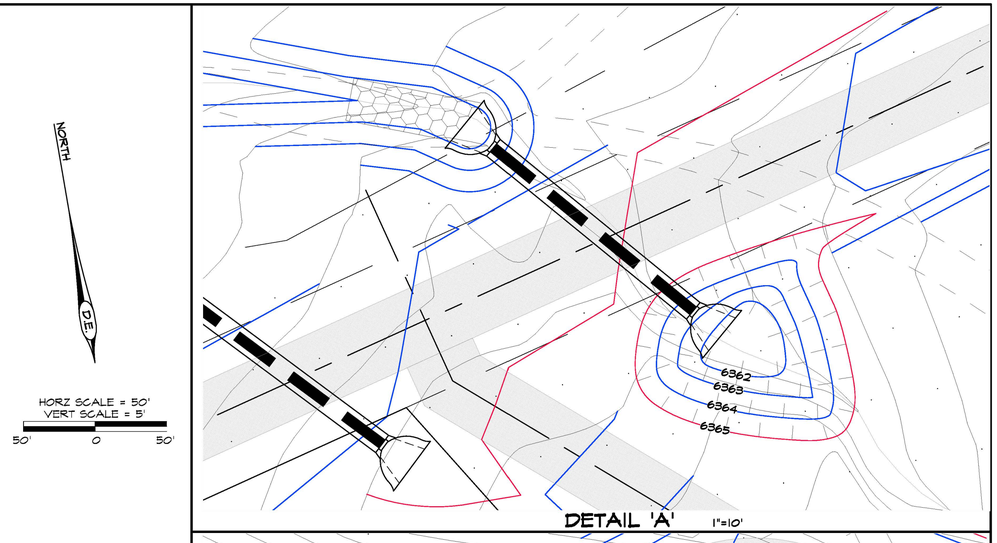
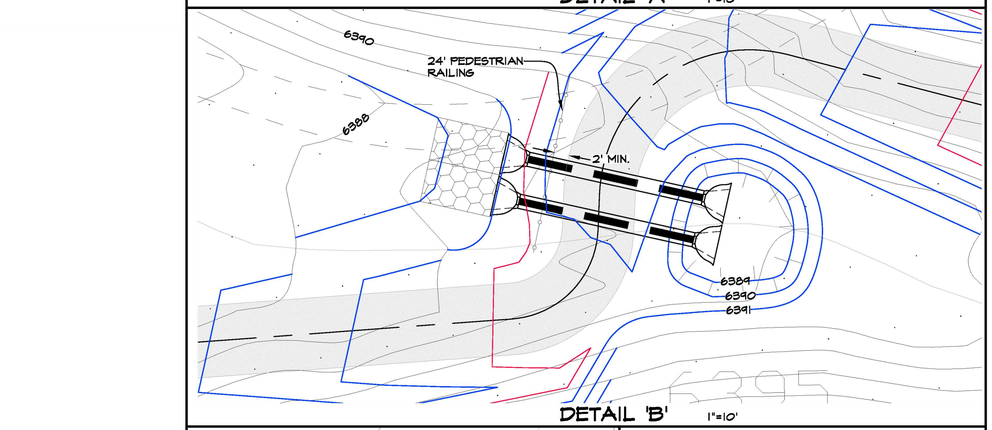
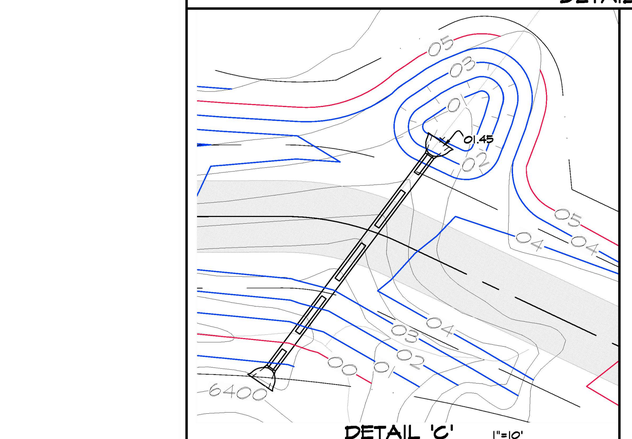




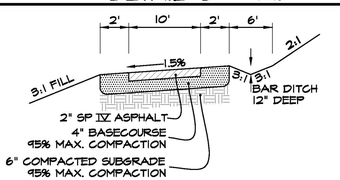
DETAIL 'A' 1"=10'



DETAIL 'B' 1"=10'

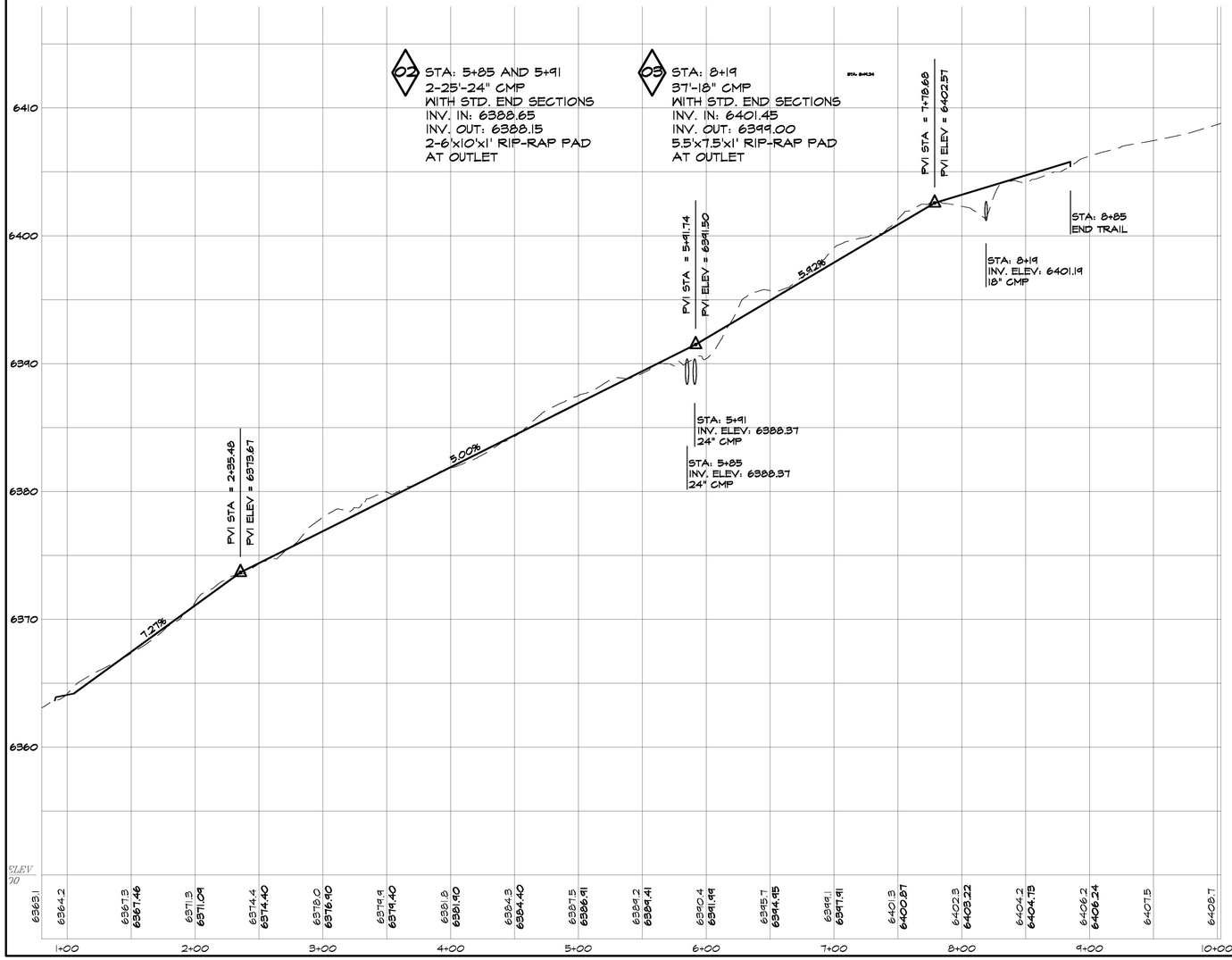


DETAIL 'C' 1"=10'



ASPHALT COMMUNITY TRAIL

NOT TO SCALE



NOTE:
ALL SIGN PLACEMENT PER MUTCD
BICYCLE SIGN REQUIREMENTS AND
MATERIALS SHALL MATCH CITY
STANDARDS FOR TRAFFIC SIGNAGE.
SEE SHEET 12A

NORTH
DE

HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9591

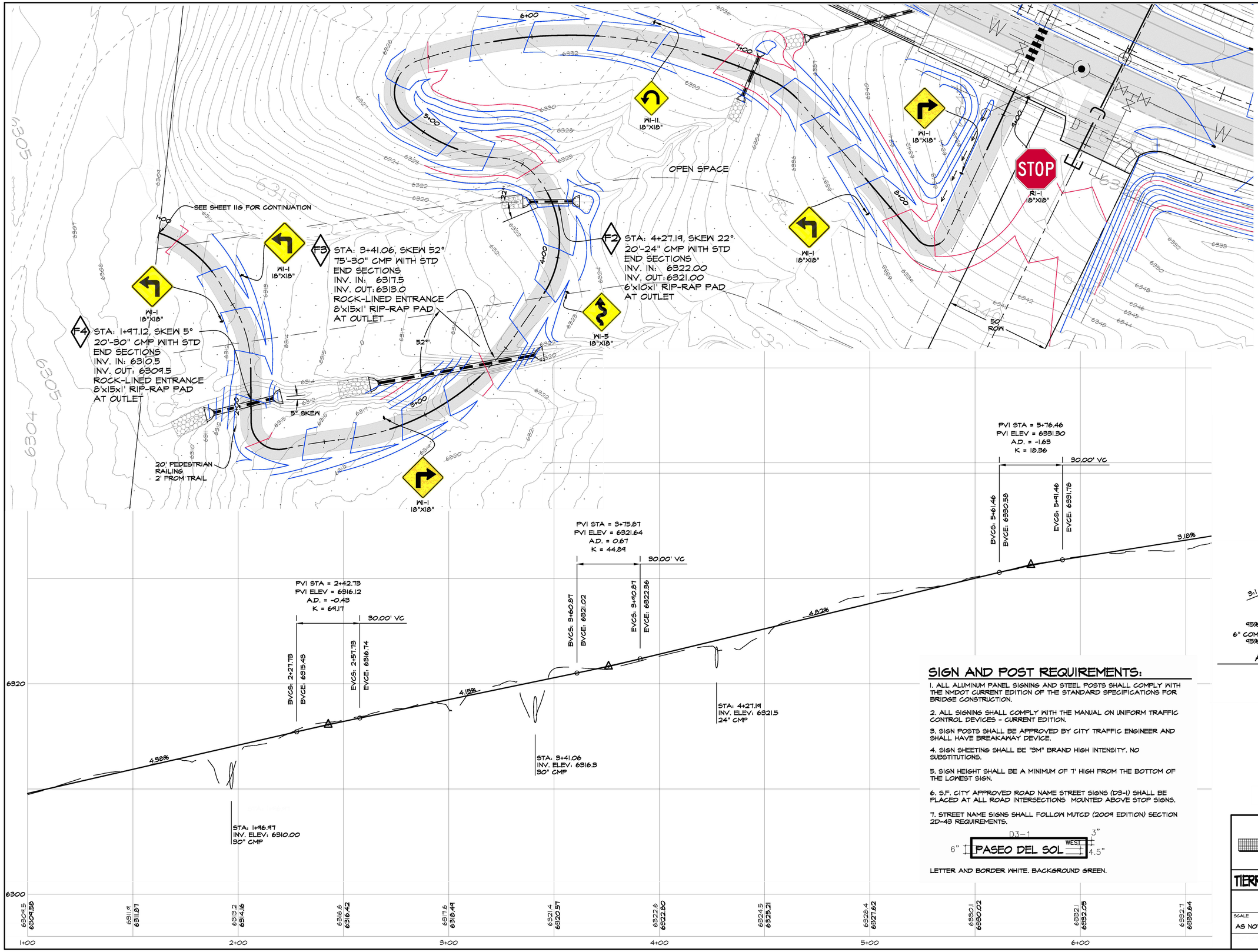
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

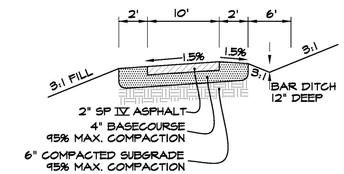
EAST TRAILS PNP

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 11B

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-23 HW TC3.dwg, TRAILS, 5/23/2025 6:53:48 PM





ASPHALT COMMUNITY TRAIL

NOT TO SCALE

SIGN AND POST REQUIREMENTS:

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NMDOT CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION.
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - CURRENT EDITION.
3. SIGN POSTS SHALL BE APPROVED BY CITY TRAFFIC ENGINEER AND SHALL HAVE BREAKAWAY DEVICE.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY. NO SUBSTITUTIONS.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN.
6. S.F. CITY APPROVED ROAD NAME STREET SIGNS (D3-1) SHALL BE PLACED AT ALL ROAD INTERSECTIONS MOUNTED ABOVE STOP SIGNS.
7. STREET NAME SIGNS SHALL FOLLOW MUTCD (2009 EDITION) SECTION 2D-43 REQUIREMENTS.

LETTER AND BORDER WHITE. BACKGROUND GREEN.

ORALI IVAN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY

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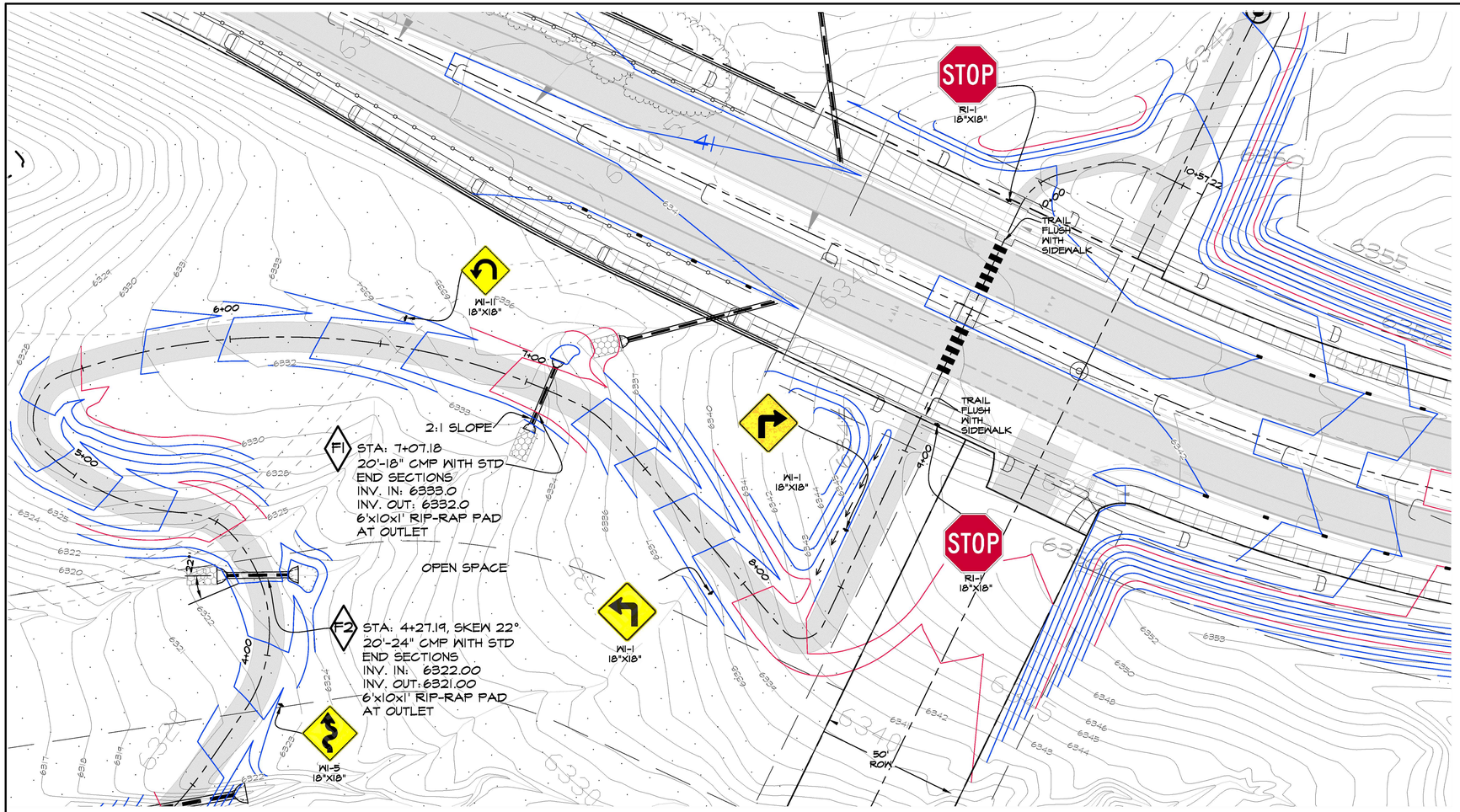
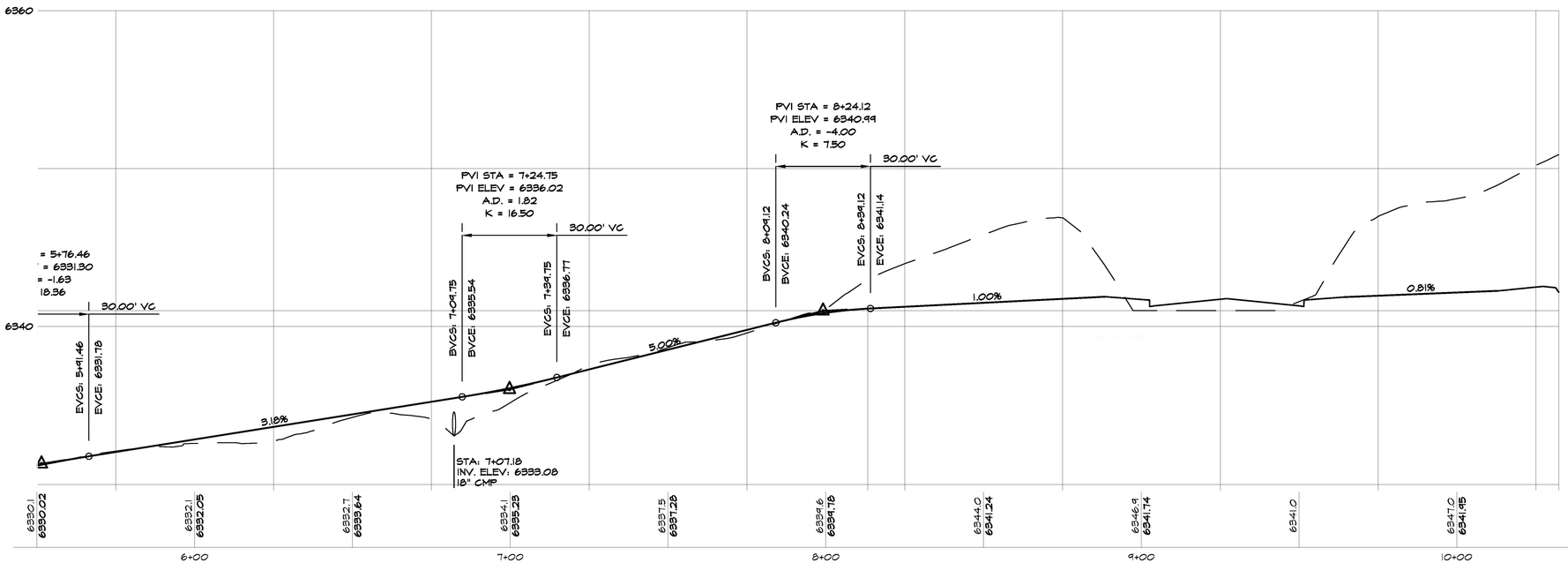
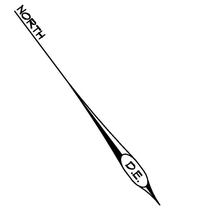
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WEST TRAIL PNP

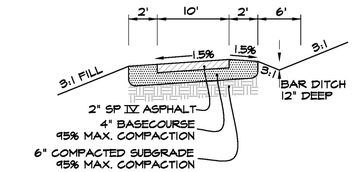
SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	11C







HORZ SCALE = 20'
VERT SCALE = 4'
20' 0 20'



ASPHALT COMMUNITY TRAIL
NOT TO SCALE

SIGN AND POST REQUIREMENTS:

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NMDOT CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - CURRENT EDITION.

3. SIGN POSTS SHALL BE APPROVED BY CITY TRAFFIC ENGINEER AND SHALL HAVE BREAKAWAY DEVICE.

4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY. NO SUBSTITUTIONS.

5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN.

6. S.F. CITY APPROVED ROAD NAME STREET SIGNS (D3-1) SHALL BE PLACED AT ALL ROAD INTERSECTIONS MOUNTED ABOVE STOP SIGNS.

7. STREET NAME SIGNS SHALL FOLLOW MUTCD (2009 EDITION) SECTION 2D-43 REQUIREMENTS.



LETTER AND BORDER WHITE. BACKGROUND GREEN.

GERALYNN GUERRERO-RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
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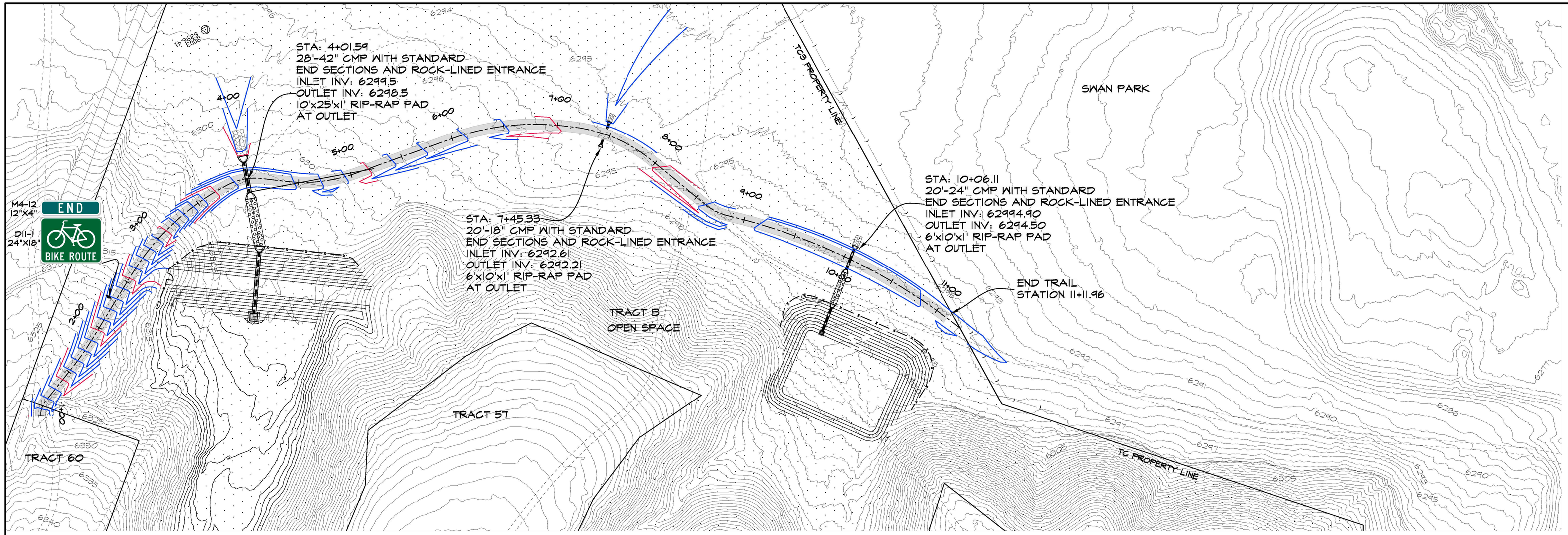
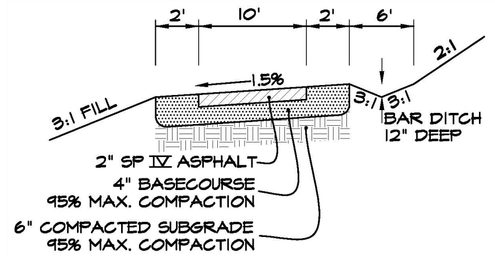
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WEST TRAIL PNP

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

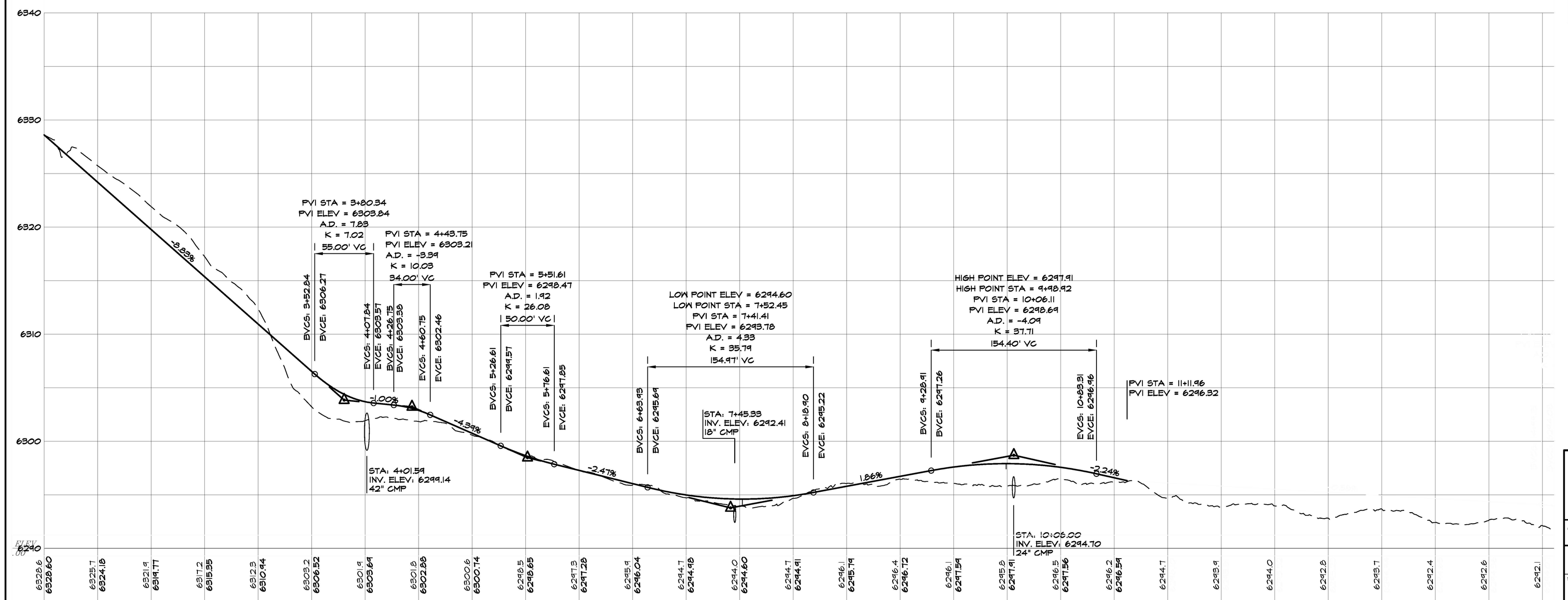
SHEET NO. 11D





ASPHALT COMMUNITY TRAIL

NOT TO SCALE



ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/04/2025

REVISIONS

DATE	BY

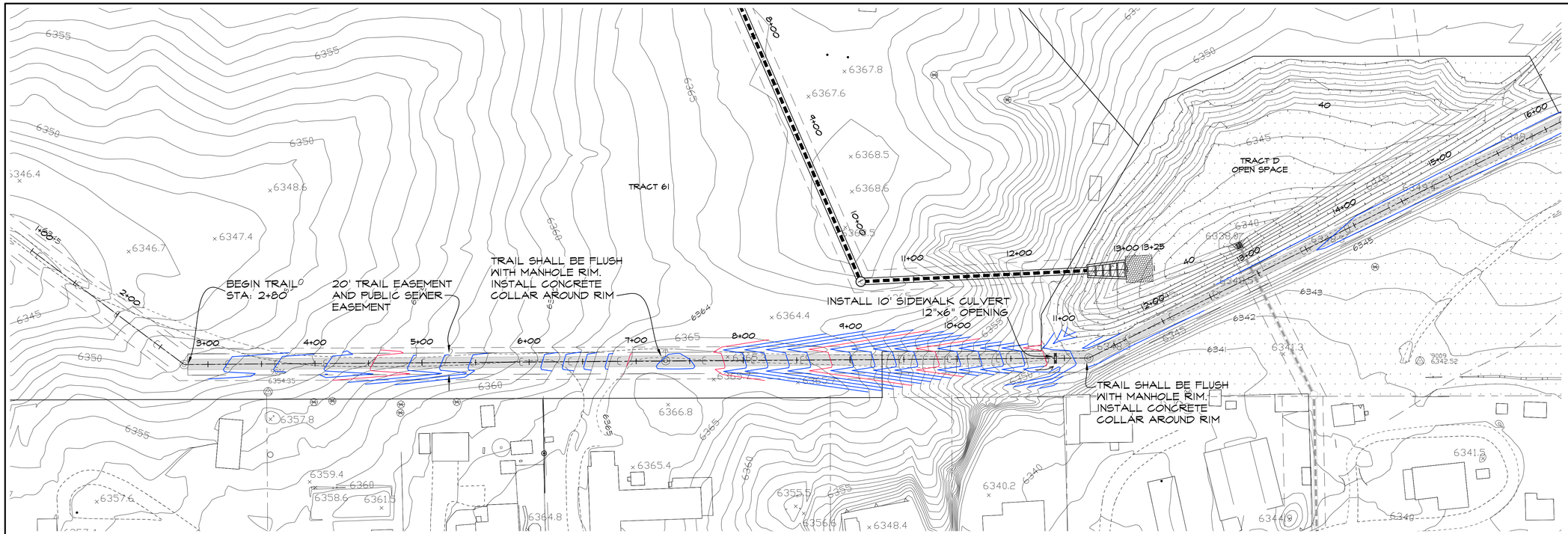
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

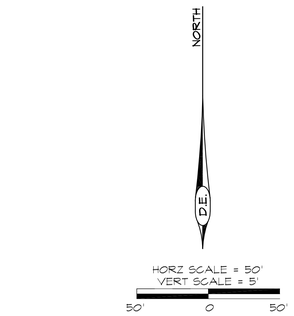
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

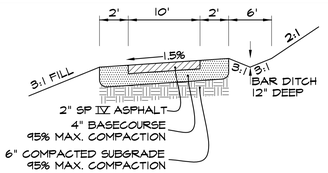
SOUTH WEST TRAIL PNP

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 11E







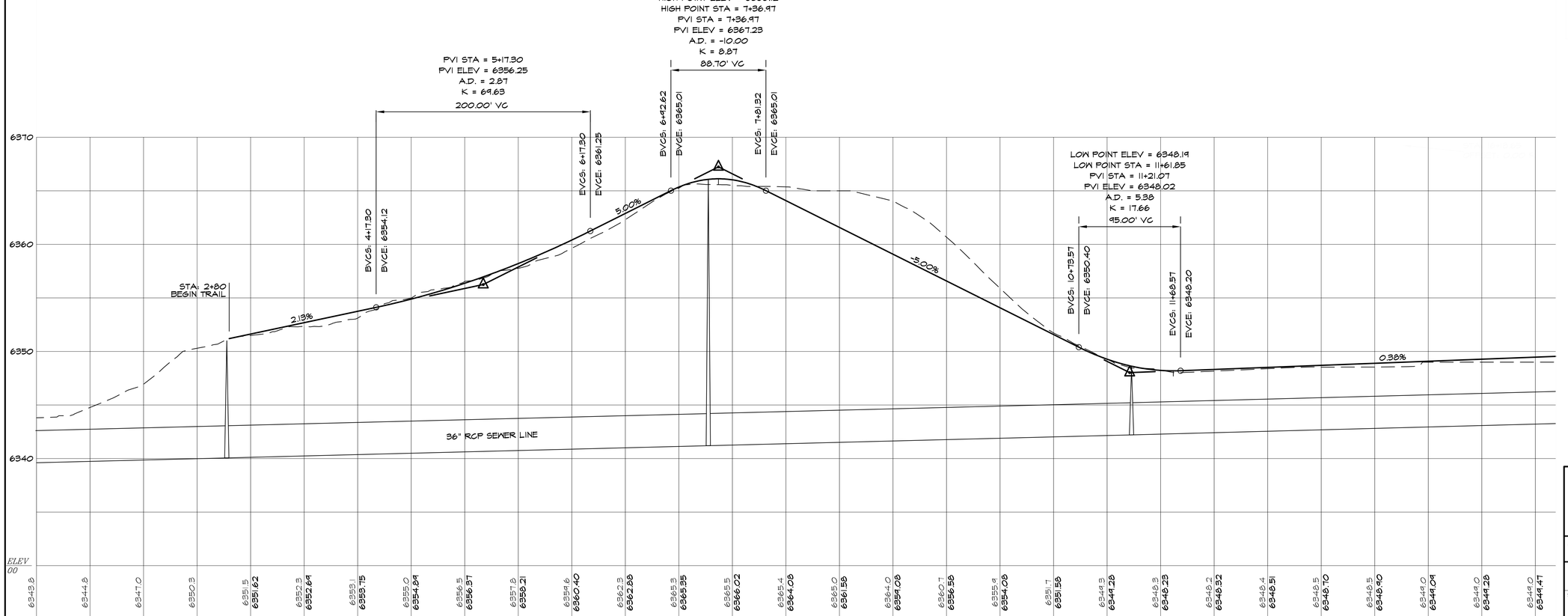
ASPHALT COMMUNITY TRAIL

NOT TO SCALE

HIGH POINT ELEV = 6366.12
HIGH POINT STA = 7+36.97
PVI STA = 7+36.97
PVI ELEV = 6367.23
A.D. = -10.00
K = 8.87
88.70' VC

PVI STA = 5+17.30
PVI ELEV = 6356.25
A.D. = 2.87
K = 69.63
200.00' VC

LOW POINT ELEV = 6348.19
LOW POINT STA = 11+61.85
PVI STA = 11+21.07
PVI ELEV = 6348.02
A.D. = 5.38
K = 17.66
95.00' VC



GRAILYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY

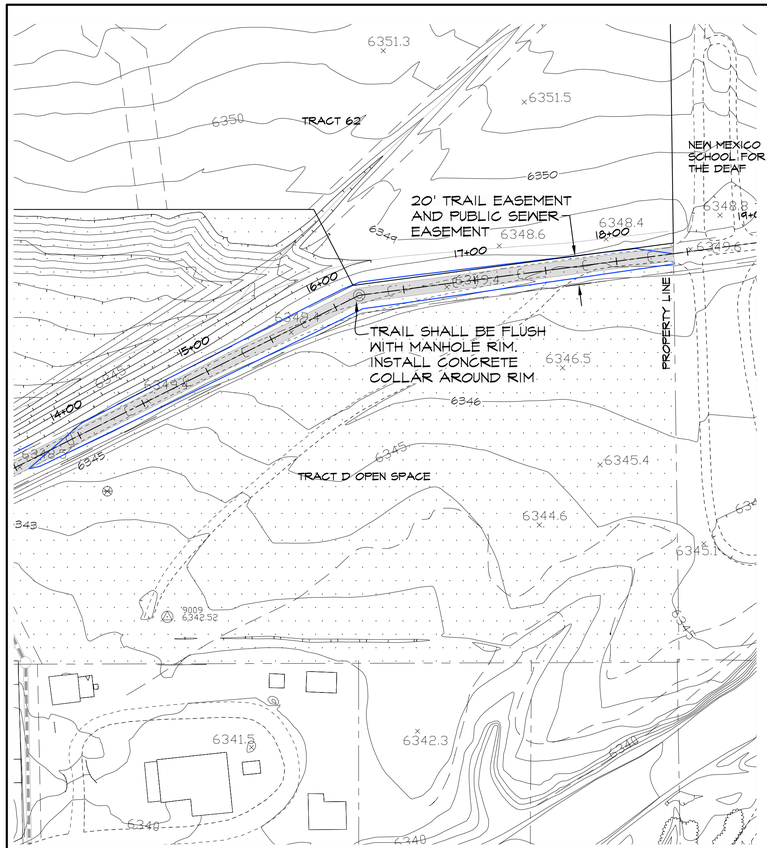
Santa Fe, New Mexico
(505) 984-9591

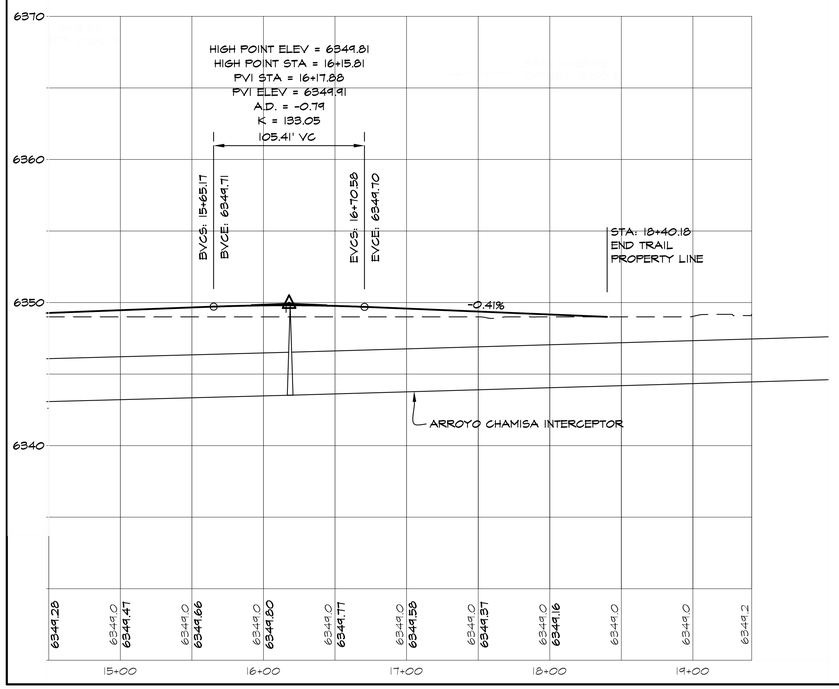
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

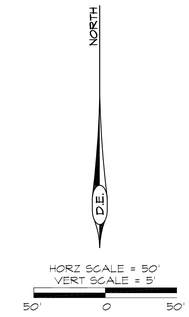
SOUTH TRAIL PNP

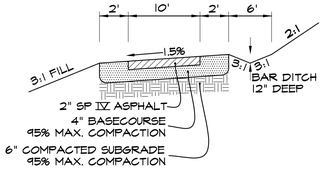
SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 11F









ASPHALT COMMUNITY TRAIL

NOT TO SCALE

JOSALYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9551

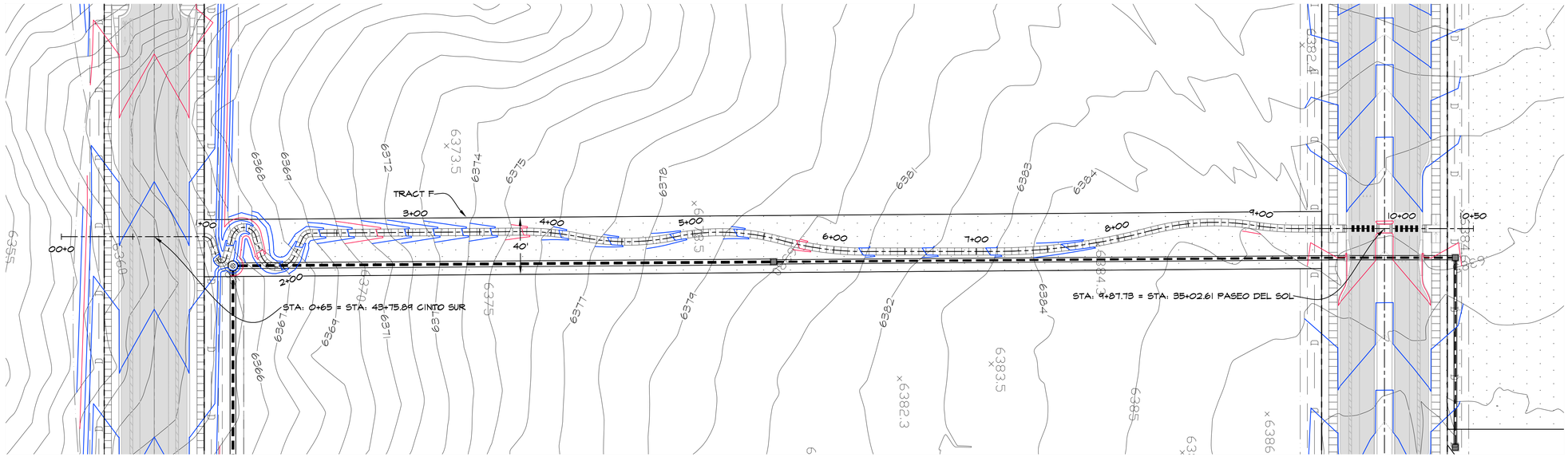
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

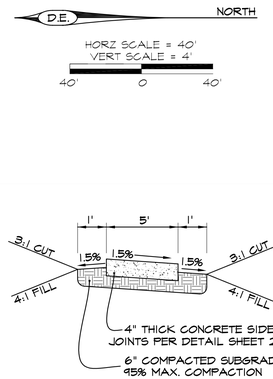
SOUTH TRAIL PNP

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 116

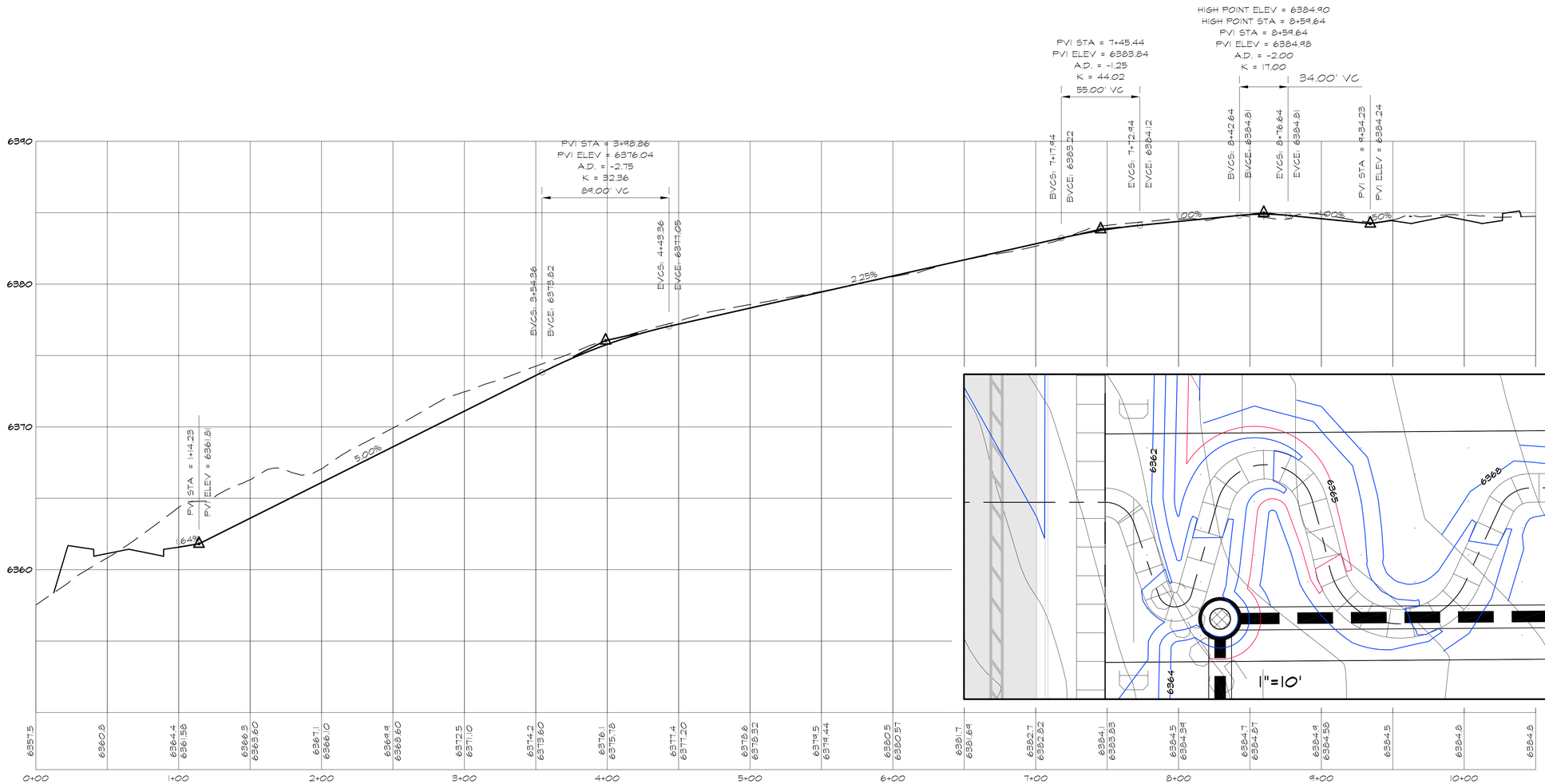
E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-23 HW TC3.dwg, TRAILS, 5/23/2025 7:21:21 PM





SIDEWALK PATH

NOT TO SCALE



GERALYNN GUERRERO-RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

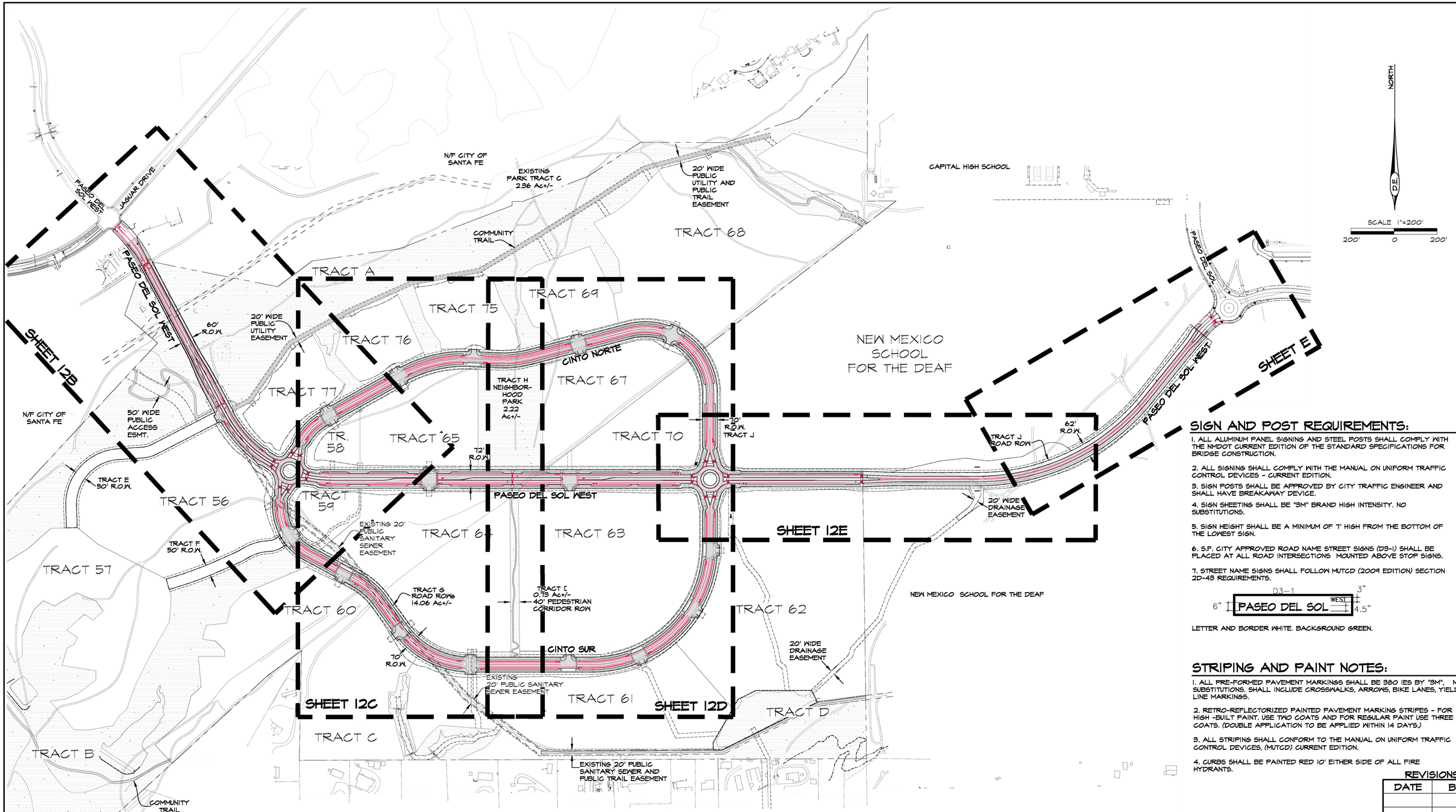
DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CENTER PARK SIDEWALK PLAN AND PROFILE

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	11H



SIGN AND POST REQUIREMENTS:

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NMDOT CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - CURRENT EDITION.

3. SIGN POSTS SHALL BE APPROVED BY CITY TRAFFIC ENGINEER AND SHALL HAVE BREAKAWAY DEVICE.

4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY. NO SUBSTITUTIONS.

5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN.

6. S.F. CITY APPROVED ROAD NAME STREET SIGNS (D3-1) SHALL BE PLACED AT ALL ROAD INTERSECTIONS MOUNTED ABOVE STOP SIGNS.

7. STREET NAME SIGNS SHALL FOLLOW MUTCD (2009 EDITION) SECTION 2D-43 REQUIREMENTS.

D3-1 3"
6" PASEO DEL SOL WEST 4.5"

LETTER AND BORDER WHITE. BACKGROUND GREEN.

STRIPING AND PAINT NOTES:

1. ALL PRE-FORMED PAVEMENT MARKINGS SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS. SHALL INCLUDE CROSSWALKS, ARROWS, BIKE LANES, YIELD LINE MARKINGS.

2. RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES - FOR HIGH -BUILT PAINT. USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)

3. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) CURRENT EDITION.

4. CURBS SHALL BE PAINTED RED 10' EITHER SIDE OF ALL FIRE HYDRANTS.

REVISIONS

DATE	BY

ORALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS KEY

SCALE	DWG NO.	DATE
1"=200'		06/09/2025

SHEET NO. 12A

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-04 HW TC3.dwg, SIGNAGE, 6/5/2025 7:14:28 AM

EXISTING STOP SIGN
INSTALL PARALLEL CROSSWALK ALIGNING WITH EXISTING RAMPS
12" WIDE STOP BAR
4" SOLID WHITE STRIPE
LEFT TURN ARROWS PAVEMENT MARKING
70' DASHED STRIPE (3)
R4-7
W11-2 AND W16-9P
R1-5
25 MPH SPEED LIMIT SIGN R2-1
EXISTING MEDIAN
RESTRIPE 4" YELLOW STRIPES ON BOTHS SIDES. PAINT NOSES YELLOW.
BIKE LANE SYMBOLS, TYP. DETAIL THIS SHEET.
YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
NOSES OF MEDIANS TO BE PAINTED YELLOW
INSTALL CONTINENTAL CROSSWALK
R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
W11-2 AND W16-9P
4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
NOSES OF MEDIANS TO BE PAINTED YELLOW
4" SOLID YELLOW STRIPE
4" SOLID WHITE STRIPE
R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
INSTALL CONTINENTAL CROSSWALK
R1-1 18"X18"
100'
20'
W11-2 AND W16-9P
R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
R1-1 18"X18"
75' DASHED WHITE LINES
TYPE III BARRICADE (1)
R3-17
JAGUAR DRIVE
PASEO DEL SOL WEST
CINTO NORTE
CINTO SUR
W1-2 LEFT ARROW
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN
TYPE III BARRICADE (1)
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN
TYPE III BARRICADE (1)
K2-0733
INSTALL 30' WHITE DEFLECTION STRIPING
INSTALL 100'-4" DASHED WHITE STRIPE
INSTALL CONTINENTAL CROSSWALKS, TYP.
4" SOLID YELLOW STRIPE, TYP.
INSTALL YIELD MARKINGS, TYP.
R1-2. TYP.
4" SOLID YELLOW STRIPE
INSTALL CONTINENTAL CROSSWALKS, TYP.
INSTALL 50'-4" DASHED WHITE STRIPE
4" SOLID WHITE STRIPE
W11-2 AND W16-9P
4" SOLID YELLOW STRIPE
R3-17
INS. 100'-4" DASHED WHITE STRIPE
R1-2. TYP.
4" DASHED WHITE STRIPE, TYP.
4" SOLID WHITE STRIPE TYP.
INSTALL CONTINENTAL CROSSWALKS, TYP.
4" SOLID YELLOW STRIPE
4" SOLID WHITE STRIPE
INSTALL CONTINENTAL CROSSWALKS, TYP.
4" SOLID YELLOW STRIPE, TYP.
INSTALL 45'-4" DASHED WHITE STRIPE
INSTALL 30' WHITE DEFLECTION STRIPING
INSTALL 30' WHITE DEFLECTION STRIPING
INSTALL 45'-4" DASHED WHITE STRIPE
YELLOW DEFLECTION STRIPING
INSTALL CONTINENTAL CROSSWALKS, TYP.
K2-0733
SEE SHEET 12C
R1-2
R6-1, TYP. (4)
SEE SHEET 12C
INSTALL YIELD MARKINGS, TYP.
R1-2. TYP.
INSTALL CONTINENTAL CROSSWALKS, TYP.
4" SOLID YELLOW STRIPE, TYP.
YELLOW DEFLECTION STRIPING
INSTALL 100'-4" DASHED WHITE STRIPE
INSTALL 30' WHITE DEFLECTION STRIPING
TYPE III BARRICADE (1)
8" SOLID WHITE STRIPE
TYPE III BARRICADE (1)
TYPE 3 BARRICADES (1)
4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN
4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN
2' WHITE STRIPED MEDIAN, TYP.
8" SOLID WHITE STRIPE
W1-2 RIGHT ARROW
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' STRIPED MEDIAN
9+50
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
6+00
7+00
3+00
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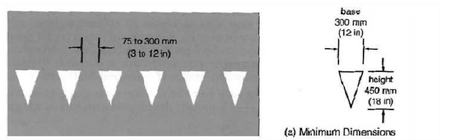
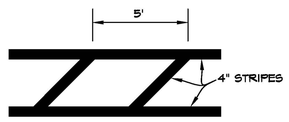
29+00
30+00
31+00



YIELD LINE MARKINGS
NOT TO SCALE



DEFLECTION STRIPING AND STRIPED MEDIAN
NOT TO SCALE



W11-2
24"x24"

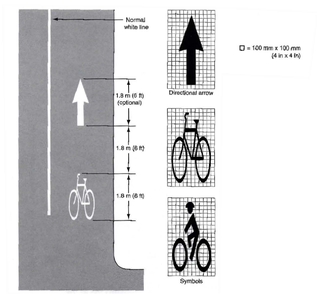
W16-9P
12"x24"



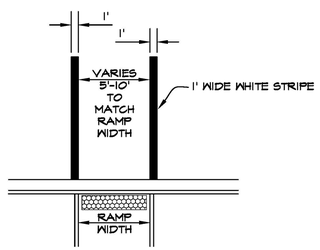
R4-7
24"x30"



W1-2
(LEFT OR RIGHT ARROW AS NOTED)
24"



BIKE LANE SYMBOL
NOT TO SCALE



PARALLEL CROSSWALK DETAIL
NOT TO SCALE



R6-1
36"x12"



K2-0753
18"-24"



R3-17
24"x18"



R1-2
36"



R2-1
24"x36"



R1-5
18"x18"

NORTH
DE
SCALE 1"=60'
60' 0 60'

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS

SCALE	DWG NO.	DATE
1"=60'		06/09/2025
	SHEET NO.	12B

ORALYNN GUERRERO-DIAZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-23 HW TC3.dwg, SIGNAGE, 5/24/2025 10:27:23 PM

SEE SHEET 12B

SEE SHEET 12B

CINTO SUR

CINTO NORTE

PASEO DEL SOL WEST

INSTALL CONTINENTAL CROSSWALKS, TYP.

INSTALL 45'-4" DASHED WHITE STRIPE

INSTALL 30' WHITE DEFLECTION STRIPING

R1-2, TYP.

INSTALL YIELD LINE MARKINGS, TYP.

INSTALL CONTINENTAL CROSSWALKS, TYP.

INSTALL 30' WHITE DEFLECTION STRIPING

INSTALL 100'-4" DASHED WHITE STRIPE

TYPE III BARRICADES (1)

W1-2 RIGHT ARROW

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

W1-2 LEFT ARROW

4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

INSTALL PARALLEL CROSSWALK, TYP.

PAINT NOSE YELLOW
R3-17

TYPE III BARRICADES (1)
R3-17

TYPE III BARRICADES (1)

PAINT NOSE YELLOW

INSTALL PARALLEL CROSSWALK, TYP.

INSTALL BIKE LANE SYMBOLS, TYP.
SEE DETAIL SHEET 12B

INSTALL LEFT ARROW MARKINGS, TYP

4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

W11-2 AND W16-9P

INSTALL CONTINENTAL CROSSWALK

R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
R1-5

4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK

W11-2 AND W16-9P

SEE SHEET 25D

D.E.

NORTH

SCALE 1"=60'

60' 0 60'

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS

SCALE	DWG NO.	DATE
1"=60'		06/09/2025
	SHEET NO.	12C

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-23 HW TC3.dwg, SIGNAGE, 5/24/2025 10:29:08 PM

CINTO SUR

PASEO DEL SOL WEST

CINTO NORTE

4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

TYPE III BARRICADES (1)

INSTALL CONTINENTAL CROSSWALK

R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK
R1-5

R1-5, YIELD LINE MARKINGS 20' AHEAD OF CROSS WALK

W11-2 AND W16-9P

SEE SHEET 25D

INSTALL PARALLEL CROSSWALK, TYP.

R3-17
R4-7

PAINT NOSE YELLOW
INSTALL PARALLEL CROSSWALK, TYP.

TYPE III BARRICADES (1)
R3-17

4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

4" SOLID WHITE STRIPE
4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

INSTALL LEFT ARROW PAVEMENT MARKINGS, TYP

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

W11-2 RIGHT ARROW

4" SOLID YELLOW STRIPE
8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

8" SOLID WHITE STRIPE
2' WHITE STRIPED MEDIAN

TYPE III BARRICADES (1)

TYPE III BARRICADES (1)

INSTALL 100'-4" DASHED WHITE STRIPE
INSTALL 30' WHITE DEFLECTION STRIPING
INSTALL CONTINENTAL CROSSWALKS, TYP
INSTALL YIELD LINE PAVEMENT MARKINGS, TYP.

INSTALL 45'-4" DASHED WHITE STRIPE
INSTALL 30' WHITE DEFLECTION STRIPING
INSTALL CONTINENTAL CROSSWALKS, TYP.

R1-2, TYP.

TYPE III BARRICADES (1)

INSTALL BIKE LANE SYMBOLS, TYP.
SEE DETAIL SHEET 12B

TYPE III BARRICADES (1)

SEE SHEET 12E FOR LABELS ON ROUNDABOUT

W1-2 LEFT ARROW

NORTH

SCALE 1"=60'

60' 0 60'

JOALYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS

SCALE	DWG NO.	DATE
1"=60'		06/09/2025

SHEET NO. 12D

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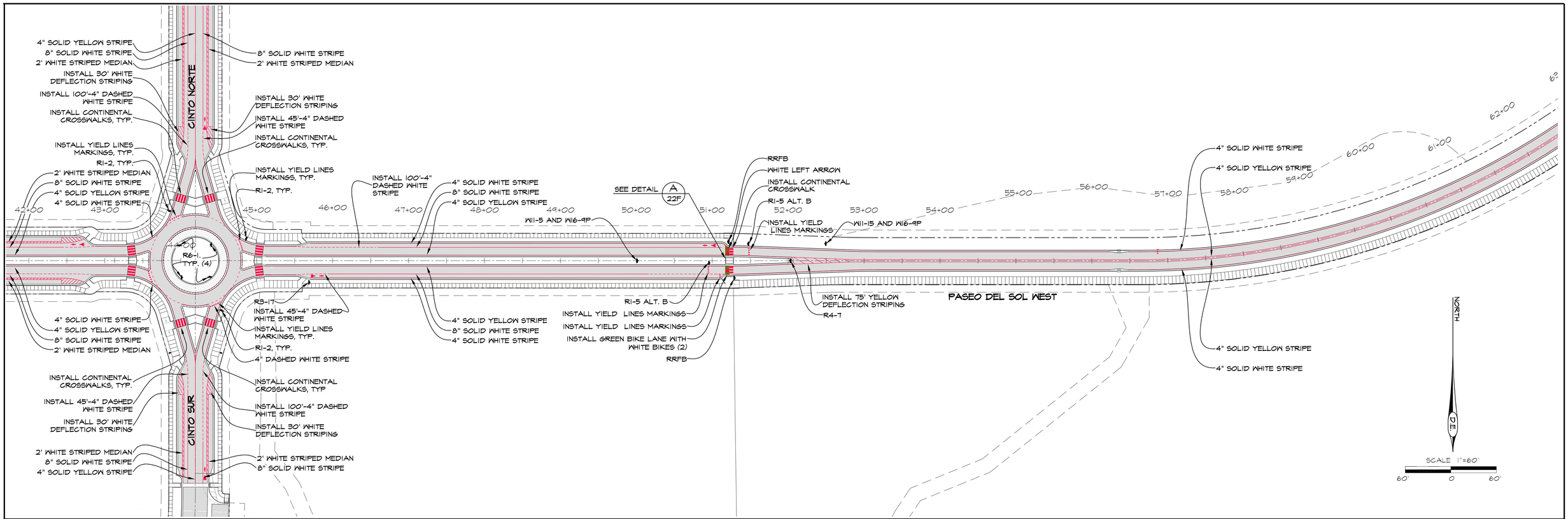

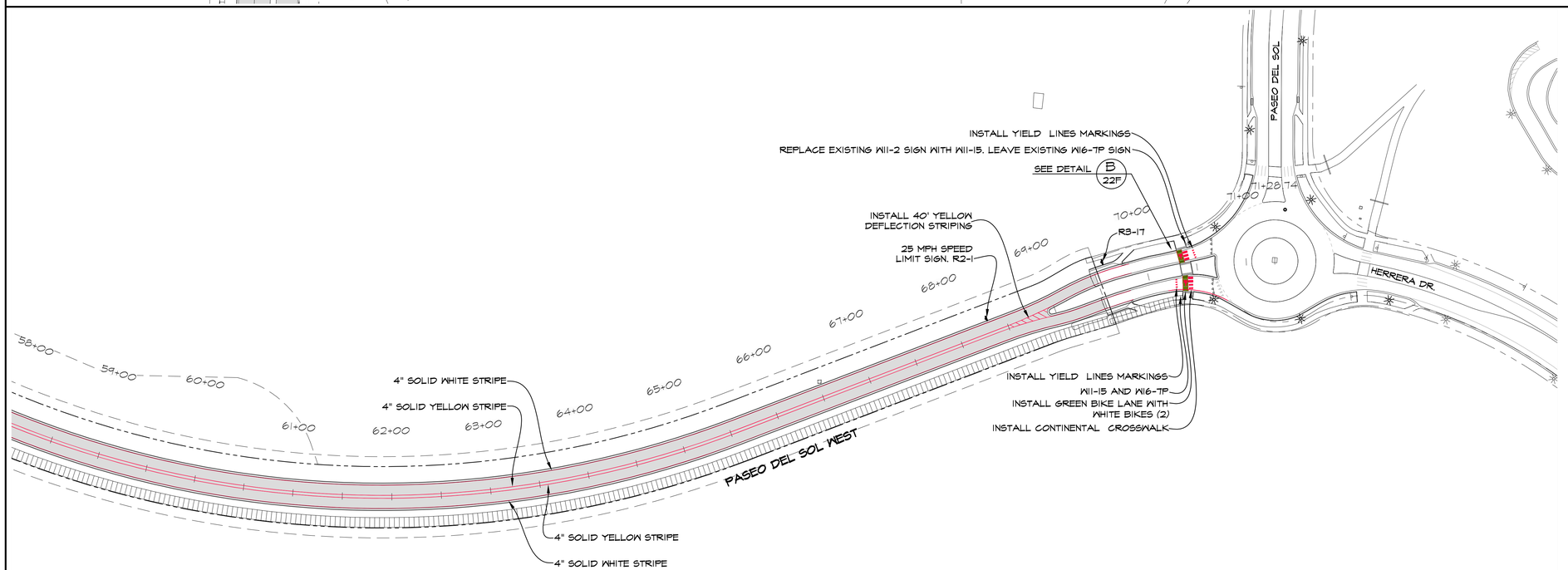

GRALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS

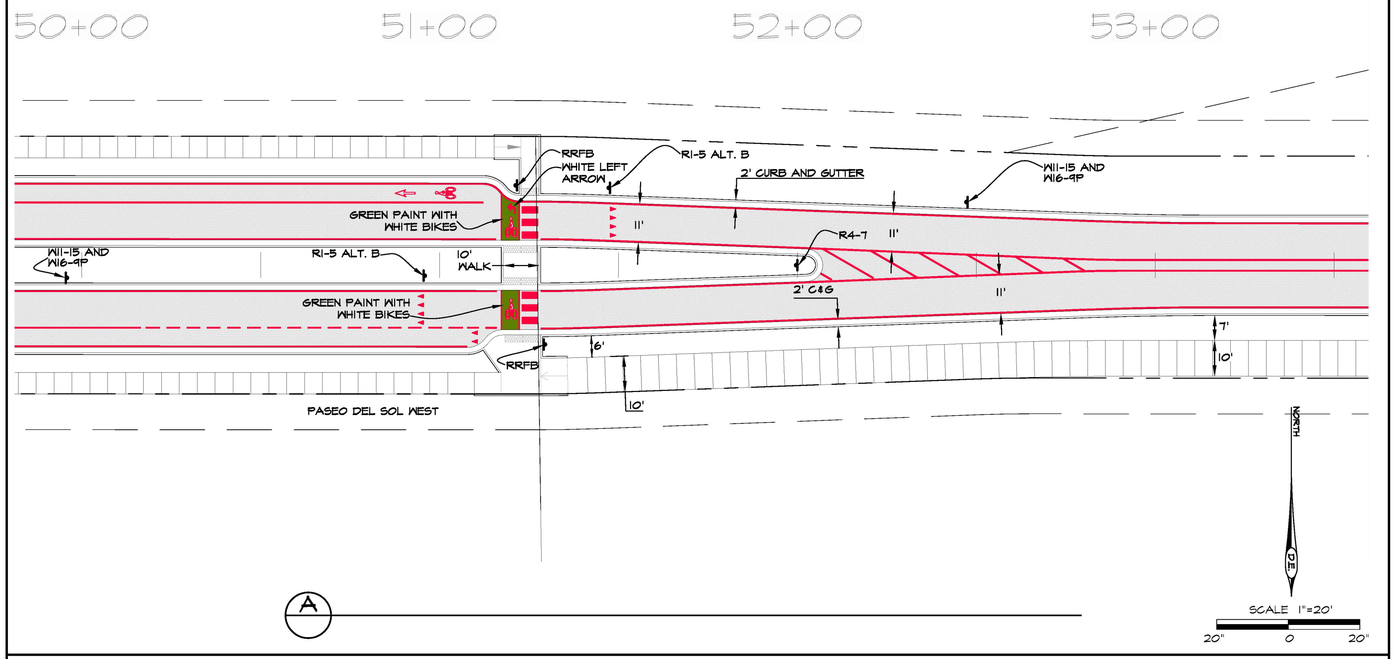
SCALE	DWG NO.	DATE
1"=60'		06/09/2025

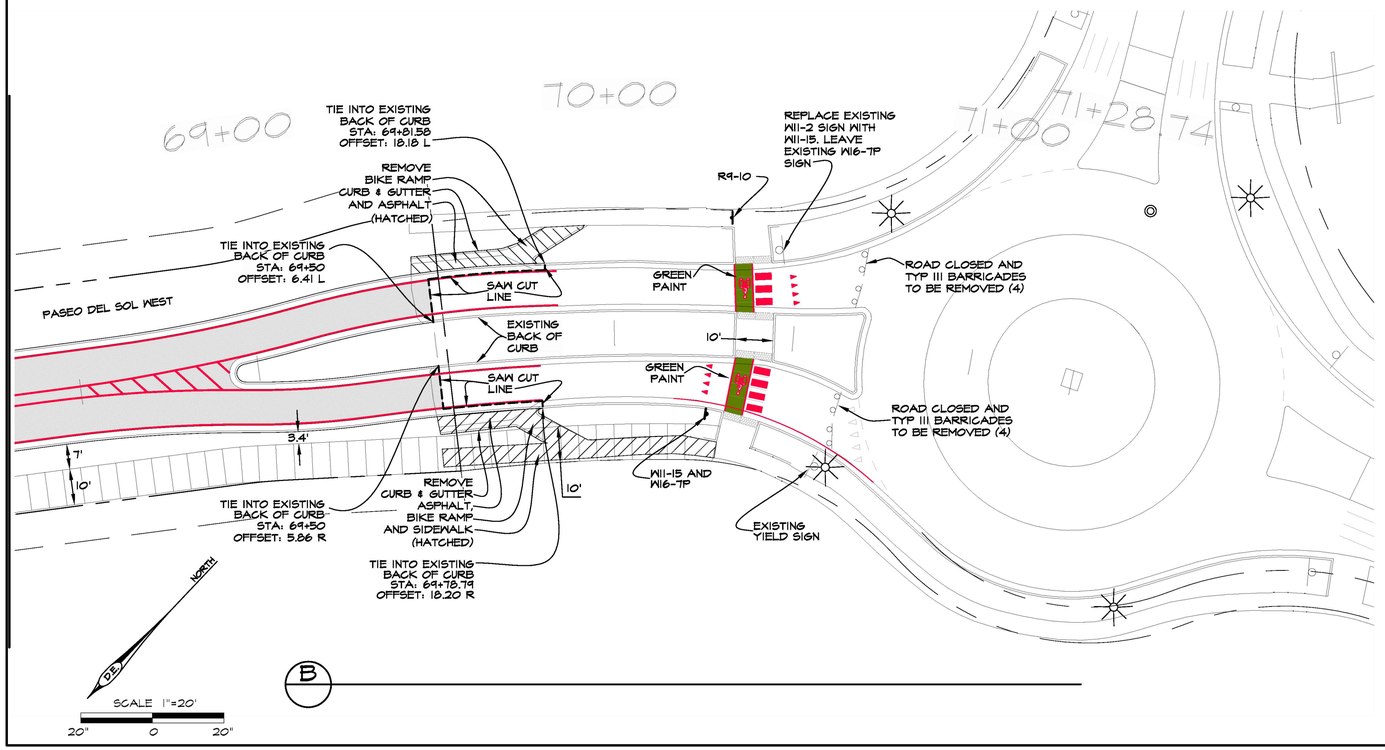
SHEET NO. 12E

REVISIONS

DATE	BY

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-04 HW TC3.dwg, SIGNAGE, 6/5/2025 9:49:48 AM







RRFB WITH W11-15 AND W16-7P
(RECTANGULAR RAPID FLASHING BEACON)



RI-5 ALT. B



W11-15



W16-7P



R9-10



W11-15



W16-9P

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SIGNAGE & STRIPING PLANS

REVISIONS

DATE	BY

SCALE	DWG NO.	DATE
1"=20'		06/09/2025

SHEET NO. 12F

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-04 HW TC3.dwg, SIGNAGE, 6/5/2025 9:48:36 AM

CULVERT ID	CONTRIBUTING WATERSHEDS	CONTRIBUTING WATERSHEDS ACREAGE	Q100, 24 HOUR STORM EVENT, CFS	Q1000, 10 MIN STORM EVENT, CFS	CULVERT INLET	CULVERT SIZE, INCHES	MIN HEAD AT CULVERT INVERT, FT
A1	A1	40.02	35	100	PROJECTING	2-36	4.5
A2	1/2 A2	1.52	9.35	12.5	DI	18	2.5
A3	A2	3.04	18.29	25	DI	24	4
A4	A3	0.79	3.3	7	PROJECTING	18	2.5
A5	A3+A4	7.54	8.71	22	MDI	24	3.2
B1	B1	9.19	32.3	54	MDI	36	4.5
B2	B1	9.19	32.3	54	MDI	36	4.5
B3	B1+1/2B2	9.79	35.96	59	DI	36	5
B4	B1+B2	10.88	39.62	64	DI	36	6
B5	B1+B2+1/4B4	12.68	48.45	80.25	MDI	48	4.32
B6	B1+B2+1/3B4	13.44	51.39	85.66	MDI	48	4.52
B7	1/2B5	1.86	10	15.5	DI	24	2.3
B8	B5	3.72	19.9	31	DI	24	5.1
B9,B10,B11,	B1+B2+B3+1/3B4+B5	28.90	115.79	198.65	MDI	72	1.02
B13	2/3B4	6.13	23.54	43.33	MDI	36	3.63
C1	C1	5.58	22.06	41	MDI	24	4.2
C2	C1+1/2C2	6.22	25.97	46	DI	36	3.84
C3	C1+C2	6.85	29.87	51	DI	36	4.14
C4	C1+C2+C3	14.06	57.58	101	MDI	48	6
C5	1/2C4	0.43	5.13	7	DI	24	1.4
C6	C4	1.71	10.25	14	DI	24	2.2
G1	G1+1/4G2	1.425	7.52	11.25	DI	18	2.5
G2	G1+1/2G2	2.32	13.02	18.5	DI	18	3.7
G3	1/4G2	0.895	5.51	7.25	DI	18	2.5
G4	1/4G2	0.895	5.51	7.25	DI	18	2.5
H1	H1	1.13	4.59	9	MDI	18	2.5
H2	H1+1/2H2	2.015	10.04	16.5	DI	24	2.7
H3	H1+H2	2.9	15.48	24	DI	24	3.7
H4	H1+H2+H3+H4+H5	6.14	25.23	50	PROJECTING	36	4.5
I1	I1	2.08	7.99	14	MDI	24	2.7
I2	I1+1/2I2	2.575	11.04	18	DI	24	2.7
I3	I1+I2	3.07	14.08	22	DI	24	3.7
I4	I1+I2+I3+I4+I5	6.43	26.35	50	MDI	36	4.5
J1	J1	1.25	5.48	10	PROJECTING	18	2.63
K1	K1+K2+K3	1.8	5.65	15	PROJECTING	24	2.7
L1	L1	1.52	6.68	12	PROJECTING	18	3.3
M1	M1	1.05	4.68	8	PROJECTING	18	2.5
N1	N1+N2+N3+N4	20.4	61.96	116	PROJECTING	2-48	5
O1	O1+O2+O3+O4	9.04	35.65	47	PROJECTING	36	4.5

TRACT 43

OPEN SPACE

OPEN SPACE

OPEN SPACE

PARK TRACT C

EXISTING POND

POND I1

POND C1

POND E1

POND A1

POND B1

POND B2

POND B3

INSTALL SWALE

P1 1.09 Ac.+/-

O3 1.72 Ac.+/-

O4 1.46 Ac.+/-

O2 1.57 Ac.+/-

O1 3.20 Ac.+/-

N1 3.74 Ac.+/-

N2 12.52 Ac.+/-

N3 2.09 Ac.+/-

N4 2.05 Ac.+/-

K2 0.31 Ac.+/-

K3 0.61 Ac.+/-

K1 0.88 Ac.+/-

J1 1.25 Ac.+/-

H5 1.25 Ac.+/-

H4 1.12 Ac.+/-

H3 0.87 Ac.+/-

H2 1.77 Ac.+/-

H1 1.18 Ac.+/-

I4 0.43 Ac.+/-

I5 0.65 Ac.+/-

I3 2.28 Ac.+/-

I2 0.99 Ac.+/-

I1 2.08 Ac.+/-

L1 1.52 Ac.+/-

M1 1.05 Ac.+/-

G1 0.53 Ac.+/-

G2 3.58 Ac.+/-

G3 0.89 Ac.+/-

G4 0.26 Ac.+/-

A1 40.02 Ac.+/-

A2 3.04 Ac.+/-

A3 0.79 Ac.+/-

A4 6.75 Ac.+/-

A5 17.68 Ac.+/-

A6 11.91 Ac.+/-

A7 4.59 Ac.+/-

A8 0.63 Ac.+/-

B1 9.19 Ac.+/-

B2 1.19 Ac.+/-

B3 11.74 Ac.+/-

B4 9.19 Ac.+/-

B5 3.72 Ac.+/-

B6 1.48 Ac.+/-

B7 14.34 Ac.+/-

B8 1.55 Ac.+/-

C1 5.58 Ac.+/-

C2 1.27 Ac.+/-

C3 7.21 Ac.+/-

C4 1.71 Ac.+/-

C5 7.01 Ac.+/-

C6 5.93 Ac.+/-

C7 7.08 Ac.+/-

D1 3.31 Ac.+/-

E1 6.60 Ac.+/-

E2 1.84 Ac.+/-

E3 1.62 Ac.+/-

F1 0.88 Ac.+/-

F2 1.88 AC+/-

F3 1.58 AC+/-

F4 3.52 AC+/-

F5 0.25 Ac.+/-

F6 0.55 Ac.+/-

F7 0.84 Ac.+/-

F8 0.49 Ac.+/-

F9 0.22 Ac.+/-

F10 1.66 Ac.+/-

F11 8.86 AC+/-

PONDING FOR WATERSHED D1 TO BE INSTALLED BY TRACT 60 DEVELOPER

LEGEND

- CULVERT WITH STANDARD END SECTION
- CURB DROP INLET
- MEDIAN DROP INLET
- A2 — CULVERT ID
- A2 — WATERSHED ID
- 11.91 Ac.+/- — WATERSHED AREA

GRALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

NORTH

SCALE 1"=200'

200' 0 200'

REVISIONS	
DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATERSHEDS & CULVERT PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	13A

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-04 HW TC3.dwg, WATERSHEDS, 6/5/2025 7:23:07 AM

CULVERT ID	CONTRIBUTING WATERSHEDS	CONTRIBUTING WATERSHEDS ACREAGE	Q100, 24 HOUR STORM EVENT, CFS	Q1000, 10 MIN STORM EVENT, CFS	CULVERT INLET	CULVERT SIZE, INCHES	MIN HEAD AT CULVERT INVERT, FT
A1	A1	40.02	35	100	PROJECTING	2-36	4.5
A2	1/2 A2	1.52	9.35	12.5	DI	18	2.5
A3	A2	3.04	18.29	25	DI	24	4
A4	A3	0.79	3.3	7	PROJECTING	18	2.5
A5	A3+A4	7.54	8.71	22	MDI	24	3.2
B1	B1	9.19	32.3	54	MDI	36	4.5
B2	B1	9.19	32.3	54	MDI	36	4.5
B3	B1+1/2B2	9.79	35.96	59	DI	36	5
B4	B1+B2	10.88	39.62	64	DI	36	6
B5	B1+B2+1/4B4	12.68	48.45	80.25	MDI	48	4.32
B6	B1+B2+1/3B4	13.44	51.39	85.66	MDI	48	4.52
B7	1/2B5	1.86	10	15.5	DI	24	2.3
B8	B5	3.72	19.9	31	DI	24	5.1
B9,B10,B11,	B1+B2+B3+1/3B4+B5	28.90	115.79	198.65	MDI	72	1.02
B13	2/3B4	6.13	23.54	43.33	MDI	36	3.63
C1	C1	5.58	22.06	41	MDI	24	4.2
C2	C1+1/2C2	6.22	25.97	46	DI	36	3.84
C3	C1+C2	6.85	29.87	51	DI	36	4.14
C4	C1+C2+C3	14.06	57.58	101	MDI	48	6
C5	1/2C4	0.43	5.13	7	DI	24	1.4
C6	C4	1.71	10.25	14	DI	24	2.2
G1	G1+1/4G2	1.425	7.52	11.25	DI	18	2.5
G2	G1+1/2G2	2.32	13.02	18.5	DI	18	3.7
G3	1/4G2	0.895	5.51	7.25	DI	18	2.5
G4	1/4G2	0.895	5.51	7.25	DI	18	2.5
H1	H1	1.13	4.59	9	MDI	18	2.5
H2	H1+1/2H2	2.015	10.04	16.5	DI	24	2.7
H3	H1+H2	2.9	15.48	24	DI	24	3.7
H4	H1+H2+H3+H4+H5	6.14	25.23	50	PROJECTING	36	4.5
I1	I1	2.08	7.99	14	MDI	24	2.7
I2	I1+1/2I2	2.575	11.04	18	DI	24	2.7
I3	I1+I2	3.07	14.08	22	DI	24	3.7
I4	I1+I2+I3+I4+I5	6.43	26.35	50	MDI	36	4.5
J1	J1	1.25	5.41	10	PROJECTING	18	2.63
K1	K1+K2+K3	1.8	5.65	15	PROJECTING	24	2.7
L1	L1	1.52	6.68	12	PROJECTING	18	3.3
M1	M1	1.05	4.68	8	PROJECTING	18	2.5
N1	N1+N2+N3+N4	20.4	61.96	136	PROJECTING	2-48	5
O1	O1+O2+O3+O4	9.04	35.65	47	PROJECTING	36	4.5

OPEN SPACE
OPEN SPACE
OPEN SPACE
N/F CITY OF SANTA FE
PARK TRACT C
CAPITAL HIGH SCHOOL
TRACT 68
TRACT 69
TRACT 75
TRACT A
TRACT 76
TRACT 65
TRACT 67
TRACT 70
(NMSFTD)
NEW MEXICO SCHOOL FOR THE DEAF
HERRERA DR.
EXISTING POND
ACCESS FOR POND INSTALLATION AND MAINTENANCE VIA CITY SEWERLINE EASEMENT.
POND I1
TRACT 43
N/F CITY OF SANTA FE
TRACT 56
TRACT 59
TRACT 57
TRACT 64
TRACT 63
TRACT 62
TRACT 60
TRACT 61
TRACT C
TRACT D
TRACT B
N/F CITY OF SANTA FE
POND E1
POND C1
POND B3
POND B2
POND B1
POND A1
ACCESS FOR INSTALLATION AND MAINTENANCE THROUGH CITY OPEN SPACE
ACCESS FOR POND INSTALLATION AND MAINTENANCE VIA CITY SEWERLINE EASEMENT.
20' WIDE MAINTENANCE EASEMENT
EXISTING 38"Rx57S CMP OUTLETS TO ARROYO CHAMISO
PONDING FOR WATERSHED D1 TO BE INSTALLED BY TRACT 60 DEVELOPER
DEVELOPERS OF TRACTS 60+61 BOTH REQUIRED TO PROVIDE 14' ACCESS AND 20' EASEMENT TO DAMS B1, B2 & B3 AS DELINEATED WITH AN ARROW
NEW MEXICO SCHOOL FOR THE DEAF

LEGEND

- CULVERT WITH STANDARD END SECTION
- CURB DROP INLET
- MEDIAN DROP INLET
- A2 — CULVERT ID
- A2 — WATERSHED ID
- 11.91 Ac.+/- — WATERSHED AREA

NOTES
1. PONDS ARE TO BE CONSTRUCTED PRIOR TO INITIATING ON SITE EARTHWORK.
2. ACCESS PATH USED BY CONTRACTOR FOR INSTALLATION AND MAINTENANCE OF PONDS SHALL BE BUILT PER SECTION SHOWN ON THIS SHEET.
3. ACCESS PATHS ARE NOT INTENDED FOR FIRE MARSHAL OR PUBLIC ACCESS.
4. ALL CONTRACTOR DISTURBED SOILS OUTSIDE OF THE 14-FOOT WIDE ACCESS RAOD SHALL BE STABILIZED BY 3-INCHES OF GRAVEL MULCH.
5. PRIOR TO CITY ACCEPTANCE OF PONDS THE CONTRACTOR SHALL CLEAR PONDS OF EXCESS SEDIMENT DEPOSITED DURING PROJECT CONSTRUCTION PHASE.

NORTH
G.E.
SCALE 1"=200'
200' 0 200'

JERALYNN GUERRERO-ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

TERRAIN MANAGEMENT PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
		SHEET NO. 13B

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-06 HW TC3.dwg, TERRAIN, 6/6/2025 7:47:25 AM

TRACT 62

TRACT 61

TRACT D OPEN SPACE

5-FOOT TALL HORSE FENCE WITH 3"X3" CEDAR POSTS EVERY 6-FEET AND 1-6'-FOOT LOCKABLE ENTRY GATE.

6' ENTRY GATE

POND A1
VOLUME = 6.7 ACRE-FEET

REMOVE END SECTION
INSTALL OUTLET STRUCTURE
7'X7' CONCRETE BOX.
BASE OF INSIDE OF BOX = EX. PIPE INVERT. ~6340
TOP OF BOX ELEV. = GRATE ELEV. = 6346.15
23" OPENING AT ELEV. 6340 WITH SQUARE EDGE IN CONCRETE.
6" OPENING AT ELEV: 6343.0
USE RURAL GRATE ON TOP OF BOX.
GRATE SIZE 5'x5' MIN.
GROUT EXISTING 38"R x 57"S INTO PLACE WITH NON-SHRINK GROUT.

6340	20,062 SF	23,862 SF
6341	23,862 SF	3,466 SF
6342	27,508 SF	31,759 SF
6343	35,759 SF	40,232 SF
6344	40,232 SF	50,163 SF
6345	44,942 SF	
6346	50,163 SF	
6347	56,160 SF	
6348	56,160 SF	

25'x25'x1' WIRE WRAPPED RIP-RAP PAD

METAL END SECTION WITH SAFETY GRATE

72" CMP (BII)

ACI 10
RIM. ELEV: 6348.55
INV. ELEV: 6342.25

ACI 9
RIM. ELEV: 6349.81
INV. ELEV: 6343.53

ARROYO CHAMISO INTERCEPTOR DESIGNED WITH 12-INCH CLEARANCE BETWEEN SEWER AND CMP. NOT CONFIRMED.

EXISTING 153'-38"R x 57"S CMP AT 0.66% WITH AN END SECTION + WIRE ENCLOSED RIP-RAP AT INLET

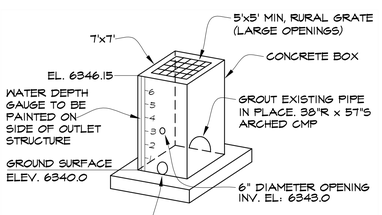
20' DRAINAGE EASEMENT

9009
6342.52

EX. STORM DRAIN MANHOLE

EXISTING 234'-38"R x 57"S CMP AT 1.02% DISCHARGED TO ARROYO DE LOS CHAMISO

38' ACCESS AND DRAINAGE EASEMENT



POND A1 OUTLET DETAIL
NOT TO SCALE

NORTH

SCALE 1"=20'
20' 0 20'

HORSE FENCE SPECIFICATION:
FARM GUARD 60" TALL, 12.5 GAUGE GALVANIZED STEEL CLASS 1 ZINC COATING HORSE. 2 INCH X 4 INCH NON-CLIMB MESH, OR ENGINEER APPROVED EQUAL.

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

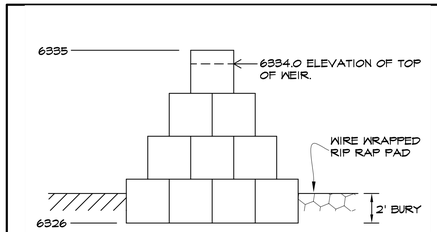
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION PONDS A1

SCALE	DWG NO.	DATE
1"=20'		06/09/2025
	SHEET NO.	13C



SECTION A-A'

NOT TO SCALE

TRACT 61

TRACT C OPEN SPACE

6345

6340

43.6

6329—4562 SF

6330—5816 SF

6331—6920 SF

6332—8044 SF

6333—9327 SF

6334—10812 SF

6335—12395 SF

POND B1
VOLUME = 1.3 ACRE-FEET

A

A'

INSTALL 6" OPENING BETWEEN GABIONS ON 2nd LEVEL.
INV. 6326.0
3' TALL x 0.5' WIDE OPENING

15'x10'x1' WIRE WRAPPED RIP-RAP PAD

6326—413 SF

6327—1672 SF

6328—3299 SF

TOP WEIR

BASE 24'x12'
BOTTOM ELEV.: 6328.0
TOP ELEV.: 6326.0
16 GABIONS - 6'x3'x3'

INSTALL 6' OF 12" CMP
INV: 6329.0
AT BASE OF THIRD LEVEL

2nd LEVEL 40'x9'
BOTTOM ELEV.: 6326.0
TOP ELEV.: 6329.0
18 GABIONS - 6'x3'x3'
3 GABIONS - 4'x3'x3'

3nd LEVEL 60'x6'
BOTTOM ELEV.: 6329.0
TOP ELEV.: 6332.0
20 GABIONS - 6'x3'x3'

4th LEVEL 78'x3'
BOTTOM ELEV.: 6332.0
TOP ELEV.: 6335.0
12 GABIONS - 6'x3'x3'
WEIR; 1 GABIONS - 6'x3'x2' TALL'
TOP ELEV: 6334

NORTH

DE

SCALE 1"=10'

10' 0 10'

ORALYNN GUERRERO-TZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-3957

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION PONDS B1

SCALE	DWG NO.	DATE
1"=10'		06/09/2025

SHEET NO. 13D

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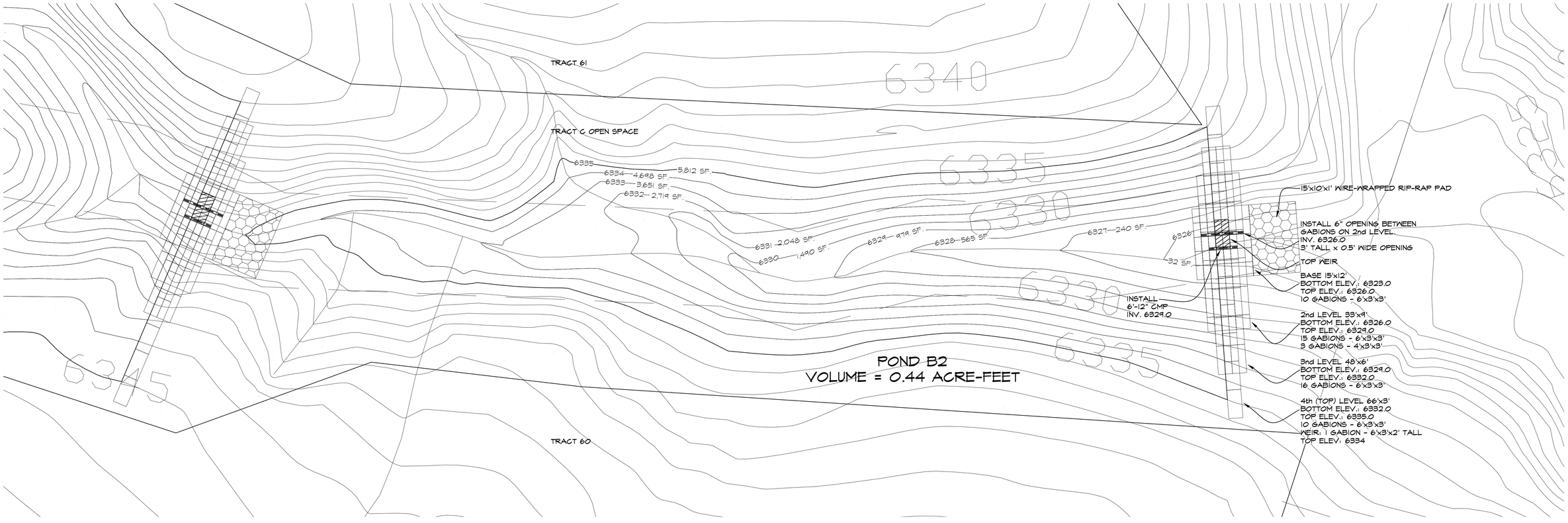

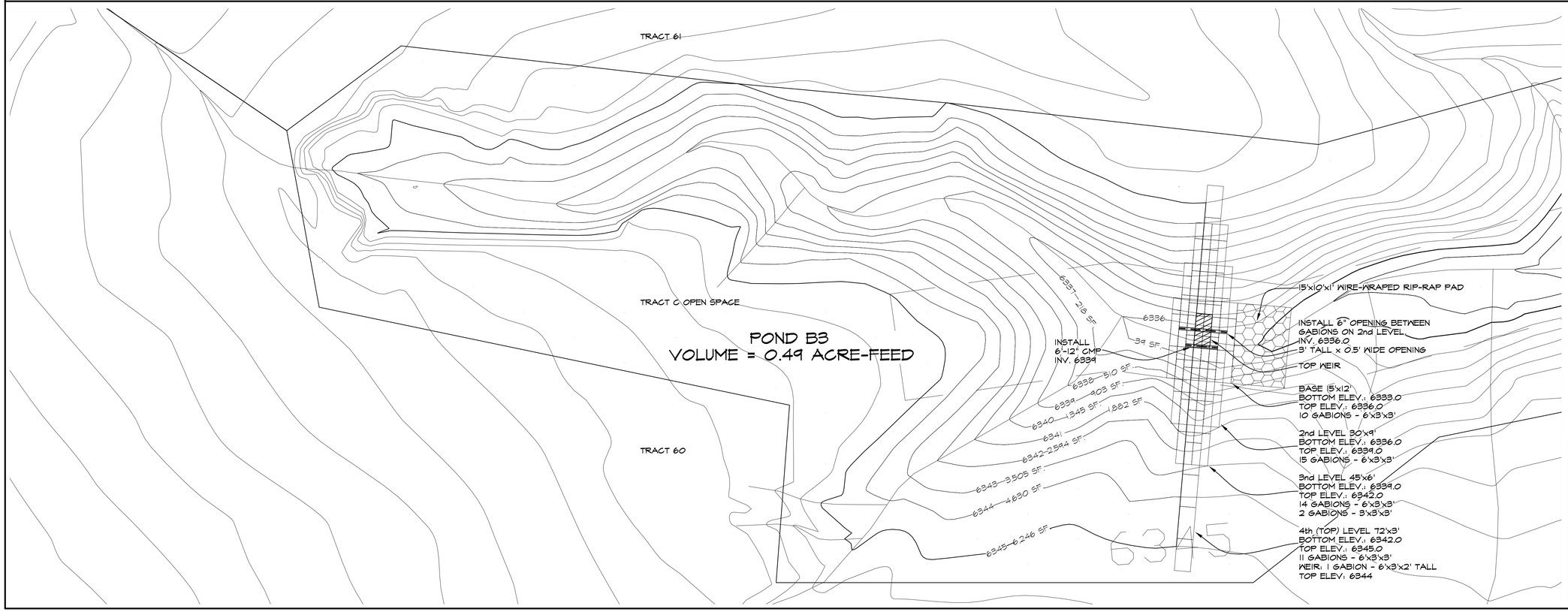

NORTH

D.E.

SCALE 1"=10'

10' 0 10'

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
06/09/2025
REGISTERED PROFESSIONAL ENGINEER

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION PONDS B2 AND B3

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	13E

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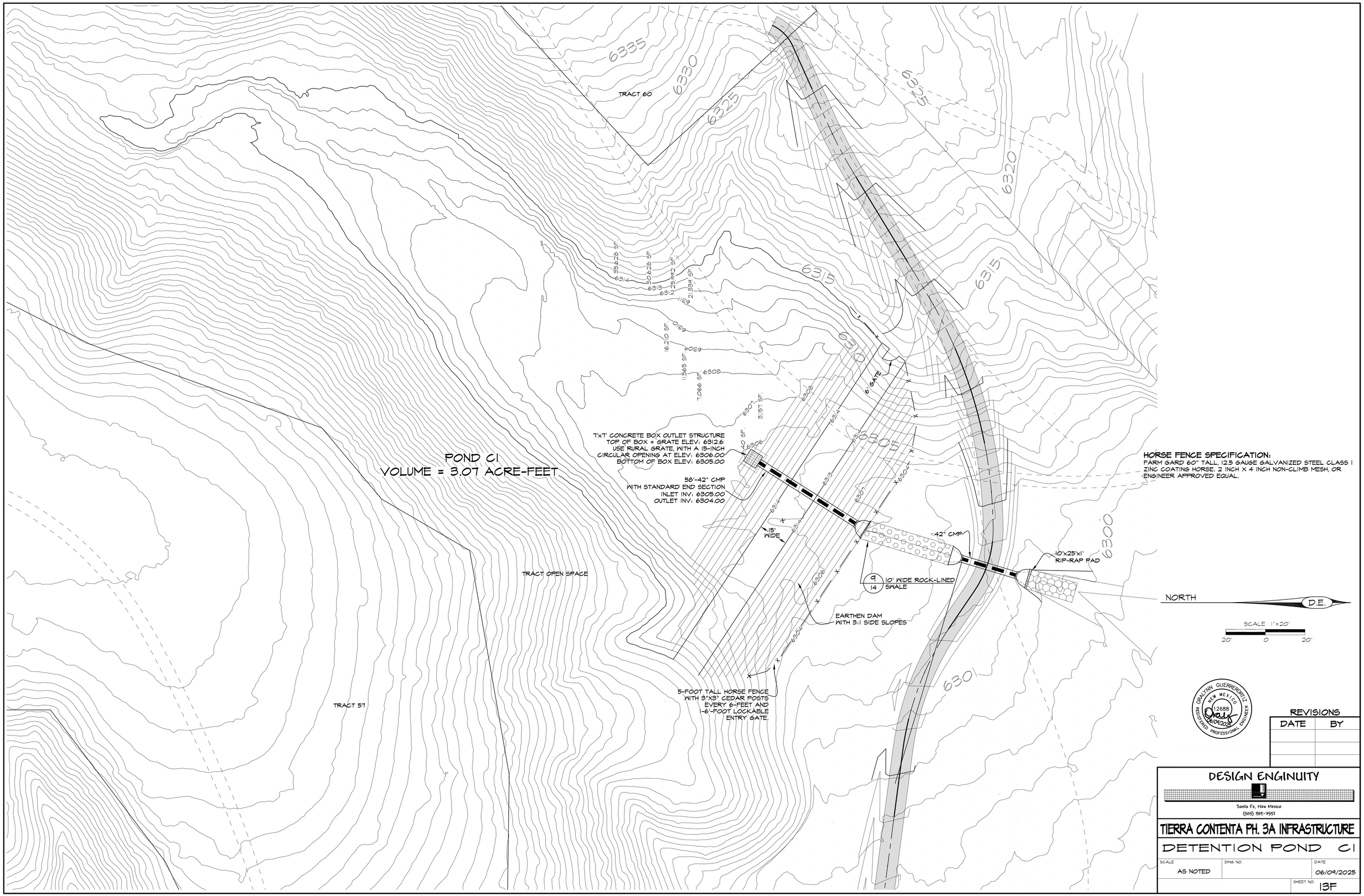

HORSE FENCE SPECIFICATION:
FARM GARD 60" TALL, 12.5 GAUGE GALVANIZED STEEL CLASS I ZINC COATING HORSE. 2 INCH X 4 INCH NON-CLIMB MESH, OR ENGINEER APPROVED EQUAL.

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
06/09/2025
REGISTERED PROFESSIONAL ENGINEER

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION POND C1

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
		SHEET NO. 13F

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POND E1

VOLUME = 20,806 C.F.

TOP OF POND BERM

3:1 SIDE SLOPES TYP.

3'x3' CONCRETE BOX OUTLET STRUCTURE
TOP OF BOX = GRATE ELEV. = 6303.50
USE RURAL GRATE WITH 8-INCH CIRCULAR OPENING AT INVERT ELEV: 6301.0
BOTTOM OF BOX ELEV: 6299.0

8" CIRCULAR OPENING ELEV: 6301.0

25'-24"-CMP WITH STANDARD END SECTION
INLET INV: 6299.00
OUTLET INV: 6298.0

3:1 SIDE SLOPES TYP.

6' GATE

2/14 6' WIDE ROCK-LINED SWALE

5-FOOT TALL HORSE FENCE WITH 3"X3" CEDAR POSTS EVERY 6-FEET AND 1-6'-FOOT LOCKABLE ENTRY GATE.

2:1 CUT SLOPE

TRACT B
OPEN SPACE

TRACT 57

65'

95'

HORSE FENCE SPECIFICATION:
FARM GARD 60" TALL, 12.5 GAUGE GALVANIZED STEEL CLASS 1 ZINC COATING HORSE. 2 INCH X 4 INCH NON-CLIMB MESH, OR ENGINEER APPROVED EQUAL.

NORTH

D.E.

SCALE 1"=10'

10' 0 10'

GERALYNN GUERRERORTZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION POND E1

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	136

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TRACT A
OPEN SPACE

79'-36" CMP
INV. IN 6335.0
INV. OUT. 6333.4
STANDARD END SECTION AT OUTLET
7'x20'x11'
RIP-RAP PAD AT OUTLET.

20' PUBLIC UTILITY AND PUBLIC TRAIL EASEMENT

x 45.52
x 45.56
x 45.80
x 45.76

2+00

4.5x4.5 MDI (SEE SHEET 28G) WITH RURAL GRATE
12'DIAMETER, SQUARE EDGE INLET AT ELEV: 6335.0
TOP OF GRATE ELEV: 6343.0
6" DIAMETER INLET AT
INV: ELEV: 6338.0

POND II
VOLUME = 22,600 C.F.

2+65.46

TRACT 76

TRACT A
OPEN SPACE

TRACT 77

5,676 SF.
7,139 SF.
4,378 SF.
3,231 SF.
2,251 SF.
1,562 SF.
1,078 SF.
653 SF.
267 SF.
23 SF.

NORTH

SCALE 1"=10'
10' 0 10'

GRALYNN GUERRERORTIZ
NEW MEXICO
12688
06/09/2025
REGISTERED PROFESSIONAL ENGINEER

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETENTION POND II

SCALE	DWG NO.	DATE
1"=10'		06/09/2025

SHEET NO. 13H

REVISIONS

DATE	BY

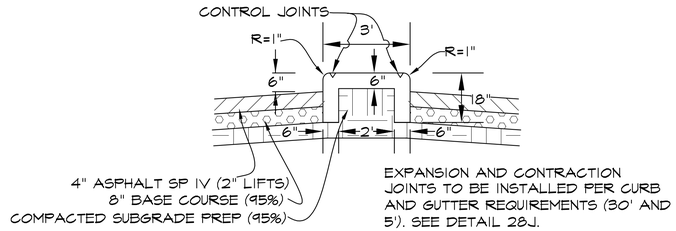
E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-24 HW TC3_recover.dwg, PONDS, 5/24/2025 11:03:57 PM

GRADING AND ACCESSIBILITY NOTES:

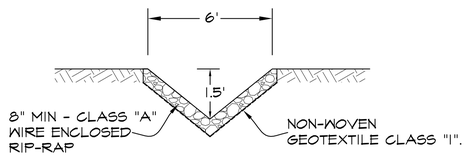
1 ALL RAMPS SHALL NOT EXCEED 12:1 AND SHALL NOT EXCEED A 2% CROSS SLOPE.
2 DETECTABLE WARNING SURFACE IS REQUIRED AT ALL CURB RAMPS WHERE PEDESTRIANS WILL CROSS VEHICULAR TRAFFIC.
3 ALL SIDEWALKS SHALL NOT EXCEED 5% AND SHALL NOT EXCEED A 2% CROSS SLOPE.
4 AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO CITY ACCEPTANCE. THE CONTRACTOR SHALL CONTACT THE CITY STAFF TO SCHEDULE AN INSPECTION.
5 ADA NOTES: ANSI A117.1-2003 SHALL BE MET FOR
  a. SIDEWALKS (SECTION 403)
  b. RAMPS (SECTION 405 & 406)
  c. TACTILE WARNING STRIPS (SECTION 406.13)
  d. MONOLITHIC HEADER CURBS ADJACENT TO RAMPS (SECTION 405.9)
6 ALL DISTURBED AREAS WILL BE REVEGETATED PER THE LANDSCAPING PLANS
7 ALL FILL MATERIAL SHALL MEET NM DOT SPECIFICATIONS OR GEOTECHNICAL REPORT SPECIFICATIONS, WHICH EVER IS STRICTER.
8 MAXIMUM 2:1 CUT SLOPES AND 3:1 FILL SLOPES UNLESS OTHERWISE NOTED.
9 COMPLIANCE WITH GUNNISON PRAIRIE DOG ORDINANCE (14-8.12) SHALL BE COMPLETED PRIOR TO BEGINNING GRADING OPERATIONS.
10 PRIOR TO BEGINNING GRADING OPERATIONS, THE TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED.
11 THIS PROJECT IS SUBJECT TO STORM WATER POLLUTION PREVENTION PLAN REQUIREMENTS.
12 SEE GEOTECHNICAL REPORT FOR OTHER GRADING REQUIREMENTS.
13 ALL GRADES SHOWN ARE FINISHED GRADES. SEE CIVIL DETAILS FOR PAVEMENT SECTION. SEE LANDSCAPE PLANS FOR ALL OTHER SURFACE MATERIAL TYPE AND THICKNESS.
14 ALL SIDEWALKS IN THE PROJECT ARE CONCRETE AND 5 FEET OR MORE IN WIDTH.
15 ALL ACCESSIBLE PATHS CROSSING ROADWAYS HAVE A TYPICAL CROSS SLOPE OF 1.5% AND A MINIMUM WIDTH OF 5 FEET. IN NO CASE SHALL CROSS SLOPES EXCEED 2%.
16 ALL SIDEWALKS SHALL HAVE A VERTICAL CLEARANCE OF 80-INCHES FOR THE FULL WIDTH OF THE PATH.

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND BASED UPON INFORMATION PROVIDED BY OTHERS, I ACCEPT THE RECORD DATA AS BEING ACCURATE.

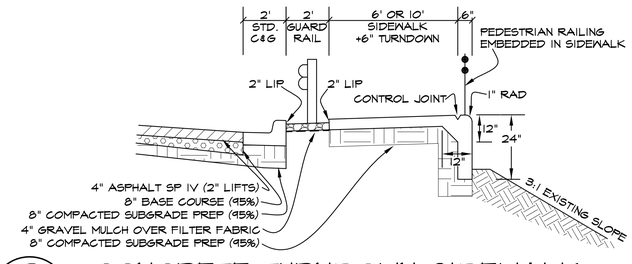
ORALYNN GUERRERORTIZ NMPE NO. 12688 — DATE
DESIGN ENGINUITY, LLC



1 PASEO DEL SOL WEST CONCRETE MEDIAN
NTS



2 6' WIDE - V SHAPE ROCK RUNDOWN
NTS



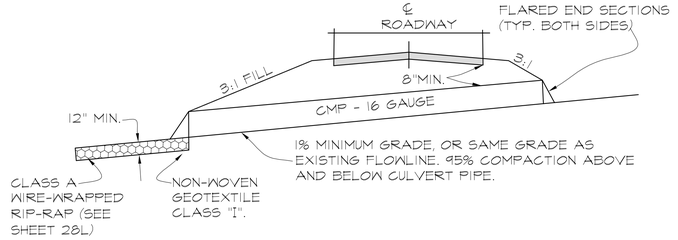
3 CONCRETE TURNDOWN SIDEWALK
NTS



4 BIKE RAMP DETAIL
1"=5'

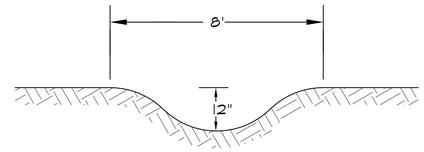
5 ROCK-LINED CMP
NTS

6 TYPICAL SIDEWALK DETAIL
NTS

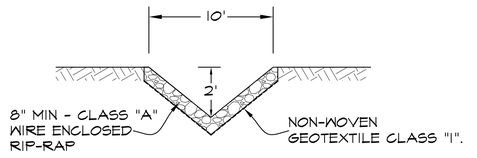


RIP-RAP PADS ARE TO BE CONSTRUCTED TO FIT FIELD CONDITIONS AND AS APPROVED BY THE ENGINEER. IF ROCK EXISTS AT OUTLET, THEN AT THE DISCRETION OF THE ENGINEER THE RIP-RAP PAD MAY BE ELIMINATED.

7 TYPICAL CULVERT SECTION
NTS



8 SWALE DETAIL
NTS



9 10' WIDE - V SHAPE ROCK RUNDOWN
NTS

ORALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

GRADING DETAILS

SCALE	DWG NO.	DATE
N/A		06/09/2025
	SHEET NO.	14

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- NEW 12" PUBLIC WATERLINE UNLESS OTHERWISE NOTED
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- FUTURE LOW PRESSURE SAS
- AIR VACUUM RELIEF VALVE
- FUTURE 8" WATERLINE
- STREET LIGHT
- DRY UTILITIES
- ROAD, WATER, SEWER AND DRY UTILITY CONNECTIONS BETWEEN TRACTS REQUIRED WITH TRACT DEVELOPMENT. CONNECTION LOCATIONS CAN BE RELOCATED ALONG TRACT BOUNDARY WITH TCC APPROVAL.

NORTH

SCALE 1"=100'

100' 0 100'

OPEN SPACE

N/F CITY OF SANTA FE

PARK TRACT C

TRACT 68

TC3-1

TC3-2

TC3-3

TC3-4

TC3-5

TC3-6

TC3-7

TC3-8

TC3-9

TC3-10

TC3-11

TC3-12

TC3-13

TC3-14

TC3-15

20' PUE

20'-8" STUB CAPPED AT END. TYPICAL (TC3-1 THROUGH TC3-10)

8" SEWER MAIN

SEWER SEGMENT 1

20'X20' PUE

TRACT 73

TRACT 70

TRACT 69

20' PUBLIC UTILITY AND PUBLIC TRAIL EASEMENT

8" WATER MAIN CENTERED IN NORTH DRIVE LANE

JAGUAR DRIVE

PASEO DEL SOL WEST

EXISTING 12" PVC WATER MAIN

EXISTING MH TC 24A
RIM: 6341.21 (NAVD88)
SOUTH INV. IN: 6332.65
WEST INV. OUT: 6332.44

12" WATER MAIN

SEWER SEGMENT 6

EXISTING MH AC1 #1
6' DIA. TYPE C MANHOLE
RIM: 6340.11 (NAVD88)
INV. IN: 6333.68
INV. OUT: 6333.67

TRACT 71

TRACT 72

PUE, TYP.

STREET LIGHT, TYP.

FH #____

CINTO NORTE

NEW MEXICO SCHOOL FOR THE DEAF
LOT 101

2" SCH. 40 PVC CONDUIT FOR STREET LIGHTS

EXISTING MH AC1 #2
6' DIA TYPE C MANHOLE
RIM: 6342.19 (NAVD88)
INV. IN: 6334.43
INV. OUT: 6334.41

SEWER SEGMENT 5

TRACT 66

TRACT 67

TRACT 65

TR. 64

2" LP SAS (FUTURE)

8" WATER MAIN (FUTURE)

TRACT 56

20'X93' PUE

8" WATER MAIN

PASEO DEL SOL WEST

TRACT 62

TRACT 61

SEWER SEGMENT 2

MATCH LINE SEE SHEET 15B

MATCH LINE SEE SHEET 15B

OPALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS	
DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

MASTER UTILITY PLAN

SCALE	DWG NO.	DATE
1"=100'		06/09/2025
	SHEET NO.	15A

TC3-16
EXISTING MH ACI #3
RIM: 6367.55 (NAVD88)
TWO EXISTING DROP STRUCTURES
INV. 6357.22
INV. IN: 6335.34
INV. OUT: 6335.30

EXISTING SEWER INTERCEPTOR

FH #___

8" WATER MAIN (FUTURE)

EXISTING MH ACI 4
RIM: 6363.61 (NAVD88)
TWO EXISTING DROP STRUCTURES, INV: 6353.19
INV. IN: 6336.74
INV. OUT: 6336.70

TC-20
TC-21

SEWER SEGMENT 4

FH #___

EXISTING MH ACI 5
RIM: 6367.51 (NAVD88)
TWO EXISTING DROP STRUCTURES
AT INV: 6557.26
INV. IN: 6337.85
INV. OUT: 6337.81

FH #___

TC3-18

FH #___

36" ARROYO CHAMISO INTERCEPTOR

EXISTING MH ACI 6
RIM: 6351.15 (NAVD88)
INV. IN: 6338.97
INV. OUT: 6338.91

TC3-19

CINTO SUR

SEWER SEGMENT 3

TC3-17

PUE, TYP.

FH #___

STREET LIGHT, TYP.

FH #___

FH #___

8" WATER MAIN CENTER ON SOUTH DRIVE LANE

FH #___

CINTO SUR

FH #___

30' PUBLIC SANITARY SEWER EASEMENT

EXISTING 20' PUBLIC SANITARY SEWER EASEMENT

EXISTING MH ACI 7
RIM: 6351.00 (NAVD88)
INV. IN: 6340.12
INV. OUT 6340.06

EXISTING MH ACI 8
RIM: 6366.07 (NAVD88)
ONE EXISTING DROP STRUCTURE
IN: 6356.28
INV. IN: 6341.23
INV. OUT: 6341.20

EXISTING MH ACI 9
RIM: 6348.55 (NAVD88)
INV. IN: 6342.25
INV. OUT: 6342.21

EXISTING MH ACI 10
RIM: 6349.81 (NAVD88)
INV. IN: 6343.57
INV. OUT: 6343.53

12" WATER

EXISTING 12" C900 PVC

FH #___

12" WATER

PASEO DEL SOL WEST

HERRERA DR.

PASEO DEL SOL WEST

TRACT 56
TRACT 63
TRACT 64
TRACT 65
TRACT 66
TRACT 60
TRACT 62
TRACT 61
TRACT 58
TRACT 59
TRACT 60

MATCH LINE SEE SHEET 15A

MATCH LINE SEE BELOW

NORTH

D.E.

SCALE 1"=100'
100' 0 100'

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- NEW 12" PUBLIC WATERLINE UNLESS OTHERWISE NOTED
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- FUTURE LOW PRESSURE SAS
- AIR VACUUM RELIEF VALVE
- FUTURE 8" WATERLINE
- STREET LIGHT
- DRY UTILITIES
- ROAD, WATER, SEWER AND DRY UTILITY CONNECTIONS BETWEEN TRACTS REQUIRED WITH TRACT DEVELOPMENT. CONNECTION LOCATIONS CAN BE RELOCATED ALONG TRACT BOUNDARY WITH TCC APPROVAL.

MATCH LINE SEE BELOW

NEW MEXICO SCHOOL FOR THE DEAF
LOT 101

12" WATER MAIN CENTERED IN NORTH DRIVE LANE

FH #___

STREET LIGHT, TYP.

FH #___

PASEO DEL SOL WEST

NEW MEXICO SCHOOL FOR THE DEAF
LOT 102

NORTH

D.E.

SCALE 1"=100'
100' 0 100'

OBALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
08/04/2025

REVISIONS

DATE	BY
08/31/2025	O.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

MASTER UTILITY PLAN

SCALE	DWG NO.	DATE
1"=100'		06/09/2025
	SHEET NO.	15B

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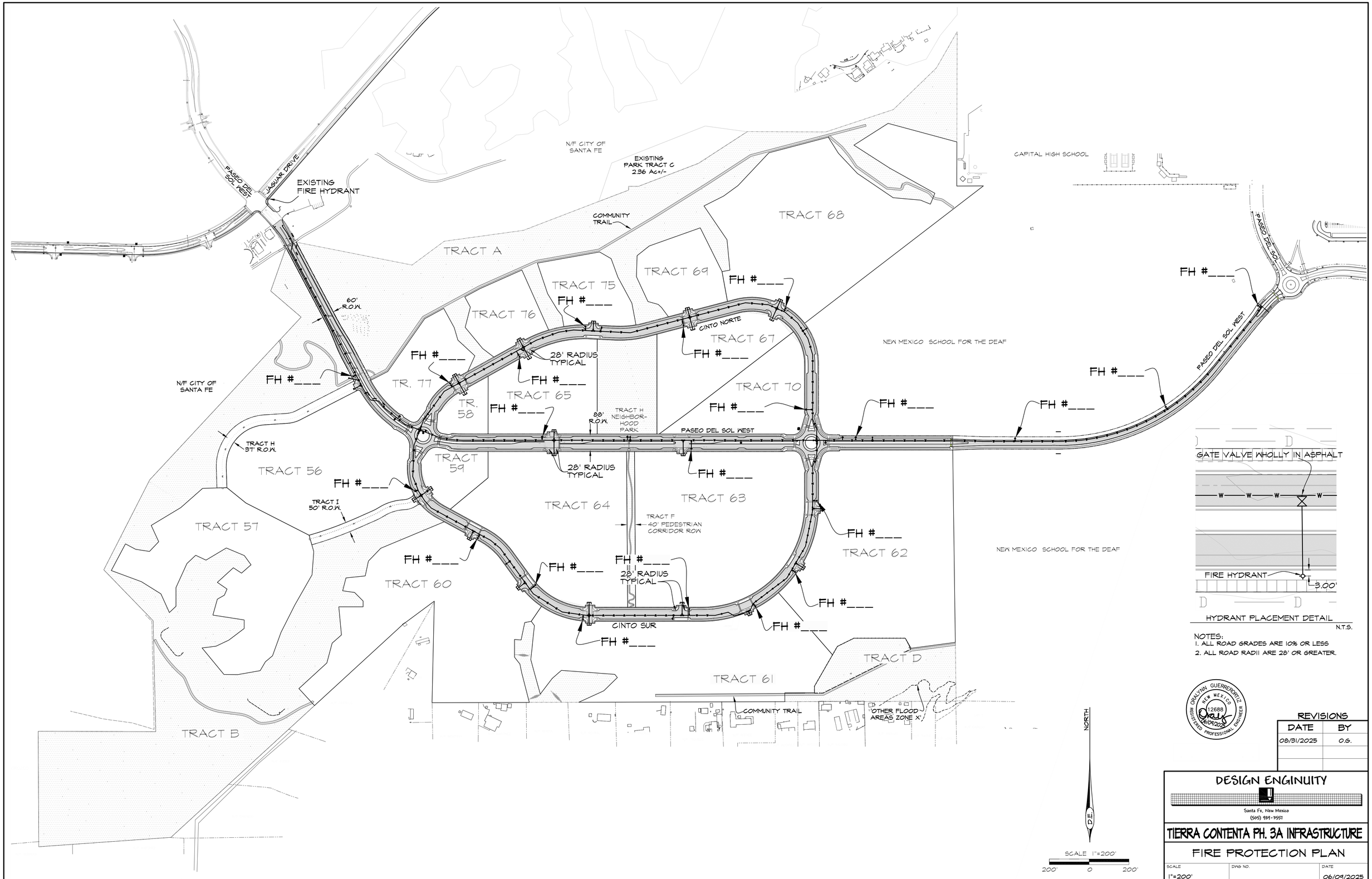

HYDRANT PLACEMENT DETAIL
N.T.S.

NOTES:
1. ALL ROAD GRADES ARE 10% OR LESS
2. ALL ROAD RADII ARE 28' OR GREATER.

ROALYNN GUERRERO-RITZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 08/09/2025

REVISIONS

DATE	BY
08/31/2025	O.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

FIRE PROTECTION PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025

SHEET NO. 15C

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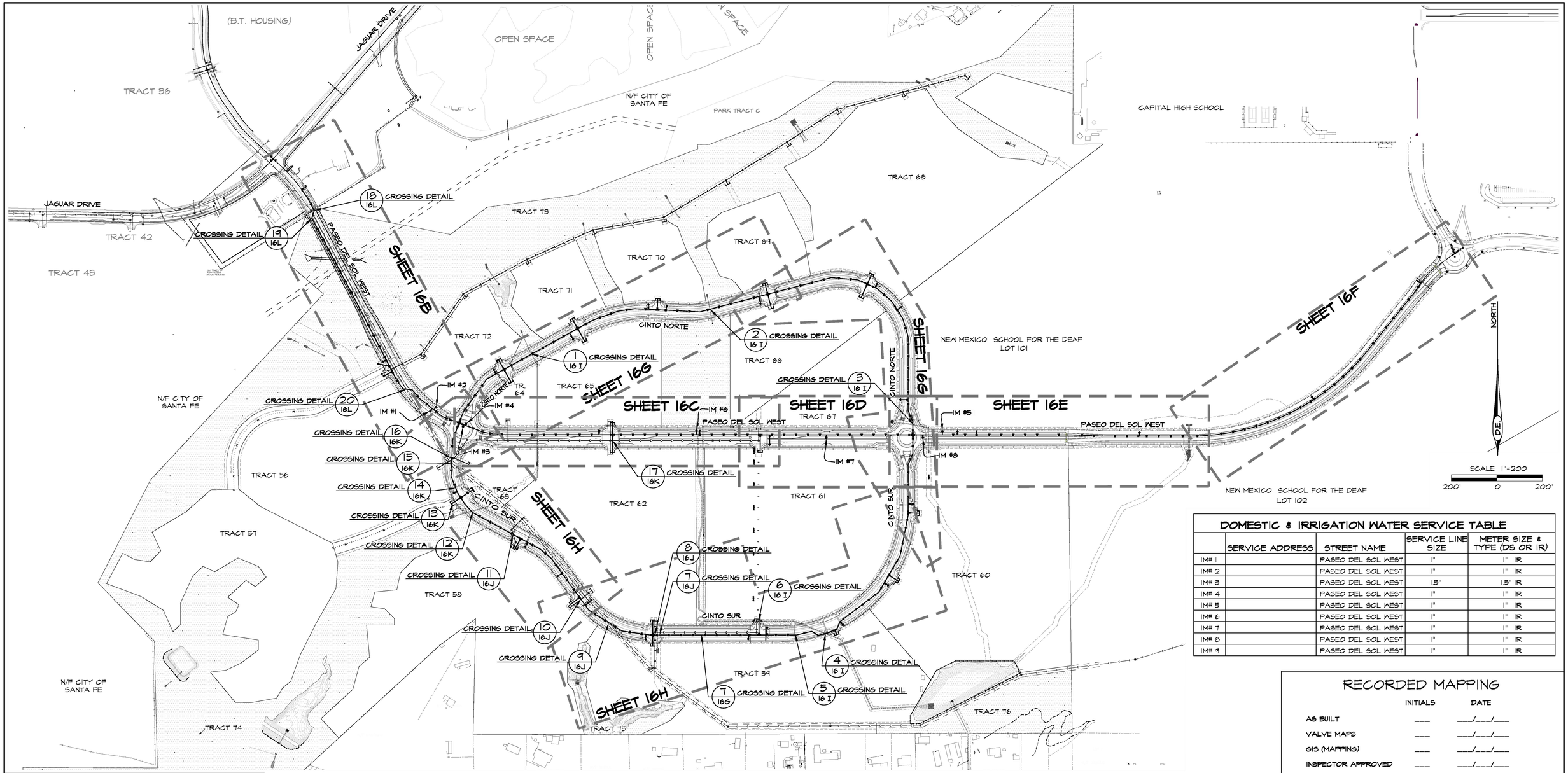

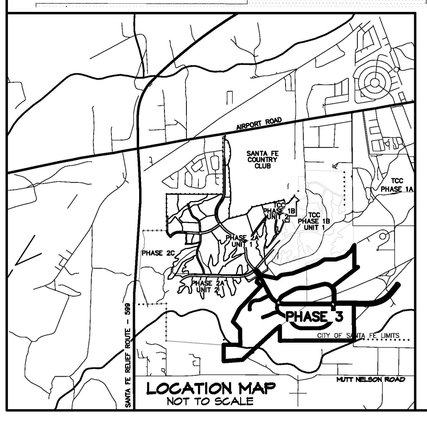

GENERAL NOTES FOR WATER LINE EXTENSIONS

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (COSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE COSFWDD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN +/- 6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY COSFWDND.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND COSFWDND DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY COSFWDND PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE COSFWDND FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY COSFWDND.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND COSFWDND.
16. WORK ON COSFWDND FACILITIES SHALL NOT BEGIN UNTIL COSFWDND HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.
18. ANY GRADING IMPACTING EXISTING WATER MAINS MUST MAINTAIN 4 FOOT COVER, NOT TO EXCEED 5 FOOT COVER OVER MAINS. MAINS MUST BE ADJUSTED TO NEW GRADE AS NEEDED.
19. ALL METER CANS AND FIRE HYDRANTS SHALL HAVE 5-FEET OF UNOBSTRUCTED CLEARANCE ON ALL SIDES.
20. NO TREES SHALL BE PLANTED WITHIN 10' OF WATER MAIN.
21. CASING PIPE SHALL BE INSTALLED ON ALL IRRIGATION LINES FROM ROW TO ROW WHEN THEY CROSS WATER MAIN.

DOMESTIC & IRRIGATION WATER SERVICE TABLE

	SERVICE ADDRESS	STREET NAME	SERVICE LINE SIZE	METER SIZE & TYPE (DS OR IR)
IM# 1		PASEO DEL SOL WEST	1"	1" IR
IM# 2		PASEO DEL SOL WEST	1"	1" IR
IM# 3		PASEO DEL SOL WEST	1.5"	1.5" IR
IM# 4		PASEO DEL SOL WEST	1"	1" IR
IM# 5		PASEO DEL SOL WEST	1"	1" IR
IM# 6		PASEO DEL SOL WEST	1"	1" IR
IM# 7		PASEO DEL SOL WEST	1"	1" IR
IM# 8		PASEO DEL SOL WEST	1"	1" IR
IM# 9		PASEO DEL SOL WEST	1"	1" IR

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

REVISIONS

DATE	BY
08/31/2025	O.G.

PLAT RECORDING INFORMATION
BOOK ____
PAGE ____
FILE ____
DATE ____

ORALVINN GUERRERO-RIOS
NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER
10/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER SHEET INDEX

SCALE 1"=200' | DWG NO. | DATE 08/09/2025
P&DR CASE # | SHEET NO. 16A

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE ____
2025
17
(1 OF 11)

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LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- W — NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

WATER SYSTEM KEY

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PASEO DEL SOL WEST

NOTE: 8" SEWER MAIN CROSSING AT STA: 20+52.16, 16.70 R NO JOINTS PERMITTED 10-FEET EITHER SIDE OF CROSSING. USE A SINGLE 20-FOOT LONG DI PIPE CENTER AT STA: STA: 20+52.16, 16.70 R.

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

REVISIONS

DATE	BY
08/31/2025	O.S.
10/06/2025	O.S.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16B

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

PLAT RECORDING INFORMATION
BOOK
PAGE
FILE
DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 015	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE
2025
17
(2 OF 11)

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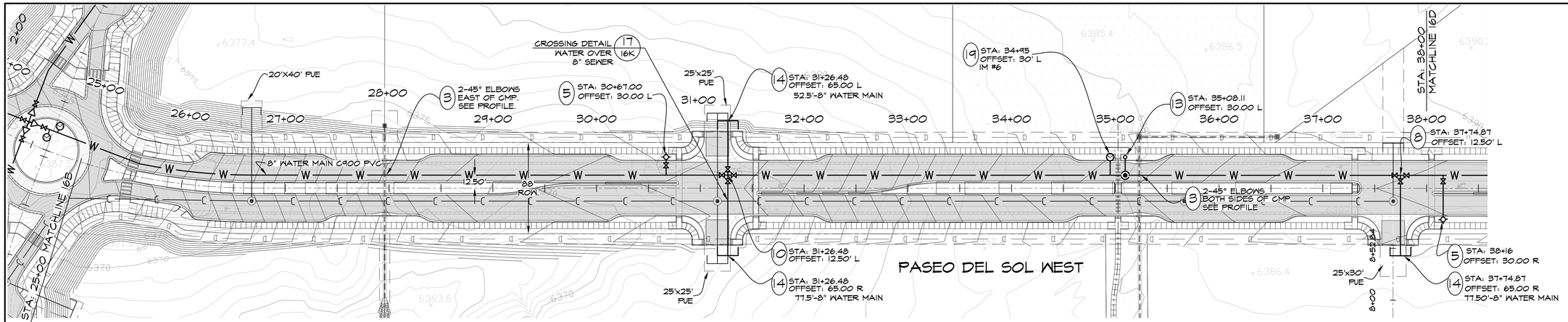

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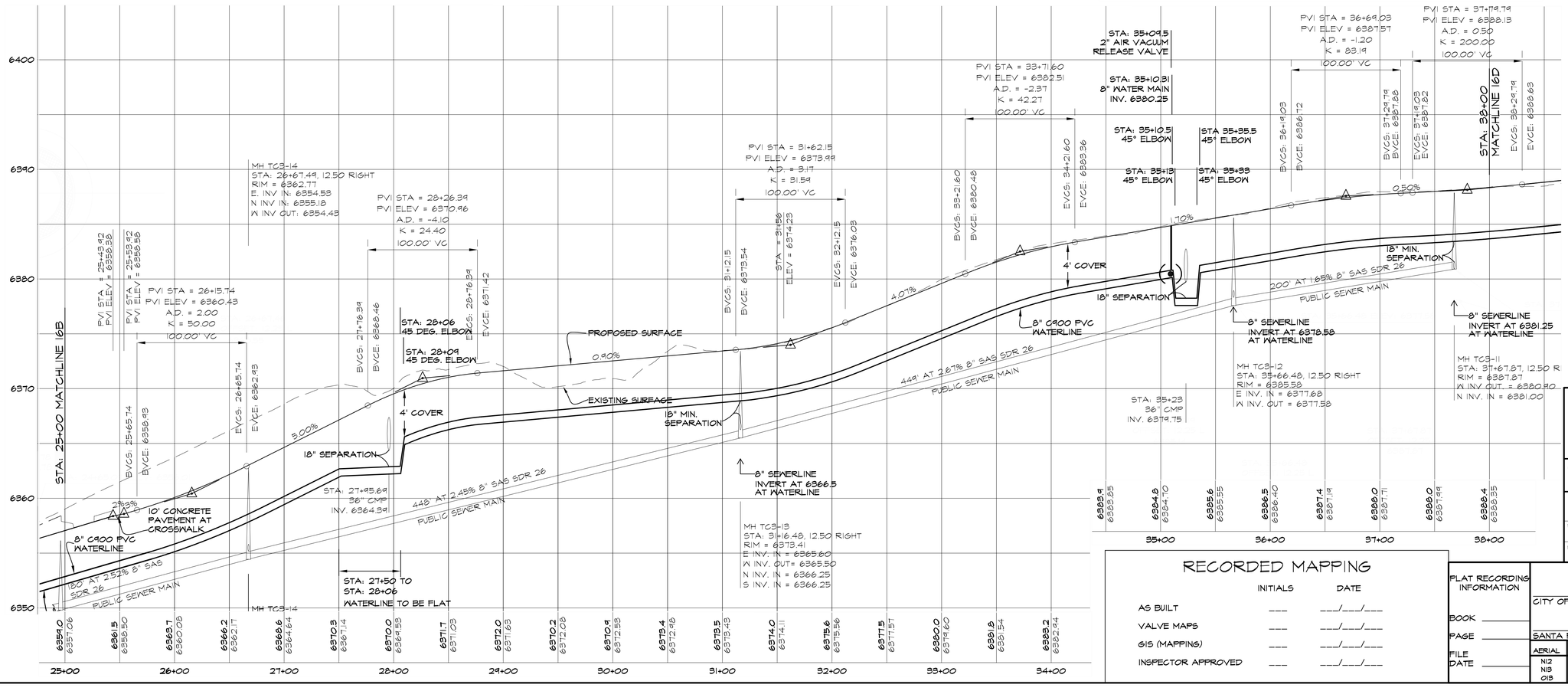
NORTH

HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'



RECORDED MAPPING

	INITIALS	DATE
AS BUILT	____	___/___/___
VALVE MAPS	____	___/___/___
GIS (MAPPING)	____	___/___/___
INSPECTOR APPROVED	____	___/___/___

GRALYNN GUERRERORTZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
08/09/2025

REVISIONS	
DATE	BY
08/31/2025	D.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		08/09/2025
P&DR CASE #		SHEET NO. 16C

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.
N12 N13 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE
2025
17
(3 OF 11)

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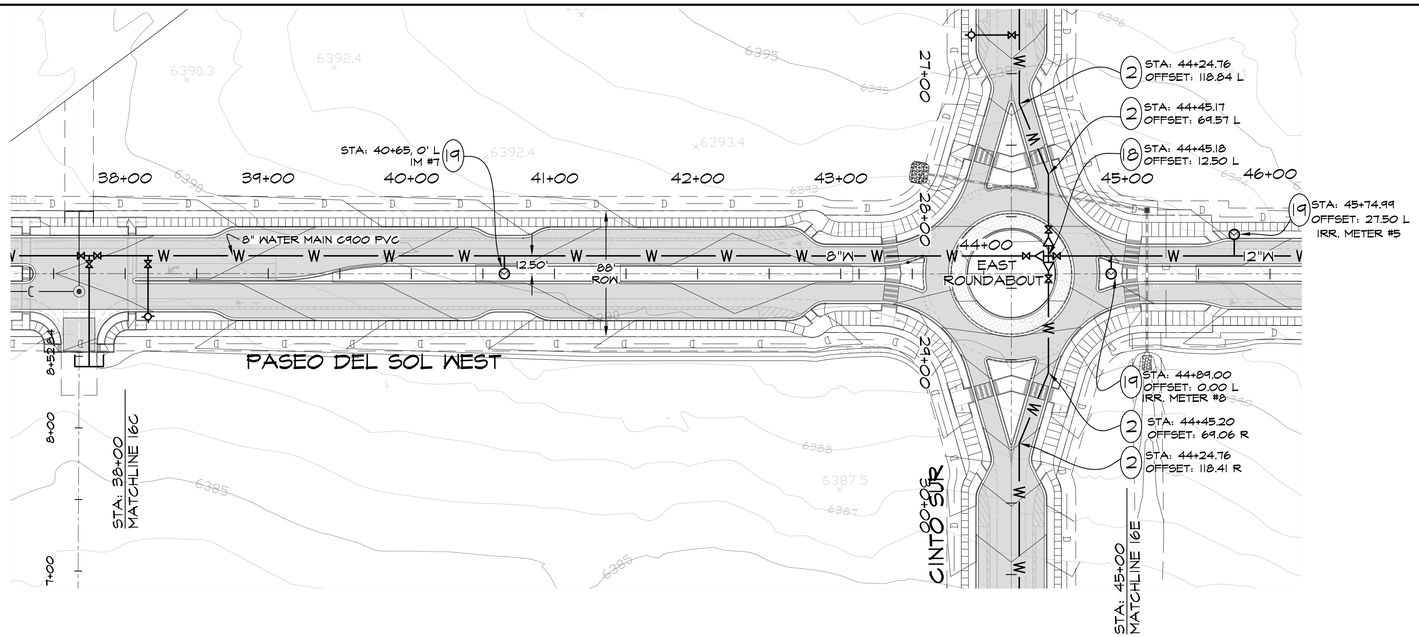

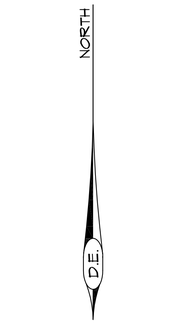

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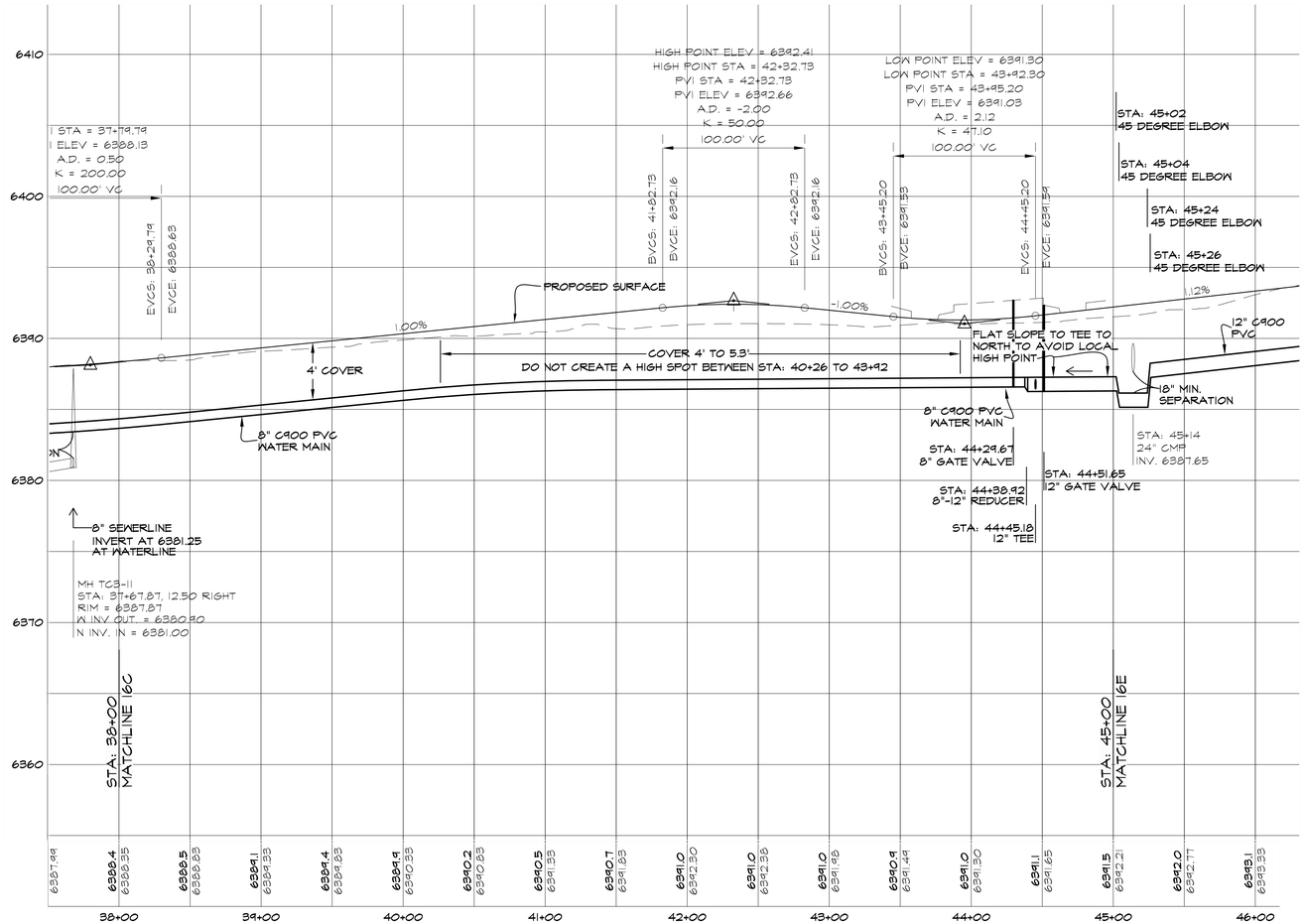
VERT SCALE = 5'

50' 0 50'



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ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16D

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

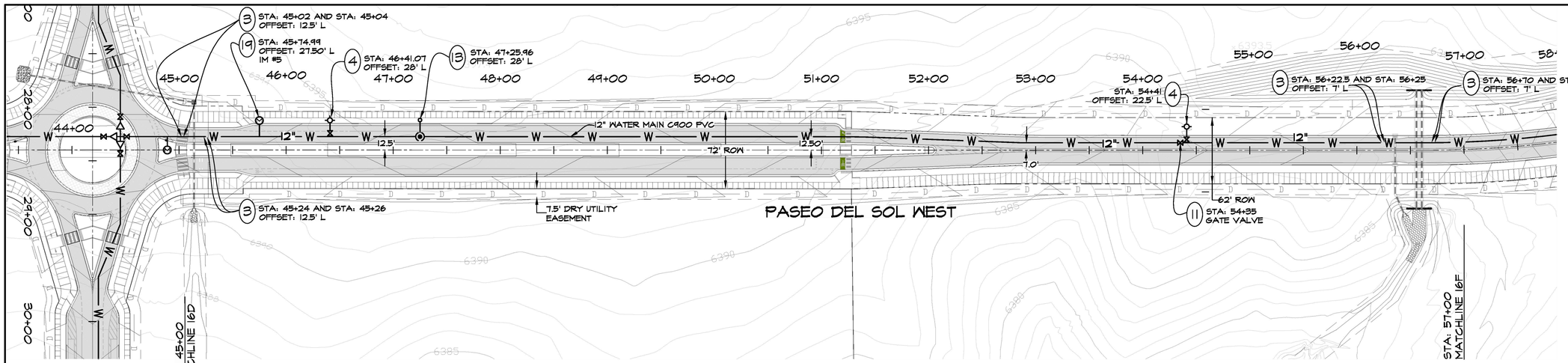
PLAT RECORDING INFORMATION
BOOK ____
PAGE ____
FILE ____
DATE ____

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE
2025
17
(4 OF 11)

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-09-02 HW TC3.dwg, WATER, 9/2/2025 6:36:10 PM



WATER SYSTEM KEY

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- NEW WATER GATE VALVE, SIZE AS NOTED
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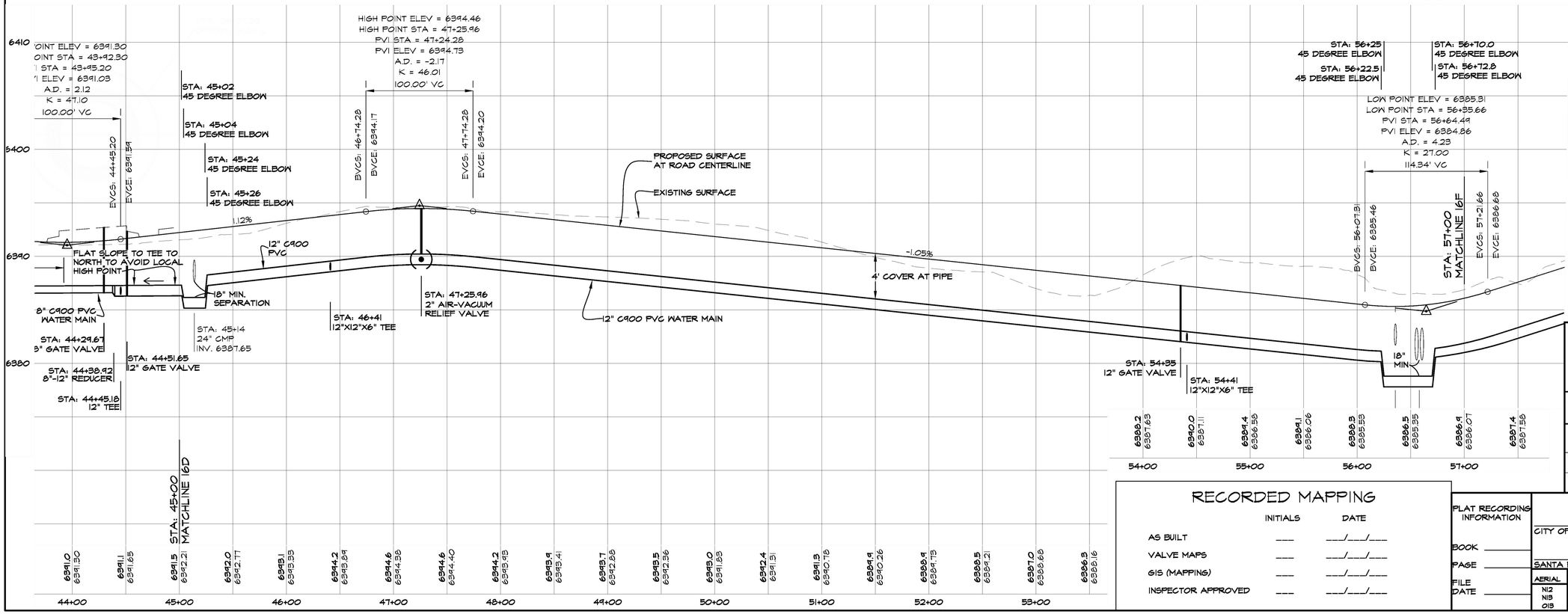


RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

PLAT RECORDING INFORMATION
BOOK ____
PAGE ____
FILE ____
DATE ____

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE
INSPECTOR
DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 013	T16N, R8E, SEC 13 & 14	

2025
17
(5 OF 11)

GRAILYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

REVISIONS

DATE	BY

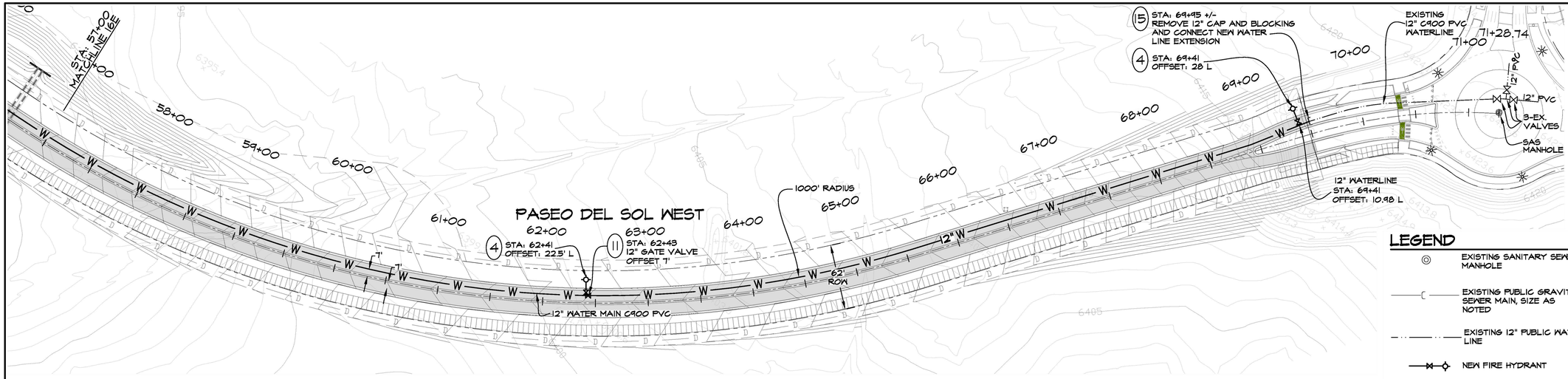
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-3551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
FHDR CASE #		SHEET NO. 16E

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-09-02 HW TC3.dwg, WATER, 9/2/2025 6:39:42 PM

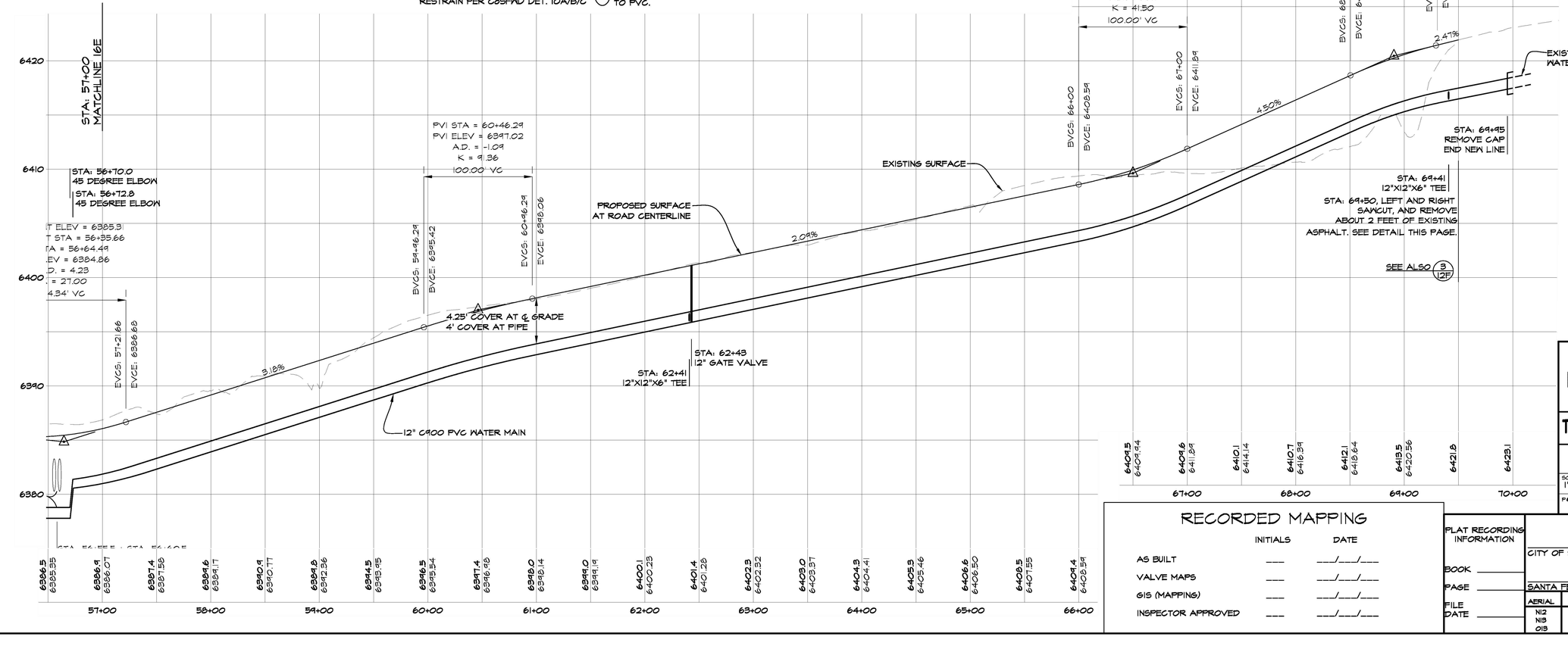


WATER SYSTEM KEY

1. INSTALL 11.25 DEGREE ELBOW RESTRAIN PER COSFND DET. 10A/B/C
2. INSTALL 22.5 DEGREE ELBOW RESTRAIN PER COSFND DET. 10A/B/C
3. INSTALL 45 DEGREE ELBOW RESTRAIN PER COSFND DET. 10A/B/C
4. INSTALL A FIRE HYDRANT; INSTALL 12"X12"X6" MJ/FLG TEE 6" MJ/FLG GATE VALVE AND VALVE BOX 6" DI PIPE AND 3-WAY FIRE HYDRANT ASSEMBLY WITH CITY OF SF THREADS PER COSFND DET. 07. RESTRAIN PER COSFND DET. 10A/B/C
5. INSTALL A FIRE HYDRANT; INSTALL 8"X8"X6" MJ/FLG TEE 6" MJ/FLG GATE VALVE AND VALVE BOX 6" DI PIPE AND 3-WAY FIRE HYDRANT ASSEMBLY WITH CITY OF SF THREADS PER COSFND DET. 07. RESTRAIN PER COSFND DET. 10A/B/C
6. INSTALL A NON- PRESSURIZED CONNECTION TO EXISTING 12" PVC LINE. REMOVE EXISTING CAP, FLUSH HYDRANT AND VALVE. SALVAGE TO BE GIVEN TO CITY. BEGIN WATER LINE EXTENSION.
7. INSTALL 12"X12"X8" TEE INSTALL GATE VALVES AND VALVE BOXES ON 3 LEGS AS SHOWN RESTRAIN PER COSFND DET. 10A/B/C
8. INSTALL 8"X8"X8" TEE INSTALL GATE VALVES AND VALVE BOXES ON 3 LEGS AS SHOWN RESTRAIN PER COSFND DET. 10A/B/C
10. INSTALL 8" CROSS INSTALL GATE VALVES AND VALVE BOXES ON 4 LEGS AS SHOWN
11. INSTALL 12" GATE VALVE AND VALVE BOX RESTRAIN PER COSFND DET. 10A/B/C
13. INSTALL 1" OR 2" AS NOTED AIR-PRESSURE RELIEF VALVE PER COSFINDAD DET. 10A/B/C 17 RESTRAIN PER COSFND DET. 10A/B/C
14. INSTALL 8" CAP RESTRAIN PER COSFND DET. 10A/B/C
15. INSTALL A NON- PRESSURIZED CONNECTION TO EXISTING 12" PVC LINE. REMOVE EXISTING CAP. BEGIN WATER LINE EXTENSION.
16. CHANGE PIPE MATERIAL FROM PVC TO DI.
17. CHANGE PIPE MATERIAL FROM DI TO PVC.
18. INSTALL 12" CROSS 3-12"x8" REDUCER 1-12" GATE VALVES AND BOXES 3-8" GATE VALVES AND BOXES RESTRAIN PER COSFND DET. 10A/B/C GATE VALVES SHALL BE INSTALLED ON CONCRETE APRON WHERE POSSIBLE.
19. INSTALL 1" IRRIGATION METER. PER COSFND DET. 03 (TYP.)
20. INSTALL 1.5" IRRIGATION METER. PER COSFND DETAIL 04 (TYP.)

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE



RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

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.
N12 N13 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE ____
2025

17
(6 OF 11)

GRAILYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/04/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-3551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/04/2025
P&DR CASE #		SHEET NO. 16F

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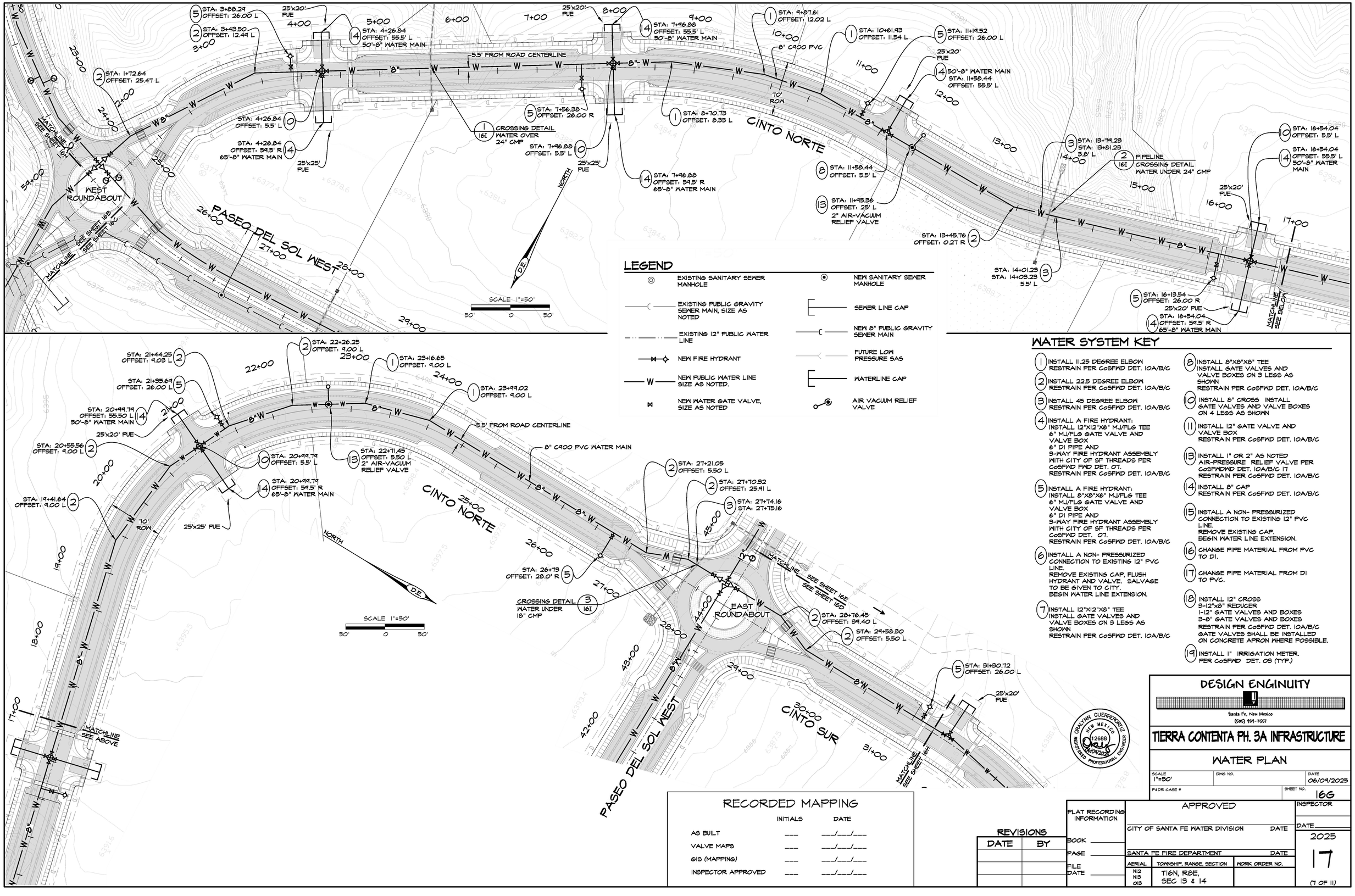

LEGEND

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- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

WATER SYSTEM KEY

1. INSTALL 11.25 DEGREE ELBOW RESTRAIN PER COSFND DET. 10A/B/C
2. INSTALL 22.5 DEGREE ELBOW RESTRAIN PER COSFND DET. 10A/B/C
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5. INSTALL A FIRE HYDRANT; INSTALL 8"X8"X6" MJ/FLG TEE 6" MJ/FLG GATE VALVE AND VALVE BOX 6" DI PIPE AND 3-WAY FIRE HYDRANT ASSEMBLY WITH CITY OF SF THREADS PER COSFND DET. 07. RESTRAIN PER COSFND DET. 10A/B/C
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10. INSTALL 8" CROSS INSTALL GATE VALVES AND VALVE BOXES ON 4 LEGS AS SHOWN
11. INSTALL 12" GATE VALVE AND VALVE BOX RESTRAIN PER COSFND DET. 10A/B/C
13. INSTALL 1" OR 2" AS NOTED AIR-PRESSURE RELIEF VALVE PER COSFNDWD DET. 10A/B/C 17 RESTRAIN PER COSFND DET. 10A/B/C
14. INSTALL 8" CAP RESTRAIN PER COSFND DET. 10A/B/C
15. INSTALL A NON- PRESSURIZED CONNECTION TO EXISTING 12" PVC LINE. REMOVE EXISTING CAP. BEGIN WATER LINE EXTENSION.
16. CHANGE PIPE MATERIAL FROM PVC TO DI.
17. CHANGE PIPE MATERIAL FROM DI TO PVC.
18. INSTALL 12" CROSS 3-12"X8" REDUCER 1-12" GATE VALVES AND BOXES 3-8" GATE VALVES AND BOXES RESTRAIN PER COSFND DET. 10A/B/C GATE VALVES SHALL BE INSTALLED ON CONCRETE APRON WHERE POSSIBLE.
19. INSTALL 1" IRRIGATION METER. PER COSFND DET. 03 (TYP.)

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
PRDR CASE #		SHEET NO. 16G

CRAIG GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
8/20/2025

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.
NI2 NI3 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE

2025
17
(7 OF 11)

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WATER SYSTEM KEY

1. INSTALL 11.25 DEGREE ELBOW
RESTRAIN PER COSFWD DET. 10A/B/C
2. INSTALL 22.5 DEGREE ELBOW
RESTRAIN PER COSFWD DET. 10A/B/C
3. INSTALL 45 DEGREE ELBOW
RESTRAIN PER COSFWD DET. 10A/B/C
4. INSTALL A FIRE HYDRANT;
INSTALL 12"X12"X6" MJ/FLG TEE
6" MJ/FLG GATE VALVE AND VALVE BOX
6" DI PIPE AND 3-WAY FIRE HYDRANT ASSEMBLY WITH CITY OF SF THREADS PER COSFWD DET. 07. RESTRAIN PER COSFWD DET. 10A/B/C
5. INSTALL A FIRE HYDRANT;
INSTALL 8"X8"X6" MJ/FLG TEE
6" MJ/FLG GATE VALVE AND VALVE BOX
6" DI PIPE AND 3-WAY FIRE HYDRANT ASSEMBLY WITH CITY OF SF THREADS PER COSFWD DET. 07. RESTRAIN PER COSFWD DET. 10A/B/C
6. INSTALL A NON- PRESSURIZED CONNECTION TO EXISTING 12" PVC LINE.
REMOVE EXISTING CAP, FLUSH HYDRANT AND VALVE. SALVAGE TO BE GIVEN TO CITY.
BEGIN WATER LINE EXTENSION.
7. INSTALL 12"X12"X8" TEE
INSTALL GATE VALVES AND VALVE BOXES ON 3 LEGS AS SHOWN RESTRAIN PER COSFWD DET. 10A/B/C
8. INSTALL 8"X8"X8" TEE
INSTALL GATE VALVES AND VALVE BOXES ON 3 LEGS AS SHOWN
RESTRAIN PER COSFWD DET. 10A/B/C
10. INSTALL 8" CROSS INSTALL GATE VALVES AND VALVE BOXES ON 4 LEGS AS SHOWN
11. INSTALL 12" GATE VALVE AND VALVE BOX
RESTRAIN PER COSFWD DET. 10A/B/C
13. INSTALL 1" OR 2" AS NOTED AIR-PRESSURE RELIEF VALVE PER COSFWD DET. 10A/B/C 17
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14. INSTALL 8" CAP
RESTRAIN PER COSFWD DET. 10A/B/C
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REMOVE EXISTING CAP.
BEGIN WATER LINE EXTENSION.
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18. INSTALL 12" CROSS
3-12"x8" REDUCER
1-12" GATE VALVES AND BOXES
3-8" GATE VALVES AND BOXES
RESTRAIN PER COSFWD DET. 10A/B/C
GATE VALVES SHALL BE INSTALLED ON CONCRETE APRON WHERE POSSIBLE.
19. INSTALL 1" IRRIGATION METER. PER COSFWD DET. 03 (TYP.)
20. INSTALL 1.5" IRRIGATION METER. PER COSFWD DETAIL 04 (TYP.)

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
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- NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

CINTO SUR

36" ARROYO CHAMISO SEWER INTERCEPTOR

5.5' FROM ROAD CENTERLINE

25' PUE SUBJECT TO RELOCATION

25' PUE SUBJECT TO CHANGE

70' ROW

8" C900 PVC WATER MAIN

WEST ROUNDABOUT

MATCHLINE SEE BELOW

MATCHLINE SEE SHEET 16G

MATCHLINE SEE SHEET 16C

MIN. SEPERATION, TYPICAL

SCALE 1"=50'

50' 0 50'

NORTH

DE

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

REVISIONS

DATE	BY
08/31/2025	O.G.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16H

ORALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 09/04/2025

PLAT RECORDING INFORMATION	APPROVED		INSPECTOR
BOOK	CITY OF SANTA FE WATER DIVISION	DATE	DATE
PAGE	SANTA FE FIRE DEPARTMENT	DATE	2025
FILE	AERIAL: N12 N13 013	TOWNSHIP, RANGE, SECTION: T16N, R8E, SEC 13 & 14	WORK ORDER NO.
DATE			17 (8 OF 11)

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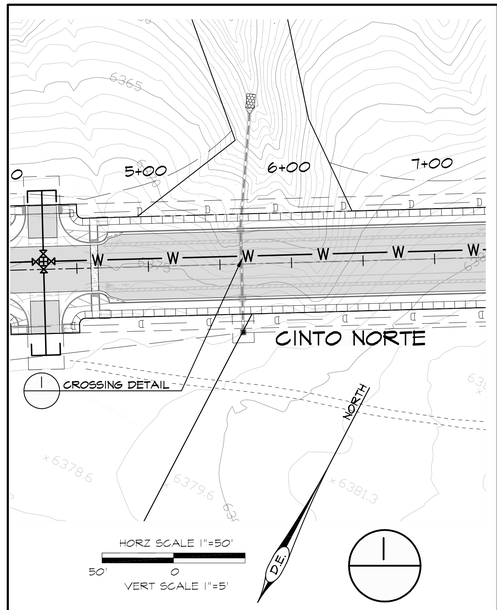

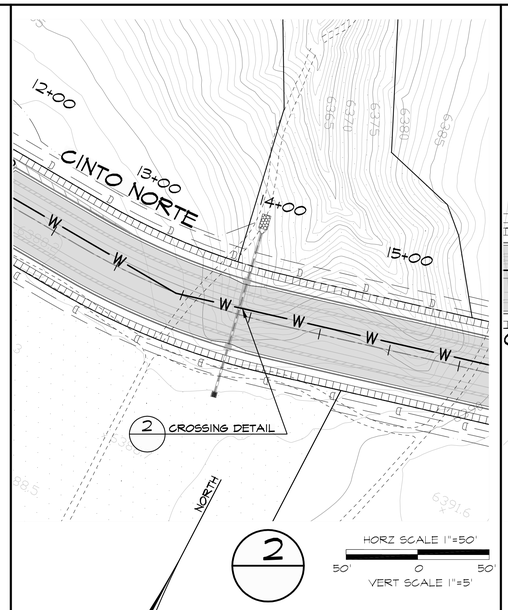

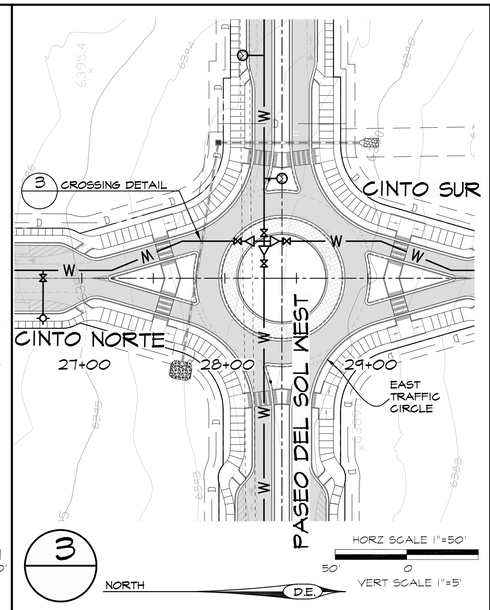

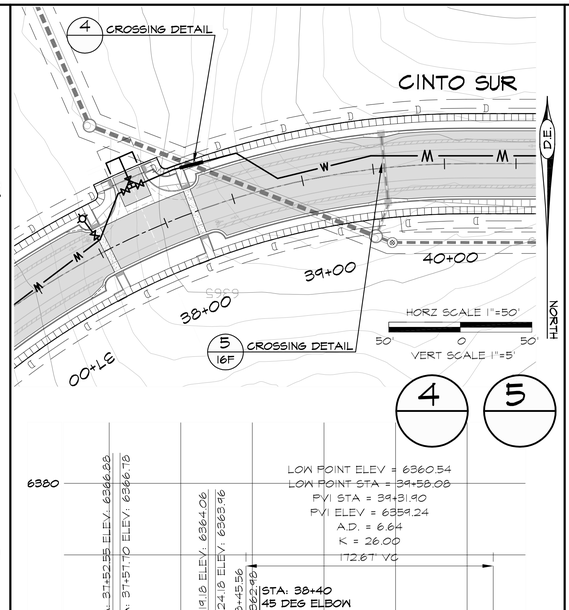

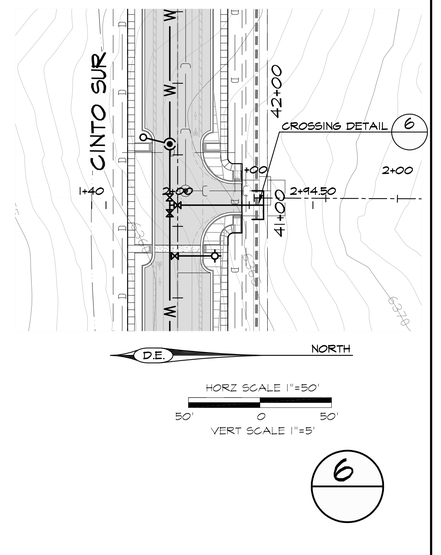

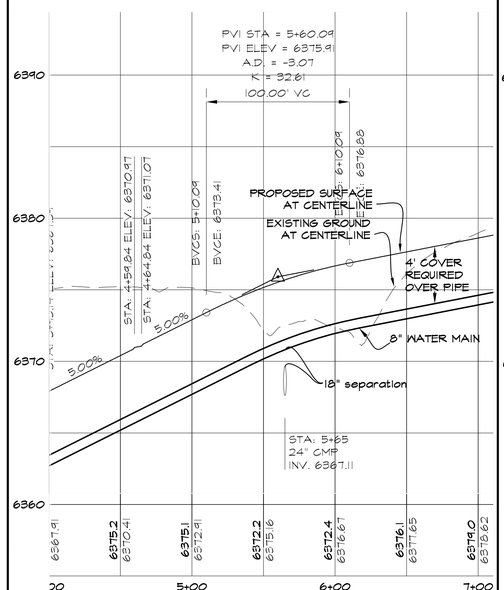

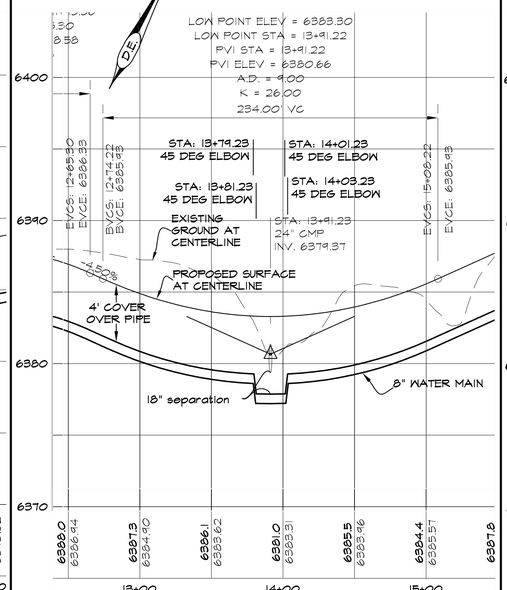

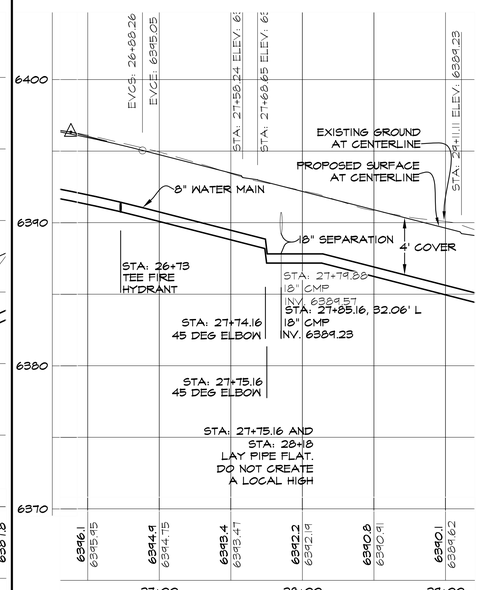

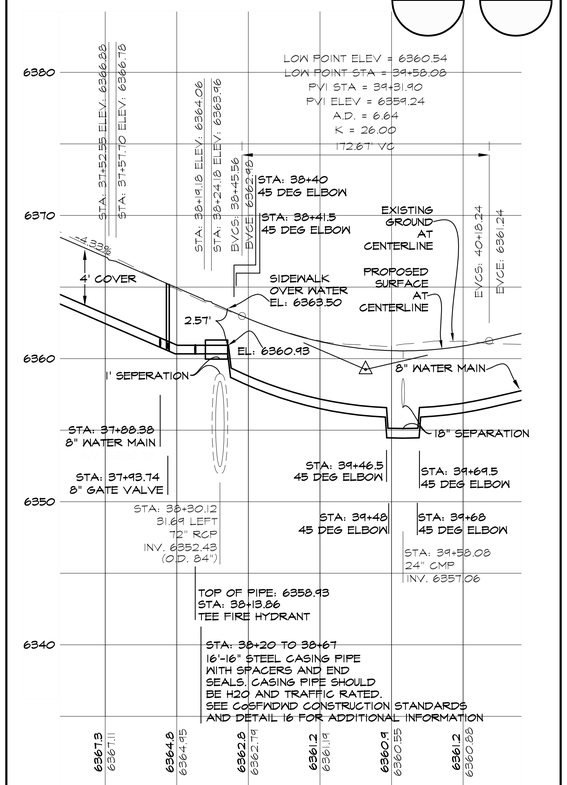

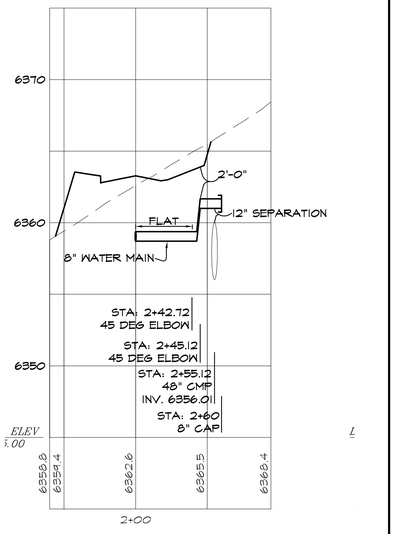

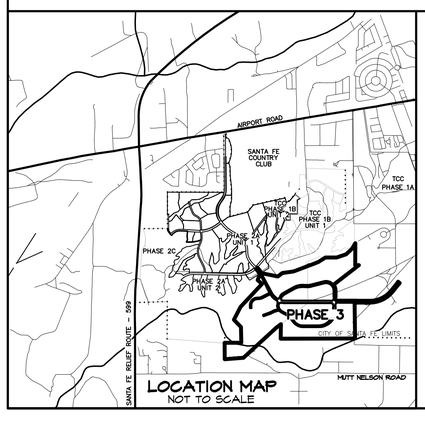

LEGEND

- EXISTING SANITARY SEWER MANHOLE
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- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
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RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

GRANTHAM GUERRERO-ORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER LINE CROSSINGS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16I

REVISIONS

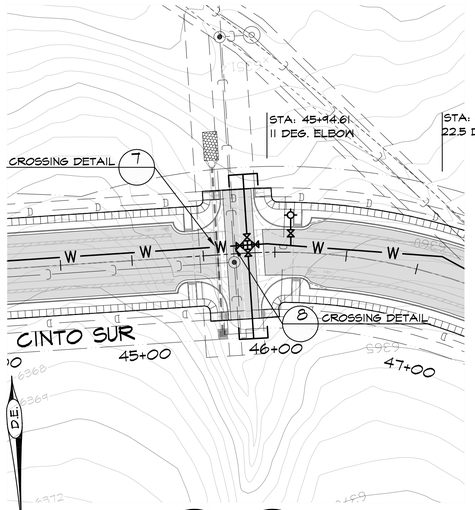
DATE	BY
08/31/2025	O.G.

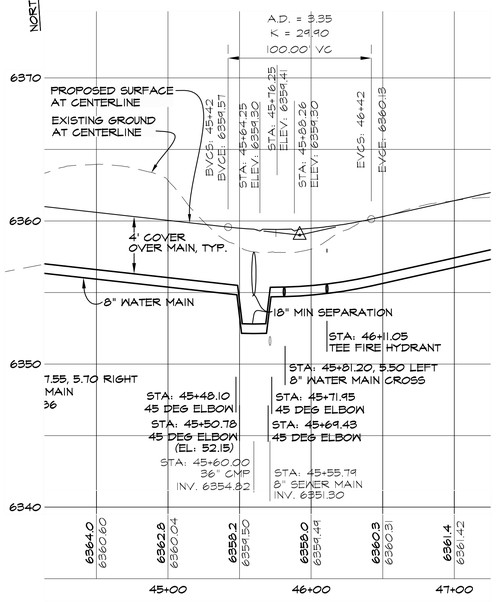
PLAT RECORDING INFORMATION
BOOK
PAGE
FILE
DATE

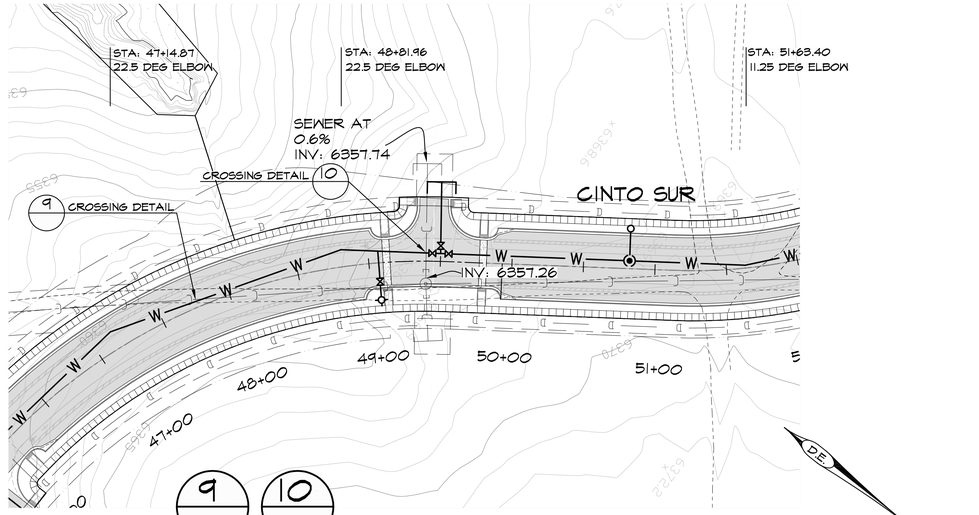
APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

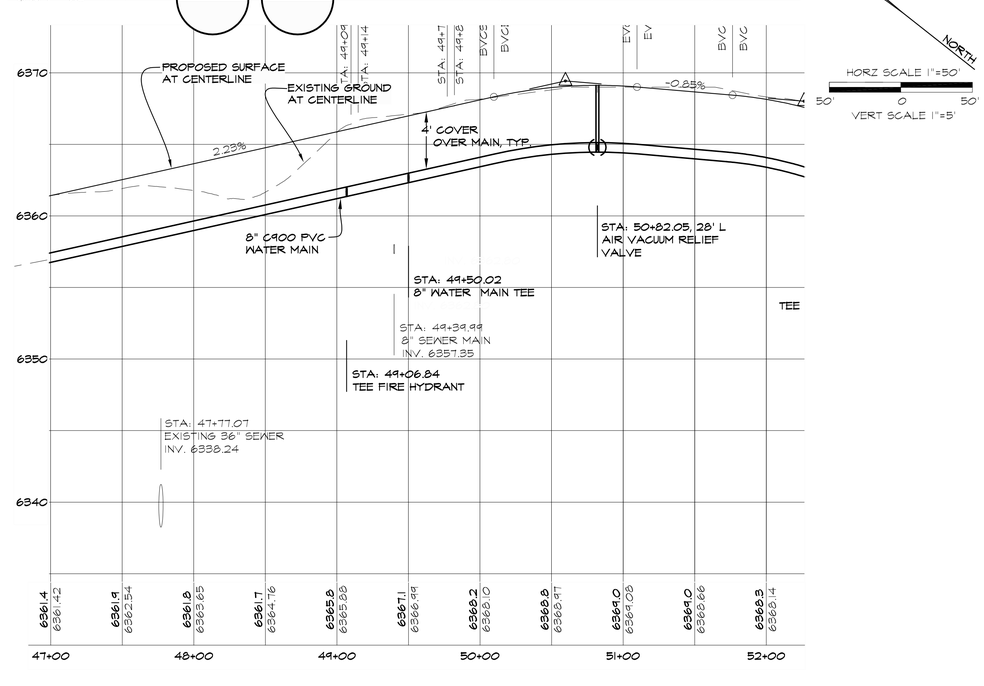
AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 O13	T16N, R8E, SEC 13 & 14	

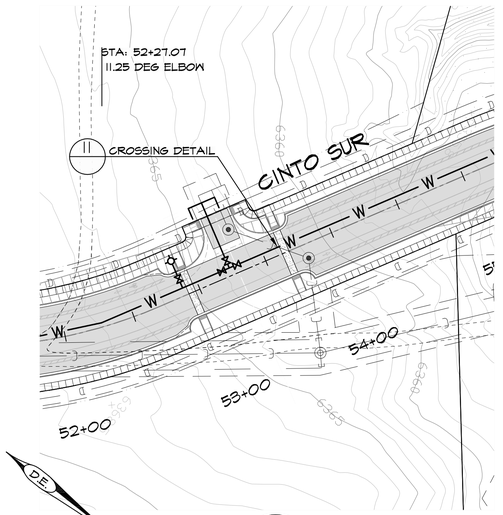
INSPECTOR
DATE
2025
17
(9 OF 11)

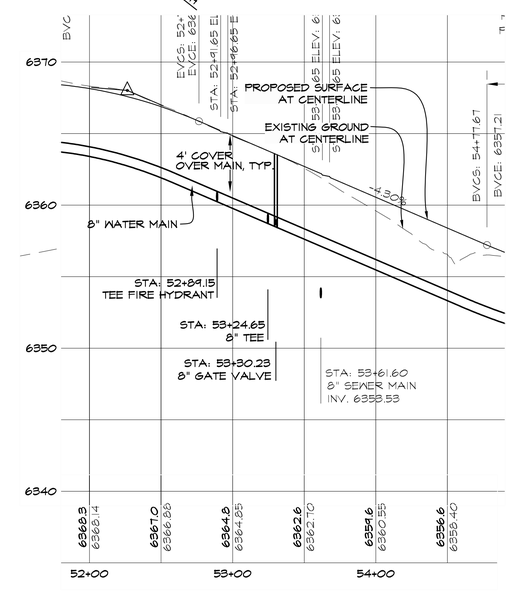


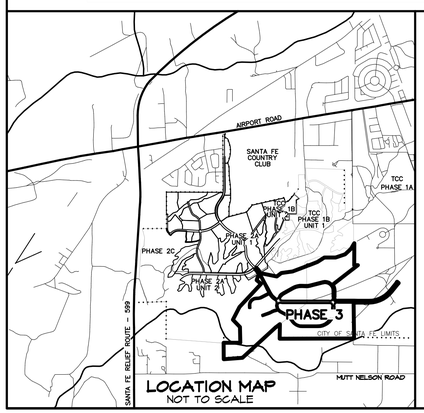












LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- W — NEW PUBLIC WATER LINE SIZE AS NOTED.
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- SEWER LINE CAP
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- FUTURE LOW PRESSURE SAS
- WATERLINE CAP
- AIR VACUUM RELIEF VALVE

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

REVISIONS

DATE	BY

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER LINE CROSSINGS

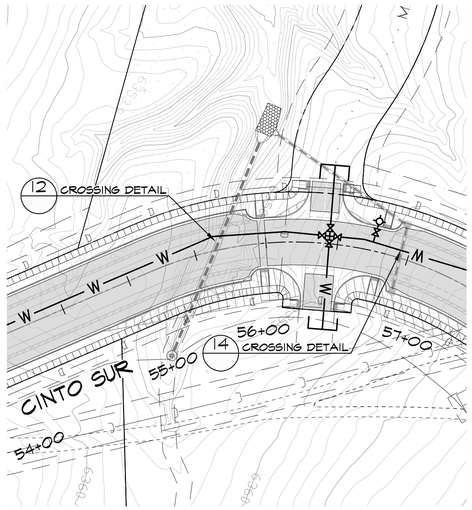
SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16J

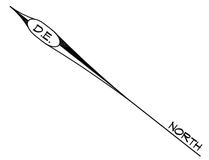
PLAT RECORDING INFORMATION
BOOK
PAGE
FILE
DATE

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
NI2 NI3 OI3	TI6N, R8E, SEC 13 & 14	

INSPECTOR
DATE
2025
17
(10 OF 11)





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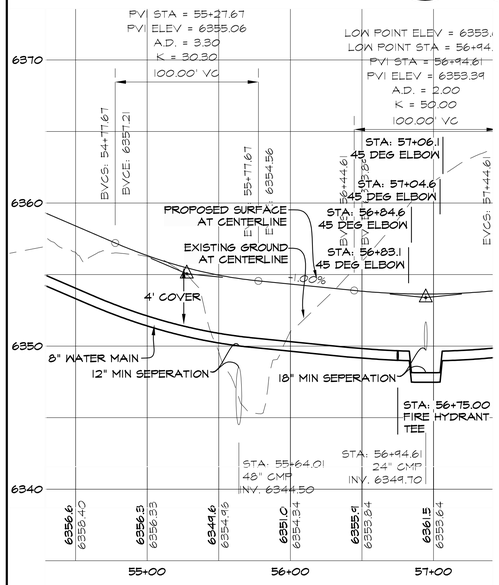

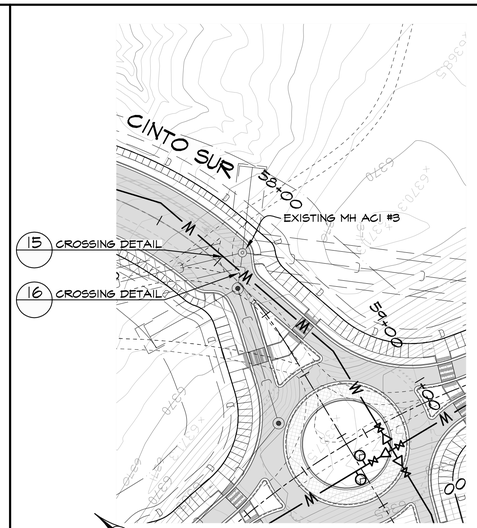

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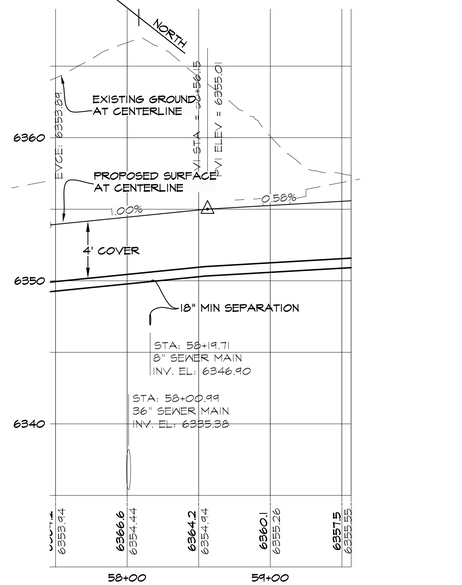

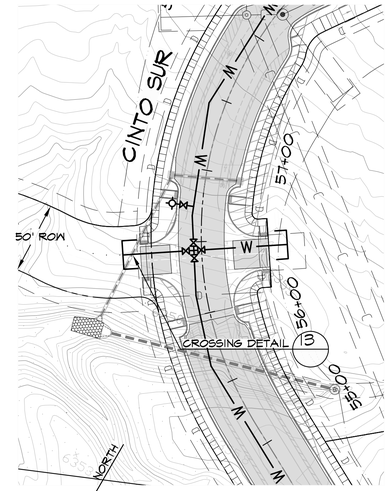

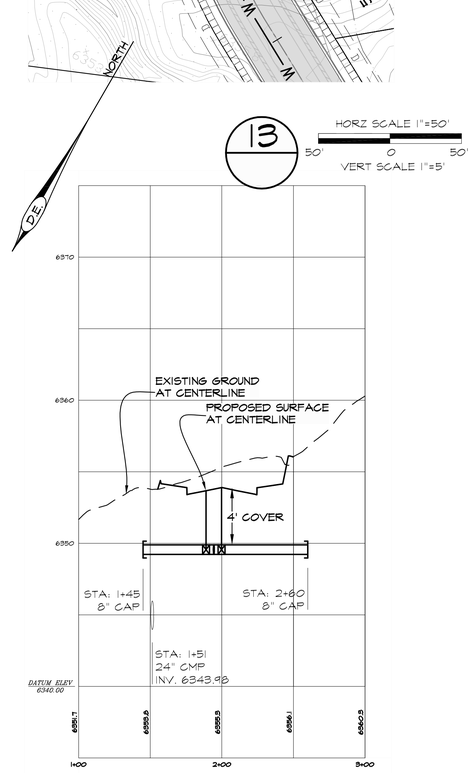

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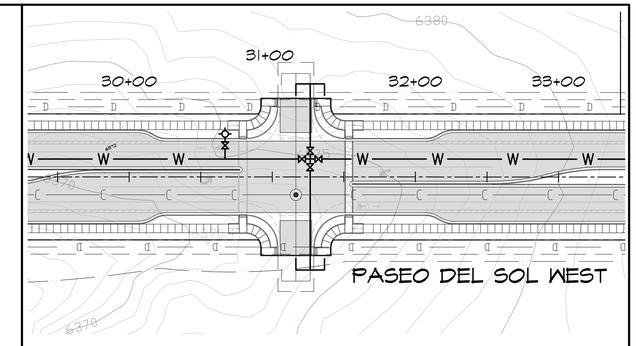
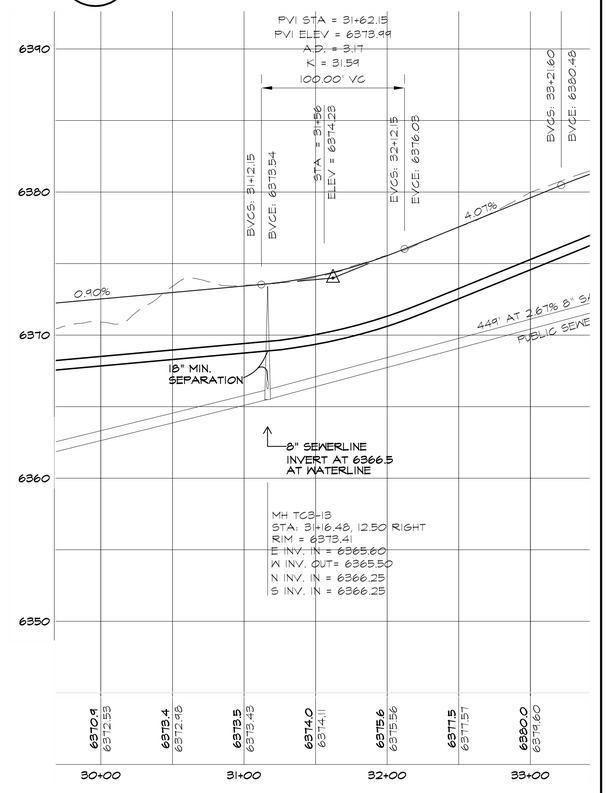
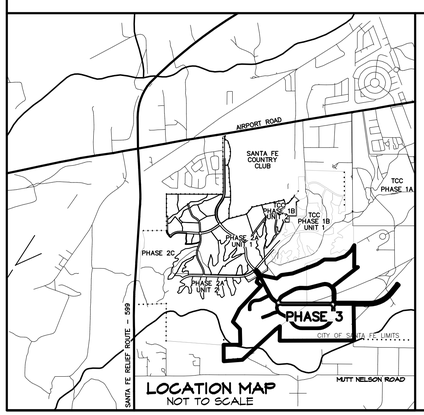


17 HORZ SCALE 1"=50' 50' 0 50' VERT SCALE 1"=5'





LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- W — NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

GRAYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER LINE CROSSINGS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
FHDR CASE #		SHEET NO. 16K

REVISIONS

DATE	BY

PLAT RECORDING INFORMATION
BOOK ___
PAGE ___
FILE ___
DATE ___

APPROVED

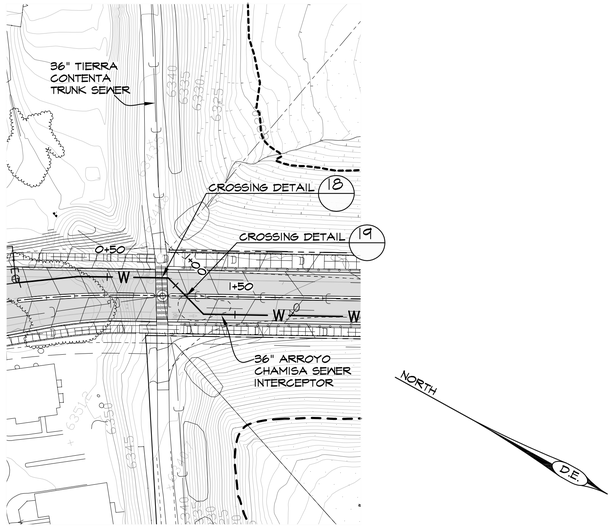
CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP, RANGE, SECTION	WORK ORDER NO.
N12 N13 013	T16N, R8E, SEC 13 & 14	

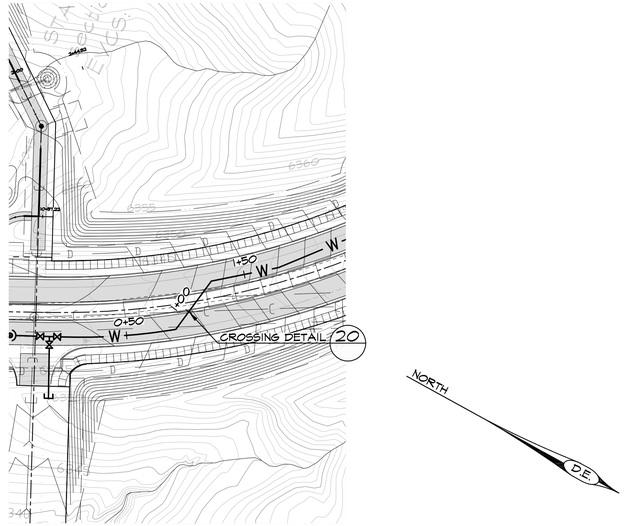
INSPECTOR
DATE
2025
17
(11 OF 11)

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-09-02 HW TC3.dwg, WATER CROSSINGS, 9/2/2025 6:04:37 PM



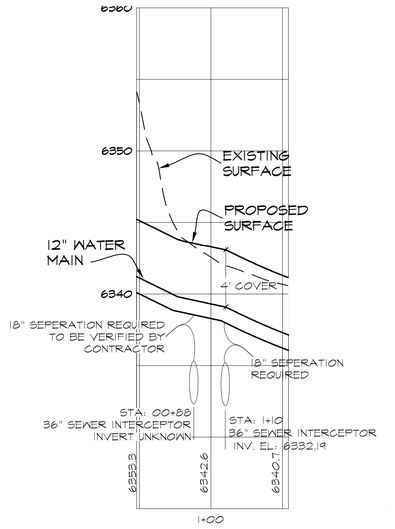
18 19

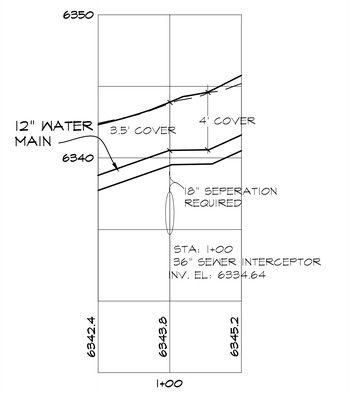
HORZ SCALE 1"=50'
50' 0 50'
VERT SCALE 1"=5'

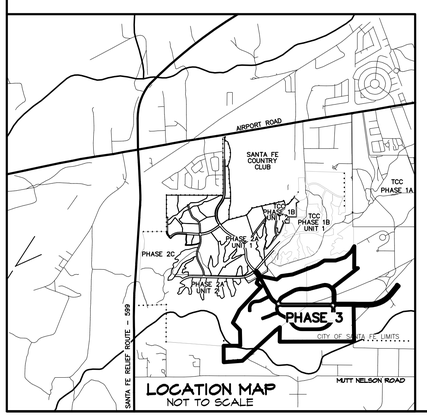


20

HORZ SCALE 1"=50'
50' 0 50'
VERT SCALE 1"=5'







LOCATION MAP
NOT TO SCALE

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- W — NEW PUBLIC WATER LINE SIZE AS NOTED.
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- SEWER LINE CAP
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- FUTURE LOW PRESSURE SAS
- WATERLINE CAP
- AIR VACUUM RELIEF VALVE

RECORDED MAPPING

	INITIALS	DATE
AS BUILT	___	___/___/___
VALVE MAPS	___	___/___/___
GIS (MAPPING)	___	___/___/___
INSPECTOR APPROVED	___	___/___/___

GRALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3597

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

WATER LINE CROSSINGS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. 16L

REVISIONS

DATE	BY
08/31/2025	O.G.

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.
N12 N13 013	T16N, R8E, SEC 13 & 14	

INSPECTOR
DATE ____
2025
17
(11 OF 11)

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-09-10 HW TC3.dwg, WATER CROSSINGS, 9/11/2025 10:43:06 AM

M1 STA: 12+58.51, INLET CMP 16' RIGHT
35'-18" CMP, SKEW 8 DEGREES
INV. IN: 6341.79
INV. OUT: 6341.09
STD END SECTIONS AT INLET AND OUTLET
5.5'x7.5'x1' RIP-RAP PAD
ROCK-LINED ENTRANCE

L1 STA: 14+41, INLET CMP 20' RIGHT
35'-18" CMP, SKEW 8 DEGRESS
INV. IN: 6342
INV. OUT: 6341.3
STD END SECTIONS AT INLET AND OUTLET
6'x30' V-SHAPED RUNDOWN

I4 STA: 17+05.65, INLET CMP 35' RIGHT
79'-36" CMP, SKEW 8 DEGRESS
INV. IN: 6335.0
INV. OUT: 6333.4
POND OUTLET STRUCTURE AT INLET.
STD END SECTION AT OUTLET
7'x20'x1' RIP-RAP PAD

K1 STA: 21+49.43, INLET CMP 25' RIGHT
60'-24" CMP, SKEW 15 DEGRESS
INV. IN: 6341.0
INV. OUT: 6338.0
STD END SECTIONS AT INLET AND OUTLET
6'x10'x1' RIP-RAP PAD

J1 STA: 23+56.53, INLET CMP 20' RIGHT
60'-18" CMP, SKEW 8 DEGRESS
INV. IN: 6342.4
INV. OUT: 6341.2
STD END SECTIONS AT INLET AND OUTLET
5.5'x7.5'x1' RIP-RAP PAD
ROCK-LINED ENTRANCE

SEGMENT 5
60'-8" STUB AT 0.6% GRADE.
CAPPED AT END
INV. AT END: 6337.74

20' WIDE PUBLIC UTILITY EASEMENT

12'x19' CONCRETE PAVEMENT AND 12' ROLL CURB

20'X20' PUE

SKEW=8°

20' WIDE PUE

20'-8" STUB AT 7% GRADE.
CAPPED AT END
INV. AT END 6342.30

INSTALL SWALE

POND 11

20'-8" STUB AT 8.2% GRADE.
CAPPED AT END
INV. AT END 6344.46

10' WIDE ASPHALT PATH (2" SP IV/6" BG/6" SUBGRADE PREP)

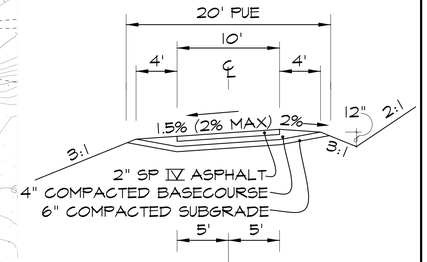
SKEW=15°

20'X20' PUE

20'-8" STUB AT 9.2% GRADE.
CAPPED AT END
INV. AT END: 6346.56

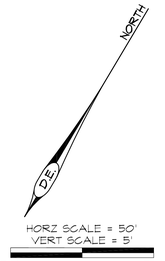
SKEW=21°

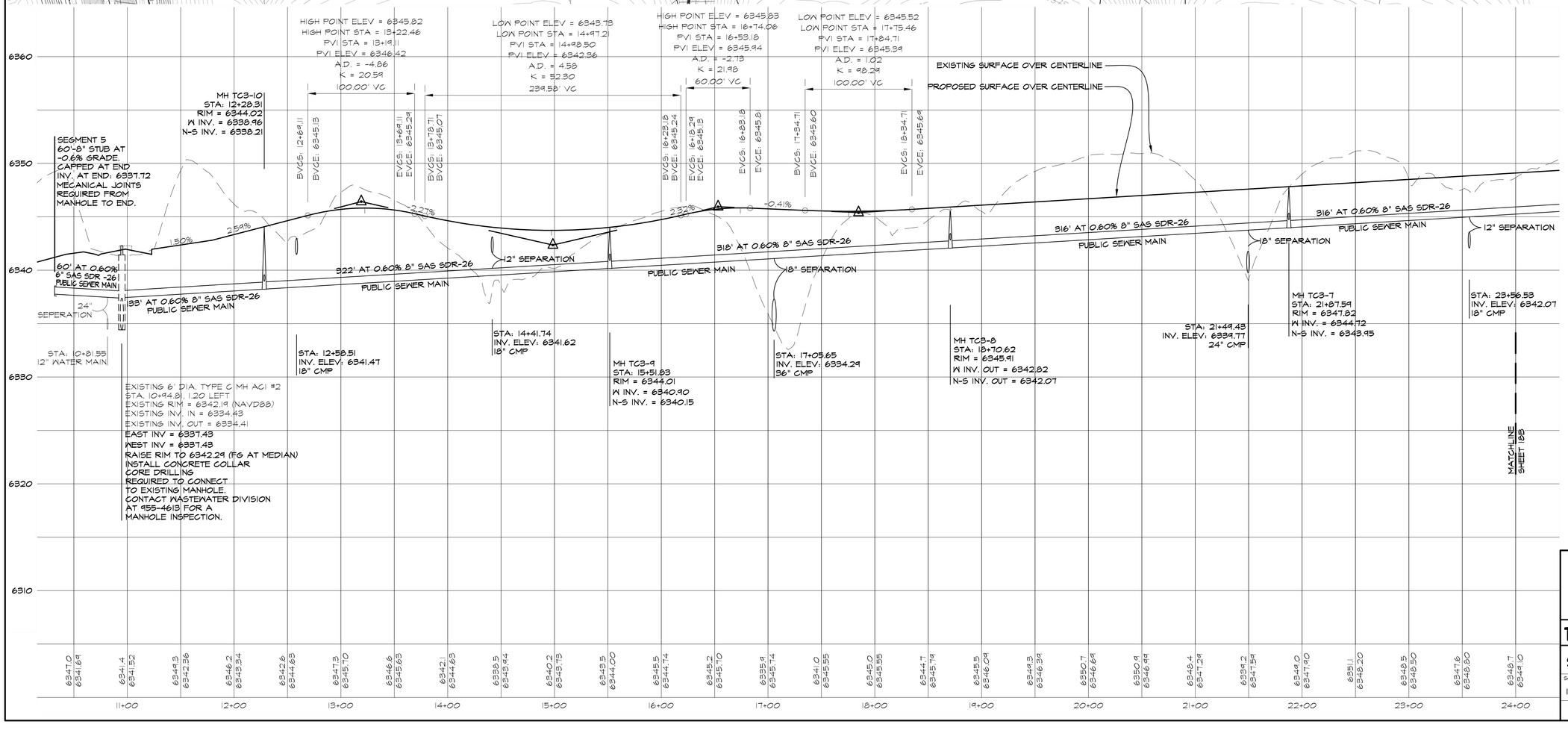
MATCHLINE SHEET 18B



ASPHALT PATH SECTION

* NO LANDSCAPING PERMITTED IN 20' PUE





LEGEND

- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- END OF SEWER LINE CAP

NOTE:

1. NO LANDSCAPING PERMITTED IN 20' PUE OR SANITARY SEWER EASEMENTS.
2. MANHOLE RIMS AND COLLARS TO BE FLUSH WITH ASPHALT.
3. CONTRACTOR TO MARK END OF SEWER STUB WITH No. 4 REBAR AND 3' TALL-4" PVC PIPE PAINTED GREEN.

GERALYNN GUERRERO-RUIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
08/31/2025

REVISIONS

DATE	BY
08/31/2025	D.G.

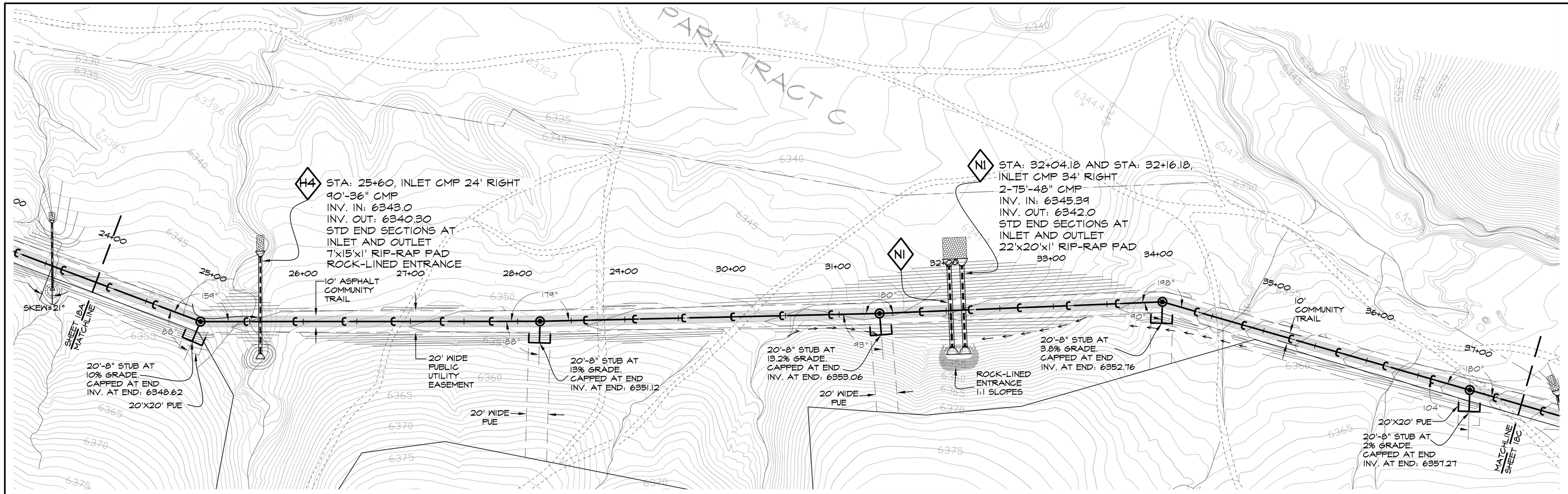
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

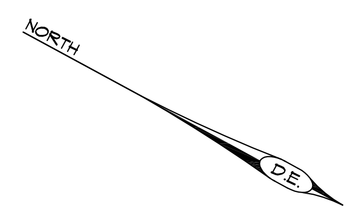
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENTS 1 & 5 SAS AND ROAD PLAN & PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	18A

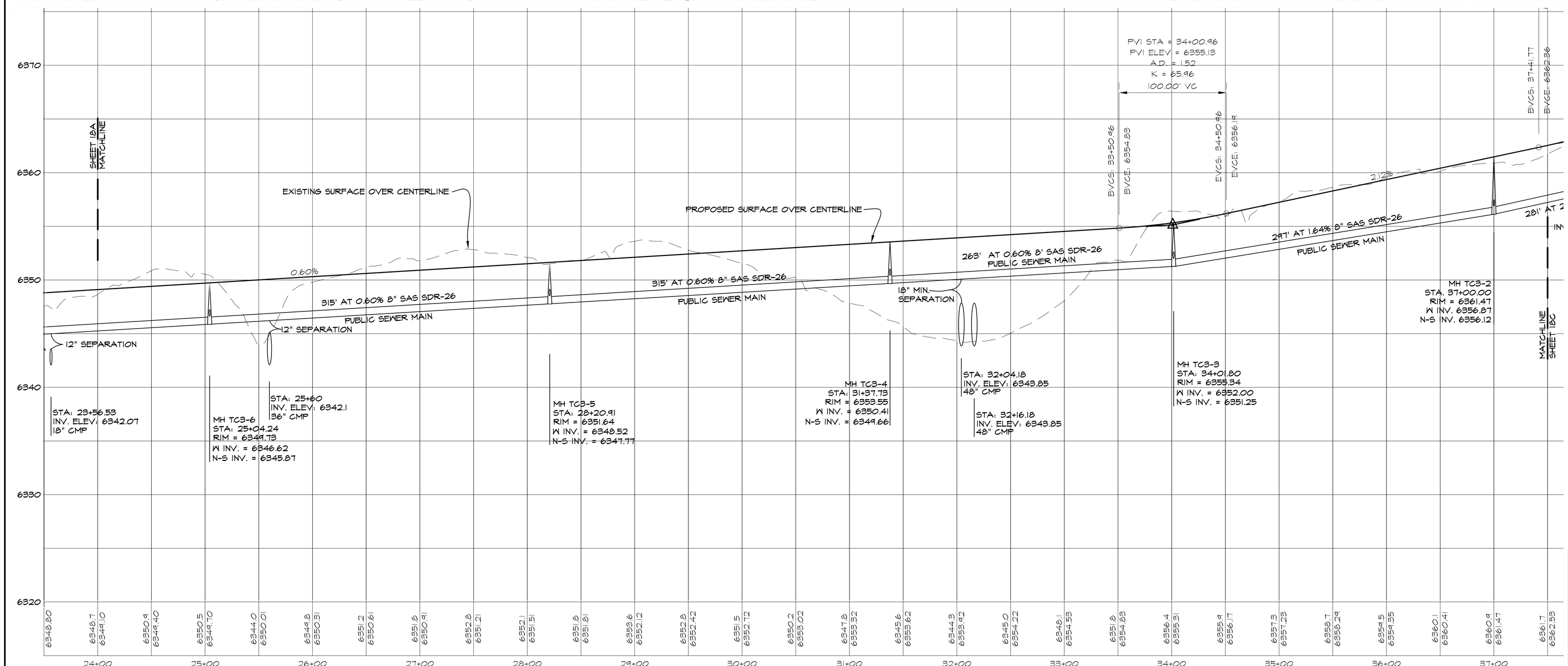
E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-09-10 HW TC3.dwg, ROAD A & SAS PNP, 9/11/2025 10:34:00 AM





HORZ SCALE = 50'
VERT SCALE = 5'

50' 0 50'



LEGEND

- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- END OF SEWER LINE CAP

NOTE:

1. NO LANDSCAPING PERMITTED IN 20' PUE OR SANITARY SEWER EASEMENTS.
2. MANHOLE RIMS AND COLLARS TO BE FLUSH WITH ASPHALT.
3. CONTRACTOR TO MARK END OF SEWER STUB WITH No. 4 REBAR AND 3' TALL-4" PVC PIPE PAINTED GREEN.



REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

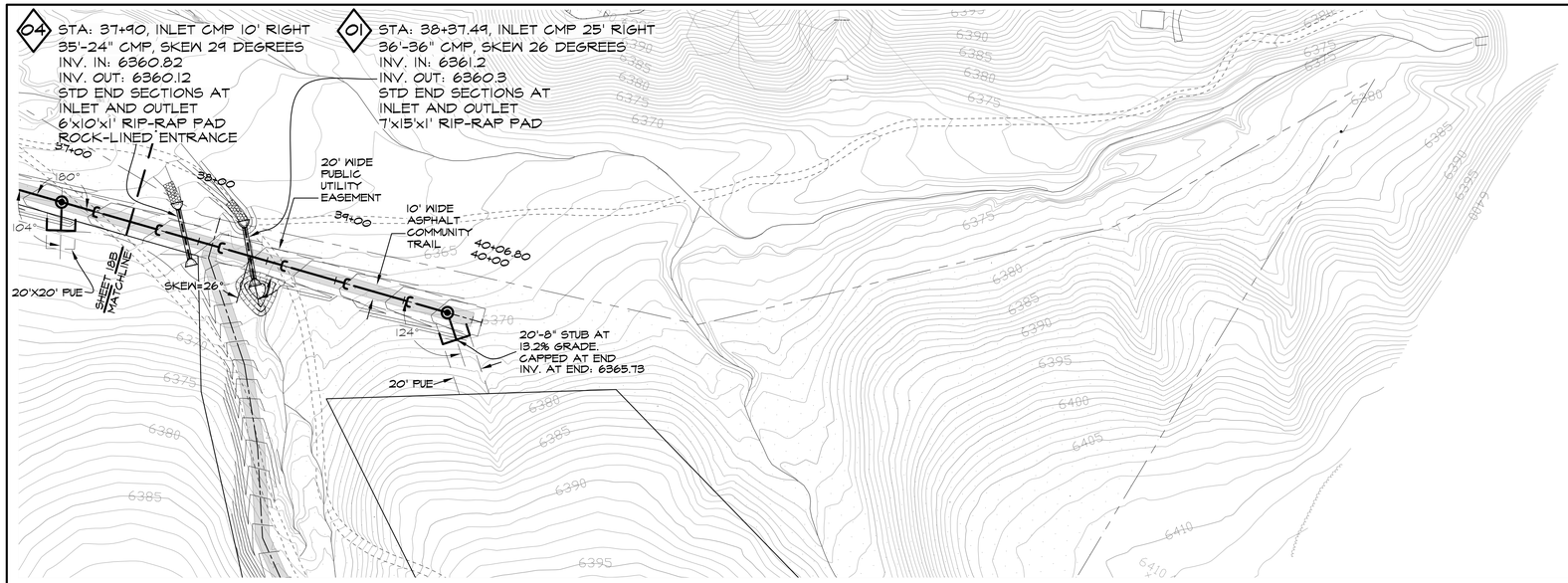
SEGMENT 1 SAS AND ROAD PLAN & PROFILE

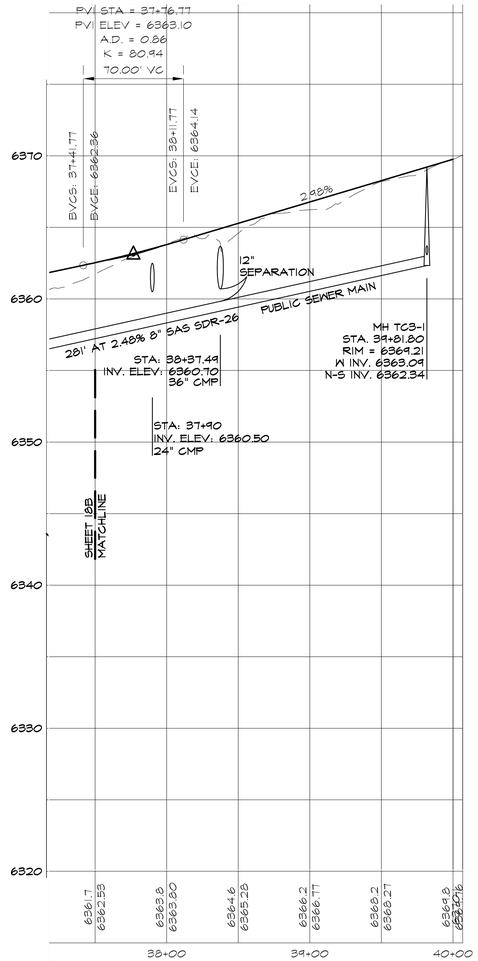
SCALE	DWG NO.	DATE
1"=50'		06/09/2025

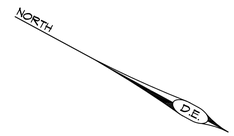
SHEET NO. 18B

04 STA: 37+90, INLET CMP 10' RIGHT
35'-24" CMP, SKEW 29 DEGREES
INV. IN: 6360.82
INV. OUT: 6360.12
STD END SECTIONS AT
INLET AND OUTLET
6'x10'x1' RIP-RAP PAD
ROCK-LINED ENTRANCE

01 STA: 38+37.49, INLET CMP 25' RIGHT
36'-36" CMP, SKEW 26 DEGREES
INV. IN: 6361.2
INV. OUT: 6360.3
STD END SECTIONS AT
INLET AND OUTLET
7'x15'x1' RIP-RAP PAD







HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

LEGEND

- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- END OF SEWER LINE CAP

NOTE:

1. NO LANDSCAPING PERMITTED IN 20' PUE OR SANITARY SEWER EASEMENTS.
2. MANHOLE RIMS AND COLLARS TO BE FLUSH WITH ASPHALT.
3. CONTRACTOR TO MARK END OF SEWER STUB WITH No. 4 REBAR AND 3' TALL-4" PVC PIPE PAINTED GREEN.



REVISIONS

DATE	BY

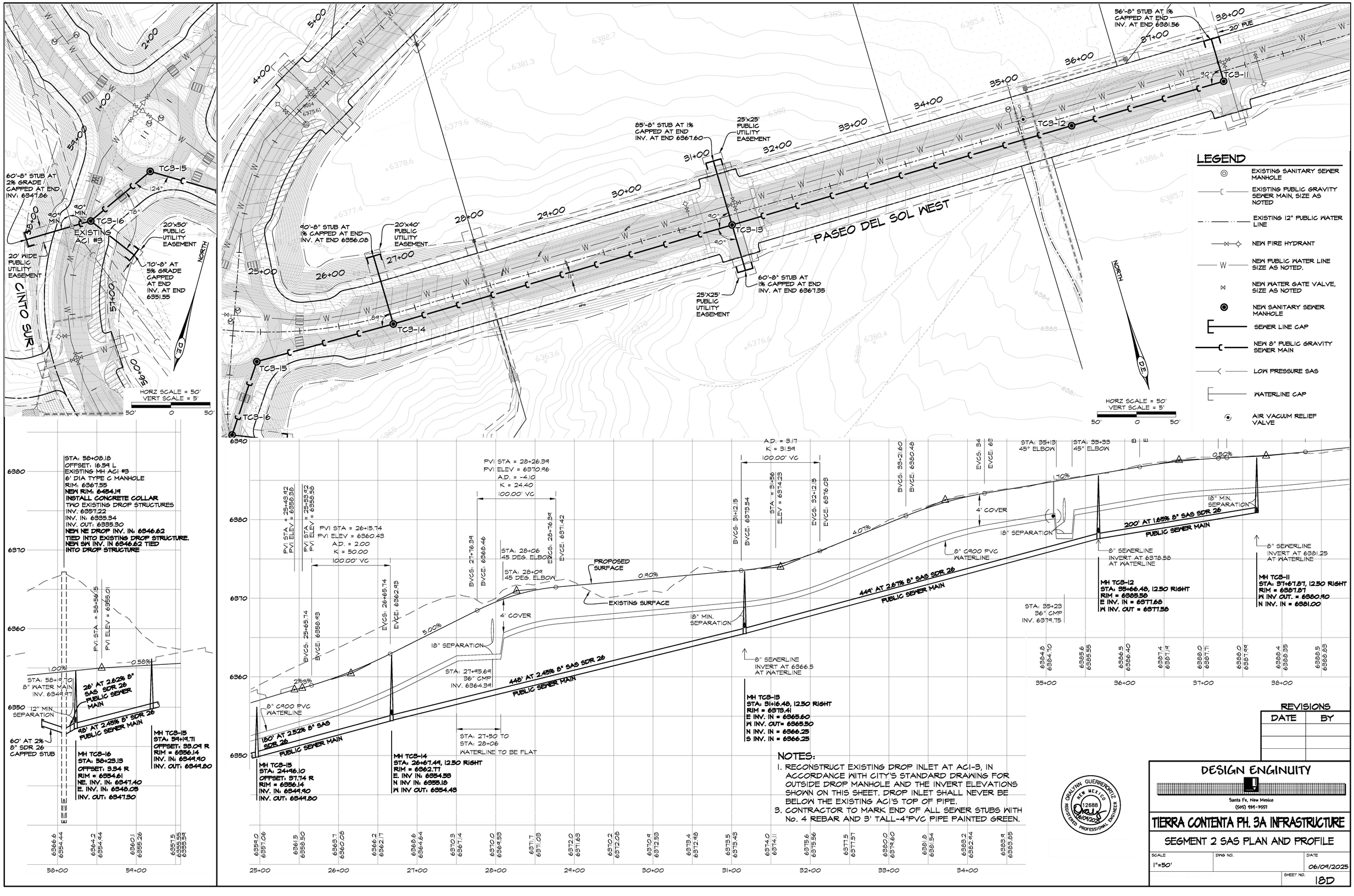
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENT 1 SAS AND ROAD PLAN & PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025

SHEET NO. 18C



REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENT 2 SAS PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/04/2025

SHEET NO. 18D

EXISTING MH ACI 6
RIM: 6351.15
INV. IN: 6338.97
INV. OUT: 6338.91
NEW SOUTH INV. IN: 6340.41

TC3-16

30' PUBLIC SANITARY SEWER EASEMENT

SEE SHEET 18F

25' PUBLIC UTILITY EASEMENT

25' DRAINAGE EASEMENT

CINTO SUR

SEGMENT 3

TC3-19

TC3-17

TC3-18

TC3-21

TC3-20

SEGMENT 4
SEE SHEET 18E

EXISTING MH ACI 5
EXISTING RIM: 6367.51 (NAVD88)
TWO EXISTING DROP STRUCTURES 10'-8" STUBS AT INV: 6357.26 (SEE DETAIL SHEET 28O)
INV. IN: 6337.85
INV. OUT: 6337.81
INSTALL NEW CONCRETE COLLAR
NEW RIM EL: 6366.45

25'x30' PUE

CONNECT TO EXISTING STUB AT 6357.26
80'-8" STUB AT 0.6%
CAPPED AT END
INV. AT END 6357.74

25'x35' PUE

25'x25' PUE

80'-8" STUB AT 0.6%
CAPPED AT END
INV. AT END 6354.93

25'x25' PUE

50'-8" STUB AT 2.2%
CAPPED AT END
INV. AT END 6350.55

25'x30' PUE

CONNECT TO EXISTING STUB AT 6357.26
40'-8" STUB AT 2%
CAPPED AT END
INV. AT END 6358.06

60'-8" STUB AT 2%
CAPPED AT END
INV. AT END 6354.55

25'x30' PUE

25' PUE

30' PUBLIC SANITARY SEWER EASEMENT

EXISTING MH ACI 4
53+59.74, 74.07 R
RIM: 6363.61 (NAVD88)
TWO EXISTING DROP STRUCTURES WITH 10'-8" STUBS
INV: 6353.19
INV. IN: 6336.74
INV. OUT: 6336.70

NORTH

HORZ SCALE = 50'
VERT SCALE = 5'
50' 0 50'

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

HIGH POINT ELEV = 6369.12
HIGH POINT STA = 50+82.05
PVI STA = 50+59.70
PVI ELEV = 6369.43
A.D. = -3.08
K = 32.48
100.00' VC

PVI STA = 52+26.43
PVI ELEV = 6368.01
A.D. = -3.45
K = 29.00
100.00' VC

HIGH POINT ELEV = 6363.69
HIGH POINT STA = 41+57.81
PVI STA = 41+40.38
PVI ELEV = 6364.06
A.D. = -3.43
K = 29.14
100.00' VC

LOW POINT ELEV = 6359.39
LOW POINT STA = 45+75.42
PVI STA = 45+42
PVI ELEV = 6359.02
A.D. = 3.35
K = 29.90
100.00' VC

STA: 41+57.81, 5.70 RIGHT
AIR VACUUM RELIEF VALVE

447' AT 0.85% 8" SAS SDR 26, PUBLIC SEWER MAIN

24"+ SEPARATION

PROJECTED 8" WATERLINE

STA: 50+82.05, 28' L
AIR VACUUM RELIEF VALVE

STA: 49+50.02
8" WATER MAIN TEE

STA: 44+99.99
8" SEWER MAIN
INV. 6357.55

STA: 49+06.84
TEE FIRE HYDRANT

STA: 46+11.05
TEE FIRE HYDRANT

STA: 52+89.15
TEE FIRE HYDRANT

STA: 41+14.84, 5.70 RIGHT
8" WATER MAIN
INV. 6358.71

MH TC3-17
STA: 41+24.84, 5.50 RIGHT
RIM = 6363.24
NORTH INV. IN = 6358.35
WEST INV. OUT = 6358.25

STA: 43+67.55, 5.70 RIGHT
8" WATER MAIN
INV. 6356.86

STA: 45+81.20, 5.50 LEFT
8" WATER MAIN CROSS

STA: 45+48.10
45 DEG ELBOW

STA: 45+50.78
45 DEG ELBOW
(EL: 52.15)

STA: 45+60.00
36" CMP
INV. 6354.82

STA: 45+71.95
45 DEG ELBOW

STA: 45+69.43
45 DEG ELBOW

MH TC3-18
STA: 45+71.25, 5.87 RIGHT
RIM = 6359.44
E INV. IN = 6344.45
N INV. IN = 6344.45
S INV. OUT = 6344.35

STA: 47+77.07
EXISTING 36" SEWER
INV. 6338.24

STA: 39+46.5
5 DEG ELBOW

STA: 39+69.5
45 DEG ELBOW

STA: 39+48
45 DEG ELBOW

STA: 39+68
45 DEG ELBOW

STA: 39+58.08
24" CMP
INV. 6357.06

STA: 53+30
8" GATE VAL

NOTE:
CONTRACTOR TO MARK END OF ALL SEWER STUBS WITH No. 4 REBAR AND 4" TALL-4' PVC PIPE PAINTED GREEN.

REVISIONS	
DATE	BY

GRALYNN GUERRERORTIZ
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12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

DESIGN ENGINUITY
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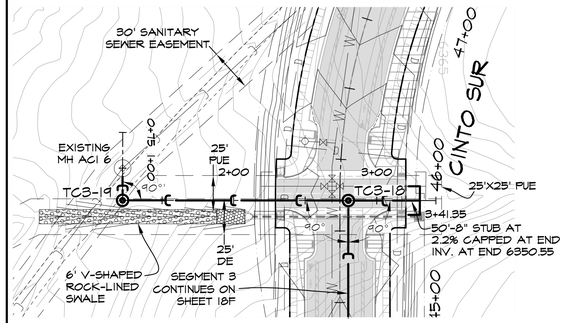
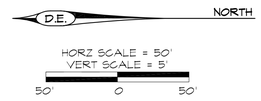
(505) 991-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENT 3 SAS PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	18E

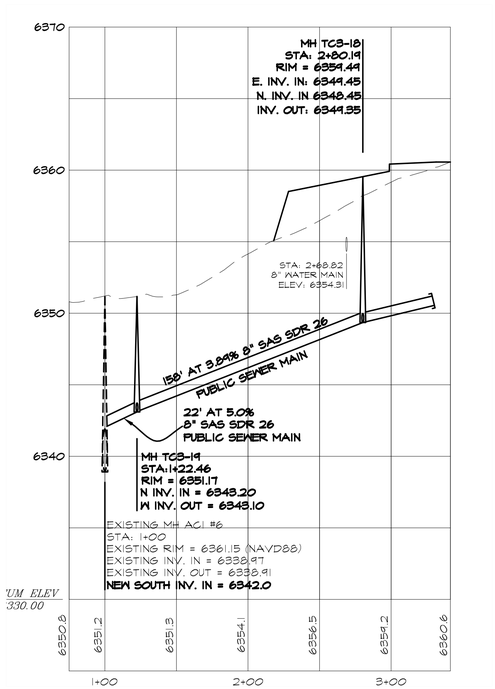




HORZ SCALE = 50'
VERT SCALE = 5'

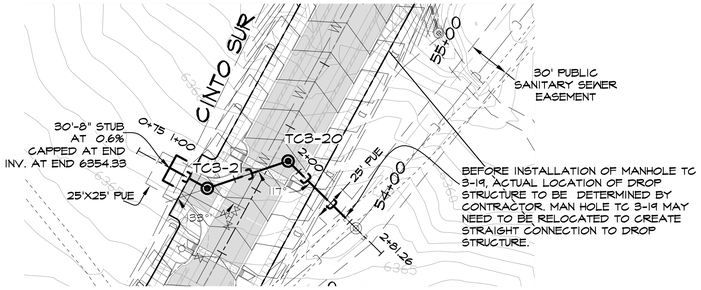
50' 0 50'

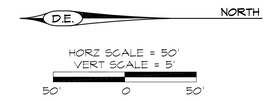
SEGMENT 3 SAS MAIN



NOTES

1. NEW 8-INCH SAS PENETRATION INTO EXISTING ACI-6 MANHOLE SHALL BE CORED DRILLED SO THAT NEW PIPE'S INVERT IS JUST ABOVE THE TOP OF THE INTERCEPTOR PIPE AS INDICATED IN THE PROFILE.
2. RECOAT A 20-INCH BAND AROUND THE MANHOLE CYLINDER, CENTERED ON PIPE PENETRATION USING SHERWIN WILLIAMS EPOXY LINING SYSTEM OAE DURA PLATE 6100 HIGH PHYSICAL STRENGTH.
3. EPOXY LINING SHALL BE APPLIED IN STRICT ACCORDANCE WITH MANAFACTURE'S SPECIFICATIONS.

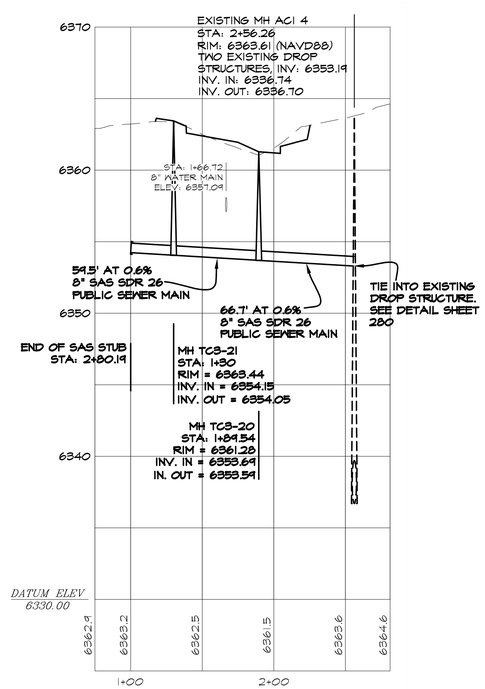




HORZ SCALE = 50'
VERT SCALE = 5'

50' 0 50'

SEGMENT 4 SAS MAIN



LEGEND

- EXISTING SANITARY SEWER MANHOLE
- NEW SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- SEWER LINE CAP
- EXISTING 12" PUBLIC WATER LINE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- NEW FIRE HYDRANT
- FUTURE LOW PRESSURE SAS
- NEW PUBLIC WATER LINE SIZE AS NOTED.
- WATERLINE CAP
- NEW WATER GATE VALVE, SIZE AS NOTED
- AIR VACUUM RELIEF VALVE

NOTE:
CONTRACTOR TO MARK END OF ALL SEWER STUBS WITH No. 4 REBAR AND 4" TALL-4' PVC PIPE PAINTED GREEN.

GRALYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
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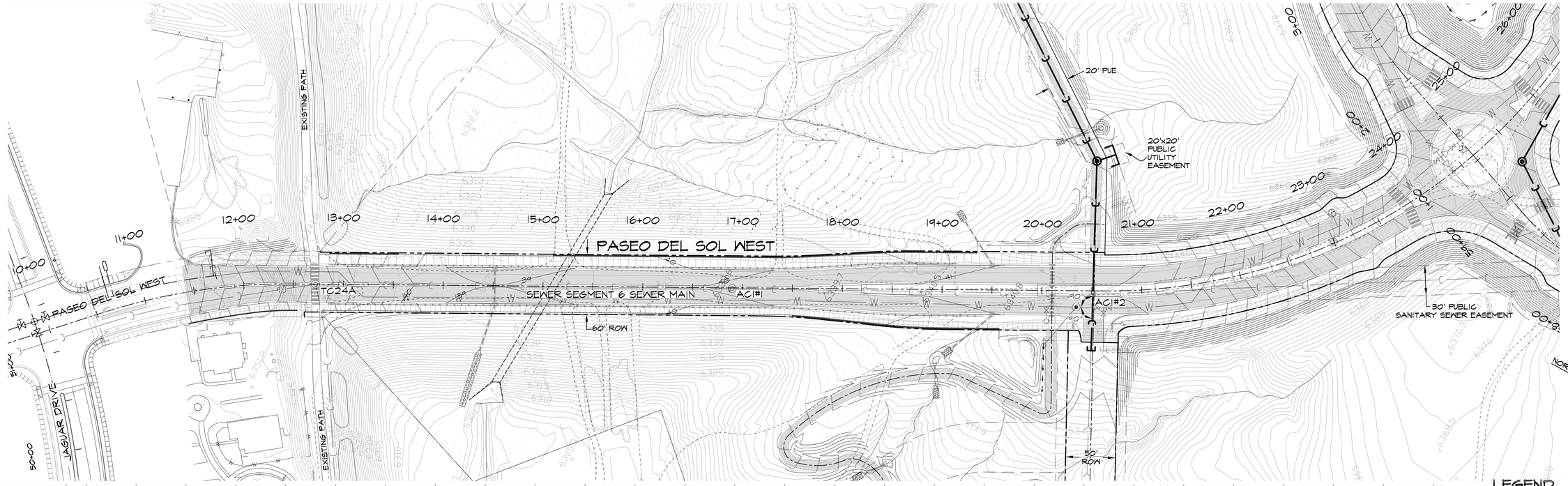
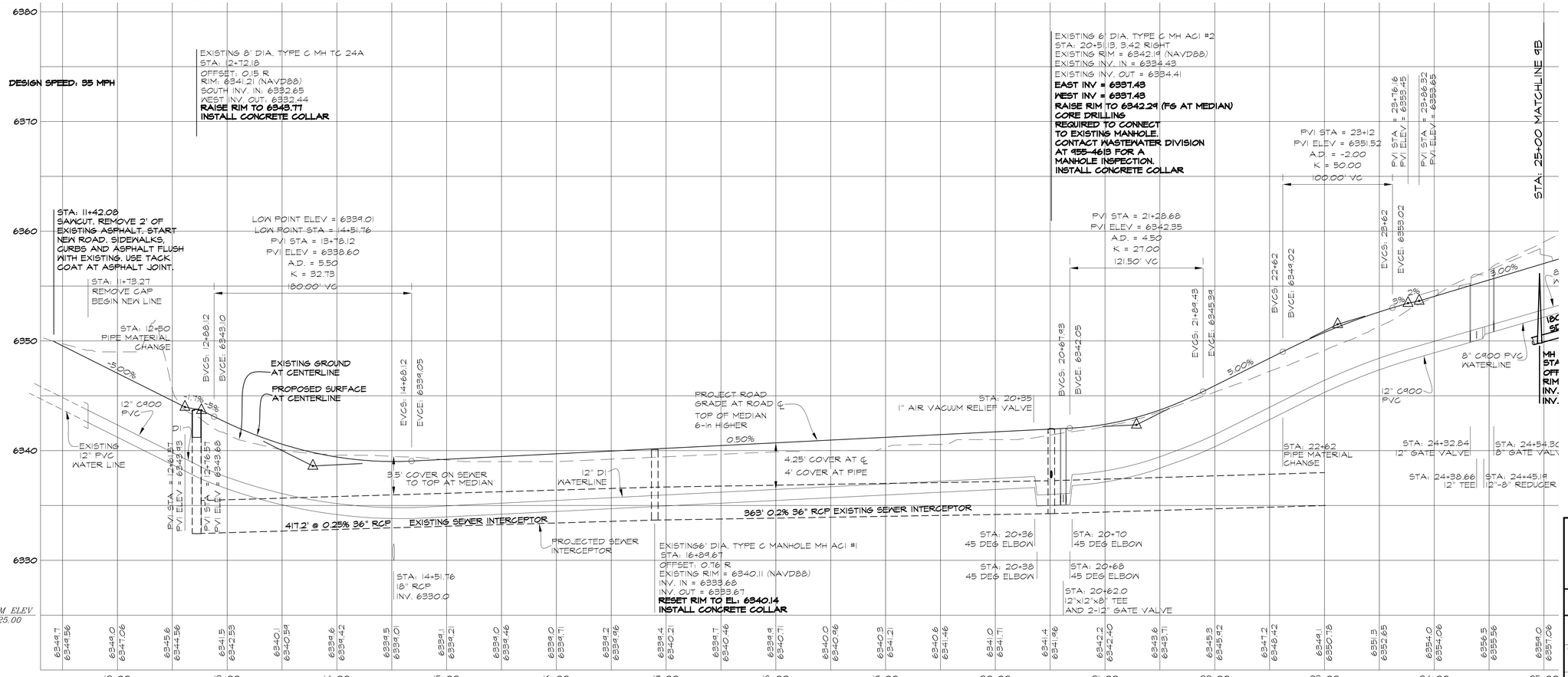
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENTS 3 & 4 SAS PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025

SHEET NO. 18F





LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- NEW PUBLIC WATER LINE SIZE AS NOTED.
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- SEWER LINE CAP
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- LOW PRESSURE SAS
- WATERLINE CAP
- AIR VACUUM RELIEF VALVE

GRAYLYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
09/09/2025

REVISIONS

DATE	BY

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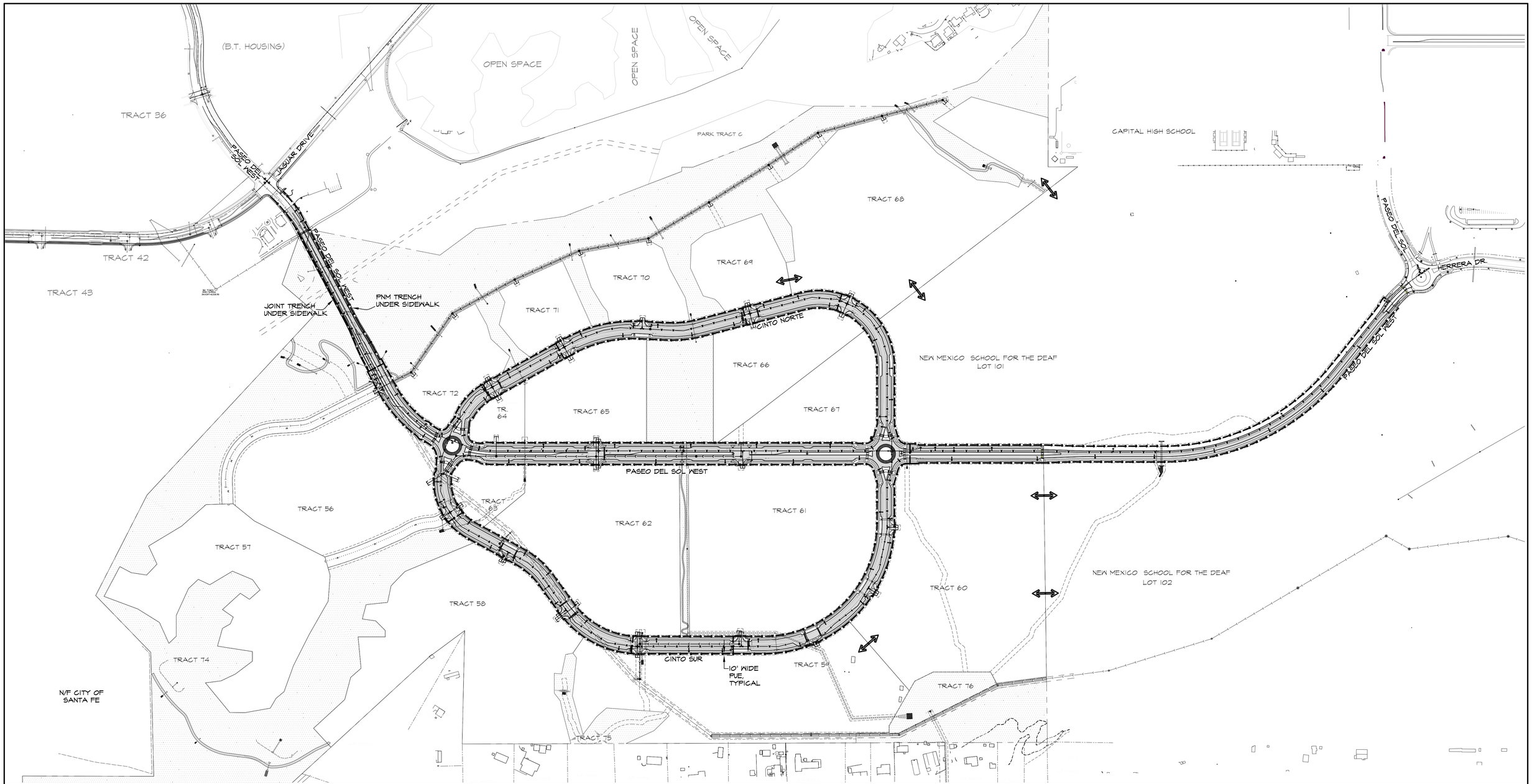
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEGMENT 6 SAS PLAN AND PROFILE

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	18G



LEGEND

- EXISTING SANITARY SEWER MANHOLE
- EXISTING PUBLIC GRAVITY SEWER MAIN, SIZE AS NOTED
- EXISTING 12" PUBLIC WATER LINE
- NEW FIRE HYDRANT
- DRY UTILITIES, JOINT UTILITY TRENCH
- NEW 12" PUBLIC WATERLINE UNLESS OTHERWISE NOTED
- NEW WATER GATE VALVE, SIZE AS NOTED
- NEW SANITARY SEWER MANHOLE
- NEW 8" PUBLIC GRAVITY SEWER MAIN
- FUTURE LOW PRESSURE SAS
- AIR VACUUM RELIEF VALVE
- FUTURE 8" WATERLINE
- STREET LIGHT
- ROADWAY/SIDEWALK, WATER, SEWER, AND DRY UTILITY CONNECTION BETWEEN TRACTS REQUIRED. FINAL CONNECTION LOCATIONS TO BE DETERMINED AT THE TIME OF TRACT DEVELOPMENT, SUBJECT TO APPROVAL BY TC PHASE 3A, LLC OR ITS AUTHORIZED AGENT AND THE CITY OF SANTA FE.

DRY UTILITY PLANS SUBJECT TO CHANGE BY PUBLIC UTILITY COMPANIES.

NOTE:
10' PUE EXISTS ON EITHER SIDE OF ALL ROAD RIGHT-OF-WAYS EXCEPT PASEO DEL SOL WEST, STA 11+42 TO STA 19+60 WHERE DRY UTILITIES IN ROAD RIGHT-OF-WAY UNDER THE SIDEWALKS.

NORTH

D.E.

SCALE 1"=200

200' 0 200'

REVISIONS

DATE	BY

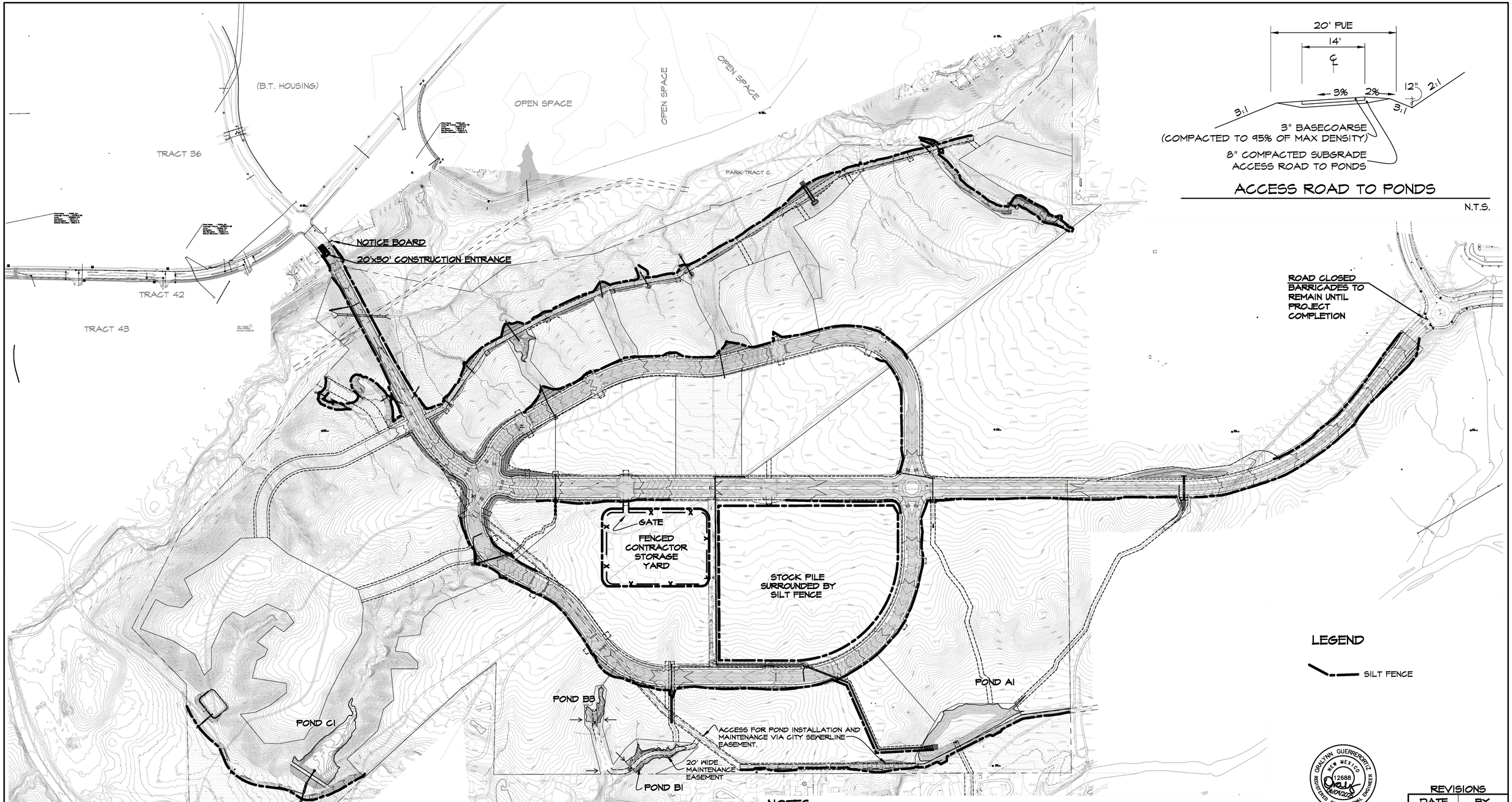
DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DRY UTILITY PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	19

ORALYNN GUERRERORTIZ NEW MEXICO 12688 REGISTERED PROFESSIONAL ENGINEER 06/09/2025



ACCESS ROAD TO PONDS

N.T.S.

LEGEND

SILT FENCE

NOTES:

1. PONDS A1, B1, B3 AND C1 ARE TO BE CONSTRUCTED PRIOR TO INITIATION ON SITE EARTHWORK.
2. INSTALL ALL TEMPORARY EROSION CONTROL FACILITIES, AS SHOWN ON THIS SHEET, BEFORE ANY SITE GRADING OR CLEARING. THESE TEMPORARY EROSION CONTROL FACILITIES SHALL BE MAINTAINED AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION TO RETAIN SOIL ON-SITE. BLOWING DUST SHALL BE CONTROLLED BY WATERING OF EXPOSED SOILS.
4. THIS PROJECT IS SUBJECT TO A NPDES PERMIT.
5. A STORMWATER NPDES PERMIT IS REQUIRED FOR THIS PROJECT. THE NOTICE OF INTENT SHALL BE FILED WITH THE EPA AT LEAST 14 DAYS PRIOR TO ANY SITE WORK. THE SWPPP PERMIT SHALL BE CLEARLY POSTED ON THE PROJECT SITE. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL BEST MANAGEMENT PRACTICES AND SWPPP REQUIRED PAPERWORK.
6. GRAVEL BAGS AND FILTER FABRIC REQUIRED AROUND ALL DROP INLET STRUCTURES.
7. ALL DISTURBED AREAS MUST BE STABILIZED PER CITY CODE 14-8.2(D)(5)

NORTH

D.E.

SCALE 1"=200'

200' 0 200'

GRAYNN GUERRERO ORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SEDIMENT CONTROL PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	20

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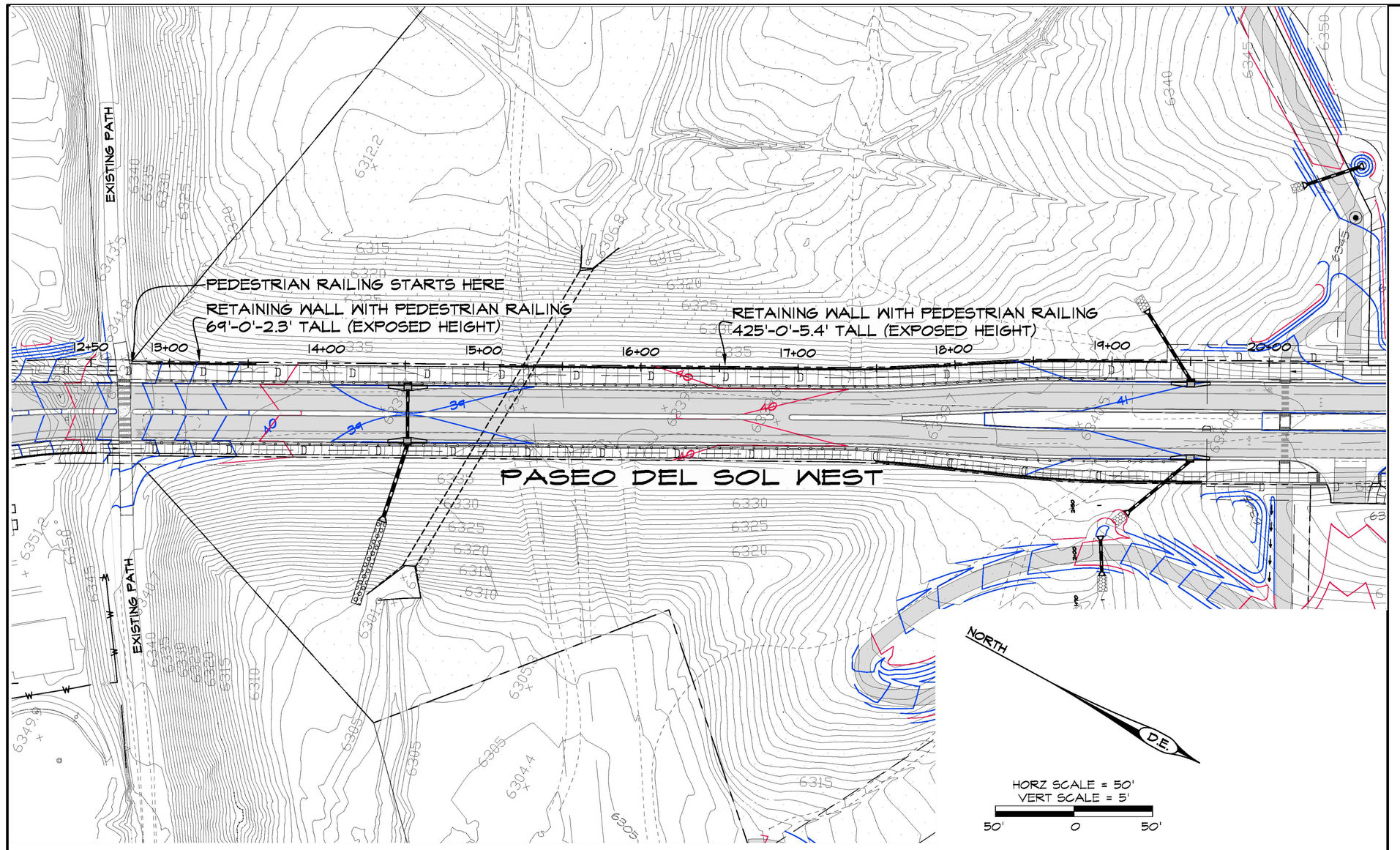
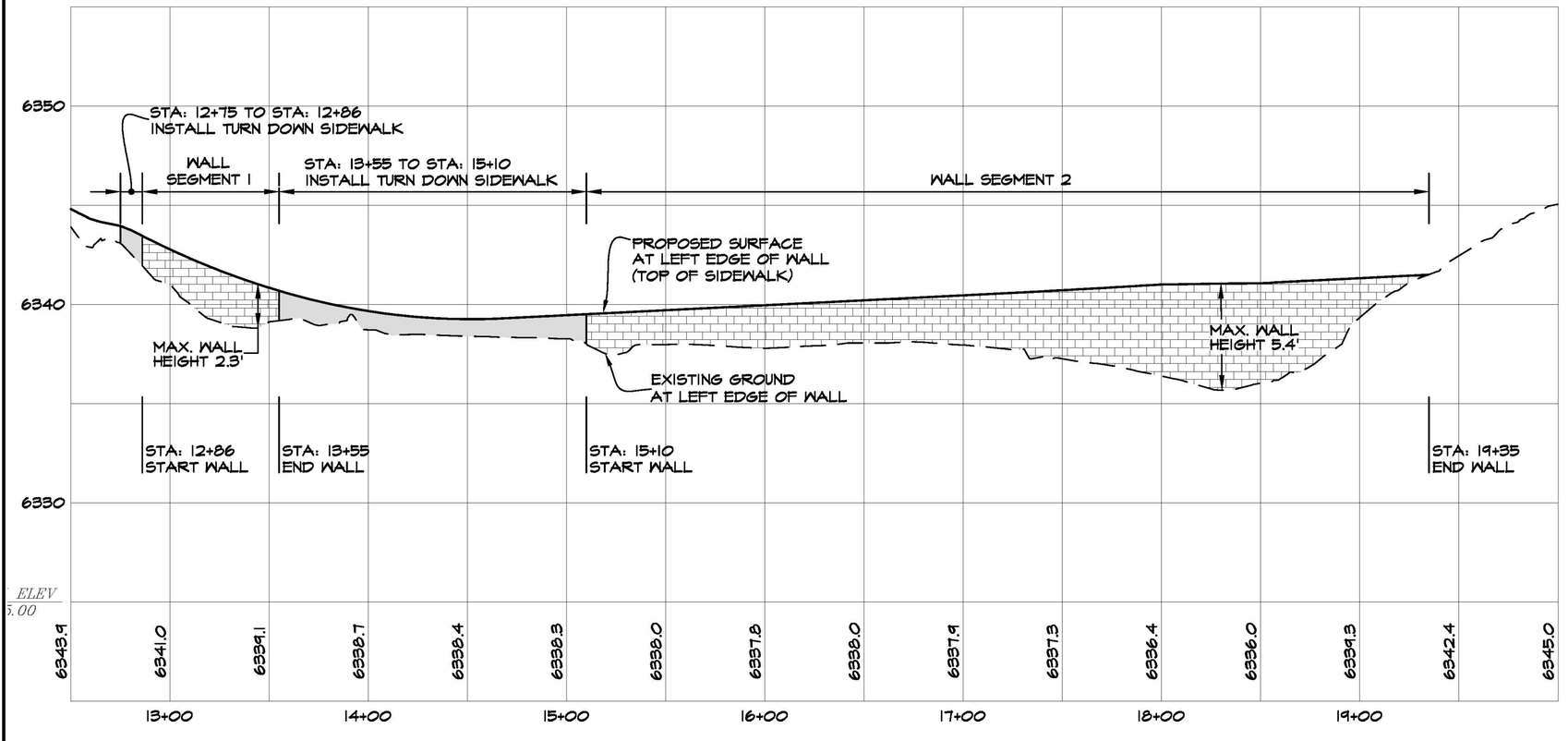
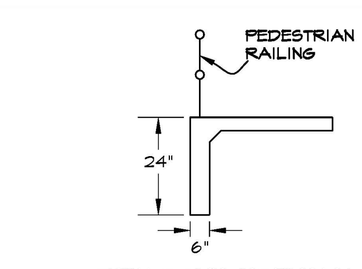


EAST WALLS

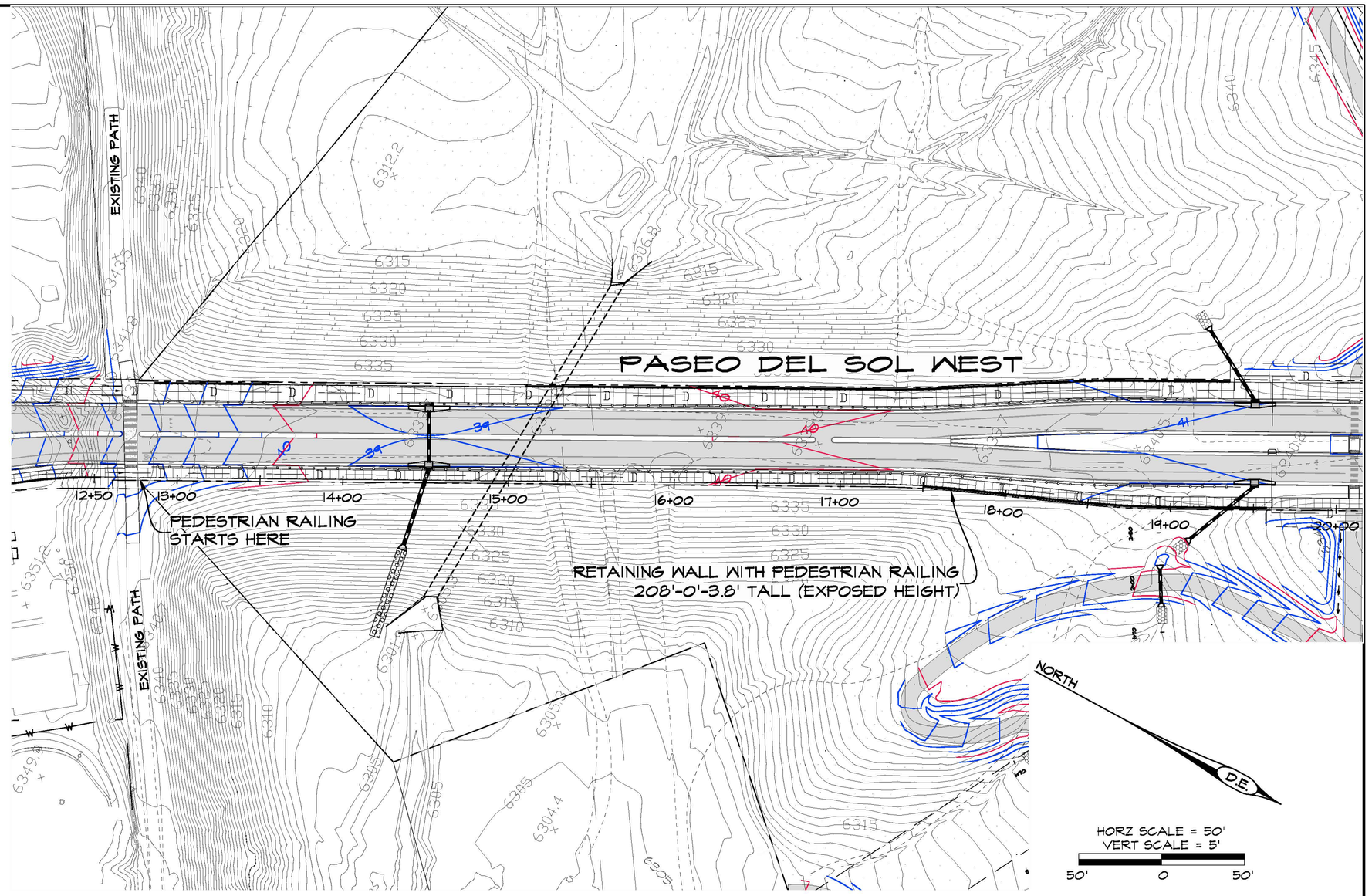
27.17' - 39.17' TO LEFT EDGE OF WALL





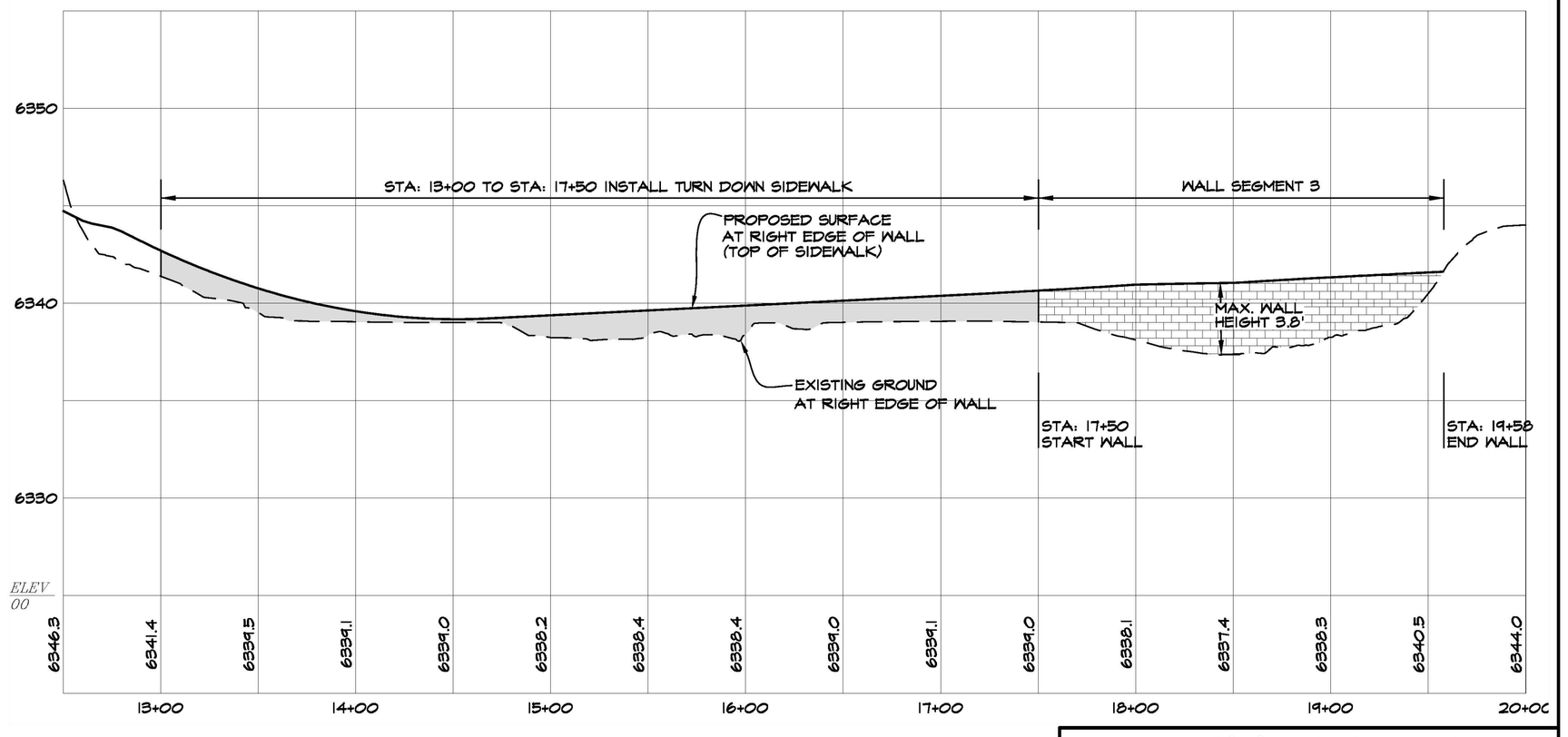
TURN DOWN SIDEWALK
(SEE DETAIL SHEET 14) N.T.S

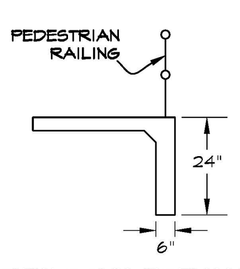
SEE STRUCTURAL PLANS SHEET C103



WEST WALL

31.17' - 37.67' TO RIGHT EDGE OF WALL





TURN DOWN SIDEWALK
(SEE DETAIL SHEET 14) N.T.S

GERALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST WALL PROFILES

SCALE	DWG NO.	DATE
1"=50'		06/09/2025

SHEET NO. 21

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PASEO DEL SOL WEST

JAGUAR DRIVE

EXISTING MH TC 24A
RIM: 6341.21 (NAVD88)
SOUTH INV. IN: 6332.65
WEST INV. OUT: 6332.44

VERTICAL CONTROL
PT# 6804 EL:6339.87 AT MH CTR
TO BE VERIFIED BY
CONTRACTOR

EXISTING MH ACI #1
6' DIA. TYPE C MANHOLE
RIM: 6340.11 (NAVD88)
INV. IN: 6333.66
INV. OUT: 6333.67

VERTICAL CONTROL
PT# 6803 EL:6340.97 AT MH CTR
TO BE VERIFIED BY
CONTRACTOR

EXISTING MH ACI #2
6' DIA TYPE C MANHOLE
RIM: 6342.19 (NAVD88)
INV. IN: 6334.43
INV. OUT: 6334.41

VERTICAL CONTROL
PT# 6805 EL:6367.35 AT MH CTR
TO BE VERIFIED BY
CONTRACTOR

EXISTING MH ACI #3
RIM: 6367.55 (NAVD88)
TWO EXISTING DROP STRUCTURES
INV. 6357.22
INV. IN: 6335.34
INV. OUT: 6335.30

ARROYO
CHAMISO
INTERCEPTOR
(ACI)

PASEO DEL SOL WEST

EXISTING MH ACI 4
RIM: 6363.61 (NAVD88)
TWO EXISTING DROP STRUCTURES, INV: 6353.19
INV. IN: 6336.74
INV. OUT: 6336.70

EXISTING MH ACI 5
RIM: 6367.51 (NAVD88)
TWO EXISTING DROP STRUCTURES
AT INV: 6557.26
INV. IN: 6337.85
INV. OUT: 6337.81

EXISTING MH ACI 6
RIM: 6351.15 (NAVD88)
INV. IN: 6338.97
INV. OUT: 6338.91

36" ARROYO CHAMISO
INTERCEPTOR

EXISTING MH ACI 7
RIM: 6351.00 (NAVD88)
INV. IN: 6340.12
INV. OUT 6340.06

EXISTING MH ACI 8
RIM: 6366.07 (NAVD88)
ONE EXISTING DROP STRUCTURE
IN: 6356.28
INV. IN: 6341.23
INV. OUT: 6341.20

EXISTING MH ACI 9
RIM: 6348.55 (NAVD88)
INV. IN: 6342.25
INV. OUT: 6342.21

EXISTING MH ACI 10
RIM: 6349.81 (NAVD88)
INV. IN: 6343.57
INV. OUT: 6343.53

EXISTING MH ACI 11
RIM: 6350.94 (NAVD88)
INV. IN: 6345.02
INV. OUT: 6344.98

EXISTING
EARTHEN DAM

38"Rx57"S
CMP

VERTICAL CONTROL
PT# 10616 EL:6424.38 AT MH CTR
TO BE VERIFIED BY
CONTRACTOR

PASEO DEL SOL

HERRERA DR.

PASEO DEL SOL WEST

N/F OROZCO
N/F CASTILLO
N/F MONTOYA
N/F MARTINEZ
N/F RIVERA
N/F TRUJILLO
N/F ALVAREZ
N/F REEVES
N/F ANDUJO
N/F SAULO
N/F LOYA
N/F CARILLO
N/F HERRERA
N/F MARTINEZ

NORTH

SCALE 1"=200'
200' 0 200'

REVISIONS	
DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

VERTICAL CONTROL PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	22A

DRALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

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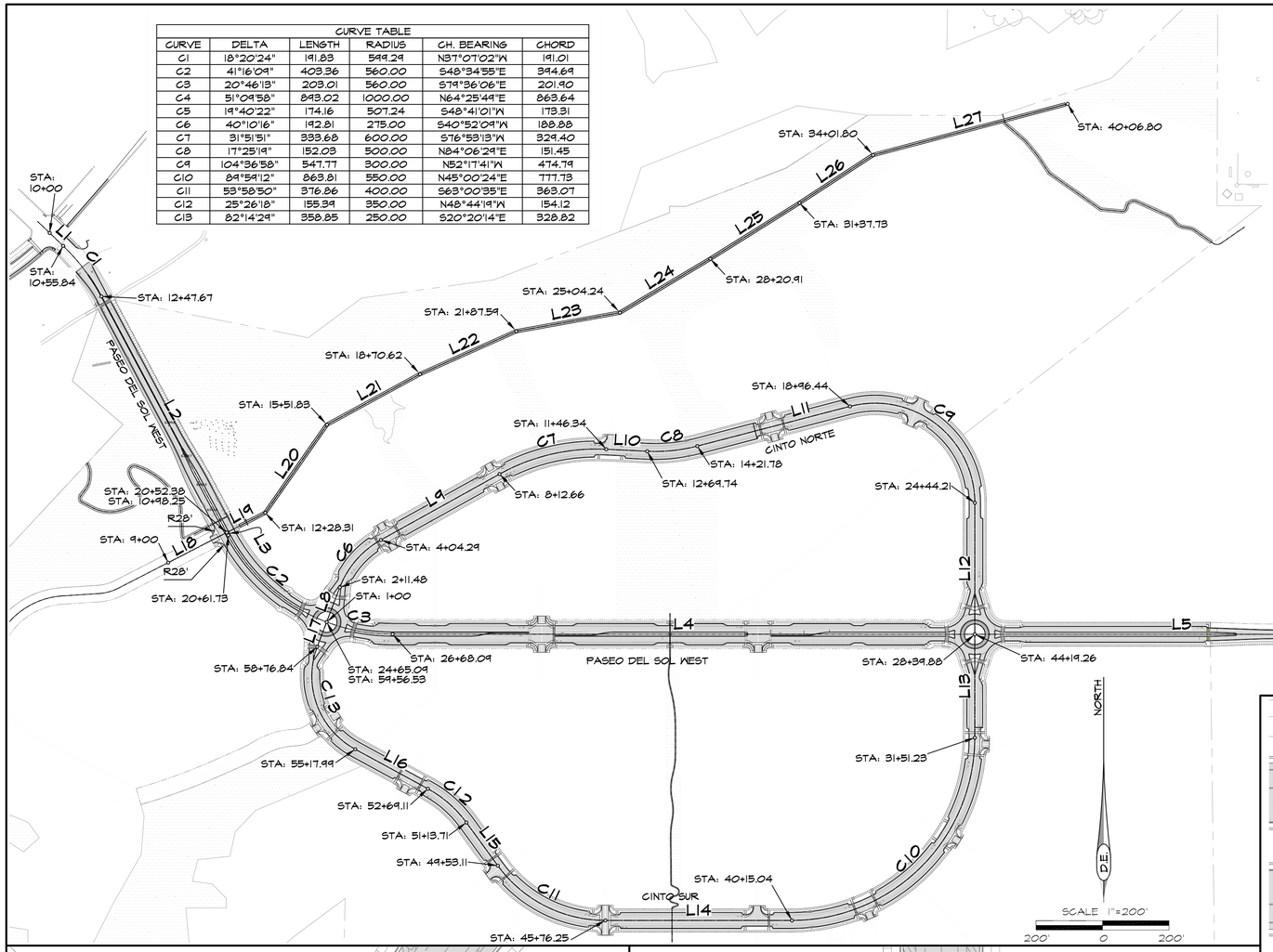
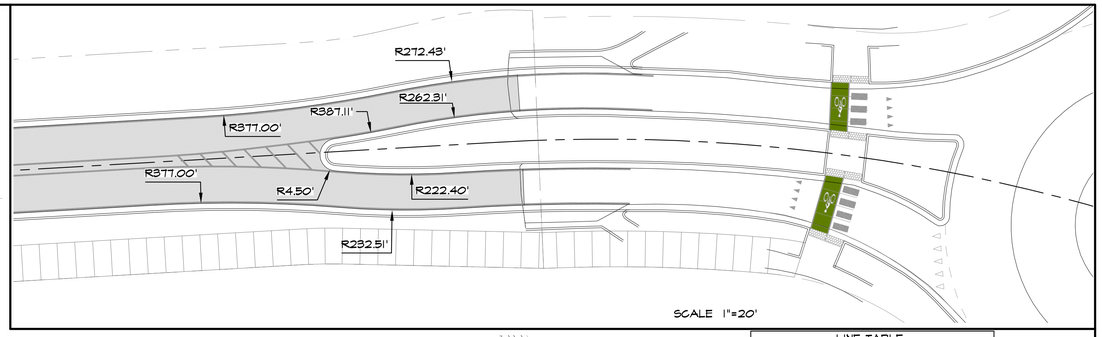
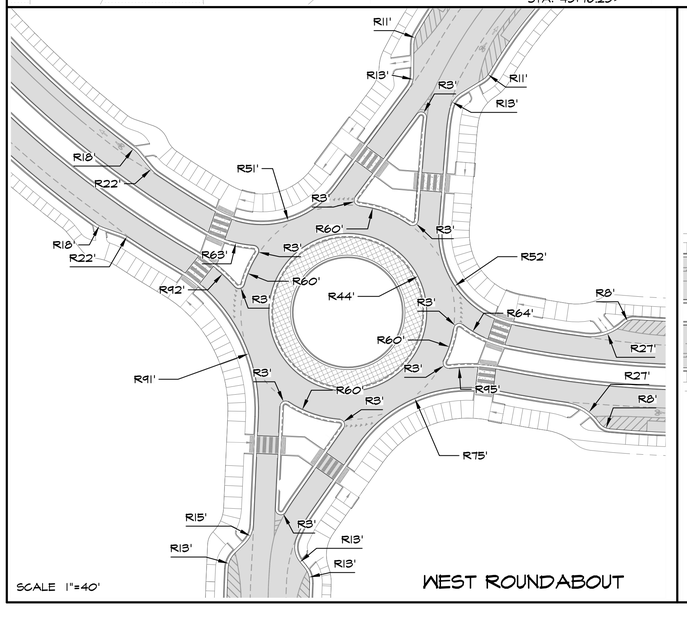
CURVE TABLE					
CURVE	DELTA	LENGTH	RADIUS	CH. BEARING	CHORD
C1	18°20'24"	191.83	599.29	N37°07'02"W	191.01
C2	41°16'09"	403.36	560.00	S48°34'55"E	394.69
C3	20°46'13"	203.01	560.00	S79°36'06"E	201.90
C4	51°09'58"	893.02	1000.00	N64°25'49"E	863.64
C5	19°40'22"	174.16	507.24	S48°41'01"W	173.31
C6	40°10'16"	192.81	275.00	S40°52'09"W	188.88
C7	31°51'51"	333.68	600.00	S76°53'13"W	329.40
C8	17°25'19"	152.03	500.00	N84°06'29"E	151.45
C9	104°36'58"	547.77	300.00	N52°17'41"W	474.79
C10	84°59'12"	863.81	550.00	N45°00'24"E	777.73
C11	53°58'50"	376.86	400.00	S63°00'35"E	363.07
C12	25°26'18"	155.39	350.00	N48°44'19"W	154.12
C13	82°14'29"	358.85	250.00	S20°20'14"E	328.82



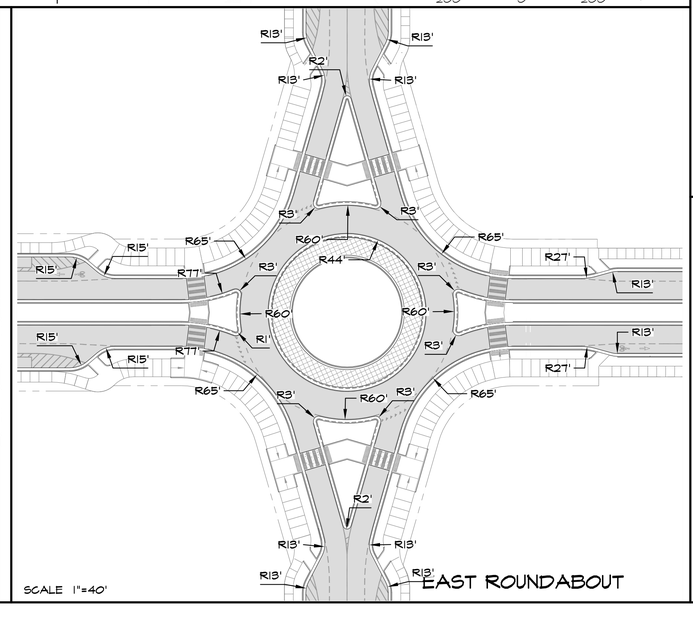


LINE TABLE		
LINE	LENGTH	BEARING
L1	55.84	S46°17'14"E
L2	804.71	S27°56'50"E
L3	9.35	S27°56'50"E
L4	1751.17	S89°59'12"E
L5	1244.30	S89°59'12"E
L6	385.36	N38°50'50"E
L7	12.64	N58°31'12"E
L8	111.48	N20°47'01"E
L9	408.37	N60°57'17"E
L10	123.41	S87°10'52"E
L11	474.66	N75°23'44"E
L12	345.67	S00°00'48"W
L13	311.35	S00°00'48"W
L14	561.21	S90°00'00"W
L15	160.61	N36°01'10"W
L16	248.88	N61°27'28"W
L17	79.69	N20°47'01"E
L18	198.25	N62°47'57"E
L19	130.06	N62°47'57"E
L20	323.52	N34°59'47"E
L21	318.79	N61°27'10"E
L22	316.97	N65°58'05"E
L23	316.65	N79°44'27"E
L24	316.67	N54°13'05"E
L25	316.82	N57°55'31"E
L26	264.07	N56°54'49"E
L27	605.00	N75°15'24"E



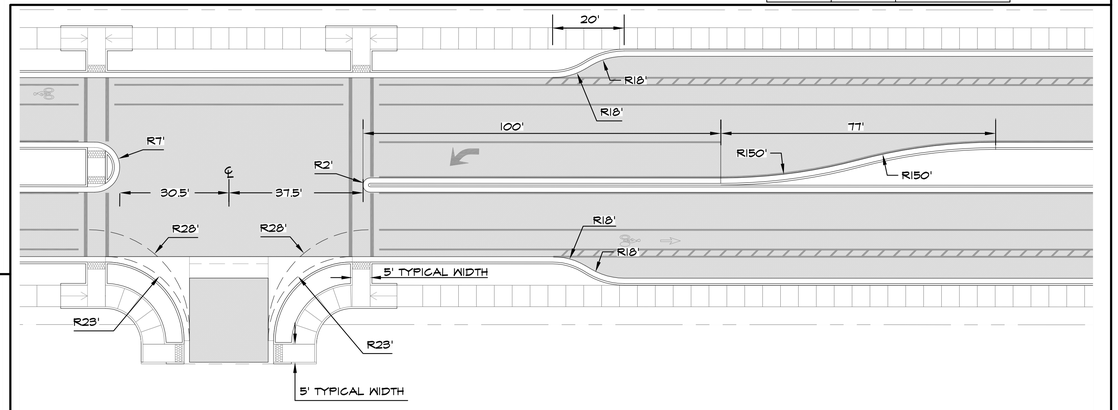
WEST ROUNDABOUT

SCALE 1"=40'



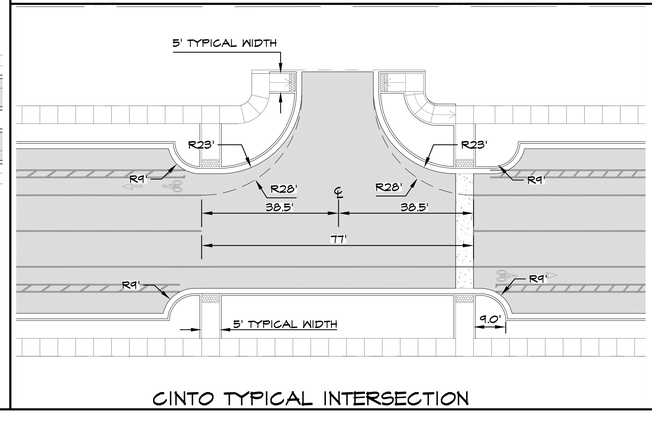
EAST ROUNDABOUT

SCALE 1"=40'



PASEO DEL SOL WEST TYPICAL INTERSECTION

SCALE 1"=20'



CINTO TYPICAL INTERSECTION

SCALE 1"=20'

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12688
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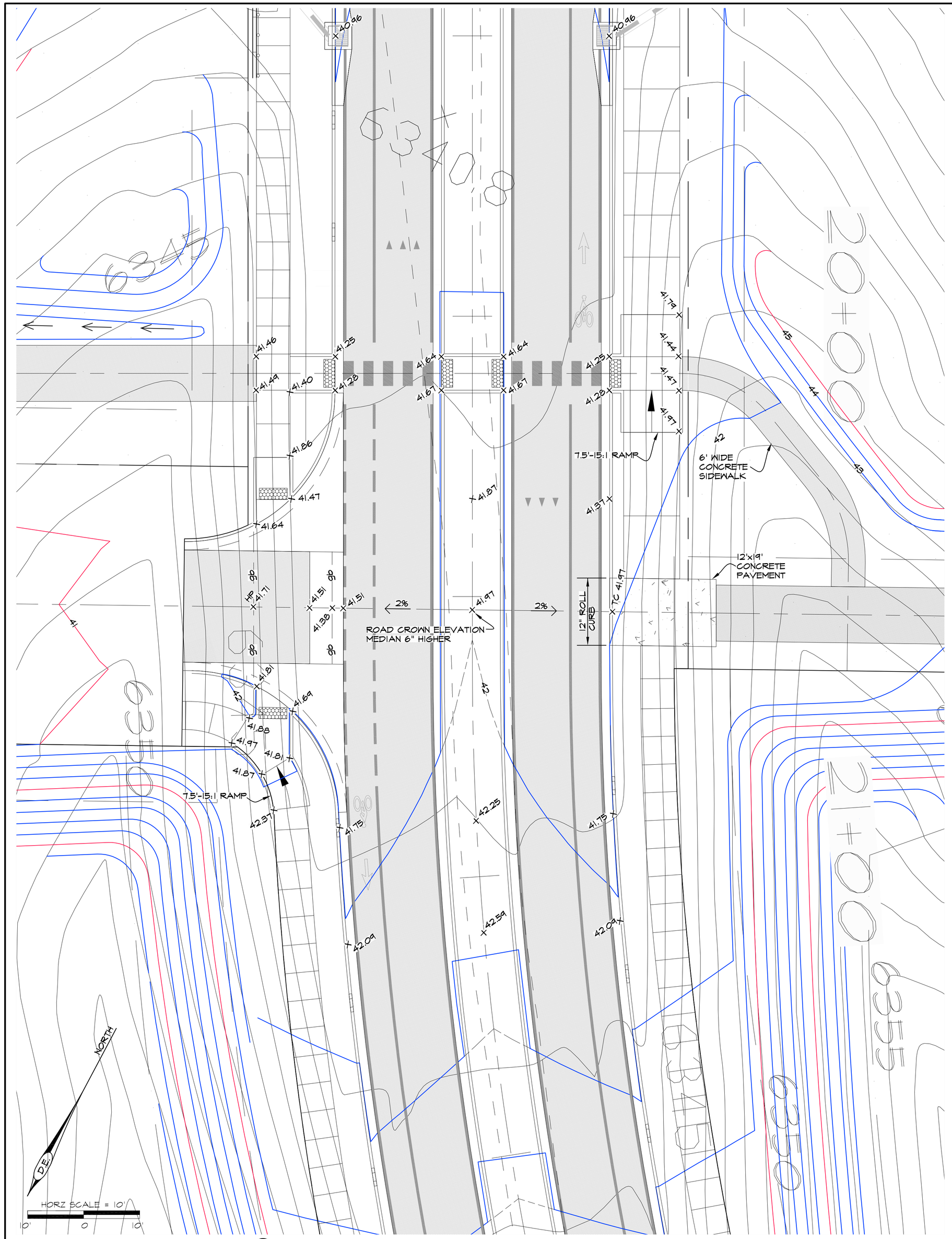
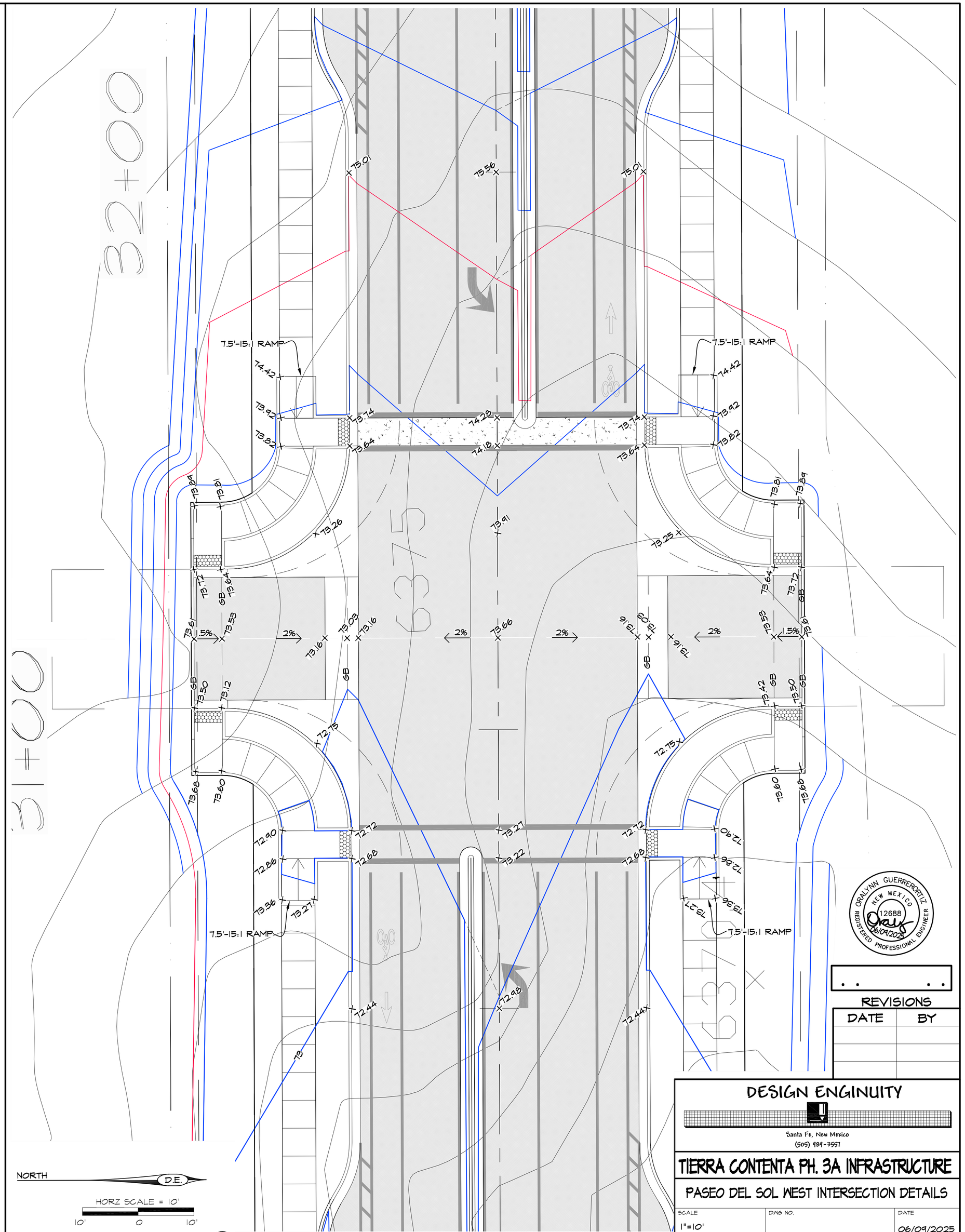
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

ROADWAY HORIZONTAL CONTROL

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
	SHEET NO.	22B



Ⓐ PASEO DEL SOL WEST STA: 20+51.13 INTERSECTION



Ⓑ PASEO DEL SOL WEST STA: 31+16.48 INTERSECTION

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NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

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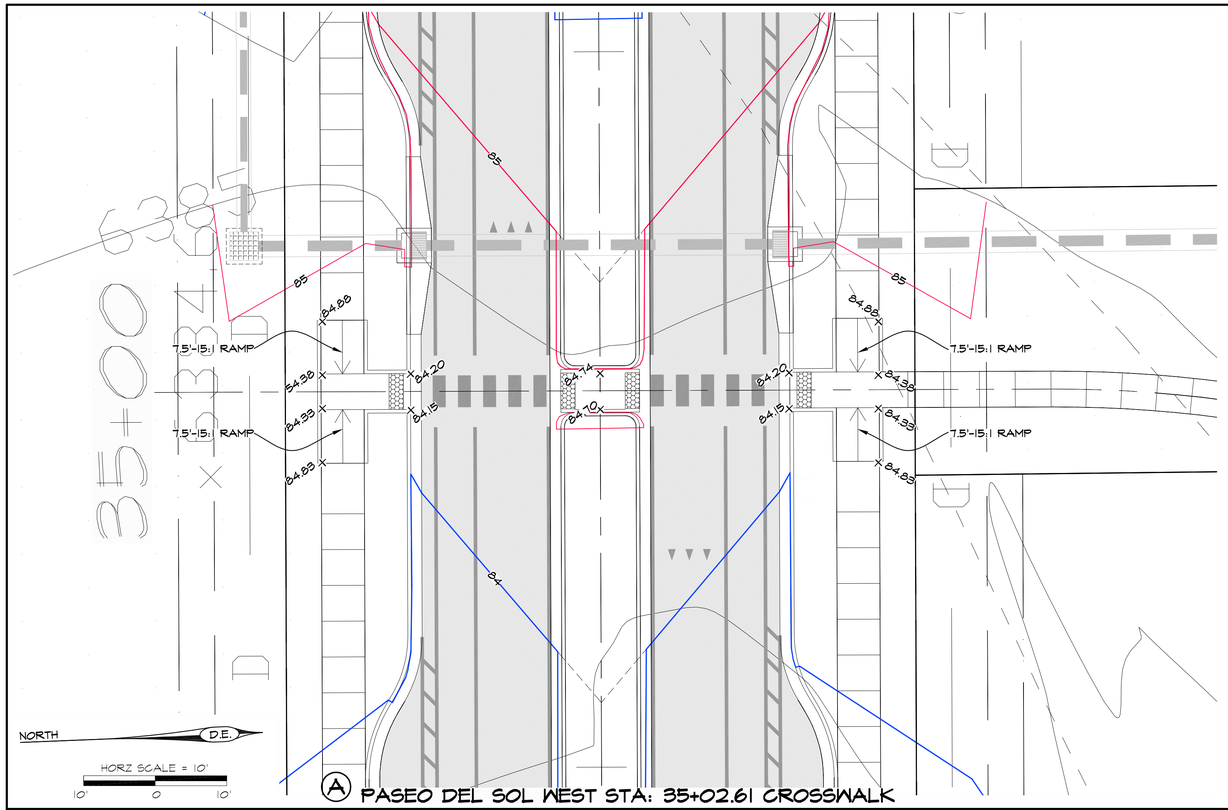
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

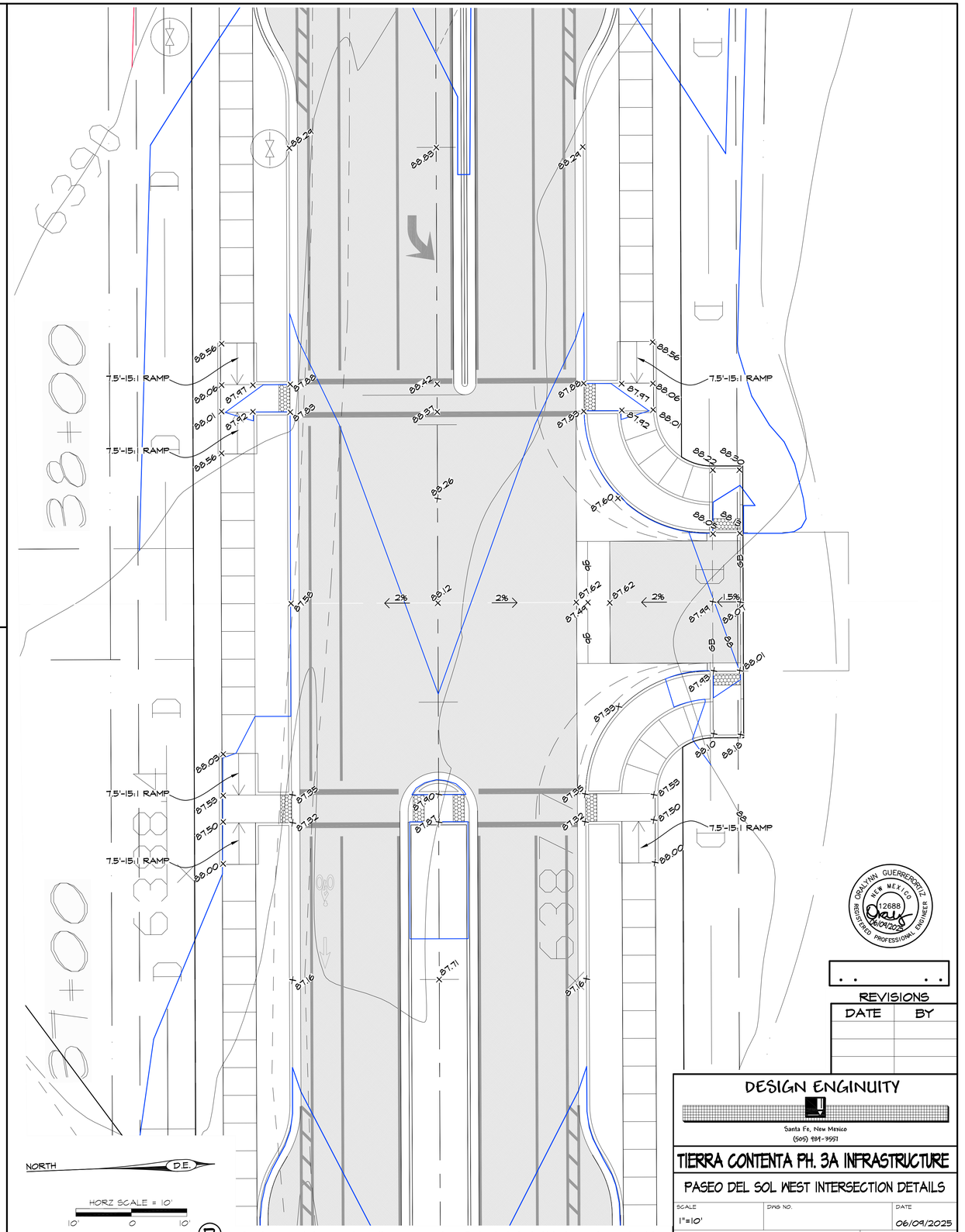
PASEO DEL SOL WEST INTERSECTION DETAILS

SCALE	DWG NO.	DATE
1"=10'		06/09/2025
	SHEET NO.	23A

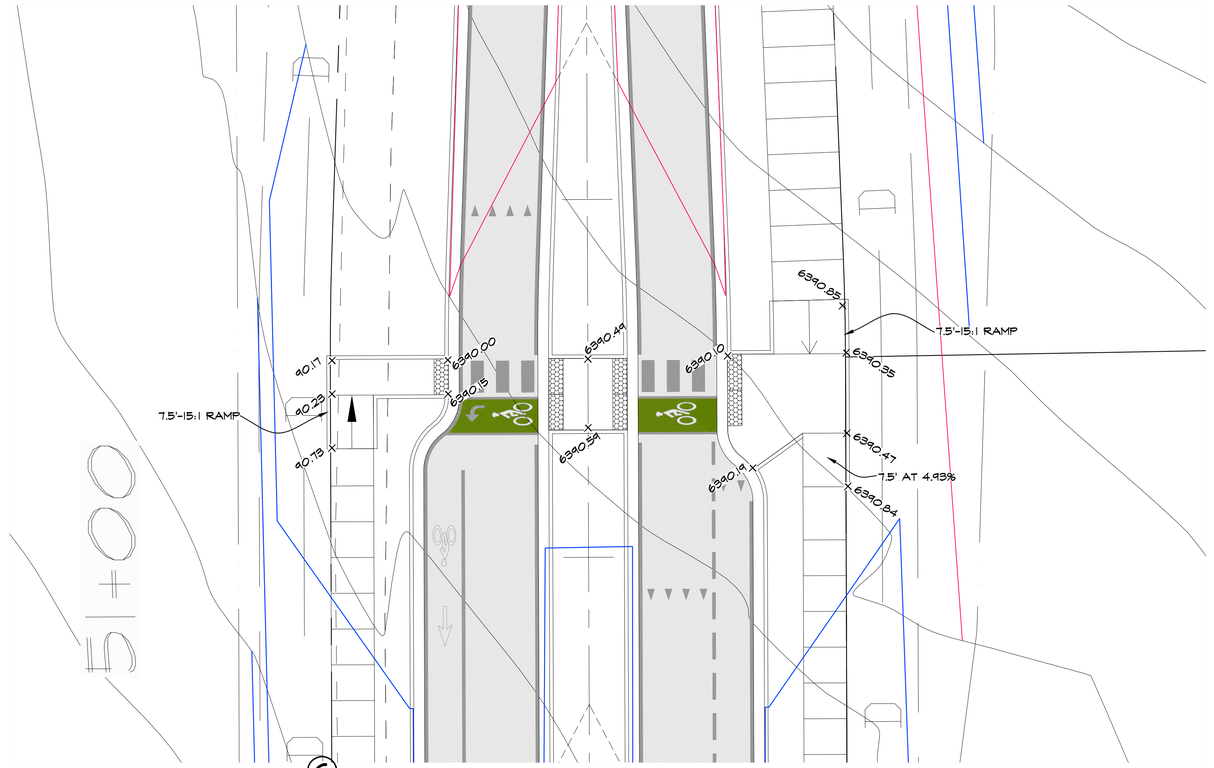
E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-26 HW TC3.dwg, paseo INTERSECTIONS, 5/26/2025 1:22:44 PM



Ⓐ PASEO DEL SOL WEST STA: 35+02.61 CROSSWALK



Ⓑ PASEO DEL SOL WEST STA: 37+67.87 INTERSECTION



Ⓒ PASEO DEL SOL WEST STA: 51+25.30 CROSSWALK

DEAN/VINN GUERRERORTIZ
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06/09/2025

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PASEO DEL SOL WEST INTERSECTION DETAILS

SCALE	DWG NO.	DATE
1"=10'		06/09/2025
	SHEET NO.	23B

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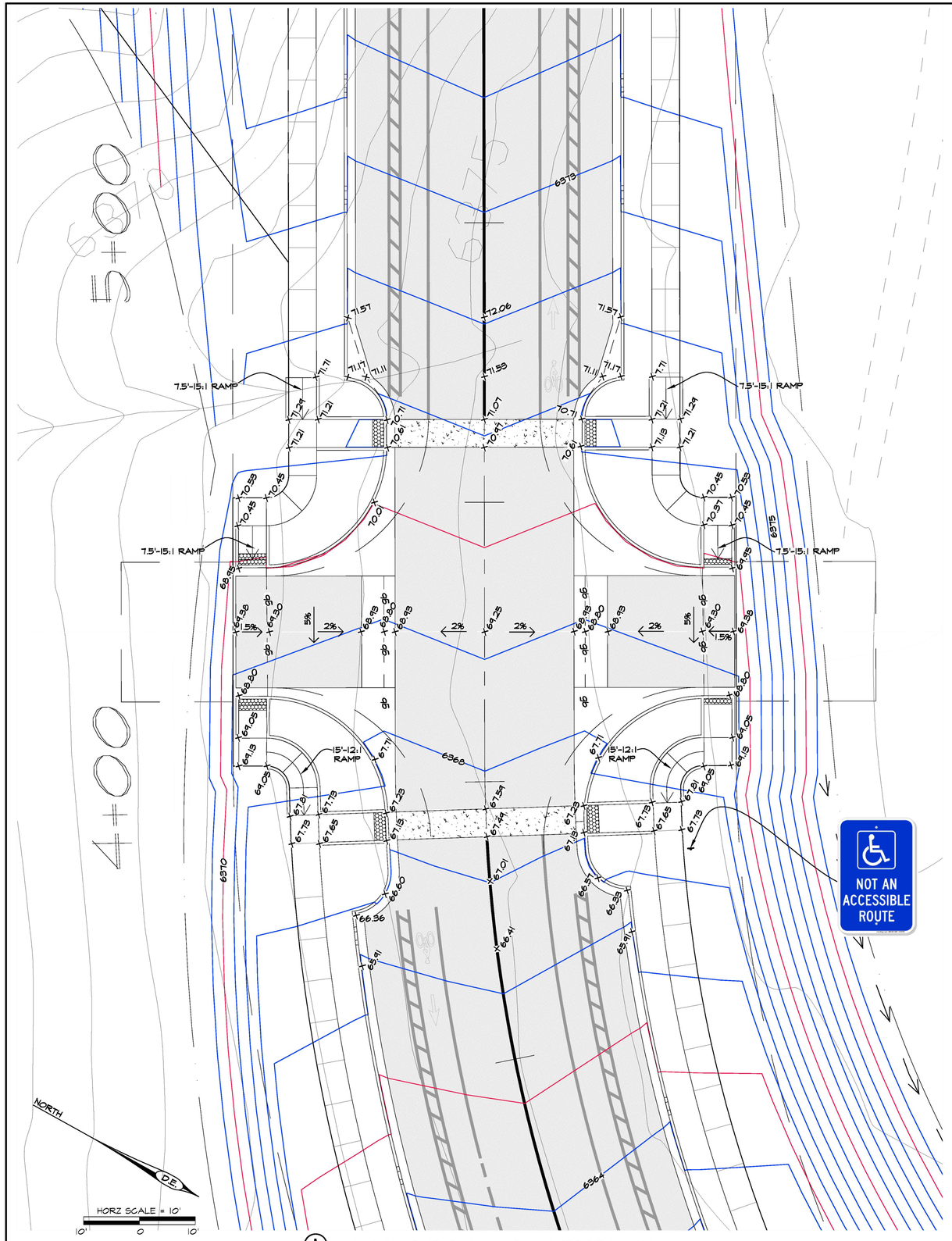
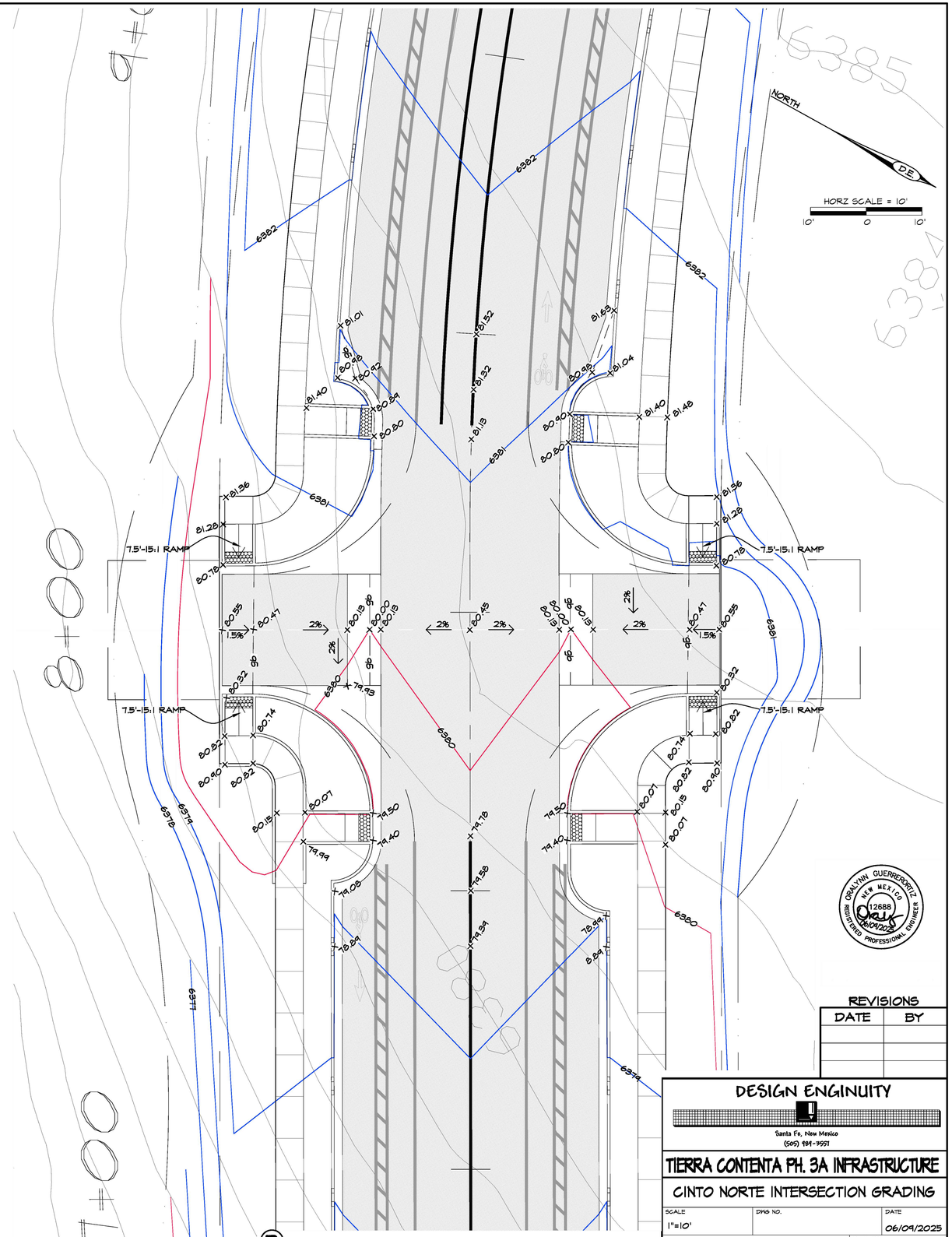


A CINTO NORTE STA: 4+27 INTERSECTION



B CINTO NORTE STA: 7+96.88 INTERSECTION

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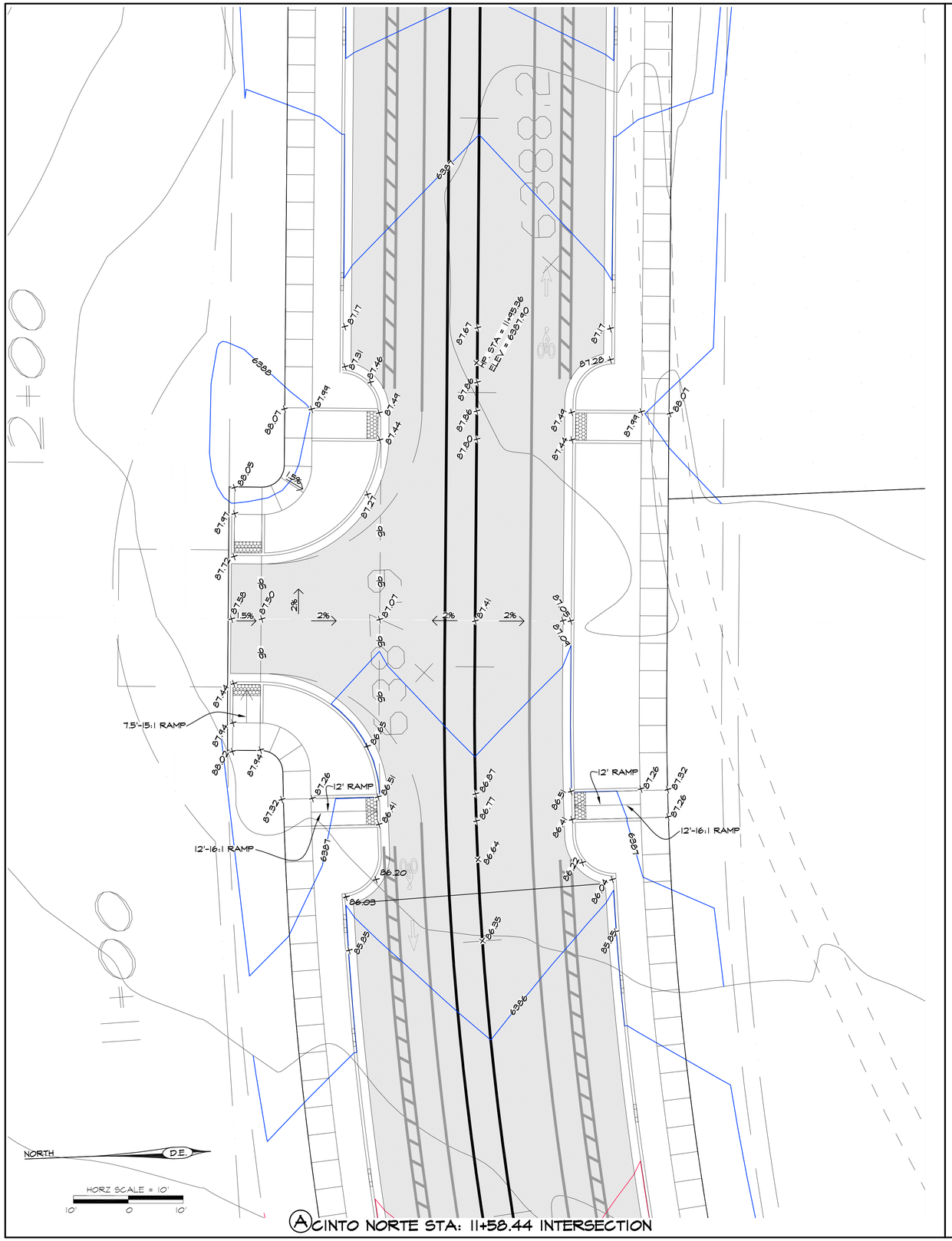
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO NORTE INTERSECTION GRADING

SCALE	DWG NO.	DATE
1"=10'		06/09/2025

SHEET NO. 24A

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-26 HW TC3.dwg, loop north INTSECTIONS, 5/26/2025 11:35:18 AM


12+00
6388
88.07
87.99
88.05
87.97
87.70
87.58
87.50
87.44
87.64
88.02
87.44
87.32
87.26
87.44
87.17
87.31
87.46
87.44
87.27
96
1.5%
2%
87.07
87.41
87.67
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87.80
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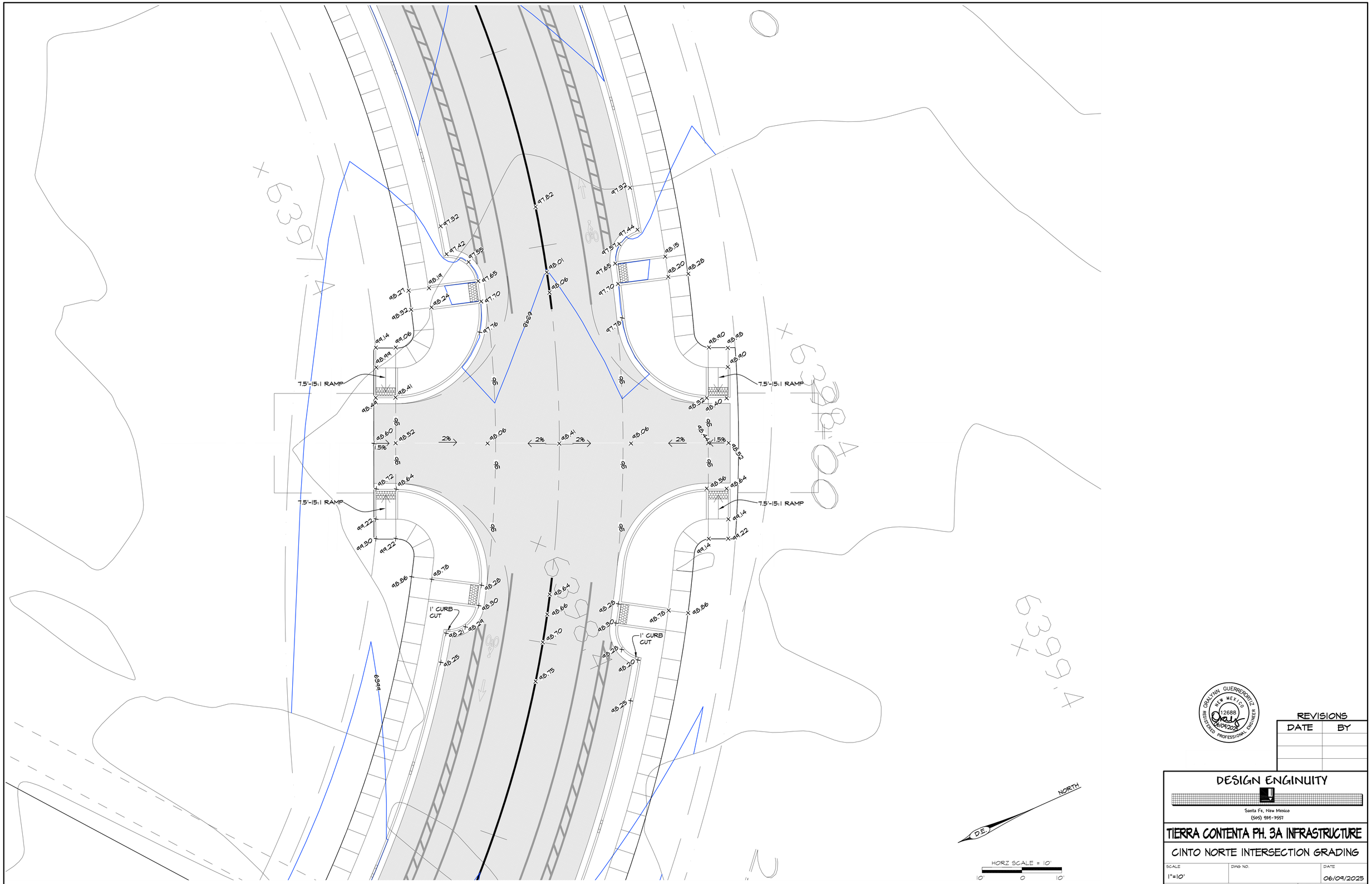

CINTO NORTE STA: 20+99.69 INTERSECTION

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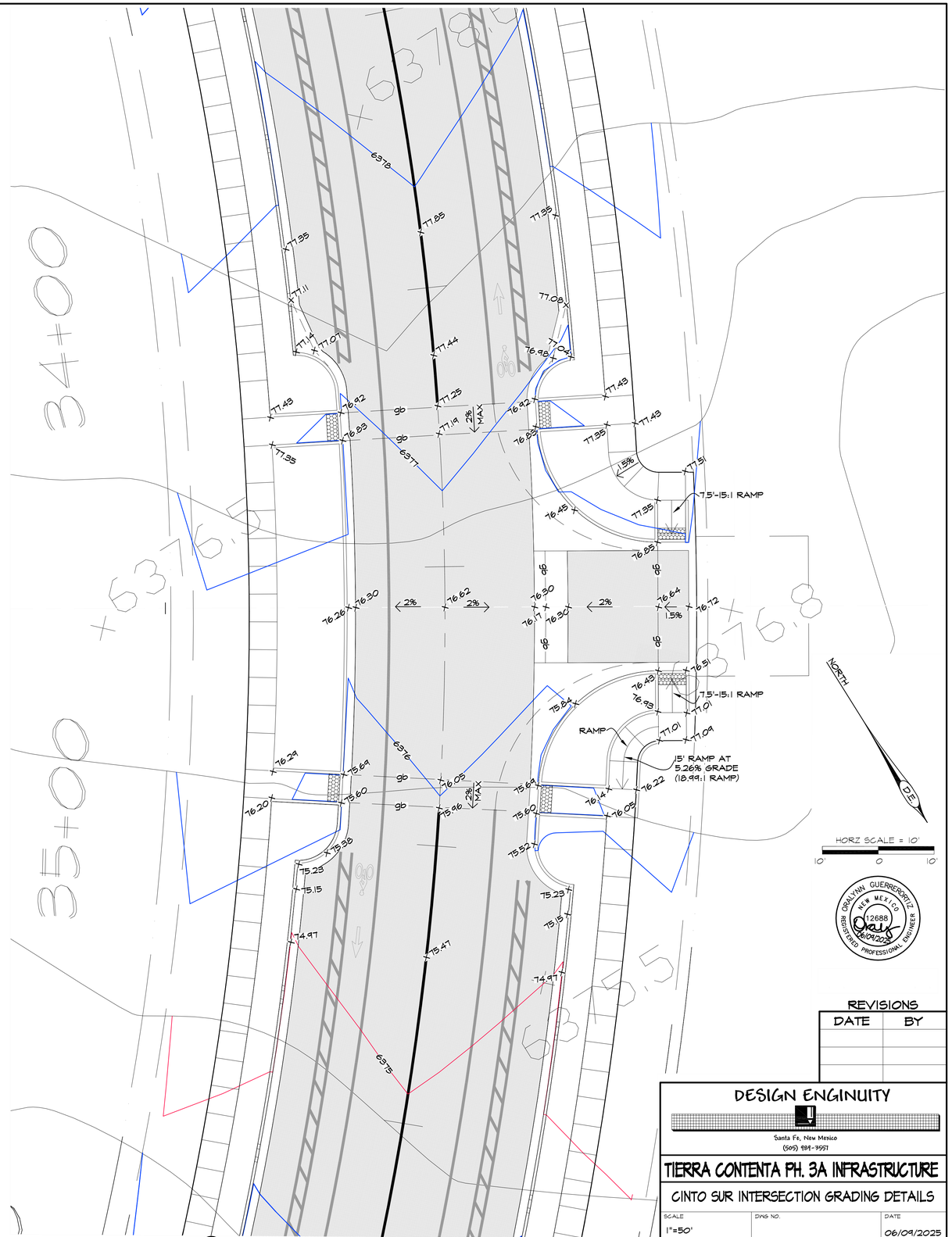
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO NORTE INTERSECTION GRADING

SCALE	DWG NO.	DATE
1"=10'		06/09/2025
	SHEET NO.	24C



(A) CINTO SUR STA: 31+69.90 INTERSECTION



(B) CINTO SUR STA: 34+57.25 INTERSECTION

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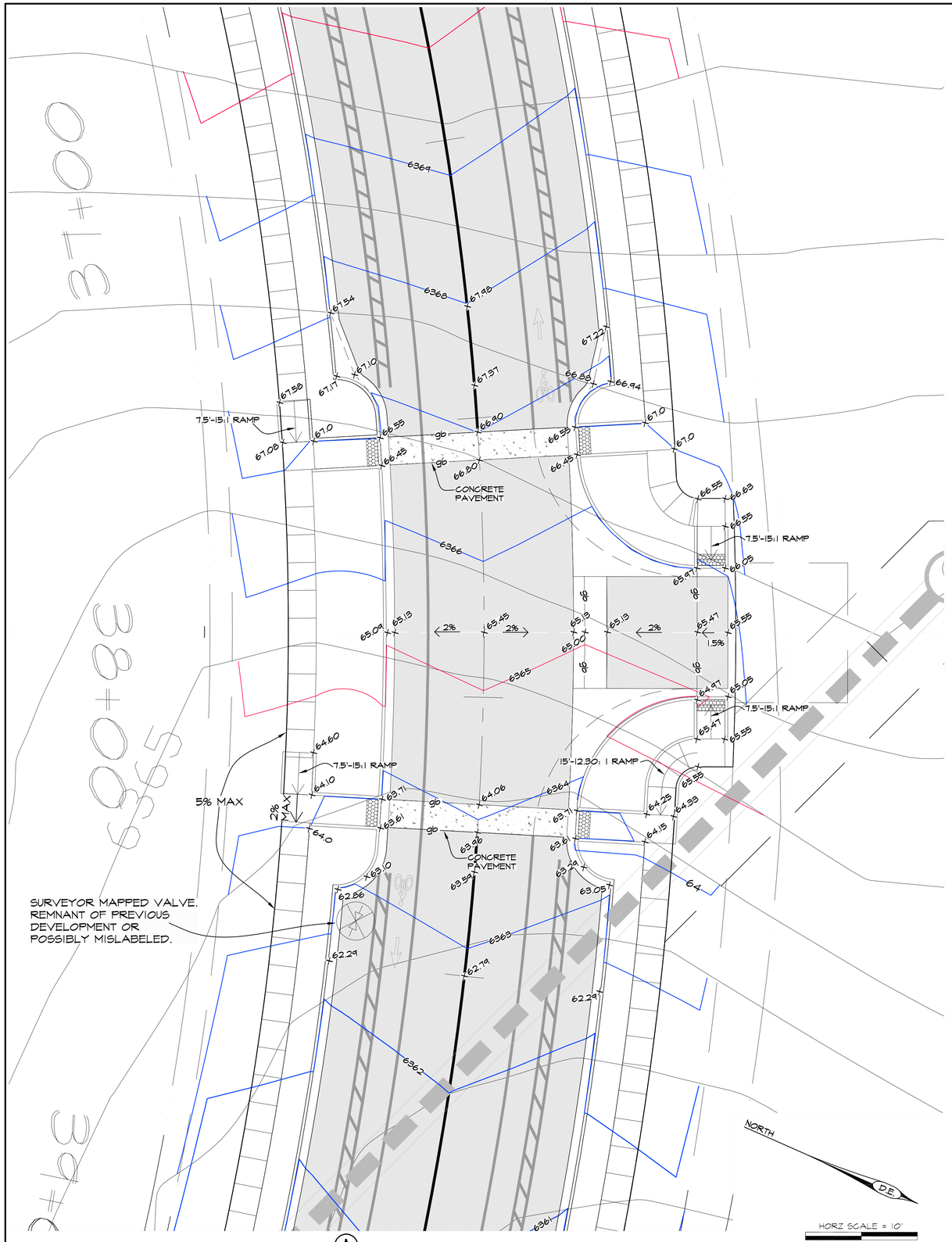
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

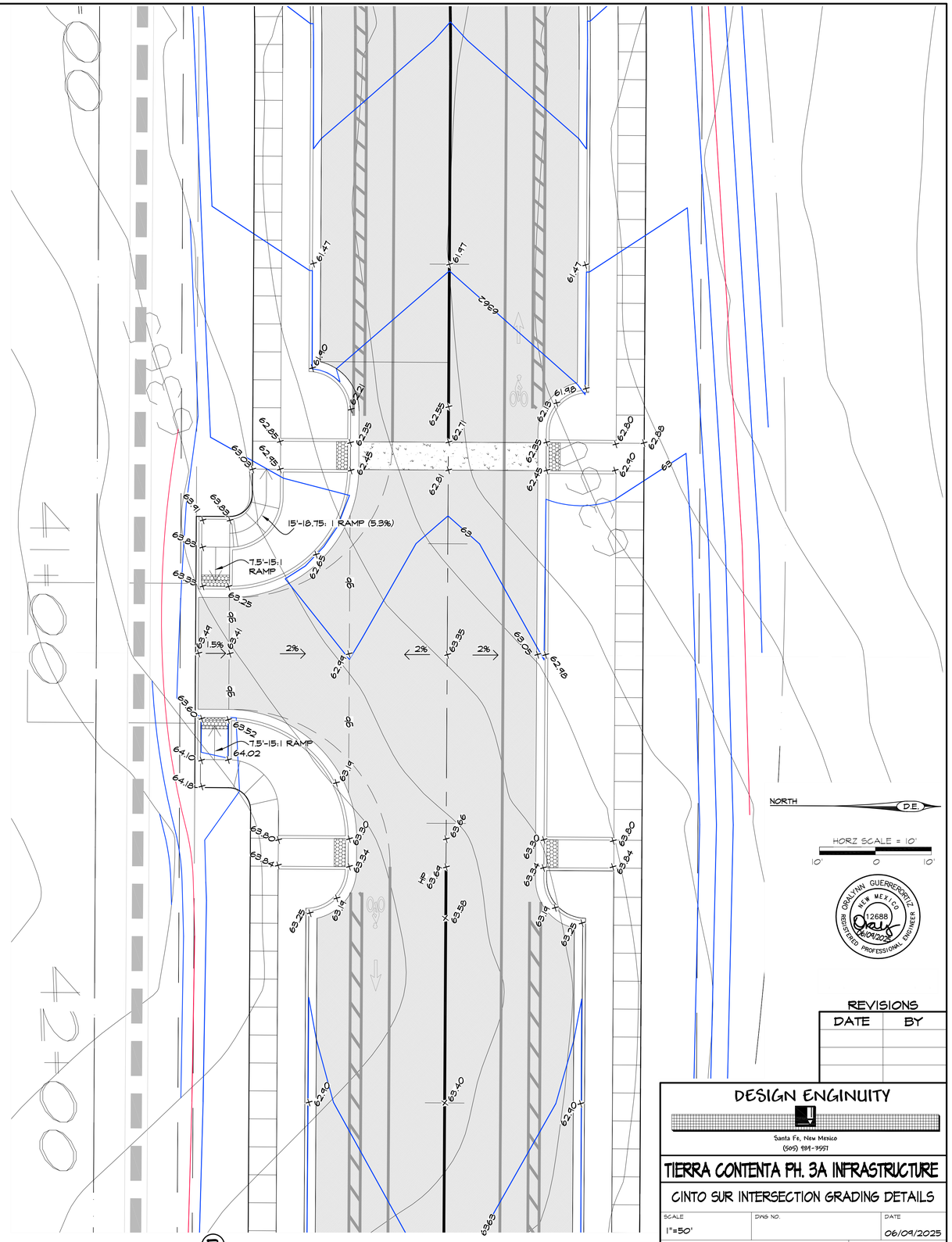
CINTO SUR INTERSECTION GRADING DETAILS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
		SHEET NO. 24D

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-26 HW TC3.dwg, loop south INTSECTIONS, 5/26/2025 11:46:26 AM



Ⓐ CINTO SUR STA: 37+88.38 INTERSECTION



Ⓑ CINTO SUR STA: 41+19.84 INTERSECTION

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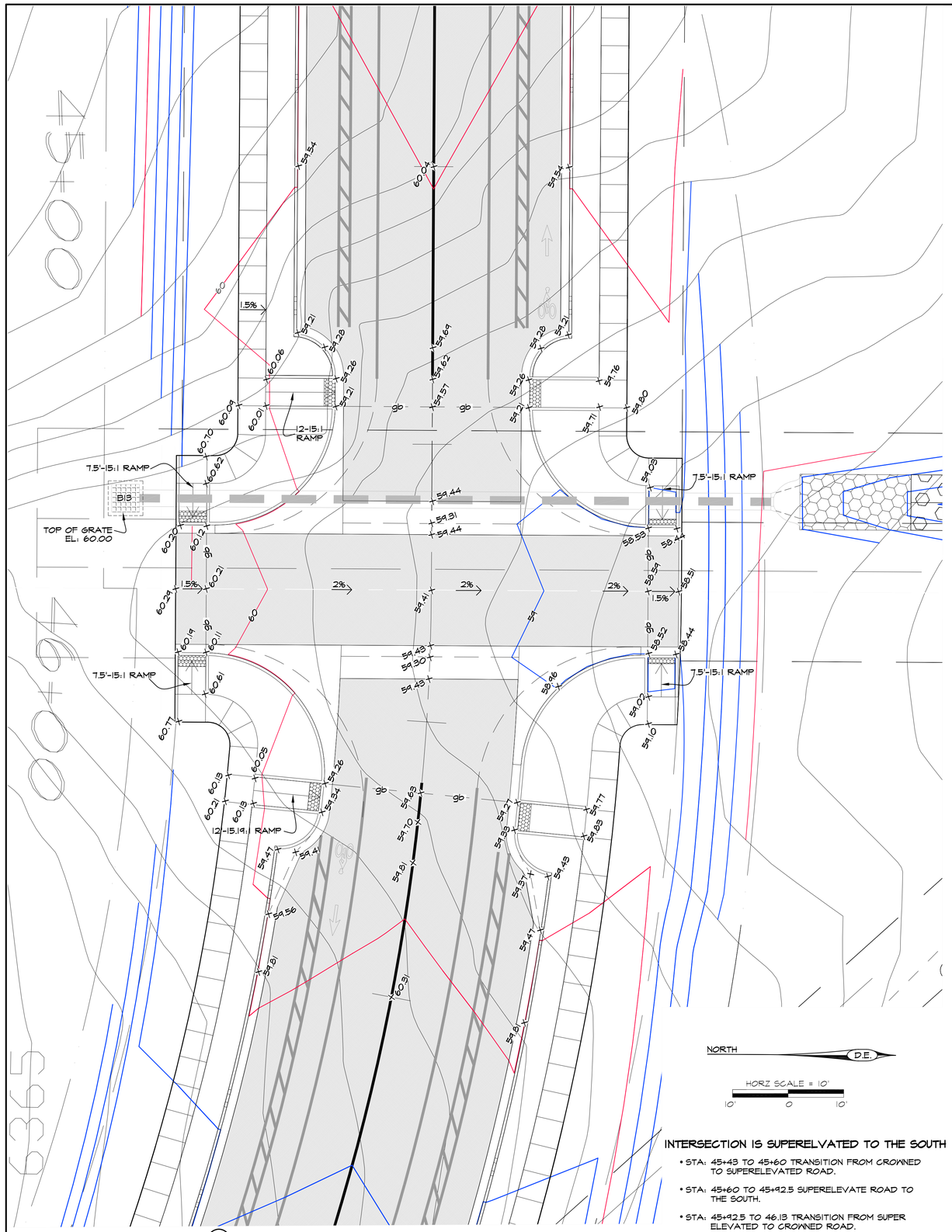
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR INTERSECTION GRADING DETAILS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025

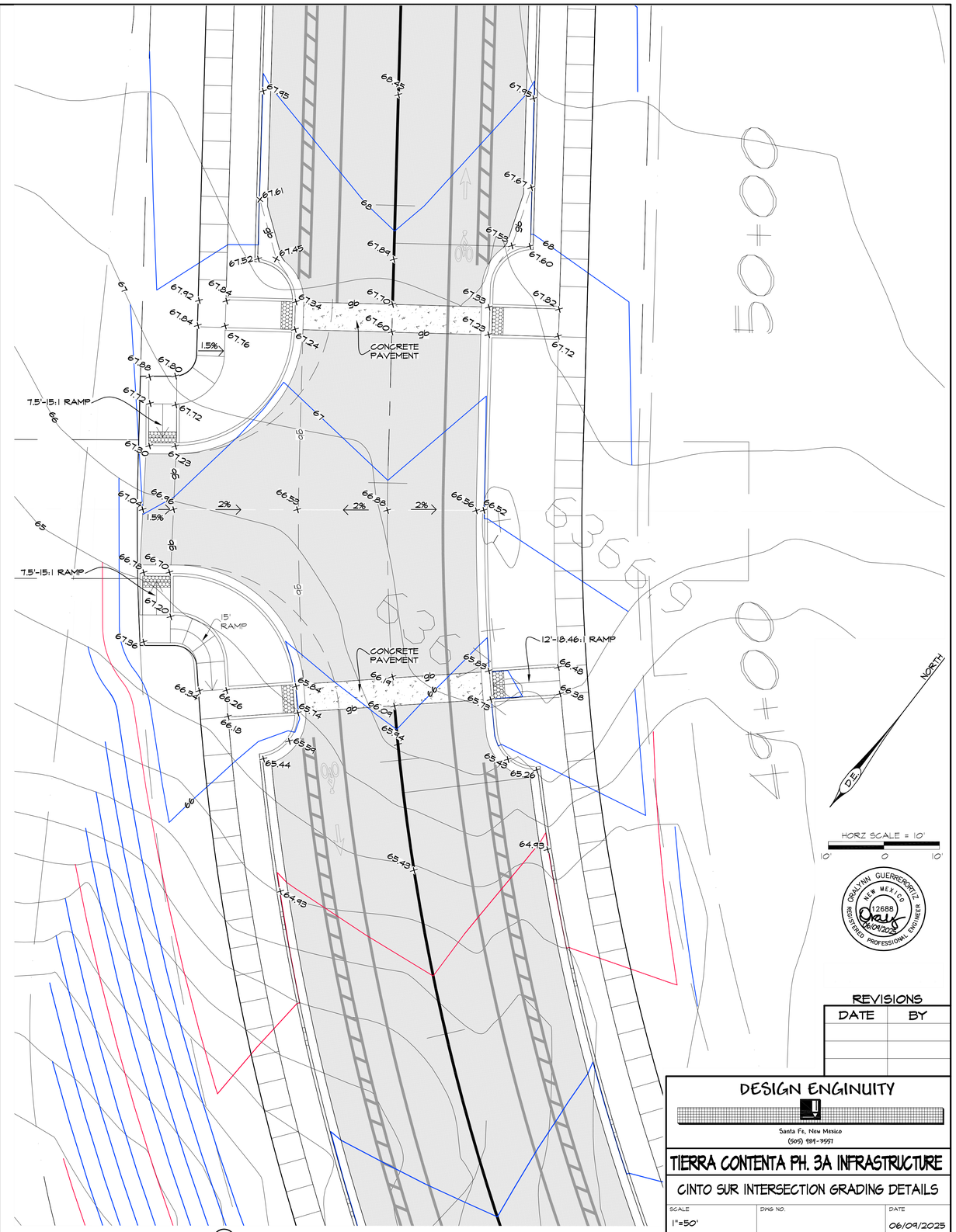
SHEET NO. 24E



INTERSECTION IS SUPERELVATED TO THE SOUTH

- STA: 45+43 TO 45+60 TRANSITION FROM CROWNED TO SUPERELEVATED ROAD.
- STA: 45+60 TO 45+42.5 SUPERELEVATE ROAD TO THE SOUTH.
- STA: 45+42.5 TO 46.13 TRANSITION FROM SUPER ELEVATED TO CROWNED ROAD.

Ⓐ CINTO SUR STA: 45+76.25 INTERSECTION



Ⓑ CINTO SUR STA: 49+45.11 INTERSECTION

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR INTERSECTION GRADING DETAILS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025

SHEET NO. 24F

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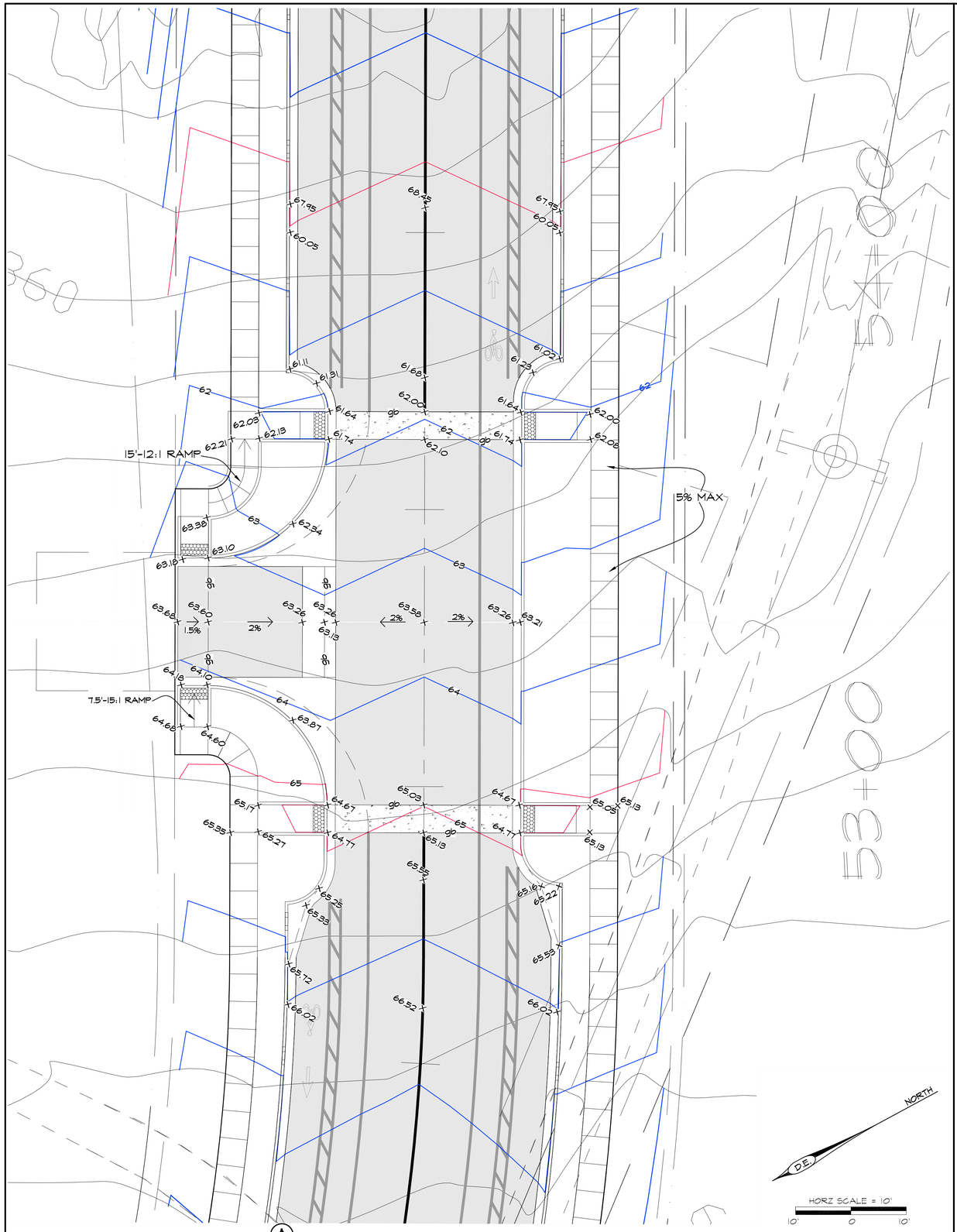
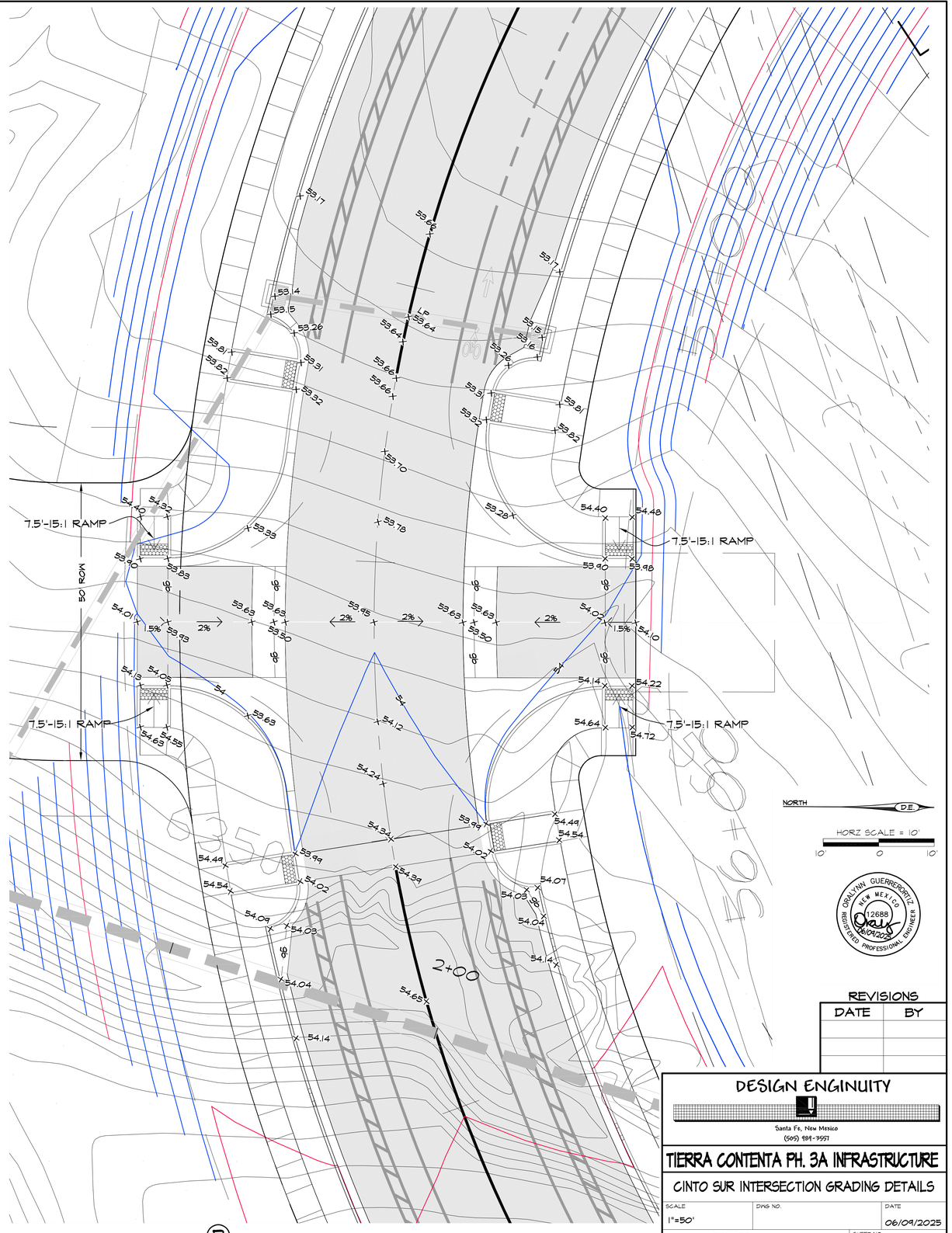


A CINTO SUR STA: 53+29.65 INTERSECTION



B CINTO SUR STA: 56+39.16 INTERSECTION

NORTH D.E.

HORZ SCALE = 10'

10' 0 10'

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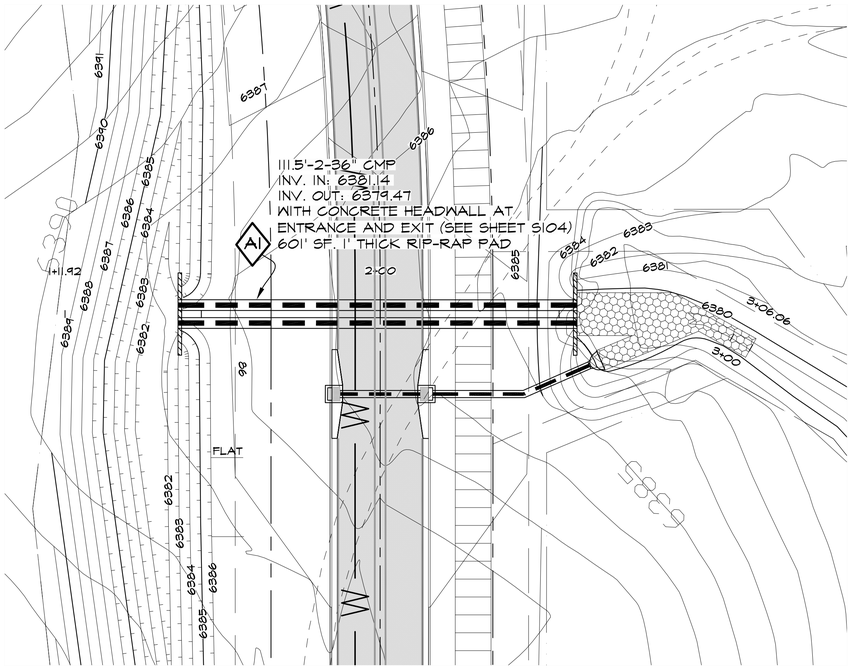
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CINTO SUR INTERSECTION GRADING DETAILS

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
	SHEET NO.	246

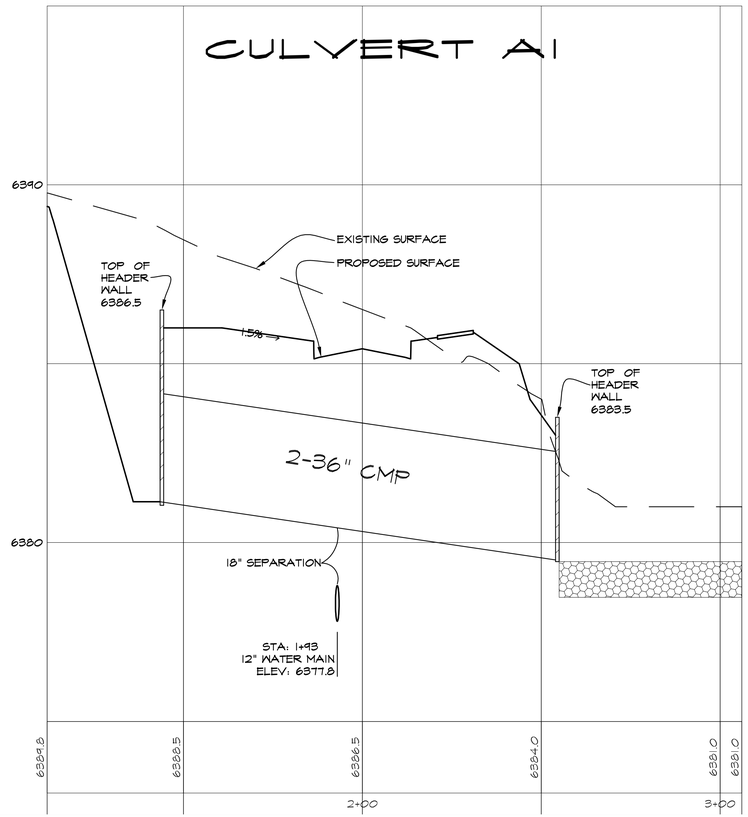
E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-05-26 HW TC3.dwg, loop south INTSECTIONS, 5/26/2025 11:53:06 AM

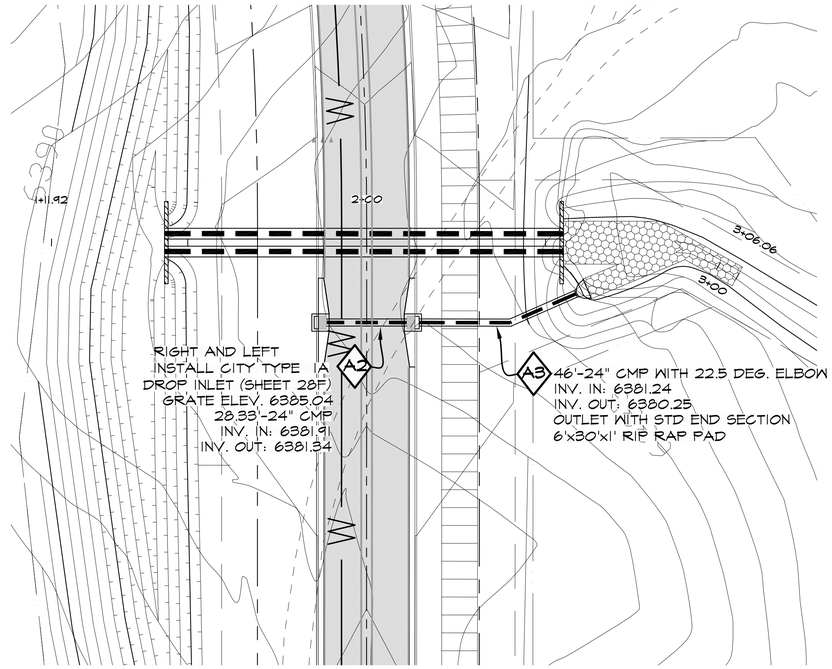


NORTH D.E.

HORZ SCALE 1"=20'
20' 0 20'
VERT SCALE 1"=2'

CULVERT A1

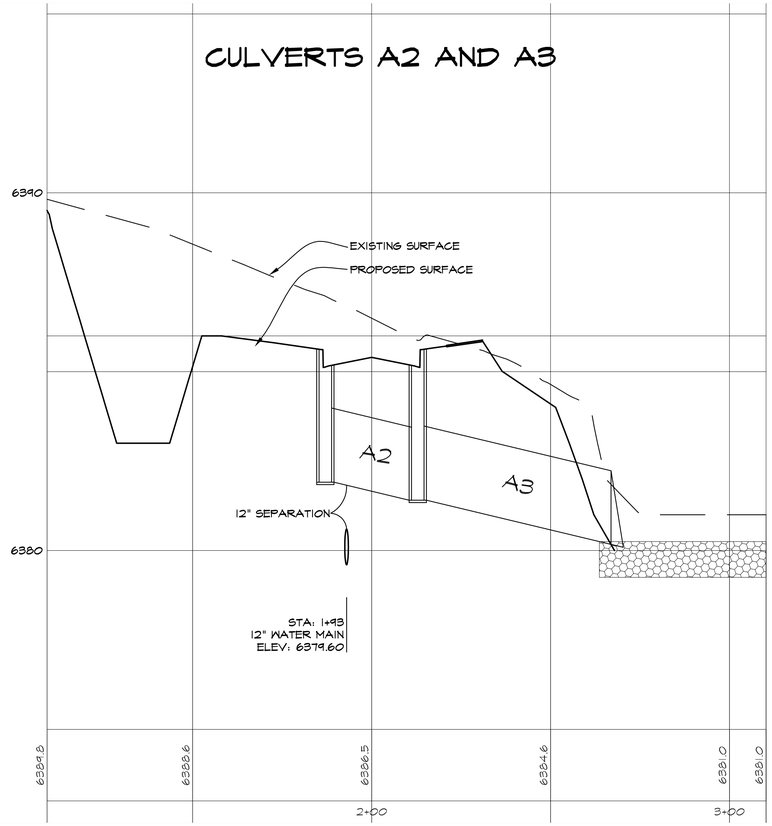




NORTH D.E.

HORZ SCALE 1"=20'
20' 0 20'
VERT SCALE 1"=2'

CULVERTS A2 AND A3



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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS A1-A3 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/04/2025

SHEET NO. 25A

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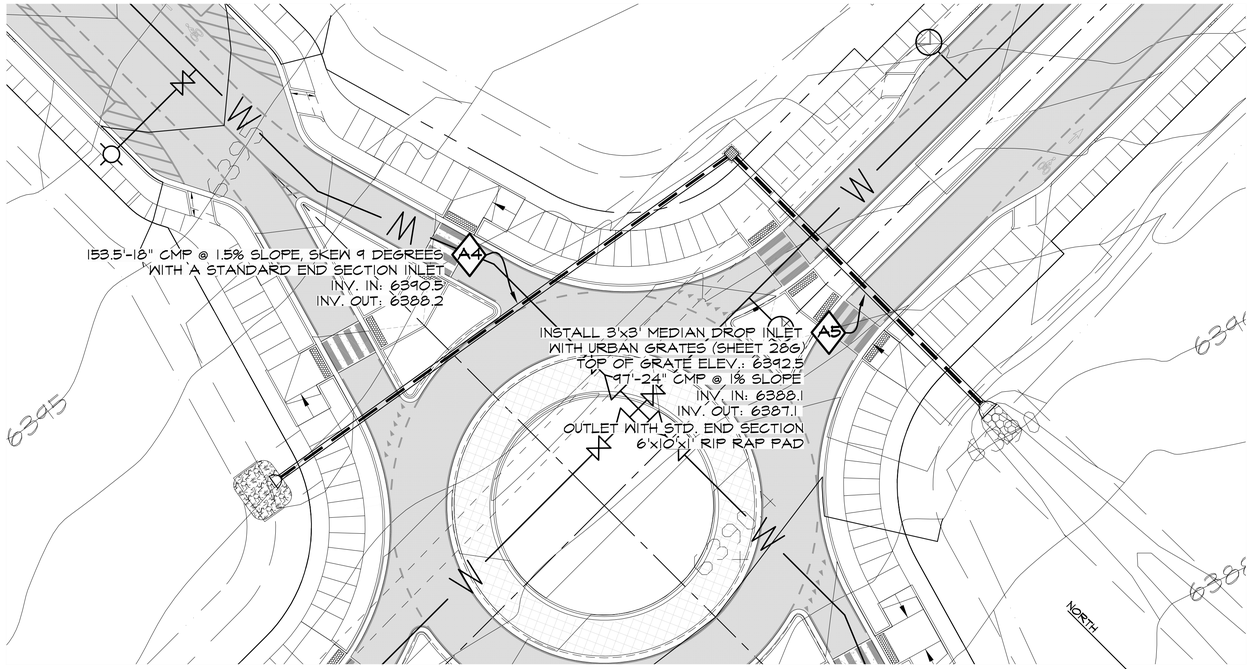
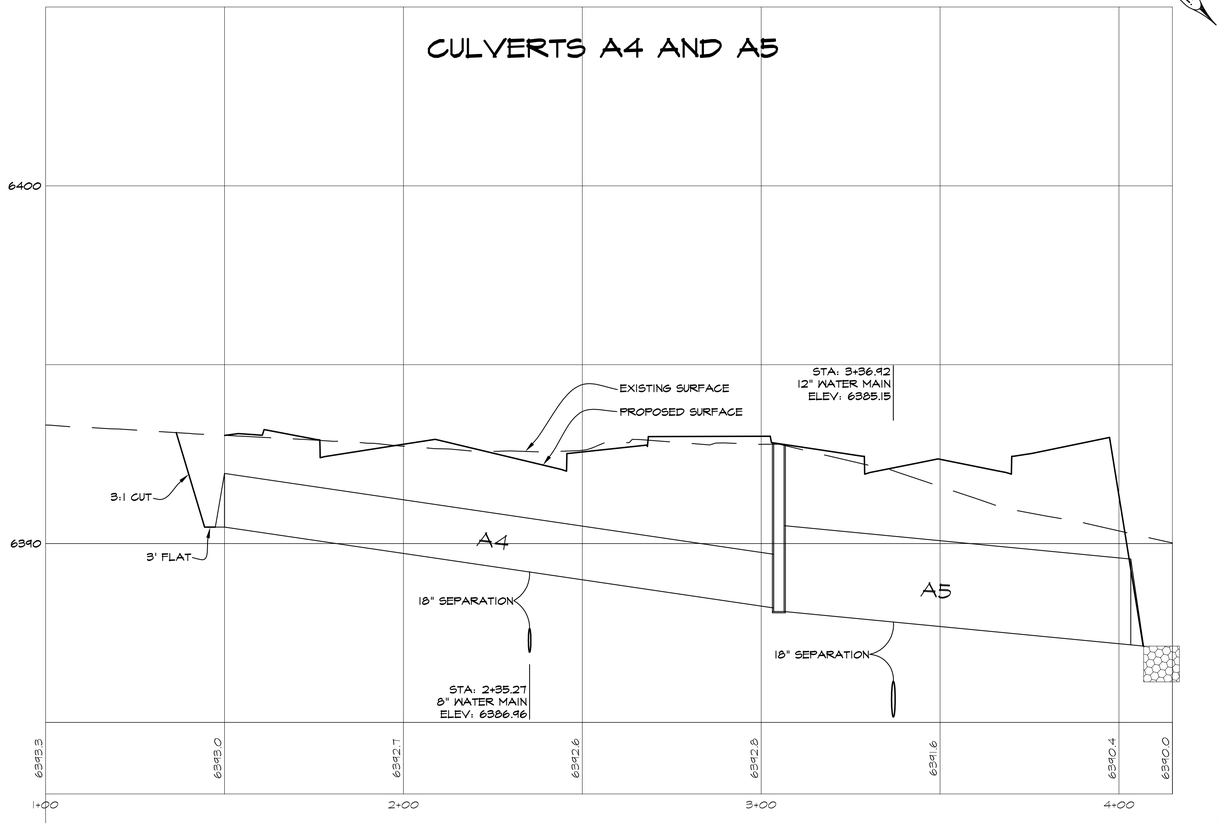
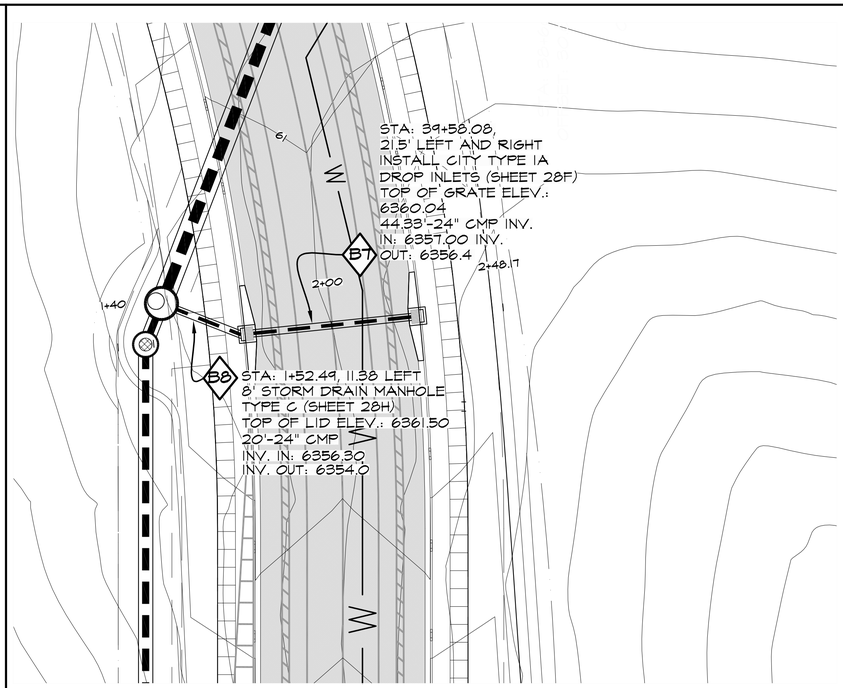
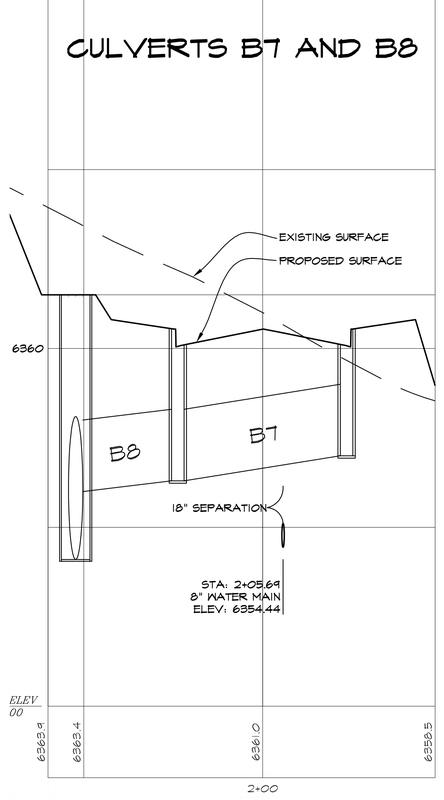


CULVERTS A4 AND A5





CULVERTS B7 AND B8



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NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

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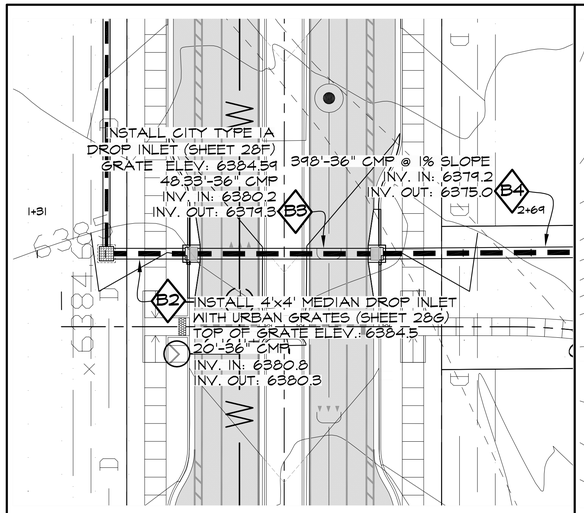
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS A4, A5 AND B7, B8 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

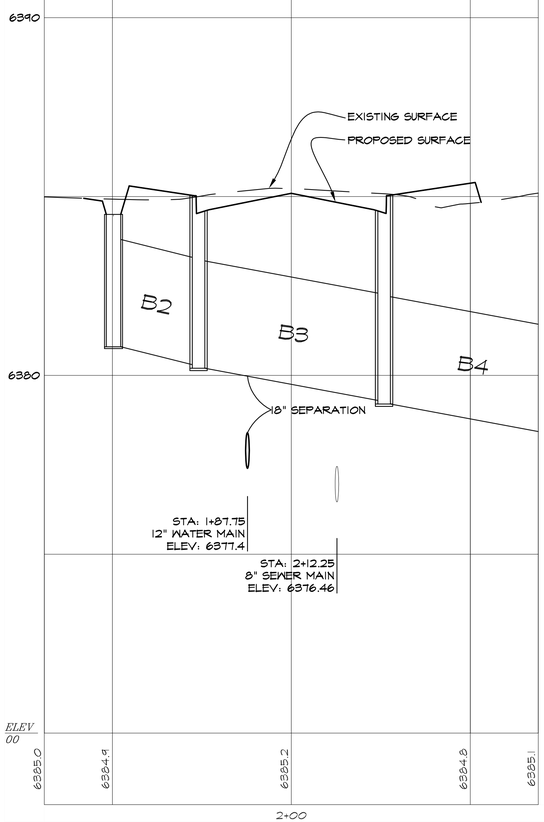
SHEET NO. 25B

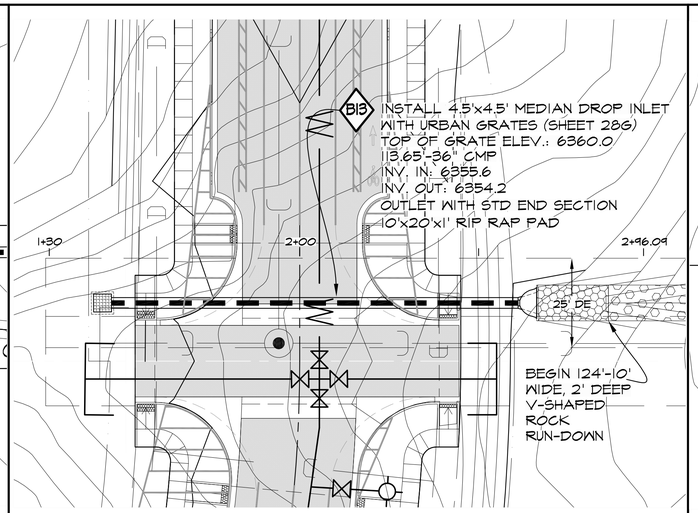


NORTH D.E.

HORZ SCALE 1"=20'
20' 0 20'
VERT SCALE 1"=2'

CULVERTS B2 AND B3

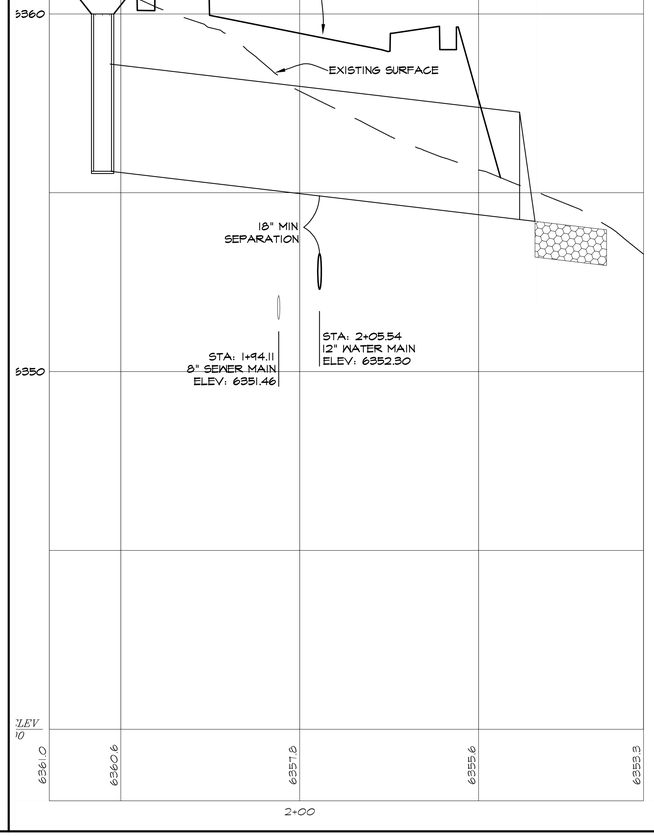


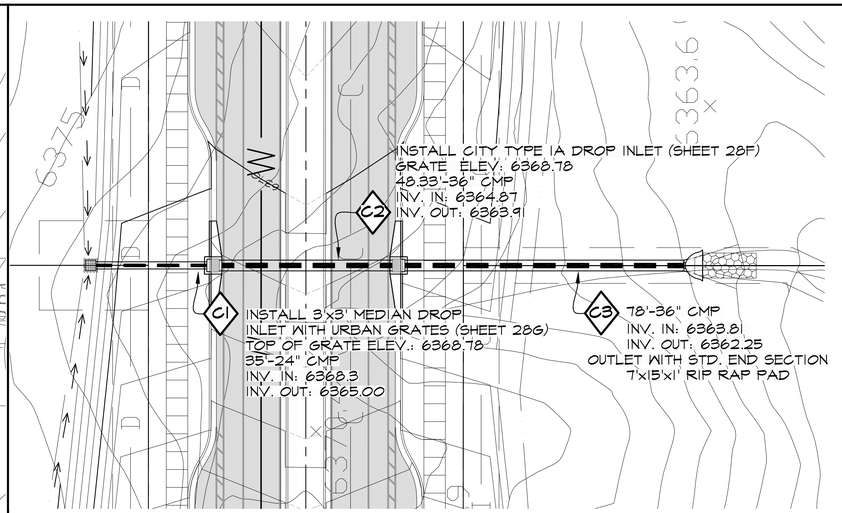


NORTH D.E.

HORZ SCALE 1"=20'
20' 0 20'
VERT SCALE 1"=2'

CULVERT B13

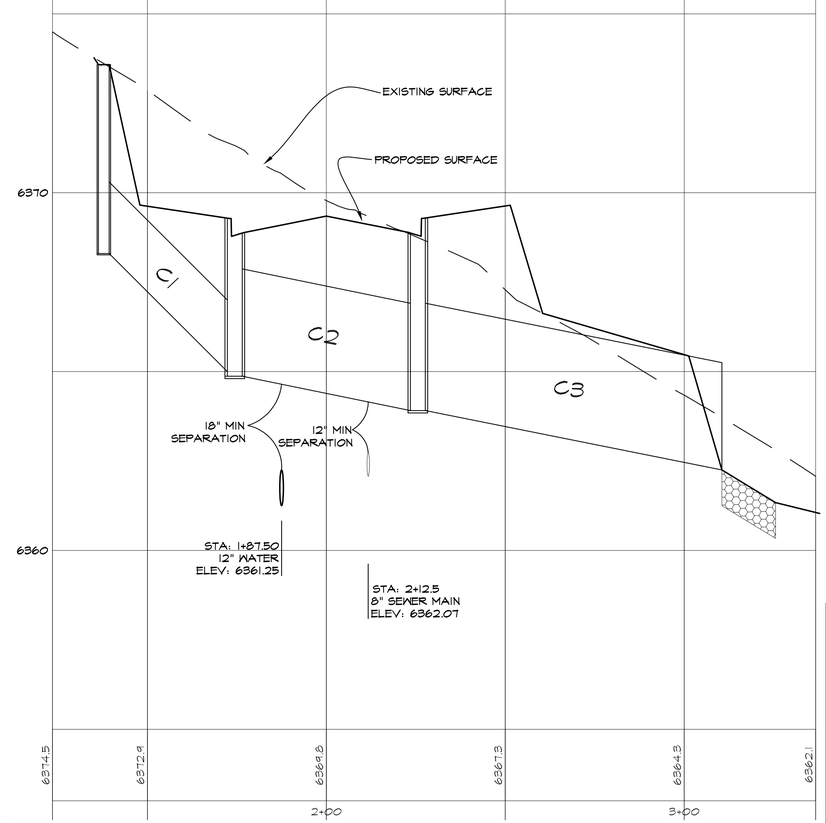




NORTH D.E.

HORZ SCALE 1"=20'
20' 0 20'
VERT SCALE 1"=2'

CULVERTS C1-C3



ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/04/2025

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS B2, B3, B13 AND C1-C3 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 25C

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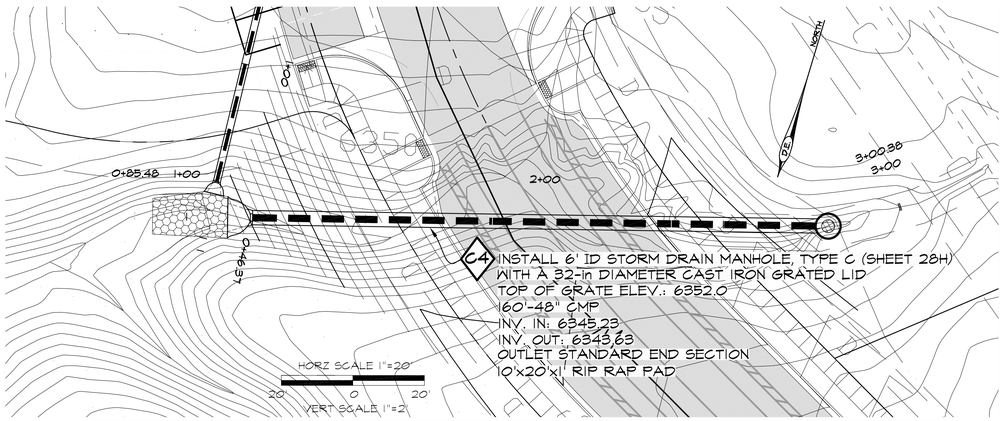

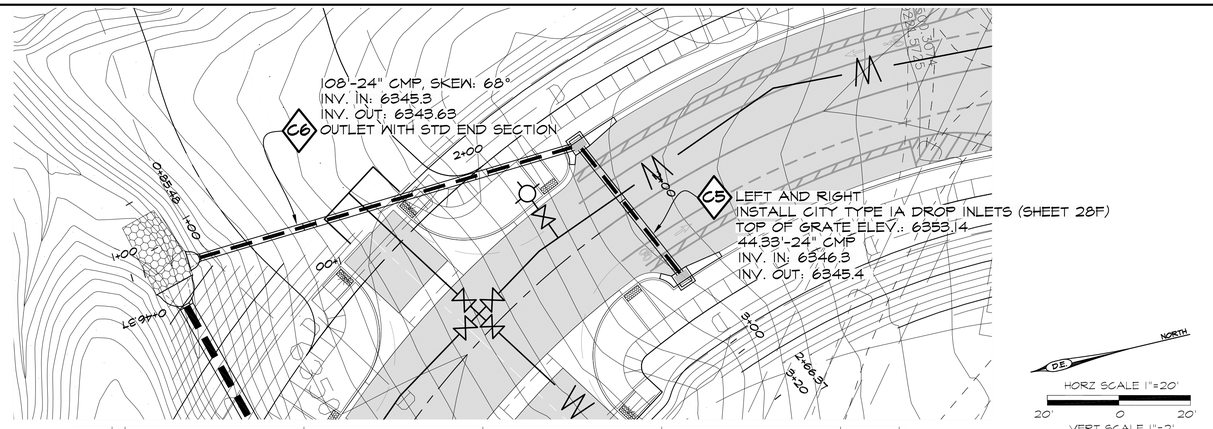

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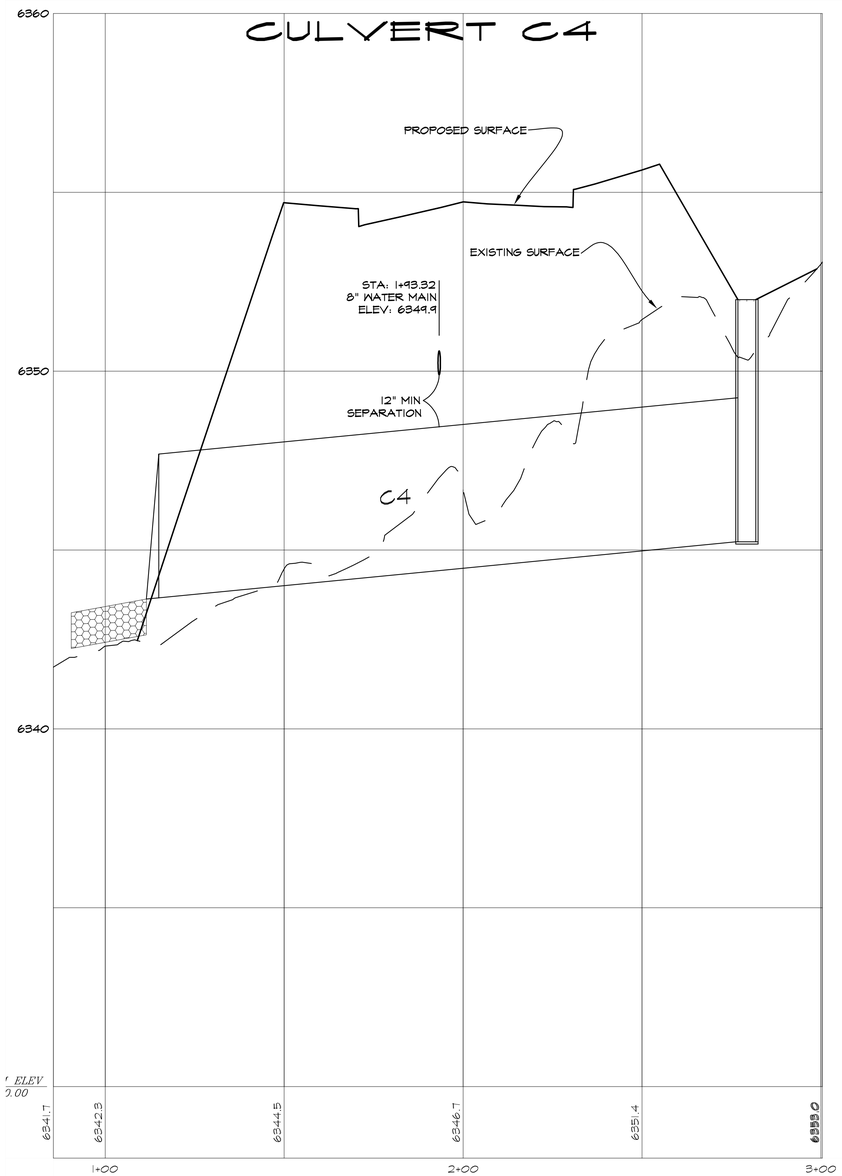
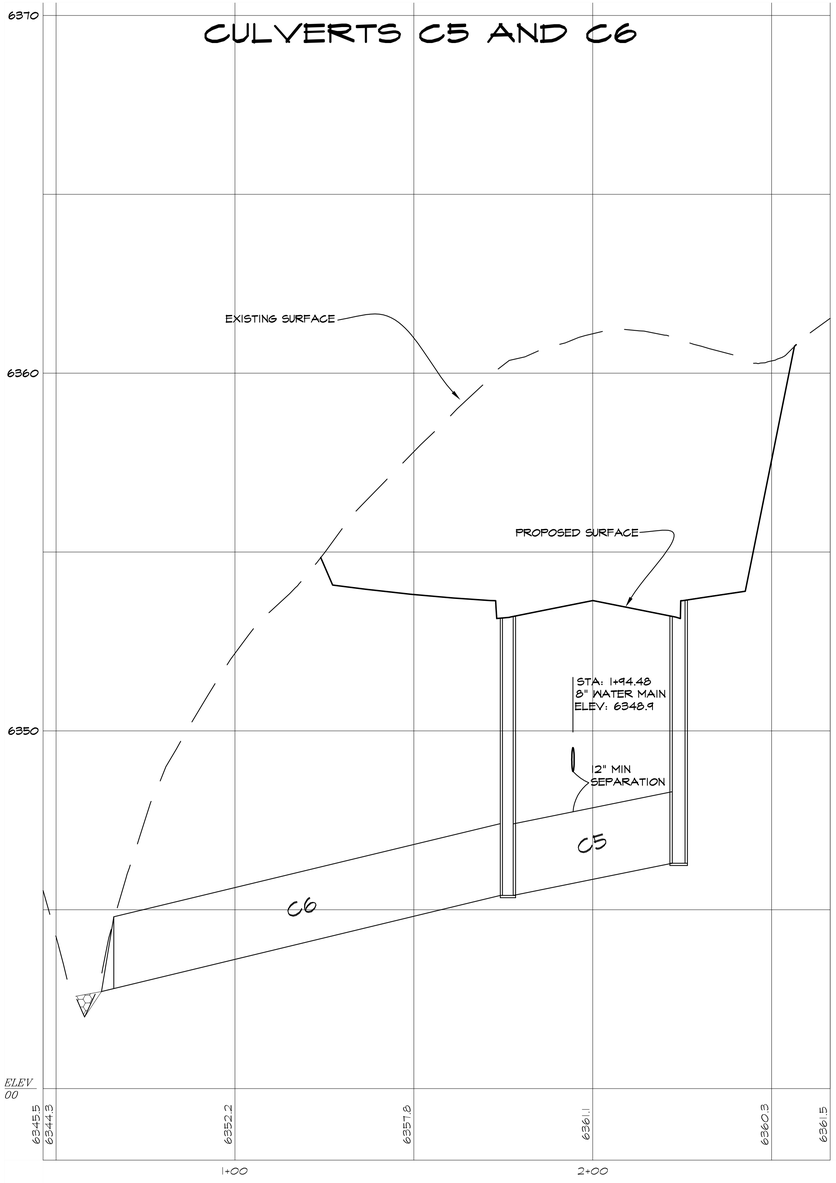


CULVERTS C5 AND C6



GRAYWIN GUERRERO ORTIZ
NEW MEXICO
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REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS C4-C6 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 25D

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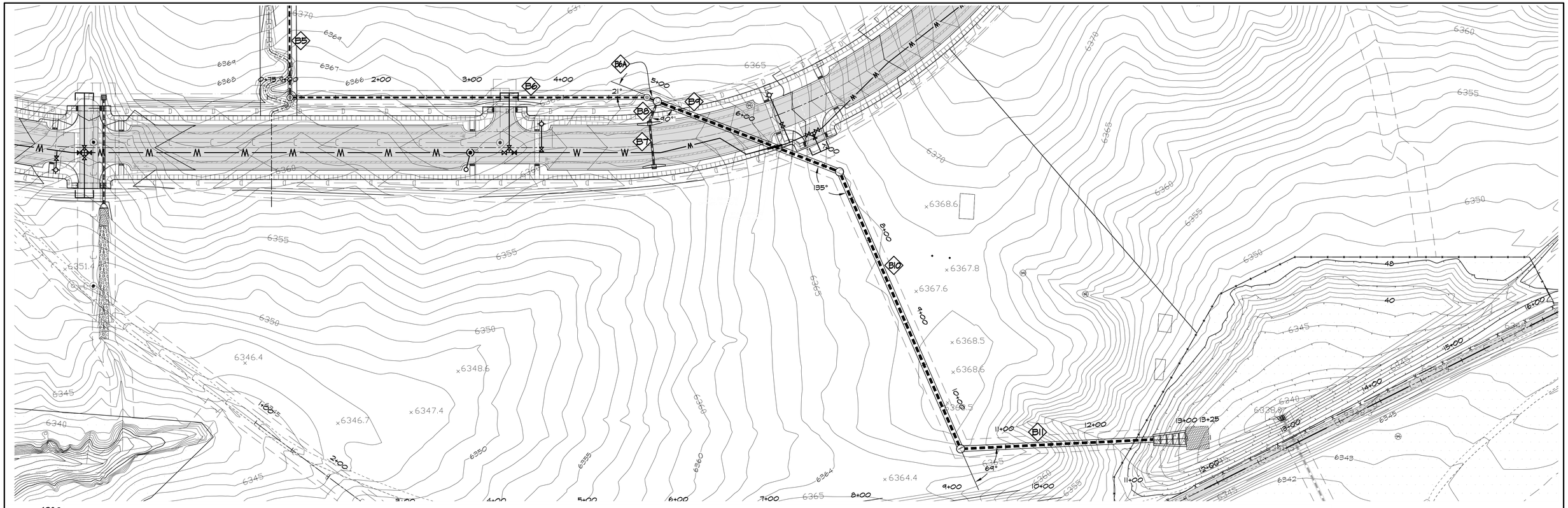

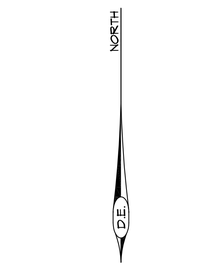



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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

B6, B9-B11 CULVERTS

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025
	SHEET NO.	25E

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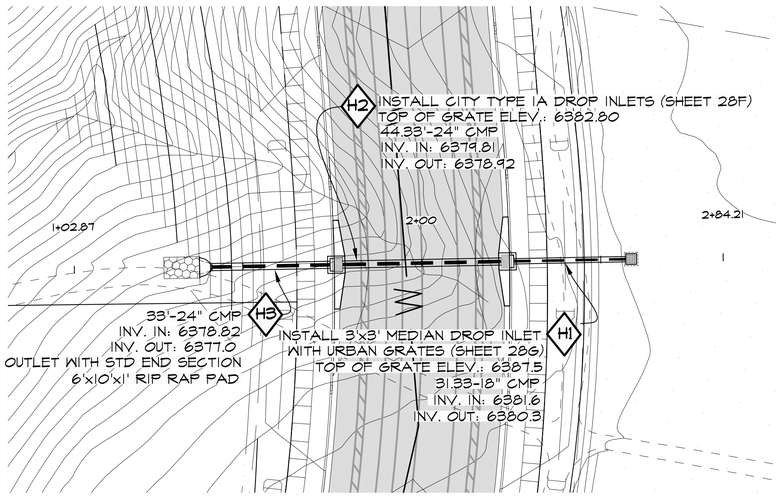

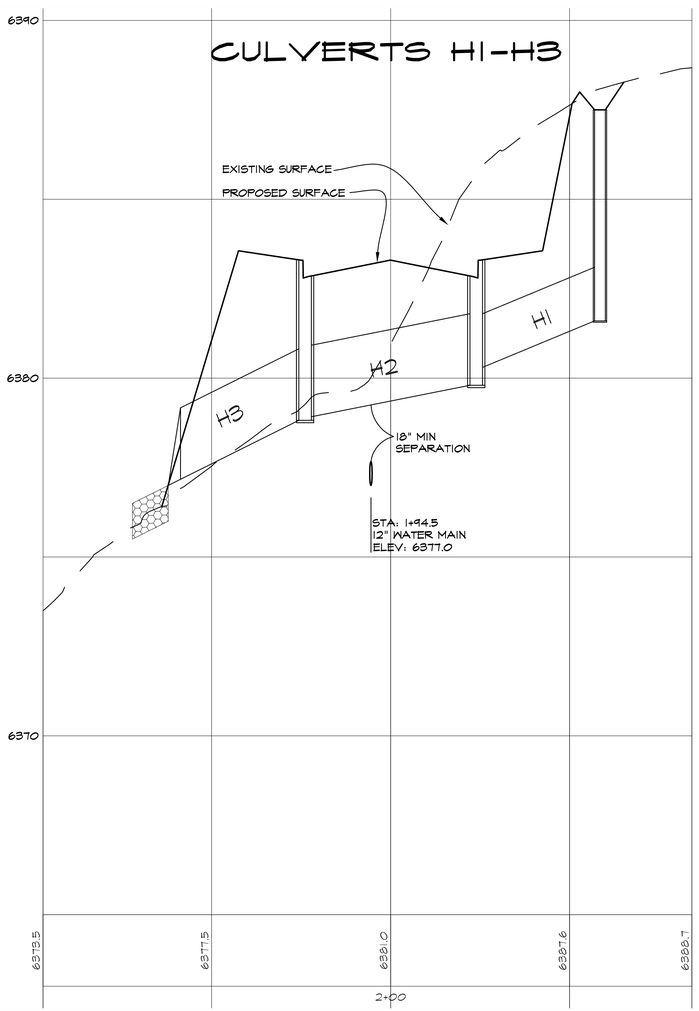

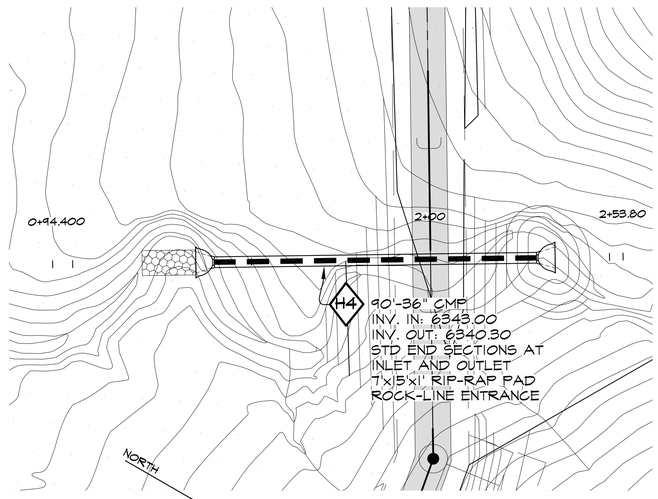

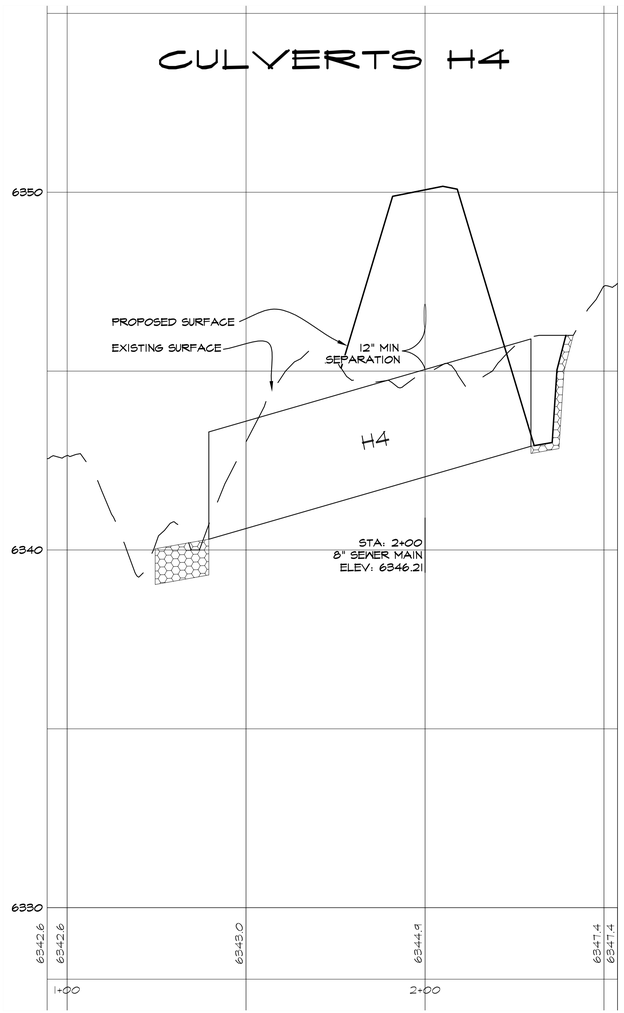

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS H1-H4 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 25F

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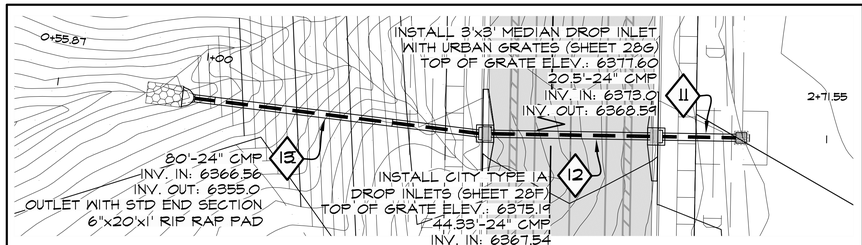
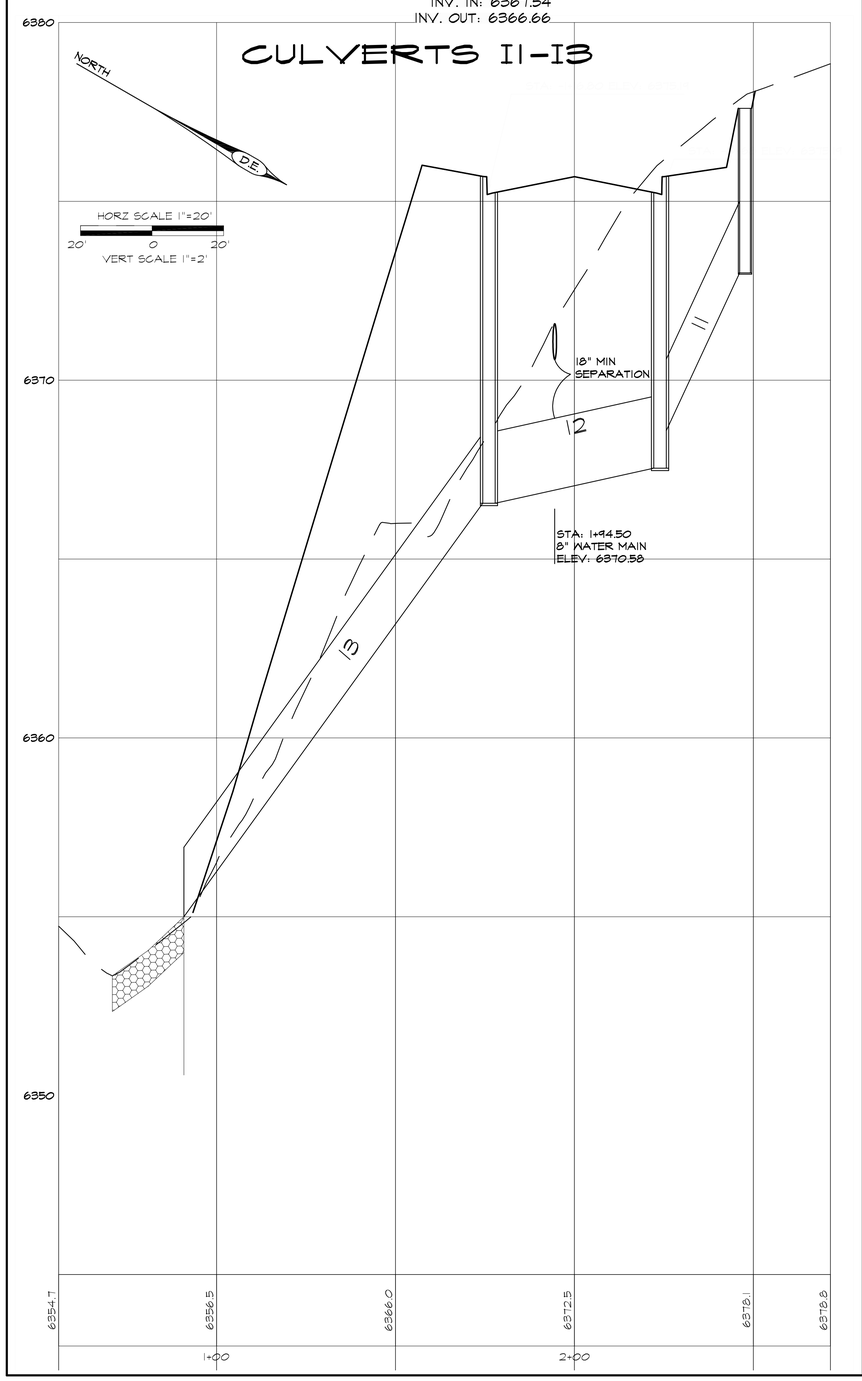
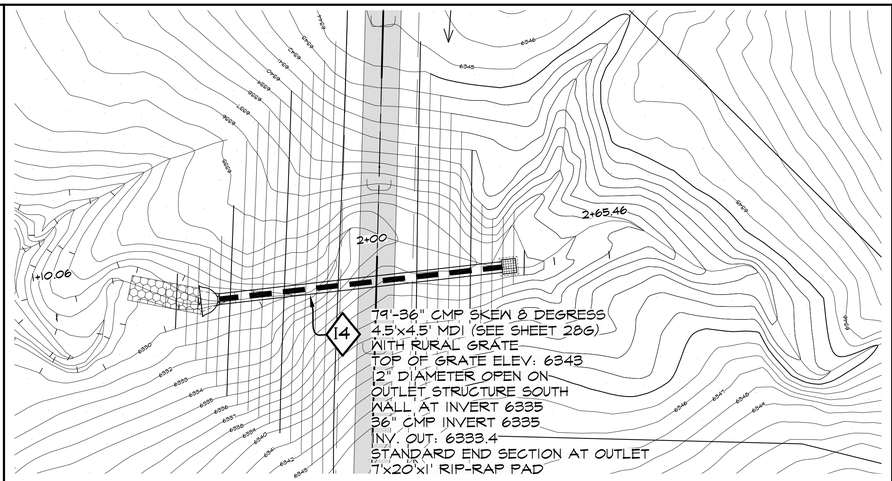
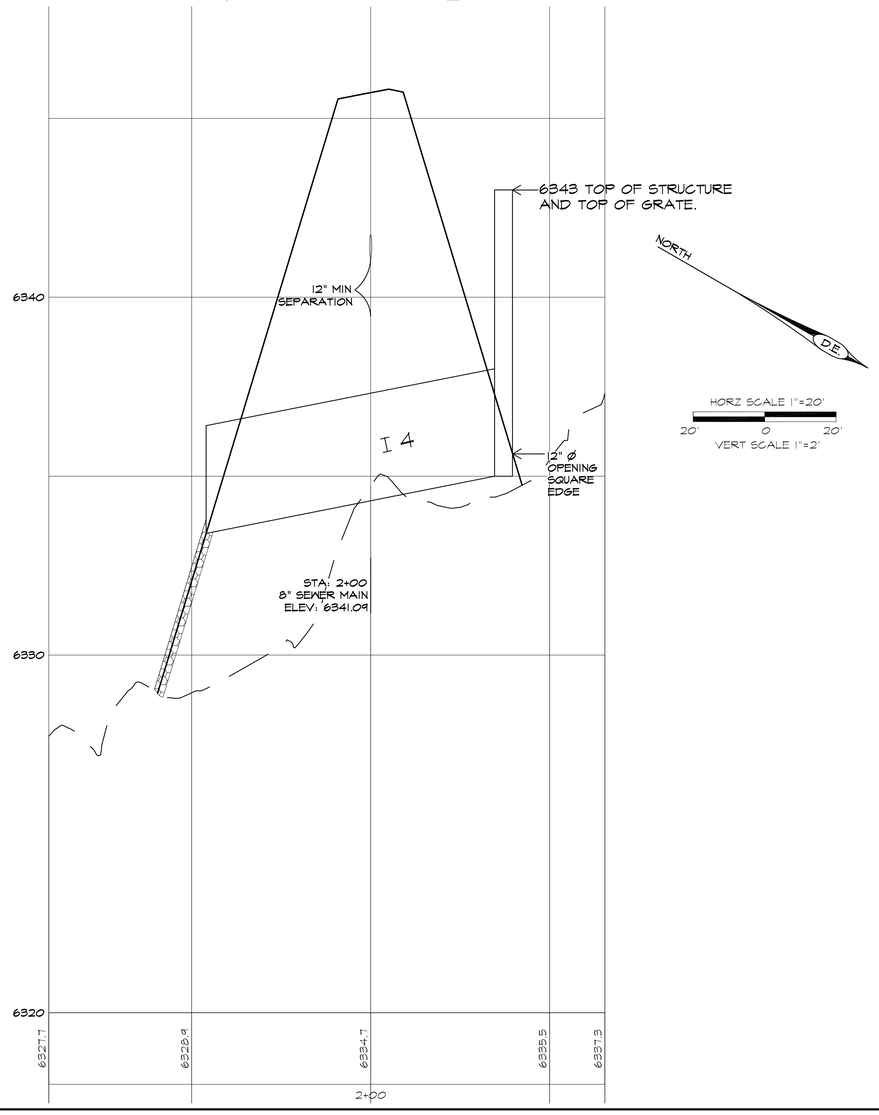


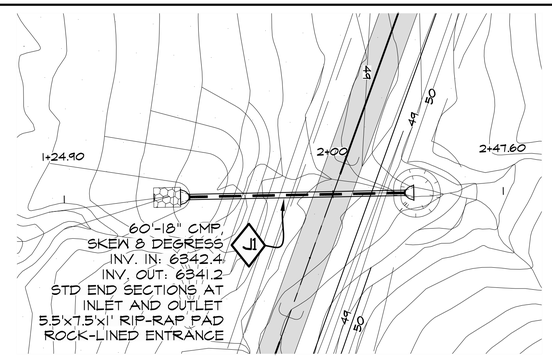
CULVERTS 11-13





CULVERT 14





CULVERT J1



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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

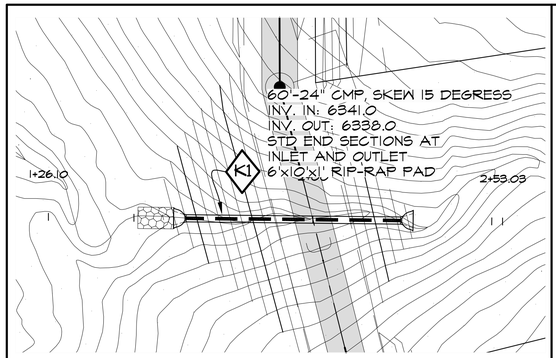
CULVERTS 11-14 AND J1 PLAN AND PROFILES

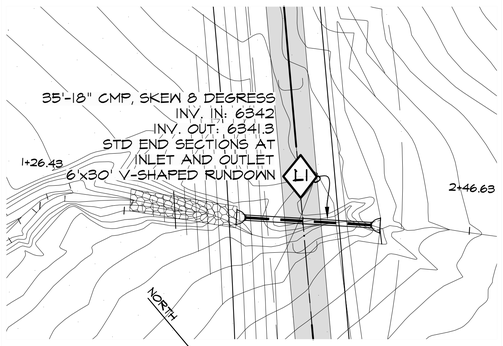
SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

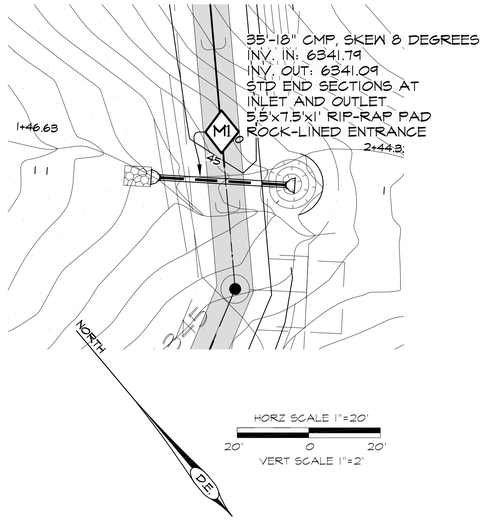
SHEET NO. 25G

REVISIONS

DATE	BY







HORZ SCALE 1"=20'
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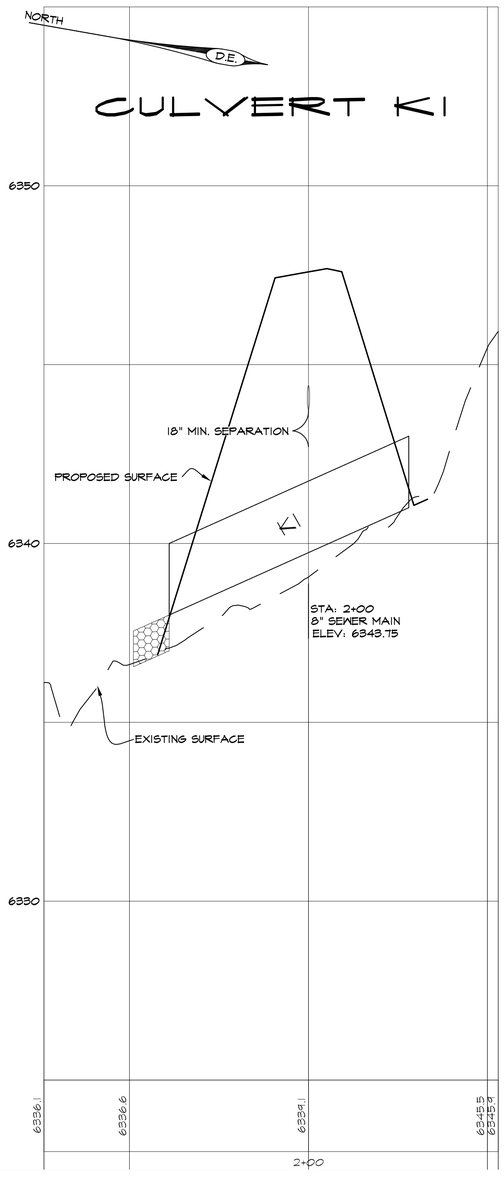
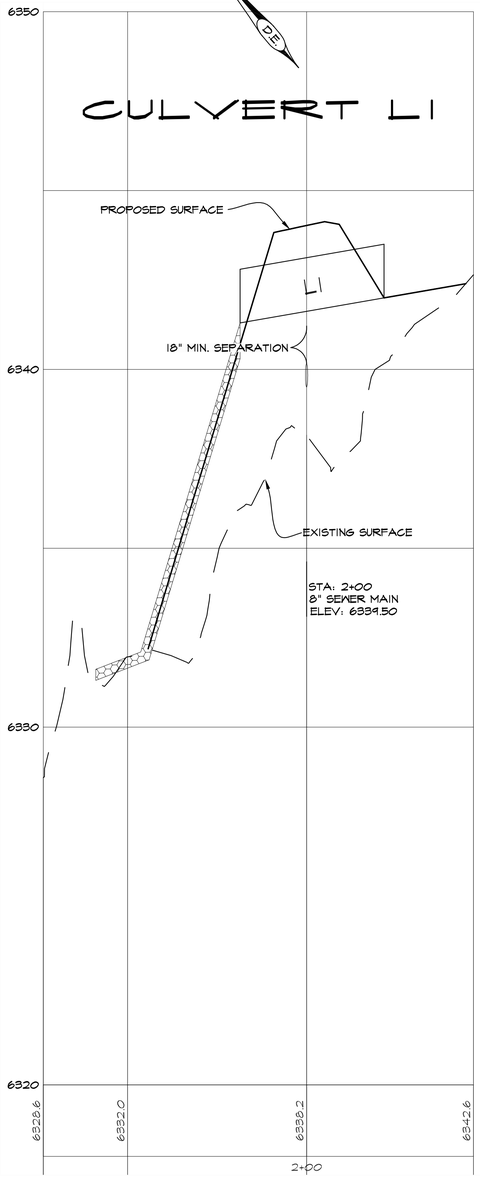
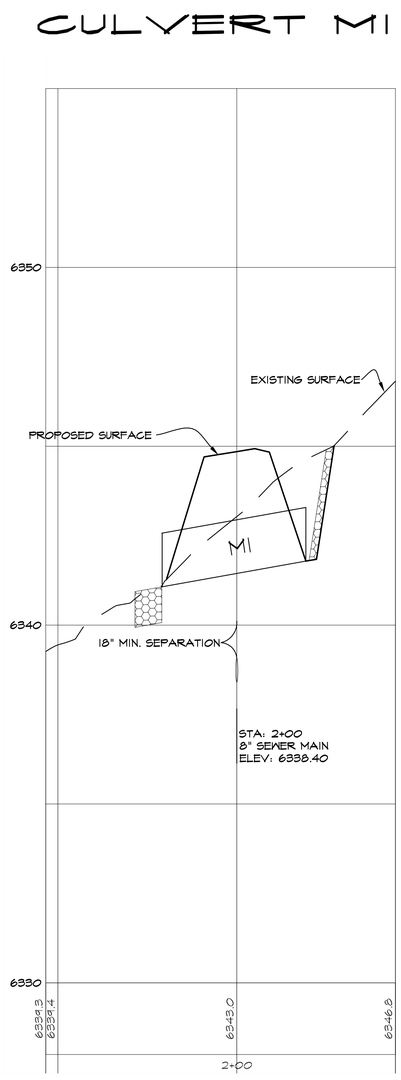
VERT SCALE 1"=2'







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06/09/2025

REVISIONS

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS K1, L1 AND M1 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 25H

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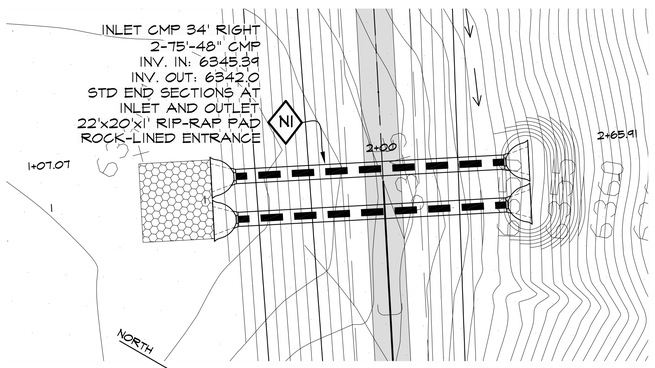
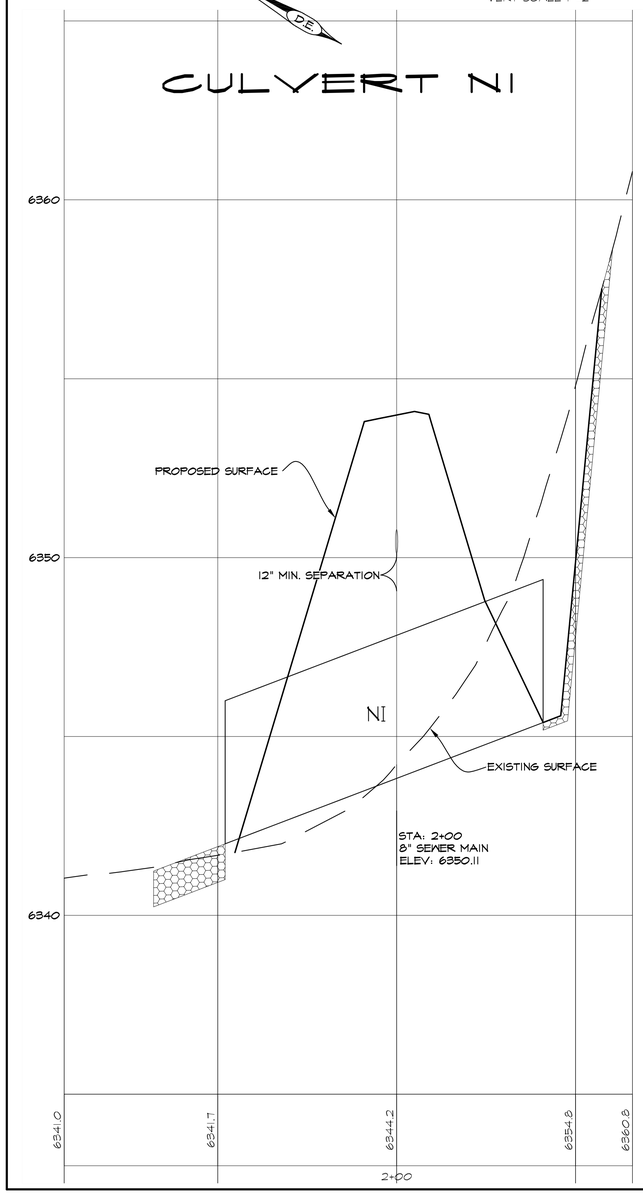
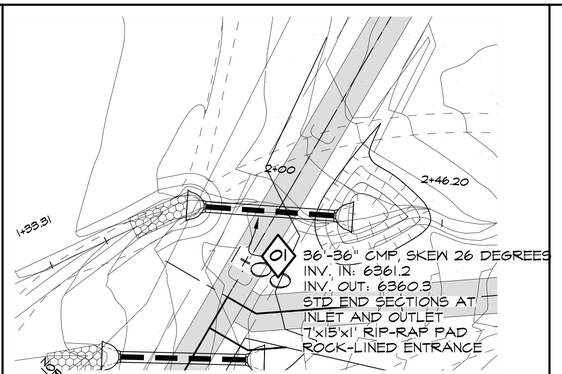
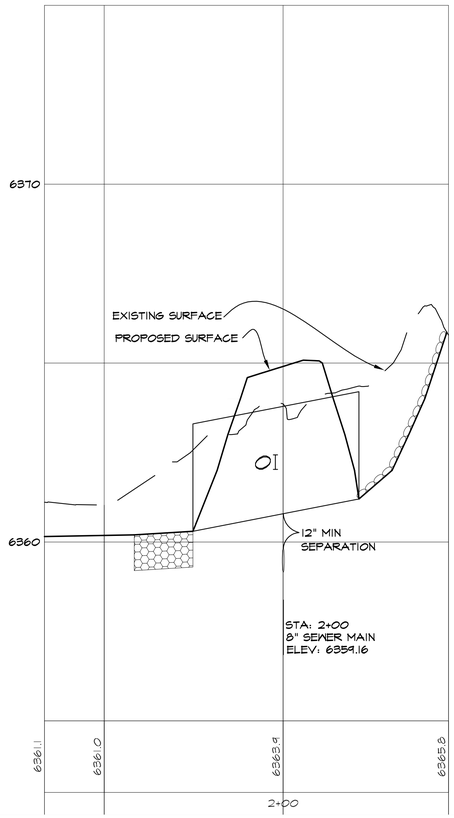


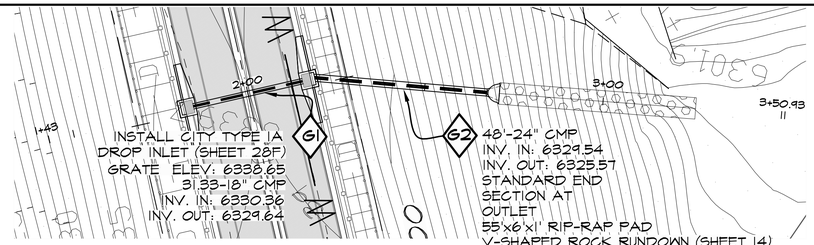
CULVERT N1



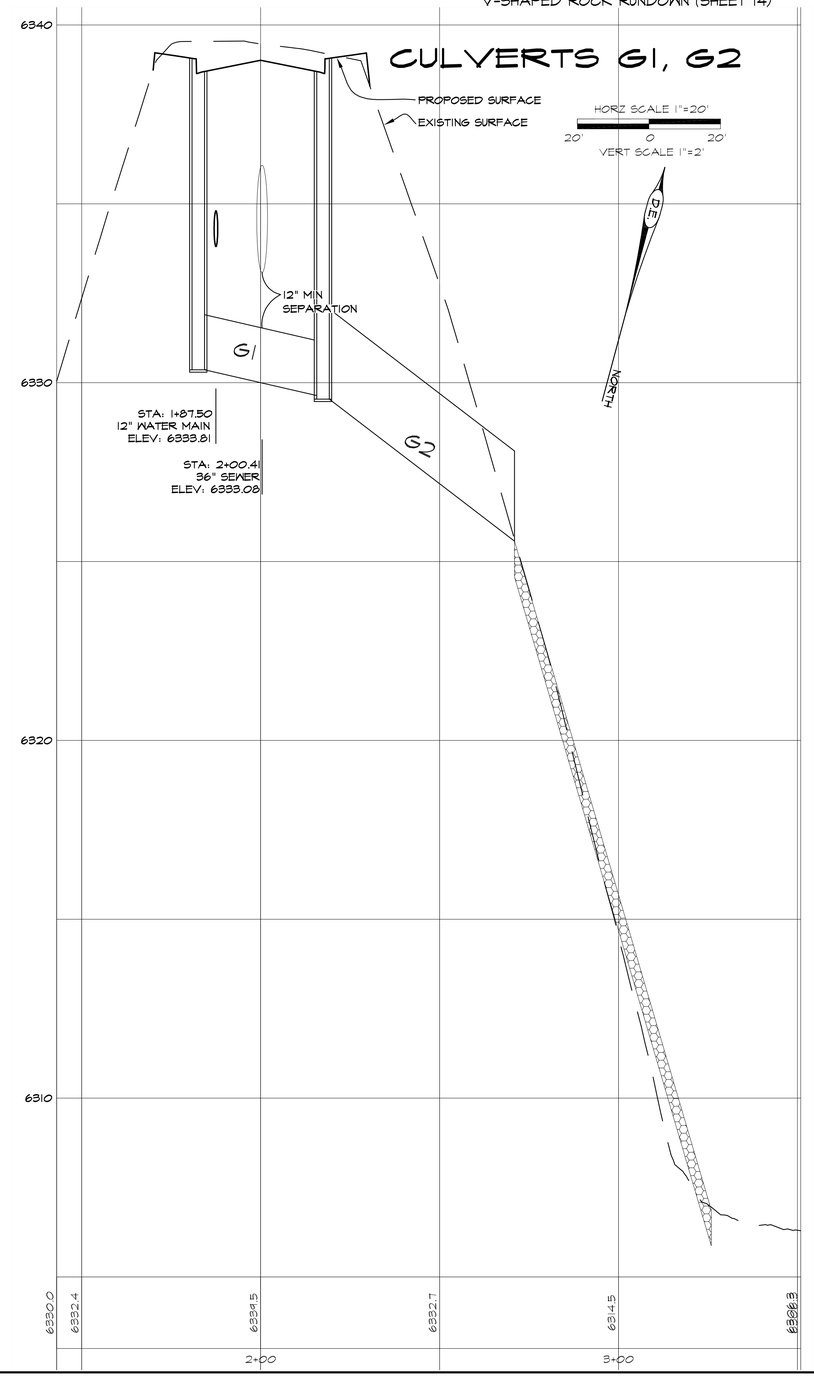


CULVERT O1





CULVERTS G1, G2



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06/09/2025

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CULVERTS N1, O1, G1, AND G2 PLAN AND PROFILES

SCALE	DWG NO.	DATE
AS NOTED		06/09/2025

SHEET NO. 25I

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GENERAL
1. ALL CONSTRUCTION, RE-CONSTRUCTION AND REPAIR WORK ON PRIVATE OR PUBLIC ROADWAYS AND DRAINAGE INFRASTRUCTURE SHALL COMPLY WITH THIS SET OF APPROVED CONSTRUCTION DRAWINGS (ACD) AND THE NMDOT STANDARD SPECIFICATIONS. CURRENT EDITION.
2. ALL WATER/SEWER UTILITY INSTALLATIONS, RE-CONSTRUCTION OR REPAIR SHALL COMPLY WITH THESE ACD, SANTA FE COUNTY OR THE SANTA FE CITY (DEPENDING ON JURISDICTION) UTILITY DIVISION'S CONSTRUCTION STANDARDS AND SPECIFICATIONS (WATER STD), THE AMERICAN WATER WORKS ASSOCIATION STANDARDS (AWWA), AND THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1987 EDITION, INCLUDING ITS LATEST AMENDMENTS
3. IN THE EVENT OF CONFLICTING REQUIREMENTS ARISING AMONG THESE DOCUMENTS, THE ENGINEER OF RECORD SHALL DETERMINE THE MOST RESTRICTIVE REQUIREMENT TO BE FOLLONED.
4. THE OWNER SHALL DESIGNATE AN ENGINEER OF RECORD (EOR). UNLESS OTHERWISE SPECIFIED BY THE OWNER, THE CITY SHALL ASSUME THAT THE EOR SHALL BE THE SAME AS THE ENGINEER WHO SEALED THE ACD.
5. THE OWNER SHALL ALSO DESIGNATE THE OWNER'S PROJECT REPRESENTATIVE (OPR). THE OPR SHALL BE THE CONTRACTOR'S POINT OF CONTACT (LIAISON) BETWEEN THE OWNER, THE ENGINEER OF RECORD (EOR), AND THE CONTRACTOR.
6. THE OWNER MAY DESIGNATE THE SAME PERSON TO BE THE EOR AND OPR FOR THE PROJECT, AND ALL PARTIES SHALL BE ADVISED OF THAT DECISION.
7. THE EOR SHALL TRANSMIT TO THE CONTRACTOR THE OWNER'S NOTICE TO PROCEED (NTP), AND ARRANGE A PRE-CONSTRUCTION MEETING IF REQUIRED. NEITHER CONSTRUCTION ACTIVITIES, NOR EQUIPMENT MOBILIZATION SHALL BEGIN ON THE SITE UNTIL A LOCAL JURISDICTION (CITY OR COUNTY) PERMIT HAS BEEN PROVIDED TO THE CONTRACTOR AND POSTED ON SITE.
8. THE CONTRACTOR SHALL PROVIDE, IN WRITING, THE NAME(S) ROLE AND CONTACT INFORMATION, INCLUDING NORMAL AND EMERGENCY PHONE NUMBERS, FOR THE CONTRACTOR'S EMPLOYEE(S) RESPONSIBLE FOR THE CONSTRUCTION WORK. AT LEAST ONE EMERGENCY TELEPHONE NUMBER SHALL BE ACTIVE ON A 24-HOUR, 7-DAYS A WEEK BASIS. THIS INFORMATION SHALL BE AVAILABLE AT THE PRE-CONSTRUCTION MEETING, AND BE UPDATED BY THE CONTRACTOR AS NECESSARY THROUGHOUT THE PROJECT'S EXECUTION PERIOD.
9. CONTRACTOR REQUESTS FOR INFORMATION (RFI) SHALL BE SUBMITTED TO THE OPR TIMELY AND IN WRITING. CONTRACTOR SHALL ALLOW 24 HOURS FOR THE EOR'S WRITTEN ACKNOWLEDGEMENT OF RECEIPT.
10. THE EOR SHALL MAKE EVERY EFFORT TO RESPOND TO THE CONTRACTOR'S RFI WITHIN THE INITIAL 24 HOURS. WHEN THE EOR ANTICIPATES LONGER THAN 24 HOURS NEEDED TO PREPARE THE RFI RESPONSE, THE EOR SHALL PROVIDE THE CONTRACTOR, AS SOON AS POSSIBLE, THE ESTIMATED TIME FOR A RESPONSE.
11. REQUESTS FOR DEVIATIONS FROM ANY PROVISIONS SPECIFIED IN THESE ACD OR THE CONTRACT DOCUMENTS MAY BE CONSIDERED ONLY WHEN THE CONTRACTOR ANTICIPATES IMPROVED OUTCOMES IN COST, TIME AND QUALITY OF THE

CONSTRUCTED PROJECT, AS THE PRIMARY RESULT OF IMPLEMENTING DEVIATIONS TO THE ACD, WHILE KEEPING INTACT THE INTENT OF THE DESIGN.
12. CONTRACTOR SHALL SUBMIT ALL DESIGN DEVIATION REQUESTS TO THE OPR. NO WORK ON ANY DEVIATIONS TO THE ACD SHALL PROCEED UNTIL THEY HAVE BEEN APPROVED, IN WRITING, BY THE OPR.
13. THROUGHOUT THE PROJECT'S EXECUTION PERIOD, THE CONTRACTOR SHALL MAINTAIN AT THE PROJECT SITE A COPY OF ALL RELEVANT FIELD NOTES, AND THESE SHALL BE MADE AVAILABLE TO THE OPR AT ANY TIME DURING WORKING HOURS. THE UPDATING OF SUCH NOTES AND DRAWINGS SHALL BE DONE AS FREQUENTLY AS NECESSARY, NOT LESS OFTEN THAN ONCE A WEEK.
14. CONTRACTOR SHALL CONFINE ALL CONSTRUCTION OPERATIONS WITHIN THE DESIGNATED PROJECT BOUNDARIES, AS SHOWN IN THESE ACD. NO PERSONNEL, MATERIALS, OR EQUIPMENT SHALL ENCROACH INTO AREAS OUTSIDE SUCH BOUNDARIES. IF SITE BOUNDARIES MUST BE MODIFIED, FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY CONTRUCTION EASEMENTS, FOR THE REVIEW AND APPROVAL OF THE OPR.
15. EVEN WITHIN THE PROJECT BOUNDARIES, CLEARING AND GRUBBING SHALL BE KEPT TO THE MINIMUM NECESSARY TO EXECUTE THE PROJECT, AND STABILIZATION OF DISTURBED SURFACES SHALL BEGIN AS SOON AS PRACTICAL, AFTER INITIATION OF ANY CONSTRUCTION ACTIVITIES.
16. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR EROSION CONTROL INCIDENTAL TO THE CONSTRUCTION ACTIVITIES. IF REQUIRED BY THE ACD, OR APPLICABLE REGULATIONS, THE CONTRACTOR SHALL SUBMIT TO THE OPR A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND EVIDENCE THAT THE CONTRACTOR FILED THE NECESSARY NOI 10 DAYS PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITY.
17. SWPPP SHALL COMPLY WITH THE PROVISIONS OF NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT REQUIREMENTS FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL SWPPP BEST MANAGEMENT PRACTISES AND REQUIRED PAPERWORK. THE SWPPP AND ASSOCIATED PAPERWORK SHALL BE PROVIDED TO THE OPR FOR INSPECTION WHEN REQUESTED.
18. AT A MINIMUM, ALL AREAS DISTURBED BY CONSTRUCTION TRAFFIC SHALL BE SPRAYED WITH WATER ON A DAILY BASIS TO CONTROL DUST GENERATION. ADDITIONAL WATER SHALL BE APPLIED ON WINDY DAYS AS NEEDED. ALL GRADING WORK SHALL CEASE IF WIND SPEEDS EXCEED 30 MPH.
19. CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ALL DISTURBED AREAS FOLLOWING RE-VEGETATION THROUGH THE FIRST GROWING SEASON AFTER COMPLETION OF THIS PROJECT. IN THE EVENT THAT THE REVEGETATION PLAN IMPLEMENTATION HAS NOT BEEN ACCOMPLISHED BEFORE SEPTEMBER 1, DUE TO CONSTRUCTION DELAYS, OR BECAUSE DISTURBED SURFACES MUST REMAIN EXPOSED AFTER THIS DATE, THE CONTRACTOR SHALL INSTALL TEMPORARY PROTECTION SUCH AS A COVER CROP OR MULCH TO PREVENT SOIL EROSION, AT NO ADDITIONAL COST TO THE OWNER.
20. CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING STRUCTURES, INCLUDING UNDERGROUND UTILITY CONDUITS LOCATED WITHIN AND WITHOUT THE PROJECT BOUNDARIES, FREE OF DUST AND/OR CONSTRUCTION DEBRIS AT ALL TIMES DURING THE EXECUTION OF THE PROJECT. CLEANING AND FULL RESTORATION OF SUCH STRUCTURES, TO THEIR ORIGINAL CONDITION OR BETTER, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR ALONE, AND ALL RELATED COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS PROJECT.
21. OWNERS AND THEIR AGENTS SHALL NOT BE HELD RESPONSIBLE FOR THE COSTS OF REPAIRING ANY DAMAGE OR ALTERATIONS CAUSED DURING EXECUTION OF THIS PROJECT, TO THE ORIGINAL CONDITION OF THIRD PARTY'S PROPERTY (E.G. STRUCTURES, EXISTING UTILITIES OR UTILITY EASEMENTS) LOCATED WITHIN OR WITHOUT THE PROJECT BOUNDARIES.
22. EXISTING ROAD AND DRIVEWAY ACCESSES FOR ADJACENT PROPERTIES SHALL BE MAINTAINED TRAFFICABLE UNDER ALL WEATHER CONDITIONS.
23. NO ALTERATION OR MODIFICATION SHALL BE PERMITTED ON ANY DRAINAGE WAY OR ARROYO, UNLESS IT IS SPECIFICALLY SHOWN ON THESE ACD.
24. CONTRACTOR SHALL DESIGNATE AN AREA WITHIN THE PROJECT BOUNDARIES FOR THE TEMPORARY STORAGE OF CONSTRUCTION DEBRIS AND WASTE. SUCH DEBRIS MAY INCLUDE REMOVED TREES AND BRUSH, AND ANY MATERIALS THAT MAY BE UNEARTHED, WHICH ARE DEEMED NOT SUITABLE FOR REUSE AS CONSTRUCTION MATERIALS ON THIS PROJECT.
25. CONSTRUCTION DEBRIS AND WASTE SHALL BE PREVENTED FROM BEING SCATTERED BY WIND, SURFACE RUNOFF, OR ANIMALS (DOMESTIC OR WILD) AND BECOMING A NUISANCE TO ANYONE OUTSIDE THE PROJECT BOUNDARIES.
26. FROM TIME TO TIME, DEBRIS AND WASTE SHALL BE TRANSPORTED OUT OF THE SITE AND DISPOSED OF PROPERLY, AT A NM STATE APPROVED LANDFILL. CONTRACTOR SHALL SUBMIT CORRESPONDING TIPPING RECEIPTS TO THE OPR, TO ACCOUNT FOR PROPER WASTE DISPOSAL. THE COST OF CONSTRUCTION WASTE DISPOSAL, SHALL BE INCIDENTAL TO THE COST OF PROJECT.
27. WASTE THAT REQUIRES SPECIAL HANDLING, UNCOVERED DURING CONTRUCTION ACTIVITIES, AND NOT PREVIOUSLY IDENTIFIED, SHALL BE THE SUBJECT OF CONSIDERATION AS A CHANGE ORDER DUE TO UNKNOWN SUBSURFACE CONDITIONS.
28. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP SPILLS ASSOCIATED WITH THE PROJECT'S CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL REPORT AND PROPERLY RESPOND TO SPILLS OF HAZARDOUS MATERIALS SUCH AS GASOLINE, DIESEL, MOTOR OIL, SOLVENTS, TOXIC AND CORROSIVE SUBSTANCES, AND OTHER MATERIALS WHICH MAY REPRESENT A THREAT TO THE HEALTH AND WELFARE OF HIS WORKERS, THE GENERAL PUBLIC, OR THE ENVIRONMENT.
29. CONTRACTOR SHALL REPORT IMMEDIATELY ANY EVIDENCE OF PAST CONTAMINATION OR SPILLS, ENCOUNTERED DURING CONSTRUCTION. SUCH REPORTS SHALL BE MADE TO THE OPR, AS WELL AS TO THE APPROPRIATE STATE AGENCY. CLEAN UP OF ANY UNREPORTED SPILLS THAT MAY HAVE OCCURRED DURING THE CONSTRUCTION OF THIS PROJECT, WHENEVER THEY MAY BECOME EVIDENT, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
30. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF ALL SPECIFIED MATERIALS OR EQUIPMENT, WHETHER IN STORAGE OR INSTALLED, UNTIL FINAL WRITTEN APPROVAL OF THE PROJECT BY THE OPR.
31. CONTRACTOR IS RESPONSIBLE FOR DRAINAGE MANAGEMENT AND EROSION CONTROL AT ALL TIMES DURING THE CONSTRUCTION PERIOD.
32. THE COSTS FOR REQUIRED DUST AND EROSION CONTROL MEASURES SHALL BE INCIDENTAL TO THE PROJECT COST.
33. BORROW MATERIAL, CONSTRUCTION WASTE, VEGETATIVE DEBRIS, ETC. SHALL NOT BE PLACED IN WETLAND AREAS, ARROYOS, FLOOD PLAINS, OR ANY AREAS WHERE THEY MAY AFFECT ENDANGERED SPECIES OR ARCHAEOLOGICAL RESOURCES IN ANY WAY.
34. ALL WORK PERFORMED IN THE VICINITY OF EXISTING STREAMS, WATER IMPOUNDMENTS, WETLANDS, DRINKING OR IRRIGATION WATER SOURCES SHALL BE PERFORMED IN SUCH MANNER AS TO MINIMIZE VEGETATION DAMAGE OR REMOVAL, AS WELL AS SOIL EROSION.
35. CONSTRUCTION EQUIPMENT'S CROSSINGS OF EXISTING STREAMS, WHETHER THE STREAMS ARE EPHEMERAL OR PERENNIAL, SHALL BE MINIMIZED. REFUELING OPERATIONS AND CONCRETE DUMPING IN THE VICINITY OF ANY BODY OF WATER SHALL BE STRICTLY PROHIBITED.
36. ALL AREAS DISTURBED BY THE CONSTRUCTION ACTIVITIES OF THIS PROJECT, INCLUDING ANY TEMPORARY ACCESS ROADS, SHALL BE RESTORED AND STABILIZED IN ACCORDANCE WITH THE ACD.
37. CONTRACTOR SHALL PROVIDE THE INSTALLATION AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES IN COMPLIANCE WITH THESE ACD. TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), BUT MAY BE REVISED UNDER WRITTEN DIRECTION FROM THE EOR.
38. INFORMATION SHOWN FOR EXISTING UTILITIES HAS BEEN INCLUDED ON THESE ACD FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ASSURING THAT EACH UTILITY COMPANY SPOT LOCATES ITS EXISTING UNDERGROUND FACILITIES. CONTRACTOR SHALL CONTACT NEW MEXICO ONE CALL AT (800)321-2537 TO COORDINATE SUCH SPOT LOCATING NO LESS THAN 48 HOURS PRIOR TO INITIATING ANY WORK.

SURVEY WORK
1. THE CONTRACTOR SHALL RETAIN THE SERVICES OF A NEW MEXICO LICENSED PROFESSIONAL SURVEYOR (NMPS) FOR VERIFICATION OF ALL CRITICAL HORIZONTAL AND VERTICAL CONTROL DATA, AND CERTIFICATION OF RECORD DRAWINGS.
2. PRIOR TO THE FINAL ACCEPTANCE OF THE PROJECT, CONTRACTOR SHALL SUBMIT ALL RECORD DRAWINGS AND NOTES TO THE OPR, INCLUDING ANY REVISED CRITICAL X, Y, AND Z DATA. RECORD DRAWINGS SHALL INCLUDE INFORMATION SPECIFICALLY STATED IN THESE APPROVED CONTRACT DOCUMENTS (ACD), OR WHEN THE OWNER'S PROJECT REPRESENTATIVE (OPR) SPECIFICALLY IDENTIFIES IN THE FIELD. CRITICAL DATA (X, Y, AND Z) RELATED TO WATER VALVES OF ALL KINDS, WATER METERS, FIRE HYDRANTS, CULVERT INLET OR OUTLET INVERTS, MANHOLE INVERTS AND RIMS, END OF WASTEWATER SERVICE CONNECTIONS SHALL BE SHOWN ON THE RECORD DRAWINGS. VOLUME OF DRAINAGE PONDS AND POND OUTLET INVERTS SHALL ALSO BE SHOWN ON THE RECORD DRAWINGS. THE RECORD DRAWINGS SHALL BE STAMPED BY AN NMPS AND SUBMITTED FOR REVIEW AND APPROVAL BY THE EOR.
3. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF SURVEY MONUMENTS OR MARKS. IN THE EVENT THAT ACCIDENTAL DAMAGE IS CAUSED TO THESE MARKS DURING PROJECT CONSTRUCTION, AN NMLPS RETAINED BY THE CONTRACTOR SHALL RE-ESTABLISH THE MARKS IN COMPLIANCE WITH STANDARDS AND PROCEDURES SET FORTH BY THE "GEODETIC MARK PRESERVATION GUIDEBOOK". FOR MORE INFORMATION CONTACT NGS MARK PRESERVATION CENTER, NOAA (505) 768-3606. CONTRACTOR SHALL NOT CHARGE THE OWNERS ANY ADDITIONAL COST FOR SUCH REPAIRS.
4. ANY PROTECTED ARCHAEOLOGICAL OR OTHER CULTURAL RESOURCE SITES OR ANY SITE SPECIFICALLY NOTED ON THE ACD TO BE PROTECTED SHALL BE STAKED AND SURROUNDED WITH ORANGE CONSTRUCTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITIES OCCURRING ON SITE.

TESTING
1. ALL MATERIAL QUALITY TESTS SHALL BE PERFORMED BY A RECOGNIZED LABORATORY. SUCH LABORATORY SHALL BE OPERATED UNDER THE AUSPICES/DIRECTION OF AN NMPE. NAME AND CONTACT OF THE LABORATORY SHALL BE SUBMITTED BY THE CONTACTOR TO THE OPR AS SOON AS PRACTICAL AFTER THE CONTRACTOR'S RECEIPT OF THE NOTICE TO PROCEED.
2. CONTRACTOR SHALL SUBMIT TO THE OPR MATERIAL QUALITY TEST RESULTS, AND ASTM OR AASHTO/NMDOT CERTIFICATES OF MATERIALS' COMPLIANCE, NO LESS THAN 5 DAYS PRIOR TO INITIATING ANY WORK INVOLVING SUCH MATERIALS.
3. IF CONSTRUCTION DOCUMENTS INCLUDE A TESTING COST ALLOWANCE FOR TESTS INCLUDED IN THESE ACD, OR REQUIRED BY THE OPR, THE CONTRACTOR SHALL SUBMIT TESTING LABORATORY INVOICES TO THE OPR, PRIOR TO REIMBURSEMENT. COST OF RE-TESTING DUE TO SUB-STANDARD RESULTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO PAYMENT SHALL BE MADE FOR SUCH.
4. IF THE CONSTRUCTION CONTRACT DOES NOT HAVE A TESTING COST ALLOWANCE, THE COST OF ALL REQUIRED TESTING AND RE-TESTING, FOR EITHER MATERIALS OR INSTALLATION REQUIREMENT COMPLIANCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT AND SHALL BE BORNE BY THE CONTRACTOR.
5. SUBGRADE, BASE MATERIAL AND ASPHALT SHALL BE TESTED FOR COMPACTION EVERY 100 LINEAR FEET OF ROADWAY. IN ADDITION, ONE ASPHALT SAMPLE SHALL BE TAKEN FOR EVERY 500 TONS INSTALLED, OR ONCE A DAY, IF LESS THAN 500 TONS ARE INSTALLED. SAMPLES SHALL BE TESTED AND THE RESULTS SENT BY THE LAB DIRECTLY TO THE OPR.
6. CONTRACTOR SHALL OBTAIN ONE SET OF BACKFILL DENSITY TESTS FOR THE FOLLOWING: EVERY 500 FEET FOR EVERY LIFT OR EVERY 1.5 FEET WHICHEVER RESULTS IN THE GREATEST NUMBER OF TESTS OF MAINLINES, ALL LATERALS, CULVERTS AND CURBS; WITHIN TWO (2) HORIZONTAL FEET OF ANY PCC OR OTHER MATERIAL STRUCTURES (E.G., MANHOLES, FOUNDATIONS, TANKS); BENEATH ALL MANHOLE BASES OR CONCRETE FOUNDATIONS; AND FOR EACH 500 CUBIC YARDS OF FILL OF SIMILAR MATERIAL APPLIED OR FOR EACH DAY OF COMPACTION WORK, WHICHEVER RESULTS IN THE GREATEST NUMBER OF TESTS. TEST RESULTS SHALL BE SUBMITTED BY THE LABORATORY DIRECTLY TO THE OPR. FIELD TEST REPORTS SHALL BE SUBMITTED TO THE OPR AT THE TIME OF FIELD TESTING.
7. FOR ALL PORTLAND CEMENT CONCRETE (PCC) ONE SAMPLE SET SHALL BE CONDUCTED FOR EACH 500 LINEAR FEET (E.G. CURB AND GUTTER), 50 CUBIC YARDS CAST, OR ONE SET PER DAY OF CASTING, WHICHEVER IS MOST RESTRICTIVE IN THE OPINION OF THE OPR. PCC CYLINDERS SHALL BE TESTED AT 7, 28 AND 56-DAY OF CONCRETE'S AGE, OR DATE OF ON-SITE PLACEMENT. THE LATTER TESTING MAY BE WAIVED IF SPECIFIED STRENGTH HAS BEEN REACHED AS DEMONSTRATED BY AN EARLIER TEST. ALL TEST RESULTS SHALL BE SUBMITTED BY THE TESTING LABORATORY DIRECTLY TO THE OPR.
8. CONTRACTOR SHALL SUBMIT TO THE OPR ASTM OR AASHTO CERTIFICATES OF MATERIALS' COMPLIANCE, NO LESS THAN 5 DAYS PRIOR TO INITIATING ANY WORK INVOLVING SUCH MATERIALS.
9. CONTRACTOR SHALL NOTIFY THE OPR AND THE GOVERNING UTILITY DIVISION INSPECTOR A MINIMUM OF 48 HOURS (EXCLUDING WEEKENDS) IN ADVANCE OF ANY PIPELINE PRESSURE TESTING. CONTRACTOR SHALL COORDINATE WITH THE OPR SO THAT THE OPR IS PRESENT FOR PRESSURE TESTING OF ALL PIPELINES AND LEAK TESTING OF UNDERGROUND VESSELS.
10. PRESSURE TESTING OF GRAVITY SAS SHALL BE PERFORMED BY PRESSURIZING THE LINES TO 6-7 PSI, AND THEN VERIFYING THAT NO PRESSURE LOSS OCCURS IN A PERIOD OF 10 MINUTES.
11. LEAKING TESTING OF UNDERGROUND VESSELS SHALL BE PERFORMED BY FILLING WITH WATER AND MAINTAIN THE WATER LEVEL FOR A MINIMUM OF 48 HOURS.
12. PRESSURE TESTING OF WATER LINES SHALL BE PERFORMED IN COMPLIANCE WITH AWWA STANDARD C-600. TESTING SHALL OCCUR ABOVE 35 DEGREES FAHRENHEIT IN THE PRESENCE OF THE OPR. CONTACTOR SHALL NOTIFY OPR OF THEIR INTENTION TO TEST NOT LESS THAN 48 HOURS BEFORE TESTING BEGINS.
13. IN THE EVENT OF PRESSURE LOSSES DURING THE TEST PERIOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINDING THE CAUSE OF THE PRESSURE LOSS, AS WELL AS ANY REPAIR AND RE-TESTING WORK NECESSARY.
14. OPR SHALL VERIFY THAT ALL GUTTERS, CONCRETE SWALES AND ASPHALT ROADS SHOWS POSITIVE WATER FLOW AND NO PONDING, PRIOR TO FINAL ACCEPTANCE. ANY AREAS THAT FAIL SUCH A TEST SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
15. CONTRACTOR SHALL PROVIDE TO THE OPR VERIFICATION FROM THE TESTING LABORATORIES THAT THE FINAL HOT MIX ASPHALT PRODUCT USED IS IN COMPLIANCE WITH THE NMDOT SPECIFICATIONS FOR SPIV PRIOR TO RELEASE OF PROJECT FINAL PAYMENT.

ROAD AND FILL MATERIAL SPECIFICATIONS
1. FILL MATERIAL SHALL MEET NMDOT 2019 STANDARD SPECIFICATIONS FOR DIVISION 200.
2. BASECOURSE SHALL MEET GRADATION REQUIREMENTS AND STANDARDS FOR TYPE I, NMDOT 2019 STANDARD SPECIFICATIONS.
3. ASPHALT SHALL MEET GRADATION REQUIREMENTS AND STANDARDS FOR SP-IV OR SP-III, WHICH EVER IS INDICATED IN THE PLANS, NMDOT 2019 STANDARD SPECIFICATIONS.
4. BASECOURSE SHALL BE COMPACTED TO MINIMUM 96% OF THE MAXIMUM DENSITY PER AASHTO, T-180, METHOD D.
5. SUBGRADE BENEATH BASECOURSE SHALL BE COMPACTED TO 95% DENSITY PER AASHTO, T-180, METHOD D.
6. PAVEMENT TARGET DENSITY IS 94.5% OF THEORETICAL MAXIMUM AS DETERMINED BY AASHTO T202. FOLLOW NMDOT 2019 STANDARD SPECIFICATIONS 423.3.6.
7. RECYCLED BASECOURSE IS NOT ALLOWED IN CITY ROADS OR CITY RIGHT OF WAY.

CONCRETE WORK
1. ALL PORTLAND CEMENT CONCRETE (PCC) SPECIFIED IN THESE ACD SHALL HAVE MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI AT 7 DAYS, AND OF 4000 PSI AT 28 DAYS. IN ADDITION, PCC USED IN MANHOLES SHALL HAVE A MINIMUM SLUMP BETWEEN 2.5 INCHES AND 4.0 INCHES, AND SHALL BE PLACED USING A VIBRATOR. ALL PCC CONCRETE SHALL HAVE MINIMUM 7-BAGS OF PORTLAND CEMENT PER CUBIC YARD OF CONCRETE (7-BAG MIX), PLUS 3/4-INCH MAXIMUM AGGREGATE SIZE, WITH AIR ENTRAINMENT BETWEEN 5% AND 8% PER NMDOT/AASHTO TEST OR 4% AND 7% ASTM TEST AT DELIVERY TIME.
2. ACTUAL TOP OF SURFACE AT CURB AND GUTTER SHALL NOT DEVIATE FROM SPECIFIED ANY MORE THAN 1/8-INCH IN 10 FEET. INSIDE FACE OF CURB SHALL NOT DEVIATE MORE THAN 7-INCH IN 10 FEET FROM A STRAIGHT LINE.
3. EXPANSION JOINTS ARE REQUIRED EVERY 30 FEET ON CURB AND GUTTER.
4. OPR SHALL VERIFY THAT ALL CURB AND GUTTER SHOWS POSITIVE WATER FLOW, PRIOR TO FINAL ACCEPTANCE, OR DURING CITY/COUNTY INSPECTION, WHATEVER OCCURS FIRST. ANY AREAS THAT FAIL SUCH A TEST SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
5. NOTE THAT THE CITY OF SANTA FE REQUIRES AN APPROVED COLD WEATHER CONCRETE PLACEMENT PLAN PRIOR TO CONCRETE PLACEMENT DURING WINTER WEATHER CONDITIONS.

GENERAL UTILITY WORK REQUIREMENTS
1. ALL UTILITY TRENCHES SHALL HAVE CLASS D BEDDING OR BETTER. ANY ROCKS LARGER THAN 1.5 INCHES ARE NOT PERMITTED IN BEDDING MATERIAL.
2. OVER-EXCAVATION OF TRENCHES SHALL NOT BE ACCEPTABLE, UNLESS THE OPR PROVIDES WRITTEN AUTHORIZATION FOR THE CONTRACTOR TO DO SO, TO ADDRESS PREVIOUSLY UNKNOWN SUBSOIL CONDITIONS WHICH WOULD BE UNSUITABLE FOR FOUNDATION OR PIPELINE BEDDING.
3. CONTRACTOR SHALL REMEDY AND REPAIR, AT THE CONTRACTOR'S EXPENSE, ANY ACCIDENTAL OVER-EXCAVATION PERFORMED BY CONTRACTOR'S CREWS, BY INSTALLING AND COMPACTING CLASSIFIED FILL IN COMPLIANCE WITH CLASS-D BEDDING OR BETTER.
4. CONTRACTOR SHALL NOTIFY THE CITY/COUNTY/PRIVATE UTILITY DEPARTMENT, AT LEAST FIVE (5) DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT THE OPERATION OF THE UTILITY DEPARTMENT WATER OR WASTEWATER SYSTEMS.
5. NO TRASH SHALL BE PERMITTED IN ANY TRENCHES.
6. CONCRETE COLLARS FOR VALVES OR MANHOLES (WATER, SEWER OR STORM) SHALL NOT BE LOCATED WITHIN CURB & GUTTERS, FILLETS OR VALLEY GUTTERS.

WATER SYSTEM MATERIALS AND WORK
1. UNLESS OTHERWISE INDICATED IN THE ACD, ALL WATER SYSTEM ITEMS SHALL MEET THE APPLICABLE AWWA STANDARDS, PIPELINES AND FITTINGS SHALL BE MADE OF OR BE FULLY COMPATIBLE WITH DUCTILE IRON OR C-900 SDR-18 PVC AS NOTED IN THE PLANS, INSTALLED OVER CLASS-D BEDDING OR BETTER, WITH MECHANICAL OR MEGALUG® JOINTS, OR THERMALLY FUSED JOINTS AS APPLICABLE.
2. RESTRAINED JOINT LENGTHS SHALL BE BASED ON FITTING AND LINE DIAMETER PER MANUFACTURE'S REQUIREMENTS.
3. EXCAVATION SHALL ADEQUATELY ACCOMMODATE THE PIPE'S BELL ENDS.
4. ALL WATER VALVES SHALL BE FULL-PORT GATE TYPE, RESILIENT SEATING, MECHANICAL OR MEGALUG JOINTS, US PIPE, OR CONSIDERED EQUAL BY THE OPR, AND INSTALLED IN COMPLIANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THESE ACD.
5. RPDA BACKFLOW PREVENTOR MUST BE ON THE APPROVED LIST CREATED BY UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS-CONNECTIONS CONTROL AND HYDRAULIC RESEARCH. THE RPDA SHALL INCLUDE AN INTEGRAL METERED BYPASS DETECTOR ASSEMBLY LOCATED IN AN ABOVE GROUND HOT BOX.
6. ALL WATER LINES SHALL BE INSTALLED IN EXCLUSIVE TRENCHES, WITH NO OTHER UTILITY LINES (INCLUDING NON-PUBLIC POTABLE WATER), BEDDED SO THAT THE RESULT IS A MINIMUM OF 48 INCHES OF COMPACTED BACKFILL COVER ABOVE THE CROWN OF THE PIPE.
7. NO WATER LINE SHALL BE INSTALLED BEFORE THE FINAL GRADE HAS BEEN ACHIEVED WITHIN THE DESIGNATED WATER UTILITY CORRIDOR (OR ROAD RIGHT OF WAY).
8. ALL FIRE HYDRANTS SHALL BE SUPPLIED WITH THE TYPE OF THREAD APPROVED BY THE WATER DEPARTMENT FOR THE PROJECT LOCATION AS CITY AND COUNTY OF SANTA FE USE DIFFERENT THREADS. EACH INSTALLED HYDRANT SHALL HAVE A PAINTED NUMBER SUPPLIED BY THE UTILITY DIVISION PAINTED PER THE FIRE MARSHAL REQUIREMENTS. HYDRANTS SHALL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 7-FOOT RADIUS AROUND THEM.
9. PARALLEL WATER AND SANITARY SEWER MAINS SHALL HAVE A MINIMUM HORIZONTAL CLEARANCE (SEPARATION BETWEEN THEM) OF 10 FEET, PLUS A VERTICAL CLEARANCE OF 2 FEET, WHEREVER WATER AND SAS LINES CROSS. WATER LINES SHALL ALWAYS BE ABOVE THE SAS LINE. IN THE EVENT THAT UNANTICIPATED FIELD CONDITIONS REQUIRE THESE CLEARANCES OR RELATIVE LOCATIONS TO BE REVISED, THE EOR SHALL FORMULATE A PROPOSED CHANGE ORDER TO PROVIDE ALTERNATIVE PROTECTION FOR THE WATER LINE.
10. WARNING TAPE SHALL BE PLACED A MINIMUM 12 INCHES ABOVE THE WATER MAIN AT THE CENTER OF THE TRENCH. IN ADDITION, CONTRACTOR SHALL ATTACH COLOR CODED BLUE LOCATE CABLE (TRACING WIRE) ON TOP OF THE PIPELINE BY PLACING DUCT TAPE EVERY TWO FEET. LOCATE CABLE SHALL RISE INSIDE EACH VALVE BOX. BEFORE APPROVAL OF CONSTRUCTION, CONTRACTOR SHALL DEMONSTRATE TO THE OPR THE CONTINUITY OF ELECTRICAL CURRENT FLOW ALONG EVERY SEGMENT OF LOCATE WIRE ON ALL MAINS.
11. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE DISINFECTION, CHLORINATION AND CHLORINE RESIDUAL TESTING OF ALL INSTALLED WATER PIPES AND PIPES IMPACTED BY WORK, PRIOR TO CONNECTION INTO THE EXISTING NETWORK. TESTING SHALL BE IN COMPLIANCE WITH AWWA C 651-14.
12. FINAL CONNECTION OF NEW AND EXISTING PIPELINES SHALL BE AUTHORIZED BY THE GOVERNING UTILITY DIVISION. CONTRACTOR SHALL SUBMIT A PENETRATION WORK PLAN AND CLOSELY COORDINATE WITH THE UTILITY, A MINIMUM OF FIVE (5) WORKING DAYS BEFORE THE CONNECTION OR PENETRATION WORK IS STARTED, AND ONLY AFTER DISINFECTION OF THE PIPES, AND THE OPR HAS RECEIVED CHLORINE RESIDUAL AND BACTERIOLOGICAL TEST RESULTS DIRECTLY FROM THE LABORATORY.
13. UPON FINISHING APPLICATION OF THE FINISH GRADE MATERIAL, CONTRACTOR SHALL ADJUST, AS NECESSARY, THE FINAL ELEVATION OF ALL VALVE RIMS TO BE FLUSH WITH FINISH GRADE.

SANITARY SEWER MATERIALS AND WORK
1. UNLESS OTHERWISE INDICATED IN THE ACD, SANITARY SEWER (SAS) LINES SHALL BE SDR 26 PVC, OR AS APPROVED EQUIVALENT BY THE EOR, INSTALLED ON CLASS D BEDDING OR BETTER, AND WITH MINIMUM 3-FOOT OF COMPACTED BACKFILL COVER (I.E., 3-FOOT ABOVE THE PIPE).
2. SANITARY SEWER MANHOLES AND FLUSHING STATIONS SHALL BE MADE OF FACTORY-PRE-CAST REINFORCED CONCRETE SEGMENTS, UNLESS OTHERWISE SPECIFIED IN THESE ACD. ON SITE CONCRETE INSTALLATIONS SHALL ONLY BE PERMITTED IN THE CASE OF NEW MANHOLE INSTALLATIONS ON EXISTING SAS PIPELINES.
3. TYPICAL MANHOLE SECTIONS ARE 4 FEET IN DIAMETER, HOWEVER, LARGER SIZES MAY BE SPECIFIED IN THESE ACD. TOP AND BOTTOM SLABS MAY BE EITHER FACTORY-PRE-CAST OR CAST IN-SITU REINFORCED CONCRETE.
4. SANITARY SEWER CONNECTIONS SHALL BE

DRY UTILITY WORK
1. ALL UTILITY LINES SHALL BE BORED UNDER ANY EXISTING PCC FEATURES, AND A MINIMUM OF 12 INCHES OF SEPARATION SHALL BE MAINTAINED BETWEEN SUCH LINES. ANY DAMAGE ON EXISTING PCC FEATURES (E.G. EXISTING CURB AND GUTTER, SIDEWALK), WATER OR SEWER MAINS AND SERVICES, OR DRAINAGE CULVERTS RESULTING FROM CONSTRUCTION ACTIVITIES ON THIS PROJECT, SHALL BE REPAIRED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE, BEFORE FINAL ACCEPTANCE.
2. SHADING AND BEDDING MATERIAL SHALL BE TYPE IV, CLASS 1 FOR DIRECT-BURY-CABLE, AND TYPE IV, CLASS 2 FOR CABLE-IN-CONDUIT INSTALLATION. TYPE III MATERIAL SHALL BE CONSIDERED SUITABLE FOR EITHER TYPE OF INSTALLATION.
3. IF TRENCH-RUN MATERIAL MEETS BACKFILL MATERIAL REQUIREMENTS, 3-INCH BEDDING MAY BE OMITTED, PROVIDED THAT THE TRENCH BOTTOM IS SMOOTH, FLAT, AND WITHOUT SURFACE IRREGULARITIES.
4. SEPARATION BETWEEN JACKETED PRIMARY AND COMMUNICATION CABLES SHALL BE AT LEAST 12 INCHES.
5. WARNING TAPE SHALL BE PLACED A MINIMUM 12 INCHES ABOVE THE UPPER LEVEL OF UTILITIES AT THE CENTER OF THE TRENCH.
6. A COMPLETION LETTER, WRITTEN BY EACH UTILITY COMPANY WHOSE STRUCTURES/CONDUITS ARE AFFECTED DURING THE EXECUTION OF THE PROJECT, SHALL BE DELIVERED BY THE CONTRACTOR TO THE OPR BEFORE PAVING OR BEFORE THE SEWER'S VIDEO INSPECTION CAN OCCUR.
7. CONTRACTOR SHALL HAVE A LICENSED SURVEYOR VERIFY IN WRITING THAT ALL DRY UTILITY LINES AND EQUIPMENT ARE LOCATED WITHIN EASEMENT.

BURIED VESSELS
1. BURIED VESSELS, SUCH AS WATER STORAGE TANKS OF ANY KIND, SHALL BE INSTALLED IN STRICT COMPLIANCE WITH RECOMMENDATIONS PUBLISHED BY THE VESSEL MANUFACTURER FOR THE SPECIFIC APPLICATION. AT THE VERY MINIMUM, ALL VESSELS SHALL BE BEDDED ON 24 INCHES OF ?" DIAMETER CRUSHED GRAVEL. FOR CYLINDRICAL TANKS, DEPTH OF GRAVEL WILL REACH THE "8 O'CLOCK" AND "4 O'CLOCK" MARKS ON THE TANK. CLASSIFIED BACKFILL SHALL BE PLACED ABOVE THAT ELEVATION.
2. AT THE POINT OF CONNECTION BETWEEN BURIED VESSELS AND PIPES, FLEXIBLE COUPLINGS (VICTAULIC® OR EQUAL) SHALL BE INSTALLED, UNLESS SPECIFICALLY REQUIRED OTHERWISE IN THESE ACD.

GRADING WORK
1. ALL CUT AND FILL SLOPE, INCLUDING SETBACK REQUIREMENTS SHALL COMPLY WITH THESE ACD AND 2009 IBC SECTION 1804.3 FOR SITE GRADING.
2. SLOPES SPECIFIED IN THESE ACD ARE EXPRESSED IN TERMS OF THE HORIZONTAL RUN VERSUS THE VERTICAL RISE OF THE GROUND'S SURFACE (H:V).
3. RECOMMENDATIONS OF ANY GEOTECHNICAL REPORT FOR THE PROJECT SHALL BE FOLLOWED AND SHALL SUPERCEDE RQUIREMENTS LISTED BELOW.
4. AFTER CLEARING, THE SOIL SHALL BE MOISTURE CONDITIONED AND DENSIFIED AS NOTED BELOW PRIOR TO PLACEMENT OF BACKFILL OR CONSTRUCTION.
5. EXPOSED NATIVE SOILS SHALL BE SCARIFIED TO A DEPTH OF AT LEAST 8-INCHES, MOISTURE CONDITIONED TO THE OPTIMUM MOISTURE CONTENT AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED IN ACCORDANCE WITH ASTM D-1557. THE MOISTURE CONTENT OF THE NATIVE SOILS SHOULD BE AT OR ABOVE THE OPTIMUM MOISTURE CONTENT.
6. ALL STRUCTURAL FILL OR BACKFILL SHALL BE FREE OF VEGETATION AND DEBRIS AND CONTAIN NO ROCKS LARGER THAN 3-INCHES.
7. BACKFILL SHALL BE PLACED IN 8-INCH LOOSE LIFTS IF COMPACTED WITH APPROVED EQUIPMENT AND 4-INCH LOOSE LIFTS IF HAND HELD COMPACTION EQUIPMENT IS USED. ALL FILL OR BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AND WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT, AS DETERMINED IN ACCORDANCE WITH ASTM D-1557.
8. SUBGRADE BENEATH ASPHALT, CURBS AND GUTTERS, SIDEWALKS, PATHS AND DRAINAGE FACILITIES SHALL BE COMPACTED TO 95% PER AASHTO, T-180, METHOD D.
9. BASECOURSE IS NOT REQUIRED UNDER CURB AND GUTTER UNLESS THE ACD SHOWS DIFFERENTLY.

GUARDRAIL
a.1.1. W-BEAM GUARDRAIL: SINGLE FACE W-BEAM GUARDRAIL MADE OF GALVANIZED STEEL PER NMDOT SECTION 606 SPECIFICATIONS WITH WHITE REFLECTORS. MATERIAL TO BE INSTALLED IN ACCORDANCE WITH AASHTO TASK FORCE 13 GUIDE FOR STANDARDIZED HIGHWAY BARRIER HARDWARE.
a.1.2. END TERMINALS; MSKT-SP-MGS TL-2 (MASH COMPLIANT). TERMINALS MANUFACTURED BY ROAD SYSTEM INC. AND INSTALLED PER MANUFACTURE'S INSTRUCTIONS.

MISCELLANEOUS
1. CONCRETE PARKING BUMPERS WILL BE PRECAST STEEL REINFORCED CONCRETE WITH A COMPRESSIVE STRENGTH OF 5000 PSI AT 28 DAYS AND AIR ENTRAINED TO 5 TO 7%. UNITS TO BE 6-INCHES HIGH, 8-INCHES WIDE AND 6-FEET LONG AND OF UNIFORM SHAPE, SIZE AND FINISH WITH MANUFACTURE'S STANDARD CROSS SECTION WITH SLOPED VERTICAL FACES, SQUARE ENDS AND DRILLED OR SLEEVED FOR TWO DOWELS. FASTEN EACH UNIT IN PLACE PER ACD WITH TWO 24-INCH UNFINISHED STEEL DOWELS, ?-INCH DIAMETER, POINTED TIP CONFORMING TO ASTM A615. SEAL ANNULAR SPACE AROUND HOLE WITH GROUT OR SEALANT. PLASTIC OR RUBBER PARKING BUMPERS ARE NOT ALLOWED UNLESS APPROVED BY THE OPR IN WRITING.
2. TRAFFIC SIGNAGE SHALL MEET NMDOT SECTION 701 STANDARDS AND BE MADE OF RETROREFLECTIVE ALUMINUM ALLOY SHEETING A MINIMUM OF 0.08-INCH THICK IN ACCORDANCE WITH ASTM B209 AND ASTM D4956.
3. SIGN POSTS SHALL HAVE A TYPE I BREAKAWAY BASE SYSTEM WITH A SLIP-TYPE CONNECTION PER NMDOT SECTION 701 STANDARDS. POSTS SHALL BE APPROVED BY CITY/COUNTY PUBLIC WORKS DEPARTMENT.
4. ALL PRE-FORMED PAVEMENT MARKINGS SHALL BE 380 IES BY "3M". SHALL INCLUDE CROSSWALKS, ARROWS, BIKE LANE SYMBOLS AND YIELD LINE MARKINGS.
5. PAVEMENT STRIPING SHALL BE WITH NMDOT APPROVED TRAFFIC STANDARD ACRYLIC PAINT OR HI-BUILD ACRYLIC PAINT WITH REFLECTORIZED GLASS BEADS PER NMDOT SECTION 704 STANDARDS.

DISCLAIMERS
1. THE CONTRACTOR SHALL PROMPTLY REPORT TO THE OPR ANY UNANTICIPATED CONDITION THAT, IN THE OPINION OF THE CONTRACTOR, MAY SIGNIFICANTLY AFFECT THE CONTRACT TIME OR COST. THE DESIGN ENGINEER SHALL NOT BE RESPONSIBLE OR OTHERWISE LIABLE FOR ANY DAMAGE, CONSTRUCTION DELAYS, OR LOSS THAT OCCURS AS A RESULT OF UNANTICIPATED SUBSOIL CONDITIONS.
2. INFORMATION SHOWN ON THESE ACD REGARDING THE LOCATION OF EXISTING UNDERGROUND UTILITY LINES AND STRUCTURES WAS PROVIDED BY EACH UTILITY OWNER, AND WAS NOT FIELD VERIFIED DURING THE DESIGN. THE ENGINEER SHALL NOT TAKE ANY RESPONSIBILITY FOR ANY UNDERGROUND UTILITY INFORMATION FOUND TO BE IN ERROR OR INCOMPLETE, NOR SHALL THE ENGINEER BE HELD RESPONSIBLE OR OTHERWISE LIABLE FOR ANY DAMAGES, CONSTRUCTION DELAYS OR LOSSES THAT MAY RESULT FROM SUCH INFORMATION.
3. OWNERS OR THEIR AGENTS, INCLUDING THE DESIGN ENGINEER, EOR, AND OPR SHALL NOT BE HELD RESPONSIBLE FOR ANY LOSS OR DAMAGE RESULTING FROM CONTRACTOR'S FAILURE TO TIMELY NOTIFY, AND SUBSEQUENTLY FOLLOW THE EOR'S RECOMMENDATIONS WITH REGARD TO ANY APPARENT OR ACTUAL ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES, OR CONFLICTS FOUND IN THESE ACD.
4. DESIGN ENGINEER SHALL NOT BE HELD RESPONSIBLE OR LIABLE FOR LOSS OR DAMAGE RESULTING FROM THE CONTRACTOR'S FAILURE TO FOLLOW REQUIREMENTS, SPECIFICATIONS AND DESIGN INTENT OF THESE ACD.

GERALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/09/2025

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PROJECT CONSTRUCTION NOTES

SCALE	DWG NO.	DATE
		06/09/2025
P#DR CASE # ----		SHEET NO. 26B

GENERAL

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 (APWASS).
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, 2019 Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and 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 the following: City Public Works for facilities within street right of ways including the following: roads, sidewalks, signage, pavement markings, trails, street lighting, ADA; City Public Utilities for public wet utilities; Planning and Land Use Department's Engineer (LUE) for street landscaping, irrigation, SWPPP best management practices, grading, site stabilization, retaining walls and detention ponds.
6. The project plans shall be approved for construction by the LUE 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.
8. Attendance at the pre-construction meeting is mandatory for the Project Engineer (who shall conduct the meeting), Contractor, Planning and Land Use Technical Review staff, and applicable staff from street, water, and wastewater management Divisions. The Owner and subcontractors are encouraged to attend. At this meeting, a Land Use Inspector (LUI) will be assigned as the City of Santa Fe point of contact with the Contractor.
9. Grading permits obtained on an "At Risk" basis are not subject, nor take the place of, a pre-construction meeting required above.
10. The Contractor shall provide a list of contact personnel responsible for site construction including position.
11. If an EPA Notice of Intent (NOI) is applicable, a copy of the NOI shall be presented at the pre-construction meeting.
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 locates 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 LUE 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 LUE for permanent filing in the City Flat Room. 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 included in the original, approved construction drawings will require a change order that includes a "Curb Cut Permit" from the City Traffic Engineer. Call 505-955-6619 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 LUE 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 505-955-6945 for permit information and 505-955-6646 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 LUE.
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 emailed to the LUI within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
24. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each day?s effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material.
25. Portland cement concrete (Pcc) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall be provided to LUE for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having prior approval by LUE. Each mix shall have the following minimum properties:
a. Compressive strength of 4,000 psi in 28 calendar days
b. Seven (7.0) bags of cementitious material per cubic yard of concrete
c. Twenty (20.0) percent or less of fly ash material substitution for cement
d. Maximum aggregate size of 3/4"
e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms.
26. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest. Cylinders shall be tested at 7-, 28-, and 56-day intervals; the 56-day interval need not be tested if any previous test result exceeds the design value.
27. The City of Santa Fe requires a Land Use Engineer approved cold weather concrete placement plan prior to concrete placement during winter weather conditions.
28. Traffic control devices, as per the 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.
29. Traffic signage shall meet NMDOT Section 701 Standards and be made of retroreflective aluminum alloy sheeting and be on the NMDOT Approved Product List.
30. Sign Posts shall have a Type I breakaway base system with a slip-type connection per NMDOT Section 713 Standards. Posts shall be approved by the City Public Works Department.
31. Pre-formed pavement marking shall be 380 IES by 6SMA, and shall include all crosswalks, arrows, bike lane symbols, yield line markings and other pavement markings required by the City Traffic Engineer.
32. Pavement striping shall be with NMDOT approved traffic standard acrylic paint or hi-build acrylic paint with reflectorized glass beads per NMDOT Section 704 standards.
33. Site erosion and/or sediment control, as per the approved plan, shall be installed, maintained, and removed by the Contractor. Inspection by the LUI of applicable Best Management Practices (BMP) is required prior to any grading activity. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
34. 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 LUE, 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:
a. 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.
b. 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.
c. High winds restriction: temporarily halt work activities during high wind events greater than 30 mph if operations would result in off-property transport.
d. 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):
d.a. 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.
d.b. Wind barrier: construct a fence or other type of wind barrier to prevent wind erosion of the graded or disturbed surface.
d.c. Vegetation: plant vegetation appropriate for retaining soils or creating a wind break.
d.d. Surface roughening: stabilize an active construction area during periods of inactivity or when vegetation cannot be immediately established.
d.e. 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.
d.f. Soil retention: stabilize disturbed or exposed soil surface areas that will be inactive for more than 30 days or while vegetation is being established.
35. 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.
36. 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 LUI and received written staff acceptance prior to scheduling either TV inspection of SAS and Storm Sewer lines or placement of roadway pavement material.
37. ASTM, AASHTO, or independent laboratory certificates of material compliance are to be provided to LUI staff prior to bringing applicable material on site.
38. Aggregate base course material shall conform to the SSHBC's Section 304 using Gradation 1. Recycled basecourse is not allowed in City roads or City rights-of-way.
39. Plant Mix Bituminous Pavement (PMBP) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 420 using Aggregate Classification(s) called for in the project plans. The design shall be provided to LUI for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by LUI.
40. Compaction testing of subgrade, aggregate base course, and each lift of PMBP material shall be completed for every 100 linear feet of roadway length excepting for PMBP material in which case provide one (1) test for every 100 linear feet of laydown machine pass.
41. PMBP material quality test samples (net) shall be obtained and tested for every 500 tons or fraction.
42. 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 misplaced utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb.
43. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with
44. Interim terrain and stormwater management inspections shall be arranged for at the following events:
a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
b. Final stormwater management features are constructed.
c. Final site restoration measures are completed.
d. Further construction or issuance of any permit(s) shall not occur until written approval by LUE for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505.955.6646.
45. The Contractor shall make a written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with the LUI. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punch list" 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 the LUE. 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.
46. The project shall comply with provisions of the Gunnison?s Prairie Dog Ordinance (Article 14-8.12)
47. All storm water detention/retention areas shall drain within 24 hours of a storm event as per Article 14-8.2 (D)(4)(c)(ii).
48. Concrete collars for valves or manholes (water, sewer or storm) shall not be located within curb and gutters, fillets or valley gutters.

WASTEWATER SPECIFICATIONS

1. Prior to the Wastewater Management Division approval of the plan set, a letter will be required from the project engineer indicating they are providing the inspection and record drawing services for the project.
2. The Contractor must obtain all sewer hookup permits from the City's Building Permits Section (sewer service laterals) prior to commencing any sewer line construction. A copy of the permit must be kept at the construction site.
3. All manholes shall be constructed in accordance with the "Standard Manhole Detail Sheet" shown on the City Standard Drawings.
4. A copy of the approved plans shall be available at the construction site at all times during working hours.
5. All modifications to the sanitary sewer plans must be reviewed and approved by the City's Wastewater Management Division prior to construction.
6. Additional general notes are contained in the standard City detail sheets for sanitary sewer construction.
7. All public gravity sewer lines shall be a minimum 8-inch diameter with a minimum Class C bedding (2006 New Mexico American Public Works Association).
8. All 4-inch and 6-inch diameter gravity sewer pipe shall be private. No private sewer system shall use larger than a 6-inch diameter pipe. No public gravity sewer line to be accepted by the City of Santa Fe for permanent maintenance shall be less than 8-inches diameter.
9. No concrete encasement of new or existing public sewer pipe will be allowed unless approved by the City of Santa Fe Wastewater Management Division.
10. Core drilling is required for all new connections to an existing manhole.
11. No public sewer main line or manhole will be allowed under or within a storm water detention/retention pond.
12. Prior to paving over any sanitary sewer lines, submit video and logs, pressure tests, and the engineer's certification to the City's Wastewater Management Division. After the Wastewater Management Division reviews the above listed information, a preliminary manhole inspection will be conducted. When all the items listed above are completed to meet the standards of the Wastewater Management Division, a letter approving paving will be issued in relation to the sanitary sewer. Note: A final manhole inspection will be conducted after the final paving is completed.
13. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manholes.
14. Locate wires shall be installed for all sanitary sewers (gravity/force mains). The locate wire must be visible in the manhole or access structure. This will be verified during the preliminary manhole inspection prior to paving. The locate wire is to be a continuous, 12-gauge, solid strand insulated copper wire.
15. Off-road public sewer access will be provided for all public sewer lines and manholes. Access roads are to be a minimum 12 feet wide with a driving surface of 6 inches of compacted base course. No access road shall have a grade greater than 15%. Manholes are to be aligned with the center line of the access road. Sewer easements are to be a minimum of 20 feet in width.
16. Off road sanitary sewer - Call the Wastewater Management Division at 955-4631 for a field review of the grading of all off road sanitary sewer to ensure that the City's maintenance vehicles can access all manholes. The grades may be required to be adjusted based upon this inspection. Additional bank protection may be required based upon a final inspection by the Wastewater Management Division and the project engineer.
17. For Record Drawings, tie manhole to a City of Santa Fe survey monument as part of the final record drawings. Show corrected as-built bearing and distances, slopes, rim and invert elevations and sewer services along the horizontal alignment of the sanitary sewer.
18. The Owner/Developer will be responsible for maintaining, repairing and locating the sewer system until City acceptance for maintenance. Damages resulting from a stoppage in any gravity and/or pressure sewer system will be the sole responsibility of the Owner/Developer until a final acceptance letter for permanent maintenance has been issued by the Wastewater Management Division.
19. Water meters will not be placed until a final acceptance letter has been issued by the Wastewater Division for all on-site sanitary sewer needed in order for the project to connect to the sanitary sewer system.
20. 20-foot-wide access gates shall be provided at all fences, walls or other obstructions that cross a public sewer line. Access gates to be located within the sanitary sewer Easement.
21. The Owner/Developer will be responsible for locating each sewer service at the time each lot is ready to connect to the sewer. It is suggested that the Owner/ Developer retain a copy of the television inspection video along with the video logs. Each service shall be clearly marked for each lot at the point of connection. All calls received by this Division regarding the location of service will be forwarded to the Owner/Developer.
22. The Contractor shall call the Wastewater Management Division (Luke Gray at telephone # 955-4613) for a final manhole inspection. This inspection will be isolated to the manholes. The City's Plumbing and Mechanical Inspector's will conduct all other necessary plumbing inspections. Note: The City's Plumbing and Mechanical Inspectors will inspect the individual sewer service taps and laterals, which connect to the public sanitary sewer.
23. The existing sanitary sewer line must be T.V. taped prior to a new service connection being placed as well as taped after the services have been completed. This is to ensure that the existing sanitary sewer line is not damaged, and the new service is installed correctly.
24. All costs associated with the operation, maintenance and replacement of grinder pumps for individual lots shall be the responsibility of the lot owner and/or Owners Association. For grinder pumps that connect to a pressure sewer main, the grinder pump will be a model manufactured by Environment-One or a type approved by the City of Santa Fe Wastewater Management Division. For grinder pumps that connect to a gravity main, the grinder pump shall be of a type approved by the City of Santa Fe Plumbing Code.
25. A minimum 12 inches of vertical clearance shall be provided between the sewer line and any storm drain piping.
26. All gravity sewer systems shall be pressure tested by pressurizing the lines to 6-7 psi, and verifying no pressure loss occurs for a period of 10 minutes. The test is to be witnessed and certified by the project engineer.
27. All pressure sewer systems shall be air or hydrostatically pressure tested @ 120 psi for 2 hours minimum. The test is to be witnessed and certified by the project engineer. Prior to being put into service and acceptance by the City of Santa Fe, all pressure sewer system main lines will be filled with water.
28. No public pressure sewer system piping may be installed in a common trench with other utilities.
29. Sewer backflow check valves will be required for all sewer service lateral connections to sewer mains 12 inches or greater in diameter. The sewer service connection must be made at an existing or new manhole. Sewer service connections to sewer mains with pipe size diameter of 12 inches and greater will not be made without approval from the Wastewater Management Division.
30. Sewer backwater check valves shall be required on private sewer service laterals per the City of Santa Fe Plumbing Code. Final inspection shall be made by the City of Santa Fe Plumbing Inspection Division.
31. Any 8-inch public sanitary sewer main line placed with a grade of less than 0.60% shall be removed and reconstructed at the Contractor's expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
32. All as-built sewer line and manhole data shall be obtained and certified by a licensed surveyor or engineer. As-built data supplied by other than a licensed surveyor or engineer shall not be valid for final as-builts.
33. All existing and new public manholes within a project shall have access for City sewer maintenance equipment. All access is subject to field verification and modification as required by the Wastewater Division prior to final project close out with the City of Santa Fe.
34. All sewer line crossings of rivers, streams, arroyos, drainage channels, etc. shall require a basis of design analysis prepared by a licensed engineer.
35. An approved backflow valve and isolation valve are required on all low-pressure sewer service lines as per the City of Santa Fe Standard Sewer Specifications.
36. Terminal flushing connections and in-line flushing connections are required on all low-pressure sewer systems. The maximum spacing between in-line flushing connections shall be 500 feet. Distances greater the 500 feet between low pressure sewer in-line flushing connections shall be approved by the Wastewater Division.
37. Sewer backflow check valves are required on private sewer service laterals per the City's Plumbing Code. Final determination shall be made by the City of Santa Fe Plumbing Inspection Division.
38. Unless otherwise indicated in the approved plans, sanitary sewer (SAS) lines shall be SDR 26 PVC, or an approved equivalent by the City of Santa Fe Wastewater Division Engineer, installed on class D bedding or better, and with a minimum of 3-feet of compacted backfill cover.

Water Line Extensions General Notes

1. Contractor shall notify City of Santa Fe Water Divisions (CoSFWD) five (5) days prior to commencement of work.
2. Construction shall be done in accordance with the CoSFWD Construction Standards and Specifications.
3. All easements shall be dedicated, cleared, graded and staked prior to water line installation.
4. All streets shall be cut to within +6-inches of final grade prior to water line installation.
5. Lot corners shall be staked prior to service line installation. Curb, gutter and driveway apron shall be installed prior to service line installation unless otherwise approved, in writing, by CoSFWD.
6. Contractor (Developer) shall provide construction staking utilizing the appropriate right-of-way maps, signed plats and CoSFWD drawings.
7. Material submittals shall be approved by CoSFWD prior to construction.
8. Contact New Mexico One Call at 811 tno (2) working days in advance of construction for utility spots.
9. Pressure regulators shall be installed on all services downstream from the meter.
10. Four-feet cover to top of pipe shall be maintained on all water mains and services.
11. Contractor shall submit as-built construction packet within five (5) days of completion of construction including: valve ties, as-built drawings (including, but not limited to: fitting-to-fitting measurements, service-to-service measurements, center of main to center of service measurements, length of main installed, fittings installed, etc.) and potability results.
12. All valve boxes shall be brought up to grade of the final paving material so that the concrete is exposed.
13. Fire Hydrants shall be numbered using reflective numerals. The reflective numerals shall be obtained by the contractor for the CoSFWD field representative at the time the Notice to Proceed (NTP) is issued. Numbers shall be legible from the road. Prior to installing numbers, fire hydrants shall be painted.
14. A mechanical restraint system shall be utilized on fittings and piping for thrust restraint. Concrete thrust blocking shall be used only for special conditions (e.g. caps where main will be extended in the future) as specifically approved by CoSFWD.
15. Any field changes to these plans require approval of both the design engineer and CoSFWD.
16. Work on CoSFWD facilities shall not begin until CoSFWD has issued a NTP to the approved utility contractor.
17. Any and all easements for city-owned infrastructure shall be obtained/verified and recorded by the Developer before project commencement. Contractor shall verify the easement is in place before installing any infrastructure.
18. Any grading impacting existing water mains must maintain 4-foot cover, not to exceed 5-cover over mains. Mains must be adjusted to new grade as needed.

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

CITY CONSTRUCTION NOTES

SCALE	DWG NO.	DATE
		06/09/2025
P&DR CASE # ----		SHEET NO. 26C

ITEM NUMBER	DESCRIPTION	UNITS	TOTAL QUANTITY
	ROAD GRADING, PAVING AND CONCRETE		
1	Clear & Grub, clearing of any trash	AC	33.61
2	Earthwork Cut, RAW. In place value; no shrinkage or expansion included	CY	69,399
3	Earthwork Fill, RAW. In place value; no shrinkage or expansion included	CY	23,305
4	Earthwork To be Stockpiled on Site (assumes 25% expansion)	CY	57,618
5	Fine Grading of Ponds (Ponds A1, C1, E1 and I1)	EA	4
6	Water Development& Water Cost	LS	1
7	8" Subgrade Prep Roads, curbs, sidewalks and aprons	SY	74371
8	6" Base Course Roads (Type 1) TC Cinto Sur Virgin	SY	14789
9	7" Basecourse Roads (Type I) TC Cinto Norte Virgin	SY	13508
10	8" Base Course Roads (Type 1) Virgin	SY	25148
11	2.5" Asphalt (SPIII) Roads	SY	39789
12	1.5" Asphalt (SPIV) Roads	SY	39789
13	3" Asphalt (SPIV) Roads - TC Cinto Norte	SY	13058
14	Concrete Road Crossing (pedestrian crossings) 8" Reinforced	SY	349
15	Asphalt Saw Cut (roadway)	LF	178
16	Asphalt Removal (roadway)	SY	22
17	Remove and Replace Asphalt Pavement Section Drive to Fire Station, Includes new grading	SY	82
18	Concrete reinforced colored, stamped pavement (8" thick) in Roundabouts	SY	516
19	3' Center Concrete Median on PDS (2.5 CF/LF)	LF	575
20	Concrete reinforced drive pad (at sewer line segment 1 beginning)	SY	25
21	Remove and Replace 23' Sidewalk, curb and gutter with a Ramp, 3' planter with gravel mulch, new curbing.	LS	1
22	Valley Gutter and Fillets	SY	936
23	24" Curb and Gutter, Type B, 6" curb	LF	28596
24	12" Curb and Gutter, Mod Type B, 6" curb	LF	390
25	24" Roll Curb, Type A 6" curb	LF	584
26	Sidewalk (4" thick) excludes Ramps	SY	13096
27	Turndown Sidewalk Length, does not include flat part of sidewalk which is included above.	LF	616
28	Sidewalk Ramps 10' wide	LF	459
29	Sidewalk Ramps 6' Wide	LF	294
30	Sidewalk Ramps 5' Wide	LF	1622
31	Tactile Strips	EA	155
32	12" Curb Cuts	EA	244
33	Remove Existing Type 3 Barracades and Patch Asphalt on east end of PDS	LS	1
34	Pedestrian Railing	LF	1340
35	W-Beam Guardrail	LF	1287
36	Guardrail End Terminals	EA	4
	TRAILS		
37	Asphalt Path Saweut (PDS Sta 12+75)	LF	16
38	Asphalt Path Removal, Regrades and Replace (PDS Sta 12+75)	SY	98
39	Sewer Trail Segment 1 - 6" Subgrade Prep	SY	4448
40	Sewer Trail Segment 1 - 4" Concrete Path	SY	3197
41	Sewer Trail Segment 1 - 4" Compacted Basecourse	SY	4448
42	Sewer Trail Segment 1 - 2" SPIV Asphalt	SY	3197
43	Sewer Trail Segment 1 - Sign Post and Single Sign	EA	1
44	Sidewalk through 40' wide Open Space - Clear & Grub	AC	0.04
45	Sidewalk through 40' wide Open Space- earthwork Cut	CY	164
46	Sidewalk through 40' wide Open Space- earthwork Fill	CY	2
47	Sidewalk through 40' wide - 4" thick, 5' wide sidewalk	SY	471
48	Community Trails (sheets 11B-D) - Clear & Grub	AC	1
49	Community Trails (sheets 11B-D) - Cut Raw	CY	1565
50	Community Trails (sheets 11B-D) - Fill Raw	CY	332
51	Community Trails (sheets 11B-D) - 6" Subgrade Prep	SY	2530
52	Community Trails (sheets 11B-D) - 4" Concrete Path	SY	1798
53	Community Trails (sheets 11B-D) - Alternative 4" Type 1 Basecourse	SY	2530
54	Community Trails (sheets 11B-D) - Alternative 2" SPIV Asphalt	SY	1798
55	Community Trails (sheets 11B-D) - Sign Post and Single Sign	EA	12
56	Community Trails (sheets 11B-D) -18" CMP	LF	57
57	Community Trails (sheets 11B-D) -18" CMP End Sections	EA	4
58	Community Trails (sheets 11B-D) -24" CMP	LF	70
59	Community Trails (sheets 11B-D) -24" CMP End Sections	EA	6
60	Community Trails (sheets 11B-D) - 30" CMP	LF	95
61	Community Trails (sheets 11B-D) - 30" CMP End Sections	EA	4
62	Community Trails (sheets 11B-D) - Rip Rap Pads, 1' thick	SY	58
63	Arroyo Chamisa Trail Segments 1 and 2- Clear & Grub	AC	0.9
64	Arroyo Chamisa Trail Segments 1 and 2-Cut Raw	CY	2856
65	Arroyo Chamisa Trail Segments 1 and 2- Fill Raw	CY	2238
66	Arroyo Chamisa Trail Segments 1 and 2- 6" Subgrade Prep	SY	7681
67	Arroyo Chamisa Trail Segments 1 and 2- 4" Concrete Path	SY	5477
68	Arroyo Chamisa Trail Segments 1 and 2-Alternative 4" Type 1 Basecourse	SY	7681
69	Arroyo Chamisa Trail Segments 1 and 2- Alternative 2" SPIV Asphalt	SY	5477
70	Arroyo Chamisa Trail Segments 1 and 2- Sign Post and Single Sign	EA	4
71	Arroyo Chamisa Trail Segments 1 and 2-Pedestrain Railing	LF	137
72	Arroyo Chamisa Trail Segments 1 and 2- 18" CMP	LF	20
73	Arroyo Chamisa Trail Segments 1 and 2- 18" CMP End Section	EA	2
74	Arroyo Chamisa Trail Segments 1 and 2 - 24" CMP	LF	188
75	Arroyo Chamisa Trail Segments 1 and 2- 24" CMP End Section	EA	8
76	Arroyo Chamisa Trail Segments 1 and 2- 36" CMP	LF	180
77	Arroyo Chamisa Trail Segments 1 and 2- 36" CMP End Section	EA	3
78	Arroyo Chamisa Trail Segments 1 and 2- 3'x3' MDI	EA	3
79	Arroyo Chamisa Trail Segments 1 and 2- Rock Line Entrance	EA	4
80	Arroyo Chamisa Trail Segments 1 and 2- Rip-Rap Pad, 1' thick	SY	100
81	Arroyo Chamisa Trail Segments 1 and 2- Sidewalk Culvert 10' long	EA	2
82	Arroyo Chamisa Trail Segments 1 and 2- Silt Fence	LF	4882
83	Arroyo Chamisa Trail Segments 1 and 2 - Retaining Wall exposed plus 2' assumed buried	SF	805
84	Arroyo Chamisa Trail Segments 1 and 2 - Retaining Wall Footer	LF	241
	STRIPING, PAVEMENT MARKINGS AND SIGNAGE		
85	Red paint on curb (10' either side of hydrant)	LF	420
86	Continental Cross Walk Striping	SF	1352
87	Parallel Crosswalk Striping	LF	448
88	4" White Stripe	LF	27819
89	4" White Stripe Dashed	LF	1965
90	4" Yellow Stripe	LF	16271
91	2' White Striped Median (3' linear feet of 4" striping per linear foot of median)	LF	12766
92	Pavement Arrows Reflective Tape	EA	4
93	Bike Lane Symbols and Arrow Reflective Tape (2 piece ea)	EA	45
94	Yield Line Markings	EA	89
95	White Deflection Striping	LF	5854
96	Yellow Deflection Striping	LF	75
97	Street Sign Post with a Single Sign	EA	61
98	Type 3 Barricade	EA	23

ITEM NUMBER	DESCRIPTION	UNITS	TOTAL QUANTITY
	ON-SITE DRAINAGE		
99	8" PVC Sch 40	LF	30
100	12" CMP	LF	74.5
101	12" CMP End Sections	EA	2
102	15" CMP	LF	66
103	15" CMP End Sections	EA	2
104	18" CMP	LF	431
105	18" CMP End Sections	EA	9
106	24" CMP	LF	785
107	24" CMP End Sections	EA	10
108	24" 22.5 Deg. Elbow	EA	1
109	36" CMP	LF	1264
110	36" CMP End Section	EA	7
111	48" CMP	LF	1077
112	48" CMP End Section	EA	5
113	72" RCP	LF	207
114	72" CMP	LF	533
115	72" Metal End Section with Safety Grate, 36' long	EA	1
116	6' Diameter Storm Drain Manhole with top grate, 6', 8', 6', 9', height excluding 10" slab	EA	4
117	8' Diameter Storm Drain Manhole. 8', 15.5', 19' height excluding 10" slab	EA	3
118	Pond A1 Fine Grading	LS	1
119	Remove Existing End Section at Pond A1 outlet	LS	1
120	Pond Outlet Structure for Pond A1, 7x7x7	EA	1
121	Pond C1 - Earthen Dam Fill (raw in place; not included in grading above)	CY	1810
122	Concrete Spillway Pond C1 with sidewalls 30' wide x 18' long	LS	1
123	Rock Spillway at Pond C1, 40'x40' with 12" rock aggregate	SY	90.7
124	Pond E1 Fine Grading	LS	1
125	Concrete Spillway Pond E1 with sidewalls and turn down edges	LS	1
126	Rock Spillway at Pond E1, 30'x20' with 12" rock aggregate	SY	46.3
127	Pond E1 - Grading Cut (raw in place; not included in grading above)	CY	355
128	Pond E1 - Grading Fill (raw in place; not included in grading above)	CY	144
129	Type 1A Drop Inlet	EA	18
130	3 x 3 Median Drop Inlet w/ Urban Grates	EA	4
131	4 x 4 Median Drop Inlet w/ Urban Grates	EA	2
132	4.5x4.5 Median Drop Inlet w/Urban Grates	EA	2
133	Rock-Lined Entrance at CMP	EA	6
134	Concrete Head Walls at A1 culverts	SF	216
135	Concrete Head Walls foundations at A1 Culverts	LF	46
136	Gabions	CY	348
137	Rip-Rap Pad, 1' THICK	SY	331
138	Wired Rip-Rap Pad, 1' Thick	SY	294
139	V-Shape Run down	SY	57
	PROJECT SWPPP REQUIREMENTS		
140	SWPPP Plan	LS	1
141	SWPPP Monitoring	MO	24
142	Wired Rock Construction Entrance	EA	1
143	Silt Fence, Does not include trail silt fencing	LF	17672
144	Notice Board	LS	1
145	Storage Yard	LS	1
146	Concrete Washout	LS	1
	WATER SYSTEM		
147	12" C900 Waterline, T & B, w/ restraints and fittings	LF	2956
148	12" DI Waterline, T & B, w/ restraints and fittings	LF	1036
149	8" C900 Waterline, T & B, w/ restraints and fittings	LF	9226
150	6" DI Waterline, T & B, w/ restraints and fittings	LF	369
151	Fire Hydrant	EA	21
152	12" Gate Valve w/ valve box	EA	6
153	8" Gate Valve w/valve box	EA	59
154	6" Gate Valve w/valve box	EA	21
155	8" Cap	EA	23
156	12"x12"x6" Tee	EA	5
157	12"x12"x8" Tee	EA	1
158	16'-16" Steel Casing with End Seals	LS	1
159	8"x8"x8" Tee	EA	8
160	8"x8"x6" Tee	EA	16
161	12" Cross	EA	2
162	8" Cross	EA	7
163	12" 11.25 Deg. Elbow	EA	2
164	12" 22.5 Deg. Elbow	EA	1
165	12" 45 Deg. Elbow	EA	16
166	8" 11.25 Deg. Elbow	EA	14
167	8" 22.5 Deg. Elbow	EA	18
168	8" 45 Deg. Elbow	EA	31
169	1" Air-Vacuum Relief Valve and Box	EA	3
170	2" Air-Vacuum Relief Valve and Box	EA	4
171	12"x8" Reducer	EA	6
172	Non Pressured Connection	EA	2
173	Irrigation Service line with meter can (does not included back flow preventors)	EA	25
174	Remove existing flush hydrant and valve boxand install 2" cap and blocking	LS	1
175	Remove existing 12" cap and blocking	EA	2
176	Pressure Testing	LS	1
177	Bact T Testing	LS	1
178	Bonding Required by Water Division	LS	1
	SEWER SYSTEM		
179	8" T&B SAS 0-8' Deep SDR 26, inc. video taping and pressure testing lines	LF	3862
180	8" T&B SAS 8-10' Deep SDR 26, inc. video taping and pressure testing lines	LF	761
181	8" T&B SAS 10.1-13.0' Deep SDR 26, inc. video taping and pressure testing lines	LF	194
182	4' Dia. MH 0-8' Deep	EA	15
183	4' Dia. MH 8-10' Deep	EA	6
184	8" Cap and rebar placed at end with 4" PVC.	EA	21
185	Connection to an Ex Drop Structure	EA	3
186	Connection to an Ex Drop Structure with Rebuild of structure at new invert	EA	2
187	Raise or lower Rim on Existing 6' Dia. Manhole and adding collar	EA	5
188	Core Drill and Connect to Existing Manhole	EA	3
189	20" band of Epoxy Lining on Ex Manhole at new penetration, ACI #6	EA	1

ITEM NUMBER	DESCRIPTION	UNITS	TOTAL QUANTITY
	LANDSCAPING		
190	Gravel Mulch, 2" depth	CY	707
191	Cobble, 8" depth	CY	171
192	Boulders	EA	203
193	Landscape Fabric	SF	120,552
194	Streetscape Trees - Large Deciduous (2"- 2 1/2" caliper)	EA	453
195	Streetscape Trees - Small Deciduous (2" caliper, min.)	EA	270
196	Streetscape Trees - Small Evergreen (6'-8' height)	EA	23
197	Streetscape Shrubs (15 gal)	EA	39
198	Streetscape Shrubs (5 gal)	EA	862
199	Streetscape Perennials / grasses (1 gal)	EA	816
200	Soil Improvements, 3" compost (Street Trees)	EA	605
201	Soil Improvements, 3" compost (Street Shrubs)	EA	1,270
202	Seeding Soil preparation (chain drag and fine grade)	SF	1,161,000
203	Wildflower Seedadded to Native Seed Mix(seed only)	SF	214,950
204	Native Grass Seeding w/ shrubs and wildflowers (hydroseed, mulch and tackifier, fertilizer, mulch, irrigated)	SF	1,161,000
	IRRIGATION		
205	CL200 PVC Lateral - 1"	LF	32,970
206	CL200RT PVC Mainline 1.5"	Lf	12,400
207	Drain Valve - 1" 1/4 turn	EA	22
208	Gate Valve - 1.5"	EA	52
209	Hunter I-20 6" PRB Rotor	EA	98
210	Hunter PROS-12 W/ Rotator Nozz	EA	666
211	Tree Bubbler RWS	EA	680
212	Hunter IBV-FS-AS-ADJ 1"	EA	225
213	Hunter HQ-44 Quick Coupler	EA	64
214	#14 AWG Copper Control Wire	LF	112,000
215	Drip Valve Ass. W/ Vavle Basket & PRV/Decoder	EA	33
216	Drip POS PC Emitters & Micro Tubing	LF	2,820
217	Drip Blow-Out Box w/Operator	EA	182
218	Hardie Dura-pol Tubing	LF	15,990
219	CL160 PVC Sleeve 2"	LF	1,640
220	CL160 PVC Sleeve 4"	LF	232
221	Febco 825YA BFP - 1"	EA	25
222	Hotbox Box 30" AL Enclosure	EA	25
223	Irrinet M-AC Motorolla - Pedestal	EA	25
224	Arad Hydrometer Master Valve	EA	25
225	120 Volt Electrical	EA	25
	STREET LIGHTS		
226	Cast in place concrete forr, transformer equipment pad	SFCA	480
227	Structural concrete, slab on grade, 12" thick	SFCA	136
228	Excavating, utility trench, 36" deep, includes backfill	LF	29500
229	Wire, copper, stranded, 600 volt, #8	CLF	295
230	Wire, copper, stranded, 600 volt, #2	CLF	590
231	Wire, copper, stranded, 600 volt, 3/0	CLF	1
232	Pull boxes, steel, 24" L x 24" W x 10" D, NEMA 3R	EA	75
233	PVC conduit, schedule 40, 2" diameter	LF	29500
234	Light poles, anchor base, aluminum, 30' high	EA	75
235	Light poles, aluminum bracket arms	EA	75
236	Light poles, concrete base	EA	75
237	Roadway area luminaire, LED fixture	EA	75
238	Terminal lugs, solderless, #2 to #1	EA	75
239	Service & panel, 200 amp, meter socket	EA	2
	ON-SITE RETAINING WALLS		
240	Retaining Walls, exposed plus 2' assumed buried	SF	3,331
241	Retaining Wall Footer	LF	1,466
	DRY UTILITIES		
242	Dry Utility Main T&B.	LF	23349
243	Dry Utility Coordination	LS	1
	PROJECT MISCELLANEOUS		
244	As-Built Plans for Project	LS	1
245	Project Construction Staking	LS	1
246	Project Traffic Control	LS	1
247	Project Testing	LS	1



REVISIONS

DATE	BY

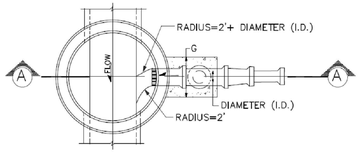
DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9557

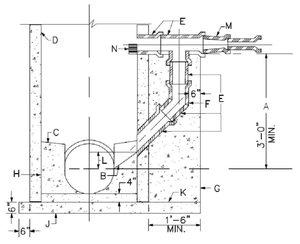
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

SUMMARY OF QUANTITIES

SCALE	DWG NO.	DATE
N/A		06/09/2025
	SHEET NO.	27



PLAN VIEW



CROSS SECTION A–A

CONSTRUCTION NOTES

A. 3' MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3' RESULTS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1" PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. 2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE INCOMING LINE. (INCOMING=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 6" MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 16'(FT) OR GREATER. NO4 BARS AT 12"(IN) O.C. EACH WAY OR PRECAST FOR MANHOLE DEPTH LESS THAN 16' IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

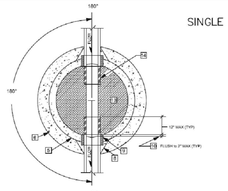
M. REDUCER

O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE W/TOP 1/2 PIPE REMOVED.

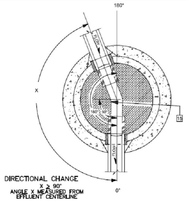
NOT TO SCALE

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 1
DRAWN BY: PPM	4-6-22	OUTSIDE DROP MANHOLE DETAIL
CADD REVISION BY: PPM		
APPROVED BY:		

SINGLE INFLUENT

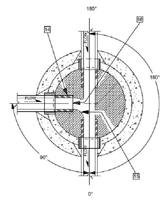


180° or STRAIGHT THROUGH

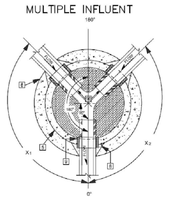


DIRECTIONAL CHANGE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE

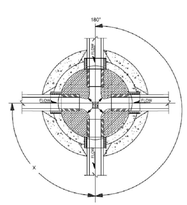
MULTIPLE INFLUENT



TEE, 90° & 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE



WYE
MINIMUM BEND 90°
MAXIMUM BEND 180°
ANGLE X MEASURED FROM EFFLUENT CENTERLINE



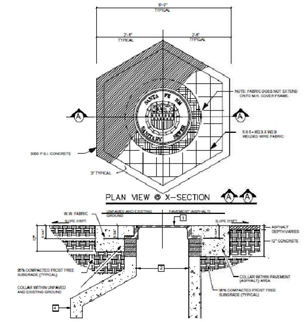
4-WAY TEE
ANGLE X MEASURED FROM EFFLUENT CENTERLINE
MINIMUM BEND 90°

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 sub-side of manhole a maximum of 12"(in) to bell of test joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CM-6
13	SHELF, to be 8"(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

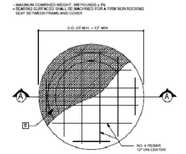
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 3
DRAWN BY: PPM	5-4-22	MANHOLE BASE CONNECTIONS
CADD REVISION BY: PPM		
APPROVED BY:		



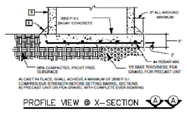
PLAN VIEW @ X–SECTION

PROFILE VIEW @ X–SECTION

CONCRETE COLLAR DETAIL



PLAN VIEW @ X–SECTION



PROFILE VIEW @ X–SECTION

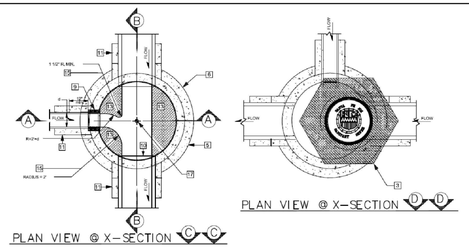
CONCRETE BASE DETAIL

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg.
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg.
3	CONCRETE COLLAR, refer to concrete collar detail Dwg.
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general notes.
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general notes.
6	CONCRETE BASE, refer to concrete base detail Dwg.
7	SEWER PIPE, refer to general notes.
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg.
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg.

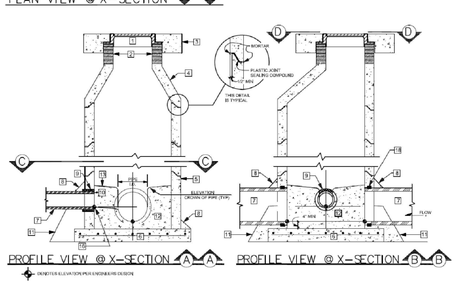
NOT TO SCALE

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 5
DRAWN BY: PPM		MISC. MANHOLE DETAILS
CADD REVISION BY: PPM		
APPROVED BY:		



PLAN VIEW @ X–SECTION

PLAN VIEW @ X–SECTION



PROFILE VIEW @ X–SECTION

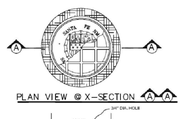
PROFILE VIEW @ X–SECTION

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 sub-side of manhole a maximum of 12"(in) to bell of test joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CM-6
13	SHELF, to be 8"(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

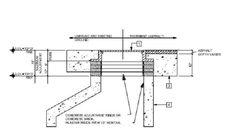
CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 2
DRAWN BY: PPM		MANHOLE DETAIL
CADD REVISION BY: PPM		
APPROVED BY:		



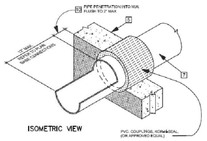
PLAN VIEW @ X–SECTION

PROFILE VIEW @ X–SECTION

MANHOLE FRAME & COVER DETAIL



MANHOLE ADJUSTMENT DETAIL

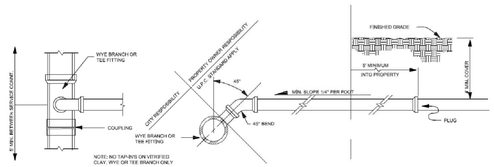


MANHOLE ADAPTER DETAIL

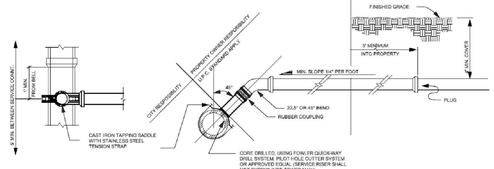
LEGEND

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

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 4
DRAWN BY: PPM		MISC. MANHOLE DETAILS
CADD REVISION BY: PPM		
APPROVED BY:		



TO EXISTING VITRIFIED CLAY (V.C.) SEWER LINE



TO EXISTING PVC SEWER LINE

SERVICE CONNECTION DETAILS

NOT TO SCALE

CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION		
SANITARY SEWER STANDARD CONSTRUCTION DETAILS		
DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS	DETAIL SHEET 6
DRAWN BY: PPM		SERVICE CONNECTION DETAILS
CADD REVISION BY: PPM		
APPROVED BY:		

REVISIONS	
DATE	BY

DESIGN ENGINUITY

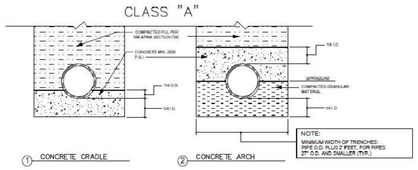
Santa Fe, New Mexico
(505) 984-9551

CITY OF SANTA FE

SEWER DETAILS

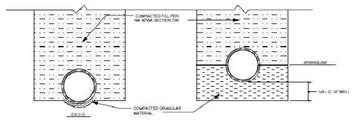
SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 A

CLASS "A"



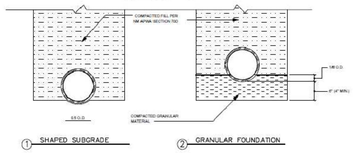
1 CONCRETE CRADLE 2 CONCRETE ARCH

CLASS "B"



1 SHAPED SUBGRADE WITH GRANULAR FOUNDATION 2 GRANULAR FOUNDATION

CLASS "C"



1 SHAPED SUBGRADE 2 GRANULAR FOUNDATION

NOT TO SCALE

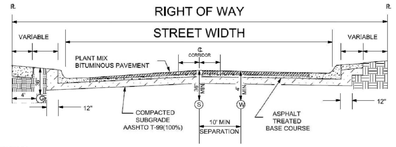
NOTE: NO ROCK WITH ANY DIMENSION GREATER THAN 6" ALLOWED TO BE PLACED IN THE TRENCH.

City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

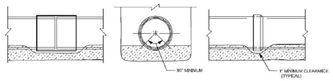
SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS		DETAIL SHEET 7
DRAWN BY: PFN	1/A	1/A	BEDDING DETAILS
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	



NOT TO SCALE

TYPICAL UTILITIES SEPARATION DETAIL



BELL OR COUPLING INSTALLATION DETAIL



NOTE: USE AT RIVER AND ARROYO CROSSINGS

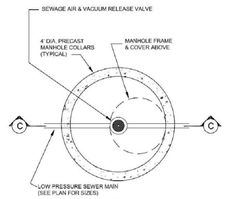
RESTRAINED JOINT DETAIL

City of Santa Fe New Mexico

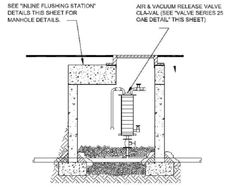
CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS		DETAIL SHEET 9
DRAWN BY: PFN	1/A	1/A	MISCELLANEOUS DETAILS
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	



PLAN



SECTION C-C

GENERAL NOTES

FOR DETAILS OF MANHOLE FRAMES, COVERS AND GENERAL CONSTRUCTION NOTES, SEE SHEET 12. MANHOLES SHALL HAVE NO STEPS.

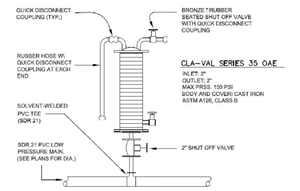
AIR VACUUM RELEASE VALVE SHALL BE INSTALLED AT ALL HIGHPOINTS WITHIN A PRESSURE SEWER LINE AND WHEREVER THERE ARE SIGNIFICANT CHANGES IN THE SLOPE OF THE PRESSURE LINE, AS DETERMINED BY THE WASTEWATER MANAGEMENT DIVISION.

CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OR CATALOG CUTS OF VALVES TO ENGINEER PRIOR TO INSTALLATION.

PROVIDE METALLIC LOCATE-TAPE 12" ABOVE LOW PRESSURE SEWER MAIN LINE.

HOMEOWNER SHALL CONTACT THE LOCAL REPRESENTATIVE FOR ENVIRONMENT ONE E-SERIES GRINDER PUMP, ACCESSORIES, INSTALLATION INSTRUCTIONS, OPERATING INSTRUCTIONS, INSPECTION AND WARRANTY START-UP. OTHER PUMP MANUFACTURERS SHALL NOT BE ACCEPTABLE.

ALL FITTINGS & PIPE SHALL BE SCH 80 PVC OR SCH 40 SS WITHIN MANHOLE. TRANSITION TO MATERIAL FOR LPSS OUTSIDE MANHOLE.



VALVE DETAIL

AIR + VACUUM RELEASE VALVE STATION

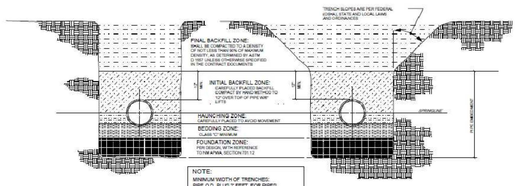
NOT TO SCALE

City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS		DETAIL SHEET 15
DRAWN BY: PFN	1/A	1/A	VACUUM RELEASE VALVE DETAIL
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	



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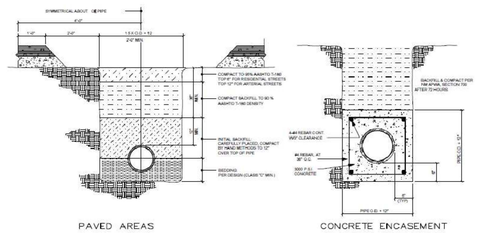


PAVED AREAS CONCRETE ENCASEMENT

NOTE: NO ROCK WITH ANY DIMENSION GREATER THAN 6" ALLOWED TO BE PLACED IN THE TRENCH.

NOT TO SCALE

City of Santa Fe New Mexico

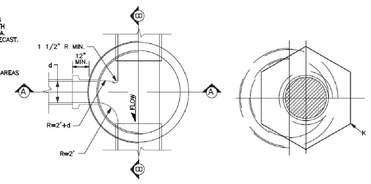
CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

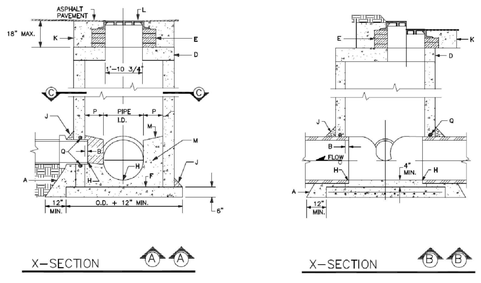
SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS		DETAIL SHEET 8
DRAWN BY: PFN	1/A	1/A	TRENCH DETAILS
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORT SHALL EXTEND OUTSIDE OF M.H. TO SELL 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 CONCRETE ADJ. RINGS 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 15' OR GREATER. NO 4 BARS AT 12" O.C. EA. WAY FOR M.H. LESS THAN 16' IN DEPTH OR PRECAST.
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' DIA. HEXAGON 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. KOR-N-SEAL GASKET OR APPROVED EQUAL





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', 5' & 8' MANHOLES.
4. M.H. GREATER THAN 16' 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.

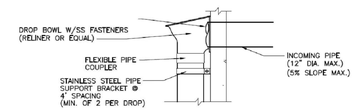
NOT TO SCALE

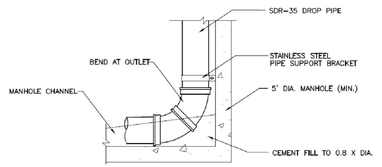
City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV: FEBRUARY 2022	REVISIONS		DETAIL SHEET 10
DRAWN BY: PFN	1/A	1/A	MANHOLE TYPE "C" DETAIL
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	





TYPICAL INSTALLATION

NOT TO SCALE

City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: FEBRUARY 2022	REVISIONS		DETAIL SHEET 17
DRAWN BY: PFN	1/A	1/A	INSIDE DROP MANHOLE DETAIL
CADD REVISION BY: PFN	2/A	2/A	
APPROVED BY:	3/A	3/A	

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 991-9591

CITY OF SANTA FE

SEWER DETAILS

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 B

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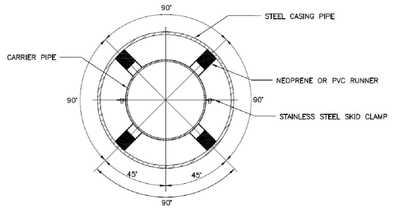


SECTION VIEW

CARRIER PIPE NOMINAL DIA.	CASING PIPE	
	MIN. OD	MIN. WALL THICKNESS
4"	12"	0.188
6"	16"	0.250"
8"	18"	0.282"
12"	22"	0.344"
16"	28"	0.406"
20"	32"	0.469"

NOTES:
1. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION.
2. CARRIER PIPE SHALL BE RESTRAINED AT ALL JOINTS WITHIN THE CASING PIPE
3. A SKID SHALL BE INSTALLED EVERY THREE (3) FEET ALONG CARRIER PIPE AND SHALL HAVE A SKID WITHIN TWO (2) FEET OF EACH END OF THE CASING PIPE.
4. AN APPROVED END CASING SEAL SHALL BE INSTALLED ON BOTH ENDS OF THE CASING PIPE.
5. CASING PIPE TO BE INSTALLED BY JACK AND BORE METHODS.

NOT TO SCALE

City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: FEBRUARY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

DETAIL SHEET 20
CASING DETAIL

SANITARY SEWER GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET A LETTER WILL BE REQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION PRIOR TO COMMENCING ANY BUILDING SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" AND THE CITY OF SANTA FE STANDARD SPECIFICATIONS FOR SEWER EXTENSIONS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS.
5. ALL MODIFICATIONS TO THE SANITARY SEWER PLAN MUST BE REVIEWED AND APPROVED IN WRITING BY THE CITY'S WASTEWATER MANAGEMENT DIVISION PRIOR TO CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTION.
7. CORE DRILLING IS REQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
8. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT VIDEO INSPECTIONS AND LOGS, PRESSURE TESTS, COMPACTION TESTS, CONCRETE CYLINDER TESTS, LOCATE WIRE CONTINUITY, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED.WHEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER AUTHORIZING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
9. ALL SEWER MAINSLUES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
10. LOCATE WIRES SHALL BE INSTALLED FOR ALL SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE A CONTINUOUS 12 GAGE, SOLID STRAND INSULATED COPPER WIRE.
11. OFF ROAD SANITARY SEWER – CALL THE WASTEWATER MANAGEMENT DIVISION AT 505-955-4650 FOR A FIELD REVIEW OF THE GRADE OF ALL OFF ROAD SANITARY SEWER ROADS TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES. THE GRADES MAY BE REQUIRED BASED UPON A FINAL INSPECTION. ADDITIONAL BANK AND EROSION PROTECTION MAY BE REQUIRED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
12. FOR RECORD FINAL DRAWINGS: SHOW CORRECTED DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS, AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORD DRAWINGS, A SEPARATE SUMMARY TABLE, ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED.THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES, AND DEPTHS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES, AND DEPTHS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC SEWER, THE TIE TO A CITY CONTROL MONUMENT, AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
13. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING, AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGE RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM SHALL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
14. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION FOR ALL BUILDING SEWER LINES CONNECTED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
15. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS, OR OTHER OBSTRUCTIONS THAT CROSS THE PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
16. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER LATERAL AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER. IT IS SUGGESTED THAT THE OWNER/DEVELOPER RETAIN A COPY OF THE VIDEO INSPECTION FILES AS WELL AS THE VIDEO LOGS. EACH SEWER LATERAL SHALL BE VIDEO INSPECTED BY THE CITY PRIOR TO THE FINAL INSPECTION. ALL CALLS RECEIVED BY THE WASTEWATER MANAGEMENT DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
17. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (AT 505-955-46130) FOR A FINAL MANHOLE INSPECTION AND FINAL FLUSHING OF THE SEWER LINES. THE CITY'S PLUMBING AND MECHANICAL INSPECTOR WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS.
18. WHEN REQUIRED BY THE WASTEWATER MANAGEMENT DIVISION, THE EXISTING SANITARY SEWER LINE MUST BE VIDEO INSPECTED PRIOR TO A NEW SERVICE CONNECTION BEING MADE. THIS WILL ALSO BE REQUIRED AFTER A NEW SERVICE CONNECTION HAS BEEN COMPLETED. THIS IS TO ENSURE THAT THE EXISTING SANITARY SEWER LINE IS NOT DAMAGED AND THAT THE NEW SERVICE IS PROPERLY INSTALLED.
19. A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN A SEWER LINE AND ANY STORM DRAIN PIPING.
20. ALL SEWER SERVICE LATERAL CONNECTIONS TO SEWER MAINS 12" OR GREATER IN DIAMETER MUST BE MADE TO AT AN EXISTING OR NEW MANHOLE. SEWER SERVICE CONNECTIONS TO SEWER MAINS WITH A PIPE DIAMETER OF 10" OR GREATER WILL NOT BE MADE WITHOUT APPROVAL FROM THE WASTEWATER MANAGEMENT DIVISION.
21. SEWER BACKWATER CHECK VALVES SHALL BE REQUIRED ON ALL SEWER LATERALS, PER THE CITY OF SANTA FE PLUMBING CODE.
22. ALL PVC SEWER PIPE 8" AND GREATER SHALL BE SDR-26PVC PIPE. ALL 4" AND 6" SEWER PIPE SHALL BE SCH 40 PVC PIPE.
23. ALL AS-BUILT SEWER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED BY THE LICENSED DESIGN ENGINEER. AS-BUILT DATA SUPPLIED BY OTHER THAN THE LICENSED DESIGN ENGINEER SHALL NOT BE VALID FOR AS-BUILT SUBMISSION.
24. ALL EXISTING AND NEW PUBLIC MANHOLES WITHIN A PROJECT SHALL HAVE ACCESS FOR CITY SEWER MAINTENANCE EQUIPMENT. ALL ACCESS IS SUBJECT TO FIELD VERIFICATION AND MODIFICATION AS REQUIRED BY THE WASTEWATER MANAGEMENT DIVISION PRIOR TO FINAL PROJECT CLOSE OUT WITH THE CITY OF SANTA FE.
25. ALL SEWER LINE CROSSINGS OF RIVERS , STREAMS, ARROYOS, DRAINAGE CHANNELS, ETC. SHALL REQUIRE A BASIS OF DESIGN ANALYSIS PREPARED BY A LICENSED ENGINEER.
26. PVC SEWER PIPE SHALL RUN CONTINUOUS THROUGH MANHOLES WHEN PIPE OF APPROXIMATE EQUAL SIZE AND SLOPE ARE ENTERING AND LEAVING THE MANHOLE.
27. ALL NEW CONNECTIONS TO AN EXISTING SANITARY SEWER MANHOLE SHALL INCLUDE THE REHABILITATION REQUIRED SO THAT THE SEWER MANHOLE MEETS THE REQUIREMENTS OF THE CITY OF SANTA FE, WASTEWATER MANAGEMENT DIVISION STANDARD CONSTRUCTION DETAILS.

LOW PRESSURE SEWER NOTES

1. ALL COSTS ASSOCIATED WITH THE OPERATION, MAINTENANCE, AND REPLACEMENT OF GRINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILITY OF THE LOT OWNER AND/OR THE OWNER'S ASSOCIATION. FOR GRINDER PUMPS THAT CONNECT TO A PRESSURE SEWER MAIN, THE GRINDER PUMP SHALL BE MODEL MANUFACTURED BY ENVIRONMENT ONE CORPORATION OR A TYPE APPROVED BY THE CITY OF SANTA FE, WASTEWATER MANAGEMENT DIVISION. FOR PUMPS THAT CONNECT TO A GRAVITY MAIN, THE PUMP SHALL BE OF A TYPE APPROVED BY THE CITY OF SANTA FE PLUMBING CODE.
2. ALL PRESSURE SEWER SYSTEMS SHALL BE HYDROSTATICALLY PRESSURE TESTED @ 120 PSI FOR 2 HOURS MINIMUM. THE TEST IS TO BE WITNESSED AND CERTIFIED BY THE PROJECT ENGINEER OR AUTHORIZED REPRESENTATIVE. NO HYDROSTATIC TESTING SHALL OCCUR WHEN AIR TEMPERATURES ARE BELOW 35° F. PRIOR TO ACCEPTANCE BY THE CITY OF SANTA FE, ALL PRESSURE SEWER SYSTEM MAIN LINES WILL BE FILLED WITH WATER.
3. NO PUBLIC PRESSURE SEWER SYSTEM PIPING MAY BE INSTALLED IN A COMMON TRENCH WITH OTHER UTILITIES.
4. AN APPROVED CHECK VALVE AND ISOLATION VALVE ARE REQUIRED ON ALL LOW PRESSURE SEWER SERVICE LINES, AS PER THE CITY OF SANTA FE STANDARD SPECIFICATIONS FOR SANITARY SEWER EXTENSIONS.

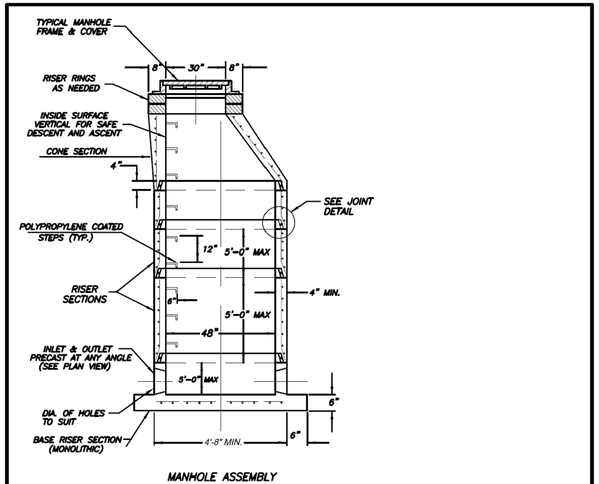
City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

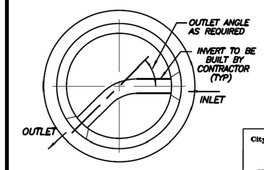
SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: FEBRUARY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

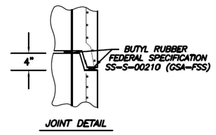
DETAIL SHEET 23
GENERAL NOTES



MANHOLE ASSEMBLY



PLAN VIEW OF PRECAST MANHOLE BASE



JOINT DETAIL

NOT TO SCALE

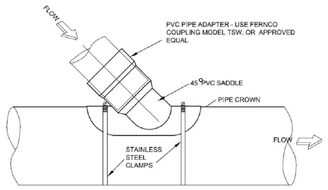
City of Santa Fe New Mexico

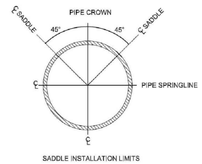
CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV.: FEBRUARY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

DETAIL SHEET 25
4' DIA. PRE-CAST MANHOLE





SADDLE INSTALLATION LIMITS

NOT TO SCALE

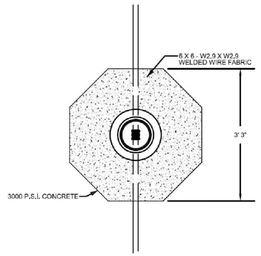
City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

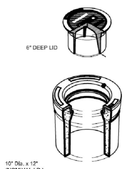
SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 1992 REV.: FEBRUARY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

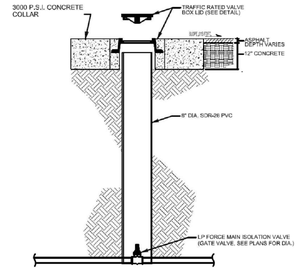
DETAIL SHEET 21
PVC SERVICE TAP SADDLE



TRAFFIC RATED VALVE BOX DETAIL
PLAN VIEW



TRAFFIC RATED VALVE COVER
JENSEN PRECAST MODEL HTV10-3 OR EQUAL



TRAFFIC RATED VALVE BOX DETAIL
CROSS SECTION

NOT TO SCALE

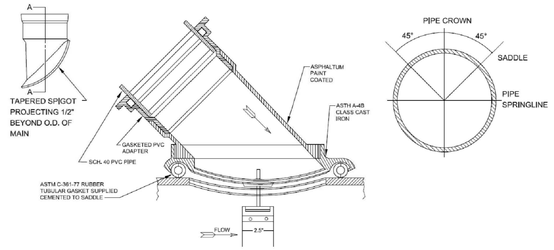
City of Santa Fe New Mexico

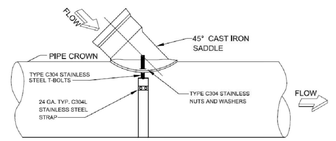
CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: JULY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

DETAIL SHEET 24
TRAFFIC RATED VALVE BOX LID





NOTE: SADDLE TO BE GENECO E40 OR EQUAL

NOT TO SCALE

City of Santa Fe New Mexico

CITY OF SANTA FE
WASTEWATER MANAGEMENT DIVISION

SANITARY SEWER
STANDARD CONSTRUCTION DETAILS

DATE: FEBRUARY 2022 | REVISIONS
DRAWN BY: MPH
CADD REVISION BY: MPH
APPROVED BY:

DETAIL SHEET 22
VCP/DI LATERAL SADDLE

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

CITY OF SANTA FE

SEWER DETAILS

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 C

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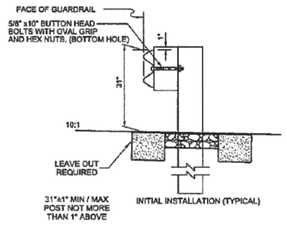
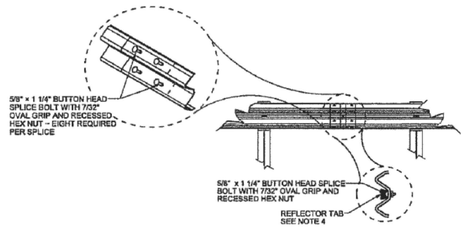
SUMMARY
FILENAME



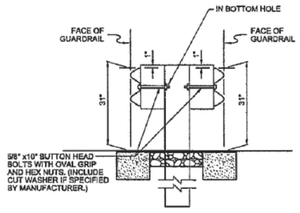
SINGLE FACE W-BEAM GUARDRAIL

NOTES

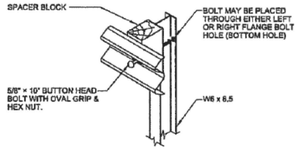
1. SINGLE AND DOUBLE FACE W-BEAM GUARDRAIL POST SPACING SHALL BE 6'-3" ON CENTER.
2. SINGLE AND DOUBLE FACE W-BEAM GUARDRAIL SHALL USE W6 x 8.5 STEEL POSTS FOR SPACER BLOCK DETAILS.
3. EXISTING POSTS SHALL NOT BE RAISED. REPLACE POSTS AS NECESSARY TO ACHIEVE REQUIRED GUARDRAIL HEIGHT.
4. REFLECTOR TABS SHALL BE PLACED AT 25' INTERVALS (EVERY 25' AT SPLICE) ON ALL GUARDRAIL INSTALLATIONS (12'-6" ON 2 LANE HIGHWAY). THE COLOR OF THE REFLECTIVE SHEETING ON THE REFLECTOR TABS SHALL BE THE SAME AS THE COLOR OF THE SHOULDER LINE PAVEMENT MARKING IN FRONT OF THE BARRIER. TABS SHALL HAVE A MINIMUM OF 8.75 SQ. IN. OF TYPE VIII OR BETTER REFLECTIVE SHEETING ON BOTH SIDES AND SHALL ATTACH SECURELY UNDER HEAD OF 5/8" BUTTON HEAD BOLT.
5. SPLICES SHALL BE LAPPED SO THE FREE END DOES NOT FACE TRAFFIC FLOW.
6. CONSTRUCTION TOLERANCE SHALL BE ± 1" FOR GUARDRAIL HEIGHT FOR SINGLE OR DOUBLE FACE.
7. GUARDRAIL FACE MAY BE PLACED AT EDGE OF SHOULDER ONLY WHEN SLOPES BEHIND GUARDRAIL WILL NOT ALLOW FOR 2' TYPICAL SETBACK.
8. CONSTRUCT POST LEAVE OUT FOR EVERY W-BEAMS INSTALLATION.
9. LEAVE OUT SHALL BE USED IN CONCRETE AT ALL TIMES REGARDLESS OF POST FOR W-BEAM OR THRIE BEAM. LEAVE CUT SHALL BE REQUIRED ON ALL GUARDRAIL POSTS IN CONCRETE.



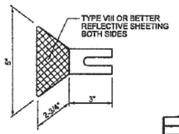
REFLECTOR TABS AT SPLICE



DOUBLE FACE W-BEAM GUARDRAIL



ASSEMBLY DETAIL W-BEAM



REFLECTORIZED WASHER

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

W-BEAM GUARDRAIL

APPROVED _____ DESIGN ENGINEER _____ DATE

605-GR31-1/20

AFSHIN JAM — NEW MEXICO — 18226 — 1-13-16 — LICENSED PROFESSIONAL ENGINEER

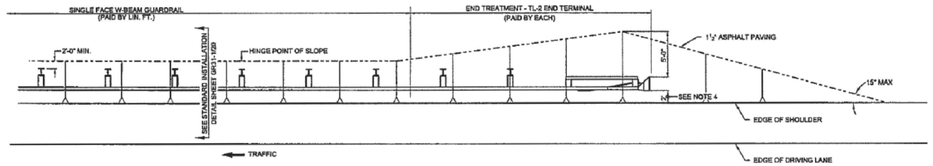
DRAWING SCALE = NOT TO SCALE

dgn \\Preliminary drawings A-drawings\old\Working Folder-GR Type 31 Standards\GR31-1 Beam Guardrail Types 1-2.dgn

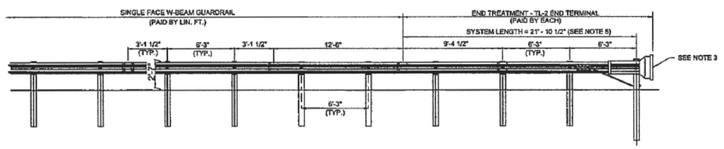
SUMMARY
FILENAME

NOTES:

1. END TREATMENT SHOWN IS A GENERAL DEPICTION OF A NOMINAL 37'-6" NMDOT ACCEPTED END TERMINAL THAT IS FHWA ACCEPTED AS CRASHWORTHY AT TEST LEVEL 2 (TL-2) AND MAY BE USED IN APPLICATIONS WITH SPEEDS OF 40 MPH OR LESS.
2. ACCEPTED END TERMINALS, ON THE DEPARTMENT'S APPROVED PRODUCT LIST SHALL BE INSTALLED ACCORDING TO MANUFACTURERS' INSTALLATION INSTRUCTIONS.
3. A REFLECTORIZED OBJECT MARKER SHALL BE INSTALLED. ADHESIVE BACKED REFLECTIVE SHEETING MAY BE APPLIED DIRECTLY TO GUARDRAIL END TREATMENT IMPACT HEAD AS PER THE MANUFACTURERS RECOMMENDATION. DIRECT APPLIED SHEETING SHALL PROVIDE A SMOOTH SURFACE AND HAVE NO WRINKLES, AIR BUBBLES, CUTS OR TEARS. REFLECTIVE MATERIAL SHALL BE TYPE VIII OR BETTER WITH YELLOW BACK GROUND AND BLACK CHEVRON STRIPES. STRIPES SHALL BE ORIENTED WITH THEIR TOPS AWAY FROM TRAFFIC AND ANGLED DOWN AT 45° TOWARDS TRAFFIC.
4. THESE END TREATMENTS DO NOT REQUIRE AN OFFSET AT THE END. END TREATMENTS SHALL BE INSTALLED ENSURING THE END PIECE IS 2' OFF THE SHOULDER. A MAXIMUM FLARE OF 25:1 OR FLATTER OVER THE LENGTH OF THE TREATMENT IS ALLOWED.
5. END TREATMENTS SHALL BE OF THE LENGTH AND TEST LEVEL SPECIFIED IN THESE DRAWINGS AND AS SPECIFIED BY THE MANUFACTURER FOR THE INTENDED END TREATMENT TYPE TEST LEVEL. ONLY END TREATMENTS CURRENTLY ON THE NMDOT APPROVED PRODUCTS LIST WILL BE ACCEPTED FOR INSTALLATION. FOR SPECIFIC END TREATMENT DETAILS, SEE MANUFACTURERS' DRAWINGS.
6. SHOP DRAWINGS AND MANUFACTURERS' INSTALLATION INSTRUCTIONS SHALL BE SUBMITTED BY THE CONTRACTOR TO THE PROJECT MANAGER A MINIMUM OF FIVE DAYS PRIOR TO INSTALLATION TO ENSURE THAT THE COMPONENTS DELIVERED AND INSTALLED BY THE CONTRACTOR ARE IN ACCORDANCE WITH THE MANUFACTURER'S DRAWINGS, SPECIFICATIONS, AND INSTALLATION INSTRUCTIONS.
7. WARP ALL GRADE TRANSITIONS TO CREATE SMOOTH SURFACE CONTOURS.
8. CONSTRUCT POST LAVE OUTS FOR W-BEAMS WHEN THEY ARE RESTRAINED BY ROCK, ASPHALT, OR CONCRETE SHALL USE LEAVE-OUT. REFER TO MANUFACTURE'S MANUAL FOR MORE DETAIL ON LEAVE-OUT REQUIREMENTS.



PLAN VIEW



ELEVATION VIEW

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

END TREATMENT
TL-2 END TERMINAL

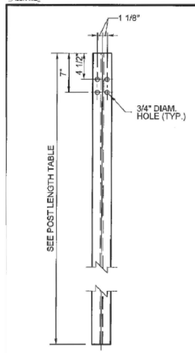
APPROVED _____ DESIGN ENGINEER _____ DATE

605-GR31-8/20

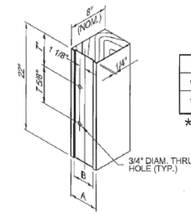
AFSHIN JAM — NEW MEXICO — 18226 — 1-13-16 — LICENSED PROFESSIONAL ENGINEER

DRAWING SCALE = NOT TO SCALE

SUMMARY
FILENAME



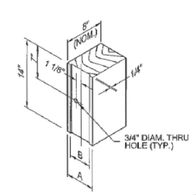
STEEL POST



POST	A	B
W6 × 8.5	6"*	4 1/4"
W6 × 15	8"*	6 1/4"

* NOMINAL (NOM.)

THRIE BEAM SPACER BLOCK FOR STEEL POST
SEE NOTE



W-BEAM SPACER BLOCK FOR STEEL POST
SEE NOTE

POST LENGTH TABLE	
DESCRIPTION	STEEL
SINGLE FACE W-BEAM	6' - 0"
DOUBLE FACE W-BEAM	8' - 0"
SINGLE FACE THRIE-BEAM	6' - 6"
DOUBLE FACE THRIE-BEAM	7' - 0"

NOTE:
SPACER BLOCKS MAY CONSIST OF WOOD, PLASTIC, OR COMPOSITE MATERIAL ON THE APPROVED PRODUCTS LIST.

AFSHIN JAM — NEW MEXICO — 18226 — 5-6-14 — LICENSED PROFESSIONAL ENGINEER

DRAWING SCALE = NOT TO SCALE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

BEAM GUARDRAIL
POSTS AND BLOCKS

APPROVED _____ DESIGN ENGINEER _____ DATE

606-GR31-4/20

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS
W-BEAM GUARDRAIL

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 D

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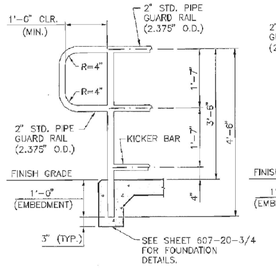
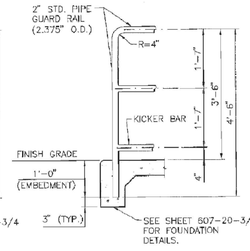
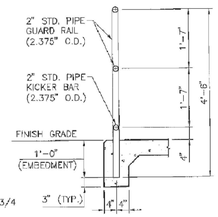


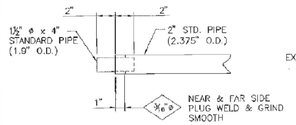
DETAIL @ RAIL END TYPE A



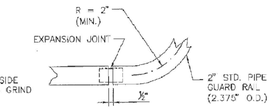
DETAIL @ RAIL END TYPE B



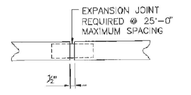
TYPICAL SECTION THRU RAIL



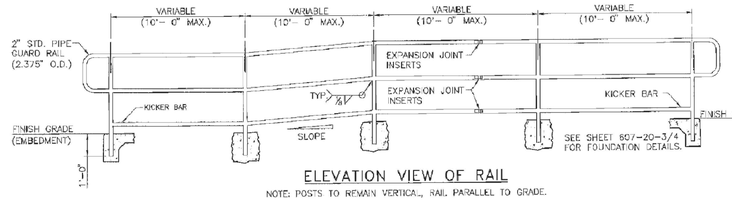
DETAIL @ EXPANSION JOINT INSERTS



DETAIL OF RAIL TRANSITION AT HORIZONTAL CURVE (PLAN VIEW SHOWN)



DETAIL @ EXP. JOINT



ELEVATION VIEW OF RAIL

NOTE: POSTS TO REMAIN VERTICAL, RAIL PARALLEL TO GRADE.

GENERAL NOTES:

1. DESIGN AND CONSTRUCTION SHALL CONFORM TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION AND SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
2. STEEL STRUCTURES SHALL CONFORM TO SECTION 541 – STEEL STRUCTURES OF THE STANDARD SPECIFICATIONS AND AASHTO M 270, GRADE 50. TUBING SHALL CONFORM TO ASTM A 500, GRADE B.
3. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF AASHTO M 111 OR AASHTO M 298.
4. WELDING SHALL MEET THE REQUIREMENTS OF ANSI/AWS D 1.1 STRUCTURAL WELDING CODE, AND SECTION 541 OF THE STANDARD SPECIFICATIONS. ALL WELDS SHALL BE GROUND SO AS TO REMOVE ALL BURS OR PROTUBERANCES WHICH COULD TRAP FOREIGN MATERIALS OR CAUSE HARM TO A PEDESTRIAN.
5. THE FABRICATOR SHALL FURNISH TO THE BRIDGE ENGINEER SIX COPIES OF MILL TEST REPORTS OF ALL STRUCTURAL STEEL ITEMS, WELDING ELECTRODES, AND FLUX COMBINATIONS IN CONFORMANCE WITH SUBSECTION 541.3.2.1 OF THE STANDARD SPECIFICATIONS.
6. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE PROJECT MANAGER SHALL SELECT EITHER TYPE A OR TYPE B RAILING ENDS, AND SCHEME 1 OR SCHEME 2 FOR FOUNDATIONS.
7. 1" STANDARD PIPE HANDRAIL SHALL BE USED FOR GRADES EQUAL TO OR EXCEEDING 5%. 1" STANDARD PIPE HANDRAIL SHALL BE USED FOR GRADES LESS THAN 5%, WHEN SPECIFIED IN THE PLANS.
8. POSTS SHALL BE VERTICAL. ALL RAILS SHALL BE PARALLEL TO EACH OHTER AND TO GRADE.
9. BREAKS IN VERTICAL ALIGNMENTS SHALL BE AT THE CENTER LINES OF THE VERTICAL POSTS.
10. CONCRETE SHALL BE CLASS "AA" AND SHALL BE INCLUDED IN THE BID PRICE FOR SIDEWALKS. IN INSTANCES WHERE THERE ARE NO SIDEWALKS, THE BID PRICE OF THE PEDESTRIAN RAILING INCLUDES THE COST OF CONCRETE TO SUPPORT THE POSTS.
11. RAIL POSTS SHALL BE CAST-IN-PLACE, OR SET IN OVERSIZED HOLES (3" IN DIAMETER) AND GROUTED AS OUTLINED IN SECTION 522 OR 523 OF THE STANDARDS SPECIFICATIONS.
12. AFTER GROUTING, THE CONTRACTOR SHALL SEAL THE JOINTS BETWEEN THE RAIL POSTS AND THE CONCRETE WITH SILICONE SEALANT APPROVED BY THE PROJECT MANAGER.
13. PAINTING AND/OR POWDER COATING OF STRUCTURAL STEEL SHALL CONFORM TO SECTION 545 OR SPECIAL PROVISIONS OF THE STANDARD SPECIFICATIONS. COLOR SHALL BE VERIFIED BY PROJECT MANAGER. REINFORCING BARS SHALL BE EPOXY COATED CONFORMING TO SECTION 540.

TIMOTHY A. MARTINEZ NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
1-10-13

DATE	BY	DESCRIPTION

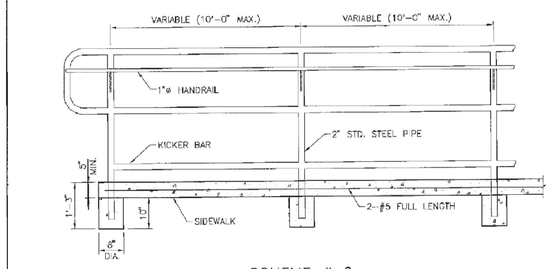
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

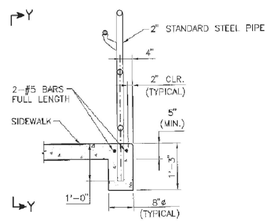
PEDESTRIAN RAILING WITHOUT HANDRAIL

DESIGNED BY: TM DRAWN BY: SKL CHECKED BY: YM/JTM

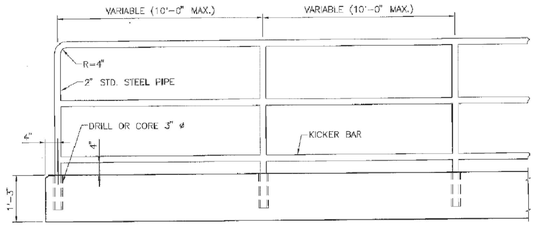
607-20-1/4 1 of 4



SCHEME # 2
(VIEW Y-Y)

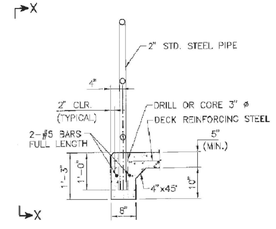


FOUNDATION SCHEME # 2
(FOR EDGE OF SIDEWALK INSTALLATION)



SCHEME # 1
(VIEW X-X)

NOTE: HANDRAILING OMITTED FROM VIEW. REFER TO GENERAL NOTE 7 ON DRAWING 607-20-1/4 WHEN HANDRAILING IS REQUIRED.



FOUNDATION SCHEME # 1
(FOR BRIDGE DECK OR EDGE OF SIDEWALK INSTALLATION)

TIMOTHY A. MARTINEZ NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
1-10-13

DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

PEDESTRIAN RAILING FOUNDATION DETAILS

DESIGNED BY: TM DRAWN BY: SKL CHECKED BY: YM/JTM

607-20-3/4 3 of 4

REVISIONS

DATE	BY

DESIGN ENGINUITY

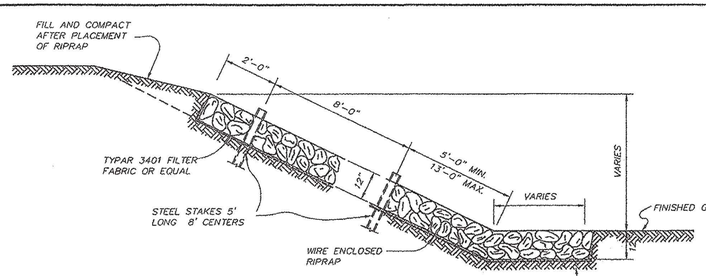
Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS

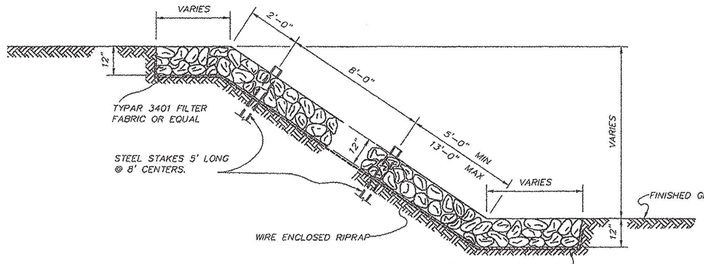
NMDOT PEDESTRIAN RAILING

SCALE	DWG NO.	DATE
N/A		06/28/2024
		SHEET NO. 28 E

E:\RICK\1-PROJECTS\DE\TIERRA C



RIPRAP SECTION TYPE A



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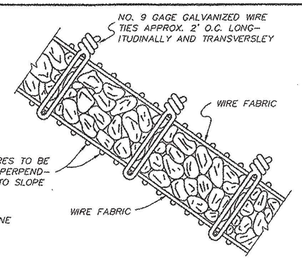
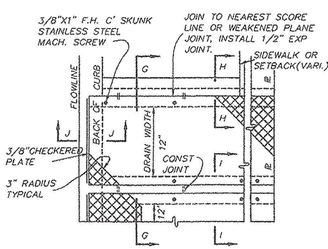
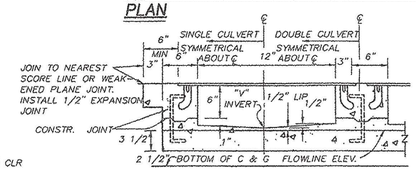


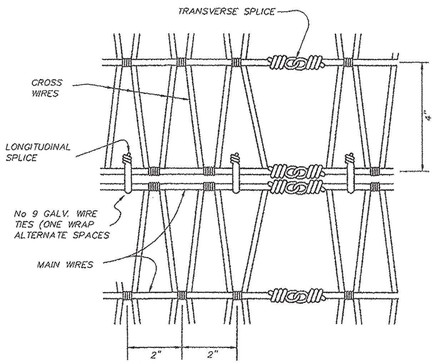
TYPICAL SECTION



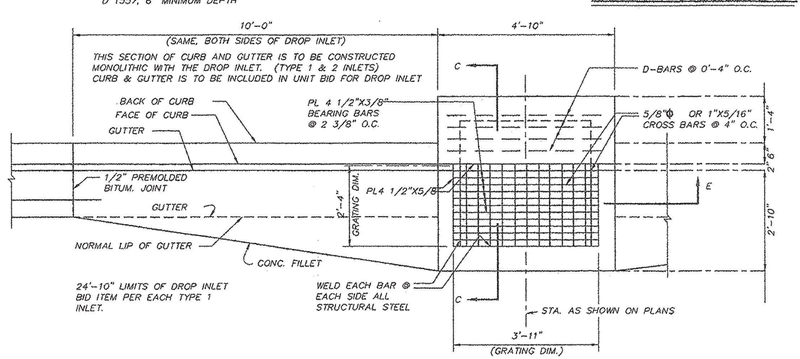
SINGLE AND OR MULTIPLE CULVERT PLAN



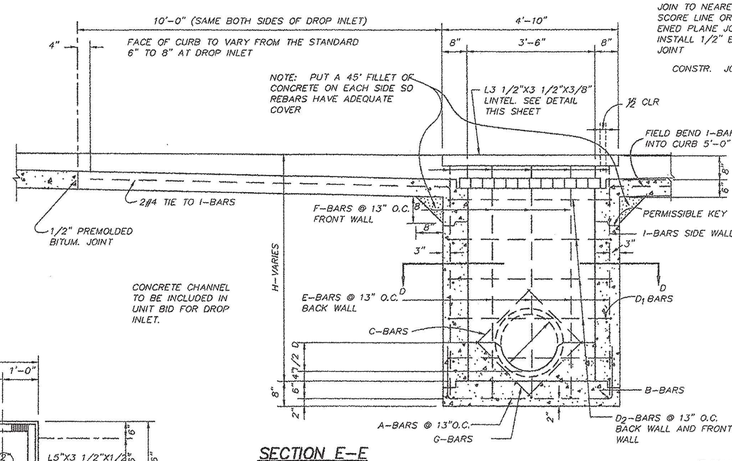
SECTION G–G



DETAIL OF WIRE FABRIC AND NORMAL SPLICE



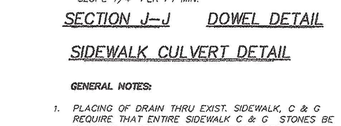
TYPE – 1 INLET PLAN



SECTION E–E

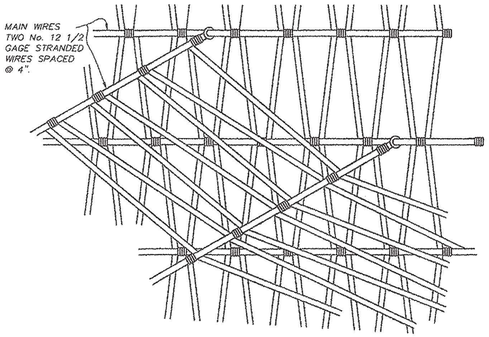
SECTION H–H

SECTION I–I

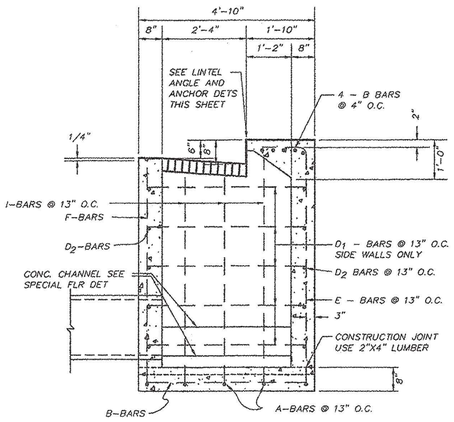


SECTION J–J

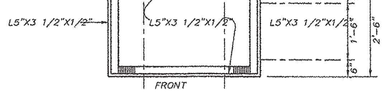
DOWEL DETAIL



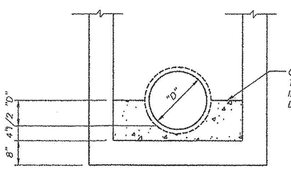
DETAIL OF SPLICE @ SKEWED INTERSECTION



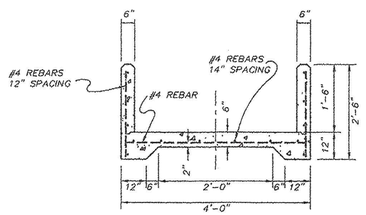
SECTION C–C



GRATING FRAME DETAIL

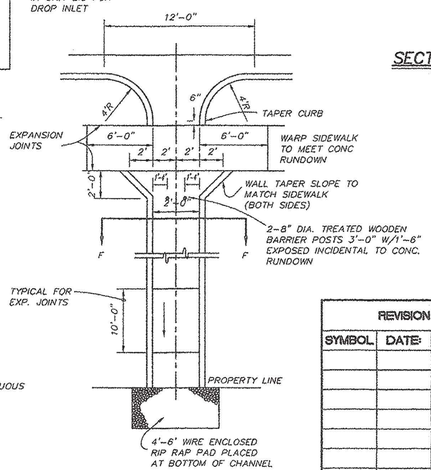


SPECIAL FLOOR DETAIL



NOTE: REINFORCING IS TO BE CONTINUOUS THRU EXPANSION JOINT

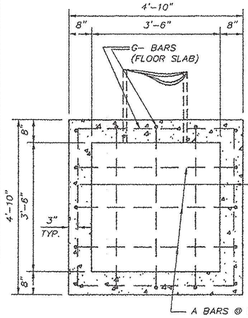
TYPICAL RUNDOWN DETAIL SECTION F–F



CONCRETE DRAINAGE RUNDOWN

RE–BAR SCHEDULE

BAR TYPE	SIZE & SHAPE	BAR NO.	BAR TYPE & QUANTITY
A	8 1 1/2" 4'-6" 8'-0"	#4	TYPE-1-8 REQUIRED TYPE-2-12 REQUIRED TYPE-3-6 REQUIRED
B	4'-6" 8'-0"	#4	TYPE-1-6 REQUIRED TYPE-2-6 REQUIRED
C	3'-6"	#4	TYPE-1-2 REQ'D PER OUTLET TYPE-2-2 REQ'D PER OUTLET
D_1	4'-6"	#4	TYPE-1-2 REQ'D PER FT HT. TYPE-2-2 REQ'D PER FT HT.
D_2	1'-10" 1 1/2" 2'-0" 8'-0"	#4	TYPE-1-2 REQ'D PER 1" HT. TYPE-2-2 REQ'D PER 1" HT.
E	"H" LESS 0'-4"	#4	TYPE-1-5 REQUIRED TYPE-2-9 REQUIRED
F	"H" LESS 0'-6"	#4	TYPE-1-3 REQUIRED TYPE-2-7 REQUIRED
G	2'-6"	#4	TYPE-1-2 REQ'D PER OUTLET TYPE-2-2 REQ'D PER OUTLET
H	5'-0" 8 1 1/2" "H" LESS 0'-11"	#4	TYPE-1-8 REQ'D FIELD BEND TYPE-2-8 REQ'D INTO CURB



SECTION D–D

SIDEWALK CULVERT DETAIL

GENERAL NOTES:

1. PLACING OF DRAIN THRU EXIST. SIDEWALK, C & G REQUIRE THAT ENTIRE SIDEWALK C & G STONES BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE, COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
4. SIDEWALK REPLACED DURING CONSTRUCTION TO BE POURED MONOLITHICALLY WITH CULVERT WALLS
5. FOR ALL CONCRETE, THE MINIMUM DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 4000 POUNDS PER SQUARE INCH. 7–BAG MIX AND THAT THE MINIMUM COARSE AGGREGATE SIZE ALLOWED WILL BE 1 INCH. PERCENTAGE OF AIR–ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 4 TO 7 PERCENT.
6. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

RIPRAP – GENERAL NOTES:

1. WIRE FABRIC IS TO BE GALVANIZED "V" MESH OF THE FOLLOWING CONSTRUCTION: MAIN WIRES; TWO NO. 12 1/2 GAGE STRANDED WIRES SPACED AT 4" CROSS WIRES; SINGLE NO 12 1/2 GAGE WIRES SPACED AT 2" WITH NOT LESS THAN TWO TURNS AROUND THE MAIN WIRES. APPROXIMATE WEIGHT; 48 POUNDS PER 100 SQUARE FEET
2. STEEL STAKES MAY BE RAILROAD RAILS WEIGHING NOT LESS THAN 30 LBS PER YARD, 4" O.D. STANDARD STRENGTH GALVANIZED STEEL PIPE OR 4X4X3/8 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 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"X4 3/4"
5. DETAIL FROM N M S H D DETAIL, SERIAL BRR–001–05

REVISION		
SYMBOL	DATE:	BY:

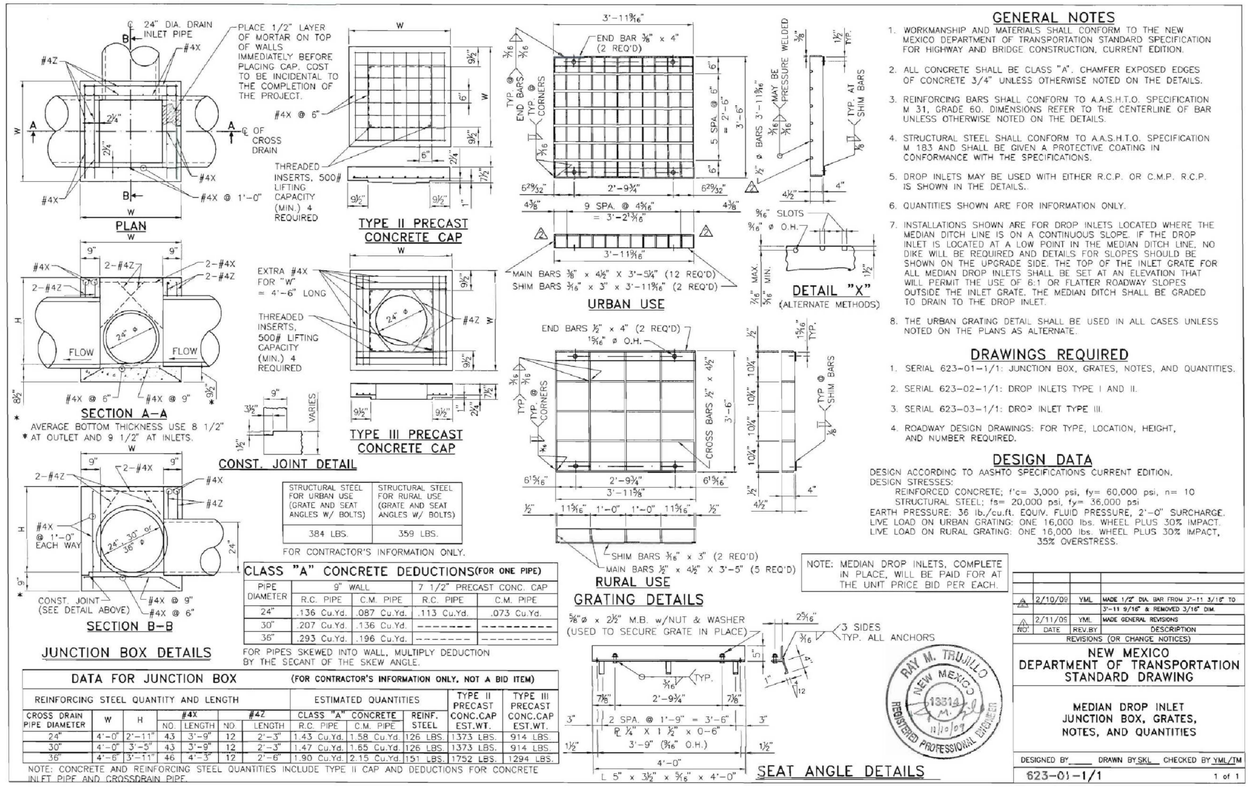
CITY OF SANTA FE

DRAINAGE DETAILS

DRAWN BY: CHARLIE GONZ CHECKED BY: DATE:

APPROVED BY: SFCC 8/26/87 SERIAL#

SHT. F



GENERAL NOTES

1. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. ALL CONCRETE SHALL BE CLASS "A". CHAMFER EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED ON THE DETAILS.
3. REINFORCING BARS SHALL CONFORM TO A.A.S.H.T.O. SPECIFICATION M 31, GRADE 60. DIMENSIONS REFER TO THE CENTERLINE OF BAR UNLESS OTHERWISE NOTED ON THE DETAILS.
4. STRUCTURAL STEEL SHALL CONFORM TO A.A.S.H.T.O. SPECIFICATION M 183 AND SHALL BE GIVEN A PROTECTIVE COATING IN CONFORMANCE WITH THE SPECIFICATIONS.
5. DROP INLETS MAY BE USED WITH EITHER R.C.P. OR C.M.P. R.C.P. IS SHOWN IN THE DETAILS.
6. QUANTITIES SHOWN ARE FOR INFORMATION ONLY.
7. INSTALLATIONS SHOWN ARE FOR DROP INLETS LOCATED WHERE THE MEDIAN DITCH LINE IS ON A CONTINUOUS SLOPE. IF THE DROP INLET IS LOCATED AT A LOW POINT IN THE MEDIAN DITCH LINE, NO DIKE WILL BE REQUIRED AND DETAILS FOR SLOPES SHOULD BE SHOWN ON THE UPGRADE SIDE. THE TOP OF THE INLET GRATE FOR ALL MEDIAN DROP INLETS SHALL BE SET AT AN ELEVATION THAT WILL PERMIT THE USE OF 6:1 OR FLATTER ROADWAY SLOPES OUTSIDE THE INLET GRATE. THE MEDIAN DITCH SHALL BE GRADED TO DRAIN TO THE DROP INLET.
8. THE URBAN GRATING DETAIL SHALL BE USED IN ALL CASES UNLESS NOTED ON THE PLANS AS ALTERNATE.

DRAWINGS REQUIRED

1. SERIAL 623-01-1/1: JUNCTION BOX, GRATES, NOTES, AND QUANTITIES.
2. SERIAL 623-02-1/1: DROP INLETS TYPE I AND II.
3. SERIAL 623-03-1/1: DROP INLET TYPE III.
4. ROADWAY DESIGN DRAWINGS: FOR TYPE, LOCATION, HEIGHT, AND NUMBER REQUIRED.

DESIGN DATA

DESIGN ACCORDING TO AASHTO SPECIFICATIONS CURRENT EDITION.
DESIGN STRESSES:
REINFORCED CONCRETE; f'c= 3,000 psi, fy= 60,000 psi, n= 10
STRUCTURAL STEEL; fs= 20,000 psi, fy= 36,000 psi
EARTH PRESSURE: 36 lb./cu.ft. EQUIV. FLUID PRESSURE, 2'-0" SURCHARGE.
LIVE LOAD ON URBAN GRATING: ONE 16,000 lbs. WHEEL PLUS 30% IMPACT.
LIVE LOAD ON RURAL GRATING: ONE 16,000 lbs. WHEEL PLUS 30% IMPACT, 35% OVERSTRESS.

STRUCTURAL STEEL FOR URBAN USE (GRATE AND SEAT ANGLES W/ BOLTS)	STRUCTURAL STEEL FOR RURAL USE (GRATE AND SEAT ANGLES W/ BOLTS)
384 LBS.	359 LBS.

FOR CONTRACTOR'S INFORMATION ONLY.

NOTE: MEDIAN DROP INLETS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE UNIT PRICE BID PER EACH.

CLASS "A" CONCRETE DEDUCTIONS (FOR ONE PIPE)

PIPE DIAMETER	9" WALL		7 1/2" PRECAST CONC. CAP	
	R.C. PIPE	C.M. PIPE	R.C. PIPE	C.M. PIPE
24"	.136 Cu.Yd.	.087 Cu.Yd.	.113 Cu.Yd.	.073 Cu.Yd.
30"	.207 Cu.Yd.	.136 Cu.Yd.	--------	--------
36"	.293 Cu.Yd.	.196 Cu.Yd.	--------	--------

FOR PIPES SKEWED INTO WALL, MULTIPLY DEDUCTION BY THE SECANT OF THE SKEW ANGLE.

DATA FOR JUNCTION BOX (FOR CONTRACTOR'S INFORMATION ONLY, NOT A BID ITEM)

REINFORCING STEEL QUANTITY AND LENGTH							ESTIMATED QUANTITIES			TYPE II PRECAST CONC.CAP EST.WT.	TYPE III PRECAST CONC.CAP EST.WT.
CROSS DRAIN PIPE DIAMETER	W	H	#4X NO.	#4X LENGTH	#4Z NO.	#4Z LENGTH	CLASS "A" CONCRETE R.C. PIPE	CLASS "A" CONCRETE C.M. PIPE	REINF. STEEL		
24"	4'-0"	2'-11"	43	3'-9"	12	2'-3"	1.43 Cu.Yd.	1.58 Cu.Yd.	126 LBS.	1373 LBS.	914 LBS.
30"	4'-0"	3'-5"	43	3'-9"	12	2'-3"	1.47 Cu.Yd.	1.65 Cu.Yd.	126 LBS.	1373 LBS.	914 LBS.
36"	4'-6"	3'-11"	46	4'-3"	12	2'-6"	1.90 Cu.Yd.	2.15 Cu.Yd.	151 LBS.	1752 LBS.	1294 LBS.

NOTE: CONCRETE AND REINFORCING STEEL QUANTITIES INCLUDE TYPE II CAP AND DEDUCTIONS FOR CONCRETE INLET PIPE AND CROSSDRAIN PIPE.

NO.	DATE	REV.BY	DESCRIPTION
2	2/10/09	YML	MADE 1/2" DIA. BAR FROM 3'-11 3/16" TO 3'-11 9/16" & REMOVED 3/16" DIM.
1	2/11/05	YML	MADE GENERAL REVISIONS

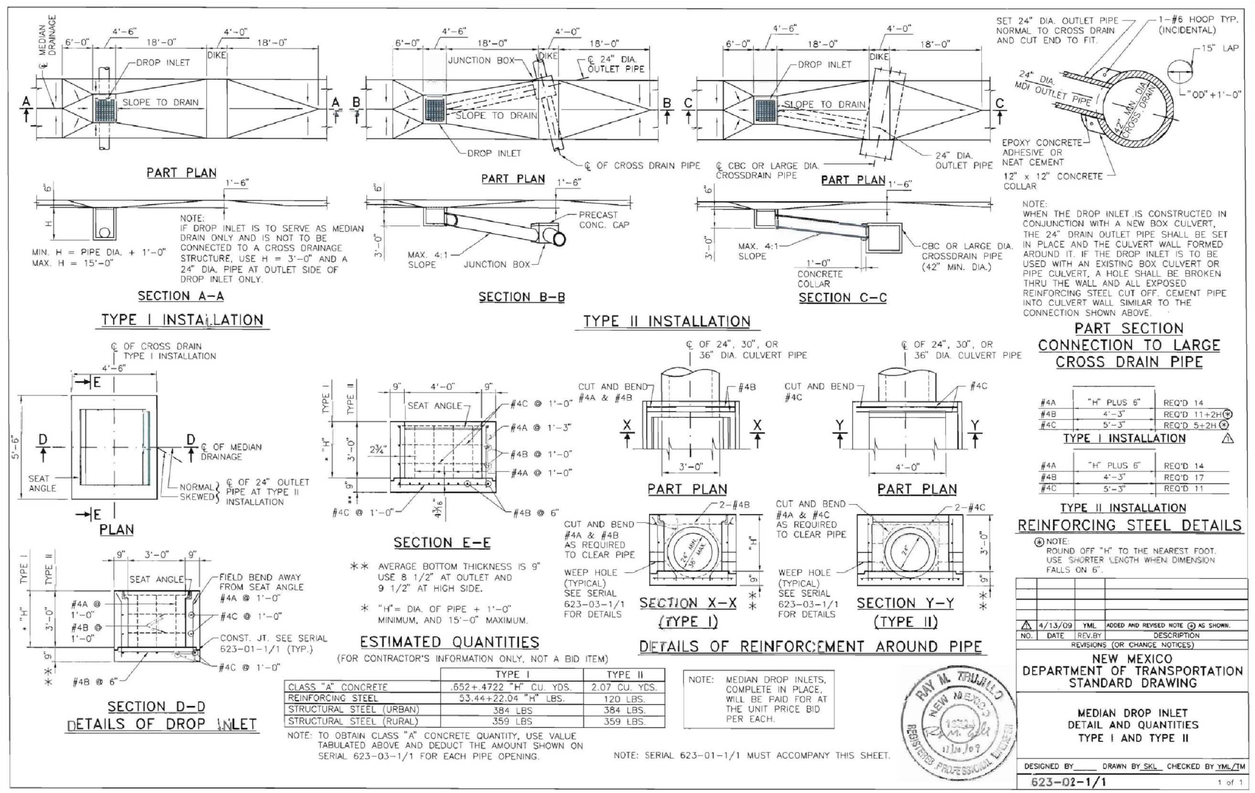
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

MEDIAN DROP INLET
JUNCTION BOX, GRATES,
NOTES, AND QUANTITIES

DESIGNED BY____ DRAWN BY SKL CHECKED BY YML/TM

623-01-1/1 1 of 1



NOTE: WHEN THE DROP INLET IS CONSTRUCTED IN CONJUNCTION WITH A NEW BOX CULVERT, THE 24" DRAIN OUTLET PIPE SHALL BE SET IN PLACE AND THE CULVERT WALL FORMED AROUND IT. IF THE DROP INLET IS TO BE USED WITH AN EXISTING BOX CULVERT OR PIPE CULVERT, A HOLE SHALL BE BROKEN THRU THE WALL AND ALL EXPOSED REINFORCING STEEL CUT OFF. CEMENT PIPE INTO CULVERT WALL SIMILAR TO THE CONNECTION SHOWN ABOVE.

	"H" PLUS 6"	REQ'D. 14
#4A		
#4B	4'-3"	REQ'D. 11+2H⊕
#4C	5'-3"	REQ'D. 5±2H⊕

TYPE I INSTALLATION ⚠

	"H" PLUS 6"	REQ'D. 14
#4A		
#4B	4'-3"	REQ'D. 17
#4C	5'-3"	REQ'D. 11

TYPE II INSTALLATION

⊕ NOTE: ROUND OFF "H" TO THE NEAREST FOOT. USE SHORTER LENGTH WHEN DIMENSION FALLS ON 6".

REINFORCING STEEL DETAILS

ESTIMATED QUANTITIES
(FOR CONTRACTOR'S INFORMATION ONLY, NOT A BID ITEM)

	TYPE I	TYPE II
CLASS "A" CONCRETE	.652+.4722 "H" CU. YDS.	2.07 CU. YDS.
REINFORCING STEEL	23.44+22.04 "H" LBS.	120 LBS.
STRUCTURAL STEEL (URBAN)	384 LBS.	384 LBS.
STRUCTURAL STEEL (RURAL)	359 LBS.	359 LBS.

NOTE: TO OBTAIN CLASS "A" CONCRETE QUANTITY, USE VALUE TABULATED ABOVE AND DEDUCT THE AMOUNT SHOWN ON SERIAL 623-03-1/1 FOR EACH PIPE OPENING.

NOTE: MEDIAN DROP INLETS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE UNIT PRICE BID PER EACH.

NOTE: SERIAL 623-01-1/1 MUST ACCOMPANY THIS SHEET.

NO.	DATE	REV.BY	DESCRIPTION
1	4/13/09	YML	ADDED AND REVISED NOTE ⊕ AS SHOWN.

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

MEDIAN DROP INLET
DETAIL AND QUANTITIES
TYPE I AND TYPE II

DESIGNED BY____ DRAWN BY SKL CHECKED BY YML/TM

623-02-1/1 1 of 1

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9951

NMDOT STANDARDS

MEDIAN DROP INLET

SCALE	DWG NO.	DATE
N/A		06/28/2024
		SHEET NO. 28 G

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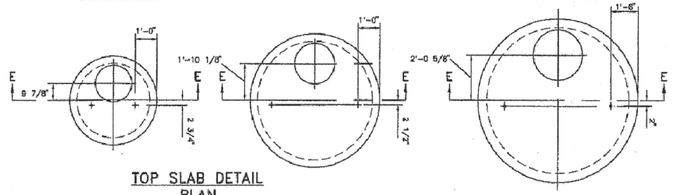
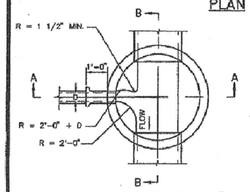
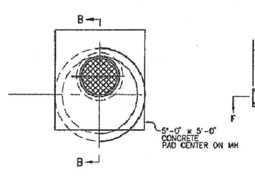
4'-0" I.D. MH 6'-0" I.D. MH 8'-0" I.D. MH



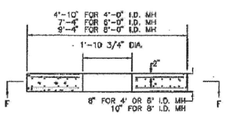
TOP SLAB DETAIL PLAN



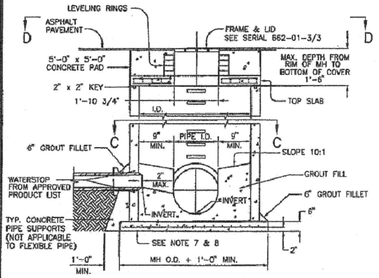
SECTION PLAN C-C



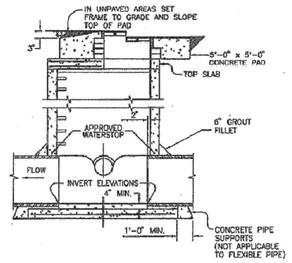
SECTION PLAN D-D



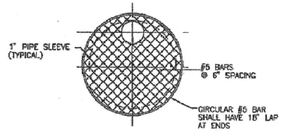
TOP SLAB DETAIL SECTION E-E



ELEVATION DETAIL SECTION A-A



ELEVATION DETAIL SECTION B-B



TOP & BOTTOM MAT DETAIL SECTION F-F

NOTE: ADD #5 AROUND OPENING AT 3" O.C. FOR FIRST 12" FROM OPENING.

GENERAL NOTES:

1. DESIGN APPLIES TO 4'-0", 6'-0" AND 8'-0" I.D. MANHOLES ONLY.
2. USE TYPE "C" MANHOLE FOR DEPTHS OF LESS THAN 6'-0" MEASURED FROM INVERT TO RIM.
3. USE NON-SHRINK GROUT FOR FILLETS, PENETRATIONS AND FILL.
4. COMPACT ALL BACKFILL AROUND AND UNDER MANHOLE TO 95%.
5. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
6. USE APPROVED MASTIC OR RUBBER JOINT MATERIAL FOR ALL JOINTS.
7. BASE TO BE POURED IN PLACE USING #5 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTH OF 16'-0" OR GREATER; #5 BARS AT 1'-0" O.C. EACH WAY FOR MANHOLE LESS THAN 16'-0".
8. CONCRETE SHALL BE CLASS A.
9. FOR FRAME AND LID SEE SERIAL 662-01-3/3.
10. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE OF MANHOLE TO BELL OF FIRST JOINT & SHALL CRADLE PIPE TO SPRING LINE NOT APPLICABLE TO FLEXIBLE PIPE.
11. USE 1" OR 2" PRECAST RINGS ON UNPAVED STREET FOR FUTURE ADJUSTMENT OF MANHOLE FRAME TO PAVEMENT GRADE PLASTER INSIDE WITH 1/2" MORTAR.
12. REBAR AND CLASS A CONCRETE ARE INCIDENTAL TO THE MANHOLE.

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

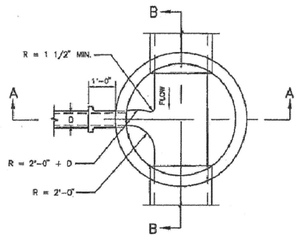
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PRECAST CONCRETE MANHOLE
TYPE "C"
FOR STORM SEWERS

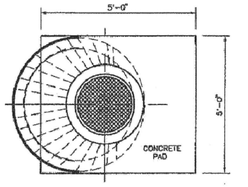
APPROVED _____ DESIGN ENGINEER _____ 11-23-04 DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

662-01-1/3 SERIAL 1 OF 3



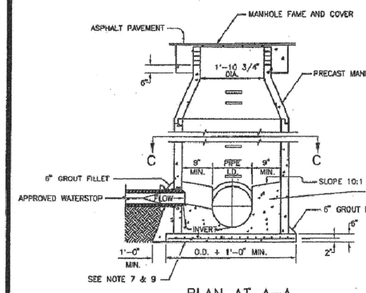
PLAN AT C-C



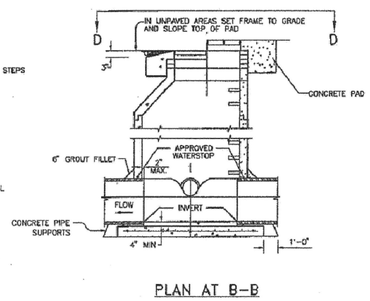
PLAN AT D-D

GENERAL NOTES

1. DESIGN APPLIES TO 4'-0" AND 6'-0" I.D. MANHOLE.
2. TYPE "E" MANHOLE NOT TO BE USED FOR DEPTHS LESS THAN 6'-0" MEASURED FROM INVERT TO RIM.
3. USE NON-SHRINK GROUT FOR FILLETS, PIPE PENETRATIONS AND FILL.
4. COMPACT ALL BACKFILL AROUND AND UNDER MANHOLES TO 95%.
5. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
6. USE APPROVED MASTIC OR RUBBER JOINT MATERIAL FOR ALL JOINTS.
7. BASE TO BE POURED IN PLACE USING #5 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTH OF 16'-0" OR GREATER #5 BARS AT 1'-0" O.C. EACH WAY FOR MANHOLE LESS THAN 16'-0" DEEP. (SEE SERIAL 662-01-1/3 FOR DETAIL)
8. PREFABRICATED METAL AND HDPE MANHOLES CAN BE USED AS AN ALTERNATE, WITH THE APPPROVAL OF THE PROJECT MANAGER.
9. CONCRETE SHALL BE CLASS A.
10. FOR ADDITIONAL NOTES SEE STANDARD 662-01-1/3.



PLAN AT A-A



PLAN AT B-B

TYPE "E" PRECAST MANHOLE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

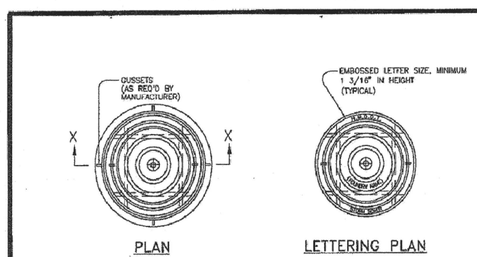
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

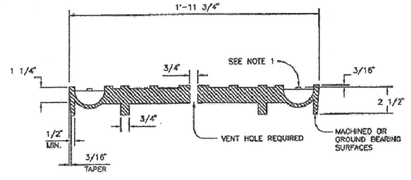
PRECAST CONCRETE MANHOLE
TYPE "E"
FOR STORM SEWERS

APPROVED _____ DESIGN ENGINEER _____ 11-23-04 DATE

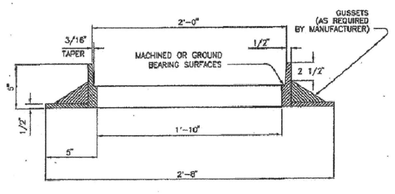
DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

662-01-2/3 SERIAL 2 OF 3

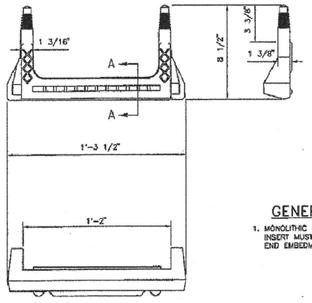




LID (170 lb. ± 5% TOLERANCE)
SECTION X-X



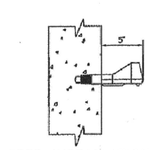
FRAME (140 lb. ± 5% TOLERANCE)
SECTION X-X



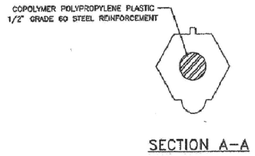
FRONT VIEW

GENERAL NOTES

1. MONOLITHIC CAST IRON OR STEEL ROD INSERTS. INSERT MUST HAVE 3/16" MINIMUM COVER AND 3/4" END EMBEDMENT IN CASTING.



STEP INSTALLATION



SECTION A-A

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PRECAST CONCRETE MANHOLE
FRAME, LID DETAILS
AND STEP DETAILS

APPROVED _____ DESIGN ENGINEER _____ 11-23-04 DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

662-01-3/3 SHEET 3 OF 3

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS

STORM DRAIN MANHOLE DETAILS

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 H

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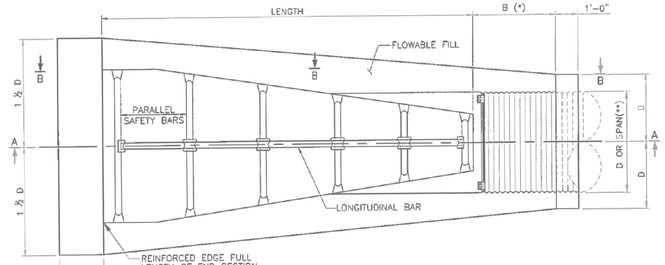
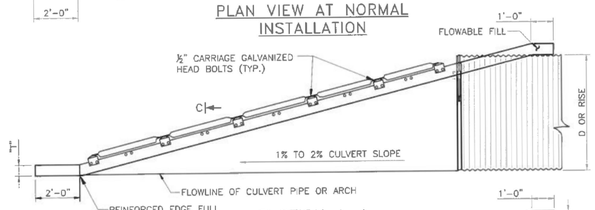
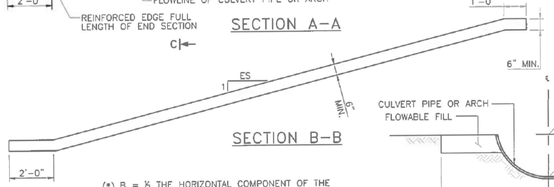


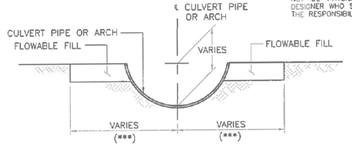
PLAN VIEW AT NORMAL INSTALLATION



SECTION A-A



SECTION B-B



SECTION C-C

(*) B = ½ THE HORIZONTAL COMPONENT OF THE SLOPE RATIO (ES) IN FEET, SO AS TO PRODUCE A 6" MIN. COVER OVER THE CULVERT.

(**) SPAN FOR ARCHED PIPES.

(***) SEE PLAN VIEW FOR NORMAL INSTALLATIONS.

DESIGNED BY: TAM DRAWN BY: JHP/BEE CHECKED BY: KHC

GENERAL NOTES:

1. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION CURRENT EDITION.
2. FLOWABLE FILL SHALL CONFORM TO SECTION 516 FLOWABLE FILL. FLOWABLE FILL SHALL BE PAID UNDER ITEM NO. 516000-FLOWABLE FILL.
3. ES = EMBANKMENT SLOPE. SEE ROADWAY PLANS FOR "ES." WHEN EMBANKMENT SLOPE AT A STRUCTURE DIFFERS FROM THE ORDINARY ROADWAY EMBANKMENT SLOPE, THE CONTRACTOR WILL BE REQUIRED TO TRANSITION SLOPE AS SHOWN ON STANDARD DRAWING 511-13-3/3, "TYPICAL CONCRETE SLANKET DETAILS."
4. THESE DRAWINGS SHOULD ONLY BE USED FOR A 50 MPH DESIGN SPEED OR LESS WITH NO SKEW.
5. THE DRAWINGS FOLLOW THE TRANSPORTATION RESEARCH RECORD 868.

METAL END SECTIONS FOR ROUND PIPE CULVERT

PIPE SIZE (DIA.) (IN.)	METAL THICK (MIN.) (IN./GAGE)	DIMENSIONS (IN.) A	H	W	OVERALL WIDTH	L ES=6:1	L ES=10:1	VOLUME OF FLOWABLE FILL (CU.YDS) ES=6:1	ES=10:1
24	0.064/16	8	5	30	46	83	160	1.16	1.82
30	0.109/12	12	9	36	60	118	220	1.69	2.68
36	0.109/12	12	9	42	66	154	280	2.33	3.70
42	0.109/12	16	12	48	80	189		3.05	
48	0.109/12	16	12	54	86	224		3.90	
54	0.109/12	16	12	60	92	260		4.86	
60	0.109/12	16	12	66	98	295		5.91	

METAL END SECTIONS FOR PIPE ARCH CULVERT

PIPE SIZE (IN.) EQUIV. (DIA.)	SPAN	RISE	METAL THICK (MIN.) (IN./GAGE)	DIMENSIONS (IN.) A	H	W	OVERALL WIDTH	L ES=6:1	L ES=10:1	VOLUME OF FLOWABLE FILL (CU.YDS) ES=6:1	ES=10:1
24	28	20	0.064/16	8	6	33	49	60	120	1.23	1.92
30	35	24	0.109/12	12	9	40	64	83	160	1.73	2.72
36	41	29	0.109/12	12	9	47	71	112	210	2.29	3.63
42	48	32	0.109/12	16	12	54	85	136		2.95	
48	56	37	0.109/12	16	12	62	94	165		3.84	
54	63	42	0.109/12	16	12	69	101	195		4.77	
60	70	46	0.109/12	16	12	76	107	218		6.20	
72	82	56	0.109/12	16	12	88	120	278		7.85	

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

NO.	DATE	BY	DESCRIPTION

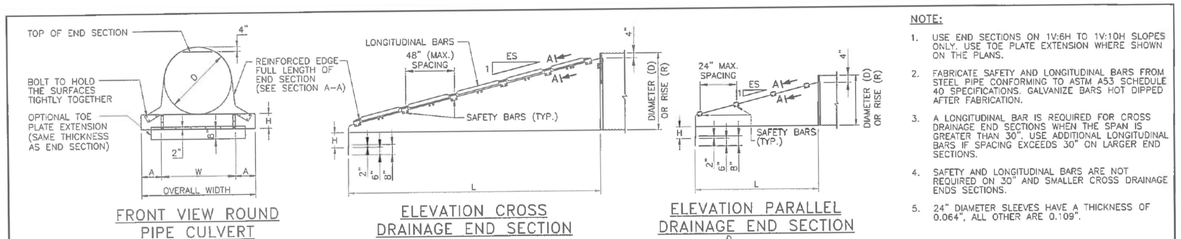
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

METAL END SECTION WITH SAFETY GRATES FOR METAL PIPES (CIRCULAR AND ARCHES)

511-51-1/2 1 of 2





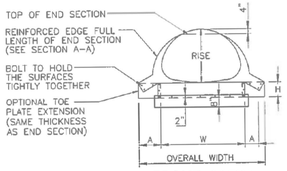
FRONT VIEW ROUND PIPE CULVERT

ELEVATION CROSS DRAINAGE END SECTION

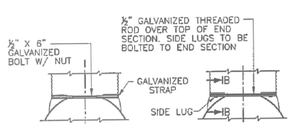
ELEVATION PARALLEL DRAINAGE END SECTION

NOTE:

1. USE END SECTIONS ON 1V:6H TO 1V:10H SLOPES ONLY. USE TOE PLATE EXTENSION WHERE SHOWN ON THE PLANS.
2. FABRICATE SAFETY AND LONGITUDINAL BARS FROM STEEL PIPE CONFORMING TO ASTM A53 SCHEDULE 40 SPECIFICATIONS. GALVANIZE BARS HOT DIPPED AFTER FABRICATION.
3. A LONGITUDINAL BAR IS REQUIRED FOR CROSS DRAINAGE END SECTIONS WHEN THE SPAN IS GREATER THAN 30". USE ADDITIONAL LONGITUDINAL BARS IF SPACING EXCEEDS 30" ON LARGER END SECTIONS.
4. SAFETY AND LONGITUDINAL BARS ARE NOT REQUIRED ON 30" AND SMALLER CROSS DRAINAGE ENDS SECTIONS.
5. 24" DIAMETER SLEEVES HAVE A THICKNESS OF 0.064", ALL OTHER ARE 0.109".



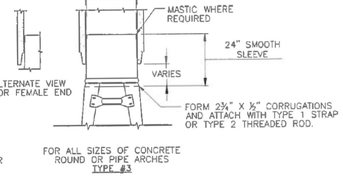
FRONT VIEW PIPE ARCH CULVERT



FOR METAL ROUND PIPES 24" DIAMETER TYPE #1

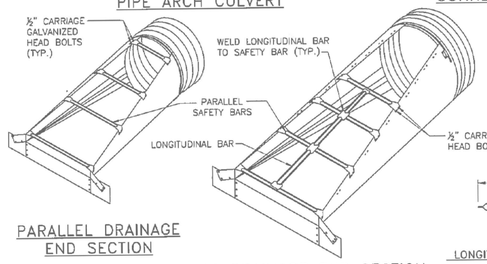
FOR METAL ROUND PIPES 30" AND LARGER. FOR PIPE ARCHES 28"x20" AND LARGER TYPE #2

CONNECTOR DETAILS



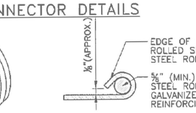
FOR ALL SIZES OF CONCRETE ROUND OR PIPE ARCHES TYPE #3





PARALLEL DRAINAGE END SECTION

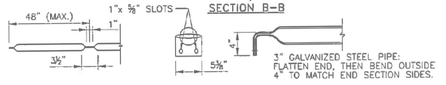
CROSS DRAINAGE END SECTION



SECTION A-A



SECTION B-B



LONGITUDINAL DRAINAGE BAR

PARALLEL BARS

SAFETY BAR DETAILS

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

NO.	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

METAL END SECTION WITH SAFETY GRATES FOR METAL PIPES (CIRCULAR AND ARCHES)

511-51-2/2 2 of 2

DESIGNED BY: TAM DRAWN BY: JHP/BEE CHECKED BY: KHC

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS

METAL END SECTION WITH SAFETY GRATES

SCALE	DWG NO.	DATE
N/A		06/28/2024
		SHEET NO. 28 I

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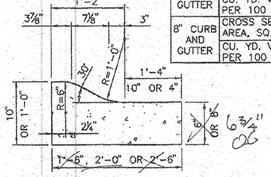
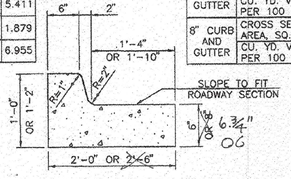
		1'-6"	2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	0.961	1.211	1.461
	CU. YD. VOLUME PER 100 LIN. FT.	3.559	4.485	5.411
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.211	1.544	1.879
	CU. YD. VOLUME PER 100 LIN. FT.	4.485	5.719	6.955



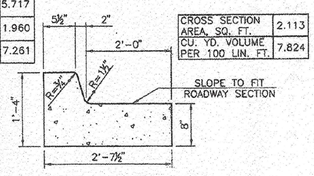
CONCRETE MOUNTABLE CURB AND GUTTER TYPE "A"

		2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.294	1.544
	CU. YD. VOLUME PER 100 LIN. FT.	4.791	5.717
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.627	1.960
	CU. YD. VOLUME PER 100 LIN. FT.	6.025	7.261



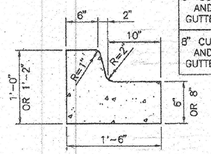
CONCRETE BARRIER CURB AND GUTTER TYPE "B"

	CROSS SECTION AREA, SQ. FT.	2.113
	CU. YD. VOLUME PER 100 LIN. FT.	7.824



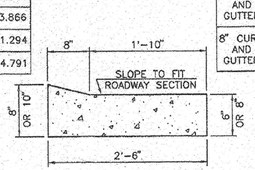
CONCRETE BARRIER CURB AND GUTTER TYPE "C"

6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.044
	CU. YD. VOLUME PER 100 LIN. FT.	3.866
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.294
	CU. YD. VOLUME PER 100 LIN. FT.	4.791



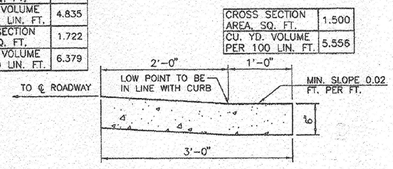
CONCRETE BARRIER CURB AND GUTTER TYPE "D"

6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.306
	CU. YD. VOLUME PER 100 LIN. FT.	4.835
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.722
	CU. YD. VOLUME PER 100 LIN. FT.	6.379

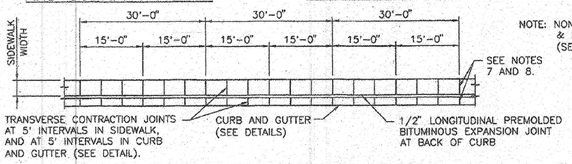


CONCRETE LAYDOWN CURB TYPE "E"

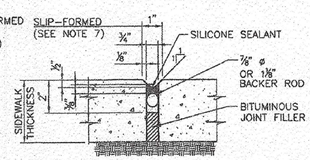
CROSS SECTION AREA, SQ. FT.	1.500
CU. YD. VOLUME PER 100 LIN. FT.	5.556



CONCRETE VALLEY GUTTER

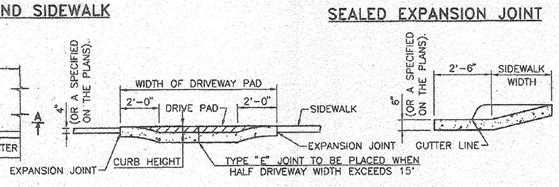


PLAN CURB AND GUTTER AND SIDEWALK



SEALED EXPANSION JOINT

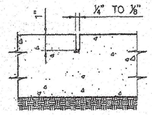
PLAN DRIVE PAD



⚠ SECTION A–A SECTION B–B

GENERAL NOTES

1. CONCRETE SHALL BE STRUCTURAL CONCRETE CLASS "A".
2. END OF DAYS POUR, 30 MINUTE INTERRUPTIONS, COLD JOINTS AND DROP INLETS SHALL DETERMINE THE LOCATION OF A CONSTRUCTION JOINT AND A ¾" PREMOLDED BITUMINOUS JOINT IS REQUIRED.
3. PLACE TRANSVERSE CONTRACTION JOINTS AT 5'-0" INTERVALS AND AT THE END OF RADIUS POINTS OR ISLAND NOSES.
4. BED COURSE MATERIAL ON WHICH SIDEWALK IS TO BE PLACED SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T 99, METHOD C.
5. EXCAVATION AND PREMOLDED BITUMINOUS EXPANSION JOINTS TO BE INCLUDED IN THE UNIT PRICE BID FOR SIDEWALKS.
6. THE SILICONE SEALED JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 452 OF THE STANDARD SPECIFICATIONS.
7. FOR SLIP-FORMED CURB AND GUTTER, FURNISH 1" SEALED EXPANSION JOINTS AT 30' OG INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.
8. FOR SIDEWALKS AND NON-SLIP FORMED CURB AND GUTTER, FURNISH ¾" SEALED EXPANSION JOINTS AT 30' INTERVALS, AND TRANSVERSE CONTRACTION JOINTS AT 5' INTERVALS.



TRANSVERSE CONTRACTION JOINT

NO.	DATE	REV.BY	DESCRIPTION
⚠	9/9/09	YML	ADDED DETAILS

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

SIDEWALK
CURB AND GUTTER

DESIGNED BY ____ DRAWN BY SKL CHECKED BY YML

609-01-1/1 1 of 1

GRANTING QUALIFICATIONS TO THE BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL SURVEYORS — STATE OF NEW MEXICO — 12080 — 10/16/09

RAY M. TRUJILLO — NEW MEXICO — 12080 — REGISTERED PROFESSIONAL ENGINEER — 10/16/09

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9597

NMDOT STANDARDS

SIDEWALK AND CURB DETAILS

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 J

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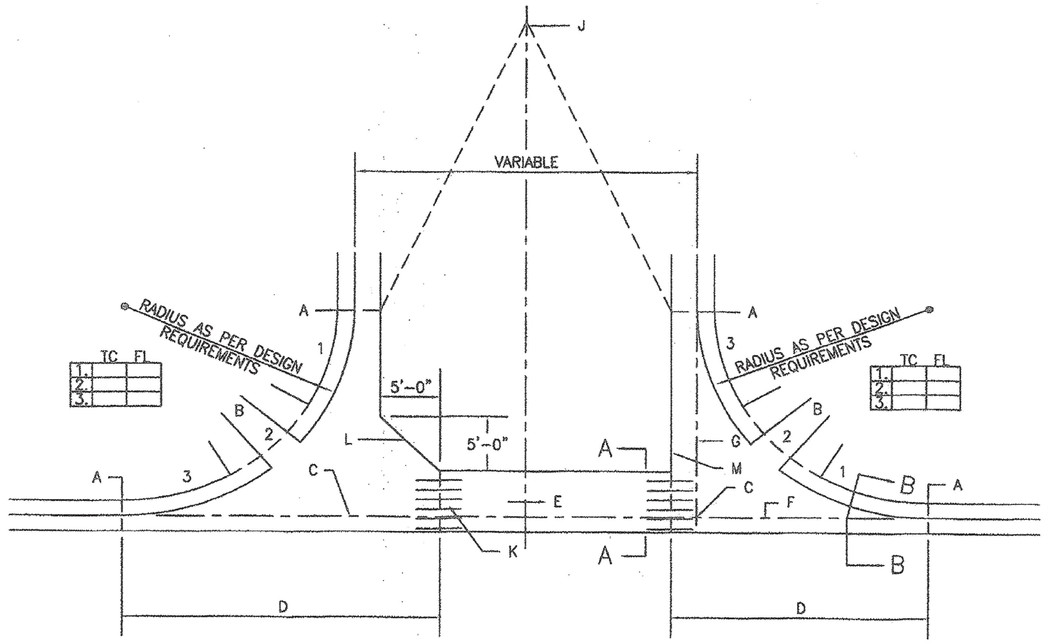
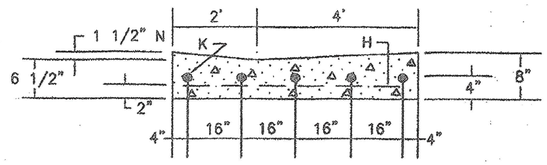
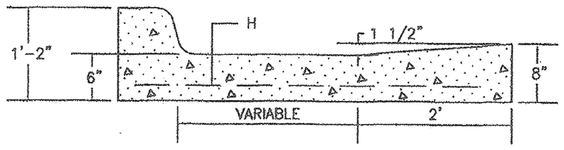


PLAN



SECTION A–A



SECTION B–B

GENERAL NOTES:

1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
6. — — — — DENOTES 1/2" EXPANSION JOINT.
7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWEN ON PLANS.

CONSTRUCTION NOTES:

A. END OF CURB RETURN, SEE NOTE 1.
B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
D. SURFACE AND CURB TO BE MONOLITHIC.
E. DIRECTION OF FLOW.
F. FLOWLINE.
G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
H. 6" X 6" NO. 6 GA. WIRE MESH.
J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
L. ALTERNATE A, WITH FILLET AS PER PLANS.
M. ALTERNATE B, NO FILLET AS PER PLANS.
N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

REVISIONS	NM APWA
	PAVING CONCRETE VALLEY GUTTER DWG. 2420 AUG. 1986

REVISIONS	
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9551

NMDOT STANDARDS

NM APWA VALLEY GUTTER AND FILLET DETAIL

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 K

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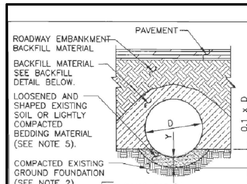
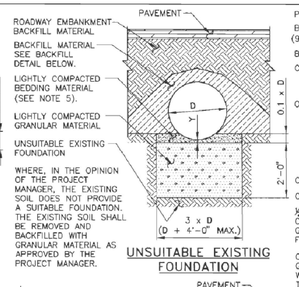
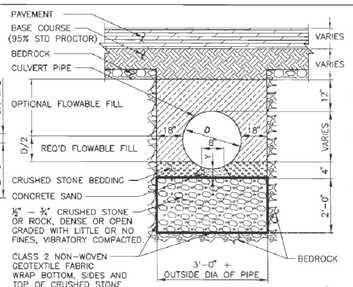


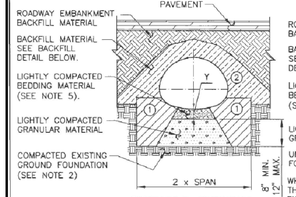
SUITABLE EXISTING GROUND FOUNDATION



UNSUITABLE EXISTING FOUNDATION



PIPE INSTALLATION DETAIL ⚠ (FOR BEDROCK EXCAVATION ONLY)



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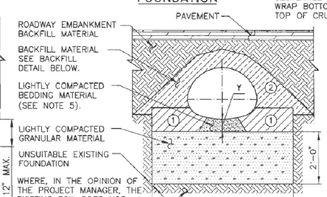

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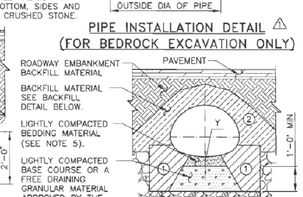
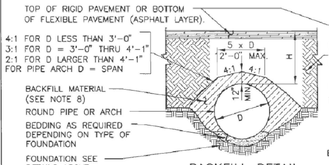


ROCK OR UNYIELDING FOUNDATION

GENERAL NOTES:

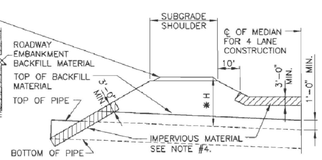
1. RIVETED OR WELDED METAL PIPE AND ARCHES SHALL BE PLACED WITH THE INSIDE CIRCUMFERENTIAL LAPS POINTING DOWNSTREAM AND WITH LONGITUDINAL LAPS AT THE SIDE ON QUARTER POINTS, NOT TOP OR BOTTOM. STRUCTURAL PLATE AND PIPE ARCH CULVERTS SHALL BE ERECTED AS SHOWN ON THE ERECTION DIAGRAMS FURNISHED BY THE SUPPLIER.
2. THE EXISTING GROUND FOUNDATION MATERIAL UNDER PIPES SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6". COMPACTION SHALL BE ≥ 95% OF MAXIMUM DENSITY BY AASHTO SPECIFICATION T-99.
3. WHERE AN UNSUITABLE MATERIAL (PEAT, MUCK, ETC.) IS ENCOUNTERED AT OR BELOW THE INVERT ELEVATION, THE NECESSARY SUBSURFACE EXPLORATION AND ANALYSIS SHALL BE MADE AND CORRECTIVE TREATMENT SHALL BE AS DIRECTED BY THE PROJECT MANAGER.
4. IMPERVIOUS MATERIAL SHALL BE PLACED LONGITUDINALLY ALONG THE PIPE TO THE ELEVATIONS AND LIMITS SHOWN ON THE "CROSS SECTION OF ROADWAY EMBANKMENT," AND TRANSVERSELY AROUND THE PIPE TO THE DENSITY AND SLOPES SHOWN FOR BACKFILL MATERIAL ON THE "BACKFILL DETAIL," UNLESS OTHERWISE DESIGNATED ON THE PLANS OR DIRECTED BY THE PROJECT MANAGER IMPERVIOUS MATERIAL SHALL CONFORM TO AASHTO SPECIFICATION A-6 OR A-7 SOILS.
5. BEDDING MATERIAL SHALL BE ROUGHLY SHAPED TO FIT BOTTOM OF PIPES AND THEN LIGHTLY COMPACTED. MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. FOR PIPE ARCH, THE WIDTH OF THE BEDDING SHALL NOT EXCEED THE WIDTH OF THE BOTTOM ARC.
6. WHERE MULTIPLE LINES OF PIPE OR PIPE ARCHES GREATER THAN 4'-0" IN DIAMETER OR SPAN ARE USED, THEY SHALL BE SPACED SO THAT ADJACENT SIDES OF THE PIPE SHALL BE AT LEAST ONE-HALF DIAMETER OR 3'-0" APART, WHICHEVER IS LESS, TO PERMIT ADEQUATE COMPACTION OF BACKFILL MATERIAL. FOR DIAMETERS 4'-0" AND LESS, THE MINIMUM SPACING SHALL BE NOT LESS THAN 2'-0". SEE 570-02-1/2 OR 570-02-2/2 FOR FLARED END SECTIONS.
7. A CONTINUOUS CONCRETE CRADLE SHALL BE USED ONLY WHEN CALLED FOR ON THE PLANS.
8. BACKFILL MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SPECIAL CARE SHALL BE TAKEN WHEN COMPACTING BACKFILL AT THE HAUNCHES AND SIDES OF PIPES.
9. REFER TO 206-03-1/1 THRU 206-06-1/1 FOR TABLE OF MINIMUM AND MAXIMUM COVER AND CORRESPONDING GAUGE.

KEY	SYMBOL	DESCRIPTION
①		100% COMPACTION
②		90% COMPACTION



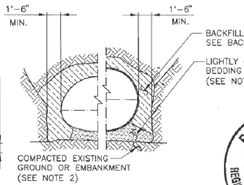
BACKFILL DETAIL

BACKFILL DETAIL SHOWN ABOVE SHALL NOT BE CONSTRUED AS RELIEVING THE CONTRACTOR OF HIS OBLIGATIONS REGARDING DAMAGE TO THE CULVERT PIPE. H = MINIMUM OR MAXIMUM COVER.



CROSS SECTION OF ROADWAY EMBANKMENT

* LOCATION OF MAXIMUM OR MINIMUM COVER DEPENDS ON PIPE SLOPE AND ROADWAY X-SECTION.



PIPE ARCHES ROUND PIPE

TRENCH CONDITION

⚠	2/14/07	YML	REVISIONS TO BEDROCK DETAIL
NO.	DATE	REV.BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

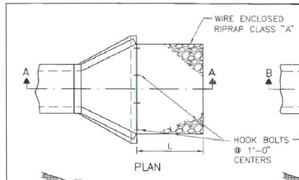
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

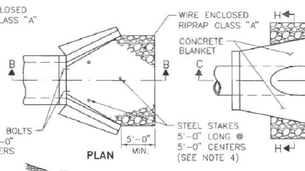
CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS

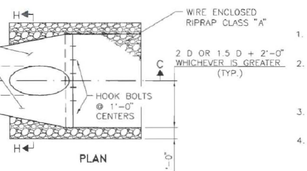
DESIGNED BY ____ DRAWN BY SKL CHECKED BY TM/YML

206-07-1/1 1 OF 1

RAY M. TRUJILLO NEW MEXICO 13514 REGISTERED PROFESSIONAL ENGINEER 8/29/08



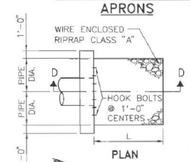




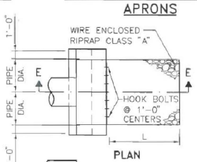
GENERAL NOTES

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 GEOMETRY SHOWN, WHICH MEET REQUIREMENTS OF SECTION 522.
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.

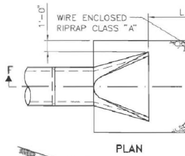
BOX CULVERTS WITH APRONS

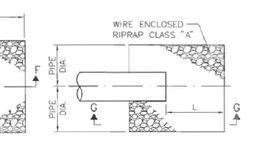


BOX CULVERTS WITHOUT APRONS



CONCRETE BLANKETS



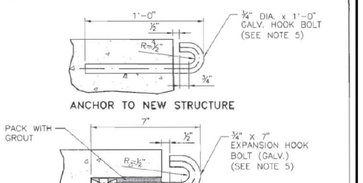


H-1 HEADWALL

H-2 HEADWALL

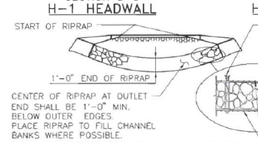
PIPE WITH END SECTIONS

PIPE WITHOUT HEADWALLS

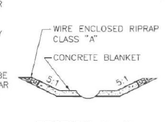


HOOK BOLT DETAILS

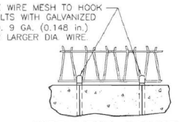
COST OF HOOK BOLT IN PLACE TO BE INCLUDED IN UNIT BID PRICE FOR RIPRAP.



TYPICAL SECTION AT END OF RIPRAP



SECTION H-H



WIRE MESH ANCHOR

NOTE: SEE SHEET 602-01-1/1 FOR WIRE MESH SPLICE DETAILS.

RAY M. TRUJILLO NEW MEXICO 13514 REGISTERED PROFESSIONAL ENGINEER 11/6/09

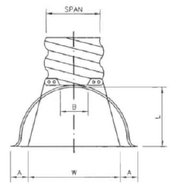
⚠	8/09/09	YML	GENERAL REVISIONS
NO.	DATE	REV.BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

EROSION CONTROL AT CULVERT OUTLETS

DESIGNED BY TM DRAWN BY SKL CHECKED BY YML

602-02-1/1 1 of 1



NOTE: SIZES EQUIVALENT TO THE ABOVE, USING 3" x 1" CORRUGATIONS, MAY BE USED PROVIDING THAT THEY MEET THE SIZES SHOWN UNDER TABLE 6 OF SERIAL 208-04-1/3 THRU 208-04-3/3.



TYPE 2

FOR 17" x 13" THRU 57" x 38"

PIPE ARCH DIMENSIONS		GALVANIZED THICKNESS GA.	DIMENSIONS					APPROX. SLOPE	BODY
SPAN (IN.)	RISE (IN.)		A (IN.) (± 1")	B (IN.) (MAX.)	H (IN.) (± 1")	L (IN.) (± ½")	W (IN.) (± 2")		
17	13	16	7	9	6	19	30	2 1/2:1	1 PC.
21	15	16	7	10	6	23	36	2 1/2:1	1 PC.
24	18	16	8	12	6	28	42	2 1/2:1	1 PC.
28	20	16	9	14	6	32	48	2 1/2:1	1 PC.
35	24	14	10	16	6	39	60	2 1/2:1	1 PC.
42	29	14	12	18	6	46	75	2 1/2:1	1 PC.
49	33	12	13	21	9	53	85	2 1/2:1	2 PC.
57	38	12	18	26	12	63	90	2 1/2:1	2 PC.
64	43	12	18	30	12	70	102	2 1/4:1	2 PC.
71	47	12	18	33	12	77	114	2 1/4:1	3 PC.
77	52	12	18	36	12	77	126	2:1	3 PC.
83	57	12	18	39	12	77	138	2:1	3 PC.

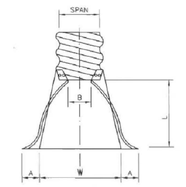
* THE CONTRACTOR SHALL VERIFY WITH PROVIDERS FOR CURRENT INDUSTRY SIZES.

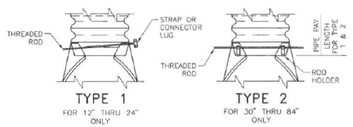
NOTE:

1. ALL 3 PIECE BODIES TO HAVE 12 GAUGE THICK SIDES AND 10 GAUGE THICK CENTER PANELS. WIDTH OF CENTER PANELS TO BE GREATER THAN 20% OF THE PIPE PERIPHERY. MULTIPLE PANEL BODIES TO HAVE LAP SEAMS WHICH ARE TO BE TIGHTLY JOINED BY 3/8" GALVANIZED RIVETS OR BOLTS.
2. ⚠ FOR 77" X 52" AND 83" X 57" SIZES, REINFORCED EDGED TO BE SUPPLEMENTED BY L 2" x 2" X 1/4" GALVANIZED ANGLES. THE ANGLES TO BE ATTACHED BY 3/8" GALVANIZED NUTS AND BOLTS.
3. ANGLE REINFORCEMENT WILL BE PLACED UNDER THE CENTER PANEL SEAMS ON THE 77" X 52" AND 83" X 57" SIZES.
4. * TOE PLATE TO BE CONSTRUCTED WHERE SHOWN ON PLANS.

STANDARD CONNECTION

STANDARD END SECTIONS FOR PIPE-ARCH STEEL PIPE





ROUND PIPE DIMENSIONS	GALVANIZED THICKNESS GAUGE	DIMENSIONS					APPROX. SLOPE	BODY
PIPE DIA. (IN.)		A (IN.) (± 1")	B (IN.) (MAX.)	H (IN.) (± 1")	L (IN.) (± 1/8")	W (IN.) (± 2")		
12	16	6	6	6	21	24	2 1/2:1	1 PC.
15	16	7	8	6	26	30	2 1/2:1	1 PC.
18	16	8	10	6	31	36	2 1/2:1	1 PC.
21	16	9	12	6	36	42	2 1/2:1	1 PC.
24	16	10	13	6	41	48	2 1/2:1	1 PC.
30	14	12	16	8	51	60	2 1/2:1	1 PC.
36	14	14	19	9	60	72	2 1/2:1	2 PC.
42	12	16	22	11	69	84	2 1/2:1	2 PC.
48	12	18	27	12	78	90	2 1/4:1	2 PC.
54	12	18	30	12	84	102	2:1	2 PC.
60	12	18	33	12	87	114	1 3/4:1	3 PC.
66	12	18	36	12	87	120	1 1/2:1	3 PC.
72	12	18	39	12	87	126	1 1/3:1	3 PC.
78	12	18	42	12	87	132	1 1/4:1	3 PC.
84	12	18	45	12	87	138	1 1/16:1	3 PC.

* THE CONTRACTOR SHALL VERIFY WITH PROVIDERS FOR CURRENT INDUSTRY SIZES.

NOTE:

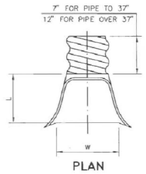
1. ALL 3 PIECE BODIES TO HAVE 12 GAUGE THICK SIDES AND 10 GAUGE CENTER PANELS. WIDTH OF CENTER PANELS TO BE GREATER THAN 20% OF THE PIPE PERIPHERY. MULTIPLE PANEL BODIES TO HAVE LAP SEAMS WHICH ARE TO BE TIGHTLY JOINED BY 3/8" ø GALVANIZED RIVETS OR BOLTS. ⚠
2. FOR 60" THRU 84" SIZES, REINFORCED EDGES TO BE SUPPLEMENTED WITH GALVANIZED STIFFENER ANGLES. THE ANGLES WILL BE L 2" X 2" X 1/4" FOR 60" THRU 78" DIAMETER AND L 2 1/2" X 2 1/2" X 1/4" FOR 78" AND 84" DIAMETER. THE ANGLES TO BE ATTACHED BY 3/8" GALVANIZED NUTS AND BOLTS.
3. * TOE PLATE TO BE CONSTRUCTED WHERE SHOWN ON PLANS.

STANDARD CONNECTIONS

STANDARD END SECTIONS FOR ROUND STEEL PIPE

GENERAL NOTES

1. FOR MULTIPLE INSTALLATION OF ALL TYPES, A MIN. OF A 2'-0" SPACING MEASURED ALONG THE HORIZONTAL BETWEEN FLARED END SECTIONS AT THEIR WIDEST CROSS SECTION SHALL BE USED.
2. WELDING WILL NOT BE PERMITTED IN CONNECTING END SECTIONS TO CONNECTOR SECTIONS OR CONNECTOR SECTIONS TO PIPE.
3. TYPE 1 AND TYPE 2 MAY BE USED WITH WELDED SEAM OR LOCKSEAM CONNECTIONS HELICALLY CORRUGATED PIPE WITH REROLLED ENDS. REROLLED ENDS SHALL INCLUDE A MINIMUM OF TWO ANNULAR CORRUGATIONS OF THE SAME SIZE AS THE PIPE CORRUGATIONS.



CORRUGATED ALUMINUM PIPE END SECTION

PIPE DIAM. (IN.)	APRONS	
	L (IN.)	W (IN.)
18	19	30
21	23	36
24	28	42
30	31.5	48
36	38.5	60
42	47	75
48	54	85
60	63	96
66	70	112
72	77	128

RAY M. TRUJILLO NEW MEXICO 13514 REGISTERED PROFESSIONAL ENGINEER 11/6/09

⚠	2/10/09	YML	CORRECTED 0.6 GA. TO 3/8" ø
⚠	2/10/09	YML	MADE GENERAL REVISIONS
⚠	2/10/09	YML	CORRECTED 83" x 35" TO 83" x 57"
NO.	DATE	REV.BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

CULVERT PIPE END SECTIONS (METAL)

DESIGNED BY ____ DRAWN BY SKL CHECKED BY TM/YML

570-02-1/2 1 of 2

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS

CMP DETAILS

SCALE	DWG NO.	DATE
N/A		02/28/2025
		SHEET NO. 28 L

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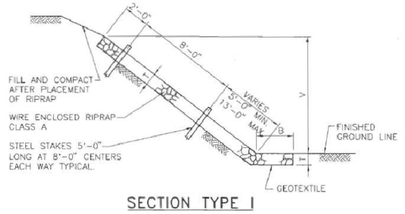
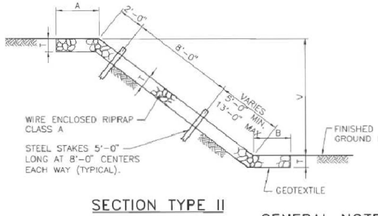


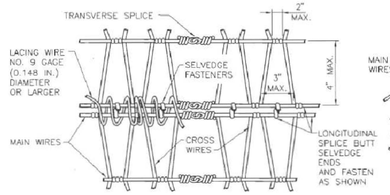
SECTION TYPE I

QUANTITIES PER LINEAR FOOT	
SLOPE	RIPRAP (CU. YDS.)
1.5 : 1	$\frac{T}{27}(B + 1.803\ V + 0.303\ T)$
1.75 : 1	$\frac{T}{27}(B + 2.016\ V + 0.266\ T)$
2 : 1	$\frac{T}{27}(B + 2.236\ V + 0.236\ T)$
3 : 1	$\frac{T}{27}(B + 3.162\ V + 0.162\ T)$
4 : 1	$\frac{T}{27}(B + 4.123\ V + 0.123\ T)$

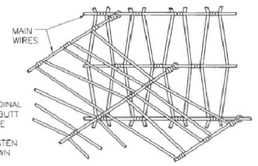


SECTION TYPE II

QUANTITIES PER LINEAR FOOT	
SLOPE	RIPRAP (CU. YDS.)
1 : 1	$\frac{T}{27}(A + B + 1.414V)$
1.5 : 1	$\frac{T}{27}(A + B + 1.803V)$
1.75 : 1	$\frac{T}{27}(A + B + 2.016V)$
2 : 1	$\frac{T}{27}(A + B + 2.236V)$
3 : 1	$\frac{T}{27}(A + B + 3.162V)$
4 : 1	$\frac{T}{27}(A + B + 4.123V)$

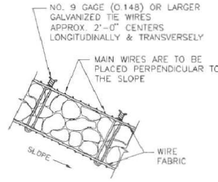


NORMAL INTERSECTION SPLICES



SKEWED INTERSECTION SPLICE

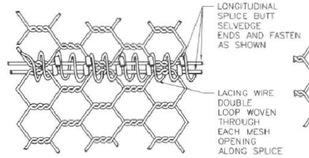
"W" MESH



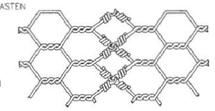
TYPICAL SECTION

GENERAL NOTES

1. WIRE FABRIC FOR RIP RAP SHALL BE "W" OR HEXAGONAL MESH AND MEET THE REQUIREMENTS LISTED IN SECTION 602 OF THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. 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.
3. IF LENGTH OF SLOPE IS 15 FEET OR LESS, ONLY ONE ROW OF STEEL STAKES 2 FEET FROM THE TOP EDGE OF RIPRAP WILL BE REQUIRED UNLESS OTHERWISE NOTED ON PLANS.
4. FOR DIMENSIONS A, B, V, & T, SEE BRIDGE OR ROADWAY PLANS.
5. T=12" UNLESS OTHERWISE SHOWN ON PLANS; T=18" AT BRIDGES.
6. FASTENERS FOR SPLICES AND/OR SELVEDGE END CONNECTORS MAY BE WIRE TIES, INTERLOCKING WIRE CLIPS, HOG RINGS, OR LACING WIRE. ONLY FASTENERS WHICH APPEAR ON THE DEPARTMENT'S "APPROVED PRODUCTS LIST" MAY BE USED.
7. LACING SHALL BE CONTINUOUS AS FAR AS IS PRACTICAL AND SHALL PASS THROUGH EACH MESH OPENING.
8. WHERE SPLICING IS NECESSARY, AN OVERLAP OF LACING OF AT LEAST 1 FOOT SHALL BE PROVIDED.

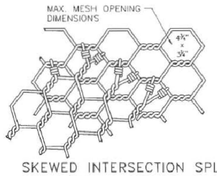


NORMAL INTERSECTION SPLICE



TRANSVERSE SPLICE

HEXAGONAL MESH



SKEWED INTERSECTION SPLICE

NO.	DATE	REV. BY	DESCRIPTION

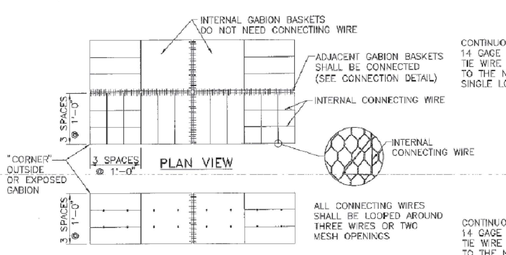
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

WIRE ENCLOSE RIPRAP
CLASS "A"

DESIGNED BY ____ DRAWN BY SKL CHECKED BY YML

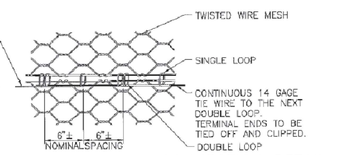
602-01-1/1 1 of 1



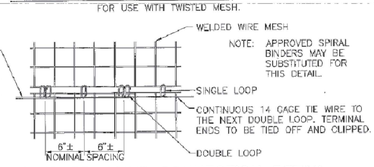
PLAN VIEW

FRONT VIEW

DETAILS OF 9 GAGE INTERNAL CONNECTING WIRES



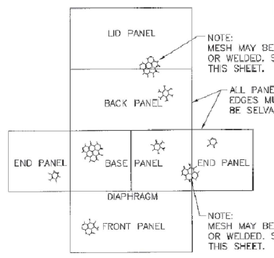
STANDARD JOINT CONNECTION DETAIL
FOR USE WITH TWISTED MESH.



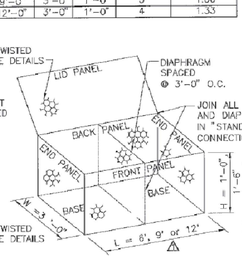
STANDARD JOINT CONNECTION DETAIL
FOR USE WITH WELDED WIRE MESH.

STANDARD REVETMENT MATTRESS SIZES				
LENGTH	WIDTH	HEIGHT	NUMBER OF CELLS	VOLUME CUBIC YARDS
FEET				
9'-0"	6'-0"	0'-6"	3	1.00
12'-0"	6'-0"	0'-6"	4	1.33
9'-0"	6'-0"	0'-9"	3	1.50
12'-0"	6'-0"	0'-9"	4	2.00

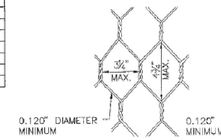
STANDARD GABION SIZES				
LENGTH	WIDTH	HEIGHT	NUMBER OF CELLS	VOLUME CUBIC YARDS
FEET				
6'-0"	3'-0"	3'-0"	2	2.00
9'-0"	3'-0"	3'-0"	3	3.00
12'-0"	3'-0"	3'-0"	4	4.00
6'-0"	3'-0"	1'-6"	2	1.00
9'-0"	3'-0"	1'-6"	3	1.50
12'-0"	3'-0"	1'-6"	4	2.00
6'-0"	3'-0"	1'-0"	2	0.66
9'-0"	3'-0"	1'-0"	3	1.00
12'-0"	3'-0"	1'-0"	4	1.33



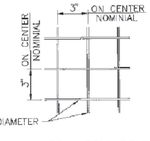
TYPICAL FLAT LAYOUT OF GABION BASKET



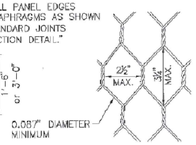
TYPICAL ASSEMBLED GABION BASKET



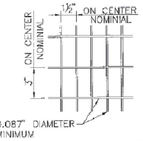
TWISTED MESH GABION



WELDED MESH GABION



TWISTED MESH MATTRESS



WELDED MESH MATTRESS

TYPICAL ACCEPTABLE MESH STYLES

SERIAL 602-05-2/2 SHEET 2 OF 2 MUST ACCOMPANY THIS SHEET.

GENERAL NOTES

1. INTERNAL CONNECTING WIRES ARE TO BE INSTALLED ACROSS WIDTH OF INTERIOR GABIONS AND ACROSS WIDTH AND LENGTH OF END GABIONS.
2. INTERNAL CONNECTING WIRE, CONTINUOUS TIE WIRE AND GABION MESH SHALL BE GALVANIZED.
3. INTERNAL CONNECTING WIRES ARE REQUIRED ON ALL GABIONS 3'-0" HIGH AND ON ALL GABIONS 1'-6" HIGH WHEN USED TO BUILD VERTICAL STRUCTURES.
4. PREFORMED STIFFENERS (11 GAGE OR 9 GAGE) ARE AN ACCEPTABLE ALTERNATIVE TO INTERNAL CONNECTING WIRES. INSTALL THEM AS RECOMMENDED BY THE MANUFACTURER OR AS DIRECTED BY THE PROJECT MANAGER AT ONE THIRD POINTS.
5. PLACE ROCK IN THE END GABION CELL FIRST, AND CONTINUE BY FILLING INTERIOR GABION CELLS.
6. FOR GABION DIMENSIONS, REFER TO THE TABLE "STANDARD GABION SIZES."
7. A JOINT CONNECTION MUST BE MADE WHERE ANY PANEL EDGE MEETS ANOTHER PANEL. THIS INCLUDES ADJACENT GABION BASKETS, INDIVIDUAL PANELS WITHIN A BASKET, DIAPHRAGM EDGES ETC. ALL JOINT CONNECTIONS SHALL BE MADE USING 14 GAGE CONTINUOUS TIE WIRE.
8. ALTERNATE JOINT CONNECTION PROCEDURES MAY BE USED PROVIDED THAT THE COMPLETED JOINT WILL DEVELOP A TENSILE STRENGTH OF NOT LESS THAN 1400 POUNDS PER FOOT. IF ALTERNATE JOINT CONNECTION PROCEDURES ARE USED, THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER CERTIFIED TEST REPORTS DEMONSTRATING THE ALTERNATE JOINT CONNECTIONS WILL MEET THE MINIMUM TENSILE STRENGTH REQUIREMENTS.

DATE	BY	DESCRIPTION
7/10/08	TML	CORRECTED L = 6', 9' OR 12'

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

GABION
BASKET DETAILS

DESIGNED BY TM DRAWN BY SRC CHECKED BY YML/TM

602-05-1/2 1 of 2

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9991

NMDOT STANDARDS

WIRED RIP RAP AND GABION DETAILS

SCALE	DWG NO.	DATE
N/A		06/28/2024
	SHEET NO.	28 M

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MAXIMUM HEIGHT OF FILL IN FEET

PIPE DIAMETER INCHES	CLASS 2 PIPE			CLASS 3 PIPE			CLASS 4 PIPE			CLASS 5 PIPE		
	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 3 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 3 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 3 INSTALL	TYPE 1 INSTALL	TYPE 2 INSTALL	TYPE 3 INSTALL
12	15	11	8	21	16	12	32	25	19	50	38	30
18	16	11	8	22	16	12	34	25	20	52	39	31
24	16	11	8	22	16	12	34	25	20	52	39	31
30	15	11	8	22	16	12	34	25	20	52	39	31
36	15	11	8	22	16	12	33	25	20	51	39	31
42	15	11	8	22	16	12	33	25	20	51	39	31
48	15	11	8	22	16	12	33	25	19	51	39	31
54	15	11	8	21	16	12	33	25	19	51	39	30
60	14	11	8	21	15	12	32	25	19	51	39	30
66	14	10	7	21	15	12	32	25	19	50	39	30
72	14	10	7	20	15	11	32	24	19	50	38	29
78	14	10	7	20	15	11	31	24	18	49	38	29
84	13	10	7	20	15	11	31	24	18	49	38	29
90	13	10	7	20	15	11	31	24	18	49	38	29
96	13	10	7	19	15	11	31	24	18	49	38	29
102	13	9	6	19	15	11	30	24	18	48	38	29
108	12	9	6	19	14	10	30	24	18	48	38	29

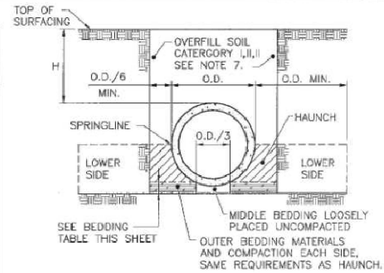
NOTE:
FOR PIPE DIAMETERS GREATER THAN 108 INCHES, ASTM AND AASHTO ALLOW FOR SPECIAL DESIGN, CONSULT PIPE MANUFACTURER FOR DESIGN. IF DEEPER FILL HEIGHTS ARE NEEDED, CONSULT PIPE MANUFACTURER. SPECIAL PIPE DESIGN AND MODIFIED INSTALLATION CAN YIELD DEEPER FILL HEIGHTS.

SOIL AND MINIMUM COMPACTION REQUIREMENTS

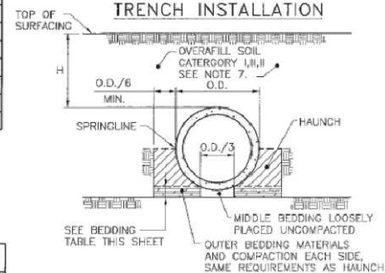
INSTALLATION TYPE	BEDDING THICKNESS	HAUNCH AND OUTER BEDDING	LOWER SIDE
TYPE 1	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	95% CATEGORY I	90% CATEGORY I, 95% CATEGORY II, OR 100% CATEGORY III
TYPE 2	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	90% CATEGORY I OR 95% CATEGORY II	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III
TYPE 3	Do/24 MINIMUM, NOT LESS THAN 3". IF ROCK FOUNDATION, USE Do/12 MINIMUM, NOT LESS THAN 6".	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III	85% CATEGORY I, 90% CATEGORY II, OR 95% CATEGORY III

NOTE: THESE COMPACTION VALUES ARE FOR THE STANDARD PROCTOR TEST.

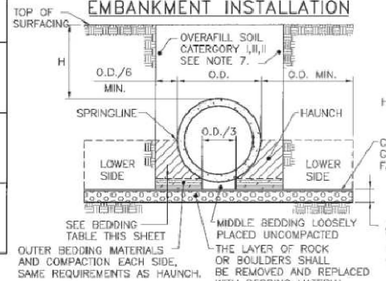
Do = OUTSIDE DIAMETER OF PIPE. (O.D.)



TRENCH INSTALLATION



EMBANKMENT INSTALLATION



ROCK FOUNDATION–TRENCH INSTALLATION

GENERAL NOTES:

1. CONCRETE PIPE SHALL CONFORM TO ALL REQUIREMENTS OF AASHTO OF AASHTO SPECIFICATION M 170.
2. PIPES THAT SHOW DAMAGE OR CRACKS WIDER THAN 0.01 INCH PRIOR TO INSTALLATION NOT TO BE USED.
3. EXCAVATE A TRENCH OF EQUAL OR GREATER WIDTH REQUIRED BY 570. INCREASE THE TRENCH WIDTH TO 2 FT. MINIMUM EACH SIDE OF THE PIPE WHEN THE UNDISTURBED NATIVE MATERIAL IN THE LOWER SIDE ZONE IS UNSUITABLE MATERIAL.
4. OVER-EXCAVATE UNSUITABLE PIPE FOUNDATION MATERIAL AS DIRECTED BY THE ENGINEER. REPLACE WITH SUITABLE MATERIAL.
5. RECESS THE BEDDING TO RECEIVE PIPE JOINTS WHERE APPLICABLE.
6. DO NOT DISTURB THE INSTALLED PIPE OR EMBEDMENT OR LEAVE VOIDS WHEN USING TRENCH BOXES AND SHIELDS.
7. REFER TO THE PROJECT PLANS FOR MATERIAL OUTSIDE OF THE PIPE BACKFILL AREA.
8. MEASURE MAXIMUM FILL HEIGHT FROM TOP OF THE PIPE TO TOP OF THE PAVEMENT SURFACE AT HIGHEST FILL SECTION.
9. FILL HEIGHTS OVER 40 FEET SHALL BE USED ONLY AFTER A THROUGH INVESTIGATION OF THE FOUNDATION MATERIALS.
10. THE MINIMUM HEIGHT OF FILL BETWEEN THE TOP OF THE PIPE AND THE FINISHED ROADWAY GRADE SHALL BE 1'-9" FOR UNPAVED ROADS AND BITUMINOUS PAVED ROADS AND 1'-3" FOR CONCRETE PAVED ROADS WITH COMPACTED FILL.
11. SUITABLE MATERIAL FOR STABILIZING THE CULVERT FOUNDATION SHALL CONSIST OF MATERIAL APPROVED BY THE PROJECT MANAGER. THE MATERIAL MAY BE OBTAINED FROM ROADWAY, STRUCTURE EXCAVATION, OR FROM BORROW AS DIRECTED BY THE PROJECT MANGER. THE DEPTH OF SUCH MATERIAL SHALL BE DETERMINED BY THE PROJECT MANAGER IN THE FIELD AFTER EXAMINATION OF THE NATURAL FOUNDATION MATERIAL, CONSIDERING THE DIAMETER OF THE PIPE AND HEIGHT OF COVER.
12. FOR MULTIPLE INSTALLATIONS, PIPES SHALL BE SPACED TO PROVIDE 2 FEET CLEAR DISTANCE BETWEEN END SECTIONS. SEE 570-02-1/2 AND 2/2. THE CENTER TO CENTER SPACING OF PIPES SHALL BE THE OUTSIDE DIAMETER PLUS 3 FEET.
13. EXISTING GROUND UNDER PIPE BEDDING SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6 INCHES REGARDLESS OF FILL HEIGHT. COMPACTION SHALL BE 95% OF MAXIMUM DENSITY PER AASHTO T-99.
14. BACKFILL MATERIAL SHALL CONFORM TO SECTION 206 OF THE NMDOT STANDARD SPECIFICATION, CURRENT EDITION.

DESIGN DATA:

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATION, DATED 2011 SPECIFICATION M 170.

	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

FILL HEIGHT AND BEDDING DETAILS FOR CIRCULAR CONCRETE PIPE CULVERTS

DESIGNED BY: ___ DRAWN BY: SKL ___ CHECKED BY: YML/TM

206-01-1/1 1 of 1

TIMOTHY A. MARRS NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER 4-10-12

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 191-9551

NMDOT STANDARDS

CONCRETE PIPE BEDDING DETAIL

SCALE	DWG NO.	DATE
N/A		06/28/2024

SHEET NO: 28 N

GENERAL NOTES:

1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 6.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
6. HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
7. PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

12. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
    EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION 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 15.6 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMP'S 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 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 9.0 FT FOR AN 8.3% SLOPE)

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-9/12 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 9" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 4" THAT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

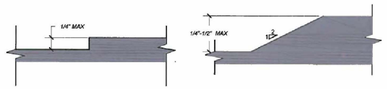
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN & CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

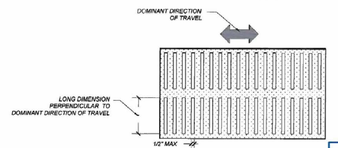
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.

32. TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.

33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE REFER TO NOTE 6



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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED: [signature] SECRETARY 1-13-15 DATE

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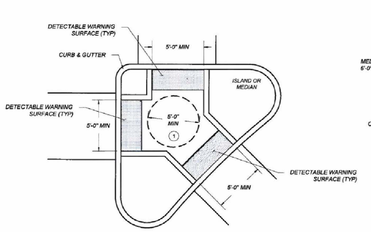
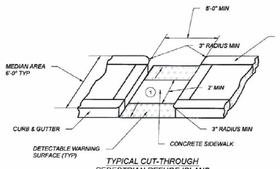


PEDESTRIAN REFUGE ISLAND
CURB RAMP
SCALE: NONE



TYPICAL CUT-THROUGH
PEDESTRIAN REFUGE ISLAND
OPENING WITH CURB SIDES
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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 608-001-9/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

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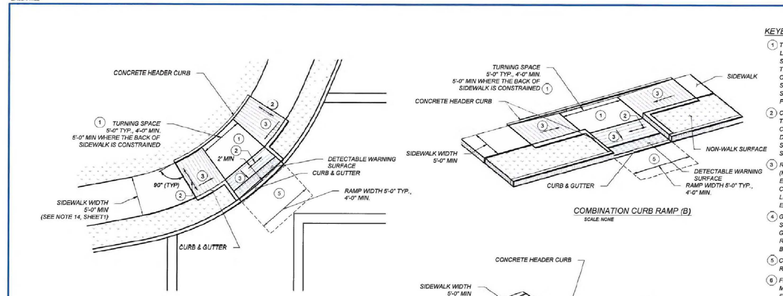
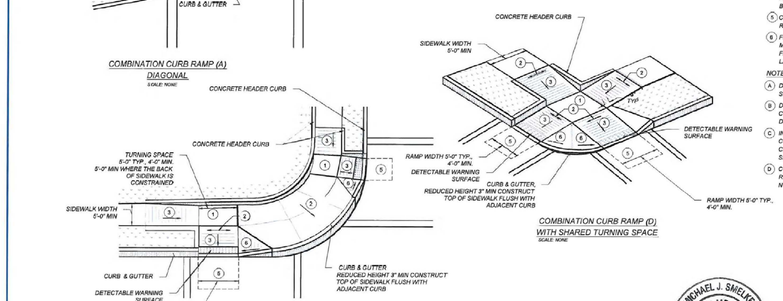


COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE

COMBINATION CURB RAMP (B)
SCALE: NONE



COMBINATION CURB RAMP (C)
SCALE: NONE

COMBINATION CURB RAMP (D)
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 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 608-001-9/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

COMBINATION
CURB RAMPS

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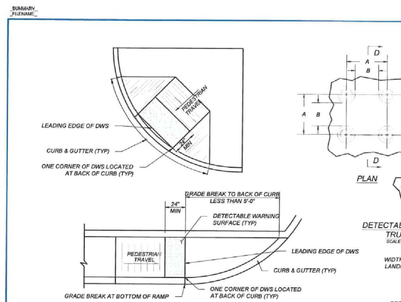
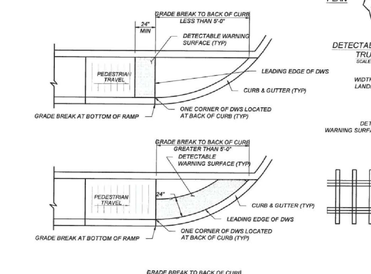
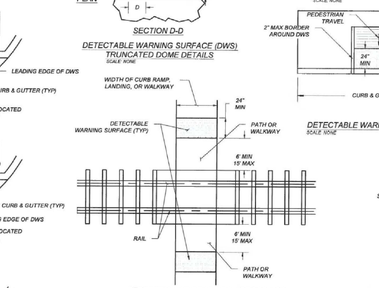
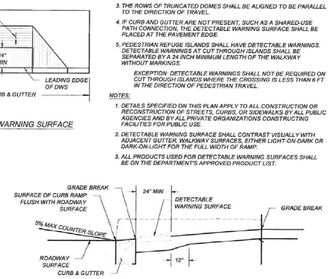


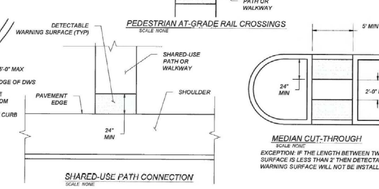
DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
SCALE: NONE



DETECTABLE WARNING SURFACE
(DWS)ON CURVED SURFACES
SCALE: NONE







MEDIAN CUT-THROUGH
SCALE: NONE
EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED

DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARNING SURFACE (DWS):

A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS). A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THE NEED TO STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

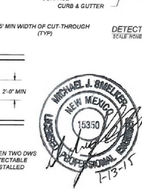
LOCATION:

1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENTS APPROVED PRODUCT LIST.



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			REVISIONS / OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING
SURFACE

APPROVED: [signature] SECRETARY 1-13-15 DATE

608-001-8 608-8 of 12

file path

DRAWING SCALE = NOT TO SCALE

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS

PEDESTRIAN ACCESS DETAILS

SCALE	DWG NO.	DATE
N/A		02/28/2025
	SHEET NO.	28 0

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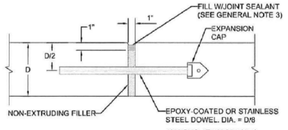
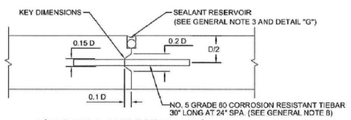


JOINT TYPE "A"

ISOLATION JOINT (DOWELLED/NON-DOWELLED)

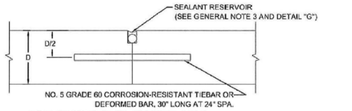
USE DOWELS ONLY WHEN BUTTING AGAINST EXISTING CONCRETE STRUCTURES SUCH AS BRIDGES. DOWELS FOR ISOLATION JOINTS ARE NOT REQUIRED WHEN BUTTING AGAINST DRAINAGE INLETS, MANHOLE COVERS, LIGHTING STRUCTURES.



JOINT TYPE "B" TIEBARS

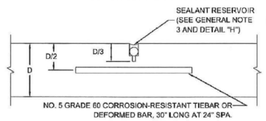
KEYED LONGITUDINAL CONSTRUCTION JOINT WITH TIEBARS

(SEE DETAILS "I" & "J")



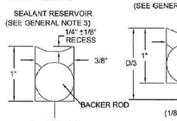
JOINT TYPE "B-I" TIEBARS

LONGITUDINAL CONSTRUCTION JOINT WITH TIEBARS

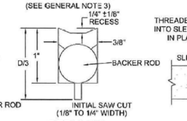


JOINT TYPE "C" TIEBARS

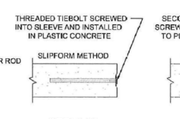
SAWED LONGITUDINAL JOINT WITH TIEBARS



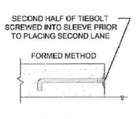
DETAIL "G"



DETAIL "H"

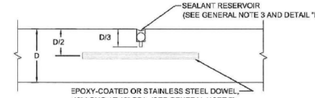


DETAIL "I"



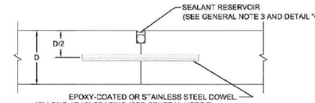
DETAIL "J"

KEYED JOINTS WITH TWO PART THREADED TIEBAR SPLICED COUPLER SYSTEM



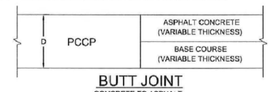
JOINT TYPE "D" DOWELS

TRANSVERSE DOWELED SAWED CONTRACTION JOINT



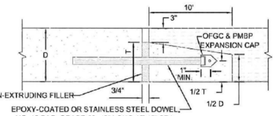
JOINT TYPE "E&F" DOWELS

TRANSVERSE DOWELLED CONSTRUCTION AND/OR EMERGENCY JOINT
JOINT E - TRANSVERSE DOWELED PLANNED CONSTRUCTION JOINT
JOINT F - TRANSVERSE DOWELED EMERGENCY JOINT



BUTT JOINT

CONCRETE TO ASPHALT



TRANSITION JOINT

GENERAL NOTES:

1. ALL PORTLAND CEMENT CONCRETE PAVEMENT SHALL CONFORM TO SECTION 450 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION.
2. DOWELLED ISOLATION JOINTS SHALL ONLY BE USED WHEN BUTTING AGAINST A CONCRETE STRUCTURE. UNDOWELLED ISOLATION JOINTS SHALL BE USED WHEN BUTTING AGAINST DRAINAGE INLETS, MANHOLES, AND LIGHTING STRUCTURES UNLESS OTHERWISE NOTED IN THE CONTRACT.
3. SEALANT RESERVOIR, JOINT SHAPE FACTOR, BACKER ROD, AND NON-EXTRUDING FILLER SHALL BE PLACED IN ACCORDANCE WITH SECTION 452 - SEALING AND RESEALING CONCRETE PAVEMENT JOINTS. WHEN USING SILICONE SEALANT, A MINIMUM SHAPE FACTOR (RATIO OF SEALANT DEPTH TO WIDTH) OF 1:2 IS RECOMMENDED. THE MAXIMUM SHAPE FACTOR SHALL NOT EXCEED 1:1. THE MINIMUM WIDTH OF SEALANT SHALL BE 3/8". THE SURFACE OF SEALANT SHALL BE RECESSED 1/4" ± 1/8" BELOW THE PAVEMENT SURFACE. BACKER ROD SHALL BE A CLOSED-CELL POLYURETHANE FOAM ROD HAVING A DIAMETER APPROXIMATELY 25% GREATER THAN THE WIDTH OF THE JOINT.
4. NON EXTRUDING FILLER MATERIAL SHALL CONSIST OF A NON-ABSORBENT, NON-REACTIVE, NON-EXTRUDING MATERIAL TYPICALLY MADE FROM EITHER A CLOSED CELL FOAM OR A BITUMEN-TREATED FIBER BOARD.
5. NO ADJUSTMENTS OF THE APPROVED JOINT LAYOUT PLAN SHALL BE DONE WITHOUT APPROVAL BY THE PROJECT ENGINEER.
6. ALL APPLICABLE BRIDGE JOINT DETAILS SHALL APPLY WHEN THE PCCP ABUTS AGAINST A BRIDGE DECK OR BRIDGE APPROACH AND DEPARTURE SLAB.
7. SEE TABLE BELOW FOR DOWEL DIAMETER BASED ON CONCRETE PAVEMENT THICKNESS.
8. KEYED LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE USED WHEN THE PAVEMENT THICKNESS IS LESS THAN 10".
9. JOINT SPACING AND CONFIGURATIONS SHALL BE PER CURRENT NMDOT SPECIFICATIONS.
10. THESE JOINT DETAILS AND GENERAL NOTES DO NOT APPLY TO THIN CONCRETE BONDED OVERLAYS.

DOWEL DIAMETER TABLE

CONCRETE PAVEMENT THICKNESS, INCHES	DOWEL DIAMETER, INCHES
< 8 inches	1 inch
8 ≥ T < 10 inches	1.25 inches
≥ 10 inches	1.5 inches

NO	DESCRIPTION	DATE	BY
4			
3			
2			
1	ORIGINAL DRAWING	5/4/14	JSM

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

PCCP JOINT DETAILS

JEFFREY S. MANN — NEW MEXICO — 12/11 — REGISTERED PROFESSIONAL ENGINEER

1/25/15

KEITH POLING 12-Dec-14 | Drawing File: C:\USERS\KPOLING\DOCUMENTS\MANN\450-01-1OF2 REVISED JULY 11 2014.DWG 8:31 AM

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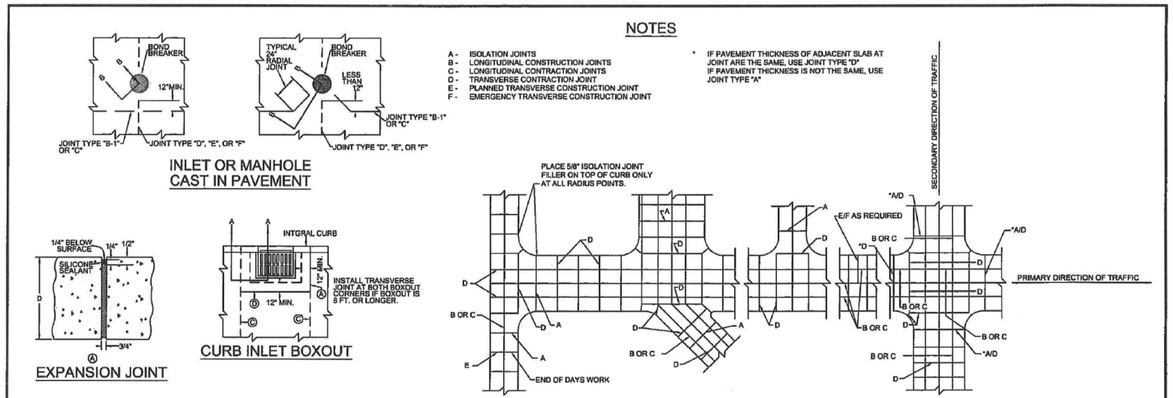

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REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

PCCP JOINT DETAILS

JEFFREY S. MANN — NEW MEXICO — 12/11 — REGISTERED PROFESSIONAL ENGINEER

1/26/15

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REVISIONS	
DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 491-9551

NMDOT STANDARDS

CONCRETE PAVEMENT DETAILS

SCALE	DWG NO.	DATE
N/A		02/28/2025

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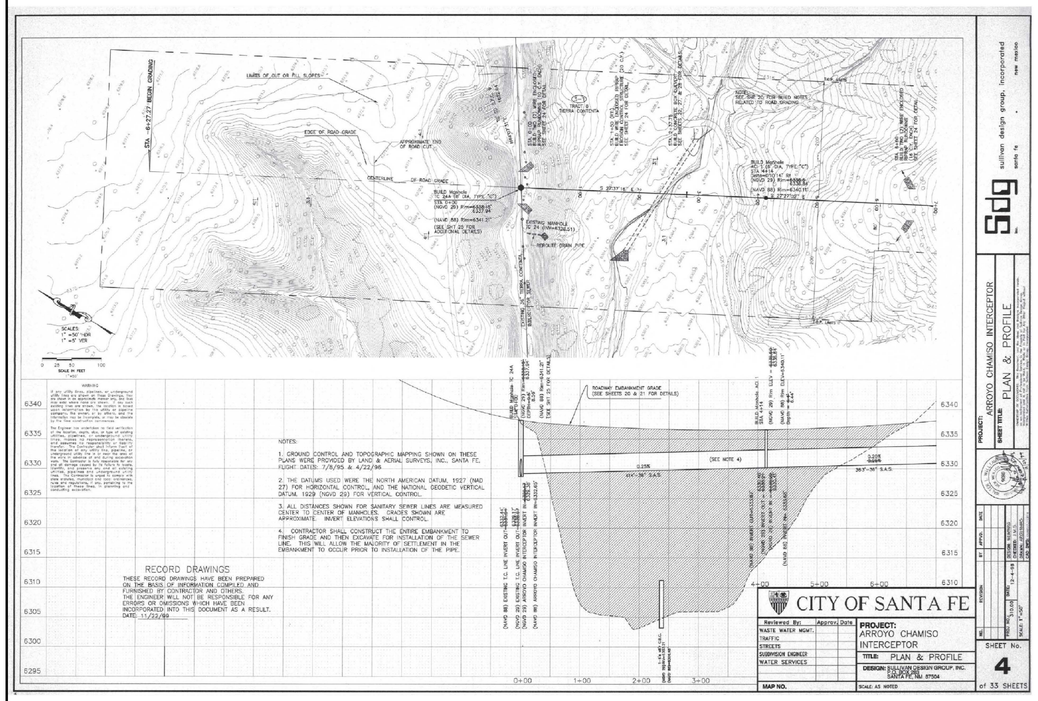
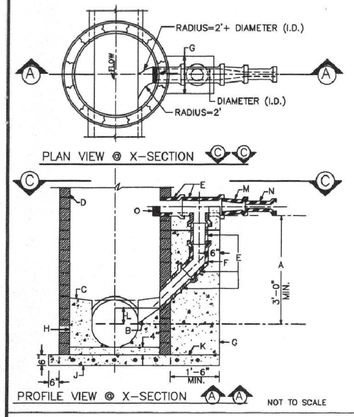

LIMITS OF CUT OR FILL SLOPES
STA. 6+27.27 BEGIN GRADING
EDGE OF ROAD GRADE
APPROXIMATE END OF ROAD CUT
CENTERLINE OF ROAD GRADE
EXISTING MANHOLE TO BE REMOVED
EXISTING 12" VITRIFIED CLAY PIPE
EXISTING 10" SEWER LINE
EXISTING 8" SEWER LINE
EXISTING 12" SEWER LINE
EXISTING 15" SEWER LINE
EXISTING 18" SEWER LINE
EXISTING 24" SEWER LINE
EXISTING 30" SEWER LINE
EXISTING 36" SEWER LINE
EXISTING 48" SEWER LINE
EXISTING 54" SEWER LINE
EXISTING 60" SEWER LINE
EXISTING 72" SEWER LINE
EXISTING 84" SEWER LINE
EXISTING 96" SEWER LINE
EXISTING 108" SEWER LINE
EXISTING 120" SEWER LINE
EXISTING 132" SEWER LINE
EXISTING 144" SEWER LINE
EXISTING 156" SEWER LINE
EXISTING 168" SEWER LINE
EXISTING

LEGEND

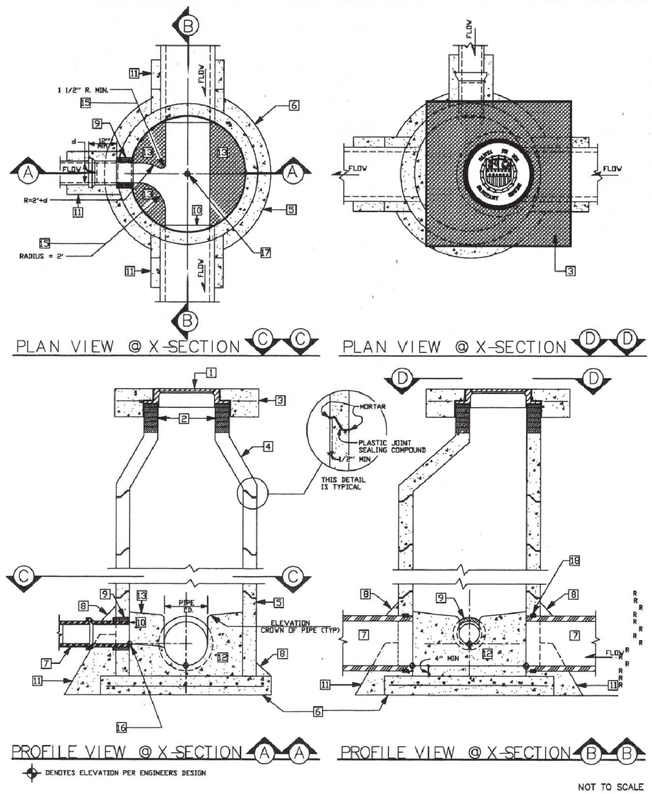
ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



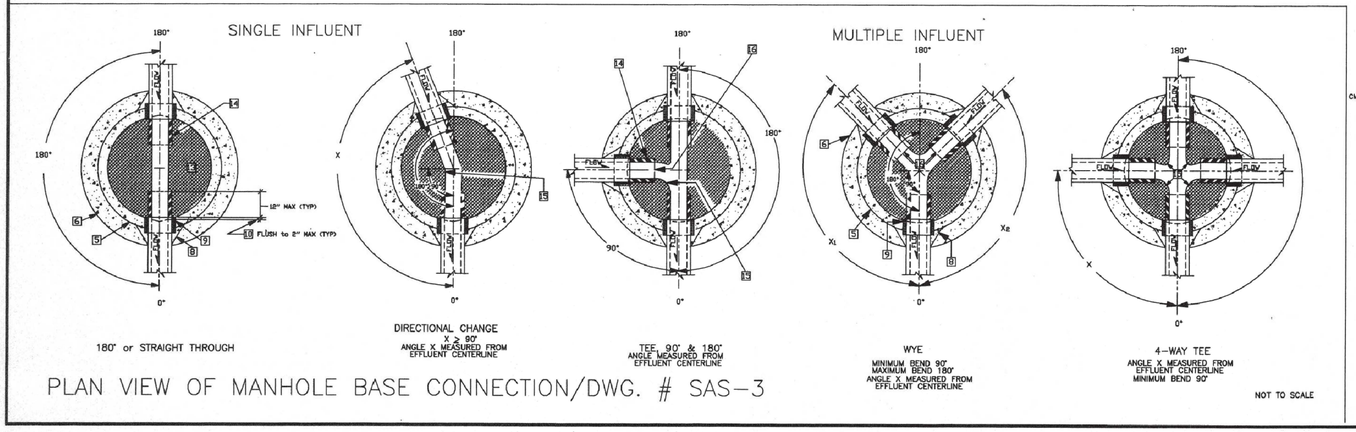
CONSTRUCTION NOTES

A. 3' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.
B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.
C. SHELF SLOPE, 1"(IN) PER FT.
D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.
E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")
F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.
G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 8"(IN) MINIMUM EACH SIDE.
H. CONCRETE FILL.
J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE SHALL BE REINFORCED WITH #4 BARS AT 8"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 18'(FT) OR GREATER. #04 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 18'(FT) IN DEPTH.
K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.
L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.
M. REDUCER
N. SERVICE LINE
O. EXTEND PIPE 8"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

DROP MANHOLE DETAIL
DWG. #: SAS-1



MANHOLE TYPE "E" DETAIL/DWG # SAS-2(See Dwg. # SAS-14 for Type "C" Flat Top)



PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3

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 PLANES 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 TO THE DESIGN ENGINEER AND TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE PLANS/SHOP 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 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 THIS CITY.
1. UP THRU 10" (IN.) DIAMETER: ASTM D 3034 PSM.
2. 12 INCH THRU 15" (IN.) DIAMETER: ASTM D 3034 SDR 35 PIPE.
3. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1380 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED "PIONEER", OR APPROVED EQUAL.
G. 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, 18"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTINGS: 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: 385 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. CUT 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 WITHFIED 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 4'(FT) ABOVE THE SEWER LINE.
5. ON 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: 0.35 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.

RECORD DRAWINGS

THESE RECORD DRAWINGS HAVE BEEN PREPARED ON THE BASIS OF INFORMATION COMPILED AND FURNISHED BY CONTRACTOR AND OTHERS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH HAVE BEEN INCORPORATED INTO THIS DOCUMENT AS A RESULT.
DATE: 11/22/99

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

CITY OF SANTA FE

Reviewed By:	Approval	Date
Streets Maint. Div.		
Traffic Engr. Div.		
Waste Water Mgn't		
Permit & Dev. Review		
Project Engineering		

MAP NO.

PROJECT: ARROYO CHAMISO INTERCEPTOR
TITLE: CITY OF SANTA FE SEWER DETAILS
DESIGN: SULLIVAN DESIGN GROUP, INC. P.O. BOX 283 SANTA FE, NM 87504
SCALE: AS NOTED

SHEET No. 29 of 33 SHEETS

sdg inc. sullivan design group, incorporated
santa fe new mexico

PROJECT: CITY OF SANTA FE ARROYO CHAMISO INTERCEPTOR
SHEET TITLE: CITY OF SANTA FE SEWER DETAILS

OWNERSHIP OF DOCUMENTS: This Document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of the Engineer and is not to be used in whole or in part for any other Project without written authorization of the Engineer.

NO.	REVISION	BY	APPVD.	DATE
	DESIGN: JK/JW/ASC			
	DRAWN: JJ/JS			
	CHKD: ASC/JWS			
	DRAWING: ARCH.MAS			
	CAD DWG:			
	DATE: 9/25/96			
	PROJ NO.: 310.00			
	SCALE: AS NOTED			

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

NMDOT STANDARDS
ACI - RELEVENT AS BUILT DRAWINGS

SCALE	DWG NO.	DATE
N/A		02/28/2025
	SHEET NO.	28 R

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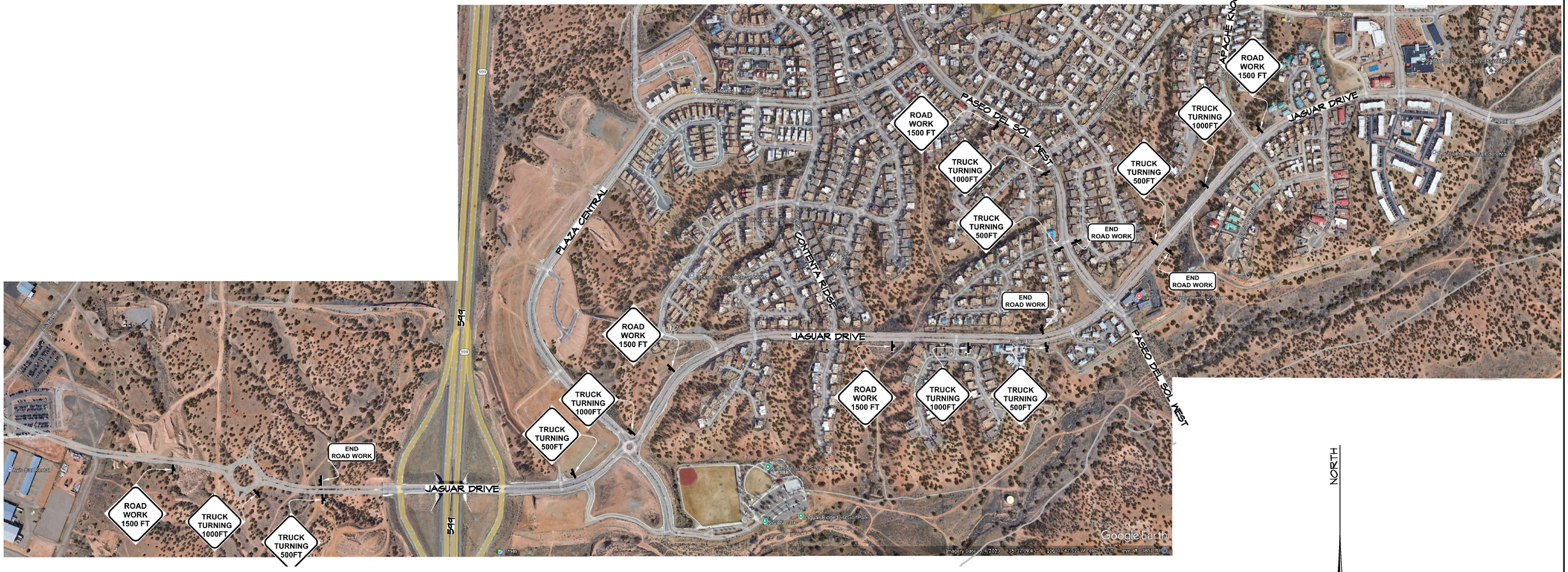


NORTH

D.E.

SCALE 1"=300'

300' 0 300'

REVISIONS

DATE	BY

DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-3557

ORALYNN GUERRERORTIZ
NEW MEXICO
12688
REGISTERED PROFESSIONAL ENGINEER
06/04/2025

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

TRAFFIC CONTROL PLAN

SCALE	DWG NO.	DATE
1"=200'		02/28/2025

SHEET NO. 29

E:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2025-06-04 HW TC3 SHEET 29.dwg, TRAFFIC CONTROL PLAN, 6/4/2025 6:44:02 PM

TABLE OF ABBREVIATIONS

APPROX	APPROXIMATE	MH	MANHOLE
ARCH	ARCHITECT	MIN	MINIMUM
AVG	AVERAGE	MISC	MISCELLANEOUS
B+B	BALLED AND BURLAPPED	N	NORTH
BF	BOTTOM OF FOOTING	NIC	NOT IN CONTRACT
BLDG	BUILDING	NO	NUMBER
BM	BENCHMARK	NOM	NOMINAL
BOC	BACK OF CURB	NTS	NOT TO SCALE
BR	BOTTOM OF RAMP	OC	ON CENTER
BS	BOTTOM OF STEP	OD	OUTSIDE DIAMETER
BW	BOTTOM OF WALL	OPP	OPPOSITE
CAL	CALIPER	PAR	PARALLEL
CAP	CAPACITY	PC	POINT OF CURVATURE
CF	CUBIC FEET	PE	POLYURETHANE
CHAM	CHAMFER	PERF	PERFORATED
CIP	CAST IN PLACE	PED	PEDESTRIAN
CJ	CONTROL JOINT	PI	POINT OF INTERSECTION
CL	CENTER LINE	PL	PROPERTY LINE
CLR	CLEARANCE	PT	POINT, POINT OF TANGENCY
CM	CENTIMETER	PVC	POLYVINYL CHLORIDE
CO	CLEAN OUT	PVMT	PAVEMENT
COMP	COMPACTED	PVR	PAVER
CONC	CONCRETE	QTY	QUANTITY
CONST	CONSTRUCTION	R	RADIUS
CONT	CONTINUOUS	REF	REFERENCE
CONTR	CONTRACTOR	REINF	REINFORCE(D)
CU	CUBIC	REQ	REQUIRED
CY	CUBIC YARD	REV	REVISION, REVISED
DEMO	DEMOLISH, DEMOLITION	ROW	RIGHT OF WAY
DIA	DIAMETER	RT	RIGHT
DIM	DIMENSION	S	SOUTH
DTL	DETAIL	SS	SANITARY SEWER
DWG	DRAWING	SCH	SCHEDULE
E	EAST	SD	STORM DRAIN
EA	EACH	SEC	SECTION
EJ	EXPANSION JOINT	SF	SQUARE FOOT (FEET)
EL	ELEVATION	SHT	SHEET
ELEC	ELECTRICAL	SIM	SIMILAR
ENG	ENGINEER	SNT	SEALANT
EQ	EQUAL	SPECS	SPECIFICATIONS
EQUIP	EQUIPMENT	SQ	SQUARE
EST	ESTIMATE	ST	STORM SEWER
E.W.	EACH WAY	SY	SQUARE YARD
EXIST	EXISTING	STA	STATION

LANDSCAPE WATER BUDGET

TIERRA CONTENTA PHASE 3A STREETSCAPE | Landscape Water Budget Calculations June 9, 2025

YEAR 1 (establishment period)

Landscape Water Demand Calculations	Units	Quantity	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Native Grass reseeding (non-irrigated)	SF	1,045,800	-	100%	0
Native Grass seeding (for establishment only)	SF	27,100	16,379	130%	21,292
Trees (evergreen + small trees)	EA	258	4,128	100%	4,128
Trees (shade)	EA	353	8,472	100%	8,472
Shrubs	EA	552	2,208	100%	2,208
Yucca / Cacti	EA	346	173	100%	173
Perennials / Ornamental Grasses	EA	596	1,192	100%	1,192

YEAR 2 + 3

Landscape Water Demand Calculations	Units	Quantity	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Native Grass reseeding (non-irrigated)	SF	1,045,800	-	70%	0
Native Grass seeding (for establishment only)	SF	27,100	16,379	25%	4,095
Trees (evergreen + small trees)	EA	258	4,128	90%	3,715
Trees (shade)	EA	353	8,472	90%	7,625
Shrubs	EA	552	2,208	80%	1,766
Yucca / Cacti	EA	346	173	25%	43
Perennials / Ornamental Grasses	EA	596	1,192	80%	954

YEAR 4 and beyond

Landscape Water Demand Calculations	Units	Quantity	Weekly Demand (gallons)	Reduction Factor	Weekly Demand (gallons)
Native Grass reseeding (non-irrigated)	SF	1,045,800		0%	0
Native Grass seeding (for establishment only)	SF	27,100	16,379	0%	0
Trees (evergreen + small trees)	EA	258	4,128	90%	3,715
Trees (shade)	EA	353	8,472	90%	7,625
Shrubs	EA	552	2,208	75%	1,656
Yucca / Cacti	EA	346	692	0%	0
Perennials / Ornamental Grasses	EA	596	1,192	50%	596
				weekly	13,592

Notes:
1. Native grass reseeding of areas disturbed by construction is dryland reseeding and will not receive temporary or permanent irrigation.
2. Native grass reseeding with irrigation (for establishment) is solely within the 40' wide trail easement.

Planting Water Demand Assumptions

Yuccas / Cacti	0.50 1 - 1 gal / hr emitters per plant run 30 min. 1 times / week = .5 gallons per week per plant
Perennials / ornamental grasses	2.00 1 - 1 gal / hr emitters per perm. run 30 min. 4 times / week = 2 gallons per week per plant
Native shrub	4.00 2 - 1 gal / hr emitters per shrub run 1 hour twice a week = 4 gallons per week per plant
Trees (evergreen + small native trees)	16.00 gallons per week: 8 -1gal / hr emitters per tree run 1 hour twice a week per plant
Trees (shade trees)	24.00 gallons per week: 12 -1gal / hr emitters per tree run 1 hour twice a week per plant
Native Seeded Area	0.60 gallons per week per square foot: 20'/ 32 week growing season / sf = .625" / week (1.25"-1.50"/ sf / week to establish)

Reduction Factor Reduction factor assumes a reduction in water use for drought tolerant plants once they have been established.

Monthly Water Alotment Percent water allocated to plants based on climate and average needs.

YEAR 1 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	65%	100%	90%	85%	62%	35%	20%	0%	
	0.0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
	0.0	0.0	13,733	34,791	59,512	91,556	82,401	77,823	56,765	32,045	18,311	0.0	466,936
	0.0	0.0	2,663	6,743	11,538	17,750	15,975	15,088	11,005	6,213	3,550	0.0	90,527
	0.0	0.0	5,464	13,843	23,679	36,430	32,787	30,965	22,589	12,750	7,286	0.0	185,791
	0.0	0.0	1,424	3,608	6,171	9,494	8,545	8,070	5,887	3,323	1,899	0.0	48,421
	0.0	0.0	112	283	484	744	670	632	461	260	149	0.0	3,794
	0.0	0.0	769	1,948	3,332	5,126	4,613	4,357	3,178	1,794	1,025	0.0	26,143
Monthly demand	**0**	**0**	**24,165**	**61,218**	**104,715**	**161,100**	**144,990**	**136,935**	**99,882**	**56,385**	**32,220**	**0**	
Year 1 - Demand													**821,610** gal./yr
													2.52 ac/ft/yr

YEAR 2 and 3 - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	65%	100%	90%	85%	62%	35%	20%	0%	
	0.0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
	0.0	0.0	2,641	6,691	11,445	17,607	15,846	14,966	10,916	6,162	3,521	0.0	89,795
	0.0	0.0	2396.31	6,071	10,384	15,973	14,378	13,579	9,905	5,591	3,195	0.0	81,474
	0.0	0.0	4918.0	12,459	21,311	32,787	29,508	27,869	20,328	11,475	6,557	0.0	167,212
	0.0	0.0	1,139	2,886	4,937	7,596	6,836	6,456	4,709	2,658	1,519	0.0	38,737
	0.0	0.0	28	71	121	186	167	158	115	65	37	0.0	948
	0.0	0.0	615	1,558	2,665	4,100	3,690	3,485	2,542	1,430	820	0.0	20,912
Monthly demand	**0**	**0**	**11,738**	**29,735**	**50,863**	**78,251**	**70,426**	**66,513**	**48,516**	**27,388**	**15,650**	**0**	
Year 2 / 3 - Demand													**399,080** gal./yr
													1.22 ac/ft/yr

YEAR 4 and beyond - water budget

	January	February	March	April	May	June	July	August	September	October	November	December	Total
	0%	0%	15%	38%	65%	100%	90%	85%	62%	35%	20%	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	0	0	0	0	0	0.0	0
	0.0	0.0	2,396	6,071	10,384	15,973	14,378	13,579	9,905	5,591	3,195	0.0	81,474
	0.0	0.0	4918.0	12,459	21,311	32,787	29,508	27,869	20,328	11,475	6,557	0.0	167,212
	0.0	0.0	1088.1	2,708	4,629	7,121	6,409	6,053	4,415	2,492	1,424	0.0	36,318
	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0
	0.0	0.0	364	974	1,666	2,563	2,307	2,178	1,589	897	513	0.0	13,052
Monthly demand	**0**	**0**	**8,767**	**22,209**	**37,990**	**58,448**	**52,601**	**49,679**	**36,236**	**20,456**	**11,689**	**0**	
Year 3 - Demand													**298,073** gal./yr
													0.91 ac/ft/yr

GENERAL CONDITIONS NOTES

1. Work performed shall comply with the following:
   A. These General Notes, Construction Documents and Specifications.
   B. All applicable local, state,and federal codes, ordinances and regulations. All codes listed in Specifications and Drawings shall be inclusive of all codes, regulations and requirements adopted by the State of New Mexico, including all Amendments.
   C. Tierra Contenta and City of Santa Fe design standards.
2. Source of base information is Design Enginuity, LLC and is assumed to be correct. Report any discrepancies immediately to the Owner's representative.
3. Verify locations of pertinent site improvements installed under other contracts. If any part of this plan cannot be followed due to site conditions, contact owner's representative for instructions prior to commencing work.
4. Contact local underground utility services for utility location and identification, prior to commencing work.
5. Perform excavation in the vicinity of underground utilities with care and by hand, if necessary. The contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately and at no expense to the owner. No additional compensation or time extension for delays, inconveniences, or damages sustained will be made to contractor due to interferences from utility appurtenances or the operation of moving them resulting from contractor's negligence.
6. Field verify all elevations, dimensions, and right-of-way prior to the beginning of construction. The contractor shall limit all work on this project within the existing right-of-way or public easement.
7. The Contractor shall be responsible for any damage to existing facilities or adjacent properties during construction. Any removal or damage to existing facilities shall be replaced or repaired to equal or better condition by the Contractor.
8. Provide construction fencing throughout the construction period.
9. Upon approval of work at substantial completion, the City of Santa Fe will maintain landscaped road medians and the planting strip along sidewalks adjacent to City-owned open space. Planting strips adjacent to sidewalks abutting private land shall be maintained by the private landowner.

SOIL PREPARATION

1. Remove existing topsoil with seed bank within area of construction and stockpile on site. Topsoil to be spread on site in areas to be reseeded. Apply stockpiled topsoil to disturbed areas at a depth of 2".
2. Contractor to conduct a soil evaluation to determine the soil's composition, compaction rate, nutrient qualities, organic content, PH levels, and water holding capabilities. Submit soil test results and amendment recommendations to Landscape Architect. Soil amendments to be implemented per recommendations of the soil test for native vegetation establishment. The ideal particle soil mix is approximately 45% sand, 40% silt, 10% clay and 5% organic material with a PH level near seven.
3. Prior to the installation of the landscape and irrigation system, contractor to prepare soil and add amendments as per soil test recommendations and as approved by Landscape Architect to ensure a proper environment for plant root development.
4. Contractor to de-compact soils in planting areas by roto-tilling, disking or ripping to a depth of 6"-12". De-compaction of small planter areas, such as those in parking lot areas, may require the removal of the compacted soil to a depth of 18" or more and then re-installed loosely with required amendments. Always remove debris over 2" in size.
5. When performing soil de-compaction, multiple passes across the area will be required and should be at varying angles to ensure adequate coverage. When using disc or ripping equipment, it is required that the final passes over the area be made with a roto-tiller to break up any large clumps to make final grading easier.
6. After initial soil de-compaction procedures are performed, soil amendments should be added and be mixed thoroughly with existing soil. The addition of soil amendments is determined from soil tests conducted prior to work commencing.
7. During the remainder of the landscape installation, various areas of the site may be re-compacted due to the use of equipment and vehicles. This compaction is typically limited to the upper 4-6" of the soil. Prior to the installation of plant material in these areas, the compaction shall be reduced to 80% or less using previously described methods.

LANDSCAPE PLANTING NOTES

1. Verify locations of pertinent site improvements installed under other sections. If any part of this plan cannot be followed due to site conditions, contact Landscape Architect for instructions prior to commencing work.
2. Exact locations of plant materials to be approved by the Landscape Architect in the field prior to installation. Landscape Architect reserves the right to adjust plants to exact location in field.
3. Verify plant counts and square footages: Quantities are provided as Owner information only. If quantities on plant list differ from graphic indications, then graphics shall prevail.
4. Contact the local underground utility services for utility location and identification.
5. Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
6. New plantings within Public Utility Easement (PUE) to be limited to shrubs, grasses, perennials, and cacti. Trees are only allowed outside the PUE or if the center of the tree trunk is planted on the outside edge of the designated PUE.
7. Trees shall bear same relation to finished grade as it bore to existing.
8. Trees to be planted a minimum of 4 feet from face of building, or pavement, except as approved by Landscape Architect or as indicated on plans.
9. Provide matching forms and sizes for plant materials within each species and size designated on the drawings.
10. Prune newly planted trees only as directed by Landscape Architect.
11. Align and equally space in all directions trees and shrubs so designated per these notes and drawings.
12. Cut and remove burlap from top 1/3 of ball.
13. Landscape Architect to review plant materials at source or by photographs prior to digging or shipping of plant materials.
14. Revegetate all areas disturbed due to construction activities as outlined in the contract documents. Review extent of areas to be revegetated with Landscape Architect prior to commencing work.
15. No object or vegetation shall block site distance within a sight triangle at roadway intersections between the height of 3' and 6'.

LAYOUT NOTES

1. On-site verification of all dimensions and conditions shall be the responsibility of the General Contractor. Noted dimensions take precedence over scale, larger scale over smaller scale, addenda and clarifications over previous documents.
2. Contractor to lay out site elements and verify layout with Landscape Architect prior to construction.
3. Where dimensions are called as "equal," space referenced items equally, measured to their center lines.
4. Measurements are to face of building, wall or fixed site improvement. Dimensions to centerlines is as indicated.
5. Install intersecting elements at 90 degree angles to each other unless otherwise noted.
6. Contractor to prepare subgrade according to water harvesting details and finish surface depths prior to placing materials.
7. Top of cobble to be flush w/ top of adjacent gravel unless otherwise noted.
8. Gravel mulch finish surface to be 2" below top of adjacent curbs and 1" below adjacent walks, or as otherwise indicated on plans.

IRRIGATION NOTES

1. See irrigation general conditions notes.
2. Point of connection for irrigation mainline is as noted on plans.
3. Install system and components per City of Santa Fe irrigation requirements.
4. Contractor to verify that water source is capable of providing pressure and gpm for systems as designed prior to beginning any irrigation work.
5. Locations of irrigation lines, valves, heads, and all other related irrigation appurtenances shown on these drawings are diagrammatic only. The exact location of the above need to be approved by the Landscape Architect.
6. Stake all utilities, including sewer and drainage prior to any excavation for irrigation.

REVEGETATION SEEDING NOTES

1. Erodible Surface Area: All requirements outlined in the Federal Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) and the New Mexico Clean Water Act shall be strictly adhered to during the course of constructing this project. Exposed areas of disturbance shall be kept to a minimum to perform project construction and shall be protected by the application of tackifier as stated below and any other sediment control devices required until permanent measures are applied.
2. Prior to commencing the seeding operation, the Project Manager, Landscape Architect, and Seeding Contractor's Representative shall review areas to be treated to determine the appropriate class of seeding and to insure that slopes have been constructed properly. Seeding equipment shall also be inspected during this period to insure proper operation. Any work done prior to this inspection shall be rejected. All areas to be seeded shall be as directed by the Project Manager and / or the Landscape Architect and shall be installed as dictated by NMDOT Section 632 Revegetation specification requirements. Areas 4:1 or flatter shall be treated with NMDOT Class "A" seeding techniques. Areas with slopes greater than 4:1 shall be treated with NMDOT Class "C" seeding techniques.
3. Seeding Dates
   A. Period A to B = May 1 through May 31
   B. Period B to E = June 1 through August 15
   C. Period C to D = None
   D. Period E to A = August 16 through April 30

   During period E to A, disturbed areas shall be disced and mulch applied as in Class "A" Seeding and no seed shall be applied. This work shall be paid at 65% of the Seeding bid price. The following seeding season, Class "E" Seeding (weed removal, if needed, over the seeding application) shall be performed and the remaining 35% of the seeding bid price shall be paid. If the project is closed out, it shall be the responsibility of the Project Manager to advise the construction bureau of the need to initiate a project to perform permanent seeding the next seeding season.
4. Any proposed changes or modifications to this Plan shall be discussed with the Landscape Architect and/or Project Managers prior to making such changes or modifications.
5. Seed mix shall be native grass seed mix with additional seed as per plan. Native grass seed mix shall be as indicated on L2.0 Reseeding Plan.
6. On-site seed sampling and testing may be done at the discretion of the Project Manager and Landscape Architect. All seed certificates from seed supplier must be provided to Project Manager before seeding commences.
7. Begin establishment and maintenance immediately after seeding. For areas receiving irrigation, contractor to irrigate and maintain seeded grass as required to establish a grass stand acceptable to the Owner. Bare patches greater than 1' x 1' square to be reseeded prior to acceptance by the Owner. Remove noxious weeds to promote native seed establishment.
8. Warranty seeded areas through specified maintenance period. Where native grass is installed in areas without an irrigation system, no warranty shall be required after the date of final acceptance of all the contract work.
9. Preservation of Existing Vegetation: Contractor shall preserve and protect all existing vegetation adjacent to areas being seeded and which do not unreasonably interfere with construction procedures. The contractor shall replace or restore, at his own expense, all vegetation that may be destroyed or damaged which has not been protected or preserved as specified herein.

PLANTING CODE SUMMARY

STREETSCAPE

SEE SHEETS L2.1-L2.5 FOR STREETSCAPE PLANTING PLANS

PASEO DEL SOL WEST (1/L2.1, L2.3, L2.5)

STREET LENGTH (4,079 LF)	REQUIRED	PROPOSED
TREE REQ (1 / 30-40 LF)*EACH SIDE	204-272 TREES	250 TREES

TIERRA CONTENTA CINTO NORTE (L2.2, L2.3)

STREET LENGTH (2,736 LF)	REQUIRED	PROPOSED
TREE REQ (1 / 25-35 LF)*EACH SIDE	156-219 TREES	157 TREES

TIERRA CONTENTA CINTO SUR (2/L2.1, L2.4)

STREET LENGTH (3,121 LF)	REQUIRED	PROPOSED
TREE REQ (1 / 25-35 LF)*EACH SIDE	178-250 TREES	178 TREES

design office
landscape planning urbanism
1300 Luisa Street, Suite 24 Santa Fe, NM 87505
t 505.983.1415 www.do-designoffice.com

STATE OF NEW MEXICO — CLAUDIA MEYER HORN — 371 — REGISTERED LANDSCAPE ARCHITECT — 6/9/2025

REVISIONS

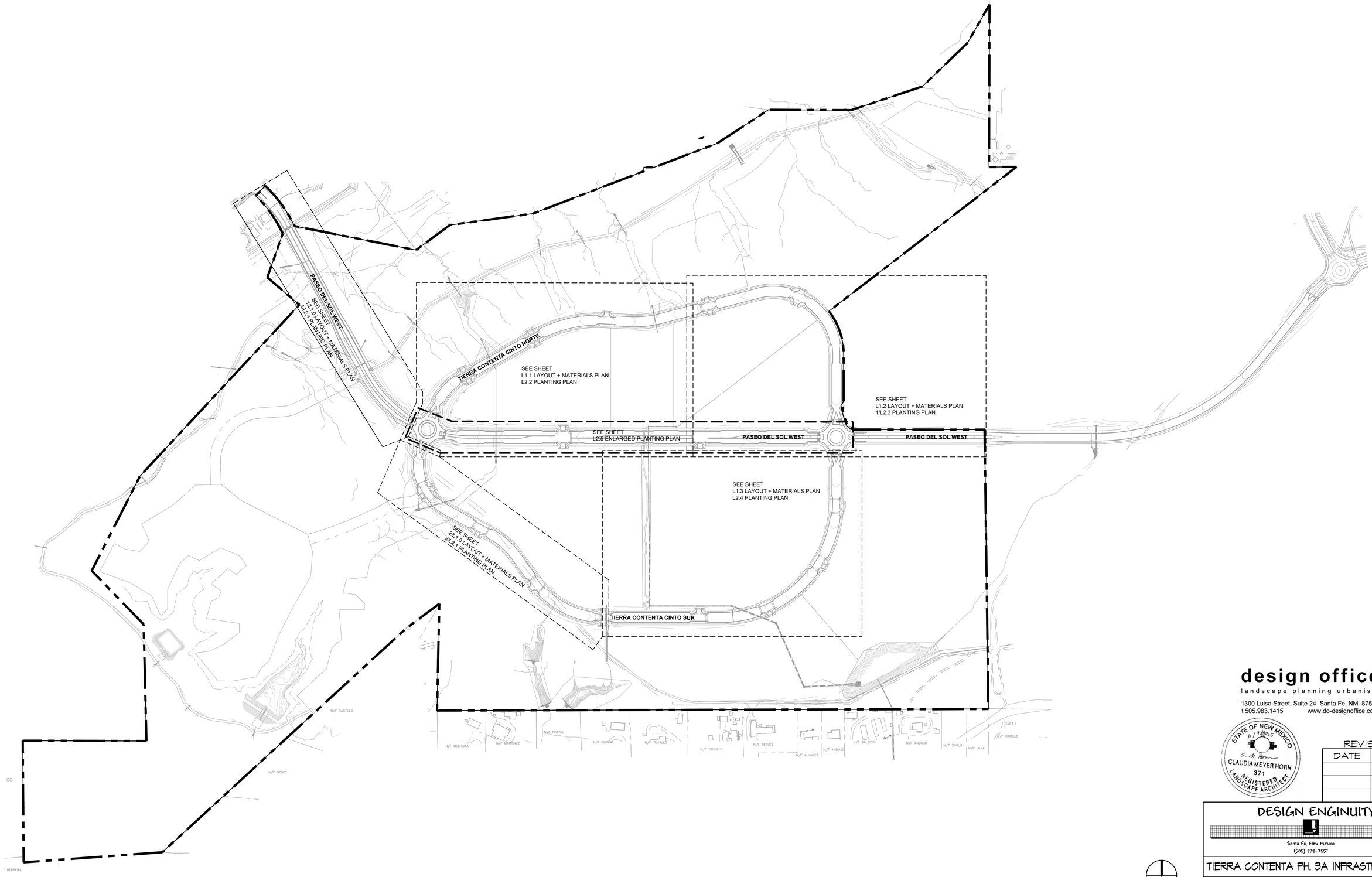
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 991-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

LANDSCAPE GENERAL NOTES

SCALE	DWG NO.	DATE
		06/09/2025
PWDR CASE #		SHEET NO. L0.0



SCALE: 1" = 200-0"

0' 100' 200' 400' 600'

design office

landscape planning urbanism

1300 Luisa Street, Suite 24 Santa Fe, NM 87505

t 505.983.1415 www.do-designoffice.com

STATE OF NEW MEXICO
6/9/2025
C. M. Horn
CLAUDIA MEYER HORN
371
REGISTERED LANDSCAPE ARCHITECT

REVISIONS

DATE	BY

DESIGN ENGINUITY

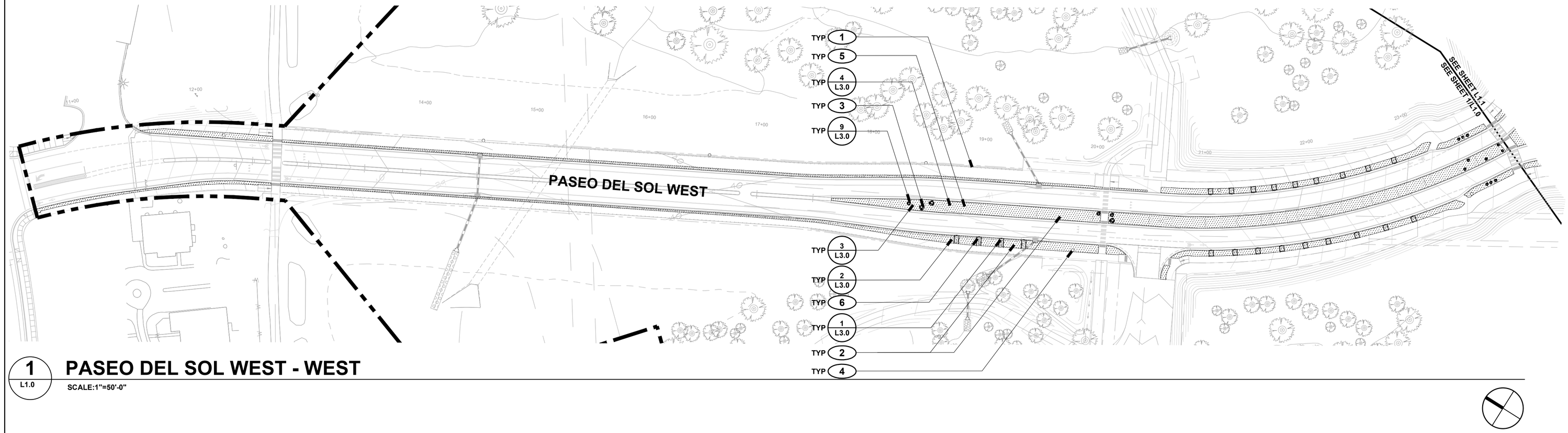
Santa Fe, New Mexico

(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

KEY MAP

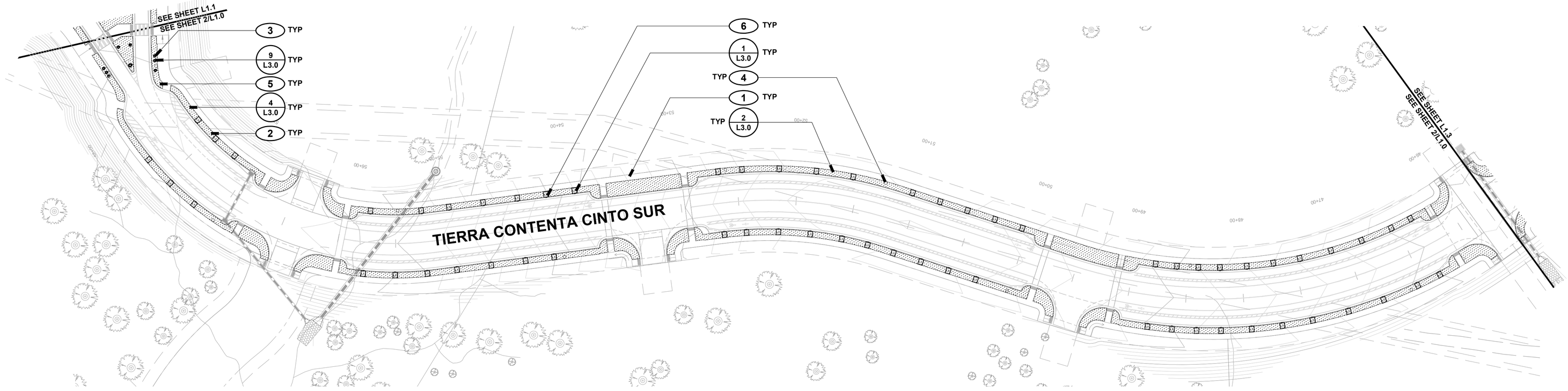
SCALE	DWG NO.	DATE
1"=200'		06/09/2025
P&DR CASE #		SHEET NO. L0.1



1 PASEO DEL SOL WEST - WEST

L1.0

SCALE:1"=50'-0"



2 TIERRA CONTENTA CINTO SUR - WEST

L1.0

SCALE:1"=50'-0"

LAYOUT + MATERIALS LEGEND

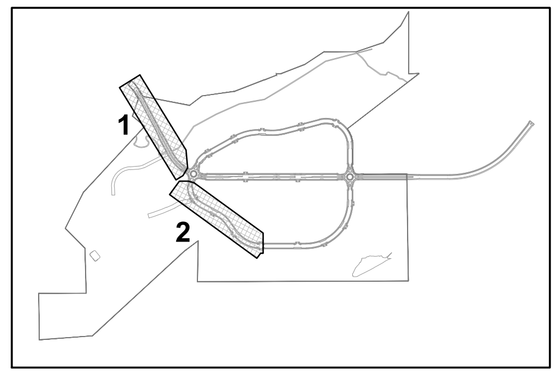
- PROPERTY BOUNDARY
- MATCHLINE
- GRAVEL EXTENT
- COBBLE PAD
- GRAVEL
- COBBLE PAD
- BOULDER
- CURB CUT
- LIGHT POLE

LAYOUT + MATERIALS KEYED NOTES

1. SITE IMPROVEMENT, SEE CIVIL PLANS FOR LAYOUT, MATERIALS, AND EXTENTS; PRESERVE AND PROTECT DURING LANDSCAPE INSTALLATION
2. FINE GRADE PLANTER STRIP SUBGRADE TO HARVEST SURFACE RUNOFF, SEE DETAIL; TAPER AT ENDS AND WHERE STRIP NARROWS
3. BOULDER; CONFIRM FINAL LOCATION, SIZE, AND ORIENTATION IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO SETTING BOULDERS; BOULDER COUNT: L-1, M-12, S-13
4. STREET LIGHT BASE; SEE LIGHTING PLANS FOR LOCATIONS; PRESERVE AND PROTECT
5. GRAVEL MULCH; SET TOP OF SURFACE 1" BELOW ADJACENT PAVING / TOP OF CURB
6. CURB CUT W/ COBBLE SPLASH PAD, SEE CIVIL PLANS FOR CURB CUT LOCATIONS; ADJUST FINISH GRADE OF COBBLE AS DIRECTED TO HARVEST STORMWATER RUNOFF, SEE DETAIL

SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

KEY MAP



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STATE OF NEW MEXICO
6/9/2025
CLAUDIA MEYER HORN
371
REGISTERED LANDSCAPE ARCHITECT

REVISIONS

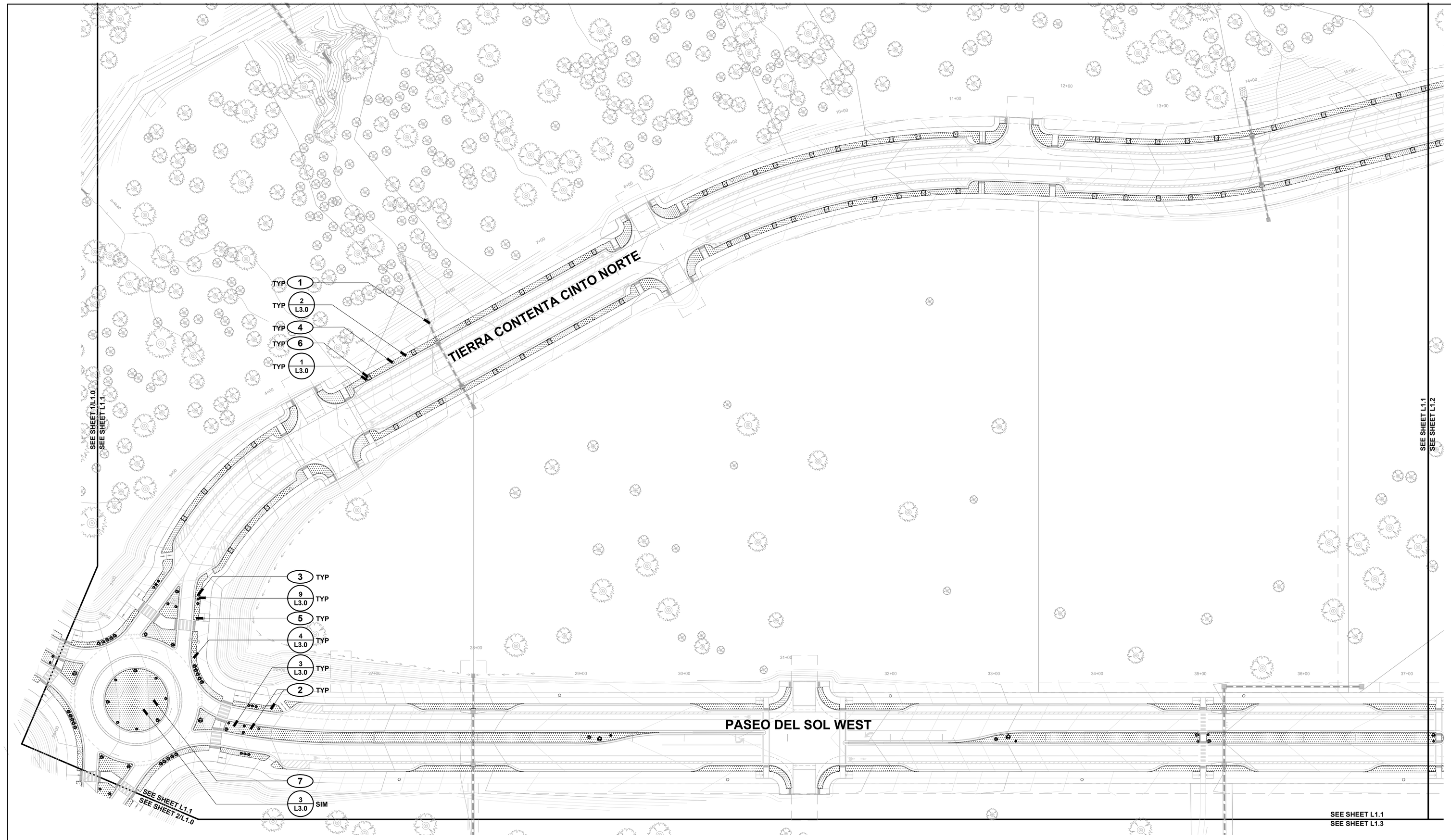
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

LAYOUT + MATERIALS PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L1.0



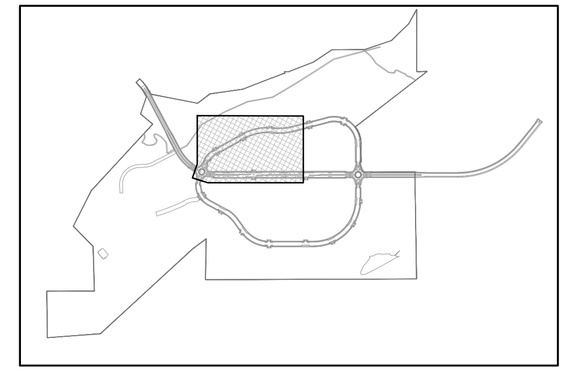
LAYOUT + MATERIALS LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- GRAVEL EXTENT
- COBBLE PAD
- GRAVEL
- COBBLE PAD
- BOULDER
- CURB CUT
- LIGHT POLE

LAYOUT + MATERIALS KEYED NOTES

1. SITE IMPROVEMENT, SEE CIVIL PLANS FOR LAYOUT, MATERIALS, AND EXTENTS; PRESERVE AND PROTECT DURING LANDSCAPE INSTALLATION
2. FINE GRADE PLANTER STRIP SUBGRADE TO HARVEST SURFACE RUNOFF, SEE DETAIL; TAPER AT ENDS WHERE STRIP NARROWS
3. BOULDER; CONFIRM FINAL LOCATION, SIZE, AND ORIENTATION IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO SETTING BOULDERS; BOULDER COUNT: L-4, M-39, S-21
4. STREET LIGHT BASE; SEE LIGHTING PLANS FOR LOCATIONS; PRESERVE AND PROTECT
5. GRAVEL MULCH; SET TOP OF SURFACE 1" BELOW ADJACENT PAVING / TOP OF CURB
6. CURB CUT W/ COBBLE SPLASH PAD, SEE CIVIL PLANS FOR CURB CUT LOCATIONS; ADJUST FINISH GRADE OF COBBLE AS DIRECTED TO HARVEST STORMWATER RUNOFF, SEE DETAIL
7. FINE GRADE ROUNDABOUT INTERIOR PLANTER FOR SURFACE WATER HARVESTING; SLOPE TO CENTER AT 12:1

KEY MAP



SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

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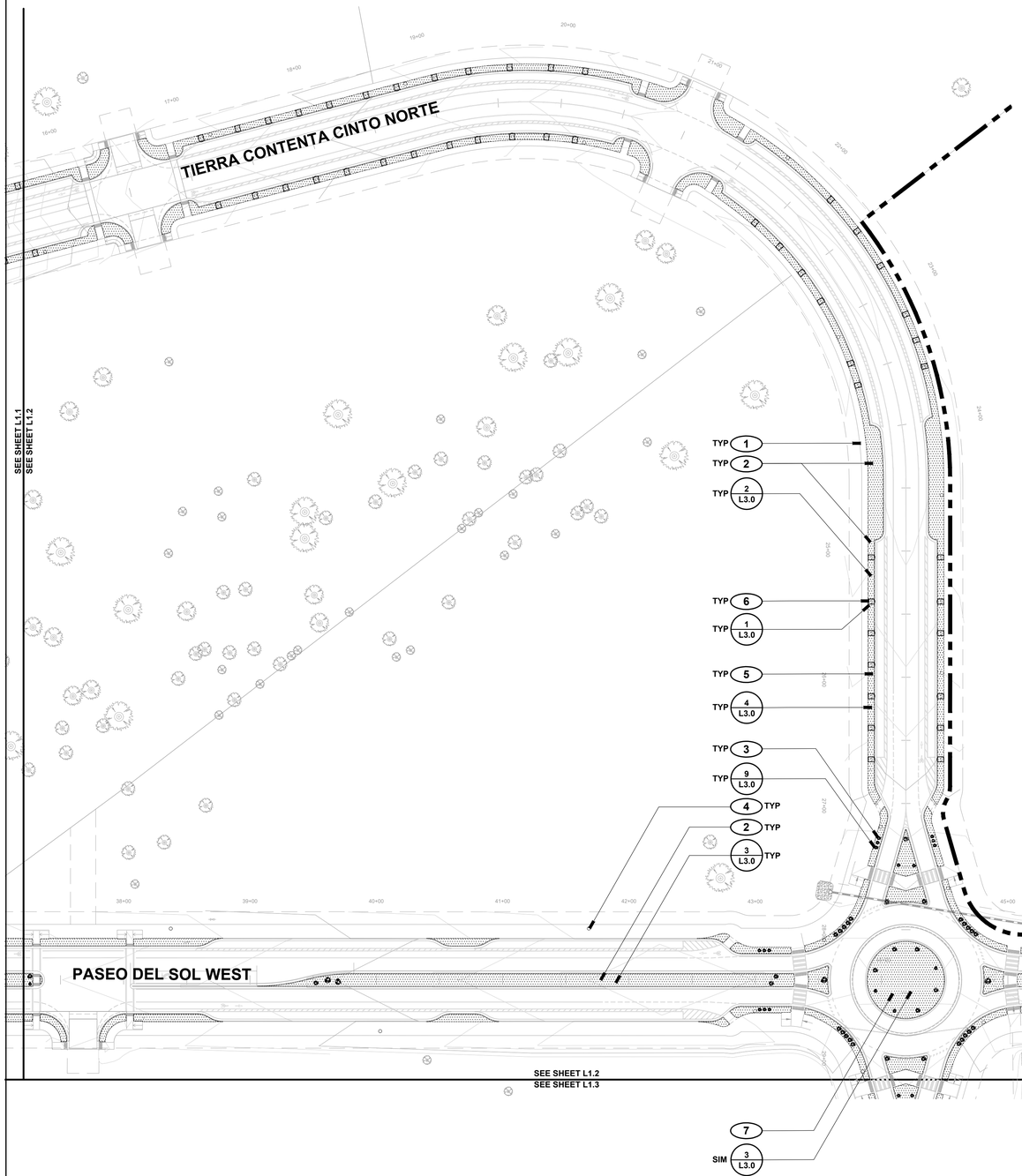
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

LAYOUT + MATERIALS PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L1.1



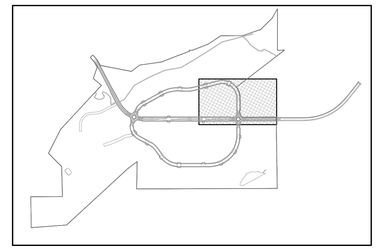
LAYOUT + MATERIALS LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- GRAVEL EXTENT
- COBBLE PAD
- GRAVEL
- COBBLE PAD
- BOULDER
- CURB CUT
- LIGHT POLE

LAYOUT + MATERIALS KEYED NOTES

1. SITE IMPROVEMENT, SEE CIVIL PLANS FOR LAYOUT, MATERIALS, AND EXTENTS; PRESERVE AND PROTECT DURING LANDSCAPE INSTALLATION
2. FINE GRADE PLANTER STRIP SUBGRADE TO HARVEST SURFACE RUNOFF, SEE DETAIL; TAPER AT ENDS WHERE STRIP NARROWS
3. BOULDER; CONFIRM FINAL LOCATION, SIZE, AND ORIENTATION IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO SETTING BOULDERS; BOULDER COUNT: L-6, M-36, S-26
4. STREET LIGHT BASE; SEE LIGHTING PLANS FOR LOCATIONS; PRESERVE AND PROTECT
5. GRAVEL MULCH: SET TOP OF SURFACE 1" BELOW ADJACENT PAVING / TOP OF CURB
6. CURB CUT W/ COBBLE SPLASH PAD, SEE CIVIL PLANS FOR CURB CUT LOCATIONS; ADJUST FINISH GRADE OF COBBLE AS DIRECTED TO HARVEST STORMWATER RUNOFF, SEE DETAIL
7. FINE GRADE ROUNDABOUT INTERIOR PLANTER FOR SURFACE WATER HARVESTING; SLOPE TO CENTER AT 12:1
8. INSTALL GRAVEL IN MEDIAN WHICH EXTENDS 76' BEYOND DRAWING LIMIT

KEY MAP



SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

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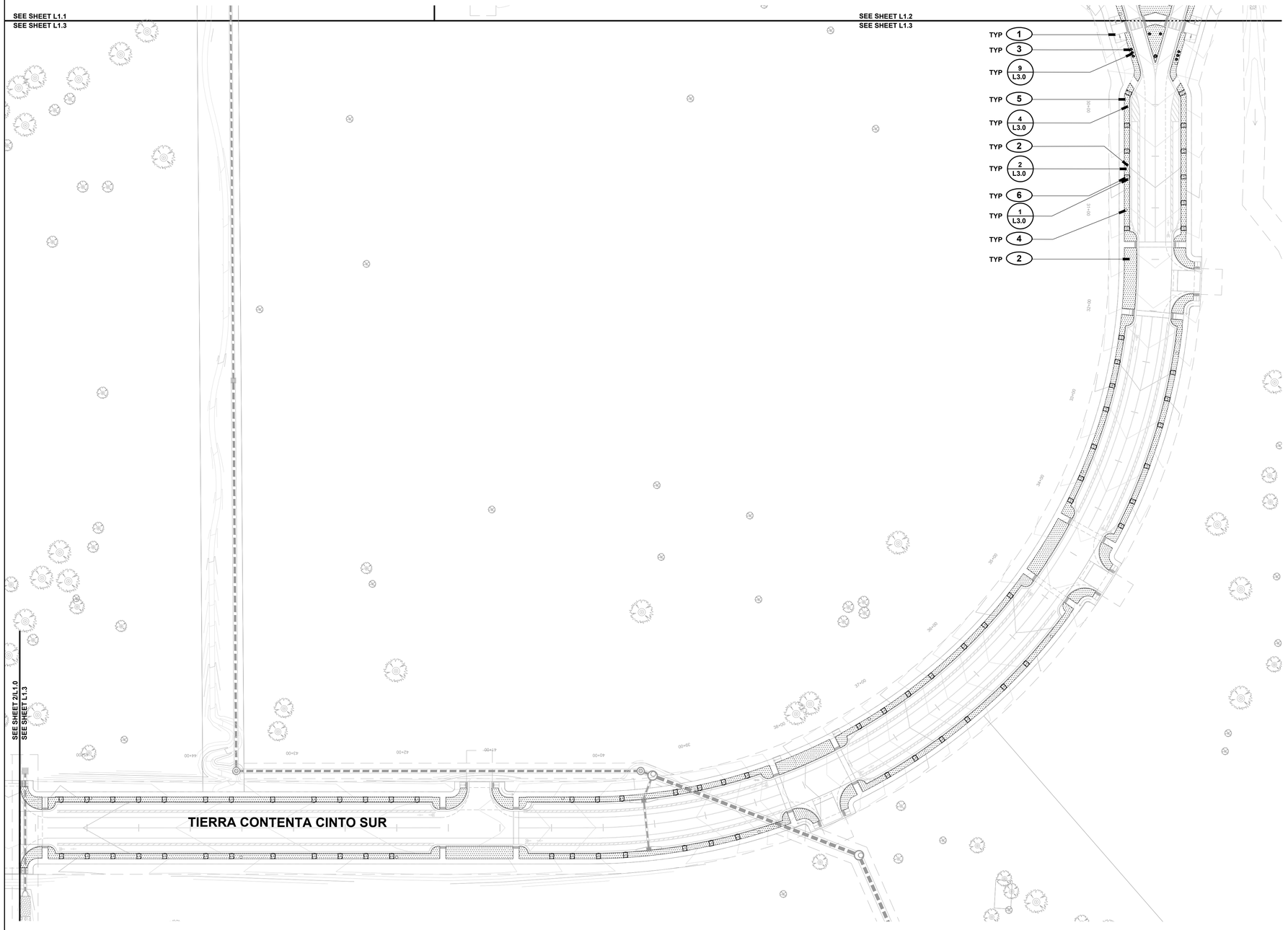
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

LAYOUT + MATERIALS PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L1.2

SEE SHEET L1.1
SEE SHEET L1.3

SEE SHEET L1.2
SEE SHEET L1.3



LAYOUT + MATERIALS LEGEND

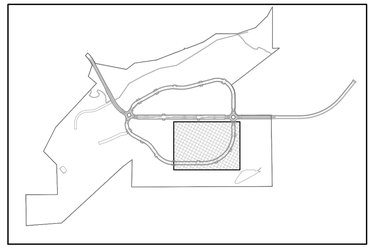
- PROPERTY BOUNDARY
- MATCHLINE
- GRAVEL EXTENT
- COBBLE PAD
- GRAVEL
- COBBLE PAD
- BOULDER
- CURB CUT
- LIGHT POLE

LAYOUT + MATERIALS KEYED NOTES

1. SITE IMPROVEMENT, SEE CIVIL PLANS FOR LAYOUT, MATERIALS, AND EXTENTS; PRESERVE AND PROTECT DURING LANDSCAPE INSTALLATION
2. FINE GRADE PLANTER STRIP SUBGRADE TO HARVEST SURFACE RUNOFF, SEE DETAIL; TAPER AT ENDS AND WHERE STRIP NARROWS
3. BOULDER; CONFIRM FINAL LOCATION, SIZE, AND ORIENTATION IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO SETTING BOULDERS; BOULDER COUNT: M-1, S-8
4. STREET LIGHT BASE; SEE LIGHTING PLANS FOR LOCATIONS; PRESERVE AND PROTECT
5. GRAVEL MULCH; SET TOP OF SURFACE 1" BELOW ADJACENT PAVING / TOP OF CURB
6. CURB CUT W/ COBBLE SPLASH PAD, SEE CIVIL PLANS FOR CURB CUT LOCATIONS; ADJUST FINISH GRADE OF COBBLE AS DIRECTED TO HARVEST STORMWATER RUNOFF, SEE DETAIL

SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

KEY MAP



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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

LAYOUT + MATERIALS PLAN

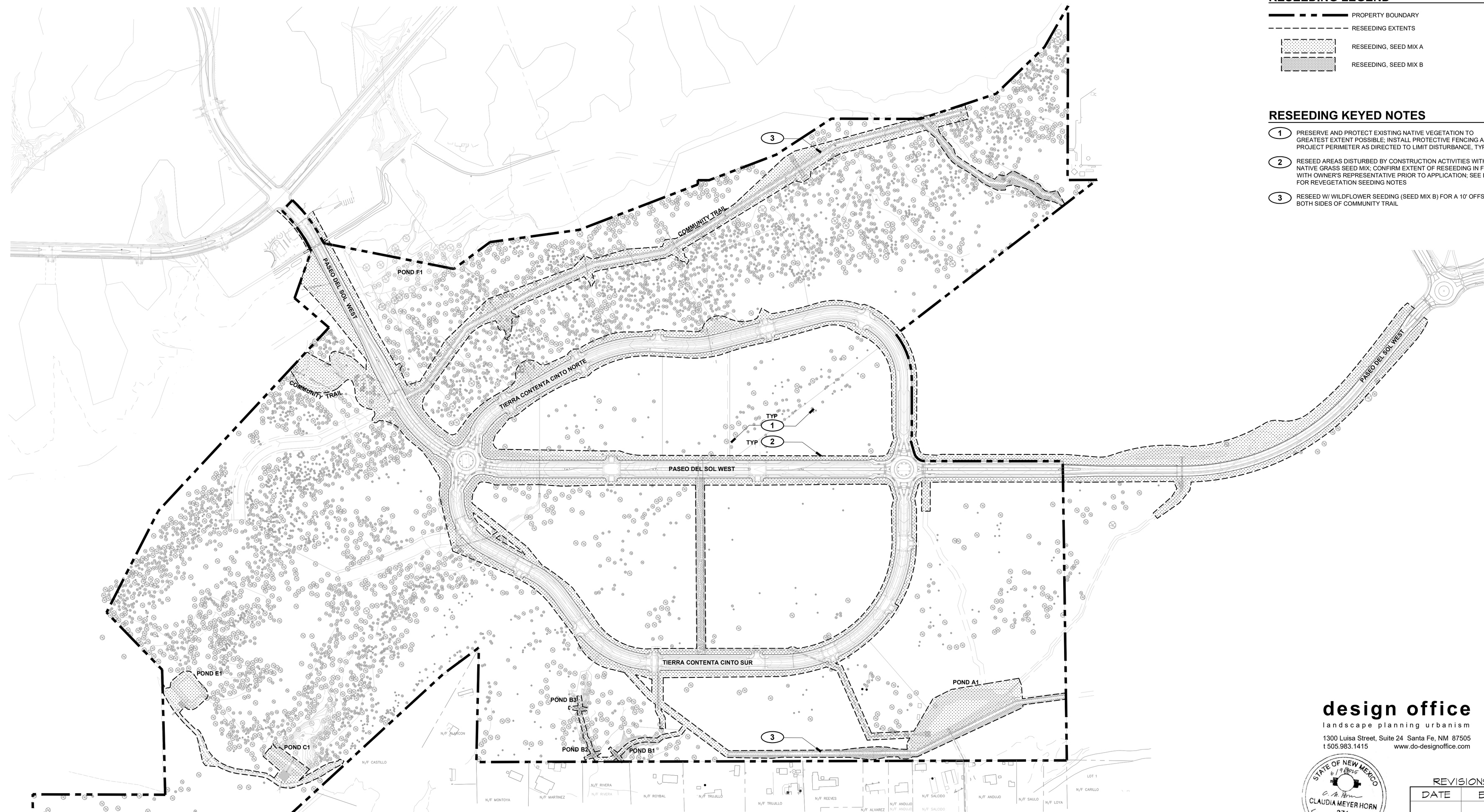
SCALE	DNG NO.	DATE
1"=50'		06/09/2025
P#DR CASE #		SHEET NO. L1.3

RESEEDING LEGEND

- PROPERTY BOUNDARY
- RESEEDING EXTENTS
- RESEEDING, SEED MIX A
- RESEEDING, SEED MIX B

RESEEDING KEYED NOTES

1. PRESERVE AND PROTECT EXISTING NATIVE VEGETATION TO GREATEST EXTENT POSSIBLE; INSTALL PROTECTIVE FENCING ALONG PROJECT PERIMETER AS DIRECTED TO LIMIT DISTURBANCE, TYP.
2. RESEED AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITH NATIVE GRASS SEED MIX; CONFIRM EXTENT OF RESEEDING IN FIELD WITH OWNER'S REPRESENTATIVE PRIOR TO APPLICATION; SEE L0.0 FOR REVEGETATION SEEDING NOTES
3. RESEED W/ WILDFLOWER SEEDING (SEED MIX B) FOR A 10' OFFSET ON BOTH SIDES OF COMMUNITY TRAIL



SEED MIX: Native Grass seed mix shall be as follows:

Botanical Name	Common Name	Rate
Bouteloua gracilis "Hatchila"	Blue Grama	7.0 lb. live seed/Acre
Oryzopsis hymenoides	Indian Ricegrass	2.0 lb. live seed/Acre
Bouteloua curtipendula "Niner"	Sideoats Grama	4.0 lb. live seed/Acre
Hilaria jamesii	Galleta	2.0 lb. live seed/Acre
Buchloe dactyloides	Buffalograss	2.0 lb. live seed/Acre
Sporobolus airoides	Alkali Sacaton	2.0 lb. live seed/Acre
Schizachyrium scoparium	Little Bluestem	2.0 lb. live seed/Acre

SEED MIX A: Shrub seed mix w/ **Native Grass** seed mix (above) as follows:

Botanical Name	Common Name	Rate
Krasheninnikovia lanata	Winterfat	0.25 lb. live seed/Acre
Fallugia paradoxa	Apache Plume	0.125 lb. live seed/Acre
Yucca glauca	Narrowleaf Yucca	0.25 lb. live seed/Acre

SEED MIX B: Wildflower seed w/ **Native Grass** seed mix (to left) as follows:
Wildflower seed 'High Plains Seed Mix' by Plants of the Southwest 3095 Agua Fria St. Santa Fe, NM 87507. Phone: (505)438-888, or approved equal. Seed mix rate: 1.0 lb/6400 SF. Distribute in designated areas prior to installing mulch. Confirm wildflower seeding areas prior to ordering seed.

Botanical Name	Common Name
Antirrhinum majus	Pink Wild Snapdragon
Berlandiera lyrata	Chocolate Flower
Cleome serrulata	Rocky Mountain Beeplant
Coreopsis lanceolata	Lanceleaf Coreopsis
Eschsholzia californica	California Poppy
Gaillardia pulchella	Firewheel
Ipomopsis aggregata	Skyrocket
Iris missouriensis	Western Blue Flag
Liatris punctata	Spotted Gayfeather
Linum lewisii	Blue Flax
Mirabilis multiflora	Desert 4 O'Clock
Penstemon strictus	Rocky Mt. Penstemon
Ratibida columnifera	Mexican Hat
Ratibida pinnata	Yellow Prairie Coneflower

SCALE: 1" = 200'-0"
0' 100' 200' 400' 600'

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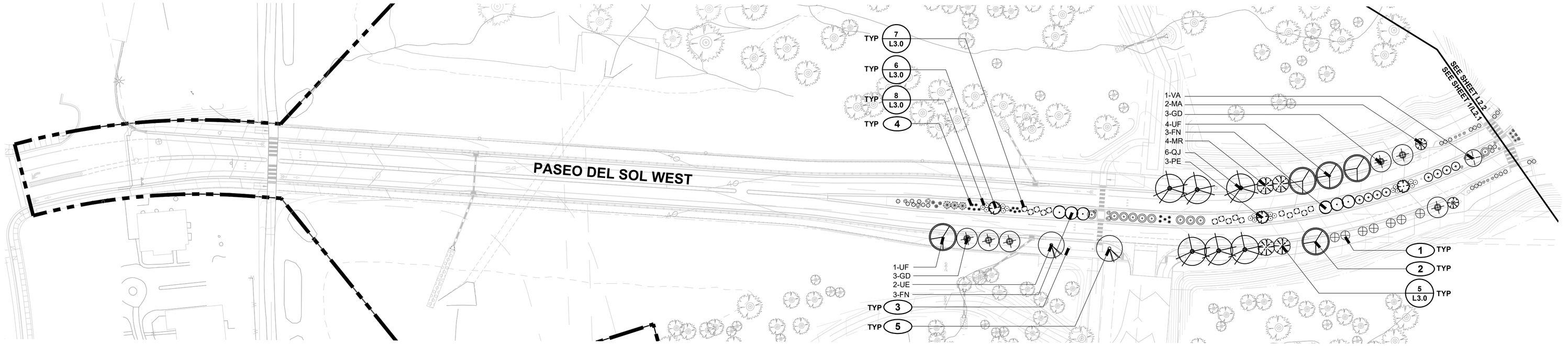
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

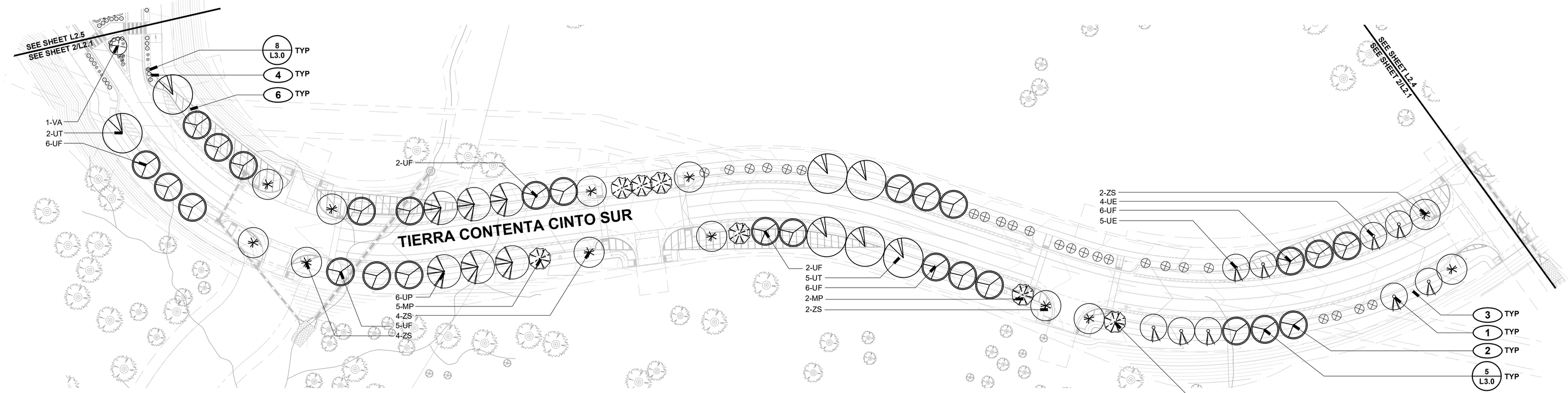
RESEEDING PLAN

SCALE	DWG NO.	DATE
1"=200'		06/09/2025
P&DR CASE #		SHEET NO L2.0



1 L2.1 PASEO DEL SOL WEST - WEST

SCALE:1"=50'-0"



2 L2.1 TIERRA CONTENTA CINTO SUR - WEST

SCALE:1"=50'-0"

PLANTING LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED SHRUB / GRASS / PERENNIAL

PLANTING KEYED NOTES

1. NEW PLANTING, TYP; CONFIRM FINAL PLACEMENT IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION
2. STREET TREE, TYP; CONFIRM FINAL SPECIES DISTRIBUTION AND PLACEMENT. STREET TREES SHALL BE 15' MIN AWAY FROM STREET LIGHTS [§14-8.4 (G)(3)(D)] AND 15' MIN AWAY FROM FIRE HYDRANTS [§14-8.4 (G)(3)(E)]; TREES SHALL BE LIMBED UP TO PROVIDE 80" VERTICAL CLEARANCE ACROSS WIDTH OF ADJACENT SIDEWALK; TREE TRUNKS SHALL NOT ENCROACH INTO THE PUE (SEE CIVIL PLANS FOR EXTENTS)
3. STREET LIGHT, TYP, SEE LIGHTING PLANS
4. MEDIAN / PLANTER STRIP PLANTING; SET PLANTS SO AT MATURITY PLANTS ARE AT LEAST 1' FROM BACK OF CURB
5. ADJUST PLANTINGS AS DIRECTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO MAINTAIN SITE VISIBILITY AT INTERSECTIONS AND PEDESTRIAN CROSSINGS, TYP.
6. SIGHT TRIANGLE; SEE CIVIL PLANS FOR EXTENTS

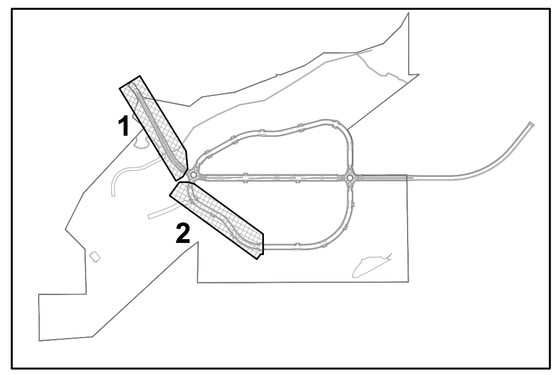
PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
FN	Forestiera neomexicana	New Mexican Privet	6	2" cal. min	M	15'Wx15'H, multi-stem
GD	Gymnocladus dioicus 'Morton'	Skinny Latte Kentucky Coffee Tree	6	2" cal. min	M	18'Wx50'H, narrow vase shape
MA	Malus 'Adironcack'	Adirondack Crabapple	2	2" cal. min	M	10'Wx18'H, multi-stem, white-pink flowers
MP	Malus 'Prairiefire'	Prairiefire Crabapple	7	2" cal. min	M	20'Wx20'H, maroon to green
MR	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	4	2" cal. min	M	15'Wx20'H, purple foliage
PE	Pinus edulis	Pinon Pine	3	6'-8' height	M	15'Wx25'H, plant during dormancy
QJ	Quercus macrocarpa 'JFS-KW3'	Urban Pinnacle Oak	6	2" cal. min	M	25'Wx55'H
UP	Ulmus parvifolia 'Allee'	Allee Elm	6	2" cal. min	M	45'Wx65'H
UE	Ulmus propinqua 'Emerald Sunshine'	Elm 'Emerald Sunshine'	11	2" cal. min	M	25'Wx30'H, yellow fall
UF	Ulmus 'Frontier'	Frontier Elm	32	2" cal. min	M	25'Wx35'H, burgundy fall color
UT	Ulmus Triumph	Triumph Elm	7	2" cal. min	M	25'Wx35'H, burgundy fall color
VA	Vitex agnus-castus	Chaste Tree	2	2" cal. min	M	15'Wx15'H, purple flowers
ZS	Zelkova serrata 'Green Vase'	Green Vase Zelkova	12	2" cal. min	M	25'Wx45'H, yellow fall
SHRUBS						
⊙	Chamaebatiaria millefolium	Fernbush	8	5 gal	L	6'Wx7'H
⊗	Cercocarpus ledifolius	Curl Leaf Mountain Mahogany	31	5 gal	RW	8'Wx1'2H dense branching, evergreen, curl flowers
○	Cercocarpus intricatus	Littleleaf Mountain Mahogany	15	5 gal	L	5'Wx5'W
◎	Rhus aromatica 'Gro-Low'	Gro Low Sumac	10	5 gal	RW	6'Wx3'H
GRASSES / CACTI						
*	Hesperaloe parviflora	Red Yucca	15	5 gal	L	6'Wx4'H
○	Muhlenbergia rigens	Deergrass	38	1 gal	L	4'Wx4'H
❀	Nolina microcarpa	Bear Grass	3	5 gal	RW	8'Wx5'H
●	Yucca baccata	Broadleaf (Banana) Yucca	3	5 gal	RW	3'Wx18"H
PERENNIALS						
⊙	Mirablis multiflora	Desert Four O'Clock	18	1 gal	L	4'Wx18"H, deep pink flower

SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

KEY MAP



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STATE OF NEW MEXICO 6/19/2025 C. M. Horn CLAUDIA MEYER HORN 371 REGISTERED LANDSCAPE ARCHITECT

REVISIONS

DATE	BY

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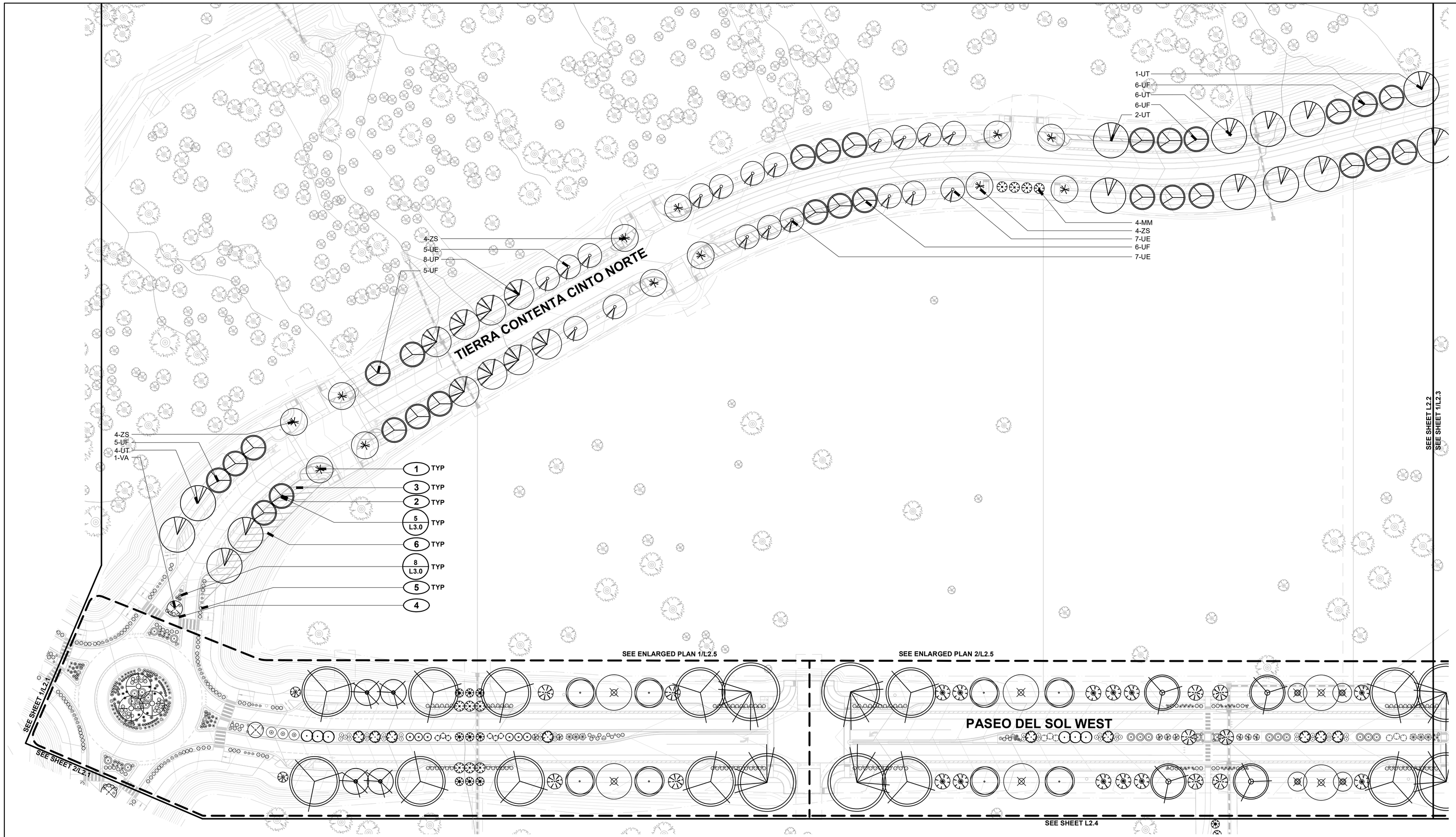
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PLANTING PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L2.1



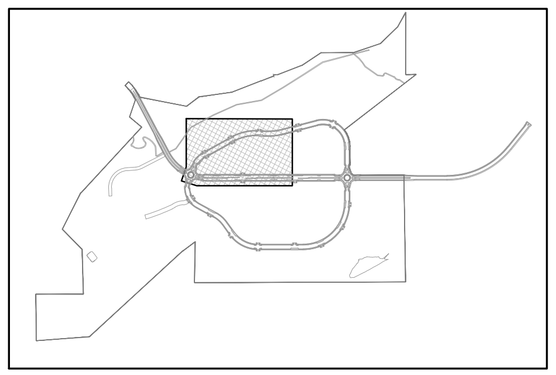
PLANTING LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED SHRUB / GRASS / PERENNIAL

PLANTING KEYED NOTES

1. NEW PLANTING, TYP; CONFIRM FINAL PLACEMENT IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION
2. STREET TREE, TYP; CONFIRM FINAL SPECIES DISTRIBUTION AND PLACEMENT. STREET TREES SHALL BE 15' MIN AWAY FROM STREET LIGHTS [§14-8.4 (G)(3)(D)] AND 15' MIN AWAY FROM FIRE HYDRANTS [§14-8.4 (G)(3)(E)]; TREES SHALL BE LIMBED UP TO PROVIDE 80" VERTICAL CLEARANCE ACROSS WIDTH OF ADJACENT SIDEWALK; TREE TRUNKS SHALL NOT ENCROACH INTO THE PUE (SEE CIVIL PLANS FOR EXTENTS)
3. STREET LIGHT, TYP, SEE LIGHTING PLANS
4. MEDIAN / PLANTER STRIP PLANTING; SET PLANTS SO AT MATURITY PLANTS ARE AT LEAST 1' FROM BACK OF CURB
5. ADJUST PLANTINGS AS DIRECTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO MAINTAIN SITE VISIBILITY AT INTERSECTIONS AND PEDESTRIAN CROSSINGS, TYP.
6. SIGHT TRIANGLE; SEE CIVIL PLANS FOR EXTENTS

KEY MAP



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
MM	Malus 'Marilee'	Marilee Crabapple	4	2" cal. min	M	10'Wx24'H, white flowers
UP	Ulmus parvifolia 'Allee'	Allee Elm	8	2" cal. min	M	45'Wx65'H
UE	Ulmus propinqua 'Emerald Sunshine'	Elm 'Emerald Sunshine'	19	2" cal. min	M	25'Wx30'H, yellow fall
UF	Ulmus 'Frontier'	Frontier Elm	28	2" cal. min	M	25'Wx35'H, burgundy fall color
UT	Ulmus 'Triumph'	Triumph Elm	13	2" cal. min	M	25'Wx35'H, yellow fall color
VA	Vitex agnus-castus	Chaste Tree	1	2" cal. min	M	15'Wx15'H, purple flowers
ZS	Zelkova serrata 'Green Vase'	Green Vase Zelkova	12	2" cal. min	M	25'Wx45'H, orange fall

PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
SHRUBS						
⊛	Krascheninnikovia lanata	Winterfat	3	1 gal	L	3'Wx3'H
GRASSES / CACTI						
○	Muhlenbergia rigens	Deergrass	16	1 gal	L	4'Wx4'H

SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

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STATE OF NEW MEXICO 6/19/2015 CLAUDIA MEYER HORN 371 REGISTERED LANDSCAPE ARCHITECT

REVISIONS

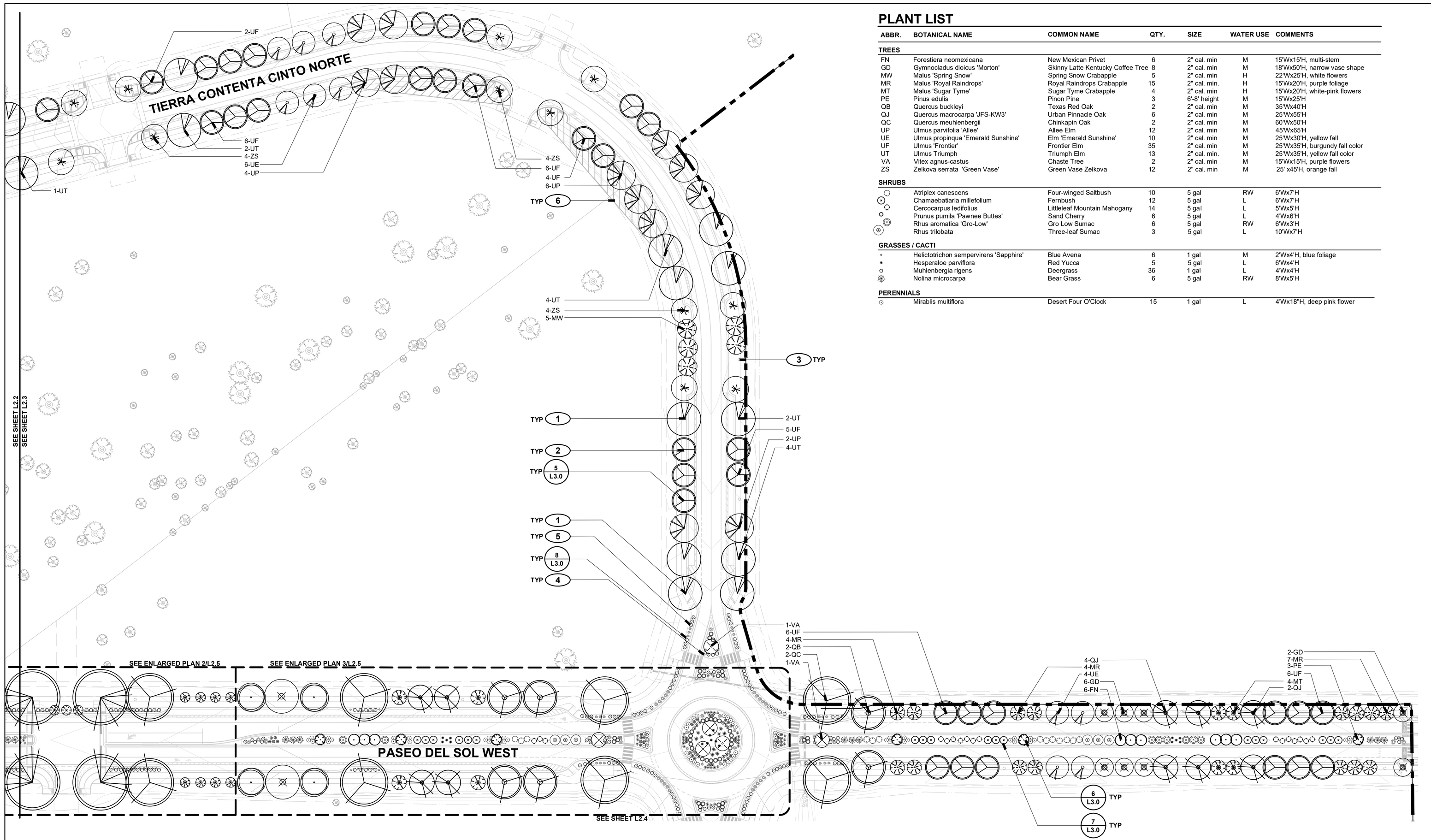
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9991

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PLANTING PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #	SHEET NO.	L2.2



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
FN	Forestiera neomexicana	New Mexican Privet	6	2" cal. min	M	15'Wx15'H, multi-stem
GD	Gymnocladus dioicus 'Morton'	Skinny Latte Kentucky Coffee Tree	8	2" cal. min	M	18'Wx50'H, narrow vase shape
MW	Malus 'Spring Snow'	Spring Snow Crabapple	5	2" cal. min	H	22'Wx25'H, white flowers
MR	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	15	2" cal. min.	H	15'Wx20'H, purple foliage
MT	Malus 'Sugar Tyme'	Sugar Tyme Crabapple	4	2" cal. min	H	15'Wx20'H, white-pink flowers
PE	Pinus edulis	Pinon Pine	3	6'-8' height	M	15'Wx25'H
QB	Quercus buckleyi	Texas Red Oak	2	2" cal. min	M	35'Wx40'H
QJ	Quercus macrocarpa 'JFS-KW3'	Urban Pinnacle Oak	6	2" cal. min	M	25'Wx55'H
QC	Quercus meuhlenbergii	Chinkapin Oak	2	2" cal. min	M	60'Wx50'H
UP	Ulmus parvifolia 'Allee'	Allee Elm	12	2" cal. min	M	45'Wx65'H
UE	Ulmus propinqua 'Emerald Sunshine'	Elm 'Emerald Sunshine'	10	2" cal. min	M	25'Wx30'H, yellow fall
UF	Ulmus 'Frontier'	Frontier Elm	35	2" cal. min	M	25'Wx35'H, burgundy fall color
UT	Ulmus Triumph	Triumph Elm	13	2" cal. min.	M	25'Wx35'H, yellow fall color
VA	Vitex agnus-castus	Chaste Tree	2	2" cal. min	M	15'Wx15'H, purple flowers
ZS	Zelkova serrata 'Green Vase'	Green Vase Zelkova	12	2" cal. min	M	25' x45'H, orange fall
SHRUBS						
	Atriplex canescens	Four-winged Saltbush	10	5 gal	RW	6'Wx7'H
	Chamaebatiaria millefolium	Fernbush	12	5 gal	L	6'Wx7'H
	Cercocarpus ledifolius	Littleleaf Mountain Mahogany	14	5 gal	L	5'Wx5'H
	Prunus pumila 'Pawnee Buttes'	Sand Cherry	6	5 gal	L	4'Wx6'H
	Rhus aromatica 'Gro-Low'	Gro Low Sumac	6	5 gal	RW	6'Wx3'H
	Rhus trilobata	Three-leaf Sumac	3	5 gal	L	10'Wx7'H
GRASSES / CACTI						
	Helictotrichon sempervirens 'Sapphire'	Blue Avena	6	1 gal	M	2'Wx4'H, blue foliage
	Hesperaloe parviflora	Red Yucca	5	5 gal	L	6'Wx4'H
	Muhlenbergia rigens	Deergrass	36	1 gal	L	4'Wx4'H
	Nolina microcarpa	Bear Grass	6	5 gal	RW	8'Wx5'H
PERENNIALS						
	Mirablis multiflora	Desert Four O'Clock	15	1 gal	L	4'Wx18"H, deep pink flower

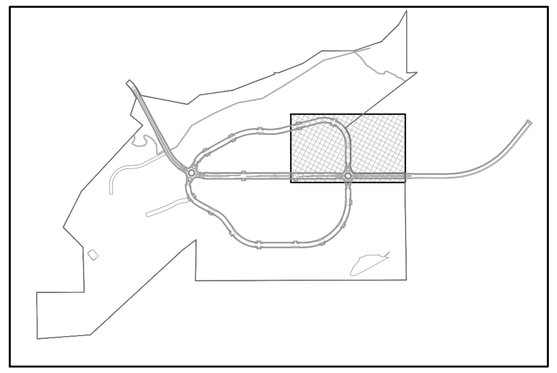
PLANTING LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED SHRUB / GRASS / PERENNIAL

PLANTING KEYED NOTES

1. NEW PLANTING, TYP; CONFIRM FINAL PLACEMENT IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION
2. STREET TREE, TYP; CONFIRM FINAL SPECIES DISTRIBUTION AND PLACEMENT. STREET TREES SHALL BE 15' MIN AWAY FROM STREET LIGHTS [§14-8.4 (G)(3)(D)] AND 15' MIN AWAY FROM FIRE HYDRANTS [§14-8.4 (G)(3)(E)]; TREES SHALL BE LIMBED UP TO PROVIDE 80" VERTICAL CLEARANCE ACROSS WIDTH OF ADJACENT SIDEWALK; TREE TRUNKS SHALL NOT ENCROACH INTO THE PUE (SEE CIVIL PLANS FOR EXTENTS)
3. STREET LIGHT, TYP, SEE LIGHTING PLANS
4. MEDIAN / PLANTER STRIP PLANTING; SET PLANTS SO AT MATURITY PLANTS ARE AT LEAST 1' FROM BACK OF CURB
5. ADJUST PLANTINGS AS DIRECTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO MAINTAIN SITE VISIBILITY AT INTERSECTIONS AND PEDESTRIAN CROSSINGS, TYP.
6. SIGHT TRIANGLE; SEE CIVIL PLANS FOR EXTENTS

KEY MAP



SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

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STATE OF NEW MEXICO 6/19/2025 CLAUDIA MEYER HORN 371 REGISTERED LANDSCAPE ARCHITECT

REVISIONS

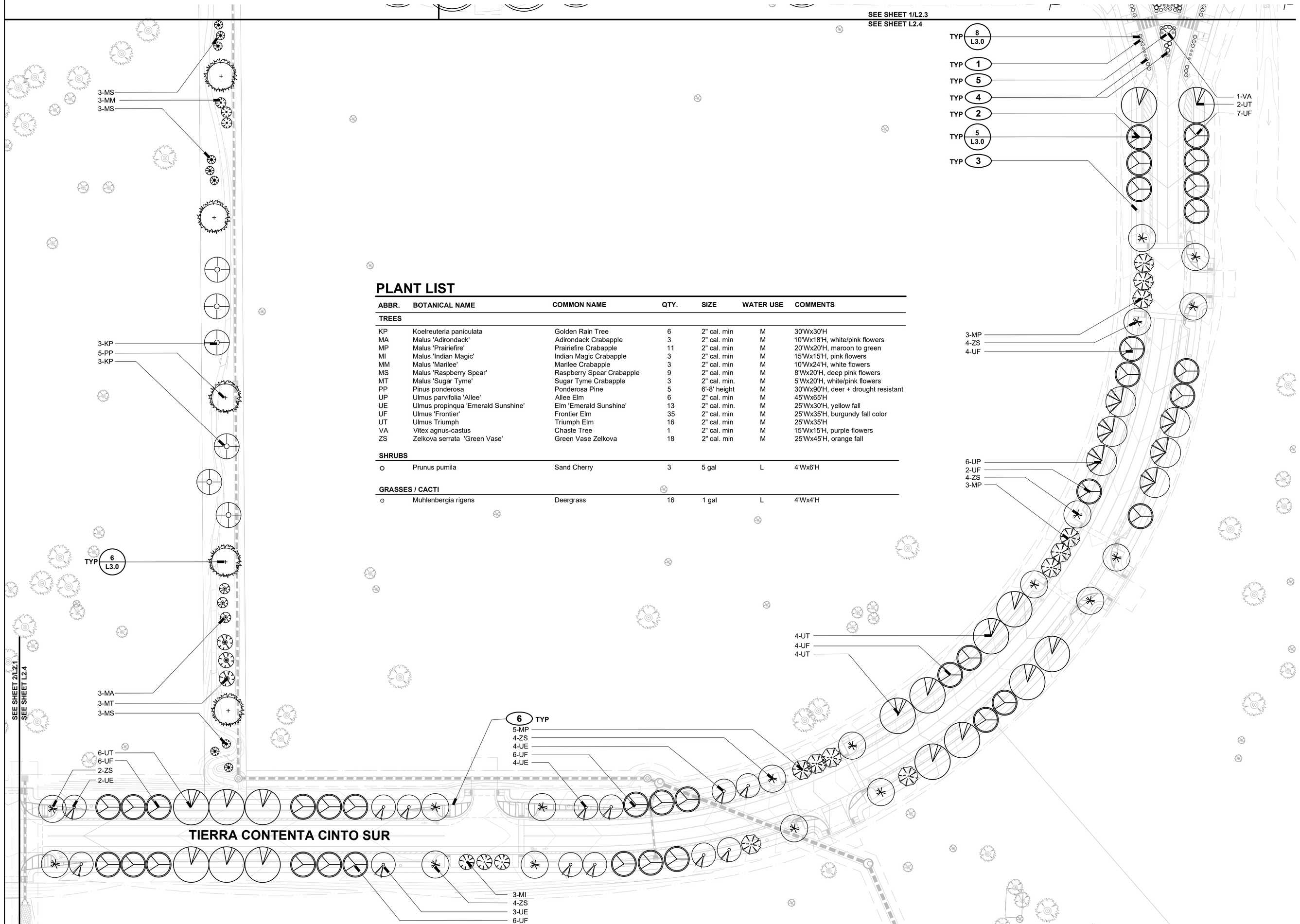
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PLANTING PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L2.3



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
KP	Koelreuteria paniculata	Golden Rain Tree	6	2" cal. min	M	30'Wx30'H
MA	Malus 'Adirondack'	Adirondack Crabapple	3	2" cal. min	M	10'Wx18'H, white/pink flowers
MP	Malus 'Prairiefire'	Prairiefire Crabapple	11	2" cal. min	M	20'Wx20'H, maroon to green
MI	Malus 'Indian Magic'	Indian Magic Crabapple	3	2" cal. min	M	15'Wx15'H, pink flowers
MM	Malus 'Marilee'	Marilee Crabapple	3	2" cal. min	M	10'Wx24'H, white flowers
MS	Malus 'Raspberry Spear'	Raspberry Spear Crabapple	9	2" cal. min	M	8'Wx20'H, deep pink flowers
MT	Malus 'Sugar Tyme'	Sugar Tyme Crabapple	3	2" cal. min.	M	5'Wx20'H, white/pink flowers
PP	Pinus ponderosa	Ponderosa Pine	5	6'-8' height	M	30'Wx90'H, deer + drought resistant
UP	Ulmus parvifolia 'Allee'	Allee Elm	6	2" cal. min	M	45'Wx65'H
UE	Ulmus propinqua 'Emerald Sunshine'	Elm 'Emerald Sunshine'	13	2" cal. min.	M	25'Wx30'H, yellow fall
UF	Ulmus 'Frontier'	Frontier Elm	35	2" cal. min	M	25'Wx35'H, burgundy fall color
UT	Ulmus Triumph	Triumph Elm	16	2" cal. min	M	25'Wx35'H
VA	Vitex agnus-castus	Chaste Tree	1	2" cal. min	M	15'Wx15'H, purple flowers
ZS	Zelkova serrata 'Green Vase'	Green Vase Zelkova	18	2" cal. min	M	25'Wx45'H, orange fall
SHRUBS						
○	Prunus pumila	Sand Cherry	3	5 gal	L	4'Wx6'H
GRASSES / CACTI						
☼	Muhlenbergia rigens	Deergrass	16	1 gal	L	4'Wx4'H

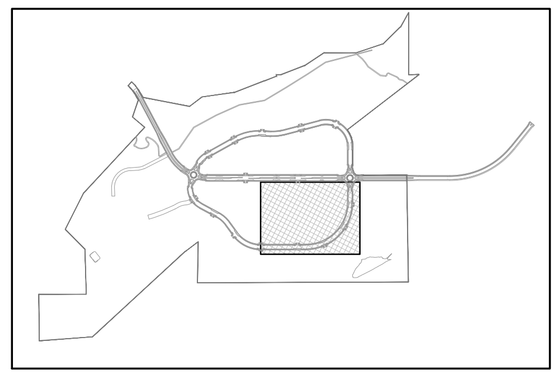
PLANTING LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED SHRUB / GRASS / PERENNIAL

PLANTING KEYED NOTES

1. NEW PLANTING, TYP; CONFIRM FINAL PLACEMENT IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION
2. STREET TREE, TYP; CONFIRM FINAL SPECIES DISTRIBUTION AND PLACEMENT. STREET TREES SHALL BE 15' MIN AWAY FROM STREET LIGHTS [§14-8.4 (G)(3)(D)] AND 15' MIN AWAY FROM FIRE HYDRANTS [§14-8.4 (G)(3)(E)]; TREES SHALL BE LIMBED UP TO PROVIDE 80" VERTICAL CLEARANCE ACROSS WIDTH OF ADJACENT SIDEWALK; TREE TRUNKS SHALL NOT ENCROACH INTO THE PUE (SEE CIVIL PLANS FOR EXTENTS)
3. STREET LIGHT, TYP, SEE LIGHTING PLANS
4. MEDIAN / PLANTER STRIP PLANTING; SET PLANTS SO AT MATURITY PLANTS ARE AT LEAST 1' FROM BACK OF CURB
5. ADJUST PLANTINGS AS DIRECTED IN THE FIELD BY LANDSCAPE ARCHITECT TO MAINTAIN SITE VISIBILITY AT INTERSECTIONS AND PEDESTRIAN CROSSINGS, TYP.
6. SIGHT TRIANGLE; SEE CIVIL PLANS FOR EXTENTS

KEY MAP



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STATE OF NEW MEXICO
CLAUDIA MEYER HORN
371
REGISTERED LANDSCAPE ARCHITECT

REVISIONS

DATE	BY

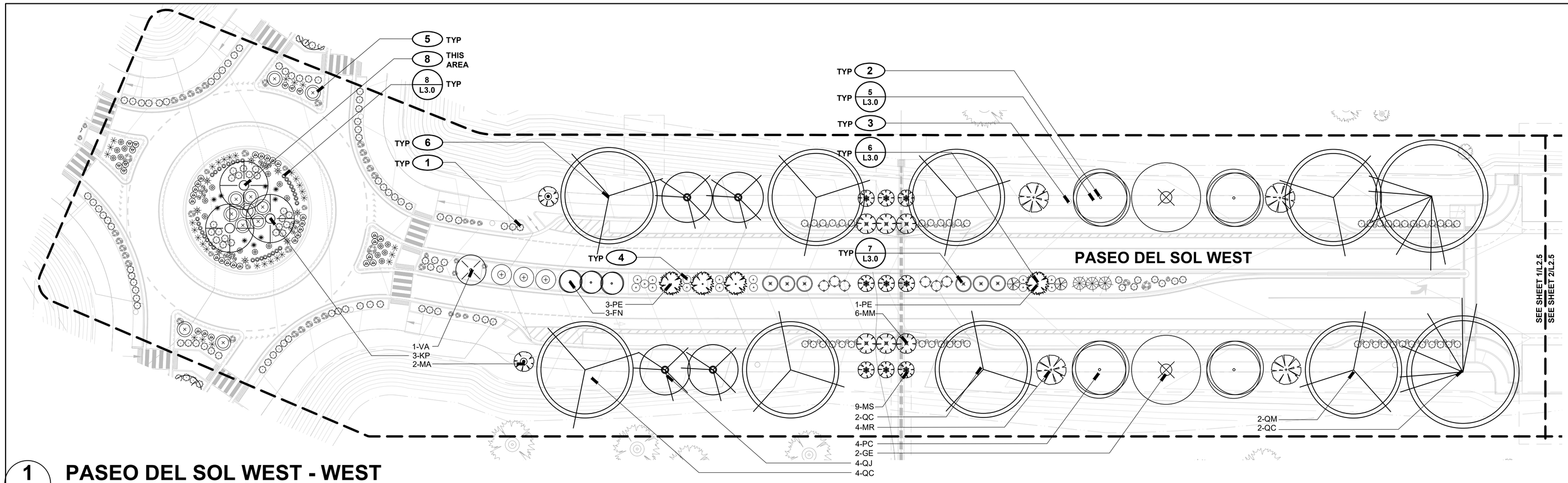
SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9551

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

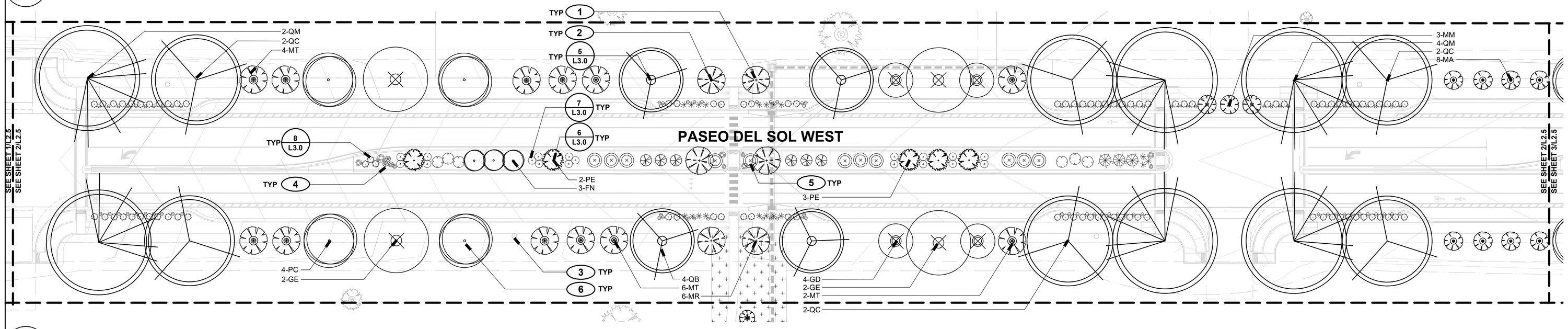
PLANTING PLAN

SCALE	DWG NO.	DATE
1"=50'		06/09/2025
P&DR CASE #		SHEET NO. L2.4



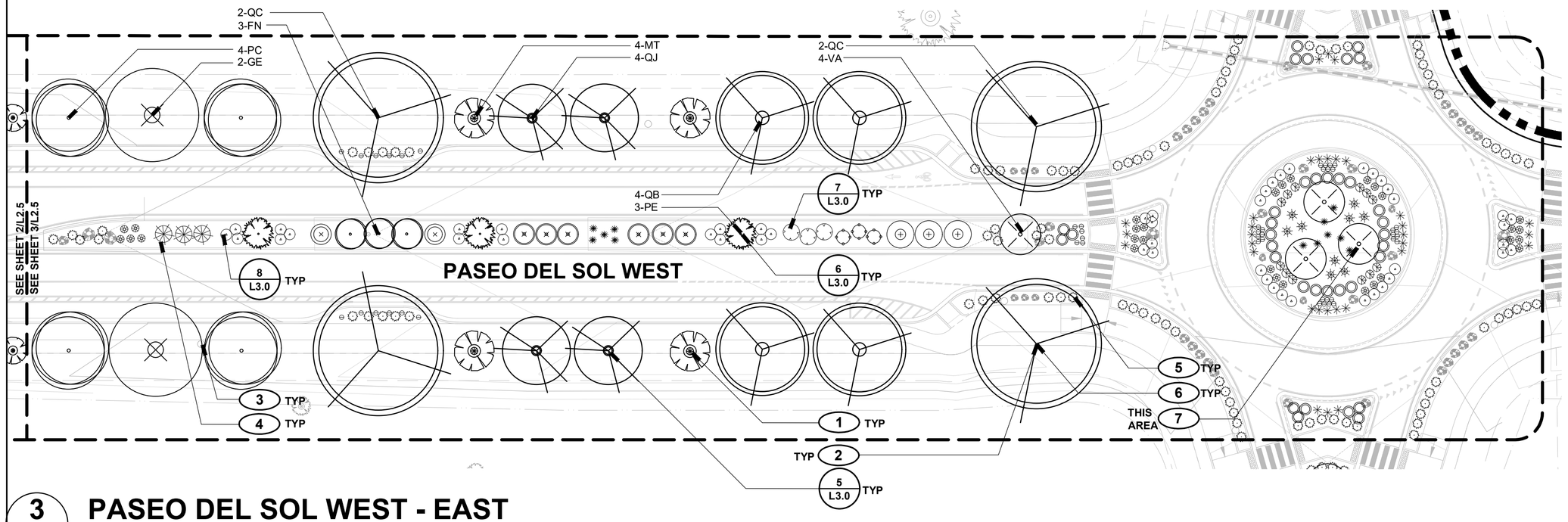
1 L2.5 PASEO DEL SOL WEST - WEST

SCALE:1"=30'-0"



2 L2.5 PASEO DEL SOL WEST

SCALE:1"=30'-0"



3 L2.5 PASEO DEL SOL WEST - EAST

SCALE:1"=30'-0"

PLANTING LEGEND

- PROPERTY BOUNDARY
- MATCHLINE
- EXISTING TREE
- PROPOSED TREE
- PROPOSED SHRUB / GRASS / PERENNIAL

PLANTING KEYED NOTES

1. NEW PLANTING, TYP; CONFIRM FINAL PLACEMENT IN FIELD WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION
2. STREET TREE, TYP; CONFIRM FINAL SPECIES DISTRIBUTION AND PLACEMENT. STREET TREES SHALL BE 15' MIN AWAY FROM STREET LIGHTS [§14-8.4 (G)(3)(D)] AND 15' MIN AWAY FROM FIRE HYDRANTS [§14-8.4 (G)(3)(E)]; TREES SHALL BE LIMBED UP TO PROVIDE 80" VERTICAL CLEARANCE ACROSS WIDTH OF ADJACENT SIDEWALK; TREE TRUNKS SHALL NOT ENCROACH INTO THE PUE (SEE CIVIL PLANS FOR EXTENTS)
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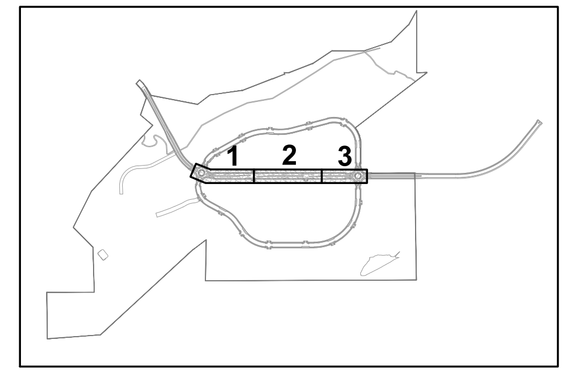
5. ADJUST PLANTINGS AS DIRECTED IN THE FIELD BY THE LANDSCAPE ARCHITECT TO MAINTAIN SITE VISIBILITY AT INTERSECTIONS AND PEDESTRIAN CROSSINGS, TYP.
6. ON PASEO DEL SOL WEST BETWEEN TWO ROUNDABOUTS: CENTER OF TREE TO BE PLANTED 4' FROM EDGE OF PAVEMENT
7. HEIGHT OF TREES IN ROUNDABOUT AT MATURITY CA. 15'
8. HEIGHT OF TREES IN ROUNDABOUT AT MATURITY CA. 30'

SCALE: 1" = 30'-0"
0' 15' 30' 60' 90'

KEY MAP



PLANT LIST

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WATER USE	COMMENTS
TREES						
FN	Forestiera neomexicana	New Mexican Privet	9	2" cal. min.	M	15'Wx15'H, ms
GE	Gymnocladus dioicus 'Espresso-JFS'	Espresso Kentucky Coffeetree	8	2" cal. min	M	35'Wx50'H
GD	Gymnocladus dioicus 'Morton'	Skinny Latte Kentucky Coffeetree	4	2" cal. min	M	18'Wx50'H
KP	Koelreuteria paniculata	Golden Rain Tree	3	2" cal. min	M	30'Wx30'H
MA	Malus 'Adirondack'	Adirondack Crabapple	10	2" cal. min	M	10'Wx18'H
MM	Malus 'Marilee'	Marilee Crabapple	9	2" cal. min	M	10'Wx24'H
MS	Malus 'Raspberry Spear'	Raspberry Spear Crabapple	9	2" cal. min	M	8'Wx20'H
MR	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	10	2" cal. min	M	15'Wx20'H
MT	Malus 'Sugar Tyme'	Sugar Tyme Crabapple	16	2" cal. min.	M	5'Wx20'H
PE	Pinus edulis	Pinon Pine	12	6'-8' ht, B+B	M	15'Wx25'H
PC	Pistacia chinensis	Chinese Pistache	12	2" cal. min	M	30'Wx40'H
QB	Quercus buckleyi	Texas Red Oak	8	2" cal. min	M	35'Wx40'H
QM	Quercus macrocarpa	Bur Oak	8	2" cal. min	M	70'Wx70'H
QJ	Quercus macrocarpa 'JFS-KW3'	Urban Pinnacle Oak	8	2" cal. min	M	25'Wx55'H
QC	Quercus meuhlenbergii	Chinkapin Oak	18	2" cal. min	M	60'Wx50'H
VA	Vitex agnus-castus	Chaste Tree	5	2" cal. min	M	15'Wx15'H
SHRUBS						
	Atriplex canescens	Four-winged Saltbush	9	5 gal	RW	6'Wx7'H
	Chamaebatiaria millefolium	Fernbush	12	5 gal	L	6'Wx7'H
	Cercocarpus ledifolius	Littleleaf Mountain Mahogany	9	5 gal	L	5'Wx5'H
	Juniper scopulorum 'Wichita Blue'	Wichita Blue Juniper	8	15 gal	L	6'Wx15'H
	Krascheninnikovia lanata	Winterfat	38	5 gal	L	3'Wx3'H
	Rhus aromatica 'Gro-Low'	Gro Low Sumac	24	5 gal	RW	6'Wx3'H
	Rhus trilobata	Three-leaf Sumac	6	5 gal	L	10'Wx7'H
	Prunus pumila	Sand Cherry	35	5 gal	L	4'Wx6'H
GRASSES / CACTI						
	Dasylirion wheeleri	Sotol	17	5 gal	RW	4'Wx6'H
	Helictotrichon sempervirens 'Sapphire'	Blue Avena	188	1 gal	M	2'Wx4'H
	Hesperaloe parviflora	Red Yucca	21	5 gal	L	6'Wx4'H
	Muhlenbergia rigens	Deergrass	338	1 gal	L	4'Wx4'H
	Nolina microcarpa	Bear Grass	9	5 gal	RW	8'Wx5'H
	Yucca baccata	Broadleaf (Banana) Yucca	51	5 gal	RW	3'Wx18"H
	Yucca glauca	Narrow Leaf Yucca	83	5 gal	RW	4'Wx18"H
PERENNIALS						
	Achillea x 'Moonshine'	Moonshine Yarrow	32	1 gal	L	2'Wx1.5'H
	Mirabilis multiflora	Desert Four O'Clock	81	1 gal	L	4'Wx18"H
	Penstemon palmeri	Pink Wild Snapdragon	20	1 gal	L	24"Wx4'H
	Penstemon strictus	Rocky Mountain Penstemon	12	1 gal	L	36"Wx30"H

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STATE OF NEW MEXICO 6/9/2025 CLAUDIA MEYER HORN 371 REGISTERED LANDSCAPE ARCHITECT

REVISIONS

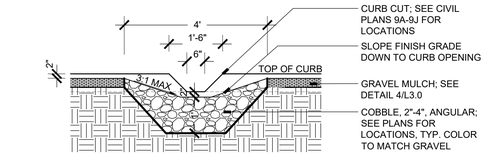
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9557

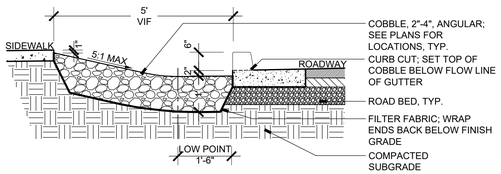
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

PLANTING PLAN - ENLARGED AREAS

SCALE	DWG NO.	DATE
1"=30'		06/09/2025
P&DR CASE #		SHEET NO. L2.5



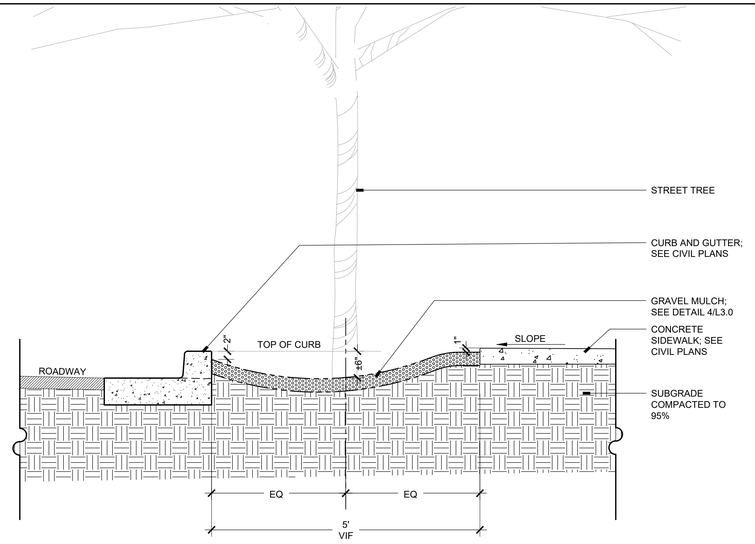
SECTION - COBBLE PAD BEHIND CURB



CROSS SECTION - COBBLE PAD BETWEEN SIDEWALK AND CURB

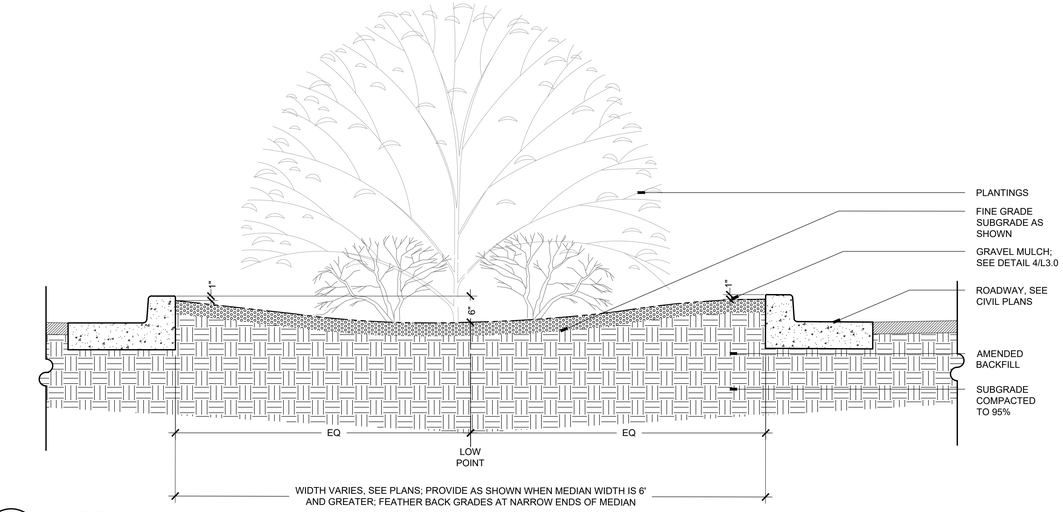
1 CURB CUT

SCALE: 1/2"=1'-0"



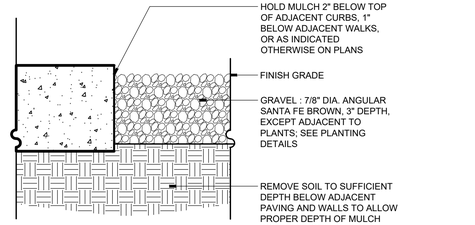
2 WATER HARVESTING PLANTING STRIP

SCALE: 3/4"=1'-0"



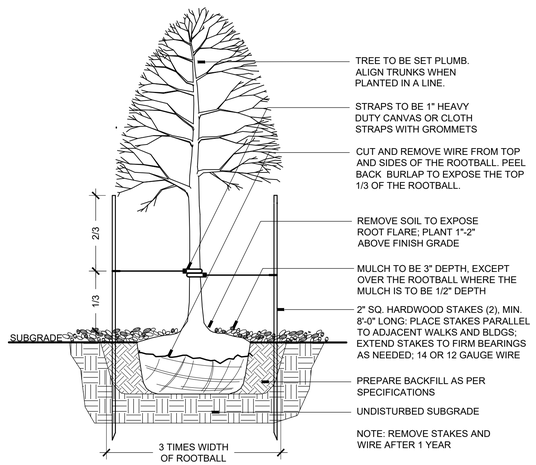
3 MEDIAN

SCALE: 3/4"=1'-0"



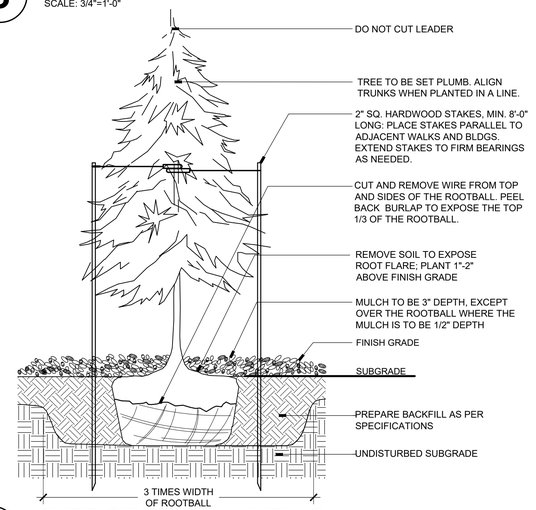
4 GRAVEL MULCH

SCALE: 1/4"=1'-0"



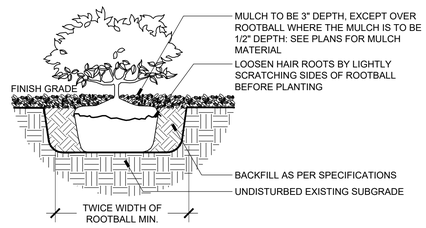
5 TREE PLANTING

SCALE: 1/2"=1'-0"



6 EVERGREEN PLANTING

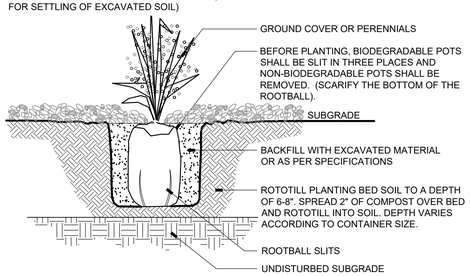
SCALE: 1/2"=1'-0"



7 SHRUB PLANTING

SCALE: 1"=1'-0"

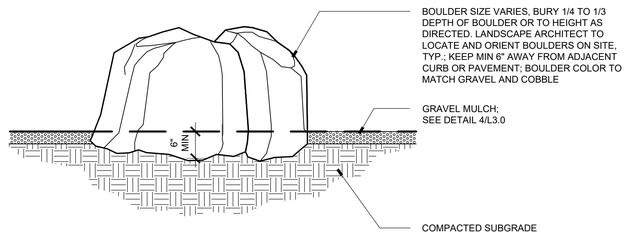
NOTES:
1. SET PLANTS SO THAT TOP OF ROOT SYSTEM IS RAISED 1" ABOVE EXISTING GRADE OF SOIL (ALLOW FOR SETTLING OF EXCAVATED SOIL)



8 PERENNIAL PLANTING

SCALE: "=1'-0"

BOULDER APPROX SIZE:
L 3' X 5' X 2.5'H
M 2' X 3.5' X 2.5'H
S 1.5' X 2.5' X 1.5'H



9 BOULDER

SCALE: "=1'-0"

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STATE OF NEW MEXICO
6/9/2025
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371
REGISTERED LANDSCAPE ARCHITECT

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 984-9591

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

DETAILS

SCALE	DWG NO.	DATE
		06/09/2025
P&DR CASE #		SHEET NO. L3.0

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER	MODEL NO.	DESCRIPTION	DETAIL NO.
	HUNTER	PROS-12-PRS40-CV WITH MPROTATOR NOZZLE M1-MP1000; M2-MP2000; M3-MP3000 & M35- MP2500	HIGH-POP ROTARY SPRAY HEAD	20
	HUNTER	I-20-12 WITH MPR25(25) (RED), MPR30 (30) (GREEN), MPR35 (30) MATCHED PRECIPITATION NOZZLES	HIGH- POP GEAR DRIVEN ROTOR	17
	HUNTER	I-20-12 WITH #6 STANDARD NOZ	HIGH- POP GEAR DRIVEN ROTOR	17
	HUNTER	HQ-44	QUICK COUPLING VALVE	3
A	IRRINET - MOTOROLA	IRRINET-MC-AC- PED-RADIO	ELECTRIC CONTROLLER	1 & 15
W	HUNTER	RAIN CLIK	WEATHER SENSOR DEVICE	2
	FEBCO	825YA	RP BACKFLOW PREVENTER	10
	WATTS	223HP	PRESSURE REDUCING VALVE	21
N/S	HOT BOX	HB1	BACKFLOW PREVENTER ENCLOSURE	11
N/S	OLDCASTLE / CARSON	REFER TO SPECIFICATIONS AND DETAILS	VALVE BOXES	N/A
N/S	AY MACDONALD	76001 - 1/4 TURN - 1"	MANUAL DRAIN VALVE	5
		LINE SIZE - 2½" AND SMALLER	GATE VALVE	4
	HUNTER	IBV-101G-FS-AS	ELECTRIC CONTROL VALVE	16
	HUNTER	IBV-101G-FS	MASTER CONTROL VALVE	14
FS	ARAD	BM-GLOGE 1.5"	HYDROMETER	13
		SCH 40 - 2½" & SMALLER	PVC MAINLINE	6
		TYPE K COPPER	HARD COPPER PIPE	10
		CLASS 160	PVC SLEEVING	7
		SCHEDULE 40	PVC SLEEVING - ROADWAY CROSSINGS	7
		CL200	PVC PIPE	6
	TORO	3/4" BLUE STRIPE	DRIP SUPPLY PIPE.	12
	RAIN BIRD	XCZ-100-PRBR-COM W/DECODER	DRIP VALVE ASSEMBLY	8
	TORO	3/4" BLUE STRIPE	POLY DRIP TUBING -¾" MIN. WIDTH	12
			DRIP LINE BLOW-OUT STUB	9
N/S	RAIN BIRD	XBCV - XERI-BUG WITH CHECK VALVE	DRIP EMITTERS	12
N/S		EMT CONDUIT - SIZE PER WIRE COUNT	WIRE CONDUIT	1
(CT)			SPARE WIRES	N/A
	RAIN BIRD	RWS - BUBBLER (2) 1402	TREE BUBBLERS - CANISTER	18 & 19
G			CONTROLLER GROUNDING	15
M	BY OTHERS		WATER METER	N/A

CONTROLLER & STATION NO.
CONTROL VALVE SIZE

IRRIGATION CONSTRUCTION NOTES

1. DRAWINGS AND BASE INFORMATION – ALL BASE AND PLANTING INFORMATION HAVE BEEN PROVIDED BY DESIGN OFFICE. THE CONTRACTOR IS RESPONSIBLE TO NOTIFY HYDROSYSTEMS*KDI OF ANY DISCREPANCIES BETWEEN THE UTILITY OR PLANTING PLANS AND THE IRRIGATION PLAN. IF CONTRACTOR FAILS TO NOTIFY HYDROSYSTEMS*KDI AND MAKES CHANGES TO THE IRRIGATION SYSTEM DESIGN, HE ASSUMES ALL COSTS AND LIABILITIES ASSOCIATED WITH THOSE FIELD CHANGES. REFER TO SPECIFICATIONS FOR ADDITIONAL PROJECT REQUIREMENTS.

2. SYSTEM PRESSURE - HYDROSYSTEMS*KDI HAS CONTACTED THE LOCAL WATER DISTRICT THAT SERVES THIS SITE AND THEY HAVE BEEN TOLD THAT THE STATIC WATER PRESSURE IN THIS AREA SHOULD BE **82** PSI. THE CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY PRESSURE PRIOR TO COMMENCING ANY CONSTRUCTION AND NOTIFY HYDROSYSTEMS*KDI OF ANY VARIANCE FROM THE STATED PRESSURE IMMEDIATELY. WRITTEN DOCUMENTATION OF PRESSURE TEST AND RESULTS SHALL BE PROVIDED TO HYDROSYSTEMS*KDI AT CONSTRUCTION ONSET. IF CONTRACTOR FAILS TO FIELD VERIFY PRESSURE AND/OR NOTIFY HYDROSYSTEMS*KDI OR ANY VARIATIONS FROM THIS PRESSURE, THEN HE ASSUMES ALL CONSTRUCTION AND ENGINEERING COSTS ASSOCIATED WITH SYSTEM MODIFICATIONS REQUIRED TO ACCOMMODATE ACTUAL SITE PRESSURE. REFER TO POINT OF CONNECTION NOTES FOR REQUIRED PRESSURES.

3. IRRIGATION SYSTEM OPERATION INTENT – THIS IRRIGATION SYSTEM HAS BEEN DESIGNED TO IRRIGATE THE ESTABLISHED LANDSCAPE WITHIN A THREE NIGHT PER WEEK, EIGHT HOUR PER NIGHT WATERING WINDOW. ESTABLISHMENT WATERING WILL REQUIRE UP TO TWICE AS MUCH IRRIGATION FOR A FOUR TO SIX WEEK PERIOD. THE DESIGN IS BASED ON THE FOLLOWING PROJECTED WEEKLY APPLICATION RATES AFTER ESTABLISHMENT. THESE FIGURES WILL NEED TO BE ADJUSTED DUE TO SEASONAL CHANGES AND WEATHER CONDITIONS ABOVE AND BELOW THE AVERAGE VALUES UTILIZED.

TREES	24 GALLON PER WEEK PEAK SEASON
SHRUBS	4 GALLON PER WEEK PEAK SEASON
PERENNIALS	2 GALLON PER WEEK PEAK SEASON

4. EQUIPMENT INSTALLATION - IT IS THE INTENT OF THIS DESIGN THAT ALL IRRIGATION EQUIPMENT BE INSTALLED WITHIN PROPERTY LIMITS AND WITHIN LANDSCAPED AREAS. ANY EQUIPMENT OTHER THAN VALVE BOXES OR SLEEVING THAT CONTAINS PIPE OR WIRES SHOWN OUTSIDE OF THESE LIMITS IS SHOWN IN THAT LOCATION FOR GRAPHICAL CLARITY ONLY. ALL VALVE BOXES SHALL BE INSTALLED A MINIMUM OF 2'-0" FROM EDGE OF ANY PAVED SURFACES UNLESS SPECIFICALLY INDICATED ON PLANS. BOXES INSTALLED IN OPEN TURF AREAS SHALL BE KEPT TO EDGES AND STAKED FOR REVIEW IF ALONG HIGH TRAFFIC AREAS. ALL VALVE BOXES SHALL BE PLACED A MINIMUM OF 3'-0" FROM THE CENTERLINE OF ANY DRAINAGE SWALE. ALL VALVE BOXES WITHIN PAVEMENT SHALL BE TIER 15 RATED BOXES FOR HEAVY DUTY NON-DELIBERATE TRAFFIC. BOX LID COLOR SHALL BE TAN. REFER TO LANDSCAPE PLANS FOR MATERIAL COLORS AND TYPES. ALL BOXES SHALL BE INSTALLED TO BE FLUSH WITH GRADE AND IN AN ORDERLY MANNER. MAINLINE SUPPLY AND DRIP SUPPLY PIPING SHALL BE INSTALLED 5 FEET FROM BUILDING FOUNDATIONS. IRRIGATION PIPING IS DIAGRAMATIC.

5. SLEEVING – MOST SLEEVING UNDER PAVED SURFACES SHOWN ON PLANS ARE EXISTING UNLESS LABELED "BORE", THESE SLEEVES ARE TO BE INSTALLED BY CONTRACTOR. SLEEVING SHALL BE INSTALLED IN THE SIZES AND QUANTITIES SHOWN ON PLANS OR BASED ON THE SCHEDULE BELOW. WHERE SLEEVES ARE SHOWN, BUT NOT LABELED, FOLLOW THE SCHEDULE BELOW. ALL MAINLINE, CONTROL WIRES AND DRIP LINES UNDER PAVED SURFACES ARE TO BE INSTALLED IN SLEEVING.

SLEEVED PIPE SIZE/WIRE QUANTITY	REQUIRED SLEEVE SIZE & (QUANTITY)
3/4" - 1-1/4" PIPING	2" PVC (1)
1-1/2" - 2-1/2" PIPING	4" PVC (1)
1-25 CONTROL WIRES	2" PVC (1)

6. DRIP IRRIGATION – REFER TO IRRIGATION DETAIL SHEET FOR DRIP EMITTER QUANTITIES AND PLACEMENT.

7. UNLABELED PIPING - ALL UNLABELED LATERAL PIPING SHALL BE 1" MINIMUM UNLESS OTHERWISE NOTED.

8. PRODUCT SELECTION – CONTRACTOR SHALL INSTALL ALL MATERIALS AND EQUIPMENT AS SHOWN ON THE PLANS AND DETAILS. NO SUBSTITUTIONS OF EQUIPMENT WILL BE ACCEPTABLE WITHOUT PRIOR WRITTEN APPROVAL BY THE CONSULTANT AND/OR OWNER. THE IRRIGATION CONTRACTOR MAY BE REQUIRED TO REMOVE AND REPLACE ALL UNAPPROVED SUBSTITUTED EQUIPMENT AT HIS OWN COST IF SO DIRECTED BY THE CONSULTANT.

9. WATER BUDGETS AND PROJECTIONS - HYDROSYSTEMS-KDI HAS BASED THE IRRIGATION DESIGN AND THE ASSOCIATED PROJECTED WATER USE UPON SUCH FACTORS AS CITY OR WATER DISTRICT IMPOSED REQUIREMENTS, PUBLISHED PLANT SPECIES WATER NEEDS, SELECTED IRRIGATION METHOD EFFICIENCIES AS REPORTED BY INDEPENDENT TESTING FACILITIES, HISTORICAL WEATHER DATA FOR THE PROJECT LOCATION, AND PROPER MAINTENANCE PROCEDURES. HYDROSYSTEMS*KDI IS NOT RESPONSIBLE, AND ACCEPTS NO RESPONSIBILITY, FOR THE ACTUAL WATER USAGE VARIATION THAT IS A RESULT OF FIELD MODIFICATIONS TO THE SYSTEM NOT MATCHING CONSTRUCTION DOCUMENTS, IMPROPER MAINTENANCE, WASTE DUE TO SYSTEM DAMAGE OR VANDALISM, OR WEATHER CONDITIONS THAT DEVIATE FROM PUBLISHED 30 YEAR HISTORICAL AVERAGES.

10. PRESSURE TESTING - CONDUCT MAINLINE TEST IN PRESENCE OF CONSULTANT. ARRANGE FOR PRESENCE OF CONSULTANT 48 HOURS IN ADVANCE OF TESTING. SUPPLY FORCE PUMP AND ALL OTHER TEST EQUIPMENT. COMPRESSED AIR SHALL NOT BE USED FOR PRESSURE TESTING SYSTEM.
    - 10.1 AFTER BACKFILLING, AND INSTALLATION OF ALL CONTROL VALVES, FILL PRESSURE SUPPLY LINE WITH WATER, AND PRESSURIZE TO 40 PSI OVER THE DESIGNATED STATIC PRESSURE OR 120 PSI, WHICHEVER IS GREATER, FOR A PERIOD OF 2 HOURS.
    - 10.2 LEAKAGE, PRESSURE LOSS - TEST IS ACCEPTABLE IF NO LOSS OF PRESSURE IS EVIDENT DURING THE TEST PERIOD.
    - 10.3 LEAKS - DETECT AND REPAIR LEAKS.
    - 10.4 RETEST SYSTEM UNTIL TEST PRESSURE CAN BE MAINTAINED FOR DURATION OF TEST.
    - 10.5 BEFORE FINAL ACCEPTANCE, PRESSURE SUPPLY LINE SHALL REMAIN UNDER PRESSURE FOR A PERIOD OF 48 HOURS.

11. CONTRACTOR SHALL COORDINATE WITH THE CITY OF SANTA FE FOR ANY ADDITIONAL REQUIREMENTS REQUIRED FOR THE NEW IRRINET CONTROLLERS TO OPERATE WITH THE CITY IRRIGATION CENTRAL CONTROL NETWORK.

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DIRECTORY

IRRIGATION SCHEDULE	IR0.1
IRRIGATION NOTES	IR0.1
IRRIGATION PLANS	IR1.1-IR1.10
IRRIGATION DETAILS	IR2.1-IR2.3

THOMAS BEAN
Certified Irrigation Designer
CID
Irrigation Association
32085

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION SCHEDULE

SCALE	DWG NO.	DATE
NTS		06/09/2025
P&DR CASE # ____		SHEET NO. IR0.1

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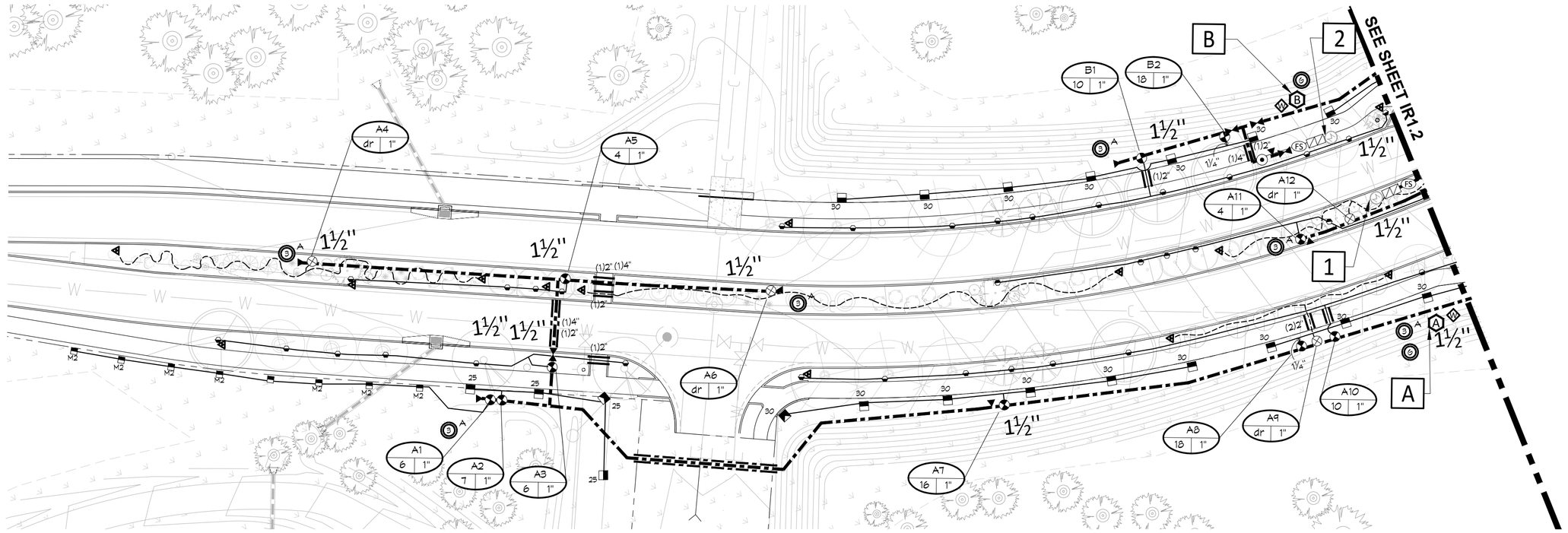
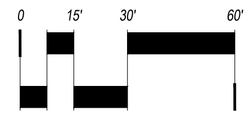


1 IR1.1 PASEO DEL SOL WEST

SCALE:





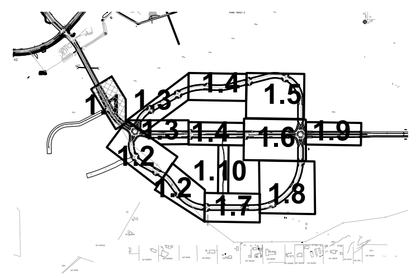
1 2 POINT OF CONNECTIONS - 1"

PEAK FLOW REQUIREMENT: 18 GPM. REQUIRED STATIC PRESSURE: 88 PSI MIN (#1), 95 PSI MIN (#2) CONTRACTOR SHALL TIE ONTO 1" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE=CIVIL. CONNECT TO STUB AND EXTEND 1" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1" STOP AND WASTE VALVE, ONE 1" REDUCED PRESSURE BACKFLOW PREVENTER AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1" FLOW SENSOR, ONE GATE VALVE, ONE QUICK COUPLING VALVE, ONE 1" MASTER VALVE, AND EXTEND PVC MAINLINE AS SHOWN. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE, MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX.. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

A B CONTROLLER LOCATIONS

PEDESTAL MOUNT ONE CONTROLLER (REFER TO SCHEDULE FOR MODEL, STATION COUNT PER CONTROLLER DATA SCHEDULE). REMOTE READY, AT INDICATED LOCATION. 120 VOLT POWER IS TO BE COORDINATED BY CONTRACTOR WITHIN THE AREA SERVED. COORDINATE THE ELECTRICAL CONNECTION TO CONTROLLER WITH ELECTRICAL WORK. ELECTRICAL WIRE/CONDUIT, AND POWER CONNECTION TO CONTROLLER IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. FEES AND PERMITS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID BY CONTRACTOR. FINAL CONTROLLER LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. MOUNT ONE WEATHER SENSOR ON BUILDING WHERE THERE IS 20 FT. OF CLEARANCE FROM ANY OVERHANG OR OBSTRUCTING FEATURE. INSTALL WEATHER SENSOR RECEIVER ON EXTERNAL WALL. CONNECT SENSOR RECEIVER WIRES TO IRRIGATION CONTROLLER SENSOR PORT THROUGH CONDUIT. FINAL WEATHER SENSOR LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

KEY MAP



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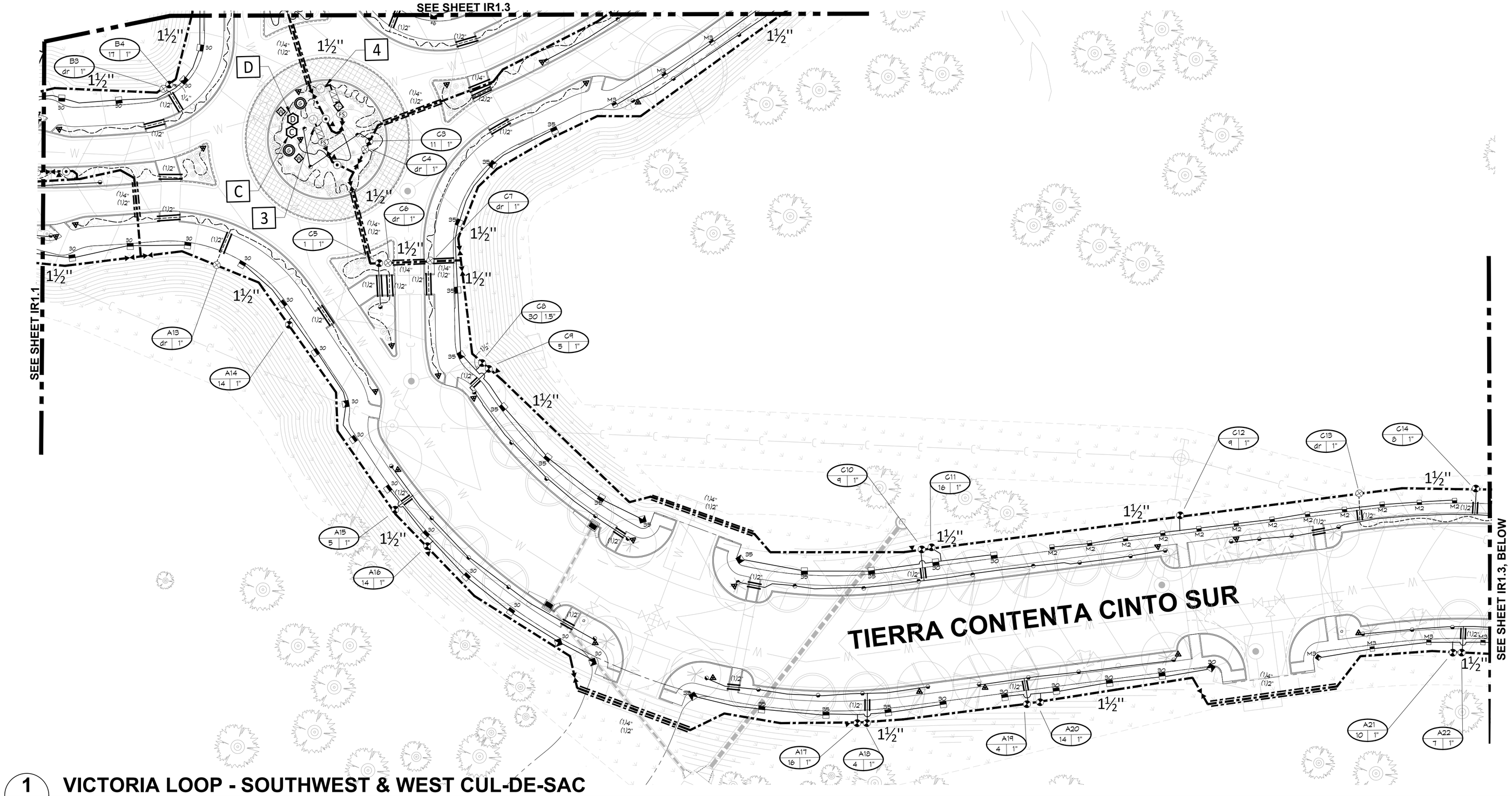
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

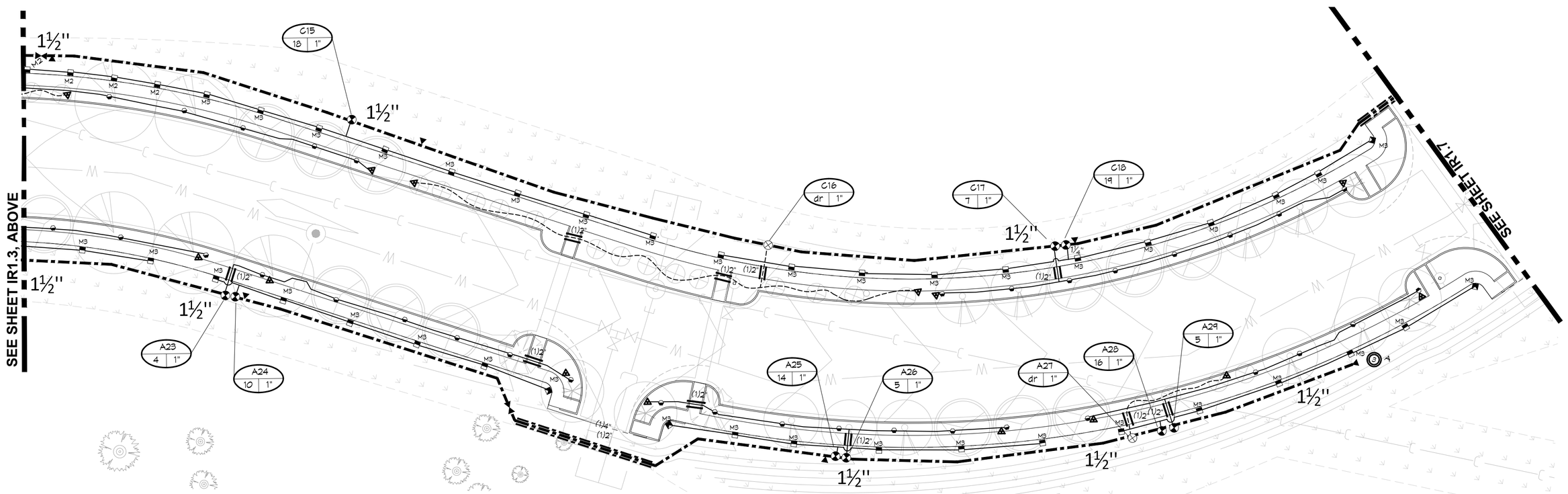
SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ____		SHEET NO. IR1.1



1 VICTORIA LOOP - SOUTHWEST & WEST CUL-DE-SAC

IR1.2

SCALE:1"=50'-0"



2 VICTORIA LOOP - SOUTHWEST

IR1.2

SCALE:

NORTH

0 15' 30' 60'

SCALE: 1"=30'

NORTH

0 15' 30' 60'

SCALE: 1"=30'

3 POINT OF CONNECTION - 1-1/2"

PEAK FLOW REQUIREMENT: 30 GPM. REQUIRED STATIC PRESSURE: 85 PSI MIN. CONTRACTOR SHALL TIE ONTO 1-1/2" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE=CIVIL. CONNECT TO STUB AND EXTEND 1-1/2" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1-1/2" STOP AND WASTE VALVE, ONE 1-1/2" REDUCED PRESSURE BACKFLOW PREVENTER WITH PRESSURE REDUCING VALVE AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1-1/2" FLOW SENSOR, ONE 1-1/2" MASTER VALVE, ONE QUICK COUPLING VALVE, ONE GATE VALVE AND EXTEND PVC MAINLINE AS SHOWN. SET PRESSURE REDUCING VALVE TO 85 PSI. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE, MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

4 POINT OF CONNECTION - 1"

PEAK FLOW REQUIREMENT: 17 GPM. REQUIRED STATIC PRESSURE: 82 PSI MIN. CONTRACTOR SHALL TIE ONTO 1" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE=CIVIL. CONNECT TO STUB AND EXTEND 1" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1" STOP AND WASTE VALVE, ONE 1" REDUCED PRESSURE BACKFLOW PREVENTER AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1" FLOW SENSOR, ONE GATE VALVE, ONE QUICK COUPLING VALVE, ONE 1" MASTER VALVE, AND EXTEND PVC MAINLINE AS SHOWN. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE. MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

C CONTROLLER LOCATIONS

D

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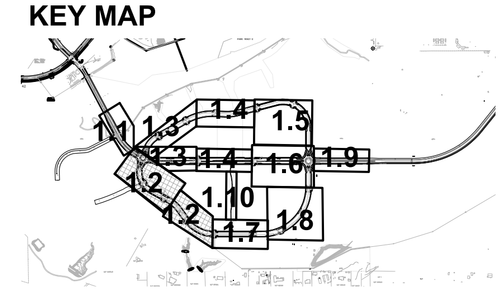
KEY MAP



THOMAS BEALL CID 32085

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----		SHEET NO. IR1.2

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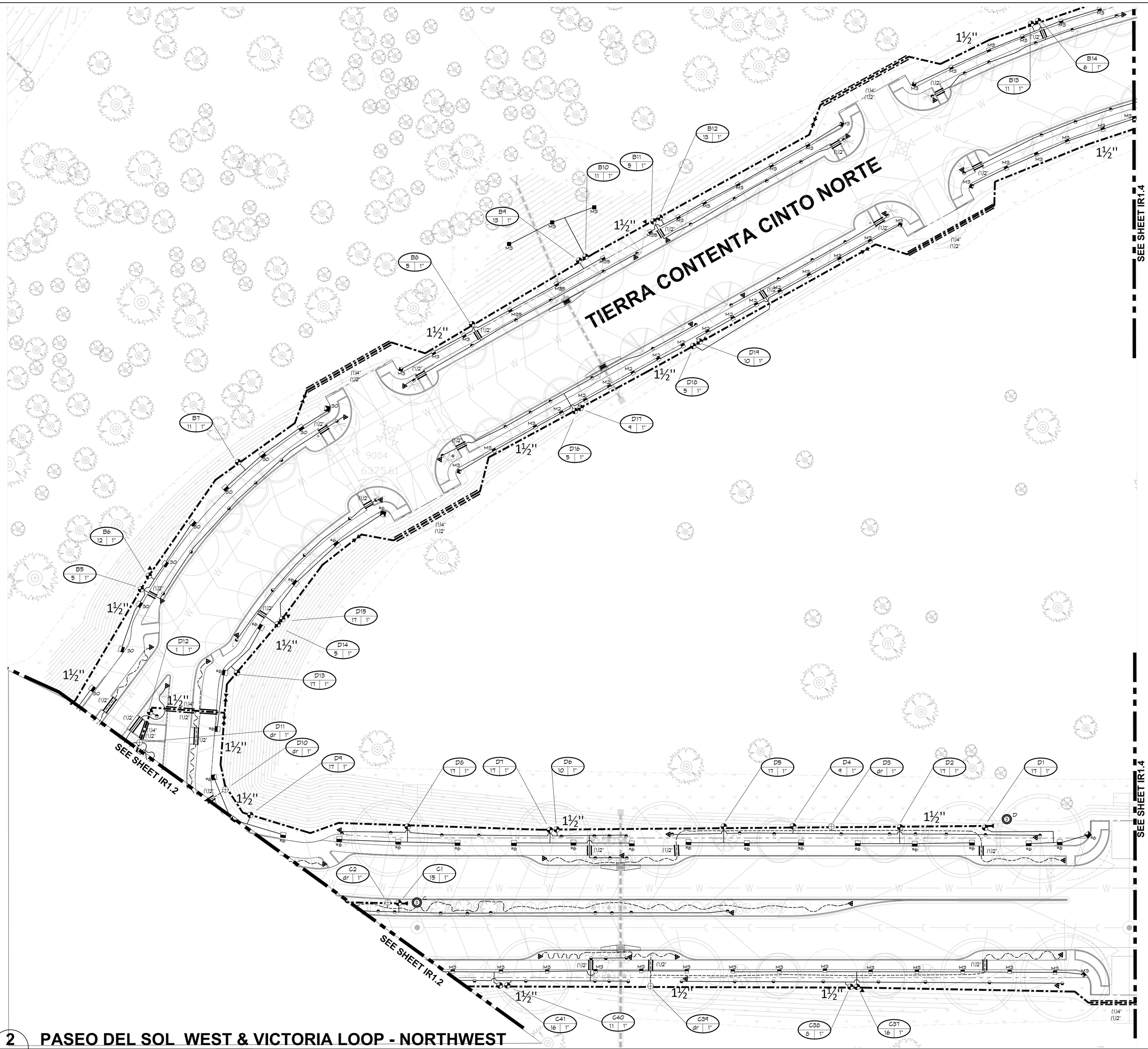

2 PASEO DEL SOL WEST & VICTORIA LOOP - NORTHWEST

IR1.2

SCALE:

NORTH

0 15' 30' 60'

SCALE: 1"=30'

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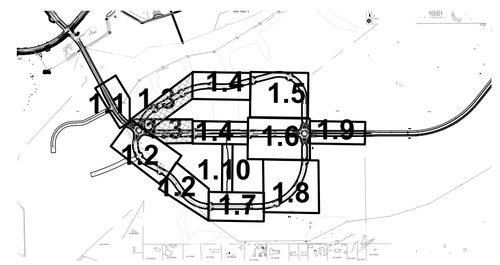

THOMAS BEALL Certified Irrigation Designer CID 32085

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TIERRA CONTENTA PH. 3A INFRASTRUCTURE

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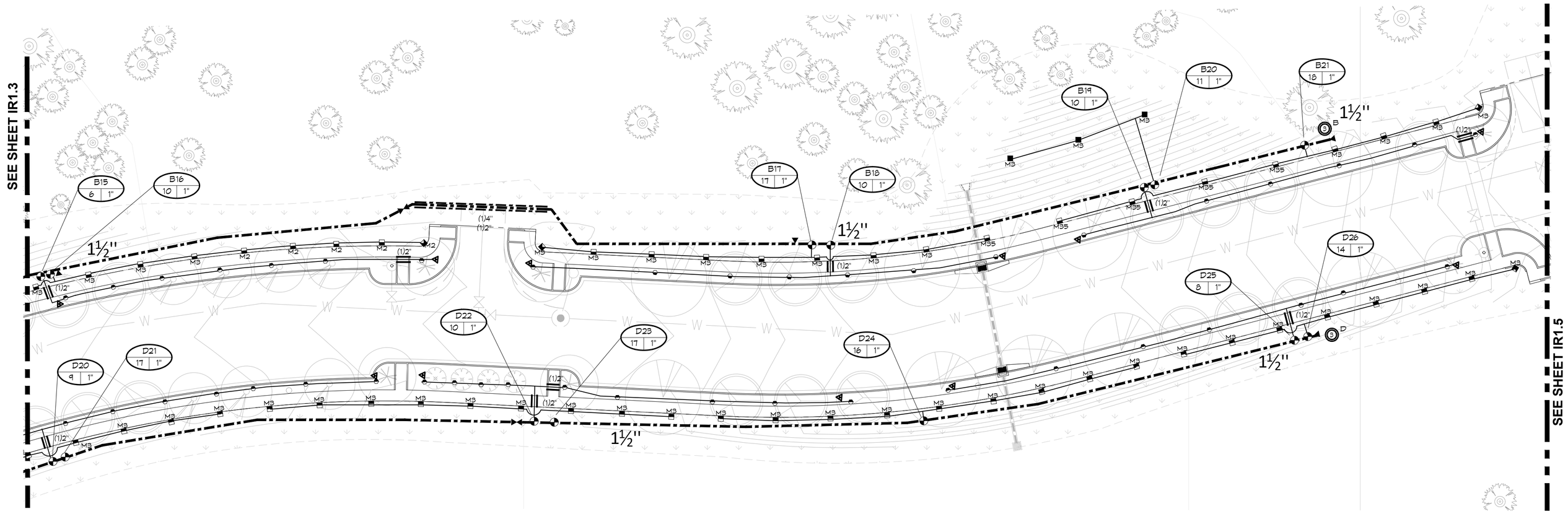
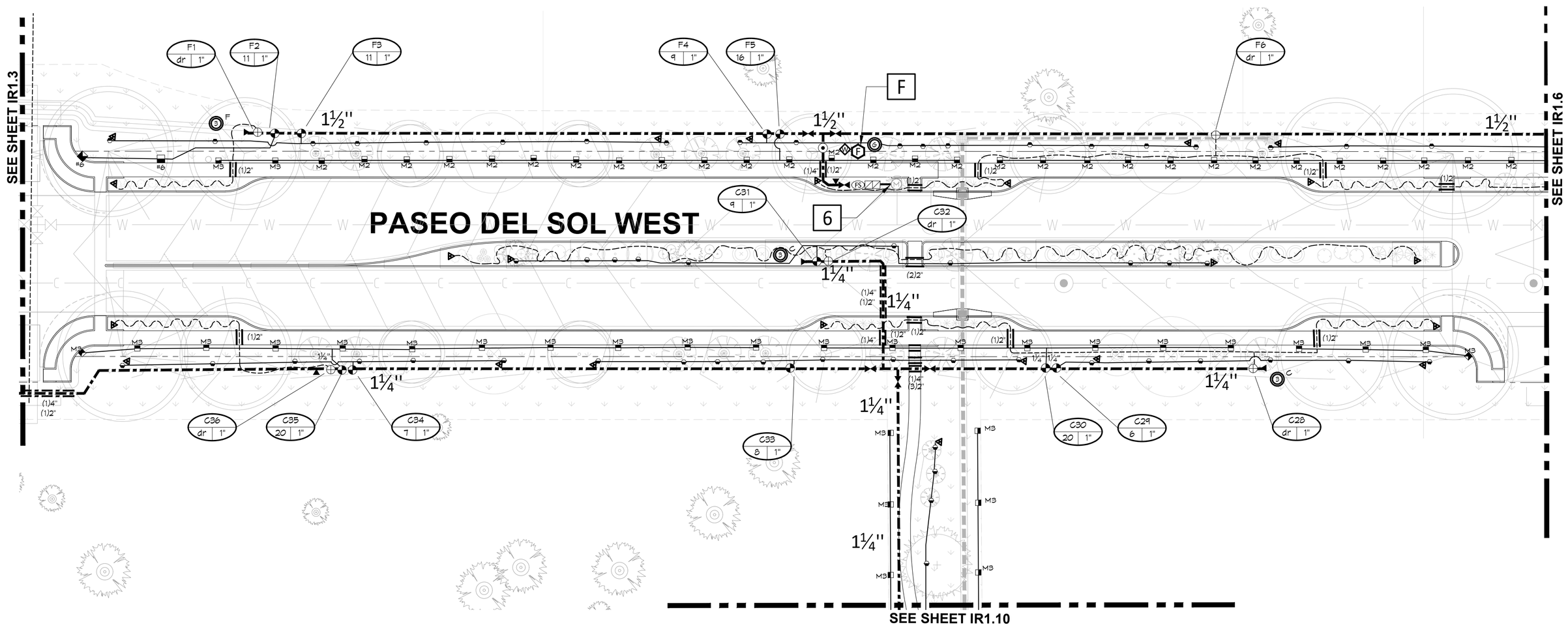


1 VICTORIA LOOP - NORTH

IR14

SCALE:



2 PASEO DEL SOL

IR1.4

SCALE:

6 POINT OF CONNECTION - 1"

PEAK FLOW REQUIREMENT: 17 GPM. REQUIRED STATIC PRESSURE: 82 PSI MIN.

CONTRACTOR SHALL TIE ONTO 1" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE-CIVIL. CONNECT TO STUB AND EXTEND 1" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1" STOP AND WASTE VALVE, ONE 1" REDUCED PRESSURE BACKFLOW PREVENTER AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1" FLOW SENSOR, ONE GATE VALVE, ONE QUICK COUPLING VALVE, ONE 1" MASTER VALVE, AND EXTEND PVC MAINLINE AS SHOWN. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE, MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX.. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

F CONTROLLER LOCATIONS

PEDESTAL MOUNT ONE CONTROLLER (REFER TO SCHEDULE FOR MODEL, STATION COUNT PER CONTROLLER DATA SCHEDULE), REMOTE READY, AT INDICATED LOCATION. 120 VOLT POWER IS TO BE COORDINATED BY CONTRACTOR WITHIN THE AREA SERVED. COORDINATE THE ELECTRICAL CONNECTION TO CONTROLLER WITH ELECTRICAL WORK. ELECTRICAL WIRE/CONDUIT, AND POWER CONNECTION TO CONTROLLER IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. FEES AND PERMITS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID BY CONTRACTOR. FINAL CONTROLLER LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. MOUNT ONE WEATHER SENSOR ON BUILDING WHERE THERE IS 20 FT. OF CLEARANCE FROM ANY OVERHANG OR OBSTRUCTING FEATURE. INSTALL WEATHER SENSOR RECEIVER ON EXTERNAL WALL. CONNECT SENSOR RECEIVER WIRES TO IRRIGATION CONTROLLER SENSOR PORT THROUGH CONDUIT. FINAL WEATHER SENSOR LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

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HydroSystems
Irrigation Consulting & Water Management
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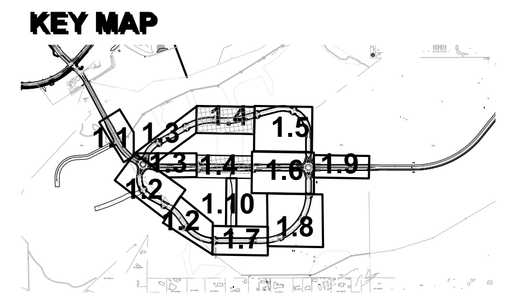
o: 303.980.5327 www.hydrosystemskdi.com

KEY MAP



THOMAS BEALL
Certified Irrigation Designer
CID
32085

REVISIONS

DATE	BY

NORTH

0 15' 30' 60'

SCALE: 1"=30'

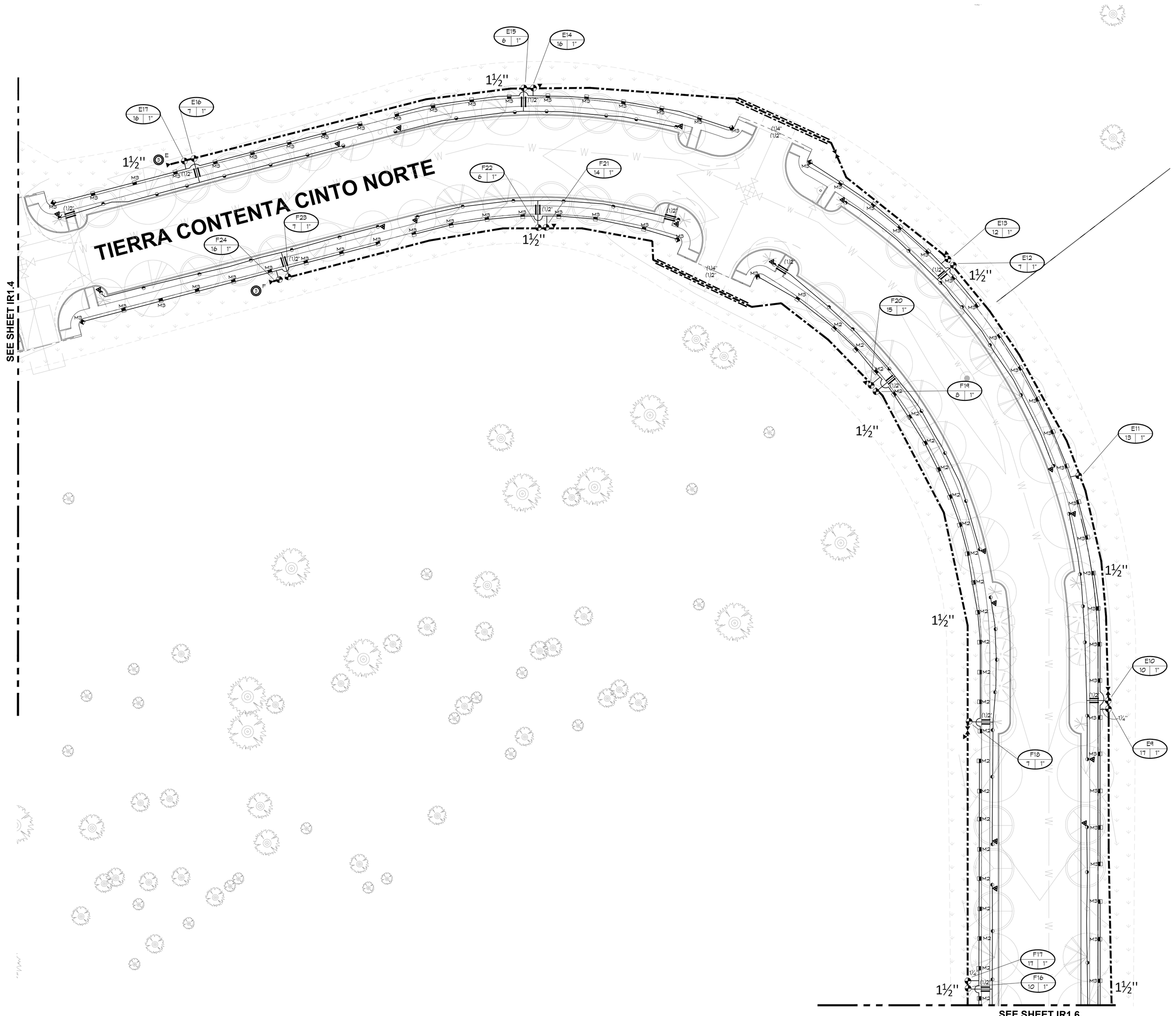
811
Know what's below.
Call before you dig.
CALL 3 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ____		SHEET NO. IR1.4



1 IR14 **VICTORIA LOOP - NORTHEAST**

SCALE:

KDI

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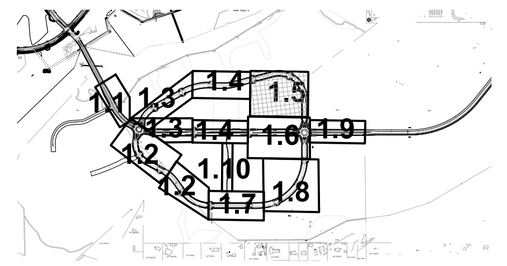
o: 303.980.5327 www.hydrosystemskdi.com

KEY MAP



THOMAS BEALL
Certified Irrigation Designer
CID
Irrigation Association
32085

REVISIONS	
DATE	BY

NORTH

0 15' 30' 60'

SCALE: 1"=30'

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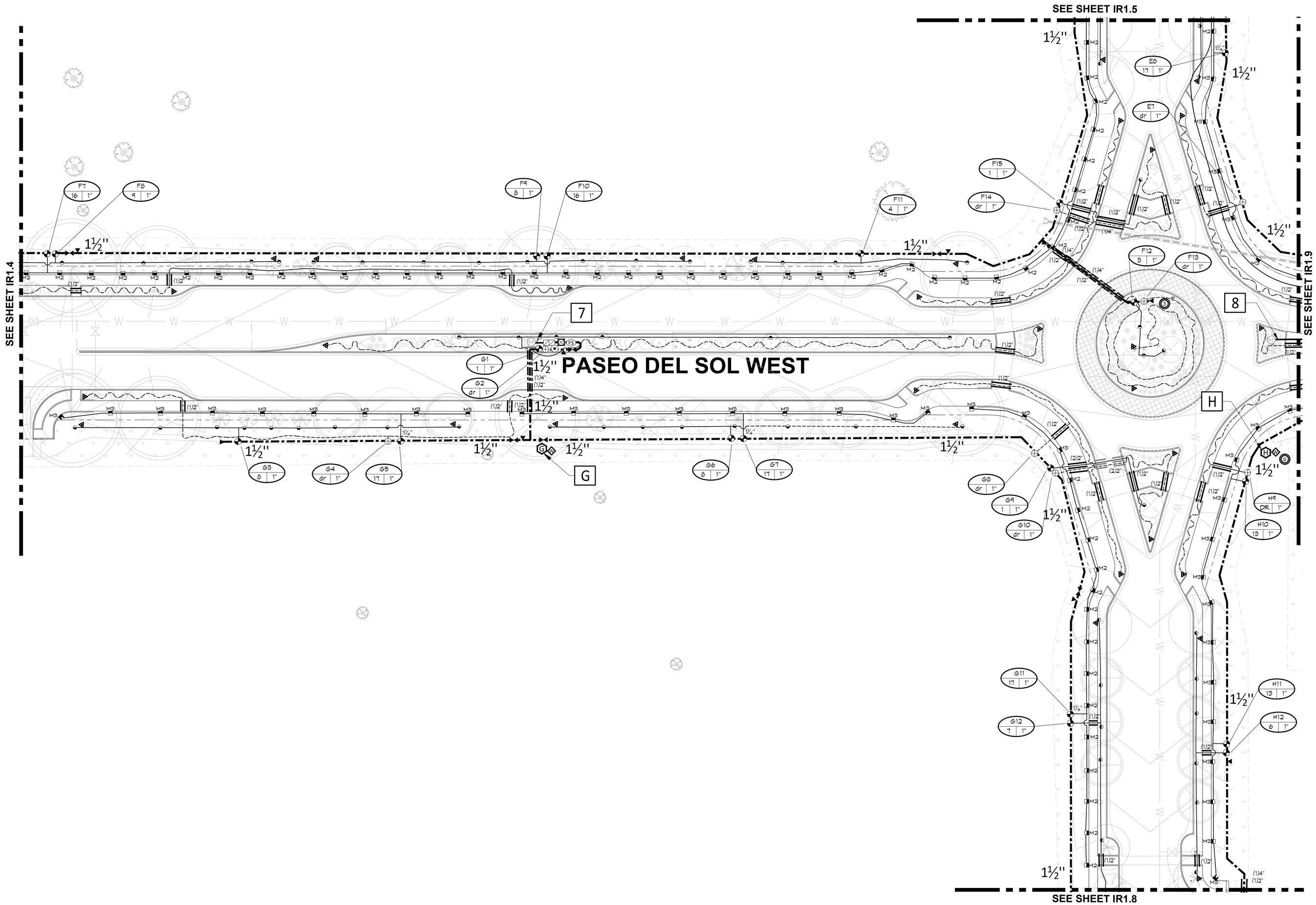
DESIGN ENGINUITY

Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----	SHEET NO.	IR1.5



7 POINT OF CONNECTIONS - 1"

8

PEAK FLOW REQUIREMENT: 16 GPM (#7) 18 GPM (#8). REQUIRED STATIC PRESSURE: 70 PSI MIN.

CONTRACTOR SHALL TIE ONTO 1" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE=CIVIL. CONNECT TO STUB AND EXTEND 1" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1" STOP AND WASTE VALVE, ONE 1" REDUCED PRESSURE BACKFLOW PREVENTER AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1" FLOW SENSOR, ONE GATE VALVE, ONE QUICK COUPLING VALVE, ONE 1" MASTER VALVE, AND EXTEND PVC MAINLINE AS SHOWN. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE. MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX.. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

G

H

CONTROLLER LOCATIONS

PEDESTAL MOUNT ONE CONTROLLER (REFER TO SCHEDULE FOR MODEL, STATION COUNT PER CONTROLLER DATA SCHEDULE), REMOTE READY, AT INDICATED LOCATION. 120 VOLT POWER IS TO BE COORDINATED BY CONTRACTOR WITHIN THE AREA SERVED. COORDINATE THE ELECTRICAL CONNECTION TO CONTROLLER WITH ELECTRICAL WORK. ELECTRICAL WIRE/CONDUIT, AND POWER CONNECTION TO CONTROLLER IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. FEES AND PERMITS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID BY CONTRACTOR. FINAL CONTROLLER LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. MOUNT ONE WEATHER SENSOR ON BUILDING WHERE THERE IS 20 FT. OF CLEARANCE FROM ANY OVERHANG OR OBSTRUCTING FEATURE. INSTALL WEATHER SENSOR RECEIVER ON EXTERNAL WALL. CONNECT SENSOR RECEIVER WIRES TO IRRIGATION CONTROLLER SENSOR PORT THROUGH CONDUIT. FINAL WEATHER SENSOR LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

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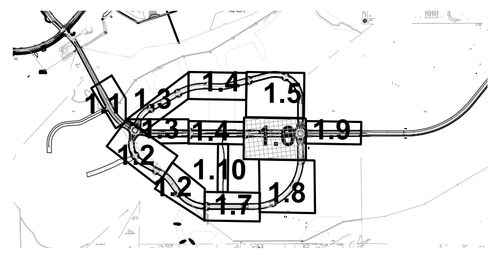
KEY MAP



1 IR1.6 PASEO DEL SOL EAST CUL-DU-SAC

SCALE:

NORTH

0 15' 30' 60'

SCALE: 1"=30'

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THOMAS BEALL CID 32085

REVISIONS

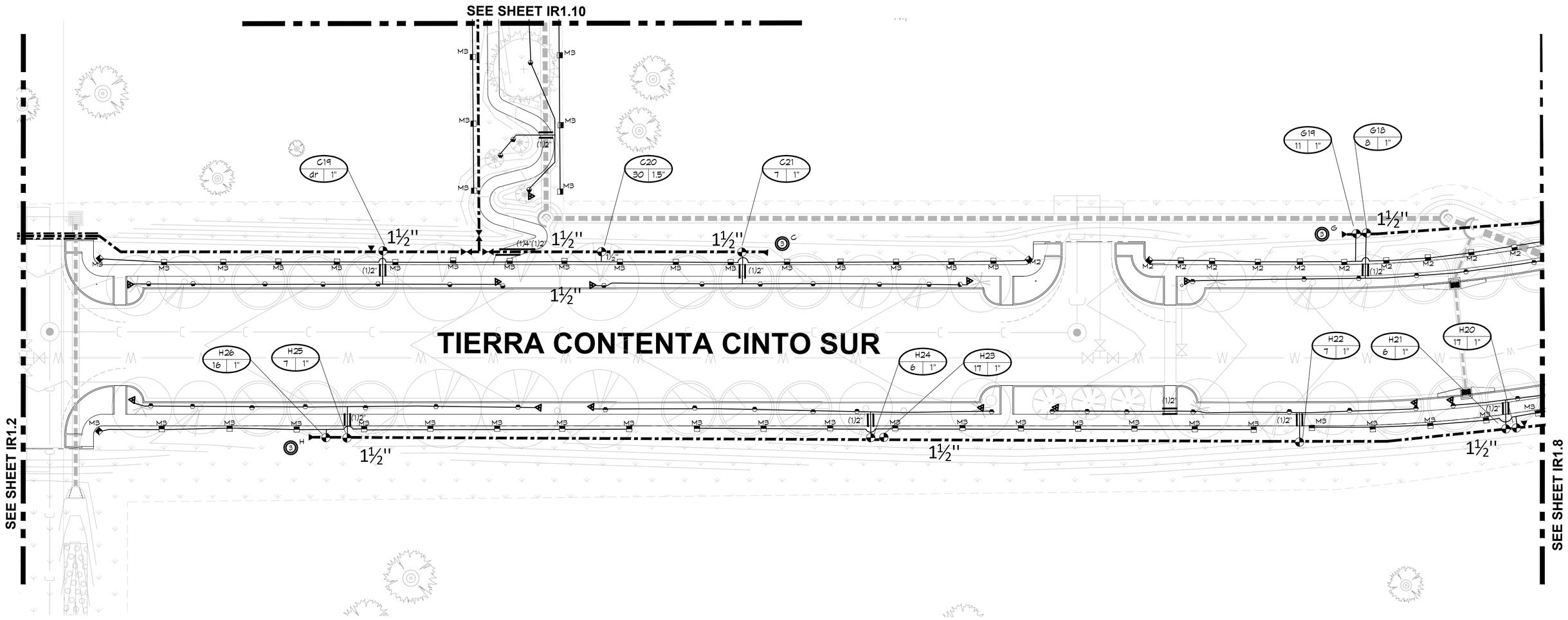
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----		SHEET NO. IR1.6



1 IR1.7 VICTORIA LOOP - SOUTHCENTRAL

SCALE:

NORTH

0 15' 30' 60'

SCALE: 1"=30'

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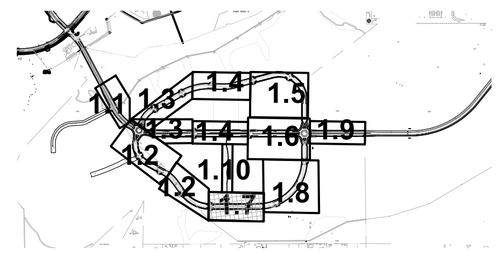
KEY MAP



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THOMAS BEALL
Certified Irrigation Designer
CID
32085

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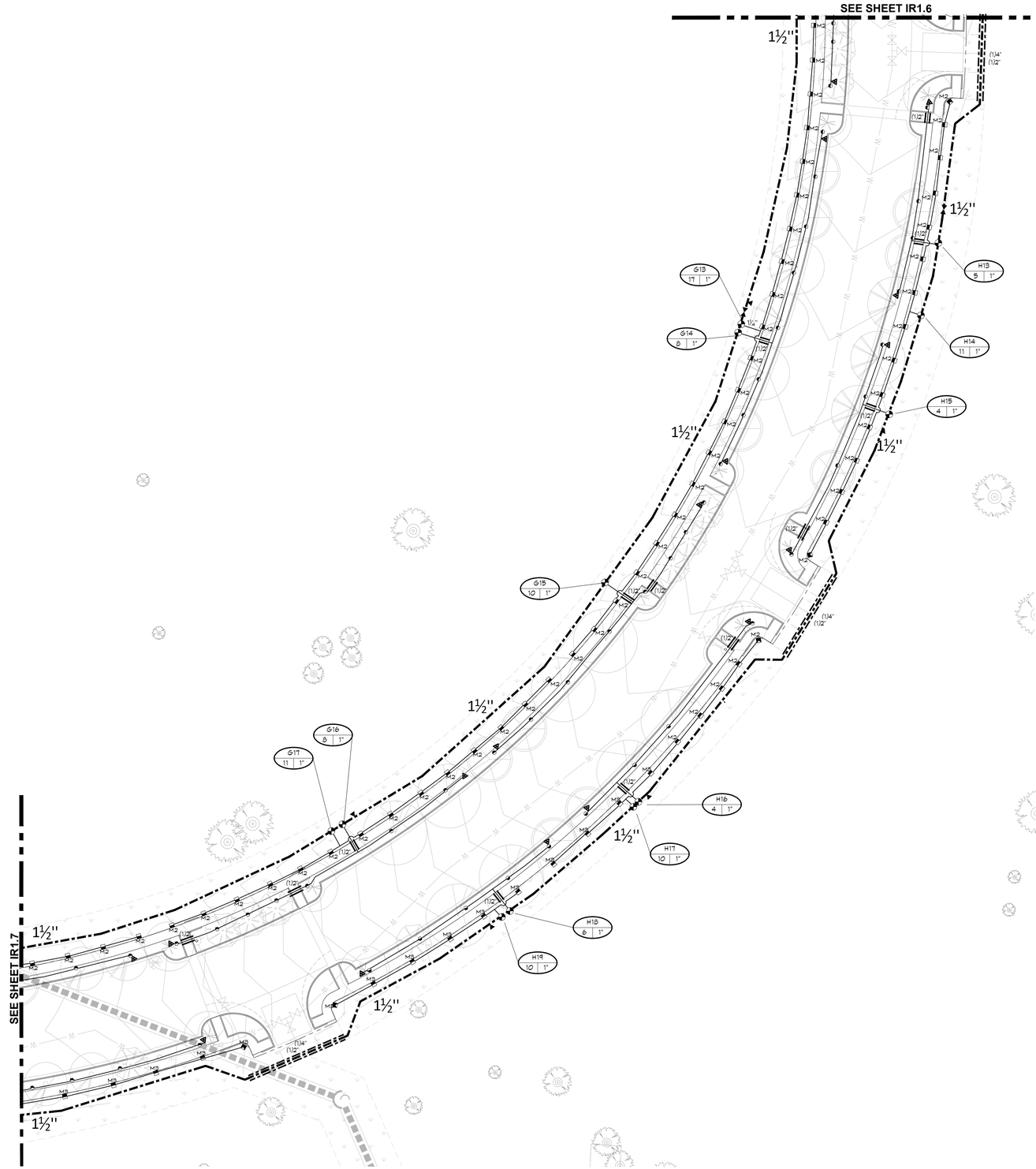
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----		SHEET NO. IR1.7



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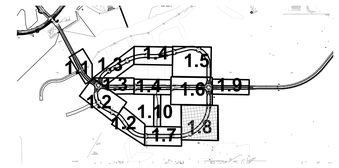
KEY MAP



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1 IR1.8 **VICTORIA LOOP - NORTH**

SCALE:

NORTH

0 15' 30' 60'

SCALE: 1"=30'

THOMAS BEALL Certified Irrigation Designer CID 32085

REVISIONS

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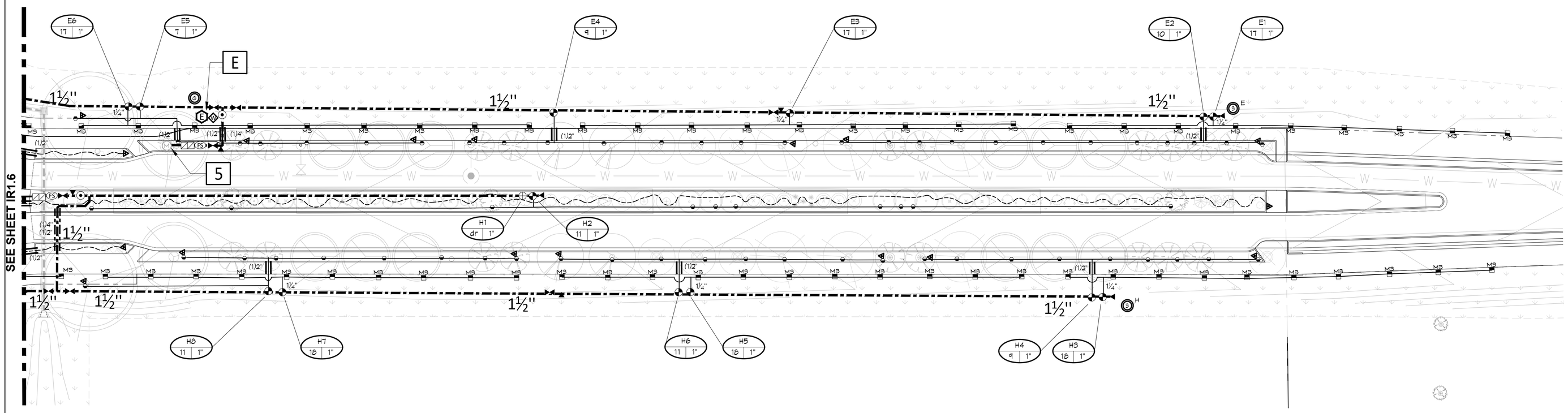
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----	SHEET NO. IR1.8	



1 PASEO DEL SOL - EAST END

IR1.9

SCALE:

5 POINT OF CONNECTION- 1"

PEAK FLOW REQUIREMENT: 17 GPM. REQUIRED STATIC PRESSURE: 80 PSI MIN. CONTRACTOR SHALL TIE ONTO 1" COPPER STUB-OUT DOWNSTREAM OF METER PIT AT 48" DEPTH IN THIS APPROXIMATE LOCATION. INSTALLATION OF TAP, SERVICE LINE, METER PIT AND STUB TO THIS LOCATION IS BY OTHERS RE:CIVIL. CONNECT TO STUB AND EXTEND 1" TYPE K SOFT COPPER AT 48" MINIMUM DEPTH TO BACKFLOW PREVENTER LOCATION. INSTALL ONE 1" STOP AND WASTE VALVE, ONE 1" REDUCED PRESSURE BACKFLOW PREVENTER AND PROTECTIVE HOT BOX ENCLOSURE, ONE MANUAL DRAIN VALVE, ONE 1" FLOW SENSOR, ONE GATE VALVE, ONE QUICK COUPLING VALVE, ONE 1" MASTER VALVE, AND EXTEND PVC MAINLINE AS SHOWN. CONNECT FLOW SENSOR AND MASTER VALVE TO ASSOCIATED CONTROLLER VIA TWO-WIRE COMMUNICATION CABLE. MASTER VALVE DECODER AND FLOW SENSOR DECODER PER MANUFACTURER'S REQUIREMENTS. SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE 120 VOLT AC POWER TO HOT BOX. INSTALL WIRE IN ELECTRICAL CONDUIT AND INSTALL ONE WEATHER NEMA 4 RATED GFI PROTECTED DUPLEX OUTLET FOR HEAT TAPE.

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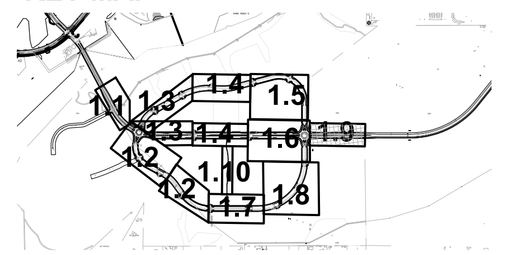
KEY MAP



811
Know what's below.
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NORTH

0 15' 30' 60'
SCALE: 1"=30'

THOMAS BEALL
Certified Irrigation Designer
CID
32085

REVISIONS

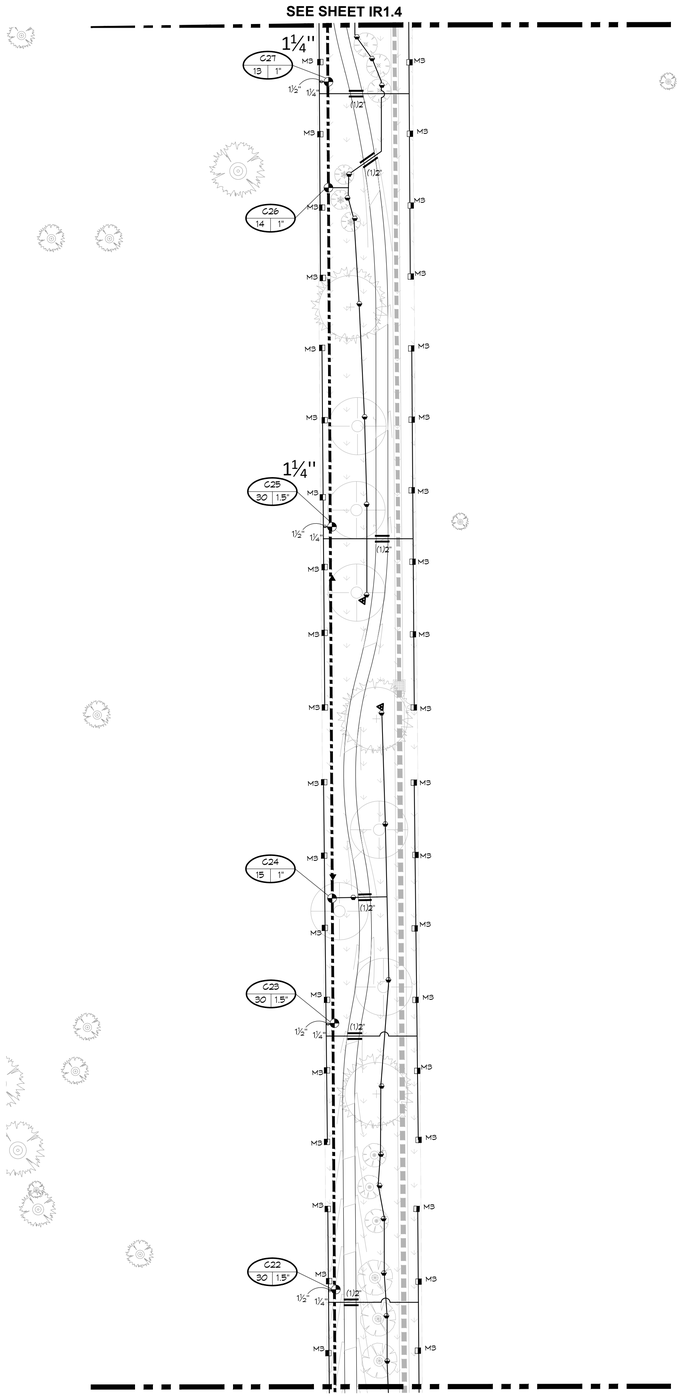
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ____		SHEET NO. IR1.9



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1 IR1.10 **EASEMENT TRAIL**

SCALE:

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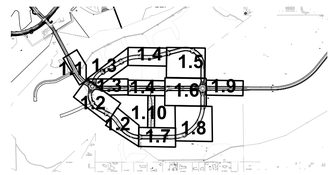
KEY MAP



THOMAS BEALL Certified Irrigation Designer CID 32085

REVISIONS

DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

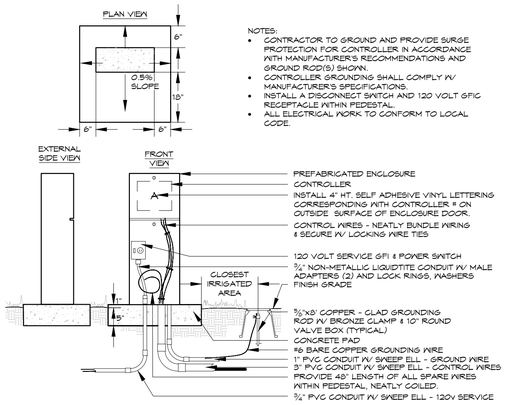
TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION PLAN

SCALE	DWG NO.	DATE
AS SHOWN		06/09/2025
P&DR CASE # ----	SHEET NO.	IR1.10

NORTH

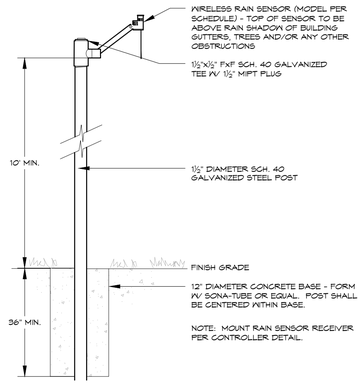
0 15' 30' 60'
SCALE: 1"=30'



NOTES:
- CONTRACTOR TO GROUND AND PROVIDE SURGE PROTECTION FOR CONTROLLER IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND GROUND ROD(S) SHOWN.
- CONTROLLER GROUNDING SHALL COMPLY W/ MANUFACTURER'S SPECIFICATIONS.
- INSTALL A DISCONNECT SWITCH AND 120 VOLT GFIC RECEPTACLE WITHIN PEDESTAL.
- ALL ELECTRICAL WORK TO CONFORM TO LOCAL CODE.

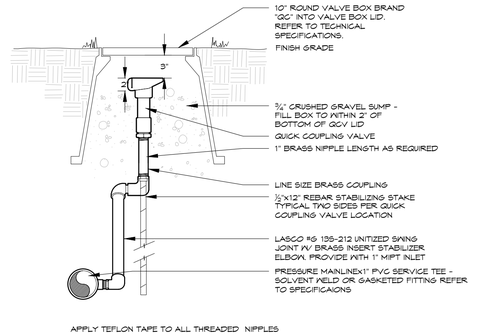
ELECTRIC CONTROLLER
PEDESTAL - FRONT OPENING - TYPICAL

1



WEATHER SENSOR
POLE MOUNTED - Wireless

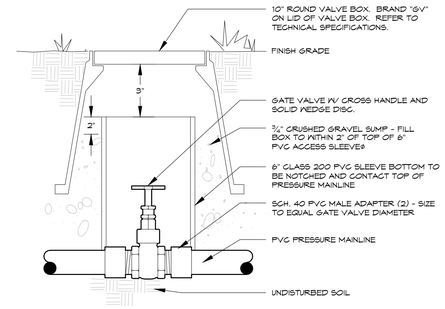
2



APPLY TEFLON TAPE TO ALL THREADED NIPPLES

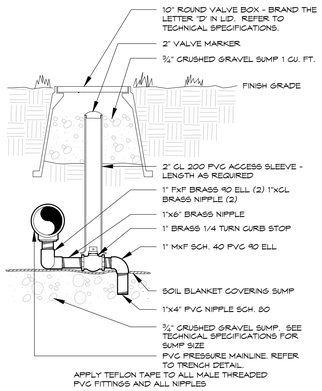
QUICK COUPLING VALVE
LASCOSWING - TYPICAL

3



GATE VALVE
2.5" & SMALLER - X-HANDLE

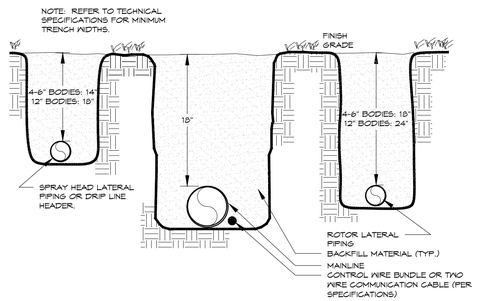
4



APPLY TEFLON TAPE TO ALL MALE THREADED PVC FITTINGS AND ALL NIPPLES

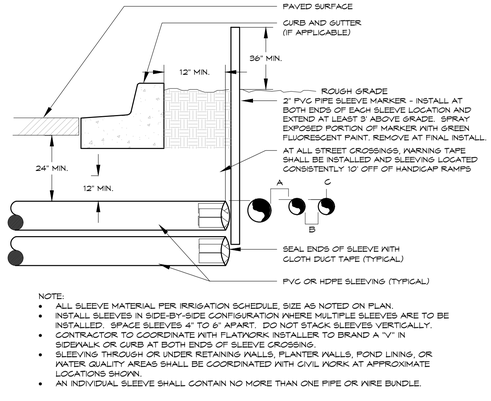
MANUAL DRAIN VALVE
TYPICAL

5



TRENCH
18" MAINLINE

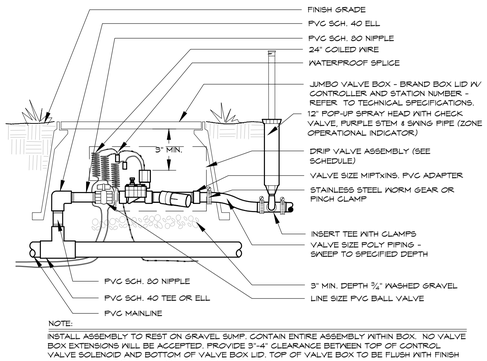
6



NOTE:
- ALL SLEEVE MATERIAL PER IRRIGATION SCHEDULE, SIZE AS NOTED ON PLAN.
- INSTALL SLEEVES IN SIDE-BY-SIDE CONFIGURATION WHERE MULTIPLE SLEEVES ARE TO BE INSTALLED. SPACE SLEEVES 4" TO 6" APART. DO NOT STACK SLEEVES VERTICALLY.
- CONTRACTOR TO COORDINATE WITH FLATWORK INSTALLER TO BRAND A "V" IN SIDEWALK OR CURB AT BOTH ENDS OF SLEEVE CROSSING.
- SLEEVING THROUGH OR UNDER RETAINING WALLS, PLANTER WALLS, POND LINING, OR WATER QUALITY AREAS SHALL BE COORDINATED WITH CIVIL WORK AT APPROXIMATE LOCATIONS SHOWN.
- AN INDIVIDUAL SLEEVE SHALL CONTAIN NO MORE THAN ONE PIPE OR WIRE BUNDLE.

IRRIGATION SLEEVING
TYPICAL

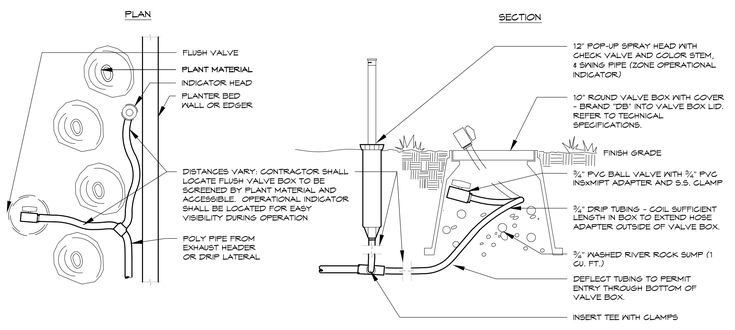
7



NOTE:
INSTALL ASSEMBLY TO REST ON GRAVEL SUMP. CONTAIN ENTIRE ASSEMBLY WITHIN BOX. NO VALVE BOX EXTENSIONS WILL BE ACCEPTED. PROVIDE 3"-4" CLEARANCE BETWEEN TOP OF CONTROL VALVE SOLENOID AND BOTTOM OF VALVE BOX LID. TOP OF VALVE BOX TO BE FLUSH WITH FINISH GRADE. VALVE BOX SHALL NOT REST ON DRIP TUBING.

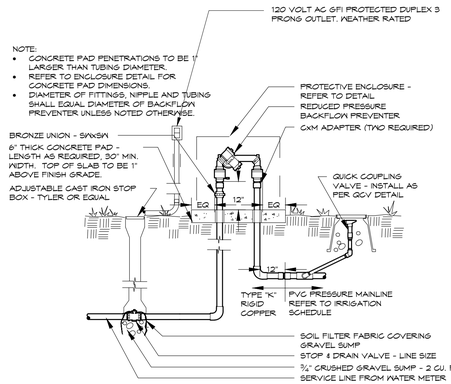
DRIP VALVE
24V - POLY LATERAL

8



DRIP FLUSH VALVE
WITH OPERATIONAL INDICATOR

9



BACKFLOW PREVENTER

10

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THOMAS BEALD
Certified Irrigation Designer
CID
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32085

REVISIONS

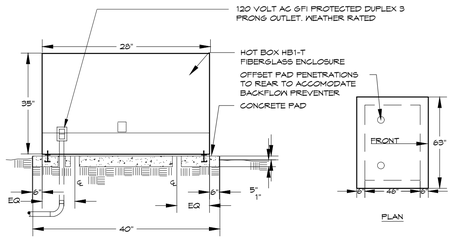
DATE	BY

DESIGN ENGINUITY
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION DETAILS

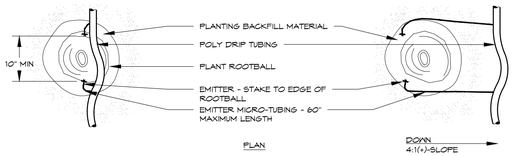
SCALE	DWG NO.	DATE
NTS		06/09/2025
P&DR CASE # ----	SHEET NO.	IR2.1



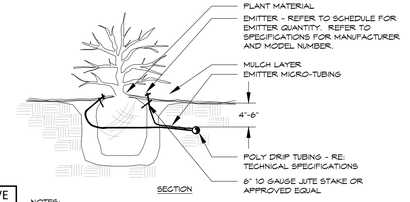
NOTES:
- PAD PENETRATIONS FOR BACKFLOW PREVENTER RISERS TO BE 1" LARGER THAN RISER DIAMETER.
- TOP SURFACE OF CONCRETE PAD SHALL BE 1" ABOVE FINISH GRADE.
- INSTALL ENCLOSURE ANCHORS AS PER MANUFACTURER'S RECOMMENDATIONS.
- PROVIDE OWNER WITH KEYED PADLOCK FOR ENCLOSURE.

BACKFLOW ENCLOSURE

11



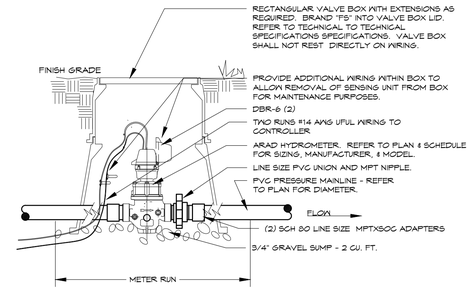
PLANT SIZE	EMITTER FLOW RATE	EMITTER QTY. AT MULCHED BED LOCATIONS	EMITTER QTY. AT NATIVE SEED LOCATIONS
1 - 2 GALLON MATERIAL	0.5 GPH	ONE EACH	ONE EACH
5 GALLON MATERIAL	0.5 GPH	TWO EACH	TWO EACH
1½" CALIPER TREE	1.0 GPH	THREE EACH	FOUR EACH
2" CALIPER TREE	1.0 GPH	FOUR EACH	SIX EACH
2½" CALIPER TREE	1.0 GPH	SIX EACH	EIGHT EACH
3" CALIPER TREE	1.0 GPH	EIGHT EACH	TEN EACH
3½" CALIPER TREE	1.0 GPH	NINE EACH	ELEVEN EACH
4" CALIPER TREE	1.0 GPH	TEN EACH	TWELVE EACH
6 FT. CONIFEROUS TREE	1.0 GPH	FOUR EACH	SIX EACH
8 FT. CONIFEROUS TREE	1.0 GPH	SIX EACH	NINE EACH
10 FT. CONIFEROUS TREE	1.0 GPH	EIGHT EACH	TWELVE EACH
12 FT. CONIFEROUS TREE	1.0 GPH	TEN EACH	FOURTEEN EACH



NOTES:
- INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. THREE OR MORE EMITTERS SHALL BE EQUALLY SPACED AROUND ROOT BALL.
- EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MINIMUM OF 1" AND A MAXIMUM OF 2".
- FLUSH ALL LINES THOROUGHLY, INCLUDING EMITTER MICRO-TUBING PRIOR TO EMITTER INSTALLATION.
- IF PLANTING ON A 4:1 SLOPE OR STEEPER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOT BALL.
- EMITTERS SHALL BE SELF-FLUSHING, PRESSURE COMPENSATING-TYPE UNLESS NOTED OTHERWISE WITHIN TECHNICAL SPECIFICATIONS.
- DRIP VALVE ZONES ARE DESIGNED TO ACCOUNT FOR DIFFERENCES IN PLANT REQUIREMENTS (HYDROZONES) AND SUN EXPOSURE.
- CONTRACTOR SHALL ENSURE HYDROZONES ARE VALVED SEPARATELY AS SHOWN ON PLAN.
- SITE CONDITIONS MAY DICTATE THAT MULTIPLE SUN EXPOSURES ARE VALVED TOGETHER DURING THE DESIGN PROCESS. CONTRACTOR SHALL ADJUST EMITTER SCHEDULE AS FOLLOWS:
  - EMITTER QUANTITIES SHALL REMAIN THE SAME BUT EMITTER GALLONAGES SHALL BE DOUBLED FOR PLANTS WITH SOUTH AND WEST EXPOSURES.
  - EMITTER QUANTITIES AND GALLONAGE SHALL BE AS SHOWN IN SCHEDULE FOR PLANTS WITH NORTH AND EAST EXPOSURES.
  - PLANTINGS WITH NORTH AND EAST EXPOSURE SHALL DICTATE VALVE RUN-TIMES AND CONTRACTOR SHALL ADJUST SCHEDULING ACCORDINGLY.

DRIP EMITTER

12



NO FITTINGS INCLUDING REDUCER BUSHINGS, TEES, ELLS, ETC. SHALL BE INSTALLED WITHIN "METER RUN" DISTANCE. DIAMETER OF FLOW SENSOR TEE AND "METER RUN" PIPING SHALL BE EQUAL. NO REDUCER BUSHINGS, ADAPTERS, ETC. SHALL BE INSTALLED WITHIN FLOW SENSOR TEE.

FLOW SENSOR

-

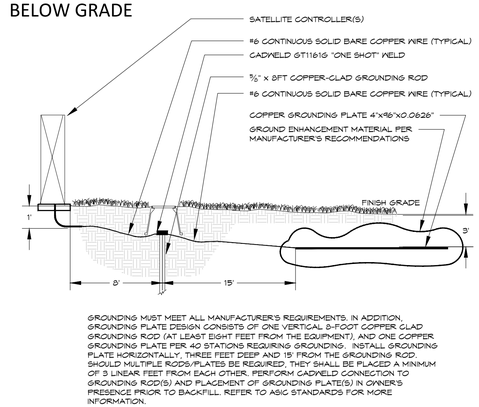
13



MASTER VALVE

24V - Small - Typical

14

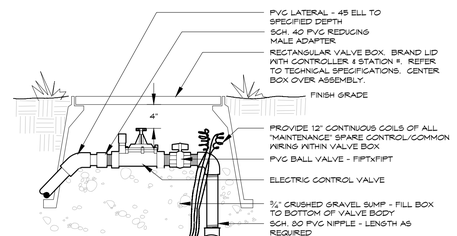


GROUNDING MUST MEET ALL MANUFACTURER'S REQUIREMENTS. IN ADDITION, GROUNDING PLATE DESIGN CONSISTS OF ONE VERTICAL 8-FOOT COPPER CLAD GROUNDING ROD (AT LEAST EIGHT FEET FROM THE EQUIPMENT), AND ONE COPPER GROUNDING PLATE PER 40 STATIONS REQUIRING GROUNDING. INSTALL GROUNDING PLATE HORIZONTALLY, THREE FEET DEEP AND 15' FROM THE GROUNDING ROD. SHOULD MULTIPLE RODS/PLATES BE REQUIRED, THEY SHALL BE PLACED A MINIMUM OF 3 LINEAR FEET FROM EACH OTHER. PERFORM CADWELD CONNECTION TO GROUNDING ROD(S) AND PLACEMENT OF GROUNDING PLATE(S) IN OWNER'S PRESENCE PRIOR TO BACKFILL. REFER TO ASIC STANDARDS FOR MORE INFORMATION.

CONTROLLER GROUNDING

TWO-WIRE SYSTEM - Pedestal Mount

15

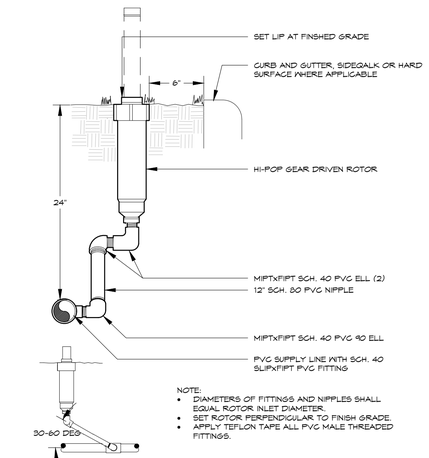


NOTE: DIAMETERS OF BALL VALVES, PVC FITTINGS AND NIPPLES SHALL EQUAL ELECTRIC CONTROL VALVE DIAMETER. VALVE BOXES SHALL BE INSTALLED PARALLEL OR PERPENDICULAR TO ADJACENT SIDEWALKS AND HARD SURFACES WHERE APPLICABLE. APPLY TEFLON TAPE TO ALL MALE THREADED FITTINGS AND THREADED NIPPLES.

ELECTRIC CONTROL VALVE

24V - PVC Lateral

16

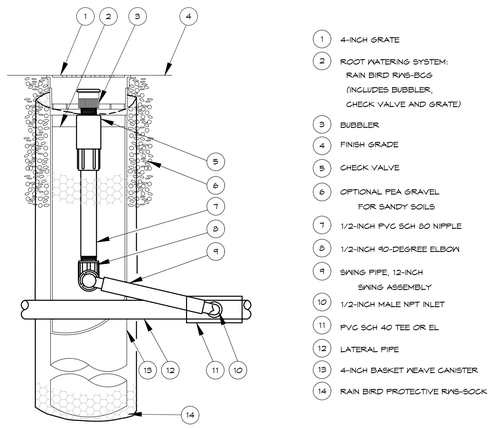


NOTE:
- DIAMETERS OF FITTINGS AND NIPPLES SHALL EQUAL ROTOR INLET DIAMETER.
- SET ROTOR PERPENDICULAR TO FINISH GRADE.
- APPLY TEFLON TAPE ALL PVC MALE THREADED FITTINGS.

HI-POP GEAR DRIVEN ROTOR

PVC

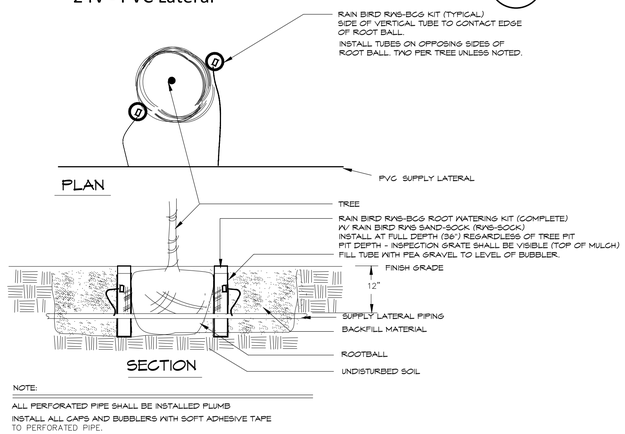
17



1. 4-INCH GRATE
2. ROOT WATERING SYSTEM: RAIN BIRD RWS-BGS (INCLUDES BUBBLER, CHECK VALVE AND GRATE)
3. BUBBLER
4. FINISH GRADE
5. CHECK VALVE
6. OPTIONAL PEA GRAVEL FOR SANDY SOILS
7. 1/2-INCH PVC SCH 80 NIPPLE
8. 1/2-INCH 90-DEGREE ELBOW
9. SWING PIPE, 12-INCH SWING ASSEMBLY
10. 1/2-INCH MALE NPT INLET
11. PVC SCH 40 TEE OR EL
12. LATERAL PIPE
13. 4-INCH BASKET WEAVE CANISTER
14. RAIN BIRD PROTECTIVE RWS-SOCK

BUBBLER IN CANISTER

18



NOTE:
ALL PERFORATED PIPE SHALL BE INSTALLED PLUMB
INSTALL ALL CAPS AND BUBBLERS WITH SOFT ADHESIVE TAPE TO PERFORATED PIPE.

BUBBLER ASSEMBLY

19

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REVISIONS

DATE	BY

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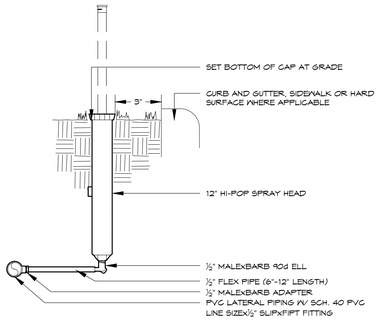
Santa Fe, New Mexico
(505) 989-3557

TIERRA CONTENTA PH. 3A INFRASTRUCTURE

IRRIGATION DETAILS

SCALE	DWG NO.	DATE
NTS		06/09/2025
P&DR CASE # ----	SHEET NO.	IR2.2

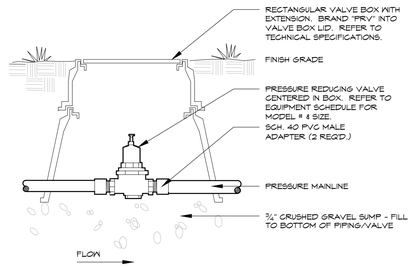


NOTE:
- SET HEAD PERPENDICULAR TO FINISH GRADE SWING.
- FLEX PIPE SHALL BE ATTACHED TO BOTTOM SPRAY HEAD INLET ONLY.
- APPLY TEFLON TAPE TO ALL MALE PVC THREADED FITTINGS AND NIPPLES.

HI-POP SPRAY HEAD

SWING PIPE - PVC

20



PRESSURE REDUCING VALVE

2" & SMALLER - TYPICAL

21

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IRRIGATION ASSOCIATION
32085

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DATE	BY

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IRRIGATION DETAILS

SCALE	DWG NO.	DATE
NTS		06/09/2025
P&DR CASE # ----		SHEET NO. IR2.3

City of Santa Fe

Department of Public Works

Community-Guided Smart Street Lighting Design Specifications

The City of Santa Fe seeks to convert its existing street lighting assets to smart LED technology in order to "reduce light pollution, reduce or prevent glare, reduce or prevent light trespass, conserve energy, promote a sense of safety and security, and ensure aesthetically appropriate outdoor lighting in keeping with the character of Santa Fe." - (City of Santa Fe Ord. No. 2011-37 § 10)

Following the Community-Guided Design phase outlined in its Global Management Contract with Dalkia, the Department of Public Works is recommending to the Governing Body the smart lighting design summarized in the below table and described with detailed specifications in the following pages.

Roadway Type	Correlated Color Temperature (Kelvin)	Input Wattage Range (W)	Nominal Lumen Output (lumen) +/- 10%	Minimum Color Rendering Index	IES Distribution	Visual Comfort Refractor	IES TM-15 Backlight, Uplight, and Glare Rating		
							B	U	G
Residential	2700K	28-45	4,000	70	Type 2	Required	1	0	1
Local/Collector	3000K	90-100	8,900	70	Type 2 or Type 3	Required	2	0	2
Major	3000K	190-200	20,000	70	Type 2 or Type 3	Not required	3	0	3

Roadway Type	Number of Fixtures	Percentage of Total
Residential	3,137	58%
Local/Collector	1,578	29%
Major	697	13%

In order to develop this Community-Guided Smart Lighting Design Plan, Dalkia worked with multiple stakeholders, including PNM, and compiled various sets of data; evaluated various products and performed a comprehensive set of photometric analyses; gathered community feedback from multiple channels; and combined all analyses into this recommendation. The final plan is designed to be actionable and to provide results in line with the Sustainable Santa Fe 25-Year Plan and the City of Santa Fe's expectations. The City of Santa Fe and Dalkia will work together to develop a dimming strategy to further increase energy savings and dark-sky protection, aligned with dark-sky best practices.

Part A: STREET LIGHTING LIGHT EMITTING DIODE (LED) LUMINAIRE SPECIFICATIONS

1.0 REFERENCES

The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by their basic designation only. Versions listed shall be superseded by updated versions as they become available.

1.1 American National Standards Institute (ANSI)
- A. C136.2 (Most current), American National Standard for Roadway and Area Lighting Equipment—Luminaire Voltage Classification
- B. C136.10-2010 (Most current), American National Standard for Roadway and Area Lighting Equipment Locking-Type Photocontrol Devices and Mating Receptacle Physical and Electrical Interchangeability and Testing
- C. C136.15-2011 (Most current), American National Standard for Roadway and Area Lighting Equipment Luminaire Field Identification
- D. C136.25-2009 (Most current), American National Standard for Roadway and Area Lighting Equipment Ingress Protection (Resistance to Dust, Solid Objects and Moisture) for Luminaire Enclosures
- E. C136.31-2010 (Most current), American National Standard for Roadway Lighting Equipment – Luminaire Vibration.
- F. C136.41

1.2 American Society for Testing and Materials International (ASTM)
- A. B117-09 (Most current), Standard Practice for Operating Salt Spray (Fog) Apparatus
- B. D1654-08 (Most current), Standard Test Method for Evaluation of Painted or Coated Specimens Subjected to Corrosive Environments
- C. D523-08 (Most current), Standard Test Method for Specular Gloss
- D. G154-06 (Most current), Standard Practice for Operating Fluorescent Light Apparatus for UV Exposure of Nonmetallic Materials

1.3 Council of the European Union (EC)
- A. RoHS Directive 2002/95/EC, on the restriction of the use of certain hazardous substances in electrical and electronic equipment

1.4 Illuminating Engineering Society of North America (IESNA or IES)
- A. DG-4-03 (Most current), Design Guide for Roadway Lighting Maintenance
- B. HB-10-11 (Most current), IES Lighting Handbook, 10th Edition
- C. LM-50-99 (Most current), IESNA Guide for Photometric Measurement of Roadway Lighting Installations
- D. LM-61-06 (Most current), IESNA Approved Guide for Identifying Operating Factors Influencing Measured Vs. Predicted Performance for Installed Outdoor High Intensity Discharge (HID) Luminaires
- E. LM-79-08 (Most current), IESNA Approved Method for the Electrical and Photometric Measurements of Solid-Sate Lighting Products
- F. LM-80-08 (Most current), IESNA Approved Method for Measuring Lumen Maintenance of LED Light Sources
- G. RP-8-18 (Most current), ANSI / IESNA American National Standard Practice for Roadway Lighting
- H. RP-16-10 (Most current), ANSI/IES Nomenclature and Definitions for Illuminating Engineering
- I. TM-3-95 (Most current), A Discussion of Appendix E - "Classification of Luminaire Lighting Distribution," from ANSI/IESNA RP-8-83
- J. TM-15-11 (Most current), Luminaire Classification System for Outdoor Luminaires
- K. TM-21-11 (Most current), Projecting Long Term Lumen Maintenance of LED Light Sources

1.5 National Electrical Manufacturers Association (NEMA)
- A. ANSI/NEMA/ANSLG C78.377-2008 (or latest), American National Standard for the Chromaticity of Solid State Lighting Products

1.6 National Fire Protection Association (NFPA)
- A. 70 – National Electrical Code (NEC)

1.7 Underwriters Laboratories (UL)
- A. 1449, Surge Protective Devices
- B. 1598, Luminaires.
- C. 8750, Light Emitting Diode (LED) Equipment for Use in Lighting Products LED Roadway Specification

1.8 CSA
1. 1598, Luminaires

2.0 GENERAL CONSTRUCTION

2.1 Shall be compliant with CSA C22.2 No. 250.0-08 – UL 1598 Harmonized Std.

2.2 Luminaire housing to be fabricated from die cast aluminum low copper content alloy.
- A. Luminaire housing to act as passive heat sink for LED Array.
- B. Housing to be designed in such a manner that debris build-up with-in "heat-fin" structure will not significantly impact lamp lumen depreciation (LLD).
- C. Luminaire finish and casting to be tested to ASTM B117 salt fog, and must maintain a scribe creepage rating of 8 per ASTM D1654 after 5000 hours.
- D. Access to electrical compartment shall be tool-less by means of a thumb screw.
- E. Tool-less access should accommodate user wearing electrical gloves.

2.3 LED light engine
- A. Shall be IP66 rated (provide 0% uplight and restrict backlight to within sidewalk depth).
- B. Lens shall be created from borosilicate glass.

2.4 Luminaire Attachment
- A. Luminaire shall be able to attach to 1 ¼" and/or 2" IPS schedule 40 mast arms (1 5/8" to 2 3/8" OD).
- B. Luminaire shall be designed to be able to tilt +/- 5 degrees from horizontal.
- C. Luminaire shall be designed to withstand 3G vibration testing prescribed in ANSI C136.31.
- D. Luminaire shall include internal integral leveling bubble to assist in the installation.

2.5 Luminaire Markings
- A. Shall have external wattage label affixed on underside of luminaire to be seen from ground per ANSI C136.15.
- B. Luminaire shall have internal label indicating manufacturer's name, product name, input voltage and date of manufacture.

2.6 Wildlife shield shall be a cast in feature (not a separate component).

3.0 ELECTRICAL

3.1 All electrical components shall be terminated through the use of quick disconnect couplings.
- A. There shall not be any wire nuts supplied in the luminaire
- B. All luminaires shall be equipped with a 3 station tunnel style terminal block for terminating supply wire.
1. Terminal block shall accommodate up to 6 AWG conductors.
2. For ease of installation, the terminal block shall be positioned in such a manner that supply wires do not need to bent or re-routed around components to make electrical termination.
- C. Luminaire shall provide means to protect LED driver and LED lighting array from electrical transients caused by electrical storms or capacitor switching by means of surge protection device.
1. Surge Protection Device (SPD) shall be UL1449 recognized.
2. SPD shall be 3 wire and provide both common and differential mode protection.
3. SPD must have an inductive filter circuit that reduces the amount of energy passed thru to electronics during a surge event.
4. Surge protection device shall be rated to protect the luminaire up to 10kV/5kA combination wave surges in accordance with ANSI C136.2 (Most Current).
5. Surge protection shall be thermally fused.
6. Failure mode of surge protection is to leave luminaire off.
- D. LED Driver shall meet the following minimum requirements
1. LED Driver shall have a minimum power factor of 90% at full load.
2. LED Driver THD shall be less than 20% at full load.
3. LED Driver shall comply with the requirements of UL, CSA, FCC47 subpart 15
4. LED Driver maximum case temperature shall not be exceeded when luminaire is operating in a 40C ambient.
5. LED Driver shall be RoHS compliant
6. LED Driver shall have in ingress protection rating IP66.
- E. Photocontrol receptacle shall comply with ANSI C136.10 for standard 7 PIN configurations. When using smart controls receptacle shall comply with ANSI C136.41.

4.0 LIFE

4.1 Component rated life shall be a minimum of 20 years (or 100,000 hours) when operating in a continuous 25C ambient.

4.2 The design life of the LED array (based on LM80/TM21) shall be defined as L80 at 98,000 hours operation in an ambient of 25C.

5.0 WARRANTY

5.1 Luminaire shall be warranted to be free from manufacturing defects for a minimum period of 10 years.

6.0 LED LUMINAIRE PERFORMANCE

6.1 Residential Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 2700 Kelvin CCT.
- B. Luminaire input wattage shall be between 28 watts and 45 watts.
- C. Luminaire nominal lumen output shall be between 4000 lumens and 5000 lumens.
- D. Minimum Color Rendering Index (CRI) shall be 70.
- E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II Distribution.
- F. Luminaire shall have a maximum BUG rating per IES TM-15 of B1-U0-G1.
- G. Product shall have a visual comfort glare reduction refractor.

6.2 Local/Collector Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 3000 Kelvin CCT.
- B. Luminaire input wattage shall be between 90 watts and 120 watts.
- C. Luminaire nominal lumen output shall be between 8000 lumens and 12000 lumens.
- D. Minimum Color Rendering Index (CRI) shall be 70.
- E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II or Type III Distribution.
- F. Luminaire shall have a maximum BUG rating per IES TM-15 of B2-U0-G2.
- G. Product shall have a visual comfort glare reduction refractor.

6.3 Major Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 3000 Kelvin CCT.
- B. Luminaire input wattage shall be between 190 watts and 260 watts.
- C. Luminaire nominal lumen output shall be between 20000 lumens and 24000 lumens.
- D. Minimum Color Rendering Index (CRI) shall be 70.
- E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II or Type III Distribution.
- F. Luminaire shall have a BUG rating per IES TM-15 of B3-U0-G3.
- G. Product shall be Design Lights Consortium (DLC) qualified.

Part 2: SMART CONTROLS

One of the use-cases for smart controls technology on the city's street lighting infrastructure is dimming capability. Dimming control will allow luminaires to be adjusted as an additional mechanism to increase energy savings and dark-sky protection.

7.0 Smart Node Technology

7.1 Node shall have twist-lock controller compatibility with 3, 5 or 7 pin NEMA socket receptacle.
7.2 Node shall utilize AES 128/256-bit encryption in its communication security.
7.3 Node shall function with a 0-10V, DALI or DALI2 driver and will provide a dimming circuit with a range of 0% to 100%.
7.4 Node shall have a single SKU to handle both low voltage and high voltage.
7.5 Node shall have a minimum of 10KV/5KA power surge protection and a single power supply range for 90V to 506V line voltage.
7.6 Node shall have a minimum IP66 rating to withstand harsh weather conditions with a -30C to +70C (-22F to +158F) operating temperature range.
7.7 Node shall utilize LTE CAT-1 cellular communication per module and provide advanced lighting and IoT functions and services to include, but not limited to, Tilt, Scheduling, Dynamic Dimming, Asset Management, GPS, Outage Notification, Traffic Trends, Beaconing, and Utility Grade Power Metering accuracy of ANSI C12.20 Class + or - 0.5.
7.8 Node must have a 10-year warranty and include 10 years of Software as a Service and connectivity.

LIGHTING INCIDENTAL ITEMS

1. ANCHOR BOLTS FOR FOUNDATIONS.
2. GROUND RODS FOR FOUNDATIONS.
3. UNIVERSAL SUPPORT BRACKETS FOR SERVICE RISERS.
4. CONCRETE FOUNDATION FOR LIGHTING CONTROL CABINETS INCLUDING EXCAVATION, BACKFILL, CONCRETE GROUND RODS, AND ANCHOR BOLTS.
5. REWIRING OF ANY EXISTING LUMINAIRS TO REMAIN OR BE RESET.
6. TRAINING FOR AND ADJUSTMENTS OF HIGH MAST LIGHTING SYSTEMS.
7. COSTS FOR LOCAL POWER COMPANY TO PROVIDE POWER SERVICE.
8. BREAKAWAY SYSTEMS FOR LIGHTING STANDARDS.
9. PROVIDE DOUBLE FUSING IN THE BASE OF EACH LIGHTING STANDARD.

CITY OF SANTA FE
MAJOR / LOCAL COLLECTOR ROADWAY LIGHTING STANDARDS

ROADWAY TYPE	CORRELATED COLOR TEMPURATURE (KELVIN)	INPUT WATTAGE RANGE (W)	NOMINAL LUMEN OUTPUT (LUMENS)	MINIMUM COLOR RENDERING INDEX	IES DISTRIBUTION	VISUAL COMFORT REFRACTOR	BUG RATING		
							B	U	G
LOCAL/COLLECTOR	3000K	90~100	8,900~12,000	70	TYPE 2 OR TYPE 3	REQUIRED	2	0	1
MAJOR	3000K	190~200	20,000~24,000	70	TYPE 2 OR TYPE 3	NOT REQUIRED	3	0	3

POLE REQUIREMENTS
TAPERED ALUMINUM POLE
NOMINAL 30 FOOT MAXIMUM HEIGHT FOR COLLECTOR ROADWAYS
NOMINAL 40 FOOT MAXIMUM HEIGHT FOR ARTERIAL ROADWAYS
10 FOOT ALUMINUM ARM
FUSED BASE
BREAKAWAY BASE

CONCRETE POLE BASE
USE NMDOT POLE BASE STANDARD
ALTERNATE CONCRETE BASE DESIGN MUST BE STAMPED BY ENGINEER.

WIRING METHODS
UNDERGROUND CONDUIT, SCHEDULE 40 PVC, 2 INCH MINIMUM, BURIED 36 INCHES BFG.
COPPER WIRE ONLY, SIZED FOR MAXIMUM VOLTAGE DROP OF 5 PERCENT AT THE LAST FIXTURE. MINIMUM SIZE SHALL BE #2 CU.

POLYMER PULLBOXES
USE NMDOT PULLBOX SPECIFICATION AND INSTALLATION STANDARDS REQUIRED AT EACH POLE

METERED POWER PEDESTAL
USE NMDOT STANDARDS
SIX CIRCUIT MINIMUM CAPACITY.
INTEGRAL PHOTOCELL CONTROL OF LIGHTING CIRCUITS

LED LUMINAIRE WARRANTY
A WARRANTY TO BE PER CITY OF SANTA FE STREET LIGHTING DESIGN SPECIFICATIONS.

CITY OF SANTA FE
RESIDENTIAL ROADWAY LIGHTING STANDARDS

ROADWAY TYPE	CORRELATED COLOR TEMPURATURE (KELVIN)	INPUT WATTAGE RANGE (W)	NOMINAL LUMEN OUTPUT (LUMENS)	MINIMUM COLOR RENDERING INDEX	IES DISTRIBUTION	VISUAL COMFORT REFRACTOR	BUG RATING		
							B	U	G
RESIDENTIAL	2700K	28~45	4,000~5,000	70	TYPE 2	REQUIRED	1	0	1

POLE REQUIREMENTS
SEE LIGHTING FIXTURE SCHEDULE
FUSED BASE
BREAKAWAY BASE

CONCRETE POLE BASE
USE NMDOT POLE BASE STANDARD
ALTERNATE CONCRETE BASE DESIGN MUST BE STAMPED BY ENGINEER.

WIRING METHODS
UNDERGROUND CONDUIT, SCHEDULE 40 PVC, 2 INCH MINIMUM, BURIED 36 INCHES BFG.
COPPER WIRE ONLY, SIZED FOR MAXIMUM VOLTAGE DROP OF 5 PERCENT AT THE LAST FIXTURE.

POLYMER PULLBOXES
USE NMDOT PULLBOX SPECIFICATION AND INSTALLATION STANDARDS.
REQUIRED AT EACH POLE

METERED POWER PEDESTAL
USE NMDOT STANDARDS
SIX CIRCUIT MINIMUM CAPACITY.
INTEGRAL PHOTOCELL CONTROL OF LIGHTING CIRCUITS

LED LUMINAIRE WARRANTY
A WARRANTY TO BE PER CITY OF SANTA FE STREET LIGHTING DESIGN SPECIFICATIONS.

GENERAL ELECTRICAL NOTES:

1. WORK COVERED BY THESE DRAWINGS CONSISTS OF FURNISHING ALL LABOR, EQUIPMENT, SUPPLIES AND MATERIALS, AND PERFORMING ALL OPERATIONS INCLUDING CUTTING, CHANNELING, AND UNDERGROUND SYSTEMS AS INDICATED.
2. ALL ELECTRICAL WORK SHALL BE PERFORMED IN A NEAT AND WORKMAN LIKE MANNER IN FULL ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), NATIONAL ELECTRIC SAFETY CODE (NESC), AND LOCAL AND STATE SAFETY CODES .
3. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL COORDINATION WITH UTILITY COMPANIES. VERIFY EXACT REQUIREMENTS PRIOR TO ROUGH-IN. THERE SHALL BE NO EXTRA COSTS TO THE OWNER FOR CONTRACTOR'S FAILURE TO COORDINATE WITH UTILITY REQUIREMENTS.
4. SHOULD THE CONTRACTOR DETECT ANY DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND LEGAL OR SAFETY REQUIREMENTS FOR THE PROJECT, THEY SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING. ONCE NOTIFIED, THE ENGINEER SHALL MODIFY THE CONTRACT DOCUMENTS ACCORDINGLY. IF THE CONTRACTOR PROCEEDS WITH ANY WORK WHICH IS IN THE VARIANCE OF KNOWN LEGAL OR SAFETY REQUIREMENTS, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THIS WORK AND SHALL PROMPTLY CORRECT THE WORK WHEN NOTIFIED WITHOUT ADDITIONAL COST TO THE OWNER.
5. APPROVED WIRING METHODS:
   - 5.1. BUILDING WIRE IN PVC CONDUIT, WHERE UNDERGROUND
   - 5.2. BUILDING WIRE IN EMT OR IMC CONDUIT WHERE EXPOSED
6. ALL WIRING SHALL BE COPPER, THHN/THWN INSULATION. MINIMUM CONDUCTOR SIZE SHALL BE #12.
7. EXTERIOR WIRING AND DEVICES SHALL BE INSTALLED IN CONDUIT WITH WEATHER-TIGHT FITTINGS AND IN WEATHER-TIGHT BOXES.
8. ALL METALLIC RACEWAY IN CONTACT WITH EARTH SHALL BE COATED. PROVIDE EITHER PLASTIBOND OR 2 LAYERS SCOTCH #51 HALF-LAPPED.
9. FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO SUBMITTING FINAL BIDS. CAREFULLY COORDINATE NEW WORK AND DEMOLITION WITH ALL OTHER DISCIPLINES AND EXISTING CONDITIONS.
10. SECURE AND PAY FOR ALL PERMITS AND FEES NECESSARY FOR EXECUTION AND COMPLETION OF ELECTRICAL WORK. FURNISH TO THE DEVELOPER A COPY OF INSPECTION REPORTS AND APPROVAL CERTIFICATES FROM LOCAL AND STATE INSPECTIONS.
11. INSTALL ALL MATERIALS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ANY DEVIATIONS SHALL BE BROUGHT TO THE ARCHITECT/ENGINEER'S ATTENTION PRIOR TO INSTALLATION.
12. FINAL CONNECTIONS TO EQUIPMENT SHALL BE IN ACCORDANCE WITH MANUFACTURER'S APPROVED WIRING DIAGRAMS, DETAILS, AND INSTRUCTIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE MATERIALS AND EQUIPMENT COMPATIBLE WITH EQUIPMENT ACTUALLY SUPPLIED.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING EQUIPMENT WHICH IS DAMAGED DUE TO INCORRECT FIELD WIRING PROVIDED UNDER THIS SECTION, OR FACTORY WIRING IN EQUIPMENT PROVIDED UNDER THIS SECTION.
14. UPON COMPLETION OF ALL ELECTRICAL WORK, ELECTRICAL CONTRACTOR SHALL ADJUST AND TEST ALL CIRCUITS AND ANY OTHER ELECTRICAL ITEMS SHALL BE IMMEDIATELY REPAIRED OR REPLACED WITH ALL NEW EQUIPMENT AND THAT PART OF THE SYSTEM SHALL THEN BE RETESTED. ALL SUCH REPLACEMENT OR REPAIR SHALL BE DONE AT NO ADDITIONAL COST TO THE OWNER.
15. AFTER COMPLETION OF WORK UNDER THIS SECTION, CLEAN-UP ALL RESULTANT DEBRIS FROM THIS WORK AND REMOVE FROM THE SITE.
16. ALL ELECTRICAL SYSTEMS COMPONENTS SHALL BE LISTED OR LABELED BY U.L. OR OTHER RECOGNIZED TESTING FACILITY.
17. WIRE SHALL BE COPPER, 75 DEGREE CELSIUS RATED FOR GENERAL USE. SIZES INDICATED ARE FOR INSTALLATION IN A MAXIMUM 30 DEGREE CELSIUS AMBIENT.
18. GUARANTEE THE INSTALLATION AGAINST DEFECTS IN MATERIALS AND WORKMANSHIP WHICH MAY OCCUR UNDER NORMAL USAGE FOR A PERIOD OF ONE YEAR AFTER OWNER'S ACCEPTANCE. DEFECTS SHALL BE PROMPTLY REMEDIED WITHOUT COST TO THE OWNER.
19. SYSTEMS SHALL BE COMPLETE, OPERABLE, AND READY FOR CONTINUOUS OPERATION.

GENERAL LIGHTING NOTES:

1. CONTRACTOR SHALL CONTACT NMDOT PRODUCT EVALUATION COMMITTEE OR CITY OF SANTA FE TRAFFIC DEPARTMENT FOR APPROVED PRODUCTS LISTING FOR ROADWAY COMPONENTS.
2. THE CONTRACTOR SHALL COORDINATE WITH THE TRAFFIC ENGINEERING CONSULTANT AND PROVIDE THE CITY OF SANTA FE WITH A SET OF AS-BUILT DRAWINGS OF THE STREET LIGHTING.
3. LOCATIONS OF CONDUIT, FOUNDATIONS, PULL BOXES, AND CONTROL CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES AND TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. THE CONTRACTOR SHALL MEET WITH THE PROJECT MANAGER IN THE FIELD AT ALL LOCATIONS TO SPOT EQUIPMENT BEFORE BEGINNING THE WORK. ALL SUCH EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY.
4. LIGHT STANDARDS SHALL HAVE A BREAKAWAY SYSTEM. BREAKAWAY SYSTEMS WILL BE CONSIDERED INCIDENTAL TO THE STANDARD.
5. ALL ROADWAY AND OVERHEAD SIGN LIGHTING CIRCUITS ON THIS PROJECT SHALL BE (240 VOLTS/480 VOLTS).
6. EACH CIRCUIT FOR ROADWAY LIGHTING SHALL BE IN SEPARATE CONDUITS UNLESS APPROVED OTHERWISE.
7. EACH TIME A ROADWAY LUMINAIRE IS TURNED ON OR OFF, THE CONTRACTOR SHALL COORDINATE WITH THE FOLLOWING REPRESENTATIVES:
   - 7.1. PNM
   - 7.2. CITY OF SANTA FE
8. POWER SHALL NEITHER BE TURNED ON OR OFF UNTIL RESPONSIBLE PARTIES FOR EACH LIGHTING SYSTEM HAVE BEEN NOTIFIED.
9. RESPONSIBILITY AND MAINTENANCE OF LIGHTING SYSTEMS INSTALLED AS PART OF THIS PROJECT SHALL BE AS FOLLOWS:
   - 9.1. ROADWAY LIGHTING SHALL BE ACCEPTED AND MAINTAINED BY CITY OF SANTA FE. THE CONTRACTOR SHALL PROVIDE CITY OF SANTA FE AND PNM FIVE (5) WORKING DAYS NOTICE IN ADVANCE OF TURNING THE SYSTEM ON TO ALLOW FOR CITY OF SANTA FE AND PNM TO INSPECT AND APPROVE THE SYSTEM BEFORE IT IS TURNED ON.
10. THE CONTRACTOR SHALL PAY FOR COSTS FOR PNM TO PROVIDE POWER SERVICE. THESE COSTS WILL BE MEASURED AND PAID UNDER CONTRACT ITEM "POWER SERVICE INSTALLATION " LUMP SUM FOR POWER SERVICE WORK SHALL INCLUDE WORK AS SHOWN ON PLANS.
11. INSTALL LUMINAIRES THAT CONFORM WITH THE NEW MEXICO NIGHT SKY PROTECTION ACT AND LATEST CITY OF SANTA FE LUMINAIRE STANDARDS.
12. THE CONTRACTOR SHALL ARRANGE A NIGHT INSPECTION OF THE LIGHTING SYSTEM WITH THE PROJECT MANAGER, CITY OF SANTA FE, AND PNM TO ENSURE COMPLIANCE WITH THE NEW MEXICO NIGHT SKY PROTECTION ACT AND PROPER LEVELING OF LUMINAIRE HEADS.
13. LIGHTING CONTROL CABINETS SHALL BE OF THE FOLLOWING TYPE:
   - 13.1. 6 CIRCUIT
   - 13.2. METERED
   - 13.3. LIGHTING IS TO BE SERVED BY METER PEDESTAL.
14. LIGHTING STANDARDS SHALL BE LOCATED AS FOLLOWS:
   - 14.1. ON SECTIONS WITH CURB, GUTTER, AND SIDEWALK, PLACE FOUNDATION DIRECTLY BEHIND SIDEWALK
   - 14.2. ON SECTION WITH CURB AND GUTTER WITHOUT SIDEWALK, PLACE FOUNDATION 10' BACK FROM CURB AND GUTTER.
   - 14.3. ON SECTIONS WITHOUT CURB AND GUTTER, PLACE FOUNDATION 12' BACK FROM EDGE OF DRIVING LANE.
15. LIGHTS NEAR EXISTING OVERHEAD TRANSMISSION LINES MUST MAINTAIN VERTICAL CLEARANCE.
16. LIGHTING SHALL BE COMPLETED WITH CONSTRUCTION PHASING. NEW LIGHTING SHALL BE OPERATIONAL PRIOR TO OPENING THE ROADWAY TO TRAFFIC.
17. ALL CONDUIT INSTALLED IN A TRENCH SHALL BE MINIMUM OF 30" DEEP AND FLAGGED WITH CAUTION TAPE ONE FOOT ABOVE THE CONDUIT.
18. ALL CONDUITS, INCLUDING ANY EMPTY CONDUITS SHALL HAVE A BARE #8 COPPER GROUND INSTALLED.
20. PROVIDE A SINGLE SURGE PROTECTION DEVICE (SPD) AT ALL SITE LIGHTING FIXTURES.
21. STREET LIGHTS SHALL BE 30 FT MOUNTING HEIGHT ALUMINUM NMDOT ROADWAY LIGHTING SUPPORT STRUCTURE WITH LED ROADWAY LIGHTING PER LUMINAIRE SCHEDULE. NMDOT STANDARD FOUNDATION AND ANCHORAGE DESIGN SHALL BE USED FOR POLE BASES. REFER TO NMDOT STANDARD DRAWINGS AND NEXT SERIES CUTSHEET FOR FURTHER CLARIFICATION.
22. ADDITIONAL CITY OF SANTA FE INSTALLATION REQUIREMENTS:
   - 22.1. UNDERGROUND CONDUCTORS SHALL RUN CONTINUOUS THROUGH THE PULL BOX TO THE LIGHT POLE AND SHALL ONLY BE SPLICED IN THE LIGHT POLE.
   - 22.2. LEAVE 3 FEET OF SLACK WIRE COILED IN EACH PULL BOX.

REVISIONS

DATE	REV

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TIERRA CONTENTA PHASE 3A

ELECTRICAL COVER SHEET

SCALE	DWG NO.	DATE
AS NOTED	E-000	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

100% PLAN SET

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ELECTRICAL SYSTEMS LEGEND

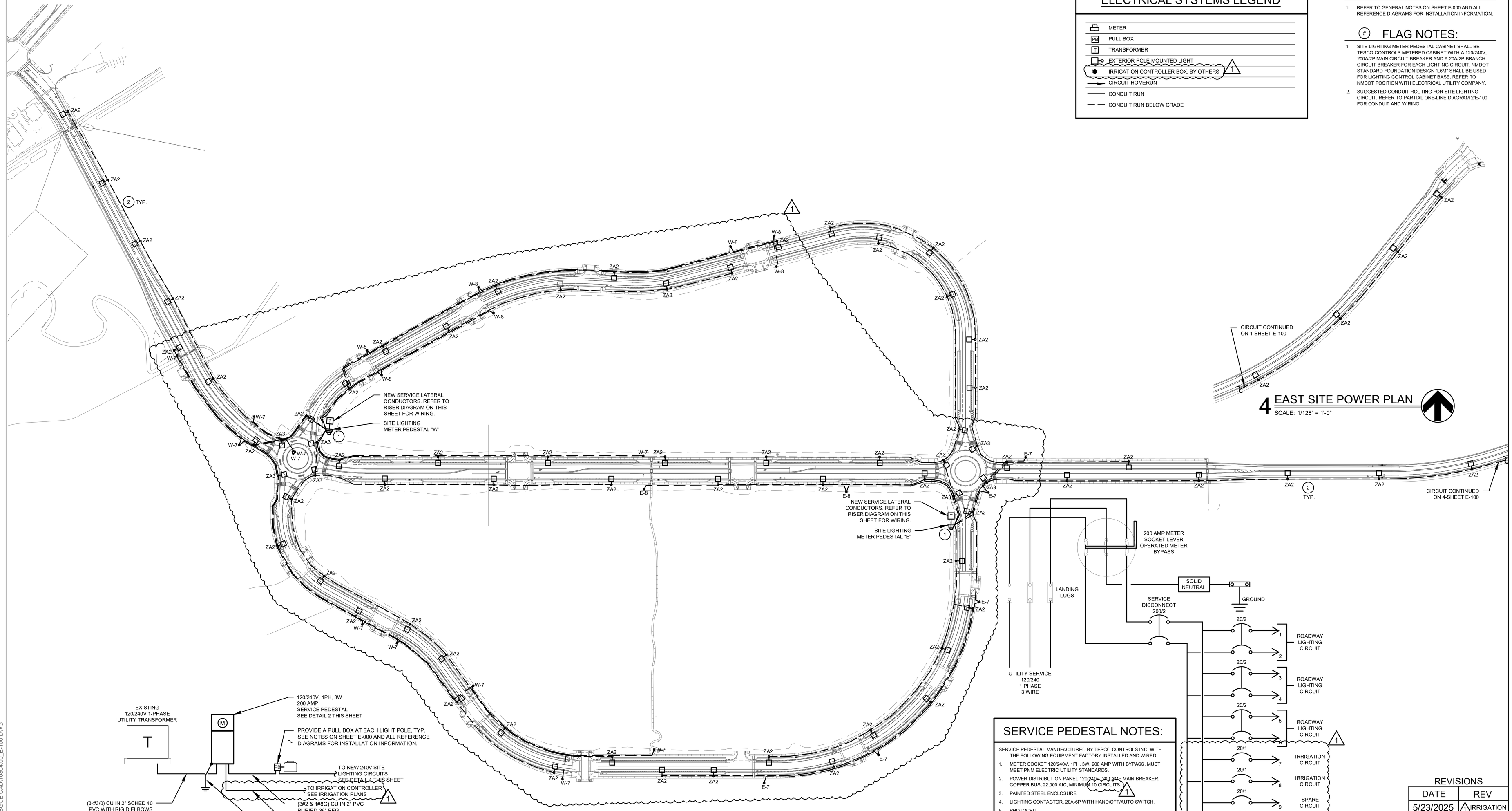
- METER
- PULL BOX
- TRANSFORMER
- EXTERIOR POLE MOUNTED LIGHT
- IRRIGATION CONTROLLER BOX, BY OTHERS (1)
- CIRCUIT HOMERUN
- CONDUIT RUN
- CONDUIT RUN BELOW GRADE

LIGHTING NOTES:

1. REFER TO GENERAL NOTES ON SHEET E-000 AND ALL REFERENCE DIAGRAMS FOR INSTALLATION INFORMATION.

(#) FLAG NOTES:

1. SITE LIGHTING METER PEDESTAL CABINET SHALL BE TESCO CONTROLS METERED CABINET WITH A 120/240V, 200A/2P MAIN CIRCUIT BREAKER AND A 20A/2P BRANCH CIRCUIT BREAKER FOR EACH LIGHTING CIRCUIT. NMDOT STANDARD FOUNDATION DESIGN "LBM" SHALL BE USED FOR LIGHTING CONTROL CABINET BASE. REFER TO NMDOT POSITION WITH ELECTRICAL UTILITY COMPANY.
2. SUGGESTED CONDUIT ROUTING FOR SITE LIGHTING CIRCUIT. REFER TO PARTIAL ONE-LINE DIAGRAM 2/E-100 FOR CONDUIT AND WIRING.



4 EAST SITE POWER PLAN

SCALE: 1/128" = 1'-0"

3 PARTIAL RISER DIAGRAM

SCALE: NTS

1 OVERALL SITE POWER PLAN

SCALE: 1/128" = 1'-0"

SERVICE PEDESTAL NOTES:

SERVICE PEDESTAL MANUFACTURED BY TESCO CONTROLS INC. WITH THE FOLLOWING EQUIPMENT FACTORY INSTALLED AND WIRED:

1. METER SOCKET 120/240V, 1PH, 3W, 200 AMP WITH BYPASS. MUST MEET PNM ELECTRIC UTILITY STANDARDS.
2. POWER DISTRIBUTION PANEL 120/240V, 200 AMP MAIN BREAKER, COPPER BUS, 22,000 AIC, MINIMUM 10 CIRCUITS. (1)
3. PAINTED STEEL ENCLOSURE.
4. LIGHTING CONTACTOR, 20A-6P WITH HAND/OFF/AUTO SWITCH.
5. PHOTOCELL.

2 TYPICAL SERVICE PEDESTAL DIAGRAM

SCALE: NTS

REVISIONS	
DATE	REV
5/23/2025	(1) IRRIGATION

100% PLAN SET

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TIERRA CONTENTA PHASE 3A

OVERALL SITE POWER PLAN

SCALE	DWG NO.	DATE
AS NOTED	E-100	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

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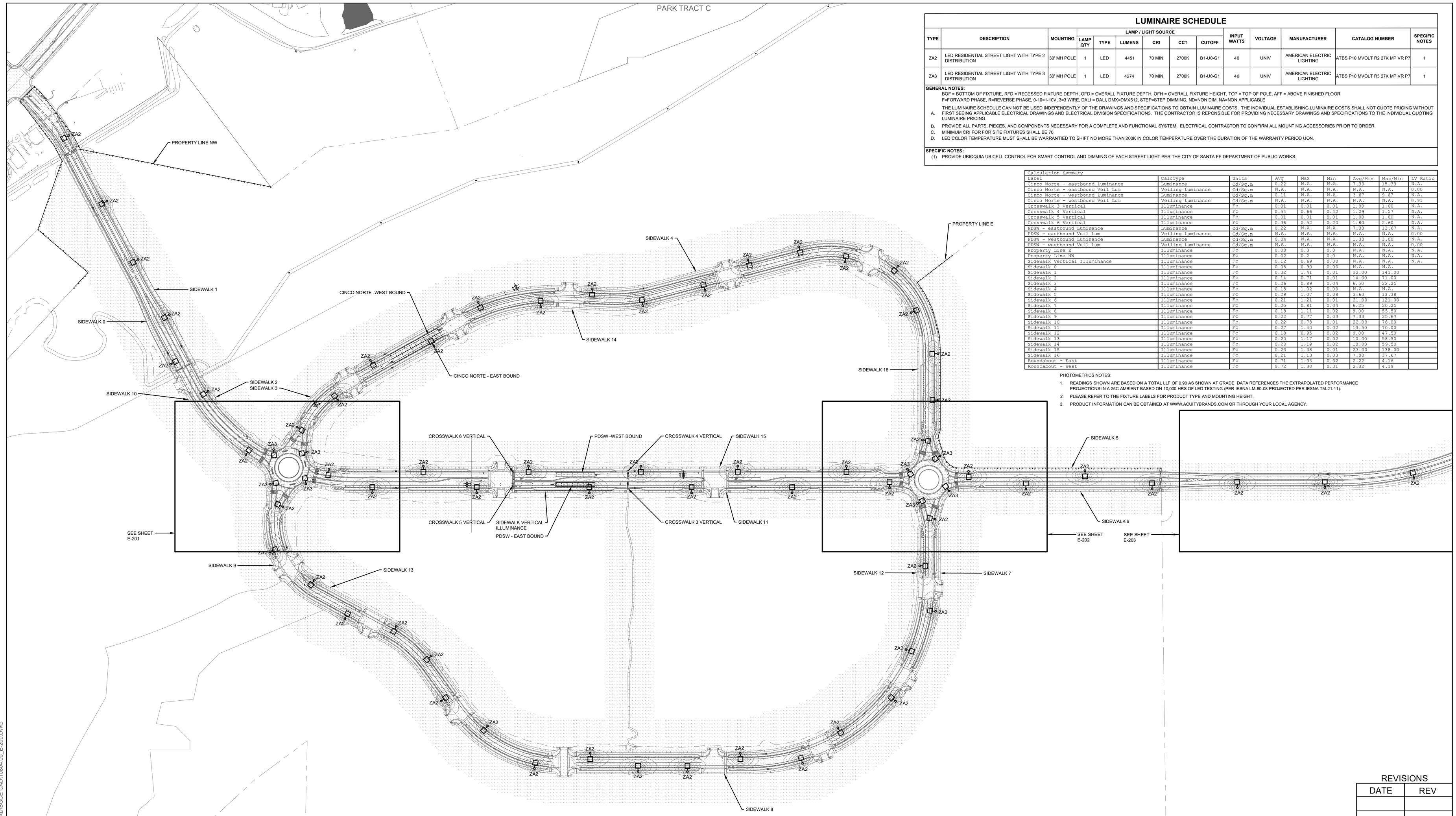

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMP / LIGHT SOURCE					INPUT WATTS	VOLTAGE	MANUFACTURER	CATALOG NUMBER	SPECIFIC NOTES
			LAMP QTY	TYPE	LUMENS	CRI	CCT	CUTOFF					
ZA2	LED RESIDENTIAL STREET LIGHT WITH TYPE 2 DISTRIBUTION	30' MH POLE	1	LED	4451	70 MIN	2700K	B1-U0-G1	40	UNIV	AMERICAN ELECTRIC LIGHTING	ATBS P10 MVOLT R2 27K MP VR P7	1
ZA3	LED RESIDENTIAL STREET LIGHT WITH TYPE 3 DISTRIBUTION	30' MH POLE	1	LED	4274	70 MIN	2700K	B1-U0-G1	40	UNIV	AMERICAN ELECTRIC LIGHTING	ATBS P10 MVOLT R3 27K MP VR P7	1

GENERAL NOTES:

BOF = BOTTOM OF FIXTURE, RFD = RECESSED FIXTURE DEPTH, OFD = OVERALL FIXTURE DEPTH, OFH = OVERALL FIXTURE HEIGHT, TOP = TOP OF POLE, AFF = ABOVE FINISHED FLOOR
F=FORWARD PHASE, R=REVERSE PHASE, 0-10=1-10V, 3=3 WIRE, DALI = DALI, DMX=DMX512, STEP=STEP DIMMING, ND=NON DIM, NA=NON APPLICABLE

A. THE LUMINAIRE SCHEDULE CAN NOT BE USED INDEPENDENTLY OF THE DRAWINGS AND SPECIFICATIONS TO OBTAIN LUMINAIRE COSTS. THE INDIVIDUAL ESTABLISHING LUMINAIRE COSTS SHALL NOT QUOTE PRICING WITHOUT FIRST SEEING APPLICABLE ELECTRICAL DRAWINGS AND ELECTRICAL DIVISION SPECIFICATIONS. THE CONTRACTOR IS REPONSIBLE FOR PROVIDING NECESSARY DRAWINGS AND SPECIFICATIONS TO THE INDIVIDUAL QUOTING LUMINAIRE PRICING.

B. PROVIDE ALL PARTS, PIECES, AND COMPONENTS NECESSARY FOR A COMPLETE AND FUNCTIONAL SYSTEM. ELECTRICAL CONTRACTOR TO CONFIRM ALL MOUNTING ACCESSORIES PRIOR TO ORDER.

C. MINIMUM CRI FOR FOR SITE FIXTURES SHALL BE 70.

D. LED COLOR TEMPERATURE MUST SHALL BE WARRANTIED TO SHIFT NO MORE THAN 200K IN COLOR TEMPERATURE OVER THE DURATION OF THE WARRANTY PERIOD UON.

SPECIFIC NOTES:

(1) PROVIDE UBICQUIA UBICELL CONTROL FOR SMART CONTROL AND DIMMING OF EACH STREET LIGHT PER THE CITY OF SANTA FE DEPARTMENT OF PUBLIC WORKS.

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	UV Ratio
Cinco Norte - eastbound Luminance	Luminance	Cd/Sq.m	0.22	N.A.	N.A.	7.33	15.33	N.A.
Cinco Norte - eastbound Veil Lum	Veiling Luminance	Cd/Sq.m	N.A.	N.A.	N.A.	N.A.	N.A.	0.00
Cinco Norte - westbound Luminance	Luminance	Cd/Sq.m	0.11	N.A.	N.A.	3.67	9.67	N.A.
Cinco Norte - westbound Veil Lum	Veiling Luminance	Cd/Sq.m	N.A.	N.A.	N.A.	N.A.	N.A.	0.91
Crosswalk 3 Vertical	Illuminance	Fc	0.01	0.01	0.01	1.00	1.00	N.A.
Crosswalk 4 Vertical	Illuminance	Fc	0.54	0.66	0.42	1.29	1.57	N.A.
Crosswalk 5 Vertical	Illuminance	Fc	0.01	0.01	0.01	1.00	1.00	N.A.
Crosswalk 6 Vertical	Illuminance	Fc	0.36	0.52	0.20	1.80	2.60	N.A.
PDSW - eastbound Luminance	Luminance	Cd/Sq.m	0.22	N.A.	N.A.	7.33	13.67	N.A.
PDSW - eastbound Veil Lum	Veiling Luminance	Cd/Sq.m	N.A.	N.A.	N.A.	N.A.	N.A.	0.00
PDSW - westbound Luminance	Luminance	Cd/Sq.m	0.04	N.A.	N.A.	1.33	3.00	N.A.
PDSW - westbound Veil Lum	Veiling Luminance	Cd/Sq.m	N.A.	N.A.	N.A.	N.A.	N.A.	0.00
Property Line E	Illuminance	Fc	0.08	0.3	0.0	N.A.	N.A.	N.A.
Property Line NW	Illuminance	Fc	0.02	0.2	0.0	N.A.	N.A.	N.A.
Sidewalk Vertical Illuminance	Illuminance	Fc	0.12	0.69	0.00	N.A.	N.A.	N.A.
Sidewalk 0	Illuminance	Fc	0.08	0.90	0.00	N.A.	N.A.	
Sidewalk 1	Illuminance	Fc	0.32	1.41	0.01	32.00	141.00	
Sidewalk 2	Illuminance	Fc	0.14	0.71	0.01	14.00	71.00	
Sidewalk 3	Illuminance	Fc	0.26	0.89	0.04	6.50	22.25	
Sidewalk 4	Illuminance	Fc	0.15	1.02	0.00	N.A.	N.A.	
Sidewalk 5	Illuminance	Fc	0.29	1.07	0.08	3.63	13.38	
Sidewalk 6	Illuminance	Fc	0.21	1.21	0.01	21.00	121.00	
Sidewalk 7	Illuminance	Fc	0.25	0.81	0.04	6.25	20.25	
Sidewalk 8	Illuminance	Fc	0.18	1.11	0.02	9.00	55.50	
Sidewalk 9	Illuminance	Fc	0.22	0.77	0.03	7.33	25.67	
Sidewalk 10	Illuminance	Fc	0.22	0.78	0.01	22.00	78.00	
Sidewalk 11	Illuminance	Fc	0.27	1.40	0.02	13.50	70.00	
Sidewalk 12	Illuminance	Fc	0.18	0.95	0.02	9.00	47.50	
Sidewalk 13	Illuminance	Fc	0.20	1.17	0.02	10.00	58.50	
Sidewalk 14	Illuminance	Fc	0.20	1.19	0.02	10.00	59.50	
Sidewalk 15	Illuminance	Fc	0.23	1.38	0.01	23.00	138.00	
Sidewalk 16	Illuminance	Fc	0.21	1.13	0.03	7.00	37.67	
Roundabout - East	Illuminance	Fc	0.71	1.33	0.32	2.22	4.16	
Roundabout - West	Illuminance	Fc	0.72	1.30	0.31	2.32	4.19	

PHOTOMETRICS NOTES:

1. READINGS SHOWN ARE BASED ON A TOTAL LLF OF 0.90 AS SHOWN AT GRADE. DATA REFERENCES THE EXTRAPOLATED PERFORMANCE PROJECTIONS IN A 25C AMBIENT BASED ON 10,000 HRS OF LED TESTING (PER IESNA LM-80-08 PROJECTED PER IESNA TM-21-11).
2. PLEASE REFER TO THE FIXTURE LABELS FOR PRODUCT TYPE AND MOUNTING HEIGHT.
3. PRODUCT INFORMATION CAN BE OBTAINED AT WWW.ACUITYBRANDS.COM OR THROUGH YOUR LOCAL AGENCY.

1 OVERALL SITE PHOTOMETRIC PLAN
SCALE: 1/128" = 1'-0"

100% PLAN SET

REVISIONS

DATE	REV

rtm engineering consultants
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TIERRA CONTENTA PHASE 3A

OVERALL SITE PHOTOMETRIC PLAN

SCALE	DWG NO.	DATE
AS NOTED	E-200	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

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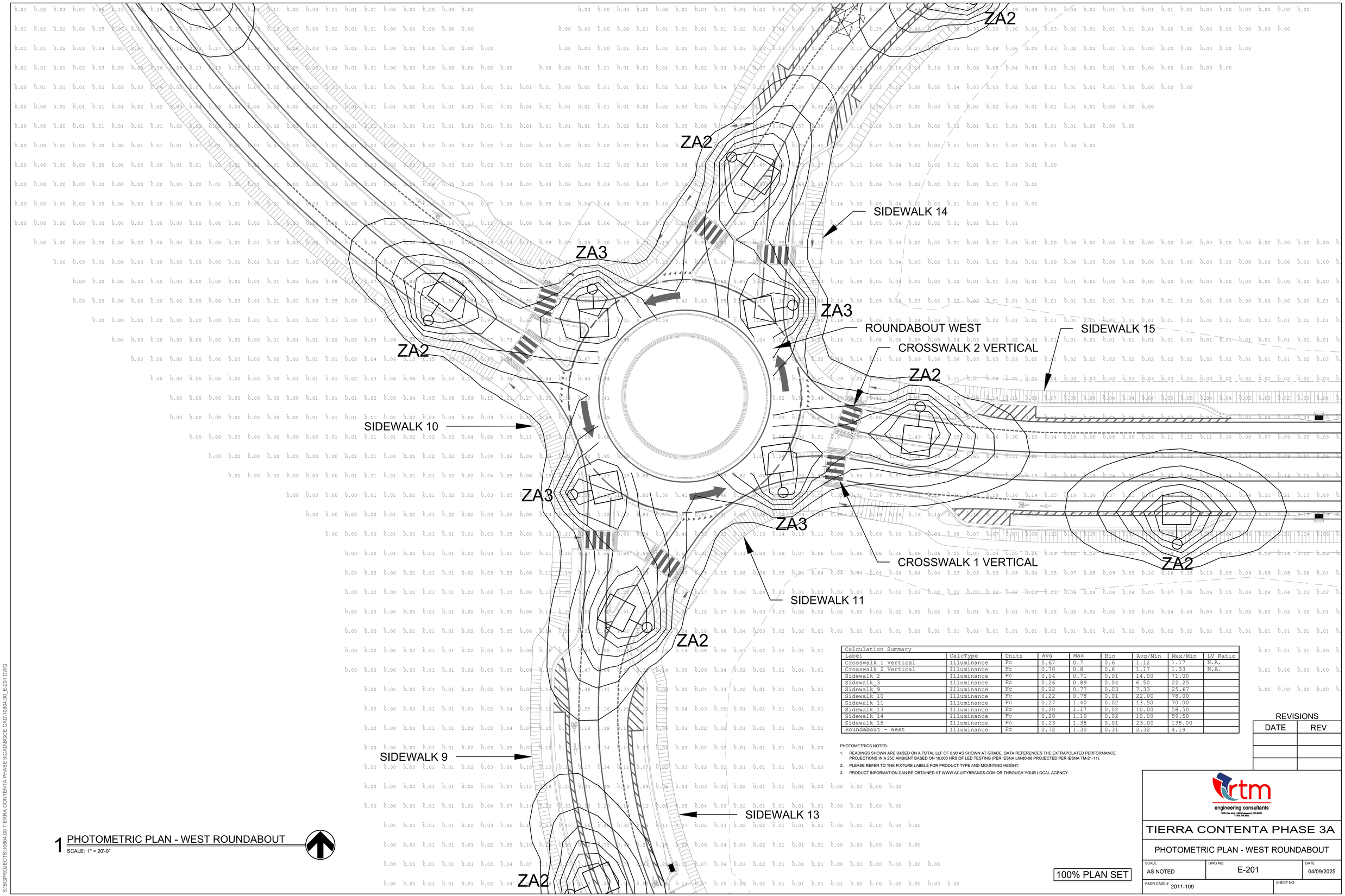

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	LV Ratio
Crosswalk 1 Vertical	Illuminance	Fc	0.67	0.7	0.6	1.12	1.17	N.A.
Crosswalk 2 Vertical	Illuminance	Fc	0.70	0.8	0.6	1.17	1.33	N.A.
Sidewalk_2	Illuminance	Fc	0.14	0.71	0.01	14.00	71.00	
Sidewalk_3	Illuminance	Fc	0.26	0.89	0.04	6.50	22.25	
Sidewalk_9	Illuminance	Fc	0.22	0.77	0.03	7.33	25.67	
Sidewalk_10	Illuminance	Fc	0.22	0.78	0.01	22.00	78.00	
Sidewalk_11	Illuminance	Fc	0.27	1.40	0.02	13.50	70.00	
Sidewalk_13	Illuminance	Fc	0.20	1.17	0.02	10.00	58.50	
Sidewalk_14	Illuminance	Fc	0.20	1.19	0.02	10.00	59.50	
Sidewalk_15	Illuminance	Fc	0.23	1.38	0.01	23.00	138.00	
Roundabout - West	Illuminance	Fc	0.72	1.30	0.31	2.32	4.19	

PHOTOMETRICS NOTES:

1. READINGS SHOWN ARE BASED ON A TOTAL LLF OF 0.90 AS SHOWN AT GRADE. DATA REFERENCES THE EXTRAPOLATED PERFORMANCE PROJECTIONS IN A 25C AMBIENT BASED ON 10,000 HRS OF LED TESTING (PER IESNA LM-80-08 PROJECTED PER IESNA TM-21-11).
2. PLEASE REFER TO THE FIXTURE LABELS FOR PRODUCT TYPE AND MOUNTING HEIGHT.
3. PRODUCT INFORMATION CAN BE OBTAINED AT WWW.ACUITYBRANDS.COM OR THROUGH YOUR LOCAL AGENCY.

1 PHOTOMETRIC PLAN - WEST ROUNDABOUT
SCALE: 1" = 20'-0"

REVISIONS

DATE	REV

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TIERRA CONTENTA PHASE 3A

PHOTOMETRIC PLAN - WEST ROUNDABOUT

SCALE	DWG NO.	DATE
AS NOTED	E-201	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

100% PLAN SET

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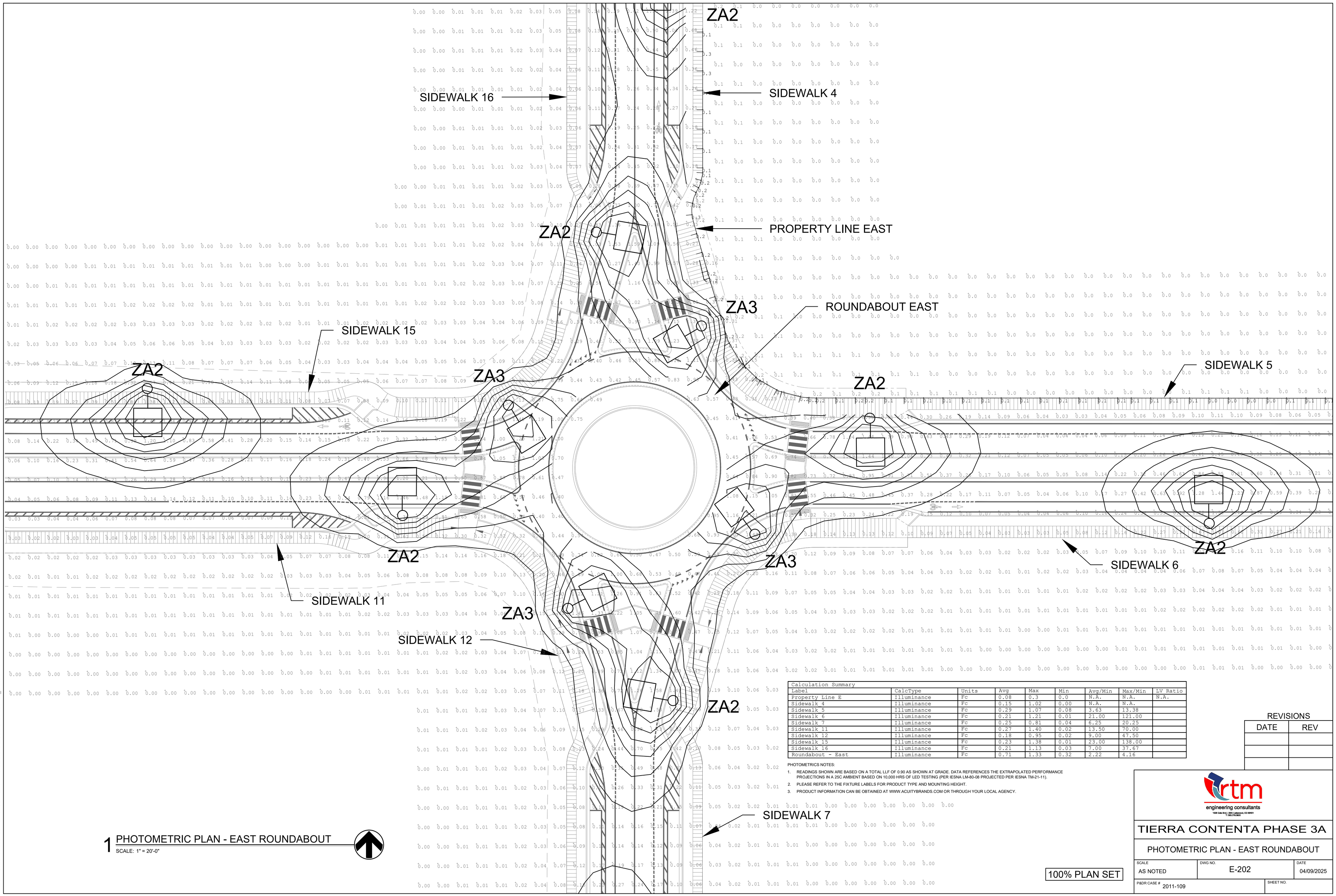

1 PHOTOMETRIC PLAN - EAST ROUNDABOUT
SCALE: 1" = 20'-0"

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	LV Ratio
Property Line E	Illuminance	Fc	0.08	0.3	0.0	N.A.	N.A.	N.A.
Sidewalk 4	Illuminance	Fc	0.15	1.02	0.00	N.A.	N.A.	
Sidewalk 5	Illuminance	Fc	0.29	1.07	0.08	3.63	13.38	
Sidewalk 6	Illuminance	Fc	0.21	1.21	0.01	21.00	121.00	
Sidewalk 7	Illuminance	Fc	0.25	0.81	0.04	6.25	20.25	
Sidewalk 11	Illuminance	Fc	0.27	1.40	0.02	13.50	70.00	
Sidewalk 12	Illuminance	Fc	0.18	0.95	0.02	9.00	47.50	
Sidewalk 15	Illuminance	Fc	0.23	1.38	0.01	23.00	138.00	
Sidewalk 16	Illuminance	Fc	0.21	1.13	0.03	7.00	37.67	
Roundabout - East	Illuminance	Fc	0.71	1.33	0.32	2.22	4.16	

PHOTOMETRICS NOTES:

1. READINGS SHOWN ARE BASED ON A TOTAL LLF OF 0.90 AS SHOWN AT GRADE. DATA REFERENCES THE EXTRAPOLATED PERFORMANCE PROJECTIONS IN A 25C AMBIENT BASED ON 10,000 HRS OF LED TESTING (PER IESNA LM-80-08 PROJECTED PER IESNA TM-21-11).
2. PLEASE REFER TO THE FIXTURE LABELS FOR PRODUCT TYPE AND MOUNTING HEIGHT.
3. PRODUCT INFORMATION CAN BE OBTAINED AT WWW.ACUITYBRANDS.COM OR THROUGH YOUR LOCAL AGENCY.

REVISIONS

DATE	REV

100% PLAN SET

rtm engineering consultants
1828 Oak Hill Drive | Lakewood, CO 80401
T: 303.278.3600

TIERRA CONTENTA PHASE 3A

PHOTOMETRIC PLAN - EAST ROUNDABOUT

SCALE	DWG NO.	DATE
AS NOTED	E-202	04/09/2025

P&DR CASE # 2011-109

SHEET NO.

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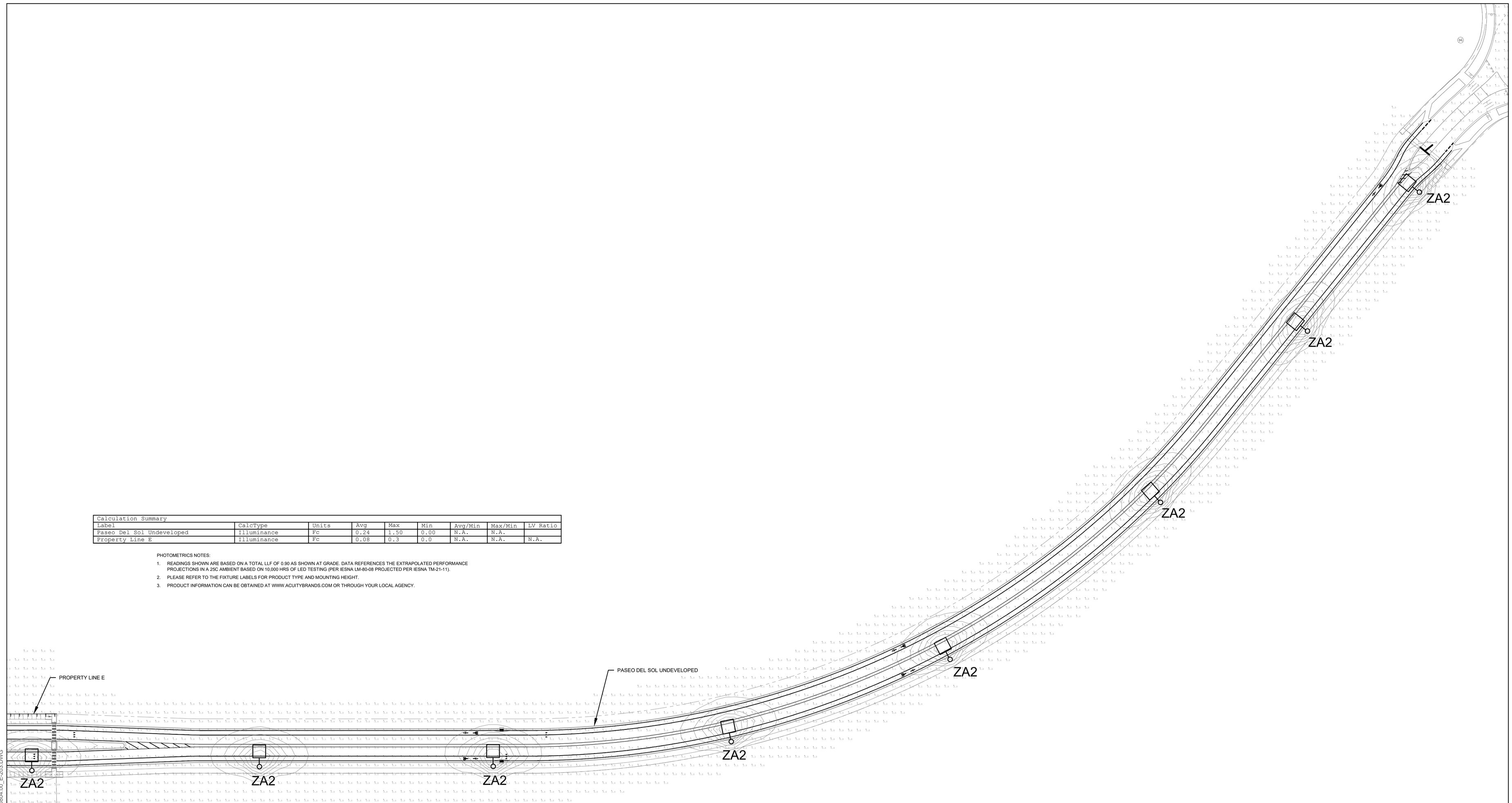

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	LV Ratio
Paseo Del Sol Undeveloped	Illuminance	Fc	0.24	1.50	0.00	N.A.	N.A.	
Property Line E	Illuminance	Fc	0.08	0.3	0.0	N.A.	N.A.	N.A.

PHOTOMETRICS NOTES:

1. READINGS SHOWN ARE BASED ON A TOTAL LLF OF 0.90 AS SHOWN AT GRADE. DATA REFERENCES THE EXTRAPOLATED PERFORMANCE PROJECTIONS IN A 25C AMBIENT BASED ON 10,000 HRS OF LED TESTING (PER IESNA LM-80-08 PROJECTED PER IESNA TM-21-11).
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1 PHOTOMETRIC PLAN - EAST OFF PROPERTY
SCALE: 1" = 50'-0"

REVISIONS

DATE	REV

rtm engineering consultants

TIERRA CONTENTA PHASE 3A

PHOTOMETRIC PLAN - EAST OFF PROPERTY

SCALE	DWG NO.	DATE
AS NOTED	E-203	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

100% PLAN SET

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Autobahn Series ATBS
Roadway & Security Lighting

PRODUCT OVERVIEW



Applications:
Residential streets
Parking lots
General security lighting

DIMENSIONS



Effective Projected Area (EPA) The EPA for the ATBS is 0.3 sq. ft., Approx. Wt. = 12 lbs. (5 kg)

STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of ≤ 3000K must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient
CSA Certified to U.S. and Canadian standards
Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

BUY AMERICAN ACT — Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

Note: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

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Features:

OPTICAL

Same Light: Performance is comparable to 100W – 200W HPS and up to 175W Mercury Vapor roadway and security lighting luminaires.

White Light: Correlated color temperature - 4000K, 70 CRI minimum, 3000K, 70 CRI minimum or optional 5000K, 70 CRI minimum.

IP66 rated borosilicate glass optics ensure longevity and minimize dirt depreciation. Unique IP66 rated LED light engines provide 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available distributions are Type II, III, and V roadway distributions. When used with the optional acrylic refractor the unit provides approximately 10% uplight and increased vertical foot-candles

ELECTRICAL

Expected Life: LED light engines are rated > 100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected 40-60% over comparable HID luminaires.

Standard surge protection is 20kV/10kA "Extreme Level" per ANSI C136.2. An optional MOV pack provides 10kV/5kA "Enhanced Level".

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via AO option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. The 2 – bolt clamping mechanism provides 3G vibration rating per ANSI C136.31.

The Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacles optionally available.

Premium solid state locking-style photocontrol – PCSS (10 year rated life) Extreme long life solid state locking-style photocontrol – PCL1 (20 year rated life)

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

AEL American Electric Lighting
AEL Headquarters, One Lithonia Way, Conyers Georgia 30012
www.americanelectriclighting.com Phone: 1-866-HOLOPHANE
Email: TechSupportNFR@AcuityBrands.com
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Please contact your sales representative for the latest product information.

Autobahn Series ATBS
Roadway & Security Lighting

PERFORMANCE PACKAGE

ATBS

Performance Package	Distribution	Input Watts	3K (3000K CCT, 70 CRI)					4K/5K (4000K/5000K CCT, 70 CRI)					LLD @ 25 C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	50k Hours	75k Hours	100k Hours
P10	R2	40	5,360	134	1	0	2	5,577	139	1	0	2	0.92	0.89	0.85
	R3		5,287	132	1	0	1	5,524	138	1	0	1			
	R5		5,576	139	3	0	1	5,758	144	3	0	1			
	D3		4,983	124	1	3	3	5,163	129	1	3	3			
	D5		5,372	134	2	3	3	5,590	140	2	3	3			
P20	R2	50	6,797	134	1	0	2	6,809	136	1	0	2	0.92	0.89	0.85
	R3		6,687	134	2	0	2	6,760	135	2	0	2			
	R5		6,926	139	3	0	1	7,108	142	3	0	1			
	D3		6,436	130	2	3	4	6,244	125	1	3	4			
	D5		7,032	141	3	4	4	7,317	146	3	4	4			
P30	R2	60	8,092	135	2	0	2	8,067	134	1	0	1	0.92	0.89	0.85
	R3		7,971	133	2	0	2	8,228	139	2	0	2			
	R5		8,470	141	3	0	2	8,798	146	3	0	2			
	D3		7,491	125	2	3	4	7,795	130	2	3	4			
	D5		8,110	135	3	4	4	8,438	141	3	4	4			
P40	R2	70	9,138	131	2	0	2	9,533	136	2	0	2	0.92	0.89	0.85
	R3		9,136	131	2	0	2	9,355	134	2	0	2			
	R5		9,868	141	3	0	2	9,710	139	3	0	2			
	D3		8,460	121	2	3	4	8,802	126	2	3	5			
	D5		9,158	131	3	4	5	9,529	136	3	4	5			
P50	R2	82	10,628	130	2	0	3	10,829	132	2	0	3	0.92	0.89	0.85
	R3		10,624	130	2	0	2	10,826	132	2	0	2			
	R5		11,450	140	4	0	2	11,181	136	4	0	2			
	D3		10,143	124	2	4	5	10,553	129	2	4	5			
	D5		10,851	132	3	4	5	11,082	135	3	4	5			
P60	R2	92	11,050	120	2	0	3	11,848	129	2	0	3	0.92	0.89	0.85
	R3		10,911	119	2	0	2	11,852	129	2	0	2			
	R5		12,198	133	4	0	2	12,756	139	4	0	2			
	D3		10,230	111	2	4	5	10,644	116	2	4	5			
	D5		11,074	120	3	4	5	11,523	125	3	4	5			

ATBS with VR

Performance Package	Distribution	Input Watts	3K (3000K CCT, 70 CRI)					4K/5K (4000K/5000K CCT, 70 CRI)					LLD @ 25 C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	50k Hours	75k Hours	100k Hours
P10	R2 with VR	40	4,450	111	1	0	1	4,561	114	1	0	1	0.92	0.89	0.85
	R3 with VR		4,273	107	1	0	1	4,605	115	1	0	1			
	R5 with VR		4,539	113	2	0	1	4,679	117	2	0	1			
P20	R2 with VR	50	5,491	110	1	0	1	5,550	111	1	0	1	0.92	0.89	0.85
	R3 with VR		5,379	108	1	0	1	5,562	112	2	0	1			
	R5 with VR		5,647	113	2	0	1	5,692	114	2	0	1			
P30	R2 with VR	60	6,479	108	2	0	1	6,530	109	2	0	1	0.92	0.89	0.85
	R3 with VR		6,400	107	2	0	1	6,564	109	2	0	1			
	R5 with VR		6,703	112	3	0	1	6,693	112	2	0	1			
P40	R2 with VR	70	7,307	104	2	0	1	7,561	108	2	0	1	0.92	0.89	0.85
	R3 with VR		7,247	105	2	0	1	7,628	109	2	0	1			
	R5 with VR		7,883	110	3	0	1	7,749	111	3	0	1			
P50	R2 with VR	82	8,552	104	2	0	2	8,711	106	2	0	2	0.92	0.89	0.85
	R3 with VR		8,494	104	2	0	1	8,814	107	2	0	1			
	R5 with VR		8,895	108	3	0	1	8,911	109	3	0	1			
P60	R2 with VR	92	8,989	98	2	0	2	9,815	107	2	0	2	0.92	0.89	0.85
	R3 with VR		8,899	97	2	0	1	9,857	107	2	0	2			
	R5 with VR		9,309	101	3	0	1	10,256	111	3	0	1			

Note: Individual fixture performance may vary. Specifications subject to change without notice.

AEL American Electric Lighting
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www.americanelectriclighting.com Phone: 1-866-HOLOPHANE
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Please contact your sales representative for the latest product information.

Ubicell Model 2.0 Smart Streetlight Controller

ubicell™

Specifications

Lamp Interface	LED, CF and HID
Lamp Power	960W@480V, 554W@277V, 480W@240V, 240W@120V
On/Off	Photocell control, software programmable
Dimming Controls	PWM, 0-10V, DALI, DALI2
Dimming Range	DIM 1 - 0-10V PWM, ability to detect stray voltage but prohibits external sensor use DIM 2 - 0-10V PWM, ability to hardwire an external sensor, but prohibits the ability to detect stray voltage DIM 3 - DALI enabled, ability to hardwire an external sensor, plus the ability to detect stray voltage
External Sensor Interface	DALI/DALI 2
Communication Module	LTE CAT 1
Location Based Services	GPS, WiFi traffic movement, Bluetooth info beacons
OTA Updates	Yes
Security	AES 128/256-bit encryption
Voltage Detection	Real-time detection of "energized" metal poles
Power Surge Protection	10KV/5KA
Power Supply	90V to 506V (50/60Hz)
Average Power Consumption	1W
IP Ratings	IP66
Impact Rating	IK07
Operating Temperature Range	-30C to +70C
Dimensions	Diameter: 82.5mm (3.25 in) Height: 98mm (3.86 in)
Weight	290 grams
Network Protocol	IPV4 and IPV6 network compliant

Utility Power Metering

Accuracy	ANSI C12.20 Class 0.5
Accuracy Verification	Infrared pulse
Line Voltage	90V to 506V (50/60Hz)
Line Voltage Accuracy	+/- 0.5%
Current Accuracy	+/- 0.5%
Power	Active/reactive/power factor
Energy Consumption	kWh
Sag & Swell Detection	Yes
On/Off Cycles	Cycle count and cycle variation (fault detection)
Running Hour	0-10 years

Programmable Parameters

- Customer device management
- Scheduling controls
- Alert thresholds
- Sunrise/sunset offsets
- Tilt detection
- Vibration detection
- Voltage detection
- Power detection
- Photocell levels
- Luminaire fault detection
- Power loss after power failure
- Network communication failure
- Wireless network configuration

Warranty

5-Year Warranty
10-Year Optional Warranty







ubicquia

1013_02 ubicell model 2.0 spec sheet (April 2020)

APPROVED FOR PUBLIC USE

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Rev. 1.0, February 2020

ubicquia.com

Autobahn Series ATBS
Roadway & Security Lighting

ORDERING INFORMATION

ATBS	P10	MVOLT	R2
Series	Performance Packages	Voltage	Optics
ATBS Autobahn LED Roadway & Security	**P10** 5,500 lumens **P20** 6,800 lumens **P30** 8,300 lumens **P40** 9,400 lumens **P50** 10,800 lumens **P60**[4] 11,850 lumens	**MVOLT** Multi-volt, 120-277V **347** 347V **480** 480V	**R2** Roadway Type II **R3** Roadway Type III **R5** Roadway Type V **D3** Type III, Drop Refractor included **D5** Type V, Drop Refractor included

27K MP VR P7

Options

Color Temperature (CCT)
(Blank) 4000K CCT, 70 CRI Min.
27K[2] 2700K CCT, 70 CRI Min.
3K 3000K CCT, 70 CRI Min.
5K 5000K CCT, 70 CRI Min.

Paint
Blank Gray (Standard)
BK Black
WH White
BZ Bronze

Surge Protection
Blank Standard 20kV/10kA SPD
MP MOV Pack 10kV/5kA

Misc.
HS House Side Shield
NL NEMA Label
XL Not CSA Certified
VR[3] Visual Comfort Optic
UMR-XX 8' Horizontal Arm for Round Pole, Painted to match Fixture
UMS-XX 8' Horizontal Arm for Square Pole, Painted to match Fixture
UMR-GALV 8' Horizontal Arm for Round Pole, Painted to match Fixture
UMS-GALV 8' Horizontal Arm for Square Pole, Painted to match Fixture
BAA Buy America(n) Act Compliant

Controls
(Blank) 3 Pin NEMA Photocontrol Receptacle
NR[1] No Photocontrol Receptacle
P7 7 Pin Photocontrol Receptacle (dimmable driver included)
PCSS[1,4] DTL DSS Photocontrol
PCL1[1] DTL DLL Photocontrol 120-277V
AO Field Adjustable Output
SH Shorting Cap

Packages
(Blank) Standard Pack
JP Job Pack (54/pallet)

Install Packages
PKGS DTL DSS Photocontrol
PKGL DTL DLL Photocontrol
Packages ship with selected photocontrol, 24', 1 ¼" diameter arm, 5' of prewire and mounting hardware

Accessories
ATBSREF Drop Refractor for field installation
ATBSHSS House Side Shield for field installation
ATBSLTS Light Trespass Shield for field installation
ATBS LOUVER KIT Louver Kit for field installation
ATBSVR-XX Visual Comfort Refractor and painted skirt for field installation

Notes
1. Not available with Install Packages.
2. Requires RFD.
3. Not available with D3 or D5 option.
4. Not available with 347V and 480V supply voltage options.

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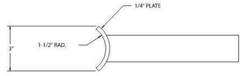
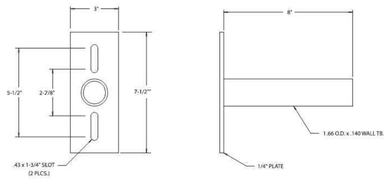
Autobahn Series ATBS
Roadway & Security Lighting

UMR POLE ADAPTOR
RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER





UMS POLE ADAPTOR

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REVISIONS

DATE	REV

LIGHTING STANDARD AND FOUNDATION DETAILS ARE SHOWN ON THESE DRAWINGS FOR BIDDING PURPOSES ONLY. REFER TO THE NMDOT LATEST CONSTRUCTION STANDARDS FOR EXACT REQUIREMENTS.

100% PLAN SET

rtm engineering consultants
1626 Cole Blvd. | 300 | Lakewood, CO 80401
T: 303.278.3601

TIERRA CONTENTA PHASE 3A

SITE LIGHTING CUTSHEETS

SCALE	DWG NO.	DATE
AS NOTED	E-300	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

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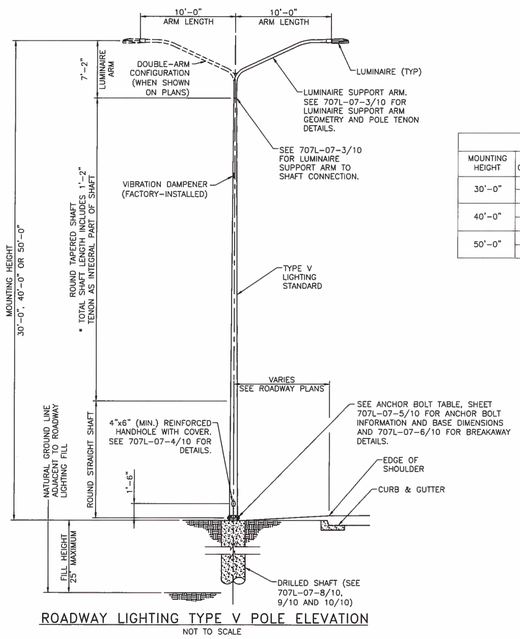


ROADWAY LIGHTING TYPE V POLE ELEVATION

NOT TO SCALE

TABLE OF VARIABLE POLE DIMENSIONS

MOUNTING HEIGHT	ARM CONFIGURATION	MAX TAPERED SHAFT LENGTH	TOTAL SHAFT LENGTH*	OUTSIDE DIAMETER (IN) BOTTOM	OUTSIDE DIAMETER (IN) TOP	MIN SHAFT SECTION THICKNESS (IN)
30'-0"	SINGLE	22'-7"	24'-0"	8.00	4.50	0.156
	DOUBLE					0.219
40'-0"	SINGLE	30'-0"	34'-0"	8.00	4.50	0.25
	DOUBLE					0.375
50'-0"	SINGLE	39'-6"	44'-0"	10.00	4.50	0.25
	DOUBLE					0.375

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

POLE ELEVATION AND DIMENSIONS

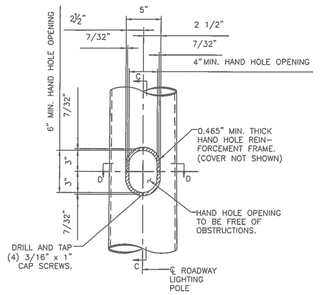
707L-07-2/10 — 2 OF 10

JOHN MIGLIACCIO — NEW MEXICO — 19258 — 03/19/18 — PROFESSIONAL ENGINEER

DESIGNED BY: JAZ DRAWN BY: RJK CHECKED BY: JJM

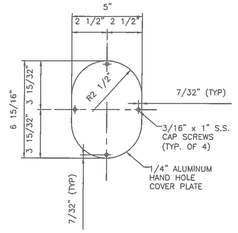
APPROVED FOR USE ON NMDOT PROJECTS: Kathy Cwell DATE: 3/22/18

Sheet 707-13



HAND HOLE DETAIL

NOT TO SCALE

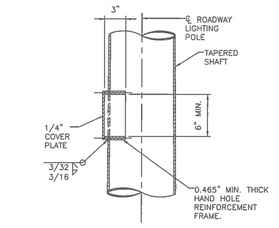


HAND HOLE COVER

NOT TO SCALE

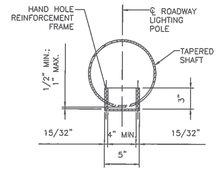
GENERAL NOTES

1. HANDHOLES SHALL BE FREE OF INTERNAL AND EXTERNAL OBSTRUCTIONS WHICH WOULD DAMAGE OR INTERFERE WITH WIRES OR THE PROPER OPERATION OF ANY OTHER ELECTRICAL COMPONENT.
2. HAND HOLE COVER SHALL BE FABRICATED FROM 1/4", ALLOY 6063-T6 PLATE OR MAY BE HINGED WITH A SUITABLE METHOD OF CLOSURE AS APPROVED BY THE PROJECT MANAGER.
3. HAND HOLE REINFORCEMENT FRAME SHALL BE FABRICATED FROM 15/32" (MIN) WALL TUBING, CAST ALLOY 356-T6.
4. COORDINATE LOCATIONS OF HOLES FOR CAP SCREWS IN HAND HOLE COVER PLATES WITH CONSTRUCTION OF HAND HOLE REINFORCING FRAME. TAPPED HOLES SHALL BE CENTERED IN REINFORCING FRAME RING.
5. HAND HOLES SHALL BE ORIENTED DOWNSTREAM OF ONCOMING TRAFFIC.
6. IF HAND HOLE FABRICATION DETAILS OTHER THAN THOSE DEPICTED HEREIN ARE PROPOSED, THE DESIGN SHALL ENSURE THAT SUCH HAND HOLE REINFORCEMENT SHALL STRENGTHEN POLE SHAFT SECTION TO THAT OF A SHAFT FABRICATED WITHOUT A HANDHOLE. DIMENSIONS OF ALTERNATE HAND HOLES FABRICATIONS SHALL BE GENERALLY CONSISTENT WITH THE DIMENSIONS HEREIN.



SECTION C-C

NOT TO SCALE



SECTION D-D

NOT TO SCALE

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

HAND HOLE DETAILS

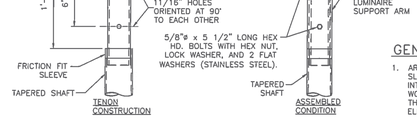
707L-07-4/10 — 4 of 10

JOHN MIGLIACCIO — NEW MEXICO — 19258 — 03/19/18 — PROFESSIONAL ENGINEER

DESIGNED BY: JAZ DRAWN BY: RJK CHECKED BY: JJM

APPROVED FOR USE ON NMDOT PROJECTS: Kathy Cwell DATE: 3/22/18

Sheet 707-15

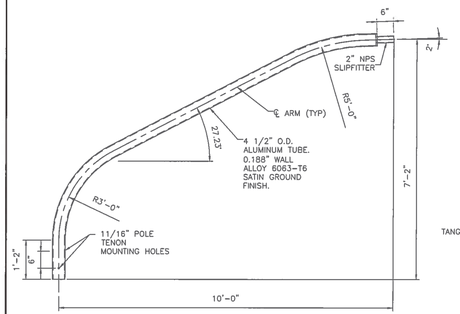


POLE TENON DETAILS

NOT TO SCALE

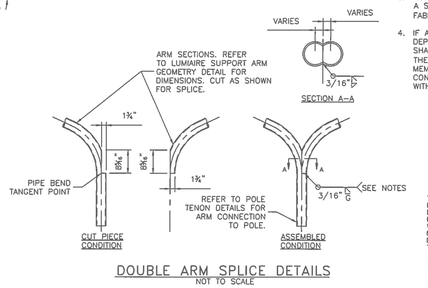
GENERAL NOTES

1. ARM BOTTOM CONNECTIONS AS WELL AS TOP SLIPFITTER CONNECTIONS SHALL BE FREE OF INTERNAL AND EXTERNAL OBSTRUCTIONS WHICH WOULD DAMAGE OR INTERFERE WITH WIRES OR THE PROPER OPERATION OF ANY OTHER ELECTRICAL COMPONENT.
2. ARM MEMBERS MAY TAPER FROM 4 1/2" DIAMETER AT BASE, AT FABRICATOR'S OPTION.
3. HORIZONTAL WELD AT DOUBLE-ARM SPLICE MAY A SQUARE GROOVE WELD WITH BACKING RING, AT FABRICATOR'S OPTION.
4. IF ARM CONNECTION DETAILS OTHER THAN THOSE DEPICTED HEREIN ARE PROPOSED, THE DESIGN SHALL ENSURE THAT THE CONNECTION DEVELOPS THE STRENGTH OF THE 4 1/2" DIAMETER MEMBER. DIMENSIONS OF ALTERNATE CONNECTIONS SHALL BE GENERALLY CONSISTENT WITH THE DIMENSIONS HEREIN.



LUMINAIRE SUPPORT ARM GEOMETRY

NOT TO SCALE



DOUBLE ARM SPLICE DETAILS

NOT TO SCALE

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DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

ARM AND TENON DETAILS

707L-07-3/10 — 3 of 10

JOHN MIGLIACCIO — NEW MEXICO — 19258 — 03/19/18 — PROFESSIONAL ENGINEER

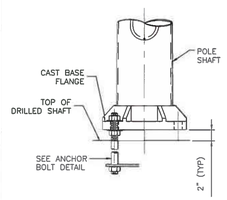
DESIGNED BY: JAZ DRAWN BY: RJK CHECKED BY: JJM

APPROVED FOR USE ON NMDOT PROJECTS: Kathy Cwell DATE: 3/22/18

Sheet 707-14

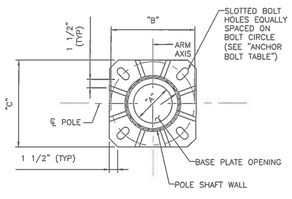
ANCHOR BOLT TABLE

MOUNTING HEIGHT	BOLT DIAMETER	NUMBER OF BOLTS	SLOTTED HOLE SIZE	BOLT CIRCLE DIAMETER	BOLT TEMPLATE		BASE PLATE OPENING	BASE PLATE WIDTH	BASE PLATE THICKNESS
				"B"	O.D.	I.D.	"A"	"C"	"D"
(FT)	(IN)		(IN x IN)	(IN)	(IN)	(IN)	(IN)	(IN)	(IN)
50	1.0	4	1.25 x 2.25	15.0	18.0	12.0	7.0	16.0	1.0
40	1.0	4	1.25 x 2.25	11.5	14.5	8.5	6.0	14.0	1.0
30	1.0	4	1.25 x 2.25	11.5	14.5	8.5	5.0	14.0	1.0



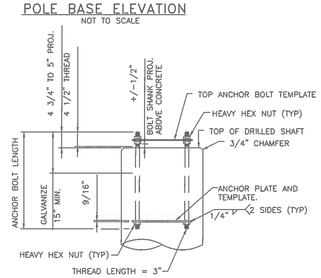
POLE BASE ELEVATION

NOT TO SCALE



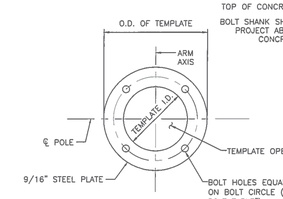
POLE BASE PLAN

NOT TO SCALE



ANCHOR BOLT ASSEMBLY

NOT TO SCALE
(SEE ANCHOR BOLT TABLE)

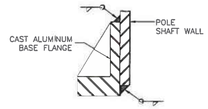


ANCHOR BOLT AND ANCHOR PLATE TEMPLATE

NOT TO SCALE

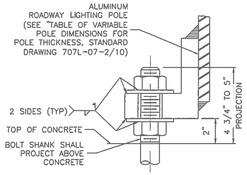
BASE WELD TABLE

MOUNTING HEIGHT	WELD SIZE (SINGLE ARM)	WELD SIZE (DOUBLE ARM)
(FT)	(IN)	(IN)
50	5/16	3/8
40	5/16	3/8
30	1/4	1/4



BASE WELD DETAIL

NOT TO SCALE



ANCHOR BOLT DETAIL

NOT TO SCALE

GENERAL NOTES

1. REFER TO STANDARD DRAWING 707L-07-6/10 FOR BREAKAWAY POLE BASE SYSTEM DETAILS AND REQUIREMENTS.
2. INSTALL DIRECT-MOUNT BASE ONLY WHEN SPECIFIED. REFER TO PLANS FOR DIRECT-MOUNT OR BREAKAWAY BASE REQUIREMENT.
3. ALUMINUM BASE FLANGE SHALL BE CAST FROM ALUMINUM ALLOY 356 T6, CONFORMING TO ASTM B 108. BASE FLANGE SHALL ACCOMMODATE FOUR ANCHOR BOLTS AS SHOWN, AND SHALL BE CAPABLE OF DEVELOPING THE FULL MOMENT, SHEAR, AND TORSIONAL STRENGTHS OF THE ALUMINUM POLE SHAFTS. BASE FLANGE SHALL ACCOMMODATE POLE SHAFT OUTSIDE DIAMETER, OR POLE SHAFT DIAMETER MAY BE INCREASED TO BE COMPATIBLE WITH BASE FLANGE.
4. ANCHOR BOLTS AND BOLT CIRCLE DIMENSIONS FOR THE ALUMINUM POLE SHALL ACCOMMODATE THE PROVIDED CAST BASE FLANGE. ANCHOR BOLT SIZES SHOWN SHALL BE CONSIDERED A MINIMUM.
5. ANCHOR BOLT PROJECTION LENGTHS AND TOTAL LENGTHS SHOWN IN STANDARD DRAWINGS 707L-07-9/10 AND 10/10 APPLY TO DIRECT-MOUNT BASE CONDITION. ADJUST ACCORDINGLY FOR BREAKAWAY BASE CONDITION.
6. WHEN BREAKAWAY COUPLINGS ARE SPECIFIED, THREAD UNC OF ANCHOR BOLTS SHALL MATCH THAT OF THE COUPLINGS.

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

BASE PLATE & ANCHOR BOLT DETAILS

707L-07-5/10 — 5 of 10

JOHN MIGLIACCIO — NEW MEXICO — 19258 — 03/19/18 — PROFESSIONAL ENGINEER

DESIGNED BY: JAZ DRAWN BY: RJK CHECKED BY: JJM

APPROVED FOR USE ON NMDOT PROJECTS: Kathy Cwell DATE: 3/22/18

Sheet 707-16

REVISIONS	
DATE	REV

LIGHTING STANDARD AND FOUNDATION DETAILS ARE SHOWN ON THESE DRAWINGS FOR BIDDING PURPOSES ONLY. REFER TO THE NMDOT LATEST CONSTRUCTION STANDARDS FOR EXACT REQUIREMENTS.

100% PLAN SET

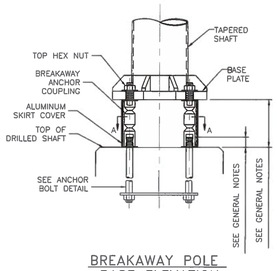
rtm engineering consultants
1509 One Hot, 1801 Lawrence, CO 80401
T: 303.278.3600

TIERRA CONTENTA PHASE 3A

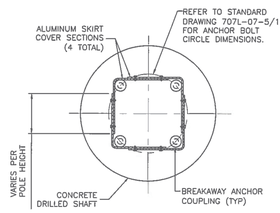
SITE LIGHTING DETAILS

SCALE	DWG NO.	DATE
AS NOTED	E-301	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

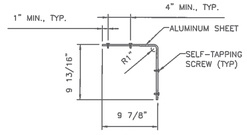
S:\BG\PROJECTS\10804.00 TIERRA CONTENTA PHASE 3\CAD\BGCE CAD\10804.00_E-301.DWG



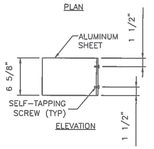
BREAKAWAY POLE BASE ELEVATION
NOT TO SCALE



SECTION A-A:
BREAKAWAY BASE SECTION
NOT TO SCALE



PLAN



ELEVATION

SKIRT COVER DIMENSIONS
NOT TO SCALE

GENERAL NOTES

1. REFER TO STANDARD DRAWING 707L-07-5/10 FOR BASE PLATE AND ADDITIONAL ANCHOR BOLT DETAILS AND REQUIREMENTS.
2. SKIRT COVER SHALL BE FABRICATED FROM 1/16" SHEET ALUMINUM ALLOY 3003H14.
3. WHEN BREAKAWAY BASES ARE SPECIFIED, EACH LIGHT POLE SHALL BE FURNISHED WITH FOUR (4) SKIRT COVER SECTIONS AND SIXTEEN (16) SCREWS.
4. THE INTENDED USE OF THE SKIRT COVER IS TO ENCLOSE THE VOID UNDER POLES WITH BREAKAWAY SUPPORT COUPLINGS.
5. SCREWS SHALL BE SELF-TAPPING #10 x 5/8" STAINLESS STEEL.
6. BREAKAWAY SUPPORT COUPLINGS SHALL MEET THE REQUIREMENTS IN NCHRP REPORT 350, AND THE REQUIREMENTS IN 2015 (1st EDITION) AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SECTION 12.
7. WHEN BREAKAWAY BASES ARE SPECIFIED, EACH LIGHT POLE SHALL BE FURNISHED WITH FOUR (4) COUPLING SYSTEMS, COMPLETE WITH COUPLINGS, THREADED STUDS, WASHERS, NUTS, AND SHIMS.
8. BREAKAWAY ASSEMBLY DIMENSIONS VARY PER MANUFACTURER. INSTALL ANCHOR BOLT PROJECTIONS AND BASE PLATE OFFSETS IN ACCORDANCE WITH SPECIFIC BREAKAWAY ASSEMBLY MANUFACTURER'S SPECIFICATIONS.
9. ALTERNATE DESIGNS OF BREAKAWAY ASSEMBLIES MAY BE APPROVED BY THE PROJECT MANAGER, PROVIDED THEY MEET THE REQUIREMENTS HEREIN. WHEN ALTERNATE BREAKAWAY SYSTEMS ARE UTILIZED, IT SHALL BE THE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE COMPATIBLE SKIRT COVERS, AND MAKE NECESSARY ADJUSTMENTS TO ANCHOR BOLT PROJECTIONS.
10. CERTIFICATION OF BOTH BREAKAWAY AND STRUCTURAL ADEQUACY, DESIGN CALCULATIONS AND/OR TEST DATA OF PRODUCTION SAMPLES TO SUPPORT CERTIFICATION SHALL BE PROVIDED FOR BREAKAWAY SYSTEMS.

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NO.	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

BREAKAWAY BASE DETAILS

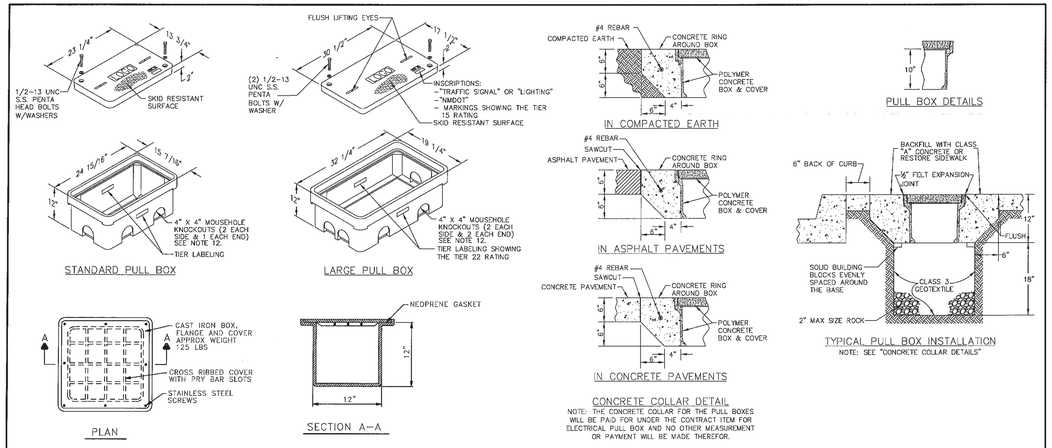
707L-07-6/10 6 of 10

JOSHUA MIGLIACCIO NEW MEXICO 19259 CERTIFIED PROFESSIONAL ENGINEER 03/19/18

DESIGNED BY: JAZ DRAWN BY: RJK CHECKED BY: JJM

APPROVED FOR USE ON NMDOT PROJECTS: DATE: 3/22/18

Sheet 707-17



METAL PULL BOX

PULL BOX NOTES:

1. ALL NON-DELIBERATE TRAFFIC PULL BOX COVERS MUST COMPLY WITH ALL TEST PROVISIONS OF ANSI/SCTE 77 2007 "SPECIFICATION FOR UNDERGROUND ENCLOSURE INTEGRITY", AND MUST MEET THE TIER 15 APPLICATION. MARKINGS SHOWING THE TIER 15 RATING MUST BE EMBOSSED ON THE TOP SURFACE OF THE COVER.
2. ALL NON-DELIBERATE TRAFFIC PULL BOXES MUST COMPLY WITH ALL TEST PROVISIONS OF ANSI/SCTE 77 2007 "SPECIFICATION FOR UNDERGROUND ENCLOSURE INTEGRITY", AND MUST MEET THE TIER 22 APPLICATION. MARKINGS SHOWING THE TIER 22 RATING MUST BE LABELED OR STENCILED ON THE INSIDE AND OUTSIDE OF THE BOX.
3. ALL NON-DELIBERATE TRAFFIC PULL BOXES AND COVER MUST BE MADE OF POLYMER CONCRETE WITH FIBERGLASS REINFORCEMENT. THE BOX MUST HAVE CONTINUOUS FIBERGLASS CLOTH REINFORCEMENT ON THE INSIDE AND OUTSIDE PERIMETERS. THE COVERS MUST HAVE A MINIMUM OF TWO LAYERS OF FIBERGLASS CLOTH REINFORCEMENT.
4. ALL TRAFFIC PULL BOXES AND COVERS MUST BE MADE FROM MATCHED METAL TOOLING TO ENSURE PRODUCT UNIFORMITY.
5. ALL NON-DELIBERATE TRAFFIC PULL BOXES AND COVERS MUST BE TESTED AND CERTIFIED BY UL (UNDERWRITERS LABORATORIES) OR A NATIONALLY RECOGNIZED THIRD PARTY INDEPENDENT TEST LAB AND REVIWMED EVERY YEAR TO MEET THE ANSI/SCTE 77 SPECIFICATIONS.
6. COVERS MUST BE SECURED TO PULL BOX USING 1/2-13 UNC S.S. PENTA HEAD BOLTS W/WASHERS.
7. FASTENERS MUST BE CAPABLE OF WITHSTANDING A TORQUE OF 55 FT LBS AND A PULL-OUT STRENGTH OF 750 LBS. THE PULL-OUT TEST MUST BE PERFORMED WITH THE COVER IN PLACE AND THE FASTENERS TORQUED TO 55 FT LBS. FASTENERS, INSERTS AND COVER MUST NOT BE DAMAGED BY THE PERFORMANCE OF THIS TEST
8. COVERS MUST BE MARKED "NMDOT" AND HAVE A NONSKID SURFACE WITH RECESSED LOCK-DOWN LOCATIONS FOR PENTA HEAD BOLTS.
9. THE NOMINAL DIMENSIONS OF THE OPENING IN WHICH THE COVER SETS MUST BE THE SAME AS THE COVER DIMENSIONS EXCEPT THE LENGTH AND WIDTH DIMENSIONS MUST BE 1/8 OR GREATER.
10. PULL BOX TYPE AND LOGO SHALL BE APPROVED BY THE PROJECT MANAGER.
11. COLOR OF CONCRETE COLLAR SHALL MATCH COLOR OF SURROUNDING COLORED CONCRETE.
12. 4"x4" MOUSEHOLES MAY BE USED IF REQUESTED.

CONCRETE COLLAR DETAIL

NOTE: THE CONCRETE COLLAR FOR THE PULL BOXES WILL BE PAID FOR UNDER THE CONTRACT ITEM FOR ELECTRICAL PULL BOX AND NO OTHER MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.

DRAWING NOT TO SCALE

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

AFSHIN JIAN NEW MEXICO 16226 10-30-18 LICENSED PROFESSIONAL ENGINEER

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PULL BOX DETAILS

710S-01-1/1

Sheet 710-01

* DRILLED SHAFT LENGTH IS MEASURED AS LENGTH OF SHAFT IN SOIL OR ROCK AS APPLICABLE. SEE DRILLED SHAFT LENGTHS TABLE FOR LENGTH.

DRILLED SHAFT LENGTHS

SEE NOTE 9 FOUNDATION NOTES 707-07-8/10

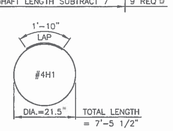
POLE HEIGHT (ft)	DRILLED SHAFT LENGTH (ft)
50	8.5
30 ORNAMENTAL	7.0
40	7.5
30	6.0

ANCHOR BOLTS

POLE HEIGHT (ft)	POLE DIAMETER O.D. (in)	BOLT DIAMETER (in)	BOLT LENGTH (in)	NUMBER OF BOLTS	BOLT CIRCLE DIAMETER (in)
50	10	1.000	52	4	15
40	9	1.000	52	4	11.5
30	8	1.000	52	4	11.5

REINFORCING SCHEDULE

#8V1 — DRILLED SHAFT LENGTH SUBTRACT 7" — 9 REQ'D



THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

NO.	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROADWAY LIGHTING
SUPPORT STRUCTURES
TYPE V

DRILLED SHAFT DETAILS

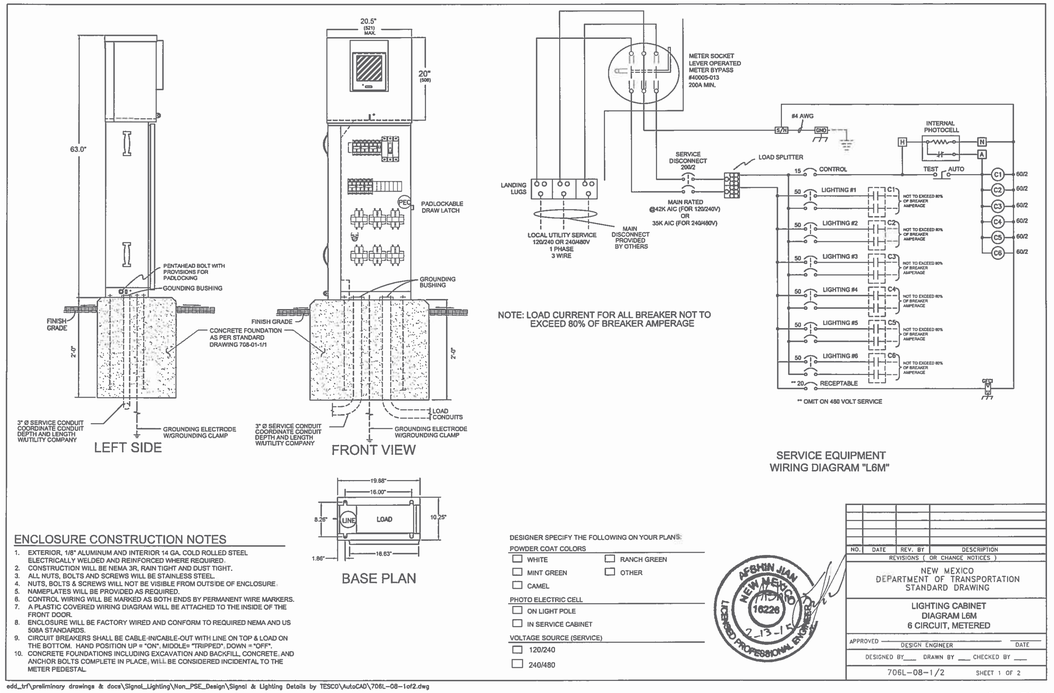
707L-07-9/10 9 of 10

MELISSA J BEACH NEW MEXICO 23675 REGISTERED PROFESSIONAL ENGINEER 5/11/2018

DESIGNED BY: ADA DRAWN BY: DLH CHECKED BY: HJB

APPROVED FOR USE ON NMDOT PROJECTS: DATE: 11/17/17

Sheet 707-20



ENCLOSURE CONSTRUCTION NOTES

1. EXTERIOR, 1/8" ALUMINUM AND INTERIOR 14 GA. COLD ROLLED STEEL ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
2. CONSTRUCTION WILL BE NEMA 3R, RAIN TIGHT AND DUST TIGHT.
3. ALL NUTS, BOLTS AND SCREWS WILL BE STAINLESS STEEL.
4. NUTS, BOLTS & SCREWS WILL NOT BE VISIBLE FROM OUTSIDE OF ENCLOSURE.
5. NAMEPLATES WILL BE PROVIDED AS REQUIRED.
6. CONTROL WIRING WILL BE MARKED AS BOTH ENDS BY PERMANENT WIRE MARKERS.
7. A PLASTIC COVERED WIRING DIAGRAM WILL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
8. ENCLOSURE WILL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA AND US 508A STANDARDS.
9. CIRCUIT BREAKERS SHALL BE CABLE-IN/CABLE-OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HAND POSITION UP = "ON", MIDDLE= "TRIPPED", DOWN = "OFF".
10. CONCRETE FOUNDATIONS INCLUDING EXCAVATION AND BACKFILL, CONCRETE, AND ANCHOR BOLTS COMPLETE IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE METER PEDESTAL.

DESIGNER SPECIFY THE FOLLOWING ON YOUR PLANS:

POWDER COAT COLORS
- ☐ WHITE
- ☐ RANCH GREEN
- ☐ MINT GREEN
- ☐ OTHER
- ☐ CAMEL

PHOTO ELECTRIC CELL
- ☐ ON LIGHT POLE
- ☐ IN SERVICE CABINET

VOLTAGE SOURCE (SERVICE)
- ☐ 120/240
- ☐ 240/480

NO.	DATE	REV. BY	DESCRIPTION
			REVISIONS (OR CHANGE NOTICES)

AFSHIN JIAN NEW MEXICO 16226 9-13-18 LICENSED PROFESSIONAL ENGINEER

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

LIGHTING CABINET
DIAGRAM L6M
6 CIRCUIT, METERED

APPROVED ____ DESIGN ENGINEER ____ DATE

DESIGNED BY ___ DRAWN BY ___ CHECKED BY ___

706L-08-1/2 SHEET 1 OF 2

add_to\preliminary drawings & docs\Signal_Lighting\Non_PSE_Design\Signal & Lighting Details by TESCO\AutoCAD\706L-08-1of2.dwg

Sheet 706-12

REVISIONS

DATE	REV

LIGHTING STANDARD AND FOUNDATION DETAILS ARE SHOWN ON THESE DRAWINGS FOR BIDDING PURPOSES ONLY. REFER TO THE NMDOT LATEST CONSTRUCTION STANDARDS FOR EXACT REQUIREMENTS.

100% PLAN SET

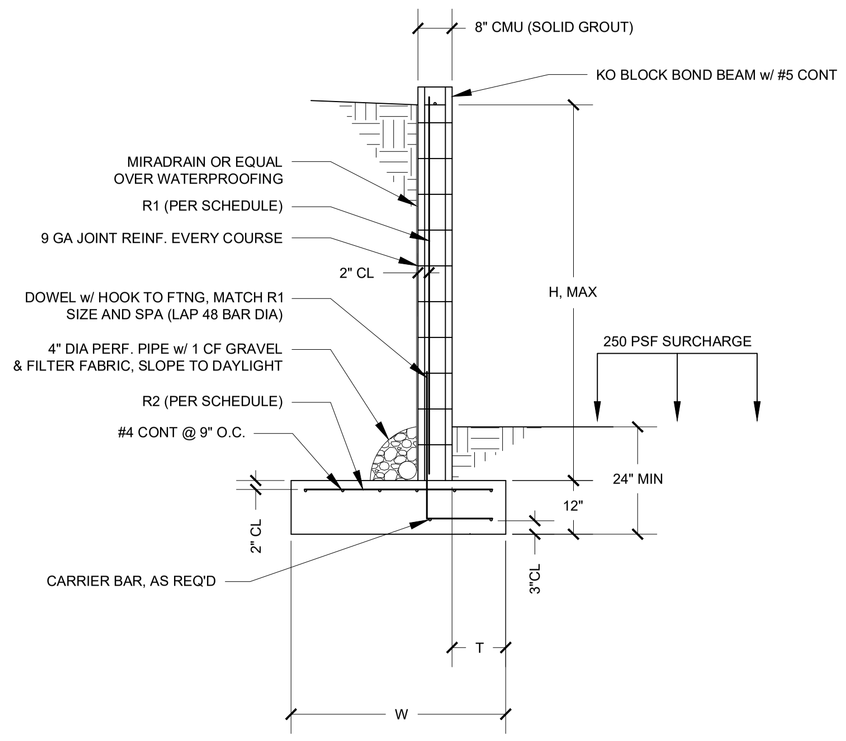
rtm engineering consultants
1626 Cole Blvd. | 300 | Lakewood, CO 80401
T: 970.775.9812

TIERRA CONTENTA PHASE 3A

SITE LIGHTING DETAILS

SCALE	DWG NO.	DATE
AS NOTED	E-302	04/09/2025
P&DR CASE # 2011-109		SHEET NO.

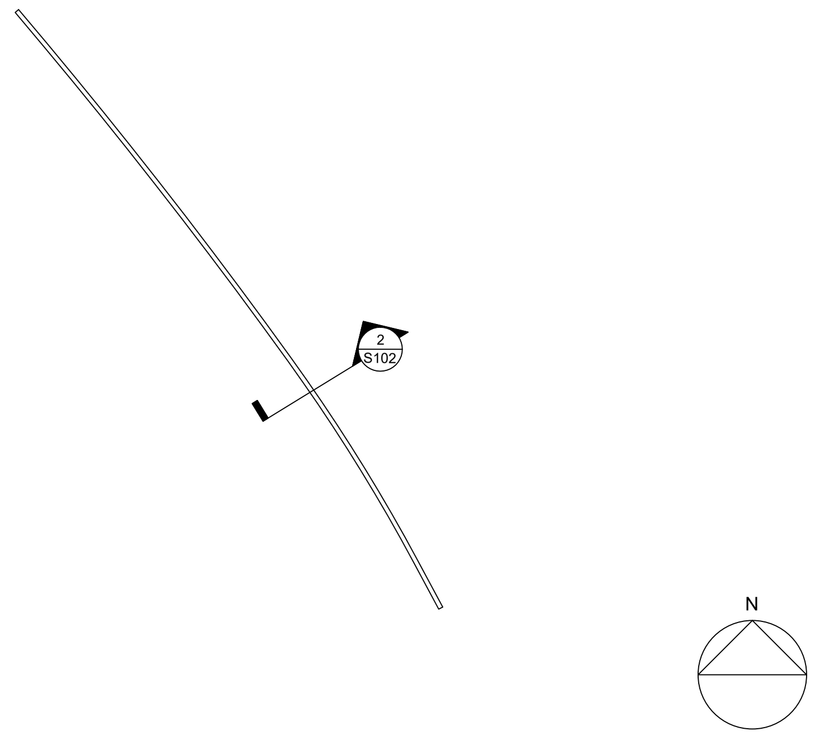
S:\BGPROJECTS\10804.00 TIERRA CONTENTA PHASE 3\CAD\BGCE CAD\10804.00_E-302.DWG



WALL SCHEDULE

H	W	T	R1	R2	KEY
≤7'-0"	4'-0"	1'-0"	#6@16" O.C.	#4@16" O.C.	NONE
≤5'-0"	2'-9"	1'-0"	#4@24" O.C.	#4@24" O.C.	NONE
≤3'-0"	2'-0"	0'-8"	#4@48" O.C.	#4@48" O.C.	NONE

2 8" CMU RETAINING WALL SCHEDULE - TRAFFIC SURCHARGE AT TOE
SCALE: 1/2" = 1'-0"



1 CMU RETAINING WALL PLAN
SCALE: 1/16" = 1'-0"

ORIGINAL DRAWING IS 36 X 24

Luchini Trujillo
Structural Engineers

2019 Galisteo St D2
Santa Fe, NM 87505

4110 Wolcott Ave NE Ste. C
Albuquerque, NM 87109

INFO@LTSENG.COM
505.424.3232 www.LTSENG.com

SEAL:

ANTONIO E. LUCHINI
NEW MEXICO
21658
PROFESSIONAL ENGINEER
2/21/25

REVISIONS:

No.	Description	Date

PROJECT NAME:

TIERRA CONTENTA
PHASE 3A

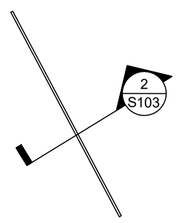
SHEET TITLE:

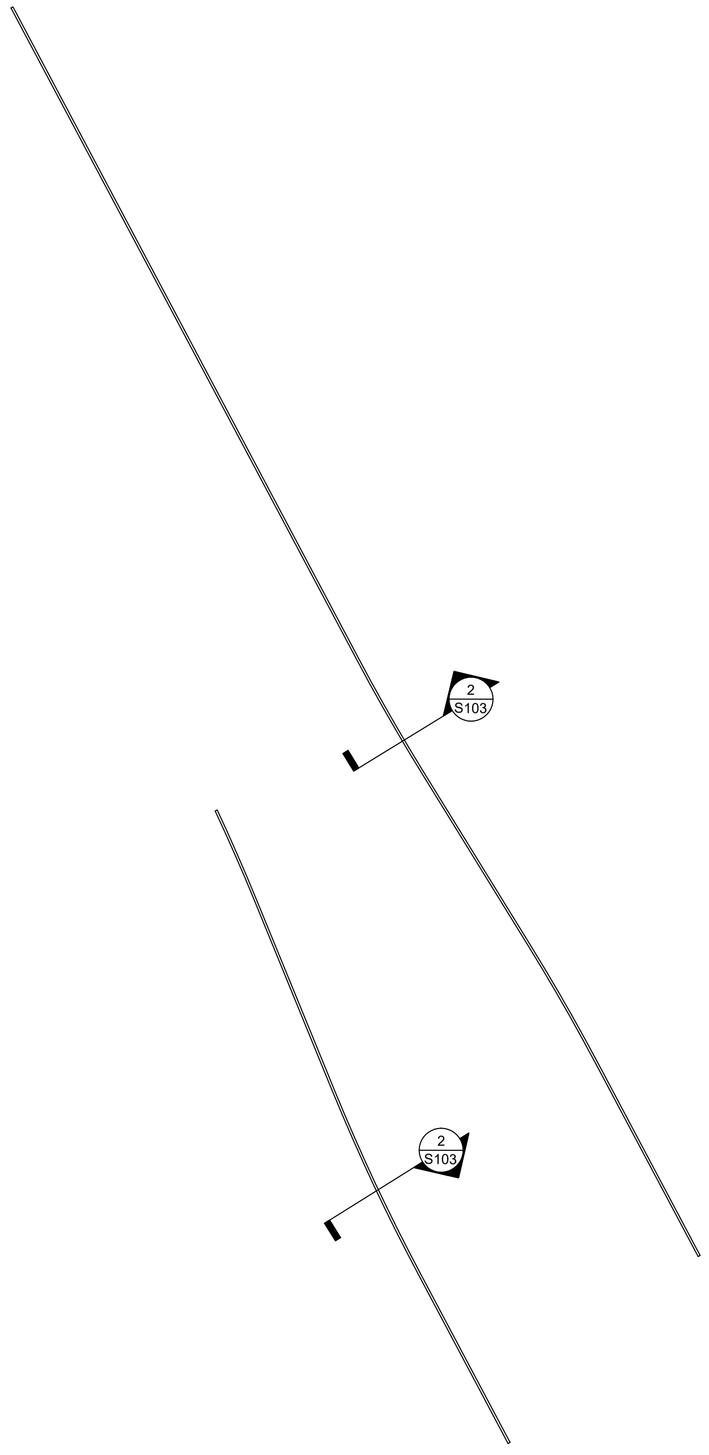
PASEO DEL SOL
WEST
CONNECTION

Project number	2724
Date	February 21, 2025
Drawn by	AEL
Checked by	AEL

S102

Scale





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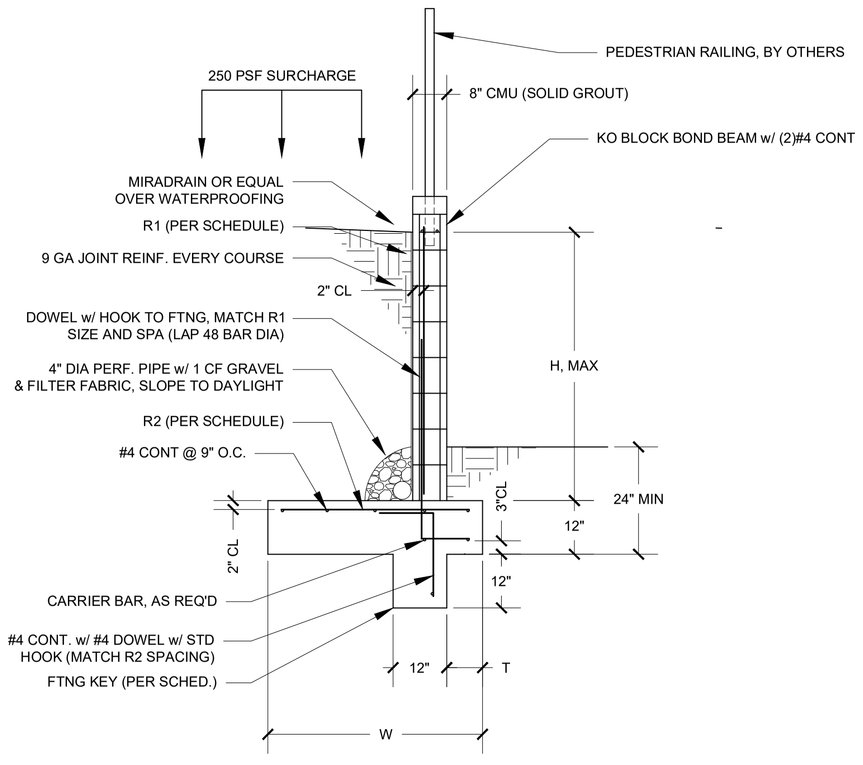

WALL SCHEDULE

H	W	T	R1	R2	KEY
≤5'-0"	4'-0"	0'-8"	#5@16" O.C.	#4@16" O.C.	12"x12"
≤3'-0"	3'-6"	0'-8"	#4@32" O.C.	#4@32" O.C.	NONE

2 8" CMU RETAINING WALL SCHEDULE - TRAFFIC SURCHARGE AT HEEL
SCALE: 1/2" = 1'-0"

Luchini Trujillo
Structural Engineers

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Santa Fe, NM 87505

4110 Wolcott Ave NE Ste. C
Albuquerque, NM 87109

INFO@LTSENG.COM
505.424.3232 www.LTSENG.com

SEAL:



REVISIONS:

No.	Description	Date

PROJECT NAME:

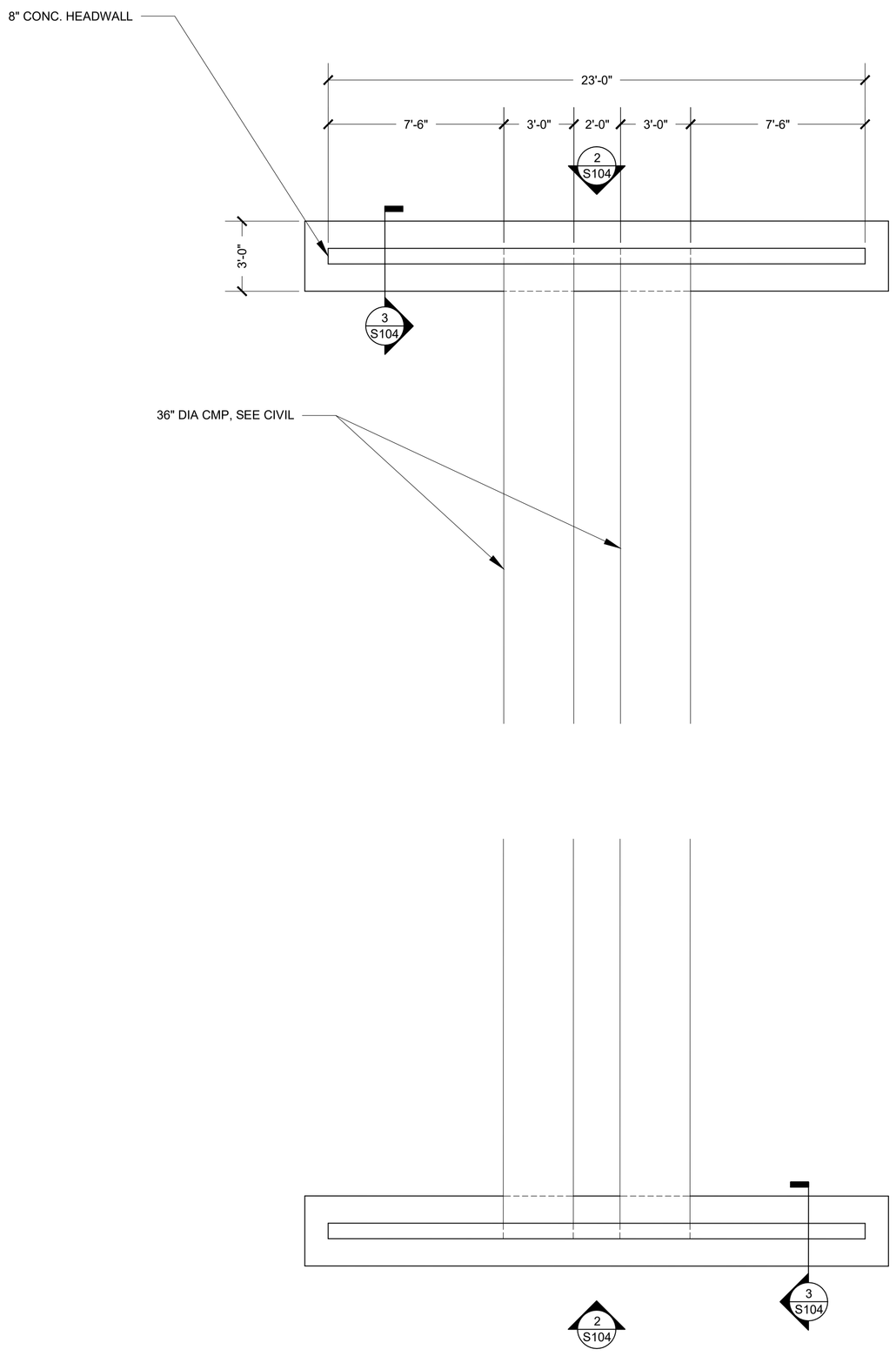
TIERRA CONTENTA
PHASE 3A

SHEET TITLE:

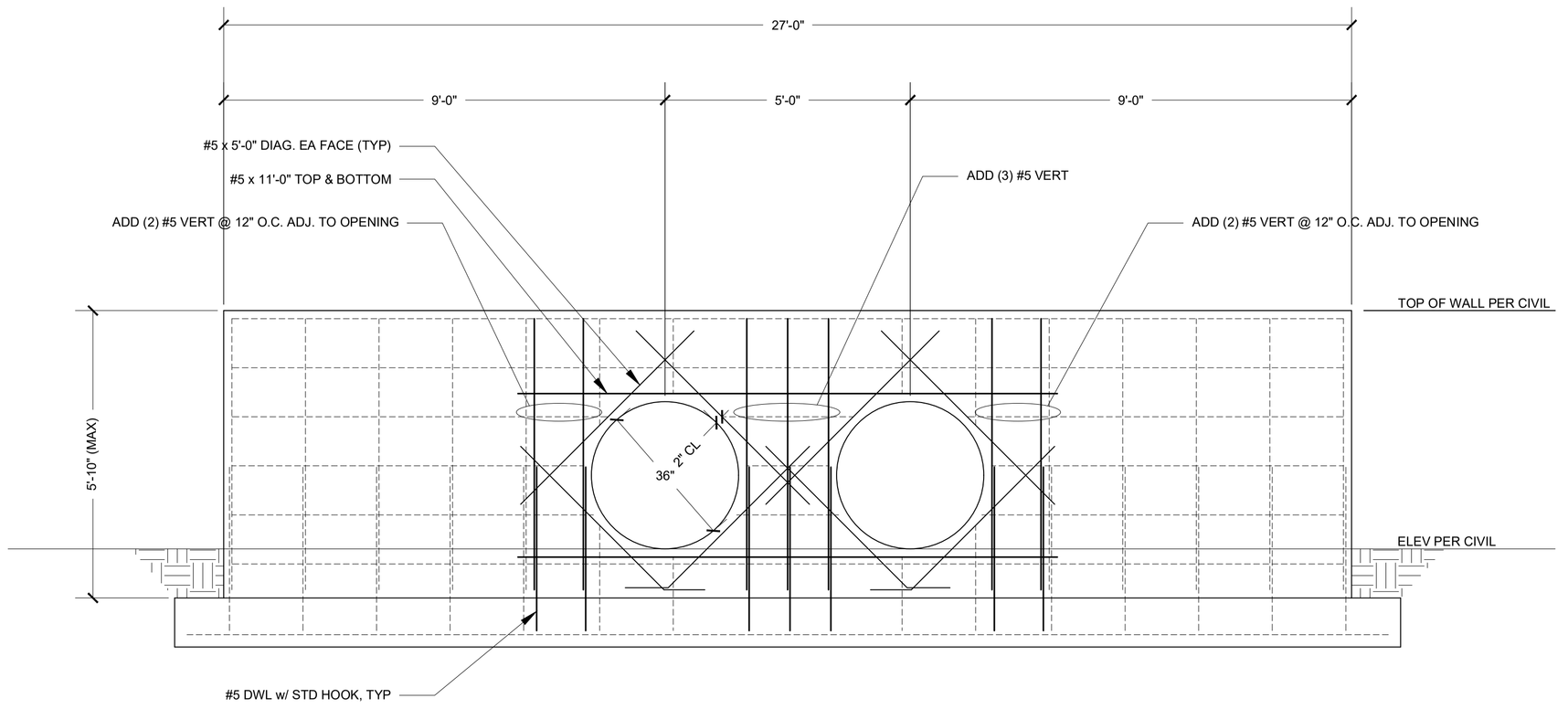
PASEO DEL SOL
ARROYO
CROSSING

Project number	2724
Date	February 21, 2025
Drawn by	AEL
Checked by	AEL
	S103
Scale	

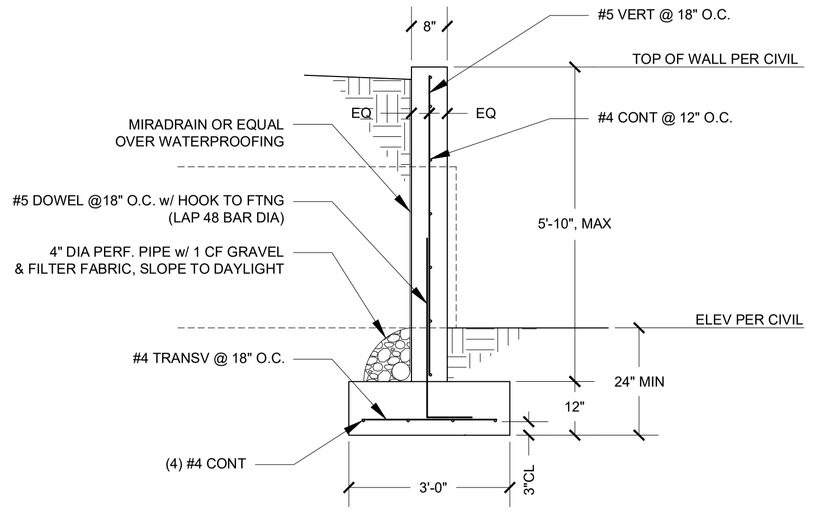
ORIGINAL DRAWING IS 36 X 24



1 HEADWALL PLAN
SCALE: 1/2" = 1'-0"



2 HEADWALL ELEVATION
SCALE: 1/2" = 1'-0"



3 HEADWALL SECTION
SCALE: 1/2" = 1'-0"

Luchini Trujillo
Structural Engineers

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Santa Fe, NM 87505

4110 Wolcott Ave NE Ste. C
Albuquerque, NM 87109

INFO@LTSENG.COM
505.424.3232 www.LTSENG.com

SEAL:



REVISIONS:

No.	Description	Date

PROJECT NAME:

TIERRA CONTENTA
PHASE 3A

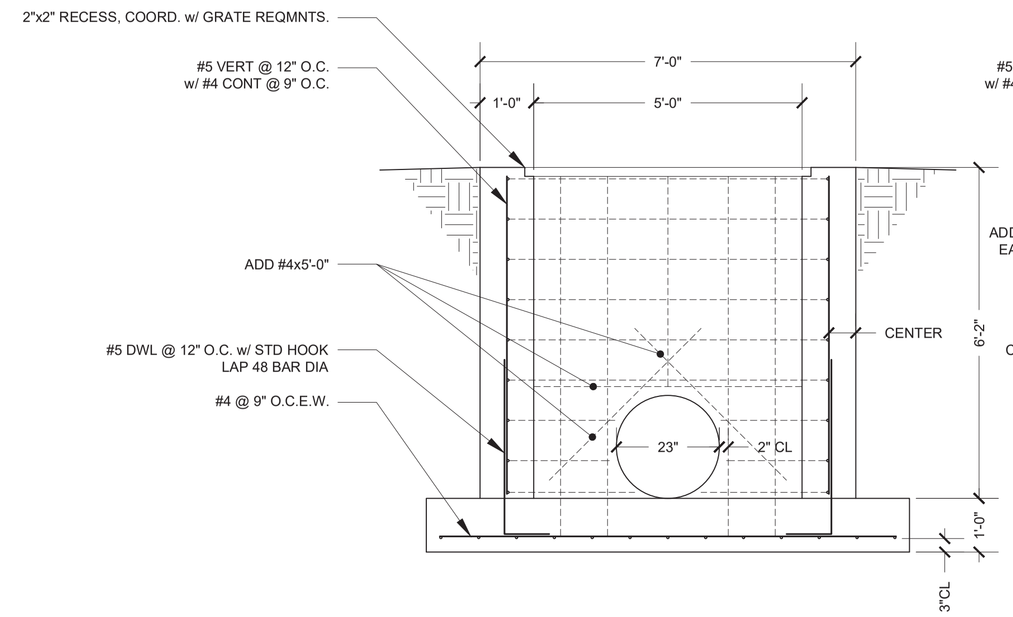
SHEET TITLE:

PASEO DEL SOL
WEST
HEADWALLS

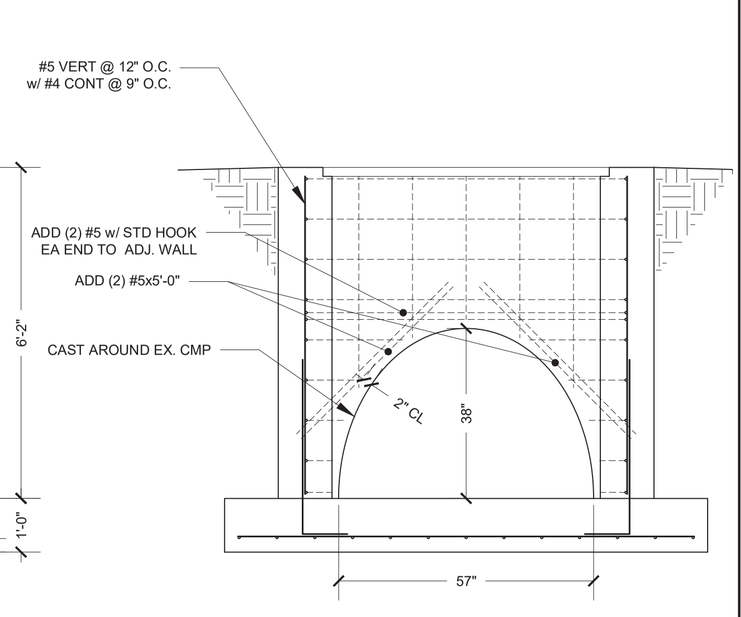
Project number	2724
Date	February 21, 2025
Drawn by	AEL
Checked by	AEL

S104

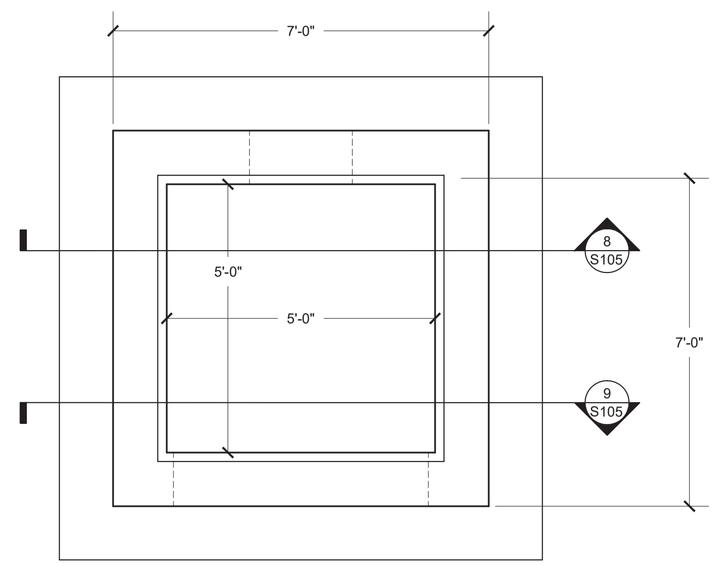
Scale



8 OUTLET - POND A1 SECTION
SCALE: 1/2" = 1'-0"



9 OUTLET - POND A1 SECTION
SCALE: 1/2" = 1'-0"



7 OUTLET PLAN - POND A1
SCALE: 1/2" = 1'-0"

Luchini Trujillo
Structural Engineers

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Santa Fe, NM 87505

4110 Wolcott Ave NE Ste. C
Albuquerque, NM 87109

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SEAL:

ANTONIO E. LUCHINI
NEW MEXICO
21658
PROFESSIONAL ENGINEER
2/21/25

REVISIONS:

No.	Description	Date

PROJECT NAME:

TIERRA CONTENTA
PHASE 3A

SHEET TITLE:

POND A1.

Project number	2724
Date	February 21, 2025
Drawn by	AEL
Checked by	AEL
	S105
Scale	

City of Santa Fe, New Mexico

Attachment C

Public Comment

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Monday, September 29, 2025 2:11:46 PM

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.

Submitted on: Monday, September 29, 2025 at 2:11pm

- First Name: P
- Last Name: Blair
- Land Use Board: Planning Commission
- Case Number: 2025-10685.
- Your Comment: I am writing about the proposed development of the over 200 acres west of Capital HS. Case #2025-10685.

  I live directly adjacent to the proposed area. Apart from the irrevocable disturbance to the quality of life for current residents and likely decrease of home values, there are many other considerations.

  Santa Fe is experiencing a long-term, record-breaking drought, the driest stretch in 1,200 years. There are currently numerous home development projects in town. Where will all the water come from to provide for this massive development?

  The proposed area has thousands of trees including numerous old cottonwoods along the acequia. The land is quite hilly and slopes deeply down to the cottonwoods. This area is home to a vast amount of wildlife – from all sorts of birds including owls, hawks, roadrunners and more as well as numerous other native species. All this habitat would be destroyed with the development.

  Please uphold SFCC 14-8.2(D)(2)(b) and SFCC 14-8.4(F)(5) regarding terrain management standards prohibiting disturbances of natural slopes and removal and preservation of significant trees.

From: Margaret Ambrosino
To: CLOUSER, REBEKAH E.
Cc: jennifer@jenkinsgavin.com
Subject: Withdrawal of Variance to Significant Trees
Date: Tuesday, October 21, 2025 10:47:30 AM
Attachments: image001.png

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.

Good morning, Rebekah,

This email serves to formally withdraw our Variance submittal from our application for "Tierra Contenta Phase 3A Preliminary Subdivision Plat, Variance and Permit Applications" regarding Significant Trees per SFCC §14-8.4(F)(5), in favor of a Minor Modification request which includes a custom means of compliance for significant tree replacement as previously submitted.

Thank you, and please let me know if you have any questions.

Margaret

Margaret Ambrosino, AICP
Project Manager
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
Ph. (505) 820-7444
Cell (505) 231-1260
margaret@jenkinsgavin.com
www.jenkinsgavin.com

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Sunday, November 2, 2025 3:50:18 PM

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.

Submitted on: Sunday, November 2, 2025 at 3:50pm

- First Name: P
- Last Name: Blair
- Land Use Board: Planning Commission
- Case Number: 2025-10685
- Your Comment: I am writing about the proposed development of the over 200 acres west of Capital HS. Case #2025-10685.

  I live directly adjacent to the proposed area. Apart from the irrevocable disturbance to the quality of life for current residents and likely decrease of home values, there are many other considerations.

  Santa Fe is experiencing a long-term, record-breaking drought, the driest stretch in 1,200 years. There are currently numerous home development projects in town. Where will all the water come from to provide for this massive development?

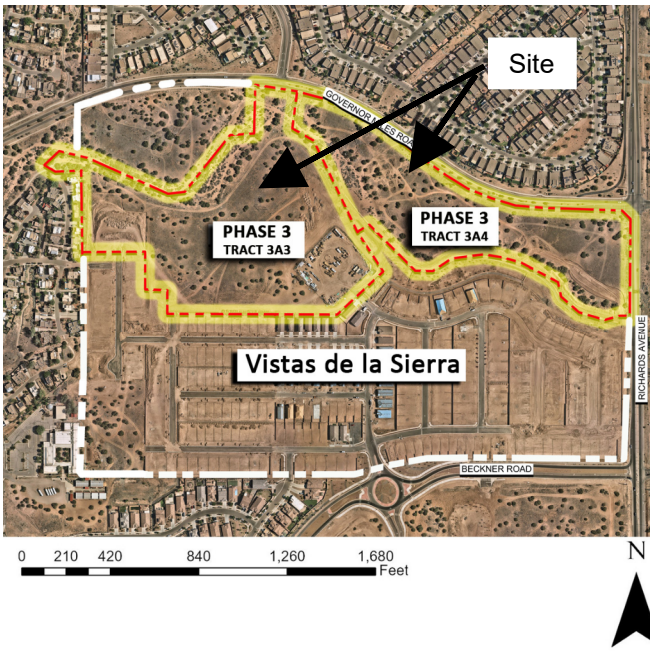
  The proposed area has thousands of trees including numerous old cottonwoods. The land is extremely hilly and slopes quite deeply down to various arroyos, cottonwoods and other trees. This area is home to a vast amount of wildlife – from all sorts of birds including owls, hawks, roadrunners and more as well as numerous other native species. All this habitat would be destroyed with the development.

  Please uphold SFCC 14-8.2(D)(2)(b) and SFCC 14-8.4(F)(5) regarding terrain management standards prohibiting disturbances of natural slopes and removal and preservation of significant trees.

CITY OF SANTA FE

Planning and Land Use Department
Planning Commission Staff Report

Case No:	2025-11006
Hearing Date:	November 6, 2025
Applicant:	Forestar (USA) Real Estate Group, Inc.
Agent:	Liaison Planning Services, Inc.
Request:	Subdivision Development Plan
Location:	3800 Governor Miles Road
Case Mgr.:	Claudia Kath
Zoning:	R-5
Overlay:	Suburban Archaeological
Pre-app Mtg:	June 12, 2025
ENN Mtg:	August 22, 2025
Proposal:	Preliminary Subdivision Plat approval for 128 residential lots on 24.423-acres on 2 separate parcels: Tract #3A3 - 16.653 acres and Tract #3A4 - 7.77 acres.



Site Map: Vistas de la Sierra – Phase 3

Case #2025-11006. Vistas de la Sierra Phase 3. Liaison Planning Services, Inc., Agent, for Forestar (USA) Real Estate Group, Inc., owner and applicant ("Applicant"), requests review and approval of a Preliminary Subdivision Plat, per § 14-3.7(B)(3) of the Land Development Code, for a 128-lot residential subdivision in Phase 3 of the Vistas de la Sierra subdivision. The Phase 3 property is a 24.42-acre parcel located at 3800 Governor Miles Road and west of Richards Avenue. Phase 3 consists of 2 separate tracts. Tract #3A3 is 16.653 acres and Tract 3A4 is 7.77 acres. The subject property is zoned R-5 (residential 5 units per acre). (Claudia Kath, Case Manager, cmkath@santafenm.gov).

I. RECOMMENDATION

The Land Use Department recommends **APPROVAL** of **Case # 2025-11006, Vistas de la Sierra Phase 3 Preliminary Subdivision Plat,** subject to conditions of approval and technical corrections as outlined in Attachment A of this report.

One motion will be required for this case:

- ***Approve*** *or* ***deny*** Case # **2025-11006, Vistas de la Sierra Phase 3, Preliminary Subdivision Plat,** subject to conditions of approval as outlined in this report and technical correction listed in Attachment A."

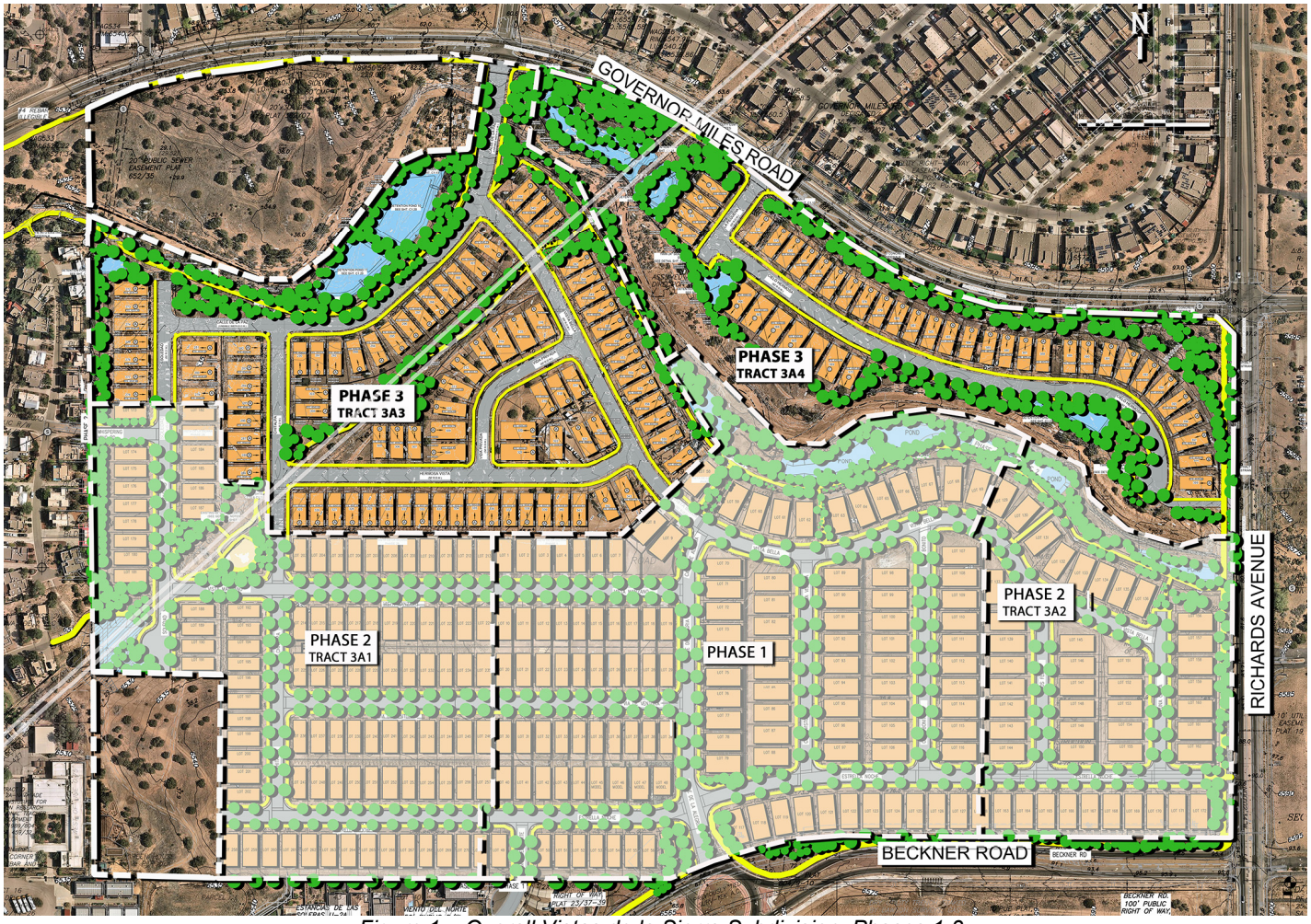


Figure 1 – Overall Vistas de la Sierra Subdivision Phases 1-3

II. EXECUTIVE SUMMARY

Vistas de la Sierra encompasses approximately 94.07-acres of land west of Richards Avenue and north of Beckner Road, formerly known as "Beaty South," which was annexed into the City of Santa Fe in 2007 ("Ordinance 2007-30 Annexation Agreement and Rezone Ordinance") See Attachment D. Originally proposed as a 523-lot multi-phased development, the property was rezoned in 2007 from R-1 to the R-5 zoning district (residential 5 units per acre). The annexation agreement included a Master Plan for the property that was described as "conceptual in nature and that the design may be modified through the subdivision platting process without the necessity for a Master Plan amendment." Staff has determined that deviations from the original Master Plan can be approved or denied by the Planning Commission through the subdivision platting process and would not necessarily require an amendment to the Master Plan.

The applicant is proposing to increase the number of lots by six (6) compared to the total previously approved for Phase 3 in 2020. In accordance with Ordinance No. 2007-30, "the phasing, timing, and lot count in each phase may be modified from time to time as part of the subdivision platting process. Such changes shall not necessitate a Master Plan amendment."

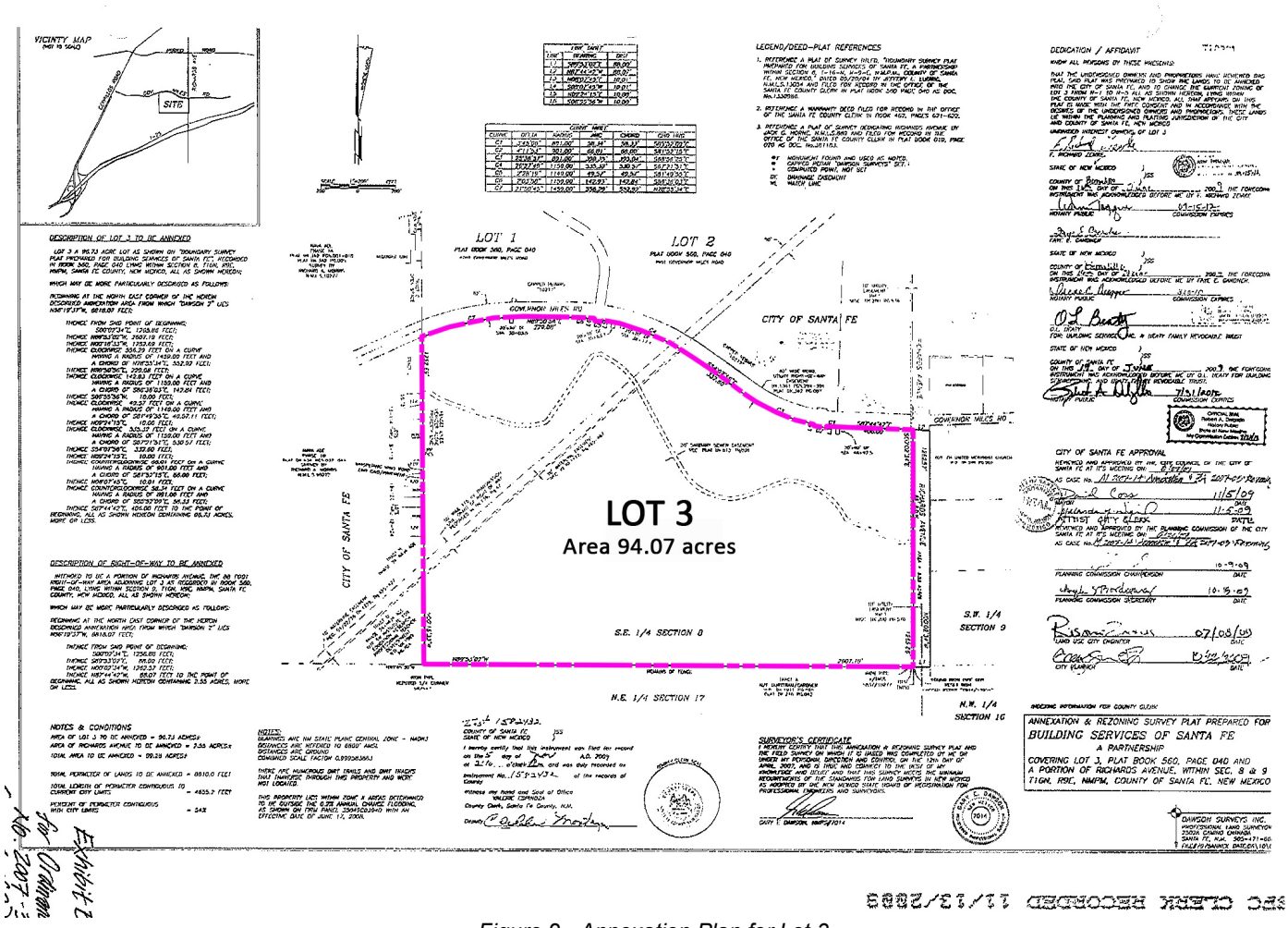


Figure 2 - Annexation Plan for Lot 3

On November 5, 2020, the Planning Commission approved the Vistas de la Sierra subdivision, a 393-lot residential development to be constructed in three phases. That approval expired in 2023 before Phase 3 could be constructed. The current owner/Applicant is seeking preliminary subdivision plat approval for Phase 3, which encompasses 128 lots across 24.42 acres. Phase 3 includes two tracts: Tract 3A3, consisting of 16.65 acres, and Tract 3A4, covering 7.77 acres.

The future lots will accommodate single-family residences meeting the dimensional standards for the R-5 zoning district including front, rear and side setbacks, maximum 24-foot height of structures, minimum number of two off-street parking spaces per lot, and not to exceed 40% lot coverage. The preliminary subdivision plat meets approval criteria and does not create or increase any nonconformities with Chapter 14 and is compatible with and comparable to residential subdivisions in the surrounding area. Th overall plan for the preliminary subdivision is in accordance with the Annexations Agreement Conditions of Approval. See Attachment D.

According to the Santa Fe Homes Program, (SFHP) 20% of the homes must be affordable. For Phase 3, there will be 25 affordable homes which as an increase of 2 homes from the previously approved Phase 3. (See SFHP Recorded Agreement in Attachment D).

Table 1 - Vistas de la Sierra Phases

Vistas de la Sierra Phases	Residential Lots	Acres
Phase 1	128	19.89
Phase 1 – Tracts 1 & 2	Open Space	9.52
Phase 1 – Tract U	Future Development	9.68
Phase 1 – Tract W	Public Schools	3.14
Phase 1 - Tract L	Park Area	2.97
Phase 2A	46	8.82
Phase 2B	97	15.69
Phase 3A	87	16.65
Phase 3B	41	7.77
Total	399	94.07

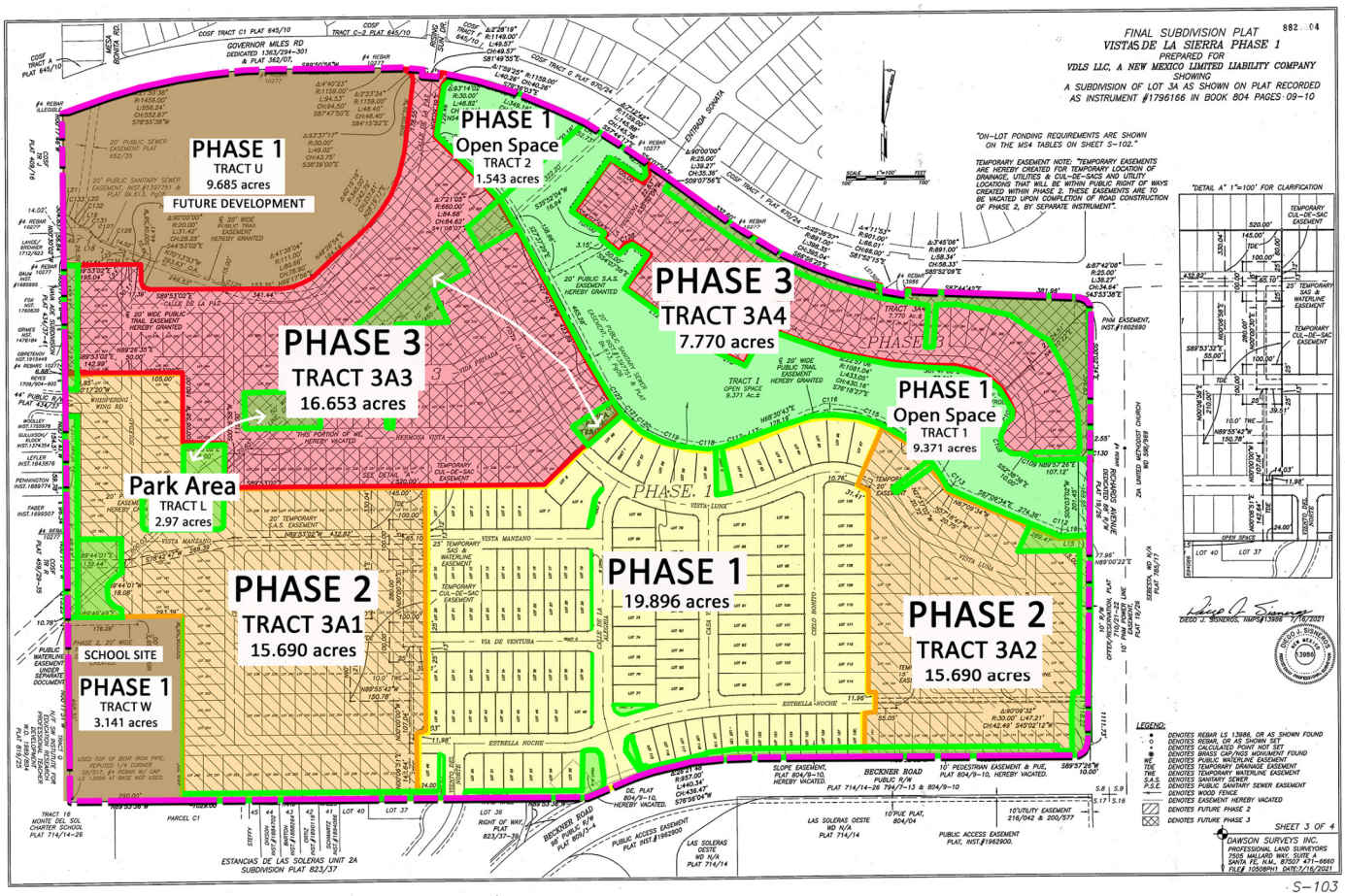


Figure 3 - Vistas de la Sierra Phasing Plan

III. EXISTING CONDITIONS

Vistas de la Sierra Phase 3 is currently vacant land with the Arroyo Chamiso traversing through the center between Tracts 3A3 and 3A4. The property is located along the south side of Governor Miles Road, at the southwest corner of Richards Avenue, south of Villa Sonata, east of the Nava Ade subdivision, and north of Beckner Road and the Estancias de Las Soleras subdivision. Currently, Phases 1 and 2 are under active construction and partially occupied.



Figure 4 – Trail at Phase 1



Figure 5 – Arroyo at Phase 1

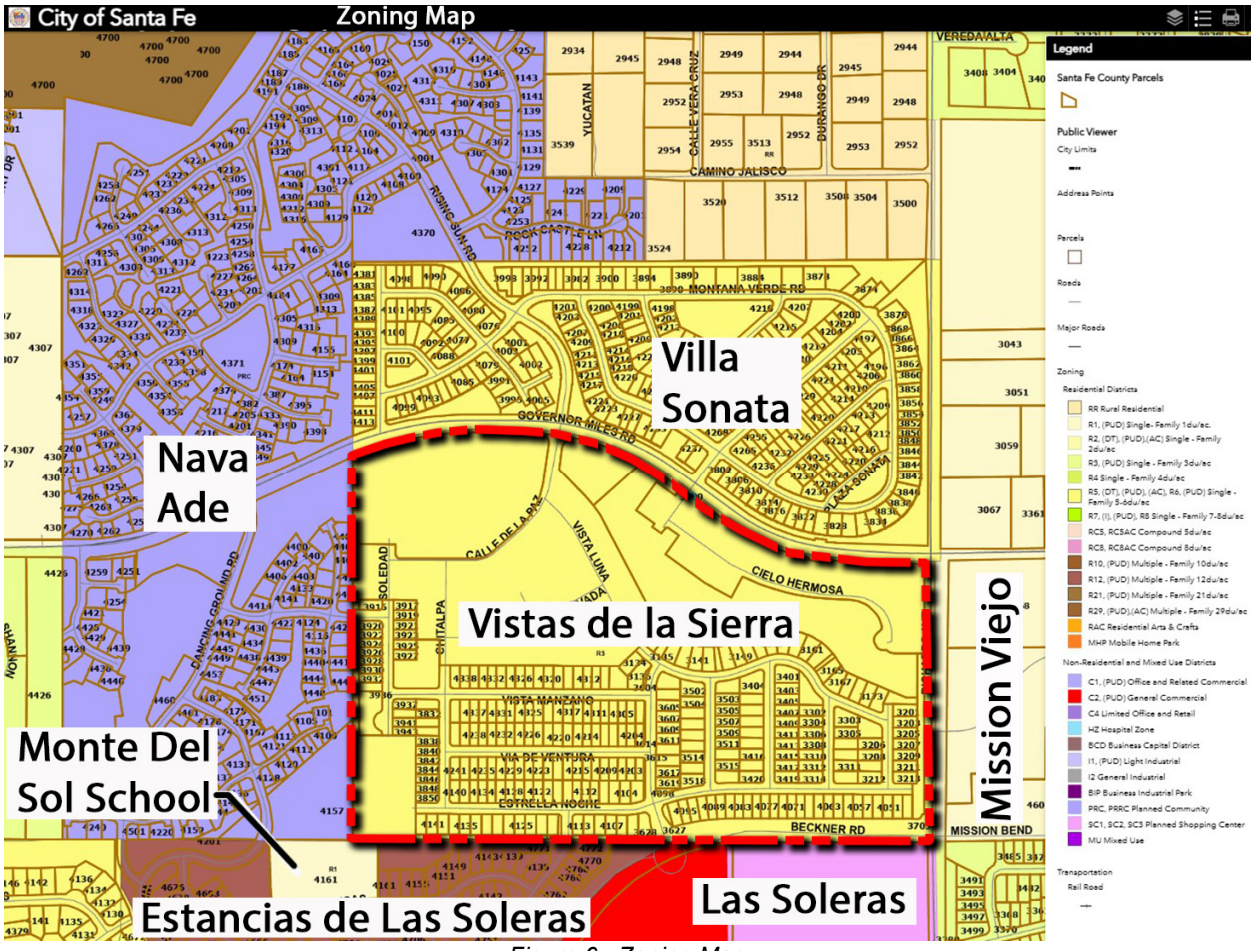


Figure 6 - Zoning Map

Table 2 - Zoning and Adjacent Properties

	Existing Development	Zoning
North	Single family residential (Villa Sonata subdivision)	R-5 (Residential -five dwelling units per acre)
West	Single family residential (Nava Ade subdivision)	PRC (Planned Residential Community)
South	Single family residential (Estancias de Los Soleras & vacant land south of Beckner Road)	R-12 (Residential -twelve dwelling units per acre), and SC-2 (Planned Shopping Center District)
East	Single family residential (Mission Viejo subdivision, school & church)	R-1 (Residential -one dwelling unit per acre)

The proposed subdivision, zoned R-5, is consistent with the Future Land Use Map which indicates 3-7 dwelling units per acre.

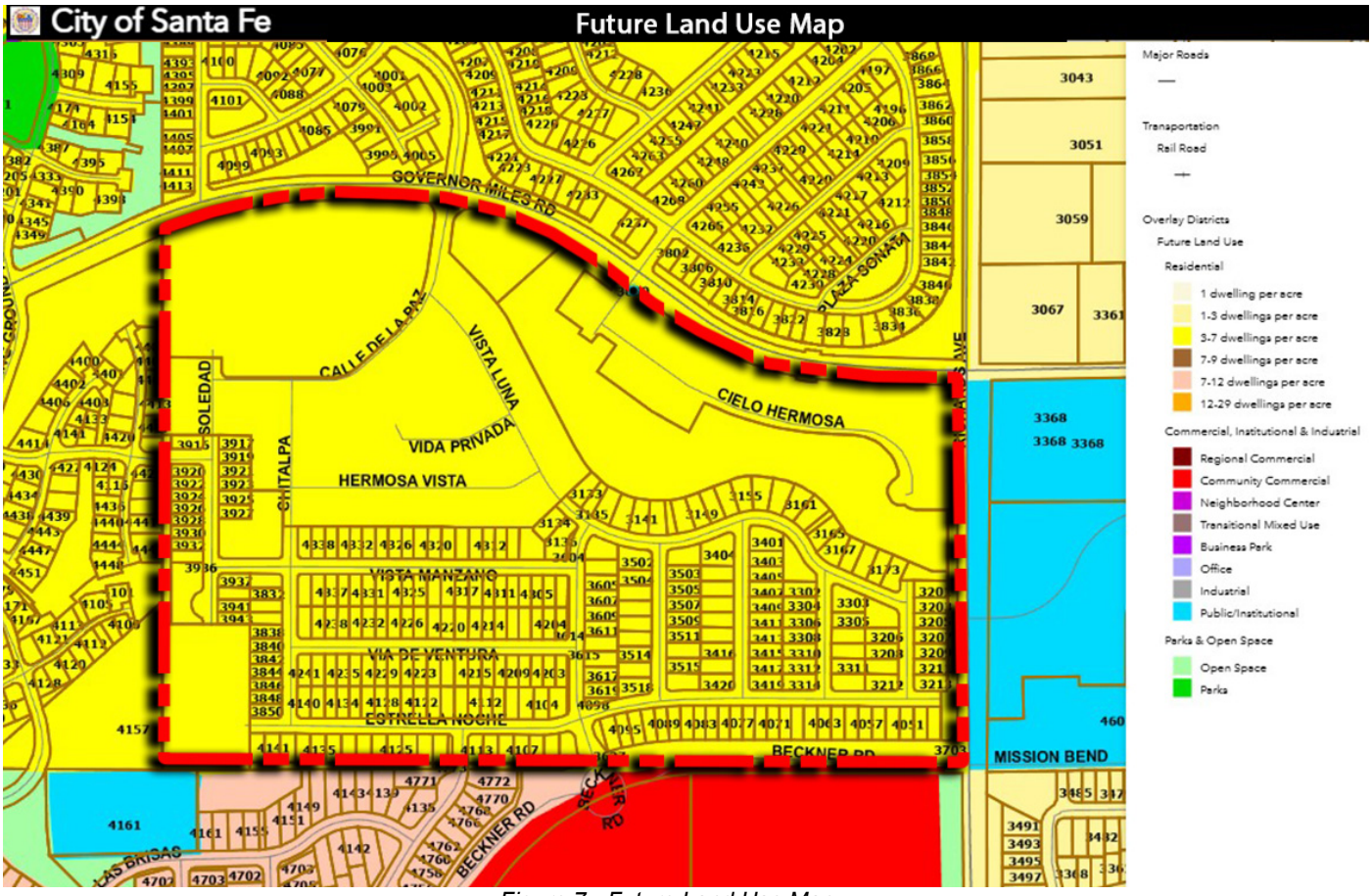


Figure 7 - Future Land Use Map

IV. **PROJECT ANALYSIS – DEVELOPMENT AND DESIGN STANDARDS**

The Applicant has complied with all applicable subsections of Santa Fe City Code ("SFCC") Section14-3.1 General Provisions. The City's Development Review Team (DRT) reviewed the Application for compliance with applicable City Code sections. Staff's analysis identifies the Application has satisfied Subdivision Approval Criteria in accordance with SFCC Section 14-3.7(B)(3) subject to conditions of approval and technical corrections in this report and included herewith as "Attachment A".

Table 3 - Phase 3 Dimensional Requirements

Vistas de la Sierra Phase 3	
Zoning	R-5 (Residential - five dwelling units per acre)
Total Units	128 (an increase of 6 units from the previously approved 2020 Subdivision for Phase 3)
Affordable Units	In accordance with Santa Fe Homes Program, 25 lots will be developed for affordable homes (20% of the 128 lots)
Gross Density	5.24 units /acre
Lot Size	There will be 115 lots at 4,200 sq.ft. and 13 lots at 5,600 sq.ft.
Street Setback	10 feet
Side Setback	5 feet from side property line for the first floor and 5 feet for the second story if variance is granted
Rear Setback	15 feet or 20% average lot depth
Maximum Height	24 feet
Required parking per parcel	Min. 2 off-street spaces
Extra street parking	.5 spaces x 128 lots = 64 spaces required for on-street quest parking

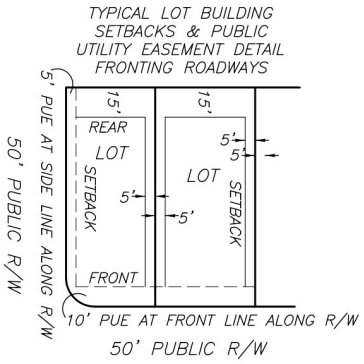


Figure 8 - Example Lot Dimensions

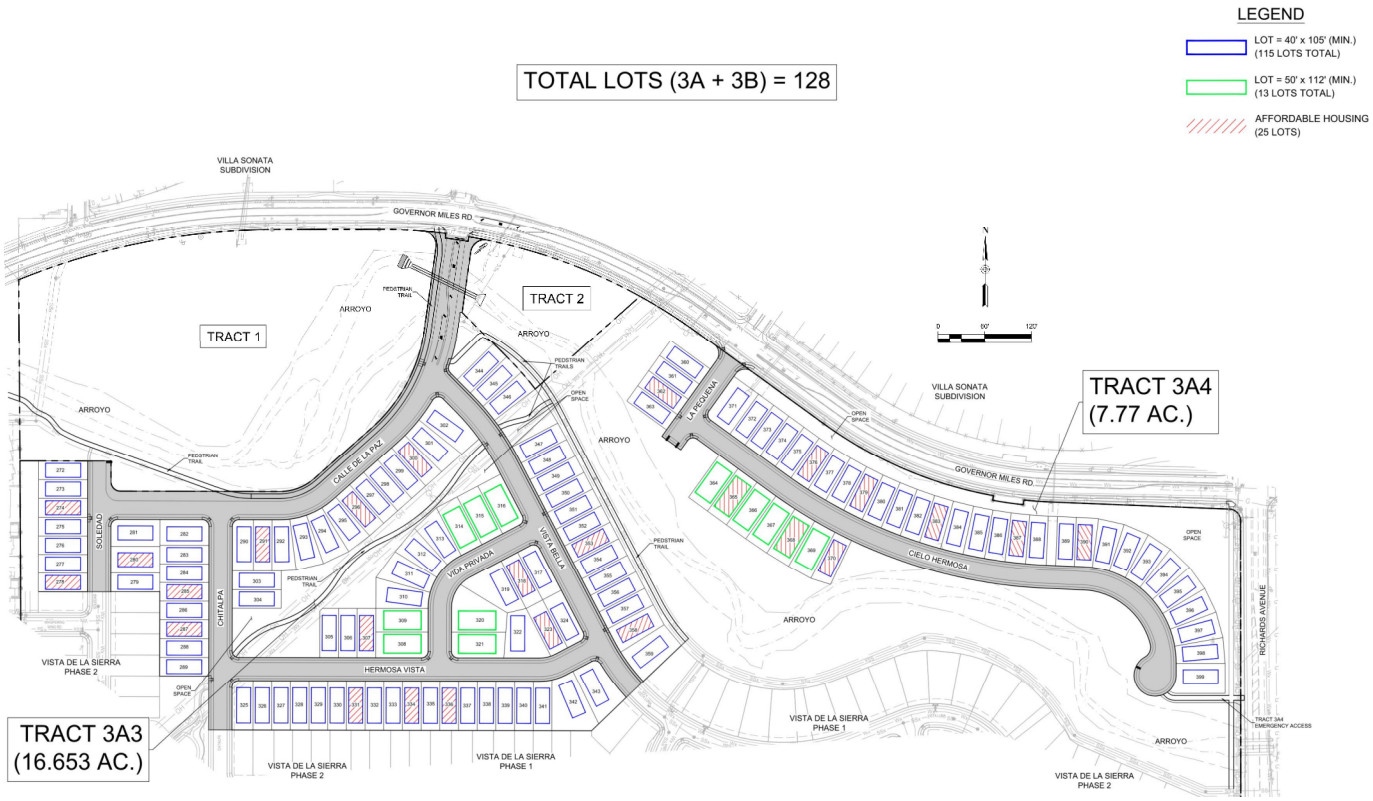


Figure 9 - Phase 3 Site Plan

A. Utilities

1. **Fire Protection SFCC 1987, §12-1 –** Where the number of dwelling units exceeds 30 in any given single family residential subdivision, the Fire Marshal requires separate and approved fire apparatus access roads that meet the requirements of Section D104.3 of the Fire Code. The preliminary subdivision plat is therefore designed with emergency access to Richards Avenue at two points; at the east end of Cielo Hermosa where it ends in a cul-de-sac and where Estrella Noche terminates at Richards Avenue just north of the Beckner Road intersection. These emergency access connections will be gated and equipped with Knox boxes. In Phase 3A, seven (7) fire hydrants are proposed and in Phase 3B, three (3) are proposed. The Fire Marshall reviewed the Preliminary Subdivision Plat and the DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

2. **Water & Sewer SFCC 1987, §25-3 & 4-** The Project will be served with City water, sewer, and dry utilities. There is an existing 16-inch water main between the arroyo and Governor Miles Rd. New drainage infrastructure, walls and ponds are proposed to be constructed over this main. Particular attention should be given to this area to not disrupt the water mainline. New 10-inch and 8-inch public waterlines will be constructed in the roadways connected to this line, as well as existing off-site water mains at the following locations: Governor Miles Road (two locations), Beckner Road, Richards Ave. (two locations), and Whispering Wing. New 8-inch public sewer lines will be constructed in the roadways, which will connect to the public trunk line adjacent to the arroyo. In addition, sewer connections are proposed at Viento del Norte and an existing line in Nava Ade. The Water and Wastewater divisions reviewed the Preliminary Subdivision Plat and the DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

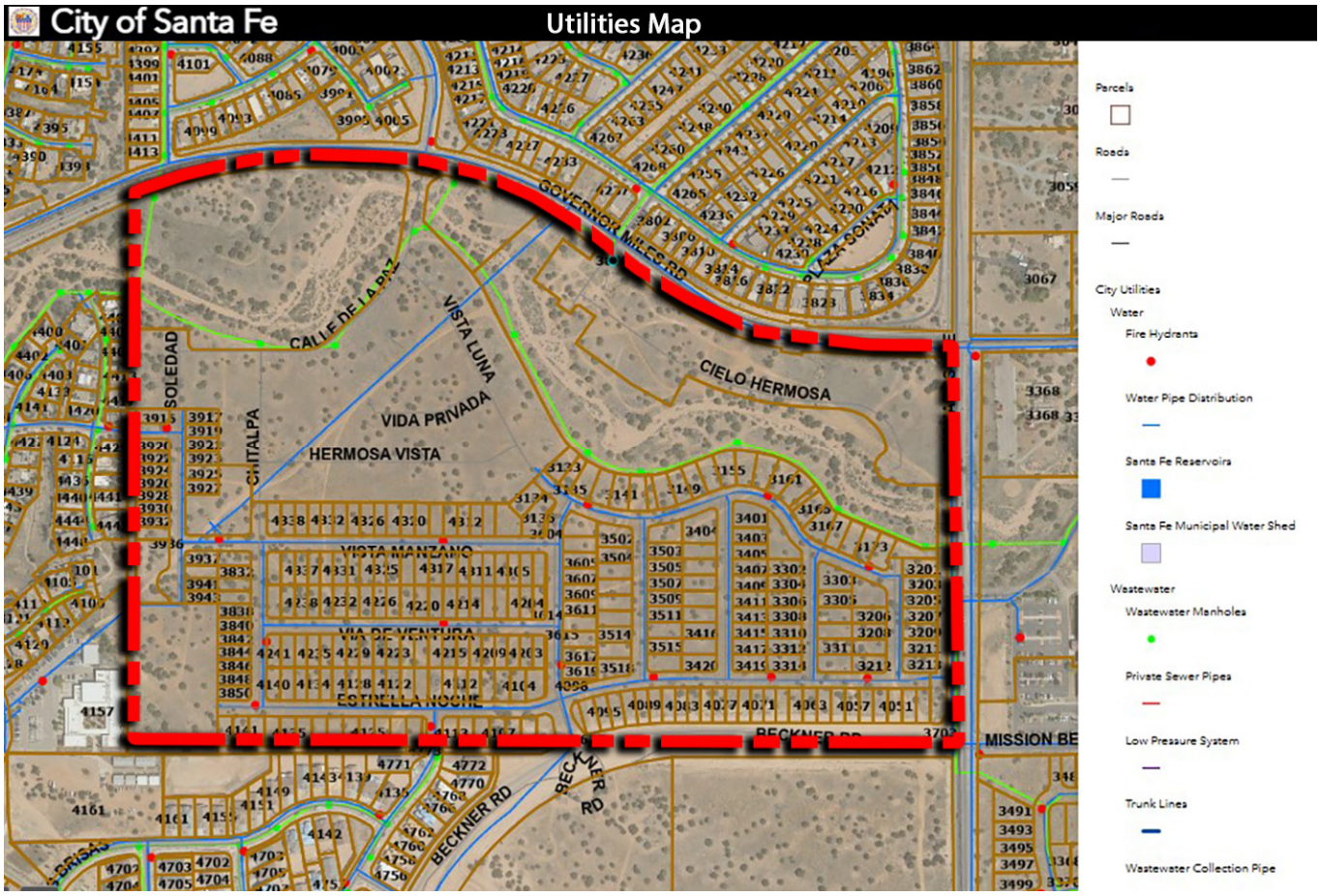


Figure 10 - Utility Map

3. **Water Budget SFCC 1987, §25-9 –** Phase 3 of the Vistas de la Sierra development includes six (6) additional single-family residential lots, requiring an amended Development Water Budget and corresponding water rights for the new lots. This phase also adds two (2) SFHP homes to the previously approved Santa Fe Homes Program (SFHP) Agreement. Accordingly, the City of Santa Fe SF Homes Program will need to be updated to include these additional SFHP homes and adjust the associated fee waivers, bringing the total to eighty-one (81) SFHP homes. DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

B. **Traffic SFCC 1987, §12-2.8 -** The project is accessed at several points from surrounding streets all of which are public streets including those proposed internal to the development. No streets will be gated, except at the two emergency access easements off Richards Ave. Phase 1 connected Viento del Norte to the Estancias de Las Soleras subdivision and Phase 2 connected to Whispering Wing to Nava Ade. The roundabout was constructed at Beckner Road as part of Phase 1. Access from Governor Miles Road will occur with Phase 3.

The subdivision roads will be built to sub-collector standards within a 50-foot right-of-way with parking on one side of the street. Per the requirements of SFCC Table 14-8.6-1: Parking and Loading Requirements, a minimum of two off-street parking spaces will be provided for each dwelling unit.

The DRT Traffic Engineer has provided comprehensive comments to the Applicant regarding the Traffic Impact

Assessment (TIA). These can be found in the Conditions of Approval and Technical Corrections in Attachment A of this report.

C. MPO SFCC 1987, §7-2.1 - The MPO has reviewed the Applicant's submittal, and the DRT comments can be found in Attachments A & B of the staff report. Several of the comments include ensuring sidewalks are 5-foot minimum in width on Governor Miles & Richards Ave, sidewalks are requested on both sides of Calle de la Paz, crosswalks should include continental stripes, mid-block crossings should be striped, and curb ramps should be oriented in the direction of the pedestrian crossing.

D. Terrain and Stormwater Management – SFCC 1987, §14-8.2 – the Land Use Technical Review Division has reviewed the Applicant's submittal, and the DRT comments can be found in Attachments A & B of the staff report. Most notably, the DRT requests pond #9 be added back into the design, there should be a comprehensive Significant Tree survey (SFCC 1987, §14-8.4(F)(5), and no plant material should be removed from the arroyo. The grading for the site sits below Governor Miles Road and the streets entering off of that road will slope down towards the arroyo to the housing area.

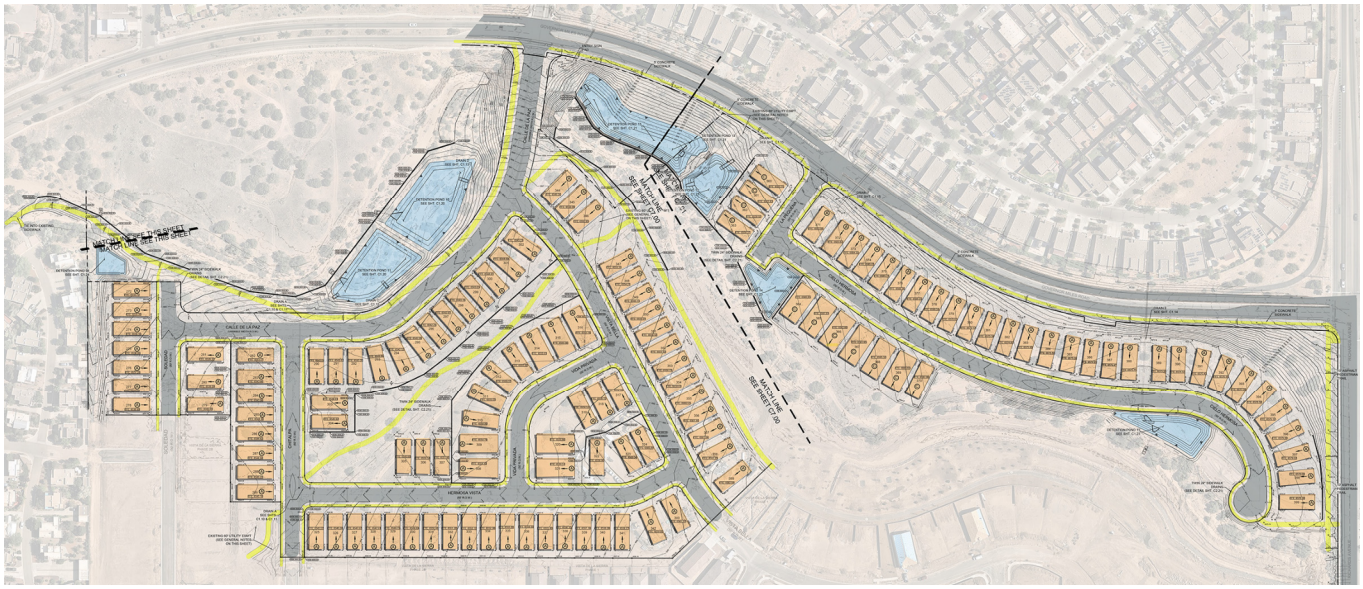


Figure 11 - Grading Plan for Phase 3

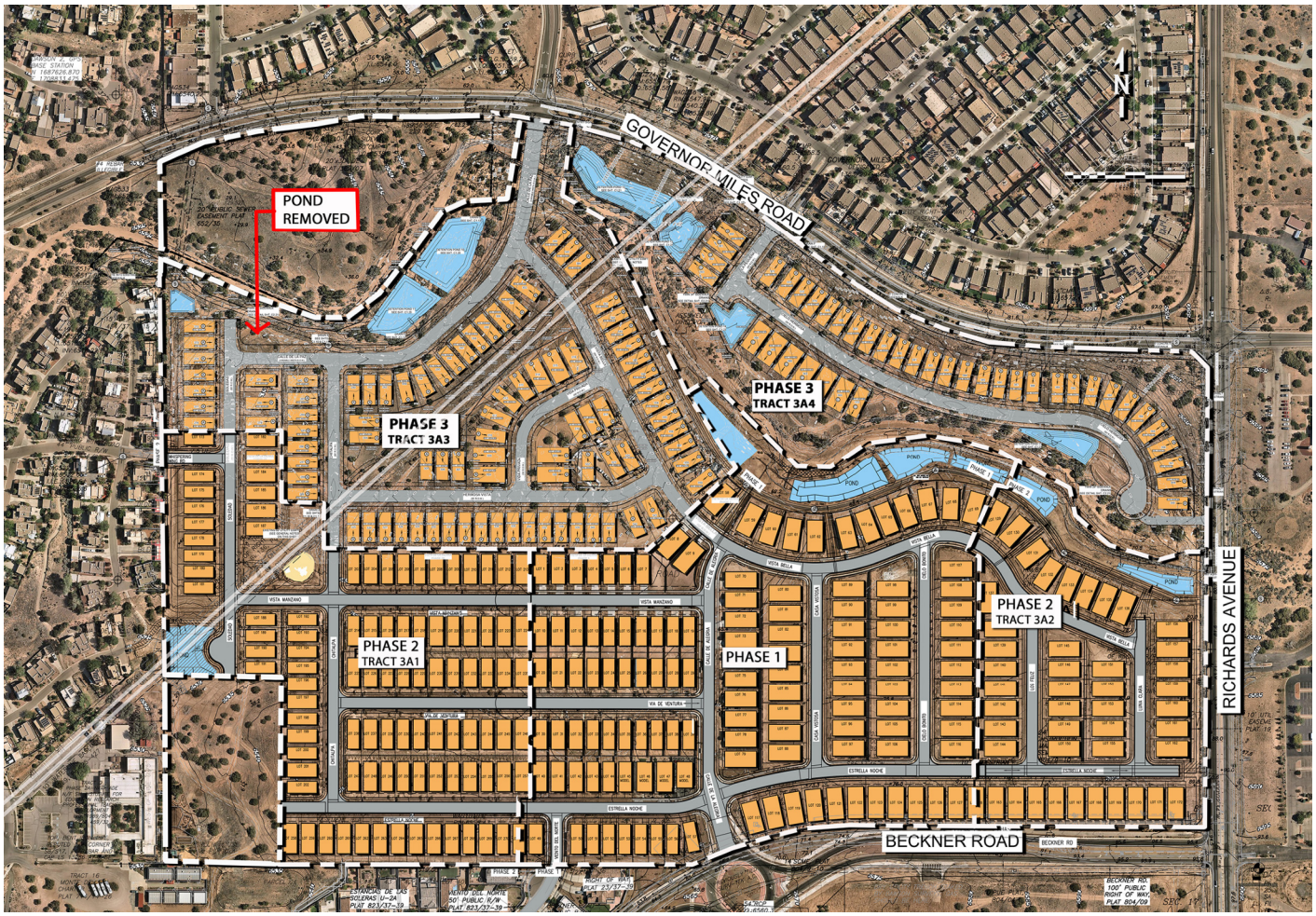


Figure 12- Stormwater Ponding Areas

E. Landscape**, Irrigation and Outdoor Lighting- SFCC §14-8.4 -** The Technical Review/Landscape, Irrigation and Outdoor Lighting DRT comments can be found in Attachments A & B of the staff report. Most notably the following needs to be provided: street trees at all streets, fencing at stormwater ponds over 3 feet deep, and an outdoor lighting plan with photometric data per 14-8.9(C).

F. **Parks, Open Space and Trails - SFCC §14-8.15 (C) -** In accordance with SFCC 14-8.15(C), the Phase 3 site is required to provide 3.07 acres of open space and .77 acres of parks space. The subdivision exceeds those requirements as calculated below and shown in comparison below with the overall Vistas de la Sierra development:

Phase 3:

Open Space	Required:	0.024 acres/dwelling unit or 3.07 acres
	Provided:	6.20 acres for Phase 3
Parks	Required:	0.006acres/dwelling unit or .77 acres
	Provided:	1.32 acres for Phase 3

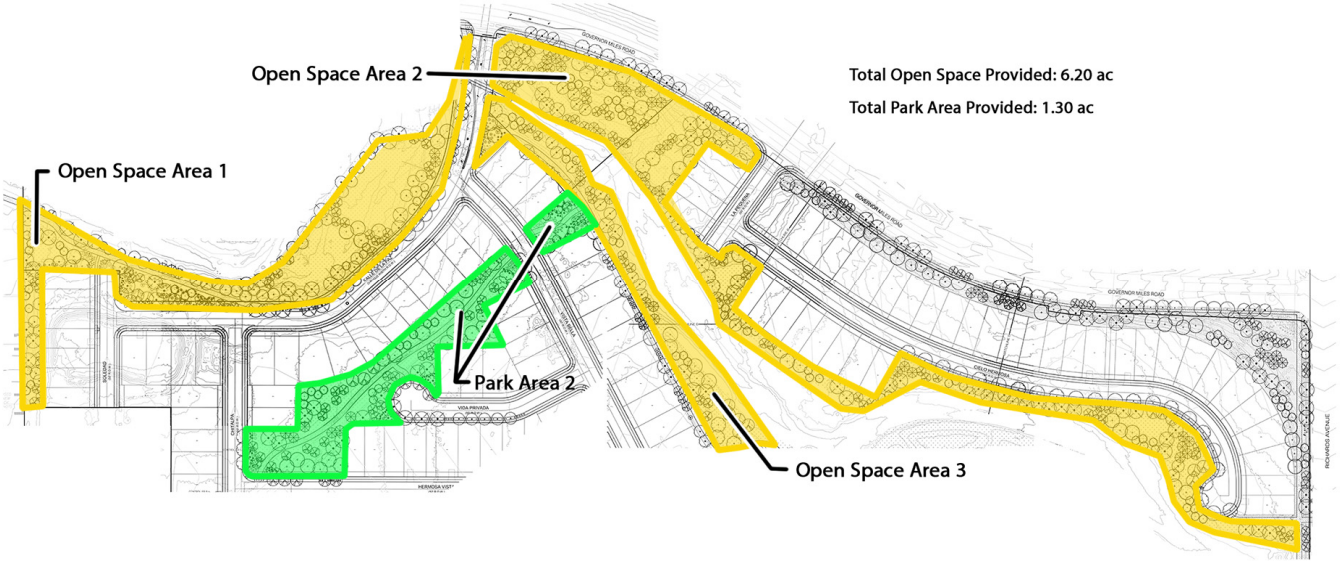


Figure 13 Park and Open Space for Phase 3

All Phases Overall Subdivision:

Open Space	Required:	0.024 acres/dwelling unit or 9.43 acres
	Provided:	13.88acres for Phase 3
Parks	Required:	0.006acres/dwelling unit or 2.36 acres
	Provided:	2.97 acres for Phase 3

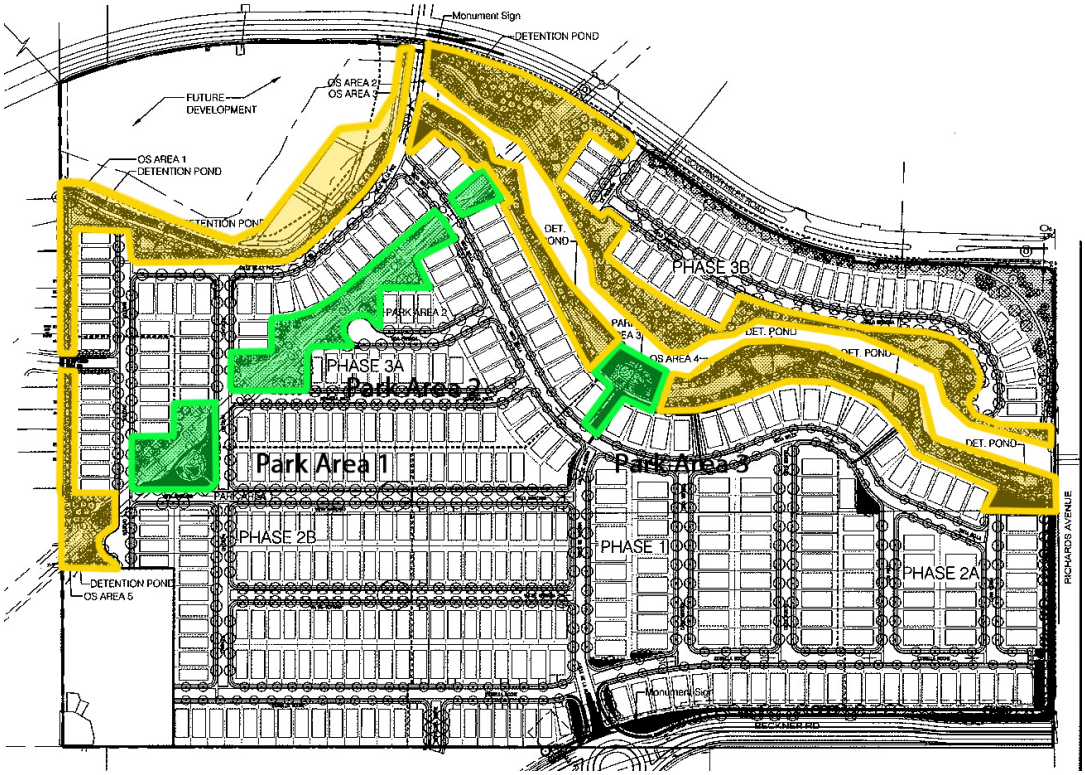


Figure 14- Parks and Open Space for Overall Subdivision

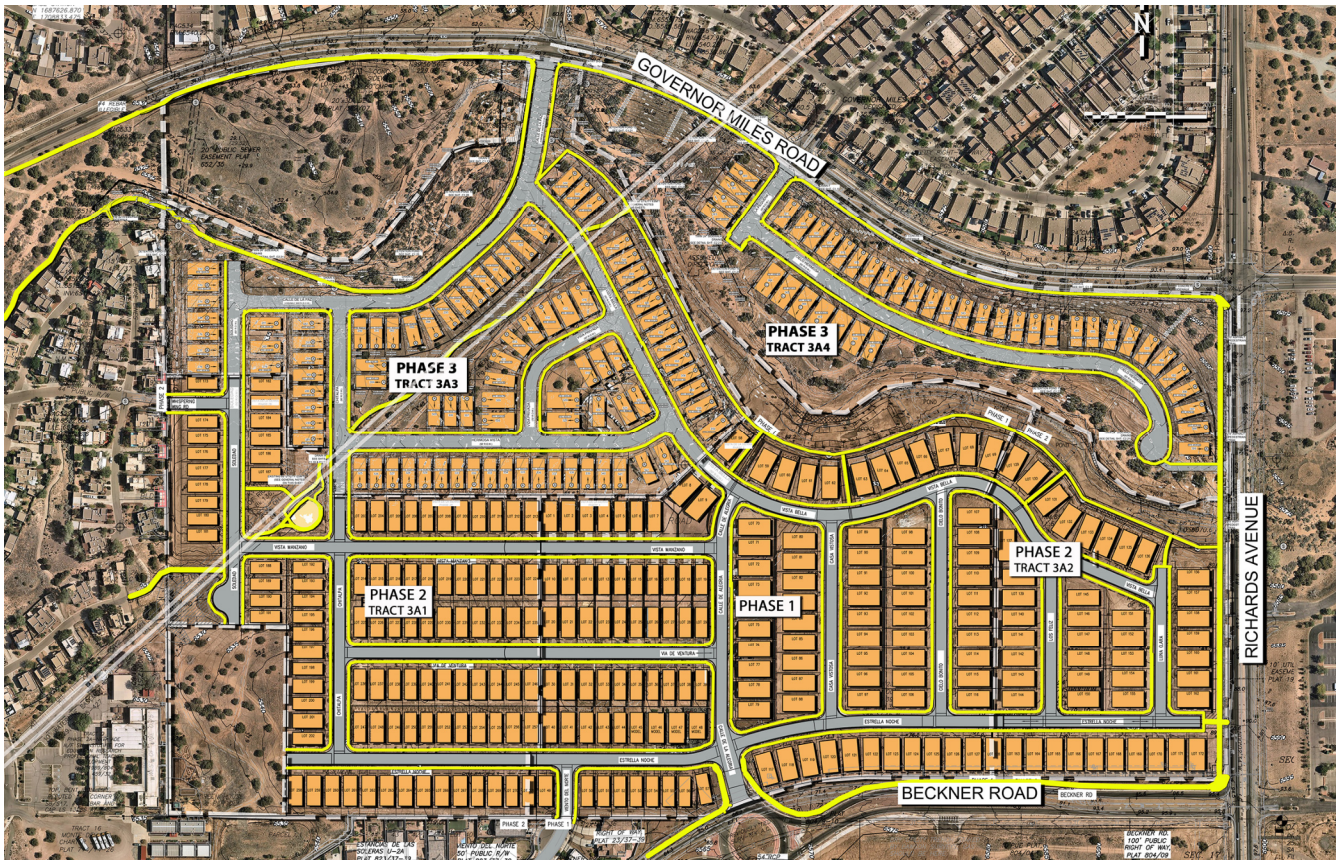


Figure 15- Sidewalks and Trails for Overall Subdivision

As part of the Project, the Applicant will construct sidewalks along Governor Miles Road. All streets within the overall Vistas de la Sierra subdivision will have sidewalks. The trail network will branch off of Governor Miles Rd at Calle de la Paz and join the Nava Ade trail. The Vistas de la Sierra property ends to the east at the Nava Ade subdivision property line. The Applicant will continue the trail and join it to the existing Nava Ade trail. The Applicant shifted the trail to the north where it joins the trail in order to bypass existing landscape and sewer manholes.



Figure 16- VDLS Phase 3 Trail joining Nava Ade trail

G. Santa Fe Homes Program – SFCC 1987, §14-8.11 - In accordance with the provisions of the Santa Fe Homes Program (SFHP), the Phase 3 of the Project will provide 25 lots for affordable homes (20% of the lot total). The recorded SFHP agreement can be found in attachment D. The SFHP Agreement will need to be amended and the additional SFHP Homes added to the Fee Waivers for a total of 81 SFHP Homes.

Table 4 - Calculation for SFHP Requirement

	# of Lots	SFHP multiplier	Affordable Homes
Phase 1	144	0.2	29
Phase 2	127	0.2	27
Phase 3	128	0.2	25
Total All Phases	**399**		**81**

H. Archaeology SFCC 1987, §14-3.13 - The subdivision is cleared from any further archaeological review.

I. Current Construction - Phase 1 of the Vistas de la Sierra development is nearing completion, with only a few remaining homes under construction. Approximately 50% of the homes in Phase 2B have been built, while home construction has recently commenced in Phase 2A. Phases 3A and 3B are vacant, as are the parcels designated for future development at Governor Miles Road and the dedicated school site. Although several homes are now occupied, the majority of the project area continues to be an active construction zone. Key community features—including parks, ponds, and open space—are still in progress. As illustrated in Figure 13, ongoing construction activities encompass most of the Vistas de la Sierra property.

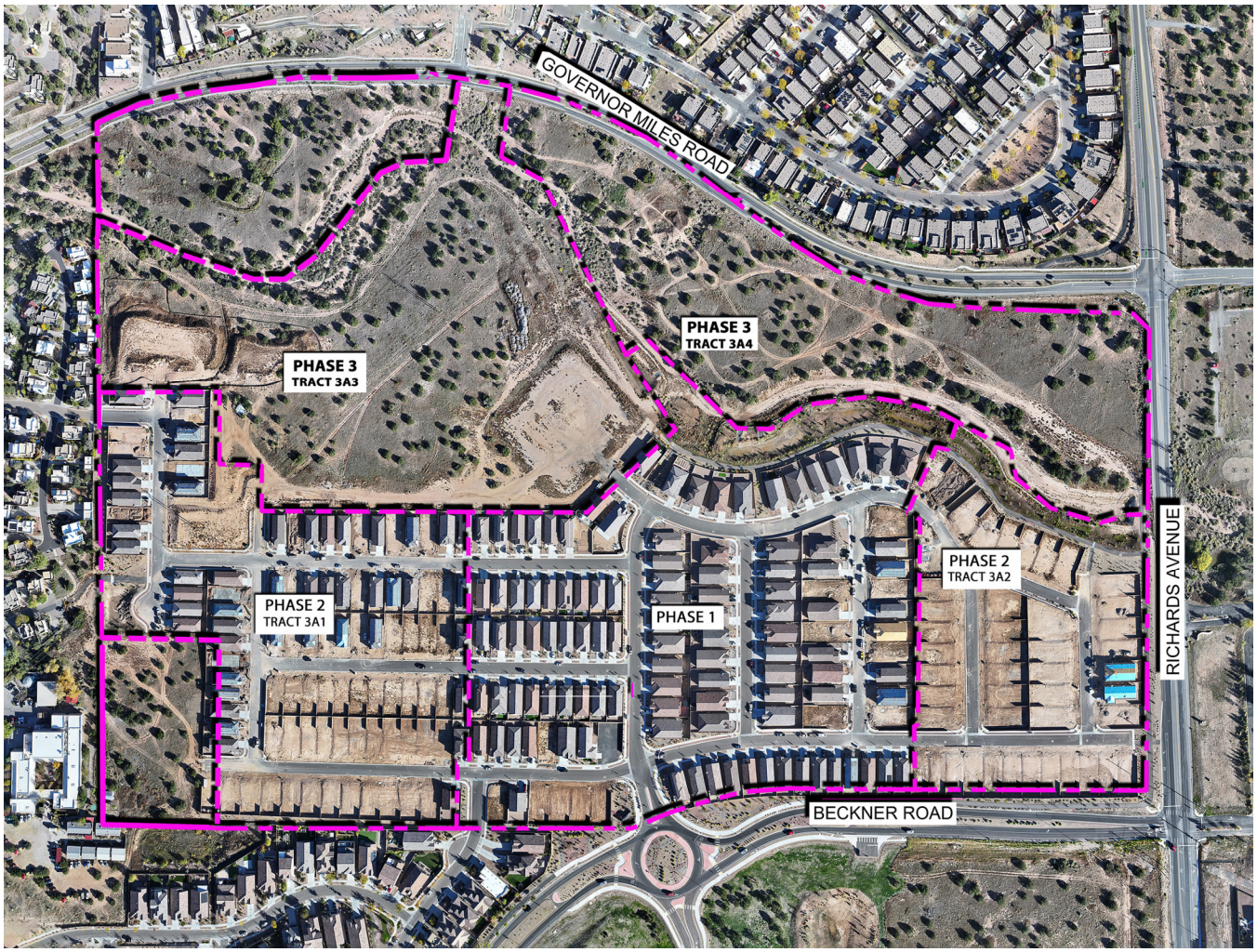


Figure 17 - Current Construction Progress of Phases 1 and 2 - (photo taken 10-21-2025)

V. **PRELIMINARY SUBDIVISION PLAT SFCC §14-3.7**

SFCC Section 14-3.7 governs the authority, procedures, and restrictions for the division of land. The Criteria for approval of a subdivision plat 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**

Applicant Response:
All lots will be required to adhere to land development regulations regarding on site ponding, landscaping, open space, and lot coverage. Runoff will be controlled, and setbacks and landscaping will be maintained. The subdivision has been designed to provide each individual lot owner with their own private open space, located outside of buildable areas. This will ensure each property owner has their own private area as desired by this housing type. In order to promote a harmonious development, create quality of life and develop a community; trees will be planted and maintained along the roadways and within the open space. The Project shows due regard for natural features and enhancement of community assets through the provision of open space, and public trail improvements. In addition, bank stabilization and erosion mitigation measures are being constructed along the arroyo to address potential flood hazards for downstream properties.

Staff Response:
The Project shows due regard for natural features and enhancement of community assets through the provision of parks, open space, and public trail improvements. The Project also preserves waterways throughout the site. In addition, bank stabilization and erosion mitigation measures are being constructed along the arroyo to address potential flood hazards for downstream properties.

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**

Applicant Response: *The applicant has demonstrated that all proposed improvements meet requirements for utilities, buildable areas, open space, landscaping, setbacks and easements. Each lot has building areas no more than the required 40% allowable and each individual lot will meet regulations for maintaining runoff onsite. Homes will not be built within area subject to runoff accumulation. A minor arroyo crosses the property, bisecting the property into north and south usable parcels, The overall site is gently sloped and suitable for development.*

Staff Response: There is no FEMA flood plain on the property. The site is gently sloped and suitable for development. Areas that are in waterways prone to flooding are not platted for residential occupancy.

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**

***Applicant Response*:** *The proposed subdivision plat meets all standards of Chapter 14, Article 9 regarding infrastructure design, improvements and dedication standards. The proposed design illustrates a subdivision that meets all regulatory standards. The applicants have made every effort to address all issues.*	
Staff Response: 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) **YES**
Applicant Response: *The property is vacant; no non-conformities exist. There is no request for a variance.*	
Staff Response: The property contains no existing nonconformities. Nonconformities are not being created with this subdivision plat.	
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) **YES**
Applicant Response: *There are no requests for an exception.*	
Staff Response: The property contains no existing nonconformities. Nonconformities are not being created with this subdivision plat.	

VI. EARLY NEIGHBORHOOD NOTIFICATION

The applicant properly noticed for the Early Neighborhood Notification meeting in accordance with SFCC 1987, §14-3.1(H). An ENN meeting was held on August 22, 2025. Approximately 25 community members attended. The applicant presented the Vistas de las Sierra Subdivision Phase 3. See Attachment C.

Concerns raised by attendees of the public included limiting construction traffic through Nava Ade, arroyo embankments, Nava Ade trail connection, dust control during construction, flood control, affordable units, construction timeline, turn lanes and crosswalks at Governor Miles Rd, and parks / playgrounds.

VII. EXPIRATION

Per SFCC Section 14-3.19(B)(3) Approval of a preliminary subdivision plat shall expire three (3) years after final action and adoption of the Findings of Fact and Conclusions of Law. Therefore, if approved, the preliminary subdivision plat will expire on November 6, 2028.

VIII. ATTACHMENTS

ATTACHMENT A: Conditions of Approval and Technical Corrections

1. Table of Conditions of Approval

2. Table of Technical Corrections
3. Development Review Team Compiled Comments

ATTACHMENT B: Maps and Figures

1. Maps and Figures

ATTACHMENT C: Applicant Materials

1. Letter of Intent
2. Archaeological Clearance
3. Preliminary Subdivision Plat
   a. Legal Lot of Record
   b. Fire Access Plan
   c. Landscape and Irrigation Plans
   d. Phasing Plan
   e. Signage Plan and Specifications
   f. Site Plan
   g. Street Details
   h. Street Lighting Plan
   i. Utility Plan (Water and Sewer)
   j. Terrain Management Drainage Plan
   k. Terrain Management Grading Plan
   l. Terrain Management – SWPPP
   m. Terrain Management - Topo & Slope Analysis
4. ENN Packet
5. Traffic Impact Analysis
6. Water Utility Service Application
7. Prairie Dog Certification
8. Housing Agreement

ATTACHMENT D: Annexation Agreement and Santa Fe Homes Program Agreement

1. Ordinance 2007-30 – Annexation Agreement of Beaty South
2. Santa Fe Homes Program Affordable Housing Agreement

APPROVED AS TO FORM BY THE PLANNING AND LAND USE DEPARTMENT:

Title	**Name**	**Initials**
Land Use Director	Heather M. Lamboy	HLL
Assistant Land Use Director	Maggie Moore	*MRM*
Planning Manager	Daniel Esquibel	DAE
Planner Senior	Claudia Kath	*CK*

City of Santa Fe, New Mexico

Attachment A

Conditions of Approval and Technical Corrections

1. Table of Conditions of Approval
2. Table Technical Corrections
3. DRT Comments
    a. Fire Protection
    b. Water Division
    c. Wastewater Division
    d. Water Resources
    e. Traffic
    f. Metropolitan Planning Organization
    g. Terrain Management
    h. Landscape
    i. ADA
    j. Archaeology

Attachment A

	1. TABLE OF CONDITIONS OF APPROVAL	Department	To be completed by:
1	Shall comply with the most currently adopted International Fire Cod	Fire Marshall	Prior to Building Permit Approval
2	Shall comply with Chapter 33 “Fire Safety During Construction and Demolition	Fire Marshall	At the Time of Development
3	Shall verify all weather road and active fire hydrants are in place prior to combustible materials arriving on site	Fire Marshall	At the Time of Development
4	Verify that correct currently adopted International Fire Code (IFC) is referenced.	Fire Marshall	Prior to Building Permit Approval
5	An approved Water Plan will be required for all new public water infrastructure and fire services.	Water Division	Prior to Public Hearing for Final Subdivision Plan
6	An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.	Water Division	Prior to Building Permit Approval
7	Each lot shall be served by separate City water service at the time of development.	Water Division	At the time of Development
8	Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Water Division	At the time of Development
9	SDR35 shall be the only material used for public sewer mains.	Wastewater	Prior to Construction
10	We will accept the 0.5 percent slope detailed on Utility Plan C6,06 - 0.6% is highly recommended’	Wastewater	Prior to Construction
11	Avoid the placement of sewer lines above water lines during crossings – none found.	Wastewater	Prior to Construction
12	Make sure to contact Luke Gray, Engineer Associate 505-955-4626 before construction for inspection scheduling. He will be responsible for the issuing of letter of approval and system city acceptance.	Wastewater	Prior to Construction

13	No need to change drawing, but the Wastewater Division will not accept any service connections branching from a sewer manhole.	Wastewater	Prior to Construction
14	Pipe Material shall be SDR26	Wastewater	Prior to Construction
15	See attached comments response letter dated 9/16/25 from Wilson & Company. Comments in red are summarized below.	Traffic	Prior to Approval of Final Subdivision Plat
16	**General Comments #2** – Acceleration/deceleration lane warrants and lengths at various intersections are unresolved and developer shall provide further analysis at locations identified.	Traffic	Prior to Approval of Final Subdivision Plat
17	**General Comments #4 and Report Comment #2** – The development's impacts to the signalized intersections on Richards Avenue at both Governor Miles Road, and Beckner Road will require build year **signal timing plans** for each intersection analyzed and stamped by developers engineer to accommodate impacts identified (if any) by the Traffic Impact Study. In addition, the recommended traffic signal modifications at Richard/Beckner by that signal's EOR (Mr. Mike Gomez, PE), are to be implemented as part of this development. This include: modifications to signal heads at Richards/Beckner; relocation of advanced northbound signal flasher further south on Richards Avenue; and a photometric analysis to determine if installation of additional lighting for the southbound approach as described in the EOR's close out memo dated 6/27/25 is necessary. If so, the developer shall provide this additional lighting.	Traffic	Prior to Approval of Final Subdivision Plat
18	**Report Comment #**4 – developer shall provide an all way stop sign warrant analysis at the intersection of Governor Miles and Dancing Ground and shall construct any identified improvements resulting from that analysis.	Traffic	Prior to Approval of Final Subdivision Plat
19	**Summary Comment** – Whispering Wing Road changes from dead end to connecting street to this subdivision as part of this development plan, and developer shall provide a more robust analusis of onstreet signage and striping per MUTCD in correspondence with signage for other connecting streets in this subdivision.	Traffic	Prior to Approval of Final Subdivision Plat
19	An approved Development Water Budget including a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Water Resources	Prior to Final Development Plan Approval
20	An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Water Resources	Prior to ACD

21	Each lot shall be served by a separate water service at the time of development.	Water Resources	Prior to Building Permit Application
22	Applicant must amend the SFHP Affordable Housing Agreement to increase the number of affordable housing units from 79 to 81 and record the agreement at the Santa Fe County Clerk's Office	Land Use	Prior to Final Development Plan Approval

Attachment A

	2. TABLE OF TECHNICAL CORRECTIONS	Department	To be completed by:
1	Specific technical comments on the water plans will be provided by the Water Division to the design engineer.	Water	Prior to Water Plan Approval
2	Additional looping of public water mains may be required. The need for looping will be evaluated during public water plan review.	Water	Prior to Water Plan Approval
3	General Comment #5 and Report Comment #3 – Data and methodology for warrants at intersections 2 and 3 are incomplete.	Traffic	Prior to Approval of Final Subdivision Plat
4	Any and all <u>future</u> proposed improvements of this site that affect public infrastructure will be subject to **City Code Chapter 23.**	Traffic	
5	Plans must demonstrate a sidewalk on both sides of Calle de la Paz towards Governor Miles per Table 14-9.2-1	MPO	Prior to Approval of Final Subdivision Plat
6	The intersection of Vista Bella and Calle de la Paz was not evaluated for a left turn lane in the TIA; remove left turn lane	MPO	Prior to Approval of Final Subdivision Plat
7	Sidewalk widths on Governor Miles & Richards are unmarked; they must be a 5ft minimum	MPO	Prior to Approval of Final Subdivision Plat
8	Effective curb radii at Governor Miles and internally should be the smallest permitted radii (25ft). Effective radii includes the bike lane on Governor Miles.	MPO	Prior to Approval of Final Subdivision Plat
9	Crosswalks at Governor Miles should include continental stripes	MPO	Prior to Approval of Final Subdivision Plat
10	Mid-block trail crossings should be striped	MPO	Prior to Approval of Final Subdivision Plat
11	Orient curb ramps to the direction of the pedestrian crossing	MPO	Prior to Approval of Final Subdivision Plat

12	Consider traffic circles at internal intersections.	MPO	Prior to Approval of Final Subdivision Plat
13	Show the required setback from the arroyo according to city code 14-8.2(D)(4)(e)(i)	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
14	Drop inlets in roadways must be city standard, not nmdot, please provide city detail and update callouts to use city detail	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
15	Provide details on the flow path to detention pond 8 in the drain plan	Terrain Management	Prior to Recordation
16	Label high points in roadways with (HP) in drain plan	Terrain Management	Prior to Recordation
17	Label Low Points in roadways with LP	Terrain Management	Prior to Recordation
18	Provide details for the outlet of runoff from Cielo Hermosa cul-de-sac in drain plan, is this intended to drain to pond 15?	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
19	Provide detail drawing of storm drain junction box on the corner of Chitalpa and Calle de la Paz in drain plan	Terrain Management	Prior to Recordation
20	Are storm sewer manholes type C or type E? Clarify on the drain plan	Terrain Management	Prior to Recordation
21	Name/number manholes	Terrain Management	Prior to Recordation
22	Storm sewer manholes not allowed in the curb and gutter, valley gutter, or fillets	Terrain Management	Prior to Recordation
23	Add sediment measuring posts at bottom of pond elevation	Terrain Management	Prior to Recordation
24	Provide rock size or further details for rip-rap at end of MBC, Detail A, sheet C1.16	Terrain Management	Prior to Recordation

25	Provide the width/thickness of the toe down for all concrete rip rap	Terrain Management	Prior to Recordation
26	Call out inverts of all drainage structures in plan view	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
27	City prefers sidewalk curb ramps on point of curve, not on the nose	Terrain Management	Prior to Recordation
28	Are driveways to be cut? Or installed	Terrain Management	Prior to Recordation
29	Install type 3 barricade at dead ends	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
30	Asphalt in city streets must be 4 inches thick, please provide a first lift of 2.5 inches sp-iii, and a second lift of 1.5 inches sp-iv	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
31	Provide a tree survey to show all significant trees and substantial grass coverage to be removed and too remain, city code 14-8.2(F)(1)(a)(ix)	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
32	all *significant trees*, and other trees and vegetation, areas with substantial grass coverage and *drainageways* that are to remain undisturbed shall be fenced off prior to the use of any heavy machinery on-site and shall remain fenced during the entire construction process. Fencing material may include snow fencing, plastic mesh or other similar fencing material. To protect the root zone of all *significant trees*, and other trees and vegetation, fencing shall be placed five (5) feet to the outside of their dripline; city code 14-8.2(D)(7)(c), please provide a plan to protect the natural arroyo vegetation	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
33	Please correct retaining wall Detail on the slope analysis sheet to reflect what the current design is (Gravity wall with large stone blocks)	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
34	Clarify with the Design Engineer if the Updated arroyo retaining wall can be installed without grout between the boulders, concrete is not allowed according to city code “Arroyo and watercourse banks shall not be armored with concrete, gabion baskets, sheet piling, rip-rap or similar hardened material unless no reasonable alternative exists to protect public *infrastructure* or pre-existing *structures*”	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
35	Please call out the retaining wall detail on the grading plans	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
36	Please Address comments in attached red lined plans	Terrain Management	Prior to Recordation

37	Please add pond 9 back to the design, required by city staff to ensure proposed flows are less than existing conditions by a larger margin than what has been proposed	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
38	Please provide peak flow analysis for 3 more storm events, of different durations and frequencies less than that of the 100-year, 24-hour event,(for example, 5-year, 24 hour; 100-year, 1-hour; 2-year, 2-hour; etc.) required by city code 14-8.2(D)(4)(b)(i) "except as otherwise required by this Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre- *development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point" And city code 14-8.2(D)(4)(c)(i) "stormwater *detention* basins and overflow *structures* shall be sized and designed to adequately accommodate flows from *one percent chance*, twenty-four-hour storm events; provided, however, that such basins shall also be equipped with outflow *structures* that limit flow-through from lesser magnitude storms to runoff rates equal to or less than pre- *development* runoff rates;	Terrain Management	Prior to Public Hearing for Final Subdivision Plat
39	Put in a note to restrict use of residential streets in Nava Ade for construction traffic	Terrain Management	Prior to Recordation
40	Provide a significant tree survey, list species, size, and quantities. Any trees to be removed shall be mark on the plan with a red X.	Landscape	Prior to Recordation
41	Provide required street trees and mulch within the subdivision, on the landscape and irrigation sheets. Add a note indicating that the street trees fronting residences shall be installed with each lot building permit and that irrigation shall be provided as part of the construction of each residential lot. Include in street tree count.	Landscape	Prior to Recordation
42	Desert Willow (Chilopsis linearis) shall not be used as a street tree within the parkway (between curb and sidewalk) due to its low branching and general growth habits. Provide a replacement tree for all Desert Willow trees used as a street tree in parkways.	Landscape	Prior to Recordation
43	The required open space evergreen count is short 28 shrubs, revise and resubmit.	Landscape	Prior to Recordation
44	Identify each type of mulch within the landscape using a different hatch mark.	Landscape	Prior to Recordation
45	Review stone colors, Staff has concerns with the effect of reflective heat on the plant material.	Landscape	Prior to Recordation
46	Staff respectfully request areas of mass plantings be mulched with non-stone mulches and a reduction of gravel/cobble stone over weed fabric mulching by fifty percent.	Landscape	Prior to Recordation

47	Review the street trees along Richards Avenue for compliance with code 14-8.4(G)(3)(f) street trees located under utility lines shall be a species that maintains a minimum of five (5) feet of clearance from overhead utility lines at maturity.	Landscape	Prior to Recordation
48	Tree counts for Common Hackberry (Celtis Occidentalis) are excessive due to the poor growth caused by sunscald and wind damage. Staff respectfully request a reduction in the use of this plant and one or two alternate tree varieties be chosen from the city approved plant list.	Landscape	Prior to Recordation
49	Landscape irrigation sheets shall utilize a scale not greater than one-inch equals 20 feet (Engineers 20 scale).	Landscape	Prior to Recordation
50	Provide native seeding calculations within the Water Budget.	Landscape	Prior to Recordation
51	Staff have concerns with the rotor sprinklers that throw 50-feet with trees and shrubs within 10-15 feet in front of the sprinklers. Rotors cannot spray into tree canopies.	Landscape	Prior to Recordation
52	Landscape irrigation meters are not shown on the Water Distribution Plans C5.0 & C5.01.	Landscape	Prior to Recordation
53	Provide Retaining wall, perimeter walls, yard walls, and fence sheets including details.	Landscape	Prior to Recordation
54	Stormwater Ponds: A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate. Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences.	Landscape	Prior to Recordation
55	Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. Include: (b) a description of the luminaires, including lamps, poles or other supports, and shielding devices, that may be provided as catalogue cuts from the manufacturer; and (c) Photometric data, such as that furnished by the manufacturer, showing the angle of light emission.	Landscape	Prior to Recordation
57	A concrete curb Ramp for pedestrian crossing must be added at the southwest corner at the intersection of Richards Ave and Governor Miles. Curb Ramp shall be designed accordingly to get pedestrians across Governor Miles Rd. Which will include striping and mid row crossing if necessary.	ADA	Permitting
58	Extend/Add the sidewalk going north on Calle De La Paz from the Vista Bella intersection.	ADA	Permitting

59	Phase III of the Vistas de La Sierra Subdivision has added six single-family residential lots, increasing the previously approved Subdivision from 393 lots to 399 lots. An amended Development Water Budget will be required	Water Resources	Prior to Public Hearing for the Final Subdivision Plat
60	Water rights will be required for the additional six single-family residential lots	Water Resources	60 days after final plat approval of the Planning Commission
61	Phase III of the Vistas de La Sierra Subdivision has added two SF Homes Program Home to the previously approved SF Homes Program Agreement.	Water Resources	Prior to Public Hearing for the Final Subdivision Plat
62	The City of Santa Fe SF Homes Program Agreement will need to be amended and the additional SFHP Homes added to the Fee Waivers for a total of 81 SFHP Homes.	Water Resources	Prior to Public Hearing for the Final Subdivision Plat

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: October 15, 2025

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

Case No.: 2025-11006 Vistas de la Sierra Phase 3 Subdivision

Case Planner: Senior Planner Claudia Kath

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

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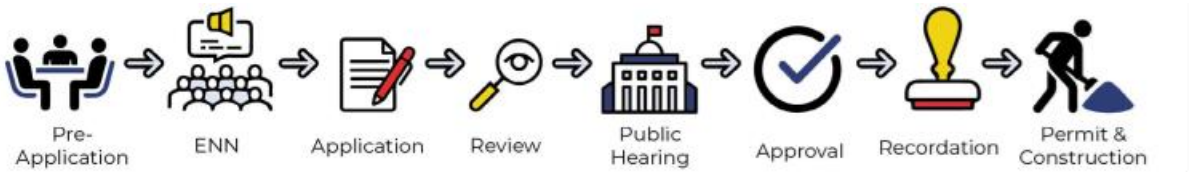
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code.	*Prior Building Permit Approval*	
2. Shall comply with Chapter 33 "Fire Safety During Construction and Demolition"	*At time of development*	

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following provisions or other requirements will apply to future phases of development of this project:

1. Shall verify all weather road and active fire hydrants are in place prior to combustible materials arriving on site.

Explanation of Conditions or Corrections (if needed):

1. Verify that the correct currently adopted International Fire Code (IFC) is referenced prior to building permit approval.

Development Review Team (DRT)
Comment Form

Date: September 15, 2025

DRT Member: Taylor Jurgens

Dept/Div: Public Utilities/Water Division/Engineering

Case No.: Case 2025-11006: Vista de la Sierra Phase 3 Preliminary Subdivision Plat

Case Planner: Claudia Kath

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

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d. *At the time of development* -

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing for Final Subdivision Plat	
2. An approved Agreement to Construct and Dedicate (ACD) will be required with the Water Division for all new public water infrastructure and fire services.	Prior to Building Permit Approval	
3. Each lot shall be served by separate City water service at the time of development.	At the time of development	
4. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. Specific technical comments on the water plans will be provided by the Water Division to the design engineer.	Prior to Water Plan Approval	
2. Additional looping of public water mains may be required. The need for looping will be evaluated during public water plan review.	Prior to Water Plan Approval	
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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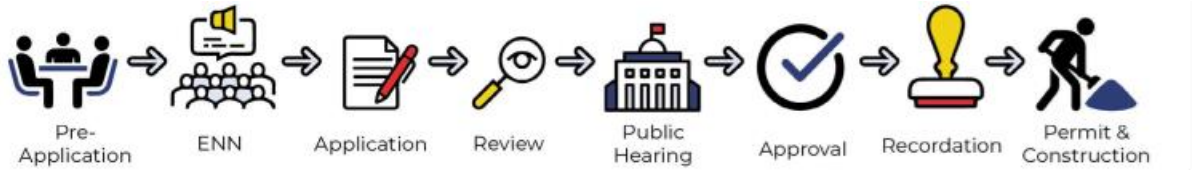
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: **09/15/2025**

DRT Member: **Sergio Sandoval**

Dept/Div: **Public Utilities/ Wastewater Management Division**

Case No.: **2025-11006 - Vistas de la Sierra Subdivision Phase 3**

Case Planner: **Claudia Kath**

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # 2025-11006 - Vistas de la Sierra Subdivision Phase 3

Conditions of Approval:	Must be completed by:	Applicant response**:
1. SDR35 shall be the only material used for public sewers main.	Construction	
2. We will accept the 0.5 percent slope detailed on Utility Plan C6.06- 0.6% is highly recommended	Construction	
3. Avoid the placement of sewer lines above water lines during crossings- none found.	Construction	
4. Make sure to contact Luke Gray, Engineer Associate 505-955-4626 before construction for inspection scheduling. He will be responsible for the issuing of letter of approval and system city acceptance.	Construction	
5. No need to change drawing, but the Wastewater Division will not accept any service connections branching from a sewer manhole	Construction	
6. Pipe Material shall be SDR26	CONSTRUCTION	

Technical Corrections:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

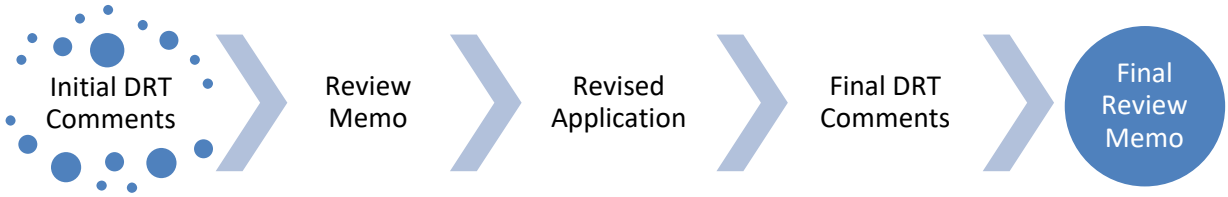
(see following pages for notes required)

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

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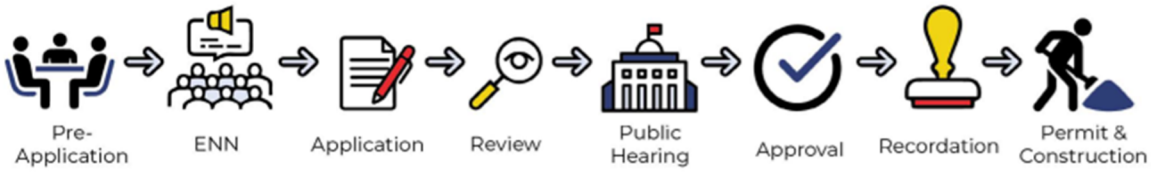
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: October 30, 2025

DRT Member: Alan G. Hook

Dept/Div: Public Utilities/Water Division-Water Resources

Case No.: 2025-11006, Vistas de La Sierra Subdivision, Phase III, 3800 Governor Miles Rd.

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case # 2025-11006

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. An approved Development Water Budget including a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Prior to Public Hearing for Final Subdivision Plat	
2. An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services. An approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency is required prior to processing the ACD.	Prior to Public Hearing for Final Subdivision Plat	
3. Each lot shall be served by separate water service at the time of development.	Prior to Building Permit Approval.	

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Phase III of the Vistas de La Sierra Subdivision has added six single-family residential lots, increasing the previously approved Subdivision from 393 lots to 399 lots. An amended Development Water Budget will be required	Prior to Public Hearing for Final Subdivision Plat	
2. Water rights will be required for the additional six single-family residential lots	60 days after final plat approval of the Planning Commission	
3. Phase III of the Vistas de La Sierra Subdivision has added two SF Homes Program Home to the previously approved SF Homes Program Agreement.	Prior to Public Hearing for Final Subdivision Plat	
4. The City of Santa Fe SF Homes Program Agreement will need to be amended and the additional SFHP Homes added to the Fee Waivers for a total of 81 SFHP Homes.	Prior to Public Hearing for Final Subdivision Plat	

Development Review Team (DRT) Comment Form

Date: September 16, 2025

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson&Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Vista De La Sierra Subdivision Phase 3 (#2025-010486-PAR)

Case Planner: Land Use Department - Claudia Kath, Senior Planner

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
See attached comments response letter dated 9/16/25 from Wilson & Company. Comments in red are summarized below:	Prior to approval of final subdivision plat.	
1. **General Comments #2 -** Acceleration/deceleration lane warrants and lengths at various intersections are unresolved and developer shall provide further analysis at locations identified.	Prior to approval of final subdivision plat.	
2. **General Comment #4 and Report Comment #2 –** This development's impacts to the signalized intersections on Richards Avenue at both Governor Miles Road, and Becker Road will require build year **signal timing plans** for each intersection analyzed and stamped by developers engineer to accommodate impacts identified (if any) by this Traffic Impact Study. In addition, the recommened traffic signal modifications at Richards/Beckner by that signal's EOR (Mr. Mike Gomez, PE), are to be implemented as part of this development. This includes: modifications to signal heads at Richards/Beckner; relocation of advanced northbound signal flasher further south on Richards Avenue; and a photometric analysis to determine if installation of additional lighting for the southbound approach as described in the EOR's close out memo dated 6/27/25 is necessary. If so, the developer shall provide this additional lighting.	Prior to approval of final subdivision plat.	
3. **Report Comment #4** – developer shall provide an all way stop sign warrant analysis at the intersection of Governor Miles and Dancing Ground and shall construct any identified improvements resulting from that analysis.	Prior to approval of final subdivision plat.	
4. **Summary Comment:** Whispering Wing Road changes from dead end to connecting street to this subdivision as part of this development plan, and developer shall provide a more robust analysis of onstreet signage and striping per MUTCD in correspondence with signage for other connecting streets in this subdivision.	Prior to approval of final subdivision plat.	

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. General Comment #5 and Report Comment #3 – Data and methodology for warrants at intersections 2 and 3 are incomplete.	Prior to approval of final subdivision plat.	

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Any and all future proposed improvements of this site that affect public infrastructure will be subject to **City Code Chapter 23**

Form Updated: September 2023

Memorandum

To: Leroy Pacheco, PE City of Santa Fe

From: Philip A. Gallegos, PE, Senior Transportation Engineer

CC: Robert Luna, PE, PTOE, Traffic Engineering Practice Lead, SW Region

Date: 9/16/2025

Re: Vista de la Sierra Subdivision Comment Response

Wilson and Company has reviewed the updated Traffic Impact Study dated August 22, 2025 and the corresponding Response Letter from Tierra West, LLC dated August 21, 2025 for the Vista de la Sierra Subdivision TIA. Below are Wilson's responses to the developer's updated TIS and traffic engineering response letter.

General Comments:

Wilson's Comment:1. The report states for the 2026 Implementation Year Recommendations that:

All design and construction associated with the Vista de la Sierra Subdivision shall maintain adequate traffic site distances at existing and proposed intersections / driveways. No landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that significantly compromises safety. This should be conveyed in any site plans as implementation of the project progresses. The report should state how this is going to monitored and achieved to ensure that this will not occur as development progresses.

Developer's Response: Agreed. Recommendation 1 has been modified to require a note be added to the site plans and the development's O&M instructions to restrict landscaping that constrains site distances at the driveways.

Wilson's Response: This comment has been satisfactorily addressed.

Wilson's Comment: 2. Acceleration/Deceleration lanes recommended in the report should show that they meet the required length plus storage as per the COSF TIA Guidelines as follows.

"Note 1: Storage length should be provided from operational analyses. Storage length should be calculated as the 95th percentile queue length rounded up to the nearest 25 feet with a 50-foot minimum length. When operational analyses are not applicable (e.g., for turning movements that are uncontrolled), utilize the deceleration distance for the auxiliary lane length. Using guidance from the latest AASHTO Green Book for "Deceleration Lanes," accept a moderate amount of deceleration within the through lanes and utilize the taper length as part of the deceleration within the through lanes. Deceleration rates greater than 6.5ft/s2 may be used where practical. A minimum bay length of 50 feet shall be provided.

Note 2: Deceleration length should be calculated based on the distance required to brake from the posted speed of the roadway to a stop and includes the appropriate taper based upon the posted speed. Utilize recommended deceleration distances for "Lane Change and Deceleration Distance" provided by the latest AASHTO Green Book"

This was not clear in the report as the recommendations seem based on existing auxiliary lanes lengths. This should be discussed in more detail.

Developer's Response: Agreed. A deceleration lane warrant analysis has been conducted for all intersections in the study area. A narrative of the basis and results of the analysis are summarized in the executive summary on pages ii-iii. A more detailed description of the analysis is provided in the "Access Design Section" on page 30.

Wilson's Response:

- Intersection 1 Governor Miles/Richards Ave.
  The developer shall add left turn lanes at all approaches as they are warranted and ensure that they meet required storage and taper lengths. The EBL will have 85 feet added to the existing EBL due to limited capacity. This shall be explained as to what the limited capacity constraints for this lane are that limit the extension to 85 feet.

  Right turn lanes are warranted for the EB and WB approaches for both the No Build and Build Condition however the developer states that updated signal timing restores the condition to the No Build Condition.

  This needs to be explained further since Right Turn Lanes are warranted in the NO Build Condition as well.

- Intersection 2 Governor Miles/Entrada Sonata

  TIA shows that existing left-turn lane has adequate storage capacity, and no mitigation is required.

- Intersection 3 Governor Miles and Rising Sun

  TIA recommends installing a 150 ft left turn lane when the intersection is converted to a four-leg intersection when the Senior Center opens and states that the developer is not responsible for this lane since the Senior Center isn't operating. This may not be a Senior Center. The developer shall confirm what this development is and when it is going to be built and operational. If this development is planned and funded, then the developer shall convert this intersection into a 4 leg intersection and construct the required 150 foot left turn lane.

- Intersection 5 Governor Miles and Dancing Ground

A left turn lane is warranted however the report states that it is an existing condition and should not be the responsibility of the developer. The developer shall show if the developer makes this condition worse from the existing condition. As per Appendix A-164 there is no existing left turn lane but recommends 150 feet of storage. The developer shall construct this left turn lane.

- Intersection 8 Beckner and Richards

  A 225-ft of additional storage capacity is required for the northbound left lane (NBL) to prevent traffic from spilling over into the NB thru lane. The report states that this is an existing problem especially during the PM peak period. However, no additional storage capacity is recommended because the NBL cannot be extended without shortening of the SBL turn lane for the Desert Sage subdivision. The report also states that the recommended signal re-timing at Intersection 8 reduces queue lengths to less than NO BUILD conditions. By how much? This needs to be shown. The developer shall analyze the intersection with Zinnia Lane and make recommendations for the Zinnia Lane Intersection and whether this needs to be limited access intersection. Based on this additional analysis the required 225ft additional storage capacity for the NBL shall be constructed by the developer.

Wilson's Comment: 3. A complete speed study on Beckner Road from Richards Avenue west to Walking Rain Road shall be required to see if the currently posted 45 mph speed limit is adequate for the facility and if a speed reduction is warranted.

Developer's Response: Agreed. A speed study was conducted as requested and the results are discussed on pages 32- 33. Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

Wilson's Response: A Speed Study was conducted as per request and recommends that the speed limit on Beckner should be reduced to 30 mph from 45 mph between Rail Runner Road and Richards Ave. Posted advisory speeds of 25 mph are recommended at the roundabout. City of Santa Fe Public Works staff will address this recommendation to the governing body per the terms of the City of Santa Fe's Uniform Traffic Code.

Wilson's Comment: 4. 2036 Horizon Year Recommendations
The report states that signal timing should be adjusted (cycle length and phase splits) as necessary to accommodate future volumes at the intersections of Governor Miles Rd./Richards Ave (Intersection No. 1) and Beckner Rd./Richards Ave (Intersection No.8). This assumes that the City of Santa Fe has installed and implemented a permitted / protected left turn phase for the eastbound approach (eastbound to northbound left turn) and a southbound right turn overlap phase to allow permitted / overlap operation for southbound right turns at the intersection of Beckner Rd./Richards Ave.

The city has recently installed a traffic signal at Richards/Beckner. The signal warrant analysis and close out memo recommendations post installation made

to the city by the engineer of record (Mike Gomez, PE) shall be reviewed and implemented by this development as a condition of approval. Generally the comments include the following:

- The Signal warrant analyses for both signalized intersections at Richards Avenue @Governor Miles; and at Richards Avenue@ Beckner Road will need to be updated.
- As part of these analyses the signal at Richards Beckner will at a minimum need to be modified to change the existing 3-section indications to 5 as described in Mike Gomez's close out memo dated June 24, 2025.
- Relocate the existing advanced signal flasher south of Governor Miles Road further to the south of Mission Bend and Zinnia Lane to notify northbound motorists in advance of the two signals.
- Install additional lighting for the southbound approach north of the intersection for the westbound Beckner turn lane.

- Developer's Response: Mike Gomez (Santa Fe Engineering) completed a full warrant analysis of this intersection a year or two ago and signal is warranted. There is quite a bit of new development activity in the area, and it should not be imposed on this developer alone to comply with the close out recommendations of the signal warrant analysis by Santa Fe Engineering. It is suggested that this be a publicly funded effort. The traffic signal according to the Santa Fe Engineering's warrant analysis was warranted apart from the traffic generated by Vista de la Sierra Subdivision. The signal warrant analysis should still be valid as the volumes are increasing over time.

- Wilson's Response: Signal Warrant Analysis Update – The developer's engineer states that the at Richard's/Beckner intersection is warranted in accordance with the recommendation by the EOR for that signal (Mr. Mike Gomez, PE) to revalidate the signal after its acceptance and operation.

  It should be noted that all public infrastructure in the Las Soleras development area has been funded entirely by private development, including the signal at Beckner Richards which was funded with private development impact fees. This development's impact to this intersection contributes significantly to these impacts, and the recently noted signal modifications above shall be implemented by the Vista de la Sierra developer.

- **Wilson's Comment**: 5. With respect to the access proposed at Rising Sun Dr. and Entrada Sonata as full access stop controlled intersections, the recommended geometry shall be supported by a stop control warrant analysis and other required engineering analysis supporting the proposed geometry, that demonstrates that LOS are satisfied by recommended geometry. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review to demonstrate all modes of traffic are considered.).

- Developer's Response: Agreed. A 2-way Stop and All-Way stop control warrant analysis has been conducted. Results and discussion of the results are presented in the report on pages 28 thru 30. The requirement for a geometric plan showing all the MUTCD signage and stripping are included in the recommendations on page. This plan is to be included in the design plan set for the off-site improvements.

- Wilson's Response: A 2-way stop and all-way stop Warrant Analysis were conducted and met warrants for a 2-Way Stop for intersections 2 and 3 and the requirement for a geometric plan showing all the MUTCD signage and striping are included in the recommendations on page. This plan is to be included in the design plan set for the off-site improvements by the developer, which has not yet been reviewed by Wilson.
- The appendix shall include the raw data shown and provide an explanation of the methodology used for in the 2 Way and All Way Stop Analysis. The analysis shall be shown in detail and calculations and/or software output shall be included. Both crash data and sight distance data will need to be evaluated.
- **Comment**: 6. A better site plan is needed for the intersections in the area with an aerial showing the numbered intersections.

- Response: Agreed. An update to the site plan has been provided in the report.

- **Wilson's Response**: This comment has been satisfactorily addressed.

- **Comment**: 7. The proposed westbound left turn deceleration lane on Governor Miles Rd. at the new access that aligns with Rising Sun Dr. needs to be verified that it meets the required length plus storage as per the COSF TIA Guidelines as in number 2 above.
- Response: The calculated 95th Percentile queue length on Governor Miles Rd. for the westbound left turn movement at the intersection is 0.2 vehicles based on 2036 volumes. Therefore, the storage length is negligible.

- **Wilson's Response**: This comment has been satisfactorily addressed.

- **Comment**: 8. In the Safety Analysis Section rear end collisions were a factor at the Governor Miles/Richards intersection but as noted the intersection was not signalized during the crash study period. Crash history may have changed since the intersection has been signalized. Updated crash analyses need to be completed at both signalized intersections on Richards Avenue as part of the signal warrant analyses. The crash mitigation needs to be clarified and demonstrate how the proposed changes might affect the crash data.

- Response: The comment needs to be corrected. First of all, the Governor Miles Rd. / Richards Ave. intersection **was** signalized during the crash study period. If the comment was intended to refer to the Beckner Rd. /

Richards Ave. intersection, it was not signalized during the crash study period, but has only been signalized for about five or six months. It is not advisable to conduct a crash study for only five of six months. Also, the most current crash data available from the AASHTO Safetyware Website is to December 31, 2023. More recent crash data is not yet available.

- **Wilson's Response**: This comment has been satisfactorily addressed.

- **Comment**: 9. The report states that it assumes that sidewalks will be constructed by the development. This should state that sidewalks shall be constructed along the southside of Governor Miles and shown on site plans.

- Response: Complied.

- **Wilson's Response**: This comment has been satisfactorily addressed.

- Report Comments:

- **Comment**: 1. Beckner Rd. and La Puerta Intersection (Intersection No. 7)
- The report suggests that implementation of an eastbound left turn arrow and a southbound right turn arrow at the signal so that the eastbound left turn movement will operate in a permitted/protected mode and the southbound right turn movement will operate in a permitted plus overlap mode along with signal timing will achieve satisfactory results in the horizon year. The report states that the City of Santa Fe is already working on plans to add the eastbound left turn arrow and the southbound right turn arrow in the near future. Note General Comment #4 above, and that these improvements will be made a condition of approval for this development.

- Response: Beckner Rd. and La Puerta Intersection (Intersection No. 7) is an unsignalized intersection, and the TIS does not recommend or suggest anything at this intersection.

- **Wilson's Response**: This comment has been satisfactorily addressed.

- **Comment**: 2. Richards and Beckner Intersection (Intersection No. 8)
- The recommended mitigation is to add a new eastbound left turn arrow at the existing traffic signal to allow for permitted / protected operation of the eastbound left turn movement (eastbound to northbound) and a new southbound right turn arrow to allow for permitted plus overlap operation of the southbound right turn movement (southbound to westbound). Note General Comment #4 above, and that all geometric improvements determined by the updated signal warrant analyses will be made a condition of approval for this development.

Response: See response to General Comment #4 above.

See Wilson's Response to General Comment #4 above.

Comment: 3. Governor Miles and Entrada Sonata(La Pequena), (Intersection No. 2)
The report states that the analysis of the intersection of Governor Miles Rd. / Entrada Sonata demonstrates that the delays will be marginally acceptable for the horizon year (2036) conditions analyzed in this report. The southbound approach is projected to operate at LOS "E" by the year 2036. However, there is a refuge zone (approximately 17' wide) in the center of the intersection which should allow small to moderate sized vehicles to execute staged left turns. In consideration of this, the LOS "E" would be LOS "C". Therefore, no recommendation is made for this intersection. How was this analyzed? This needs to be confirmed as a legitimate traffic movement or explained in detail and shown in a depiction. This intersection came up as a major concern for pedestrian crossings during the ENN. An intersection stop sign warrant analysis supporting the proposed intersection geometry will need to be performed by the developer.

Response: An intersection all-way stop warrant analysis has been provided for the intersections along Governor Miles Rd. (see Pages 28 and 20 of the FINAL Traffic Impact Study.

See Wilson's Response to General Comment #5 above

Comment: 4. Governor Miles and Dancing Ground Intersection
The AM Peak Hour shows LOS E for the Northbound Through for the No Build 2036 Horizon Year but LOS D in the 2036 Build Year. Why and how did it improve with no mitigation. This intersection came up as a major concern for pedestrian crossings during the ENN. An intersection stop sign warrant analysis supporting the proposed intersection geometry will need to be performed by the developer. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review to demonstrate all modes of traffic are considered.

Response: The 2036 BUILD Conditions analysis considered the northbound left turn movements to be staged for the BUILD Condition, but not the NO BUILD Condition. The analysis has been modified so that both the NO BUILD and BUILD Conditions assume a staged left turn movement for the northbound left turn. The tables in the Traffic Impact Study have been corrected so that both the 2036 AM NO BUILD and the 2036 AM BUILD analyses assume a staged left turn movement from the side street (Dancing Ground). There is a 16-feet-wide buffer zone in the center of the intersection in which a left turning vehicle can be staged.

Wilson's Response: This intersection shall be reanalyzed to determine if an All Way stop is warranted. The staged left turn movement in build and horizon years may increase complexities at this intersection, and it cannot be assumed to be an acceptable movement without providing robust engineering design and supporting documentation.

In Summary:

Comment: The two signalized intersections on Richards Ave. will require updated signal warrant analyses, and optimization of signal cycle lengths and phase splits to accommodate future horizon year volumes at acceptable levels-of-service. Note

General Comment #4 above, and that these improvements will be made a condition of approval for this development.

Acceleration/Deceleration lanes recommended in the report need to show that they meet the required length plus storage as per the COSF TIA Guidelines and show that they will operate effectively and summarize mitigation efforts. This was not clear in the report as the recommendations seem based on existing auxiliary lanes lengths. This should be discussed in more detail.

A complete speed study shall be required to see if the currently posted 45 mph speed limit is adequate for the facility and if a speed reduction is warranted.

Response: To reiterate, this development should not be held responsible to revisit the signal warrant analysis that was conducted just a couple of years ago by Santa Fe Engineering. The Traffic Impact Study demonstrates that the calculated 95th Percentile queue lengths for the left turn movements off Governors Miles Rd. does not ever exceed .05 vehicles. Therefore, the queuing component of the deceleration lane is irrelevant.

A speed study was added to the Final Traffic Impact Study to comply with the City's request.

Additionally, parking along Whispering Wing Rd. east of Dancing Ground Rd. is already restricted and, in consideration of the width of paving (approximately 23 feet), parking on both sides of the street should not be permitted. Also, there is no apparent reason to post the speed limit on Whispering Wing Rd. east of Dancing Ground Rd. as anything other than the normally legal speed limit established in the City of Santa Fe Traffic Code for local residential streets.

Wilson's Response:

This development impacts the intersection of Richard's Avenue and Beckner Road. Continued development shall be required to measure additional impacts to that existing signalized intersection.

The speed study recommendations will proceed per the City of Santa Fe Uniform Traffic Code requirements per General Comment #3 above.

This development significantly changes the nature of Whispering Wing Road from a dead-end street to an interconnected local roadway. This change requires this developer to reexamine the nature of this new connection and determine any signage upgrades, or changes recommended in light of the nature of similar roadways in this development and per the criteria of the MUTCD.

Sincerely,

Philip A Gallegos, PE
Senior Transportation Engineer

Development Review Team (DRT)
Comment Form

Date: 9/15/2025

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #: 2025-11006 - Vistas de la Sierra Subdivision Phase 3**

Case Planner: Claudia Kath

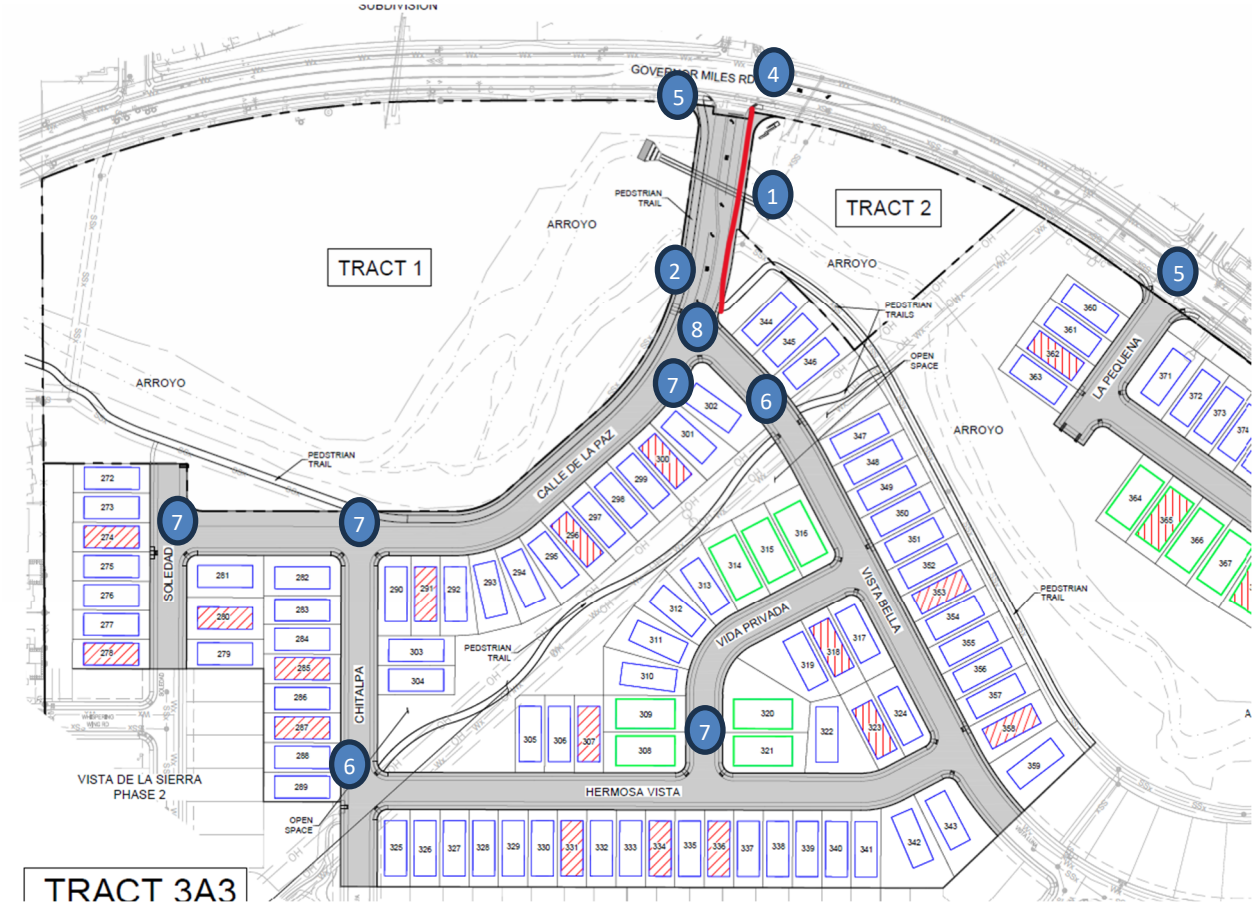
Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1.		
2.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. Plans must demonstrate a sidewalk on both sides of Calle de la Paz towards Governor Miles per Table 14-9.2-1	Prior to Public Hearing for Final Subdivision Plat	
2. The intersection of Vista Bella and Calle de la Paz was not evaluated for a left turn lane in the TIA; remove left turn lane	Prior to Public Hearing for Final Subdivision Plat	
3. Sidewalk widths on Governor Miles & Richards are unmarked; they must be a 5ft minimum	Prior to Public Hearing for Final Subdivision Plat	
4. Effective curb radii at Governor Miles and internally should be the smallest permitted radii (25ft). Effective radii includes the bike lane on Governor Miles.	Prior to Public Hearing for Final Subdivision Plat	
5. Crosswalks at Governor Miles should include continental stripes	Prior to Public Hearing for Final Subdivision Plat	
6. Mid-block trail crossings should be striped	Prior to Public Hearing for Final Subdivision Plat	
7. Orient curb ramps to the direction of the pedestrian crossing	Prior to Public Hearing for Final Subdivision Plat	
8. Consider traffic circles at internal intersections	Prior to Public Hearing for Final Subdivision Plat	

Explanation of Conditions or Corrections (if needed):



1. Calle la Paz needs a sidewalk on both sides on the street per Table 14-9.2-1

Table 14-9.2-1: Design Criteria for Street Types

(Ord. No. 2013-16 § 59)

TABLE 14-9.2-1: Design Criteria for Street Types

See also Chapter 12 Fire Prevention and Protection — International Fire Code Appendix D Fire Apparatus Access Roads (as amended) for mandatory standards for roadway width, steepness, dead end/turnarounds, number of access points and fire lane signage

Criteria	Major Arterial (6-Lane)	Major Arterial (4-Lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Lot Access Driveway Note 1
						No Parking	With Parking		
Average Daily Traffic	Up to 60,000	Up to 40,000	5,000-15,000	1,000—5,000	1,000—5,000	300—1,000	300—1,000	0—300	Minimum
Dwelling Unit Access						30—100	30—100	0—30	(0—8)
Minimum Right-of-way Width	120	98	70	52	50	42	50 or 56	38 or 42	NA
Slope/Grading Easement (conditional upon staff review)	0—30	0—30	0—30	0—30	0—30	0—30	0—30	0—30	NR
Number of Auto Lanes	6—7 Note 2	4—5 Note 2	2—3 Note 2	2	2	2	2	2	1
Width of Driving Lanes	11	11	11	10	10	9	10	9	10
Median/Turn Lane Width	18	18	14	NR	NR	NR	NR	NR	NR
Minimum Bikeway Width	5	5	5	4	NR	NR	NR	NR	NR
On-Street Parking Width	NA	NA	NA	NA	6 Note 3	NA	6 Note 4	NA	NA
Curb & Gutter	2	2	2	2	2	2	2	2	NR
Minimum Sidewalk Setback	5	5	5	5	NR	5	5	0 or 5 Note 1	NR
Minimum Sidewalk Width	6	6	5	5	7	5	5	5	NR

Notes:

NA - Not Applicable

NR - Not Required

1. Refer to Subsection 14-9.2(C)(8) for additional standards for lanes and *lot* access driveways. *Lot* access driveway standard applicable to access from *street* to not more than eight single family *lots*.

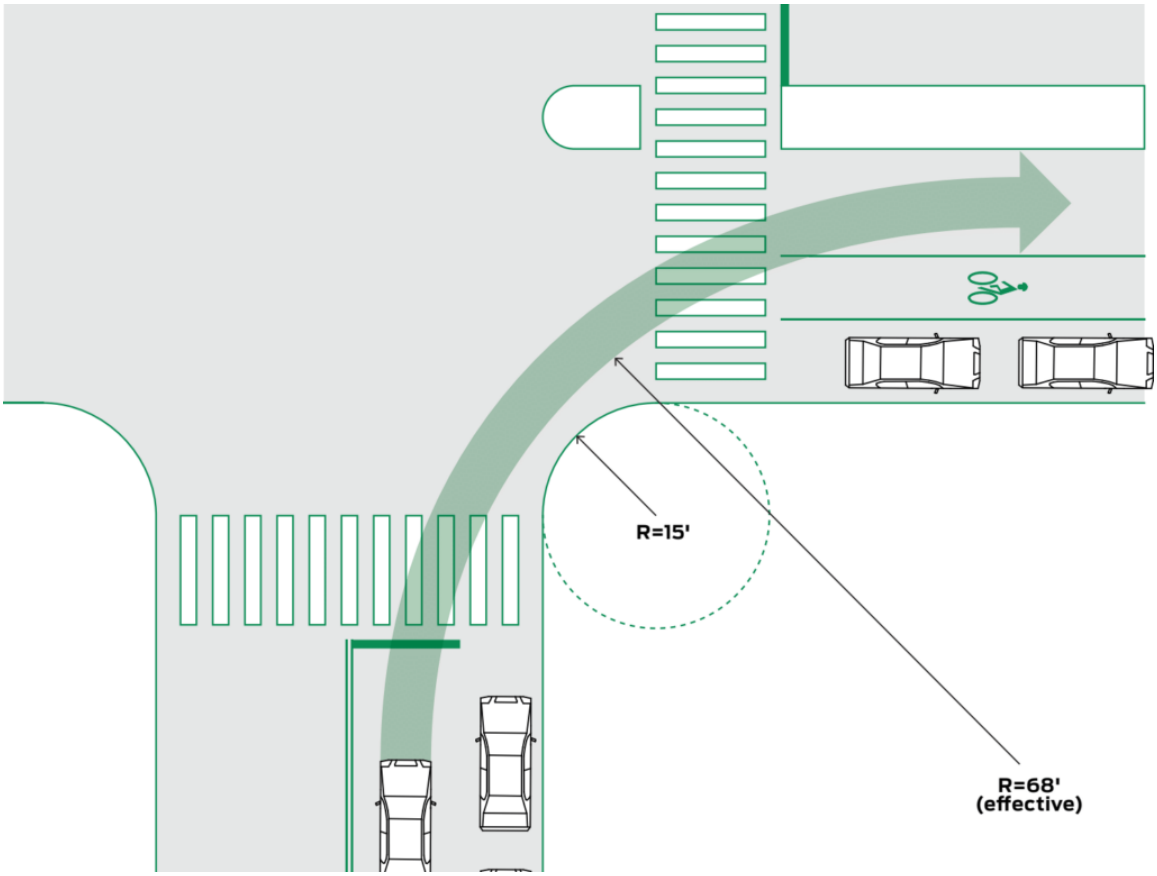
2. Includes Median/Turn Lane

3. Parking required on both sides of *street*, except no parking on that side of a *street* adjoining the plaza.

4. Parking may be on one side or both sides of the *street*; parking lane should not be continuous.( )

All measurements in feet, unless otherwise noted.

2. The development TIA did not include the intersection of Vista Bella and Calle de la Paz. Because the left turn lane was not determined to be warranted, it should not be included. Left turn lanes increase the width of the street and the speed that vehicles are able to travel. Neither effect is desired in a neighborhood context.
3. Governor Miles and Richards sidewalks should be 5ft; see table above.
4. Reduce curb radii to the minimum per the code: 25 ft. The right turn out of Governor Miles can include the bike lane in the radius, effectively allowing a tighter built curb radii. (Per NACTO guidance: https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/)



5. Intersections with striped crosswalks clearly designate pedestrian space and increase awareness that pedestrians may be present.
6. The multi-use trail crosses mid-block and diagonally across an intersection. Striping the crossings will alert drivers that people could be crossing there.
7. Where pedestrian crossings are one direction, orient the curb ramps to the direction of the crossing.
8. Traffic circles are circular raised center islands at the intersection of two neighborhood streets and are installed for traffic calming. https://toolkits.ite.org/uiig/treatments/63%20Residential%20Traffic%20Circle.pdf

Date: 9/16/25

DRT Member: Joshua Vanslambrouck, Charlie Gonzales

Dept/Div: Land Use/ Technical Review

Case No.: 2025-11006

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant response**:
1. Show the required setback from the arroyo according to city code 14-8.2(D)(4)(e)(i)	Prior to Public Hearing for Final Subdivision Plat	
2. Drop inlets in roadways must be city standard, not nmdot, please provide city detail and update callouts to use city detail	Prior to Public Hearing for Final Subdivision Plat	
3. Provide details on the flow path to detention pond 8 in the drain plan	Prior to recordation	
4. Label high points in roadways with (HP) in drain plan	Prior to recordation	
5. Label Low Points in roadways with LP	Prior to recordation	
6. Provide details for the outlet of runoff from Cielo Hermosa cul-de-sac in drain plan, is this intended to drain to pond 15?	Prior to Public Hearing for Final Subdivision Plat	
7. Provide detail drawing of storm drain junction box on the corner of Chitalpa and Calle de la Paz in drain plan	Prior to recordation	
8. Are storm sewer manholes type C or type E? Clarify on the drain plan	Prior to recordation	
9. Name/number manholes	Prior to recordation	
10. Storm sewer manholes not allowed in the curb and gutter, valley gutter, or fillets	Prior to recordation	

Form Updated: April 2024

11. Add sediment measuring posts at bottom of pond elevation	Prior to recordation	
12. Provide rock size or further details for rip-rap at end of MBC, Detail A, sheet C1.16	Prior to recordation	
13. Provide the width/thickness of the toe down for all concrete rip rap	Prior to recordation	
14. Call out inverts of all drainage structures in plan view	Prior to Public Hearing for Final Subdivision Plat	
15. City prefers sidewalk curb ramps on point of curve, not on the nose	Prior to recordation	
16. Are driveways to be cut? Or installed	Prior to recordation	
17. Install type 3 barricade at dead ends	Prior to Public Hearing for Final Subdivision Plat	
18. Asphalt in city streets must be 4 inches thick, please provide a first lift of 2.5 inches sp-iii, and a second lift of 1.5 inches sp-iv	Prior to Public Hearing for Final Subdivision Plat	
19. Provide a tree survey to show all significant trees and substantial grass coverage to be removed and too remain, city code 14-8.2(F)(1)(a)(ix)	Prior to Public Hearing for Final Subdivision Plat	
20. all *significant trees* , and other trees and vegetation, areas with substantial grass coverage and *drainageways* that are to remain undisturbed shall be fenced off prior to the use of any heavy machinery on-site and shall remain fenced during the entire construction process. Fencing material may include snow fencing, plastic mesh or other similar fencing material. To protect the root zone of all *significant trees* , and other trees and vegetation, fencing shall be placed five (5) feet to the outside of their dripline; city code 14-8.2(D)(7)(c), please provide a plan to protect the natural arroyo vegetation	Prior to Public Hearing for Final Subdivision Plat	
21. Please correct retaining wall Detail on the slope analysis sheet to reflect what the current design is (Gravity wall with large stone blocks)	Prior to Public Hearing for Final Subdivision Plat	
22. Clarify with the Design Engineer if the Updated arroyo retaining wall can be installed without grout between the	Prior to Public Hearing for Final Subdivision Plat	

boulders, concrete is not allowed according to city code “Arroyo and watercourse banks shall not be armored with concrete, gabion baskets, sheet piling, rip-rap or similar hardened material unless no reasonable alternative exists to protect public *infrastructure* or pre-existing *structures*”		
23. Please call out the retaining wall detail on the grading plans	Prior to Public Hearing for Final Subdivision Plat	
24. Please Address comments in attached red lined plans	Prior to recordation	
25. Please add pond 9 back to the design, required by city staff to ensure proposed flows are less than existing conditions by a larger margin than what has been proposed	Prior to Public Hearing for Final Subdivision Plat	
26. Please provide peak flow analysis for 3 more storm events, of different durations and frequencies less than that of the 100-year, 24-hour event,(for example, 5-year, 24 hour; 100-year, 1-hour; 2-year, 2-hour; etc.) required by city code 14-8.2(D)(4)(b)(i) “except as otherwise required by this Section 14-8.2, the stormwater runoff peak flow rate discharged from a site shall not exceed pre- *development* conditions for any frequency storm event up to the one percent chance, twenty-four-hour storm event at each discharge point” And city code 14-8.2(D)(4)(c)(i) “stormwater *detention* basins and overflow *structures* shall be sized and designed to adequately accommodate flows from *one percent chance* , twenty-four-hour storm events; provided, however, that such basins shall also be equipped with outflow *structures* that limit flow-through from lesser magnitude storms to runoff rates equal to or less than pre- *development* runoff rates;	Prior to Public Hearing for Final Subdivision Plat	
27. put in a note to restrict use of residential streets in Nava Ade for construction traffic	Prior to recordation	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

Form Updated: April 2024

DRAINAGE FACILITIES MAINTENANCE NOTE

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.
2. 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:
3. 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.
4. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
   A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
   B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
   C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
   D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
   E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.
5. CHECK THE DEPTH OF SEDIMENT IN PONDS USING THE POND POST AND STAFF GAGE INSTALLED IN EACH POND. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH.

6. Confirm Pond Volumes At The End of Project.

GUNNISON'S PRAIRIE DOG NOTE

1. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.
THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.
SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE OWNER OR OPERATOR SHALL USE AT ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

TRAFFIC CONTROL PLAN

CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR ALL CONSTRUCTION IMPACTING GOVERNOR MILES ROAD, RICHARDS AVENUE AND BECKNER ROAD. PLAN TO BE SUBMITTED AND APPROVED BY CITY PRIOR TO START OF CONSTRUCTION.

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. ALL THE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE 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," 2000 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, APWASS, AND SSHBC.
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 LAND USE DEPARTMENT'S PERMIT AND DEVELOPMENT REVIEW DIVISION TECHNICAL REVIEW STAFF (P&DR).
6. THE PROJECT PLANS SHALL BE APPROVED FOR CONSTRUCTION BY THE P&DR'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 MANGER 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); 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, P&DR 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 P&DR STAFF MEMBER WILL BE ASSIGNED AS THE POINT OF CONTACT WITH THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE A LIST OF CONTACT PERSONNEL RESPONSIBLE FOR SITE CONSTRUCTION INCLUDING POSITION, TELEPHONE NUMBERS, AND AT LEAST ONE EMERGENCY TELEPHONE NUMBER ACTIVE ON A 24-HOUR BASIS.
10. AN EPA NOTICE OF INTENT (NOI) IS APPLICABLE, A COPY OF THE MAILED PERMIT APPLICATION SHALL BE PRESENTED AT THE TIME OF THE PRE-CONSTRUCTION MEETING ALONG WITH A WRITTEN STATEMENT GIVING THE MAILING DATE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF ALL UNDERGROUND UTILITIES DURING THE COURSE OF THE WORK REGARDLESS OF ANY LOCATION SHOWN ON THE PLANS OR OTHER FIELD EVIDENCE, OR LACK THEREOF. NOTIFICATION TO NEW MEXICO ONE CALL AT 1-800-321-2537 FOR UTILITY LOCATES A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION REQUIRED. MAINTENANCE OF UTILITY LOCATES SHALL BE CONTINUED THROUGHOUT THE PROJECT LIFE.
12. THE OWNER SHALL BE RESPONSIBLE FOR ALL CHANGES IN CONSTRUCTION DEEMED NECESSARY FOR ANY REASON 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 LIFE.
13. 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.
14. CURB CUTS SHOWN IN THE ORIGINAL 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 INCLUDED IN THE ORIGINAL, APPROVED CONSTRUCTION DRAWINGS WILL REQUIRED A CHANGE ORDER THAT INCLUDES A "CURB CUT PERMIT" FROM THE CITY TRAFFIC ENGINEER. CALL 505-955-6646 FOR INFORMATION.
15. 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.
16. SANITARY SEWER LATERAL CONSTRUCTION MUST BE CONSTRUCTED UNDER SEPARATE PERMIT (SECONDARY) FOR SAS HOOKUP. THE CONTRACTOR SHALL OBTAIN THE PERMITS 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 505-955-6646 FOR INSPECTION OF EACH VISIBLE, CONNECTED LATERAL.
17. 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 EASEMENT(S)/AGREEMENT(S) IS/ARE EXECUTED AND APPROVED BY THE ENGINEERING SUPERVISOR.
18. 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 505-955-6948 FOR PERMIT INFORMATION.
19. 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.
20. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.
21. 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.
22. 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 IN SEVEN (7) CALENDAR DAYS AFTER LABORATORY MATERIAL TESTING IS COMPLETE. FIELD TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE P&DR STAFF ABSENCE. THE REPORTS SHALL BE FAXED TO 505-955-6829. IN EACH CASE, ALL TEST REPORTS AND OTHER COMMUNICATION SHALL CARRY THE APPLICABLE P&DR CASE AND BUILDING PERMIT PROJECT NUMBERS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
23. PORTLAND CEMENT CONCRETE (PCC) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL CASTING OPERATION OR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR. EACH MIX SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES:
    A. COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 CALENDAR DAYS
    B. SEVEN (7.0) BAGS OF CEMENTITEOUS MATERIAL PER CUBIC YARD OF CONCRETE
    C. TWENTY (20.0) PERCENT OR LESS OF FLY ASH MATERIAL SUBSTITUTION FOR CEMENT
    D. MAXIMUM AGGREGATE SIZE OF 3/4"
    E. AIR ENTRAINMENT CONTENT RANGING BETWEEN 4.0 AND 7.0 PERCENT AT THE POINT OF CONCRETE DELIVERY INTO FORMS
24. CONCRETE SAMPLE SET SHALL CONSIST OF A MINIMUM THREE (3) CYLINDERS. ONE SAMPLE SET SHALL BE OBTAINED FOR EACH 500 LINEAR FEET CAST, 50 CAST CUBIC YARDS, OR ONE (1) SET PER CALENDAR DAY, WHICHEVER IS GREATEST. CYLINDERS SHALL BE TESTED AT 7, 28, AND 56 DAY INTERVALS; THE 56 DAY INTERVAL NEED NOT BE TESTED IF ANY PREVIOUS TEST RESULT EXCEEDS THE DESIGN VALUE.
25. 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 505-955-6619.
26. SITE EROSION AND/OR SEDIMENT CONTROL, AS PER APPROVED PLAN, SHALL BE INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SSHBC'S SECTION 603 FOR OTHER REQUIREMENTS RELATING TO DUST ABATEMENT AND SIMILAR ISSUES.
27. 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.
28. EACH CITY UTILITY DIVISION SHALL PROVIDE A LETTER OF COMPLETED INSTALLATION, NOT NECESSARILY ACCEPTED FOR WARRANTY, AT THE CONTRACTOR'S REQUEST. SAID LETTERS SHALL BE PROVIDED TO THE P&DR STAFF AND RECEIVED WRITTEN STAFF ACCEPTANCE PRIOR TO SCHEDULING EITHER TV INSPECTION OF SAS AND STORM SEWER LINES OR PLACEMENT OF ROADWAY PAVEMENT MATERIAL.
29. ASTM, ASSHTO, OR INDEPENDENT LABORATORY CERTIFICATES OF MATERIAL COMPLIANCE ARE TO BE PROVIDED TO P&DR STAFF PRIOR TO BRINGING APPLICABLE MATERIAL ON SITE.
30. AGGREGATE BASE COURSE MATERIAL SHALL CONFORM TO THE SSHBC'S SECTION 304 USING GRADATION I.
31. HOT MIX ASPHALT (HMA) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER CONFORMING TO SSHBC'S SECTION 420 USING AGGREGATE CLASSIFICATION(S) CALLED FOR IN THE PROJECT PLANS. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL PAVING OPERATION PR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR.
32. COMPACTION TESTING OF SUBGRADE, AGGREGATE BASE COURSE, AND EACH LIFT OF PAVED MATERIAL SHALL BE COMPLETED FOR EVERY 100 LINEAR FEET OF ROADWAY LENGTH EXCEPTING FOR HMA MATERIAL IN WHICH CASE PROVIDE ONE (1) TEST FOR EVERY 100 LINEAR FEET OF LAYDOWN MACHINE PASS.
33. HMA MATERIAL QUALITY TEST SAMPLES (WET) SHALL BE OBTAINED AND TESTED FOR EVERY 500 TONS OR FRACTION THEREOF OR ONE (1) SAMPLE PER DAY.
34. UTILITY APPURTENANCE SUCH AS TELEPHONE PEDESTALS, ELECTRICAL TRANSFORMERS, GAS, AND CABLE TV PEDESTALS SHALL BE PLACED OUTSIDE THE PUBLIC RIGHT-OF-WAY AND WITHIN UTILITY EASEMENTS. THE OWNER IS RESPONSIBLE FOR RELOCATING MIS-PLACED UTILITY STRUCTURES PRIOR TO REQUESTING A PRE-FINAL INSPECTION. WATER METER BOXES AND FIRE HYDRANTS MAY BE PLACED BETWEEN THE SIDEWALK AND CURB. WATER VALVE AND METER BOXES ARE NOT TO BE PLACED WITHIN MAINTENANCE AREAS OF SEMI-IMPROVED (GRAVEL OR EQUAL) ROADS.
35. 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. 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 WI P&DR STAFF.
36. THE CONTRACTOR SHALL MAKE A WRITTEN REQUEST FOR A PRE-FINAL INSPECTION OF TERRAIN MANAGEMENT AND INFRASTRUCTURE WORKS A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE WITH P&DR STAFF. AT THIS INSPECTION, APPLICABLE CITY DIVISION STAFF WILL REVIEW THE FINAL WORK PRODUCT. ANY DEFICIENCIES WILL BE NOTED IN A "PUNCHLIST" AND PROVIDED TO THE CONTRACTOR FOR CORRECTION. WHEN ALL PUNCHLIST ITEMS ARE COMPLETED THE CONTRACTOR SHALL FILE A WRITTEN STATEMENT TO THAT EFFECT AND A FINAL INSPECTION WILL BE HELD BY P&DR STAFF. UPON "ACCEPTANCE", AN ACCEPTANCE LETTER WILL BE PROVIDED WHEREIN ALL WORK WILL BE ACCEPTED FOR MAINTENANCE BY THE CITY AND THE COMMENCEMENT OF THE WARRANTY PERIOD INITIATED.
37. THE R-VALUE FOR THIS PROJECT SHALL NOT BE LESS THAN 50.

38. Storm Water Ponds Shall Be Compacted Rough Graded During The Initial Grading Process.

SANITARY SEWER GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REACQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORK HOURS.
5. SUBMITTALS FOR SEWER REMOVAL AND RECONSTRUCTIONS PLANS TO BE SUBMITTED FIRST TO THE ENGINEER OF RECORD FOR APPROVAL AND THEN TO THE CITY WASTEWATER DIVISION APPROVAL PRIOR CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTIONS.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REACQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V. TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED BELOW ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL THE SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 505-955-4650 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES. THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SITE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER. IT IS SUGGESTED THAT THE OWNER/DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AR POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (MICHAEL DOZIER AT TELEPHONE # (505)-955-4642) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V.



PROVIDE STAMP.

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 486-2888 | dhiengineering.com
TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
TOPOGRAPHIC SURVEY
SHEET 2 OF 2

REV	DATE	DESCRIPTION

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT # S-2020-2642

DESIGNED BY:	
DRAWN BY:	
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	S1.01

FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 3

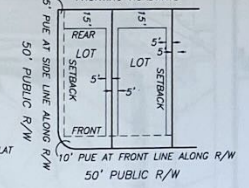
SHOWING
A SUBDIVISION OF TRACT 3A3 & TRACT 3A4 AND LOT LINE ADJUSTMENT OF TRACT I
PLAT RECORDED AS INSTRUMENT #1964666
IN BOOK 882 PAGES 2-5
INTO 128 RESIDENTIAL LOTS

CURVE	RADIUS	DELTA	ARC	CHORD	BEARING
C56	25.00'	90°00'00"	39.27'	35.36'	N09°07'56"W
C57	25.00'	90°00'00"	39.27'	35.36'	S80°52'04"W
C59	1079.00'	0°31'11"	9.79'	9.79'	S54°23'32"E
C60	1079.00'	2°37'05"	49.31'	49.30'	S55°54'40"E
C61	1079.00'	2°37'31"	49.44'	49.44'	S58°34'58"E
C62	1079.00'	2°37'21"	49.39'	49.38'	S61°12'24"E
C63	1079.00'	2°06'07"	39.59'	39.58'	S63°34'08"E
C64	25.00'	90°00'00"	39.27'	35.36'	S80°52'04"W
C65	14.50'	90°00'00"	22.78'	20.51'	S09°07'56"E
C66	1029.00'	0°43'28"	13.01'	13.01'	S54°29'40"E
C67	1029.00'	2°27'29"	44.15'	44.14'	S56°05'09"E
C68	1029.00'	2°28'00"	44.30'	44.30'	S58°32'53"E
C69	1029.00'	2°27'17"	44.08'	44.08'	S61°00'32"E
C70	1029.00'	2°27'34"	44.17'	44.17'	S63°27'57"E
C71	1029.00'	2°27'55"	44.28'	44.27'	S65°55'42"E
C72	1029.00'	2°27'08"	44.04'	44.04'	S68°23'14"E
C73	1029.00'	2°27'08"	44.04'	44.04'	S70°50'22"E
C74	1029.00'	2°36'19"	46.79'	46.78'	S73°22'06"E
C75	1029.00'	2°45'30"	49.54'	49.53'	S76°03'00"E
C76	1029.00'	2°36'36"	46.87'	46.87'	S78°44'03"E
C77	1029.00'	2°28'00"	44.30'	44.30'	S81°16'21"E
C78	1029.00'	2°28'23"	44.42'	44.41'	S83°44'33"E
C79	1029.00'	2°29'06"	44.63'	44.63'	S86°13'18"E
C80	1029.00'	0°12'22"	3.70'	3.70'	S87°14'02"E
C81	206.00'	5°03'18"	18.17'	18.17'	N85°08'33"W
C82	206.00'	10°20'32"	37.18'	37.13'	N77°26'39"W
C83	206.00'	10°21'15"	37.23'	37.18'	N67°05'45"W
C84	206.00'	10°26'36"	37.55'	37.50'	N56°41'50"W
C85	206.00'	10°21'40"	37.25'	37.20'	N46°17'42"W
C86	206.00'	10°21'39"	37.25'	37.20'	N35°56'03"W
C87	206.00'	10°21'13"	37.22'	37.17'	N25°34'37"W
C88	206.00'	10°23'20"	37.35'	37.30'	N15°12'21"W
C89	206.00'	9°58'26"	35.86'	35.81'	N05°01'28"W
C90	45.00'	87°43'56"	37.49'	36.41'	N23°49'43"E
C91	45.00'	28°15'48"	22.20'	21.97'	N61°49'35"E

LINE	BEARING	DIST.
L1	N56°05'09"W	39.64
L2	N58°32'53"W	39.78
L3	N61°00'32"W	39.58
L4	N63°27'57"W	39.66
L5	N65°55'42"W	39.76
L6	N68°23'14"W	39.54
L7	N70°50'22"W	39.54
L8	N73°22'06"W	42.01
L9	N73°44'03"W	42.09
L10	N81°16'21"W	39.78
L11	N83°44'33"W	39.88
L12	N86°12'32"W	39.70
L13	N87°39'04"W	20.00
L14	N87°40'12"W	40.00
L15	N87°40'12"W	20.45
L16	N85°08'33"W	27.43
L17	N52°38'36"W	0.90

Show Drainage Setbacks, Top of Banks And Floodlines of Existing Arroyo(s). See 14.8.2 D 4 e I in City Code.

TYPICAL LOT BUILDING SETBACKS & PUBLIC UTILITY EASEMENT DETAIL FRONTING ROADWAYS

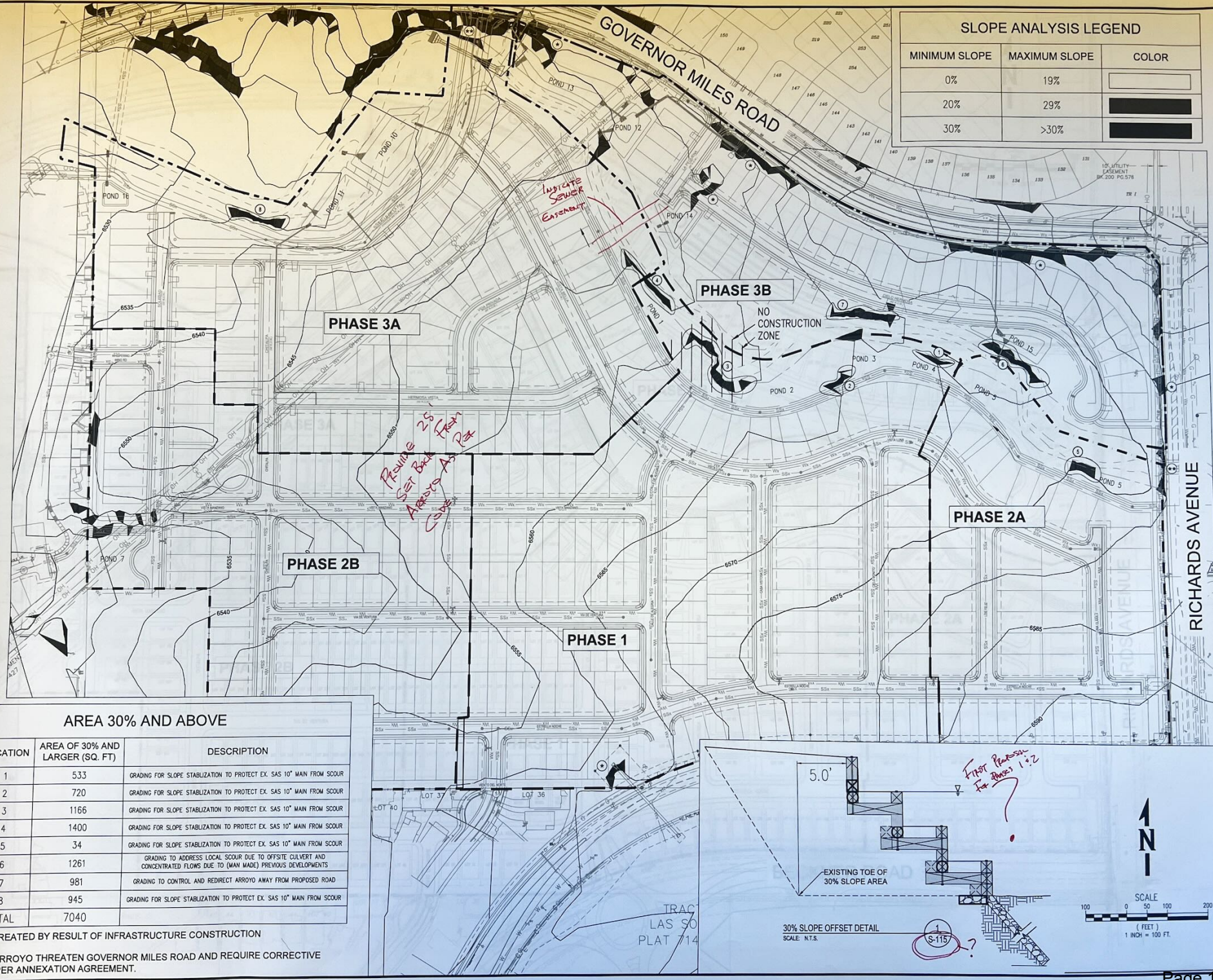


LEGEND:

- ● DENOTES REBAR, OR AS SHOWN FOUND
- ○ DENOTES REBAR, OR AS SHOWN TO BE SET
- • DENOTES CALCULATED POINT NOT SET
- WD DENOTES WARRANTY DEED
- NEW LL DENOTES NEW LOT LINE, DUE TO ADJUSTMENT BY THIS PLAT
- DE DENOTES DRAINAGE EASEMENT
- P.S.E. DENOTES PUBLIC SANITARY SEWER EASEMENT
- ..... DENOTES OLD LOT LINE

SHEET 4 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471-6660



SLOPE ANALYSIS LEGEND

MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
0%	19%	
20%	29%	
30%	>30%	

AREA 30% AND ABOVE

ASE	LOCATION	AREA OF 30% AND LARGER (SQ. FT)	DESCRIPTION
	1	533	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	2	720	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	3	1166	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	4	1400	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	5	34	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	6	1261	GRADING TO ADDRESS LOCAL SCOUR DUE TO OFFSITE CULVERT AND CONCENTRATED FLOWS DUE TO (MAN MADE) PREVIOUS DEVELOPMENTS
	7	981	GRADING TO CONTROL AND REDIRECT ARROYO AWAY FROM PROPOSED ROAD
	8	945	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	TOTAL	7040	

LOPES CREATED BY RESULT OF INFRASTRUCTURE CONSTRUCTION

LOPES/ ARROYO THREATEN GOVERNOR MILES ROAD AND REQUIRE CORRECTIVE CTIONS PER ANNEXATION AGREEMENT.

REV	DATE	DESCRIPTION

5/12/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-2688 | dhiengineering.com
TBPE REG. NO. F-19561

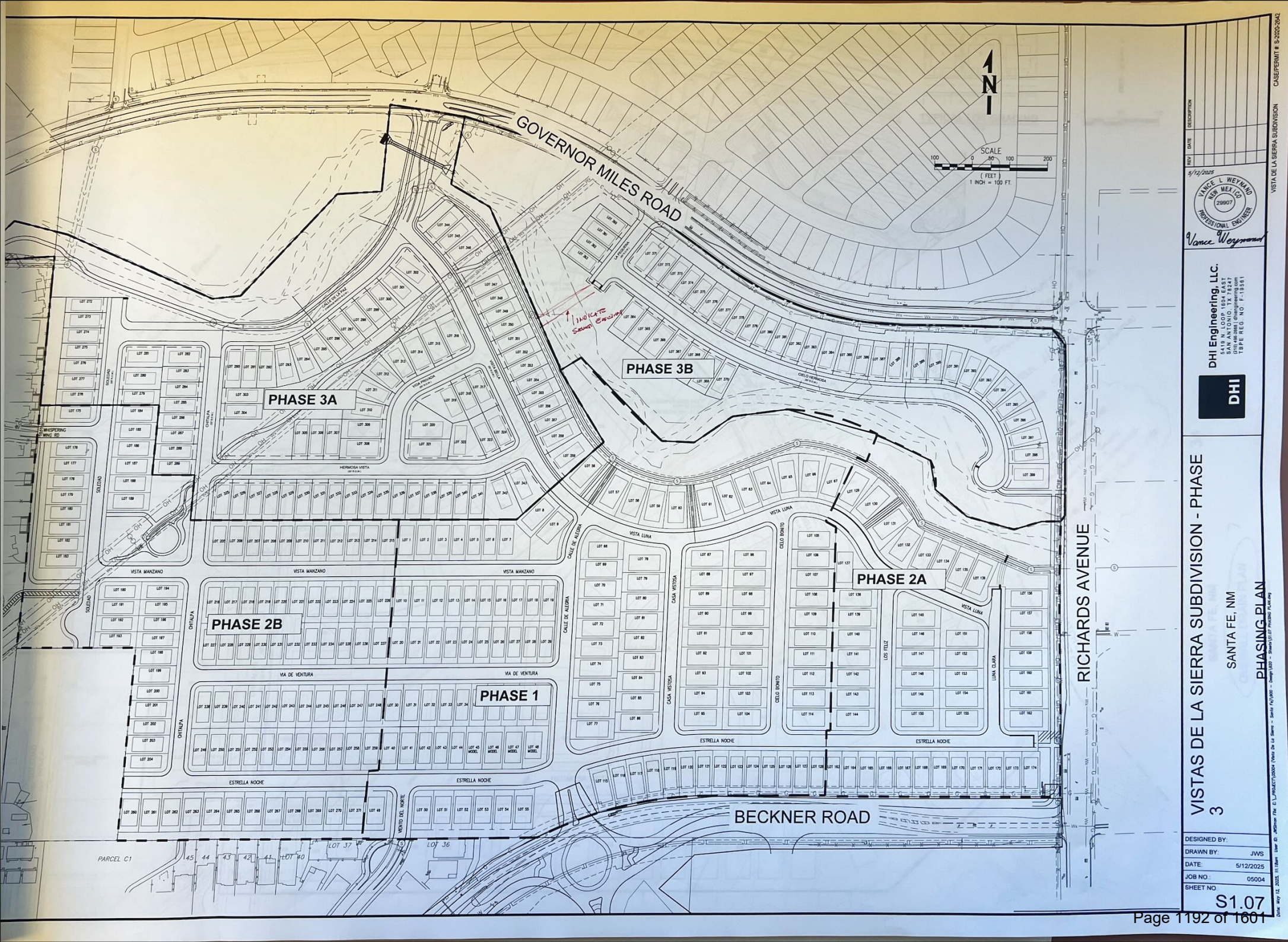
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

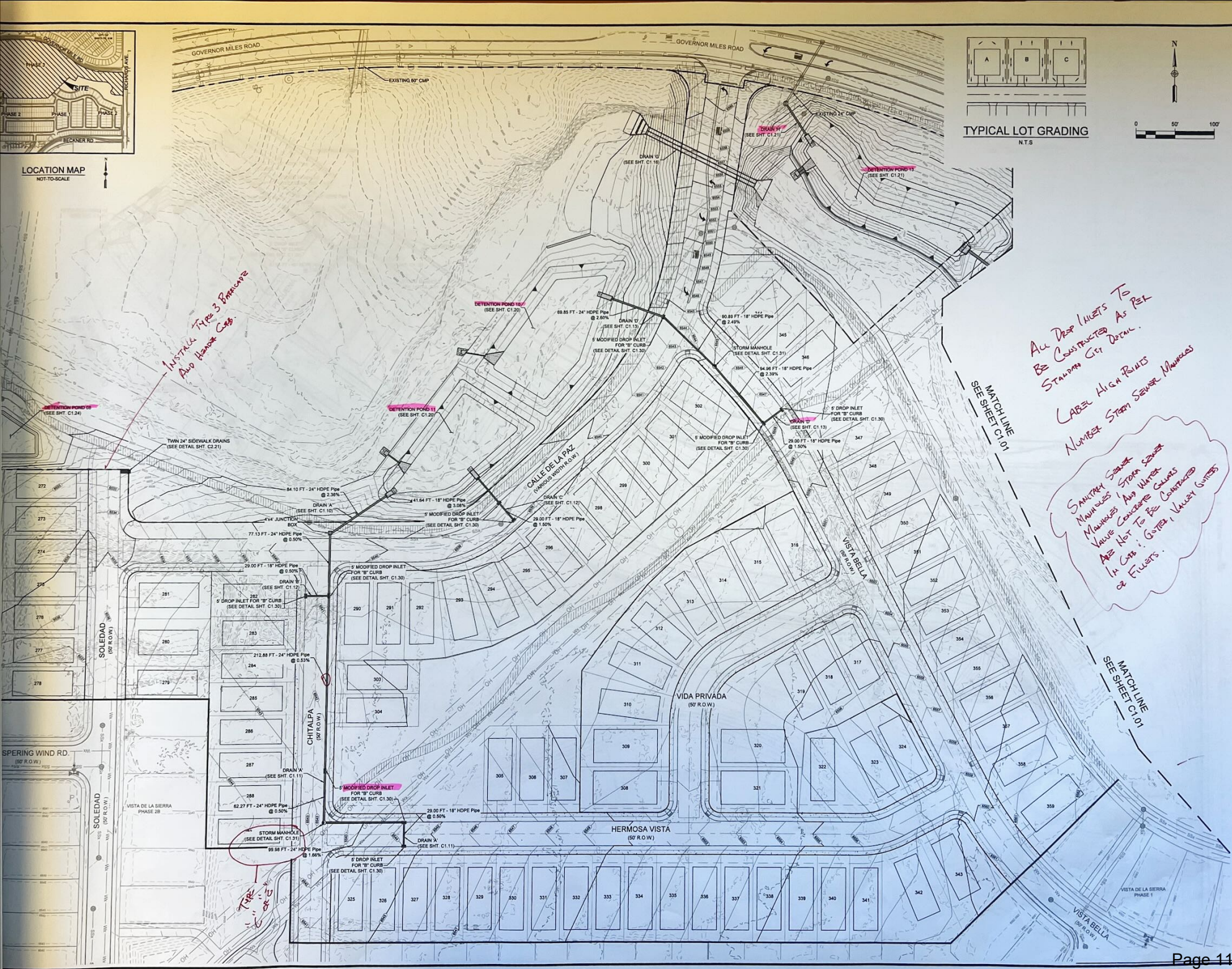
SANTA FE, NM

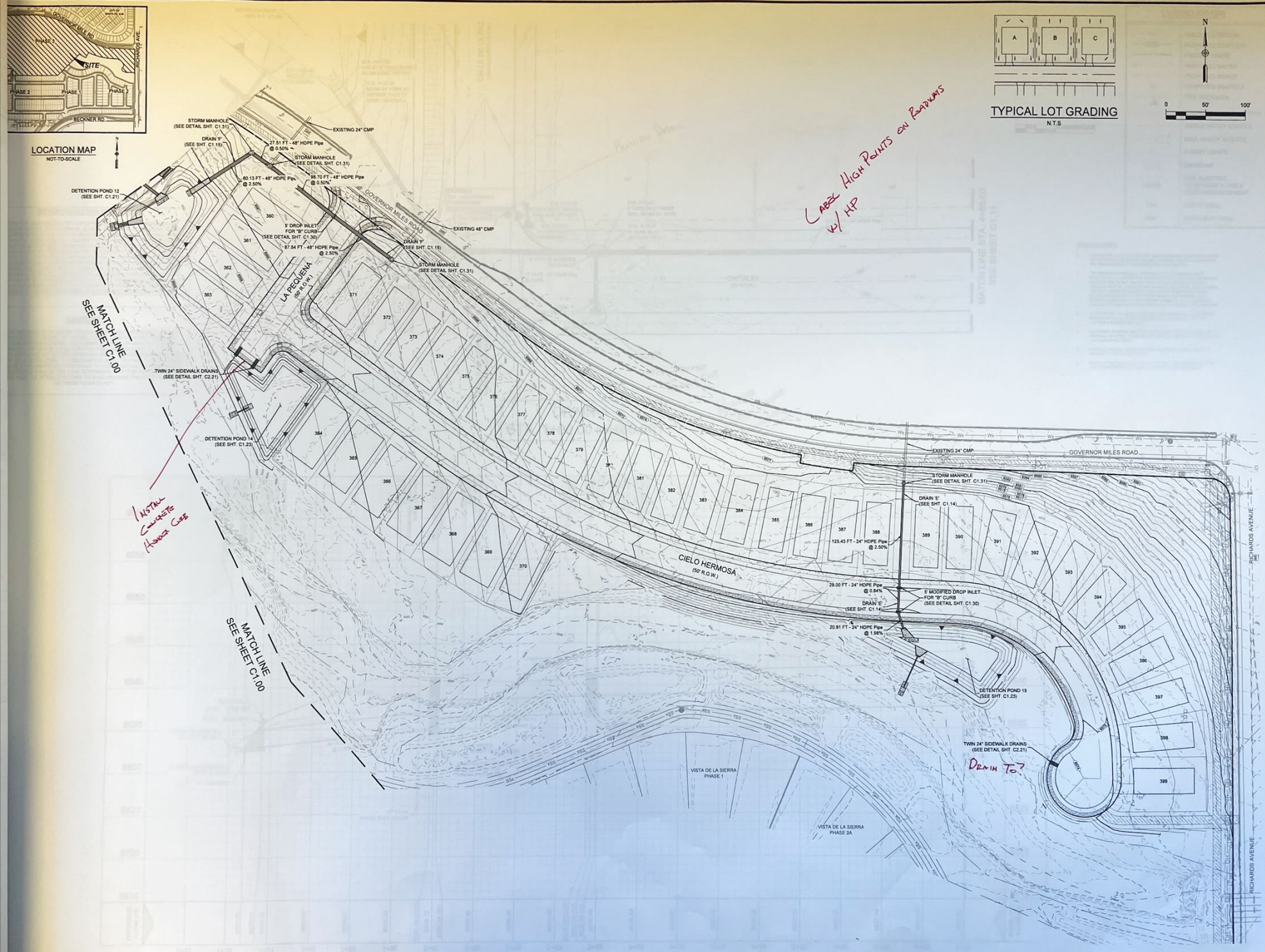
SLOPE ANALYSIS MAP
5FT CONTOURS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	S1.06

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT #: S-2020-2642


GOVERNOR MILES ROAD
BECKNER ROAD
RICHARDS AVENUE
PHASE 1
PHASE 2A
PHASE 2B
PHASE 3A
PHASE 3B
SCALE
100 0 50 100 200
(FEET
1 INCH = 100 FT.
N
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
PHASING PLAN
DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210)490-2888 | dhiengineering.com
TBPE REG NO F-19561
VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
5/12/2025
DESIGNED BY:
DRAWN BY: JWS
DATE: 5/12/2025
JOB NO.: 05004
SHEET NO.
S1.07
CASE/PERMIT # S-2020-2642


LOCATION MAP
NOT-TO-SCALE
TYPICAL LOT GRADING
N.T.S
GOVERNOR MILES ROAD
EXISTING 60" CMP
EXISTING 24" CMP
DRAIN 'H' (SEE SHT. C1.21)
DETENTION POND 13 (SEE SHT. C1.21)
DRAIN 'G' (SEE SHT. C1.16)
DETENTION POND 10 (SEE SHT. C1.20)
DETENTION POND 11 (SEE SHT. C1.20)
DETENTION POND 05 (SEE SHT. C1.24)
69.85 FT - 24" HDPE Pipe @ 2.60%
DRAIN 'D' (SEE SHT. C1.13)
5' MODIFIED DROP INLET FOR "B" CURB (SEE DETAIL SHT. C1.30)
90.89 FT - 18" HDPE Pipe @ 2.49%
STORM MANHOLE (SEE DETAIL SHT. C1.31)
94.96 FT - 18" HDPE Pipe @ 2.39%
5' DROP INLET FOR "B" CURB (SEE DETAIL SHT. C1.30)
29.00 FT - 18" HDPE Pipe @ 1.50%
TWIN 24" SIDEWALK DRAINS (SEE DETAIL SHT. C2.21)
84.10 FT - 24" HDPE Pipe @ 2.36%
DRAIN 'A' (SEE SHT. C1.10)
41.64 FT - 18" HDPE Pipe @ 3.08%
DRAIN 'C' (SEE SHT. C1.12)
4'x4' JUNCTION BOX
77.13 FT - 24" HDPE Pipe @ 0.50%
29.00 FT - 18" HDPE Pipe @ 1.50%
CALLE DE LA PAZ (VARIOUS WIDTH R.O.W.)
DRAIN 'B' (SEE SHT. C1.12)
212.88 FT - 24" HDPE Pipe @ 0.53%
DRAIN 'A' (SEE SHT. C1.11)
62.27 FT - 24" HDPE Pipe @ 0.50%
99.98 FT - 24" HDPE Pipe @ 1.66%
SOLEDAD (50' R.O.W.)
CHITALPA (50' R.O.W.)
SPERING WIND RD. (50' R.O.W.)
VISTA DE LA SIERRA PHASE 2B
VIDA PRIVADA (50' R.O.W.)
HERMOSA VISTA (50' R.O.W.)
VISTA BELLA (50' R.O.W.)
VISTA DE LA SIERRA PHASE 1
MATCH LINE SEE SHEET C1.01
INSTALL TYPE 3 BARRICADE AND HEADER CURB.
TYPE "C" OR "G"
ALL DROP INLETS TO BE CONSTRUCTED AS PER STANDARD CITY DETAIL.
LABEL HIGH POINTS
NUMBER STORM SEWER MANHOLES
SANITARY SEWER MANHOLES, STORM SEWER MANHOLES AND WATER VALVE CONCRETE COLLARS ARE NOT TO BE CONSTRUCTED IN CURB & GUTTER, VALLEY GUTTERS OR FILLETS.
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3A
SANTA FE, NM
OVERALL DRAIN PLAN
DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-2668 | dhiengineering.com
TBPE REG. NO. F-19561
6/10/2025
VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER
Vance Weynand
REV DATE DESCRIPTION
VISTA DE LA SIERRA SUBDIVISION
CASE/PERMIT # S-2020-2842
DESIGNED BY: JWS
DRAWN BY: JWS
DATE: 6/10/2025
JOB NO.: 05004
SHEET NO.
C1.00



REV	DATE	DESCRIPTION

5/14/2025

VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

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5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
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TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3B

SANTA FE, NM

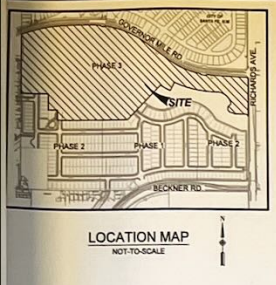
OVERALL DRAIN PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.01

VISTA DE LA SIERRA SUBDIVISION

CASE/PERMIT #: S-2020-2642

Date: May 14, 2025, 1:58pm User: JWSimon File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\800 - Design\820 - Sheets\C1.00 OVERALL DRAIN PLAN.dwg



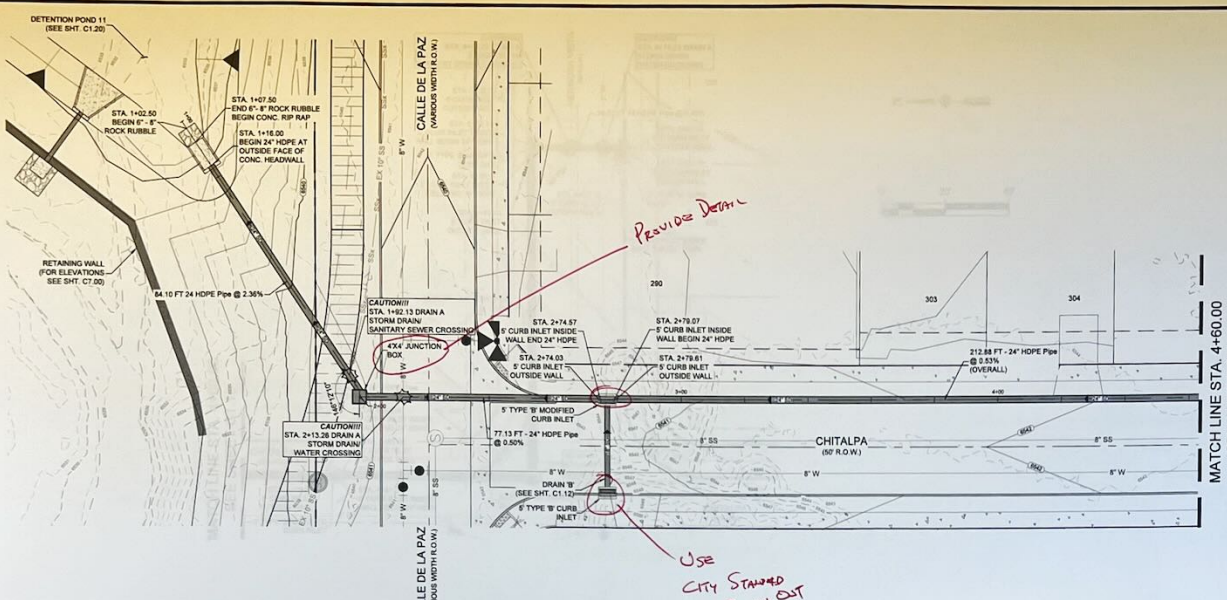
LOCATION MAP
NOT-TO-SCALE

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.



DRAIN A
STA. 1+00.00 - 4+60.00

LEGEND (DRAIN)

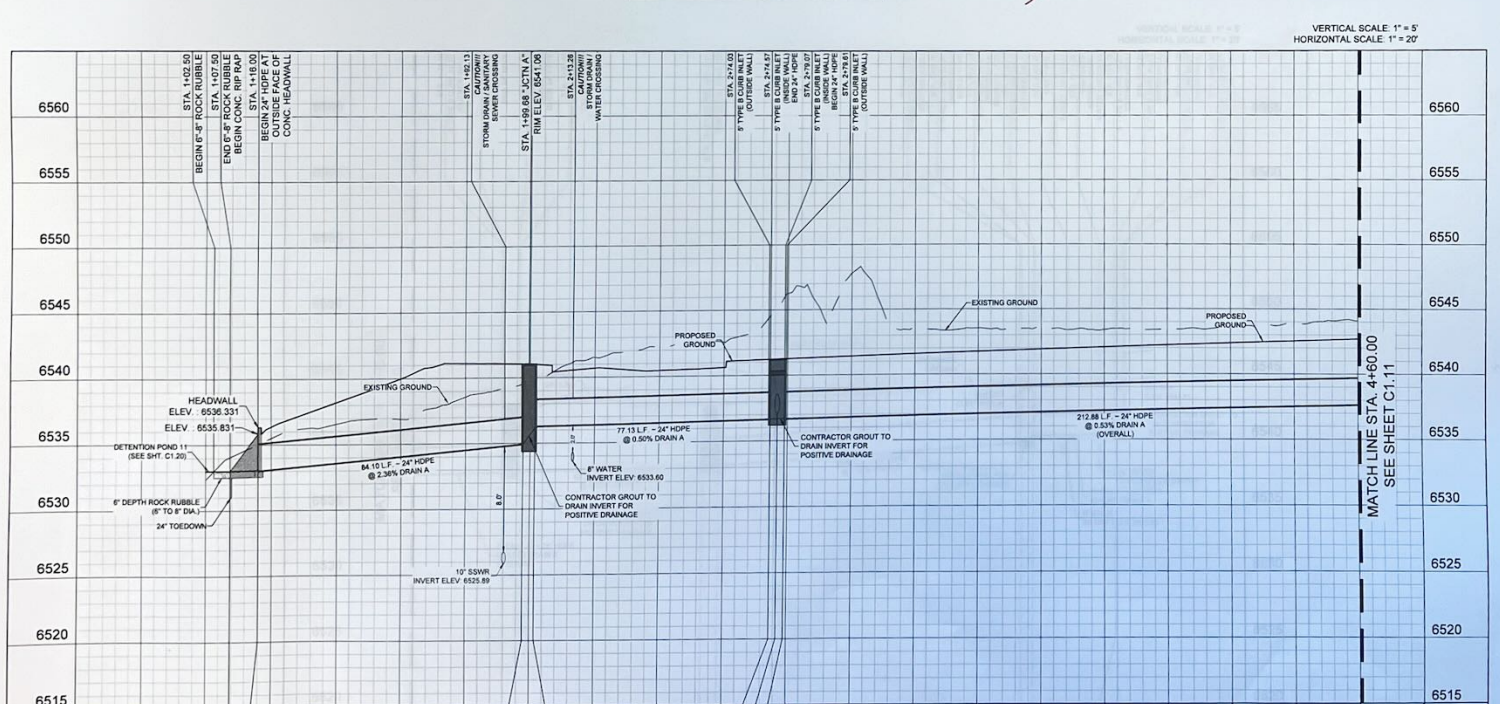
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROJECT LIMITS
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED MANHOLE
- FIRE HYDRANTS
- PROPOSED WYE & LATERAL
- SINGLE WATER SERVICE
- DUEL WATER SERVICE
- STREET LIGHTS
- DRIVEWAY
- GETCTV — GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
- TOW — TOP OF WALL
- BOW — BOTTOM OF WALL

0 20' 40'

DRAINAGE NOTES:

1. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WORKING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL UTILITIES AND DRAINAGE STRUCTURES WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES PRIOR TO CONSTRUCTION TO VERIFY SIZE, GRADE, AND LOCATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DEVIATIONS FROM PLANS PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES, WETHER SHOWN ON THE PLANS OR NOT, SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR, AT HIS EXPANSE.
3. ALL CONCRETE FOR NMDOT DRAINAGE STRUCTURES SHALL MEET NMDOT SPECIFICATIONS. ALL OTHER CONCRETE SHALL BE CLASS "A" 3000 PSI CYLINDER STRENGTH IN 28 DAYS.
4. REFERENCE DRAINAGE DETAILS FOR PIPE TRENCH DETAILS, BOX CULVERT HEADWALL WINGWALL CONSTRUCTION DETAILS, AND BOX CULVERT BEDDING AND EXCAVATION LIMITS.
5. CONTRACTOR SHALL GROUT ALL CURB INLETS AND JUNCTION BOXES TO PROVIDE FOR POSITIVE DRAINAGE.
6. CONTRACTOR SHALL MATCH TOP OF CHANNEL TO NATURAL GROUND AND MAINTAIN A MINIMUM CHANNEL DEPTH AS SHOWN IN THE PROFILE.

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



REV	DATE	DESCRIPTION

5/14/2025
VANCE L WEYMAND NEW MEXICO 29907 PROFESSIONAL ENGINEER
Vance Weymand

DHI Engineering, LLC.
1414 CENTRO SUR EAST
SAN ANTONIO, NM 87832
(210) 480-2688 | dhiengineering.com
TBPE REG NO F-19581

DHI

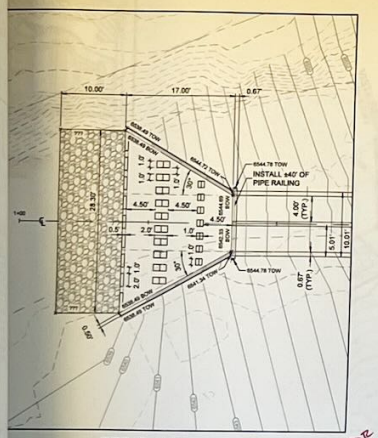
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

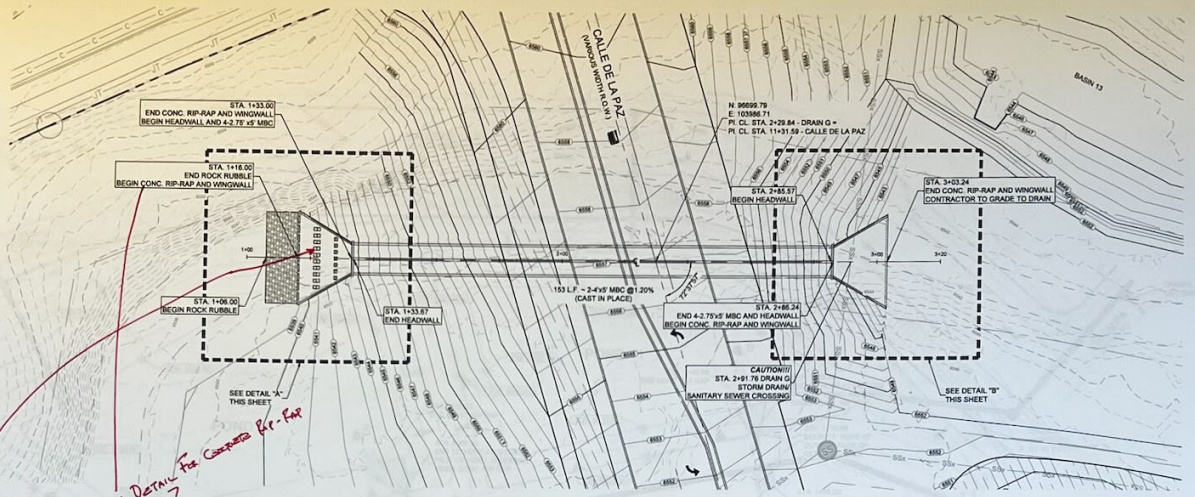
DRAIN A - STA. 1+00.00 TO 4+60.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.10

CASE/PERMIT # S-2025-042
VISTA DE LA SIERRA SUBDIVISION



DETAIL "A"
SCALE: 1" = 10'

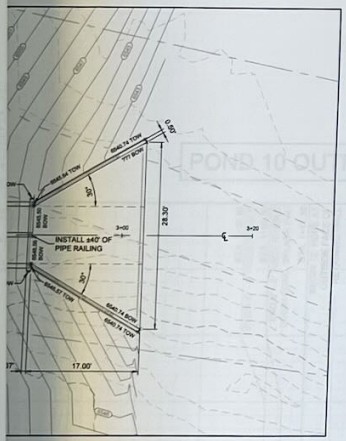


Label Energy Dissipator

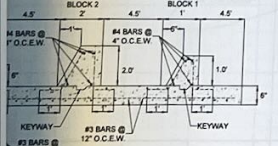
See Detail for Concrete Rip-Rap on Sheet ?

LEGEND (DRAIN)

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROJECT LIMITS
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED MANHOLE
- FIRE HYDRANTS
- PROPOSED WYE & LATERAL
- SINGLE WATER SERVICE
- DUEL WATER SERVICE
- STREET LIGHTS
- DRIVEWAY
- GETCTV — GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
- TOW — TOP OF WALL
- BOW — BOTTOM OF WALL



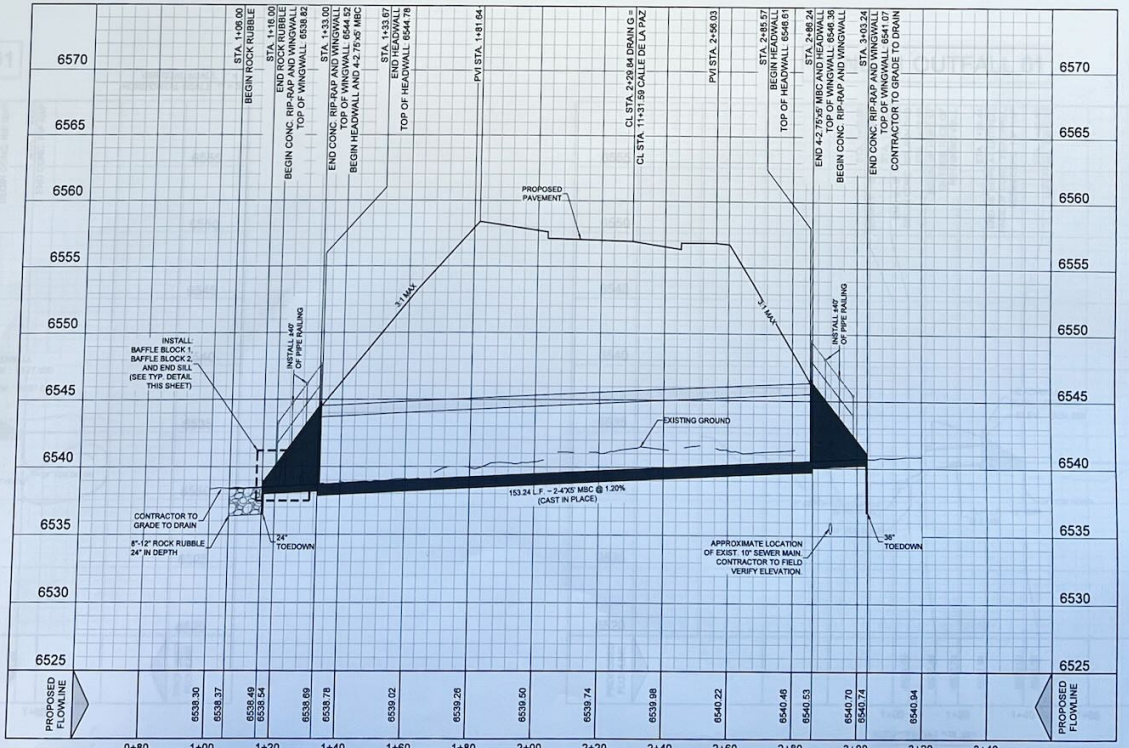
DETAIL "B"
SCALE: 1" = 10'



TYPICAL BAFFLE BLOCK DETAIL
N.T.S.

DRAIN G
STA. 1+00.00 - 4+60.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

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5/14/2025
VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

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SAN ANTONIO, TEXAS 78218
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TBPE REG. NO F-19561

DHI

REV	DATE	DESCRIPTION

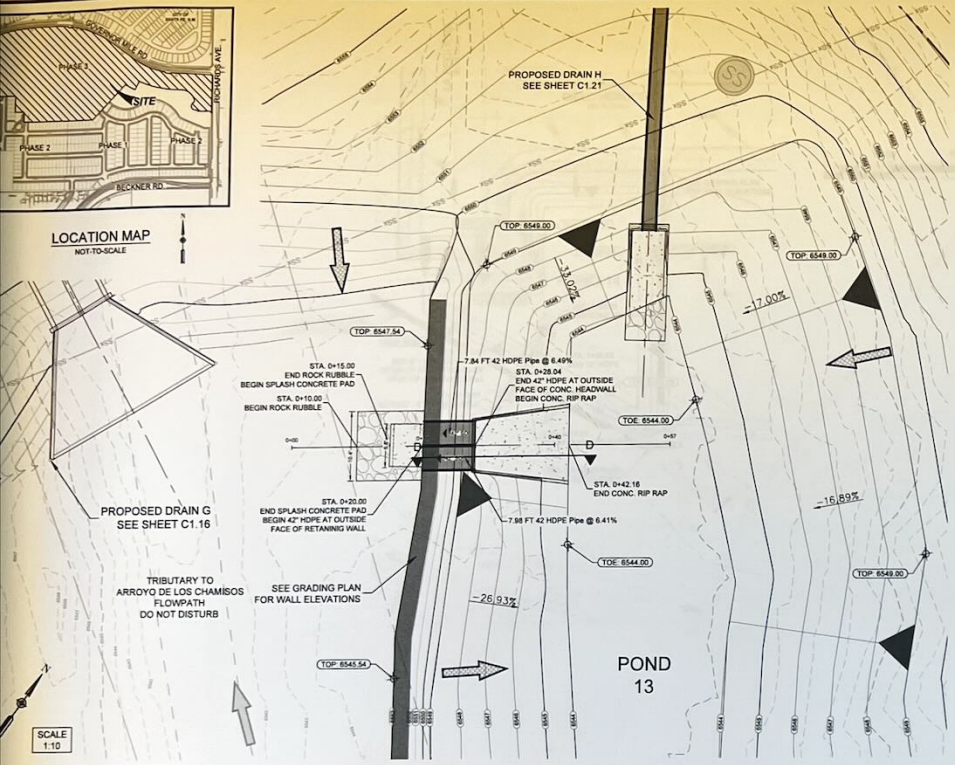
CASE/PERMIT # S-2020-2842

VISTA DE LA SIERRA SUBDIVISION

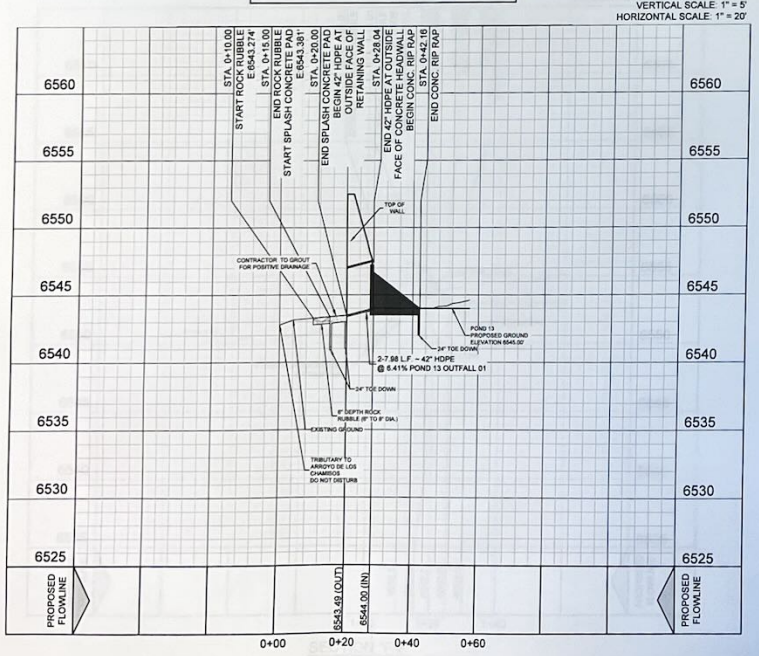
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN G - STA. 1+00.00 TO END

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C-116



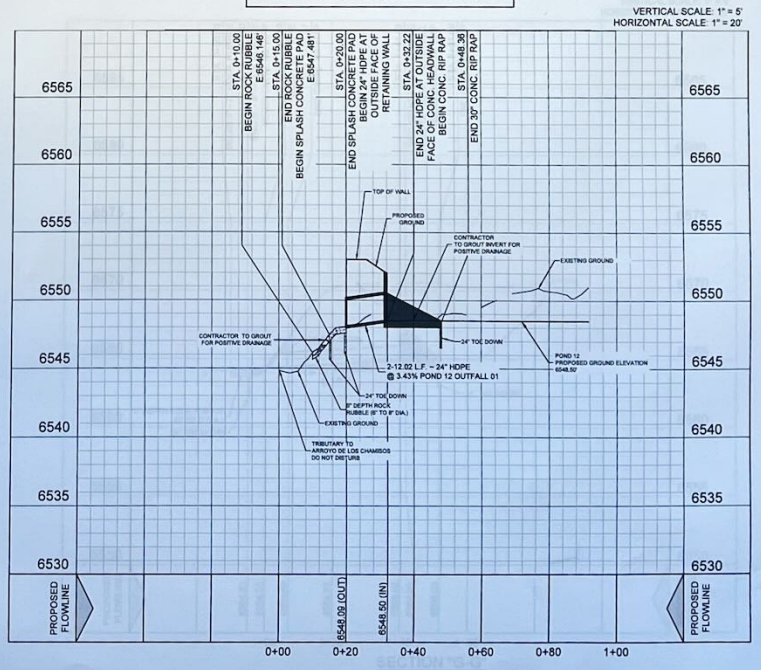
POND 13 OUTFALL 01
STA. 1+00.00 - 4+60.00



SECTION "D-D"

Show Pond Inverts on Plan View

POND 12 OUTFALL 01
STA. 1+00.00 - 4+60.00



SECTION "E-E"

REV	DATE	DESCRIPTION

5/14/2025
VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5252 FAX (210) 494-8658
TBPE REG. NO. F-19581

DHI

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT # S-2020-0

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

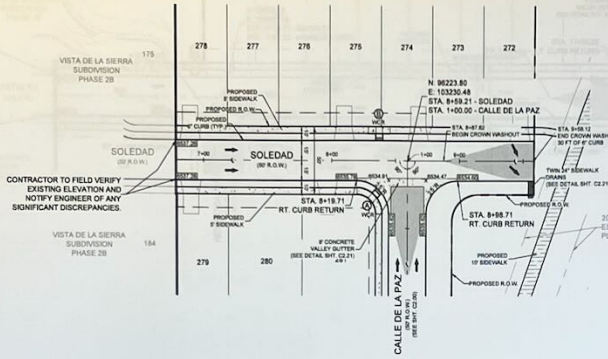
POND '12 & 13' SECTIONS

DESIGNED BY:	AS
DRAWN BY:	AS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.22

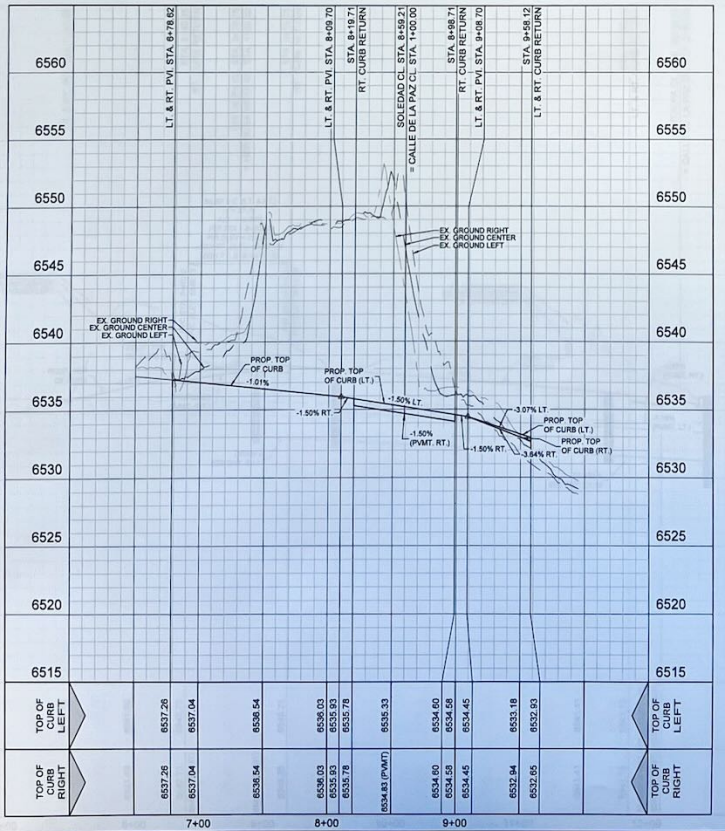
Date: May 14, 2025, 11:15am User ID: JRDixon File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\05 – Design\10 – Drawings\C1.22 POND '12 & 13' SECTIONS.dwg

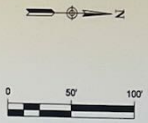


LOCATION MAP
NOT-TO-SCALE



SOLEDAD
STA. 6+78.62 TO 9+58.12





LEGEND (STREET)

- PROJECT LIMITS
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WCR — WHEELCHAIR RAMP TYPE
- PC — POINT OF CURVATURE
- PT — POINT OF TANGENCY
- DRAINAGE FLOW ARROW
- TOP OF CURB ELEVATION
- PAVEMENT ELEVATION
- CROWN WASHOUT
- DRIVEWAY
- SIDEWALK (DEVELOPER RESPONSIBILITY)
- SIDEWALK (HOMEBUILDER RESPONSIBILITY)

STREET NOTES:

1. A SANTA FE COUNTY PERMIT MUST BE OBTAINED BEFORE WORKING IN SANTA FE COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 6 FT. FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FT., AND LOWER THAN 8 FT. ABOVE THE PAVEMENT INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN HE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FT. ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT.
7. ALL RAMPS AND ANY PROPOSED SIDEWALKS THAT DO NOT FRONT PROPOSED RESIDENTIAL LOTS ARE REQUIRED TO BE CONSTRUCTED WITH STREET CONSTRUCTION
8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21

REV	DATE	DESCRIPTION

5/12/2025
VANCE L WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

DHI Engineering, LLC.
5419 N LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8600 (800) 999-0161
TBPE REG. NO. F-19661

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

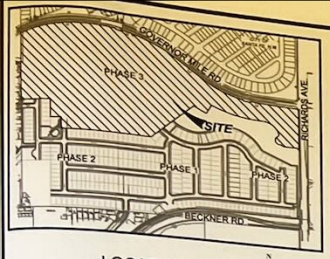
SANTA FE, NM

SOLEDAD - STA. 1+00.00 TO 9+58.12

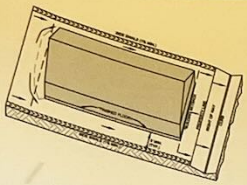
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.02

VISTA DE LA SIERRA SUBDIVISION
CASE/PERMIT #: S_2025-

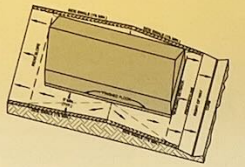
Date: May 12, 2025, 11:50am User ID: jeffersonPlot: L:\PROJECTS\05004 (Vistas De La Sierra) – Santa Fe\1-000 – Design\122-02 (SOLEDAD) – STA. 1+00.00 TO 9+58.12.dwg



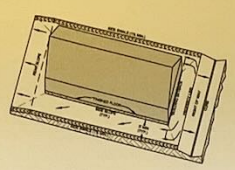
LOCATION MAP
NOT-TO-SCALE



TYPE 'A' LOT GRADING



TYPE 'B' LOT GRADING



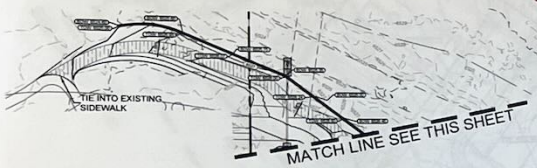
TYPE 'C' LOT GRADING

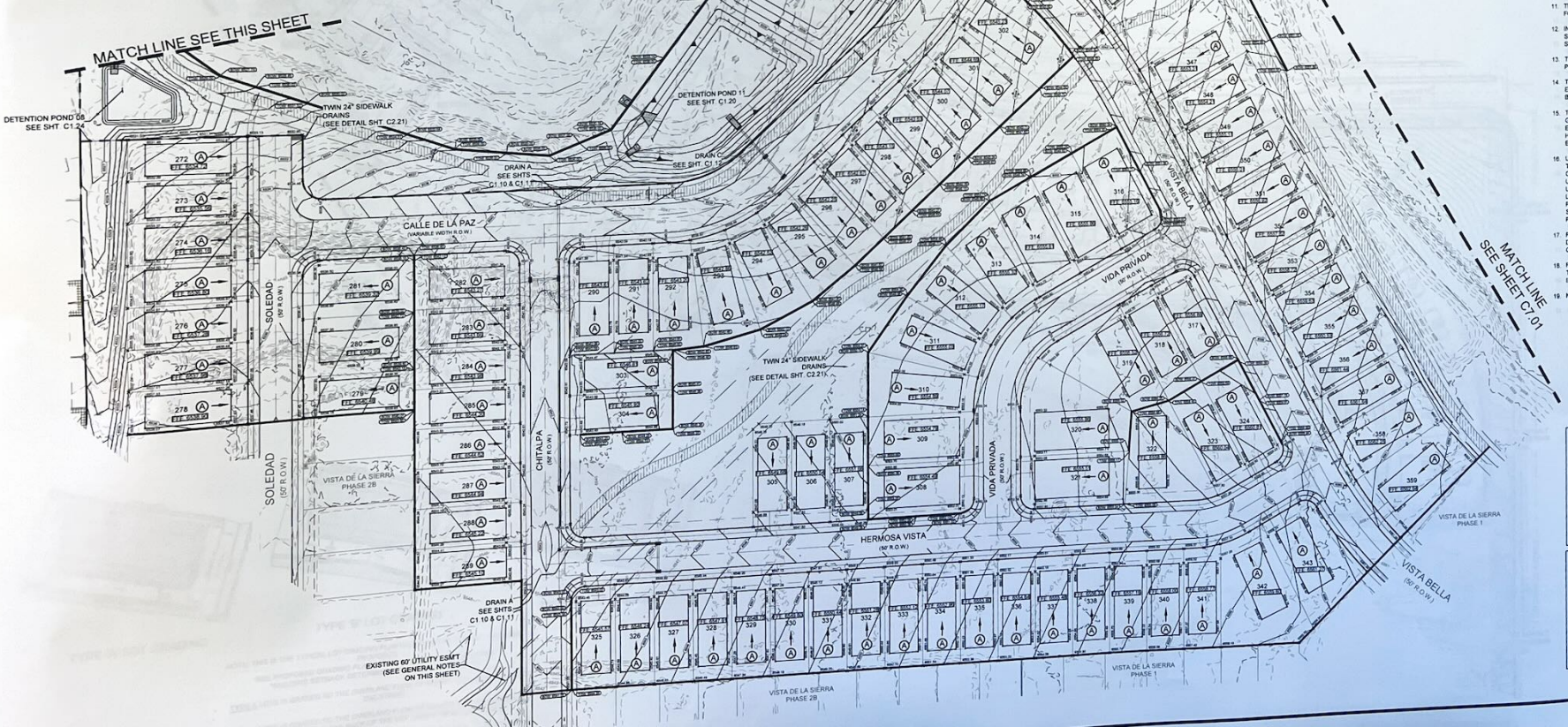
NOTE: THIS IS THE TYPICAL LOT GRADING PLAN BASED ON THE TYPE OF LOT BEING PROPOSED.
*SEE PROPOSED GRADING PLAN FOR FINISHED FLOOR ELEVATIONS.
*BUILDING SETBACK DETERMINED BY LOCAL ORDINANCES.

- TYPE A LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE STREET.
- TYPE B LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE STREET AND THE BACK OF THE LOT. (AWAY FROM THE HOUSE)
- TYPE C LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE BACK OF THE LOT.

TYPICAL LOT GRADING
NOT TO SCALE

Label Top of Curb Elevations Throughout
Label High Points & Low Points









LEGEND (GRADING)

- PROJECT LIMITS
- OFFSITE EASEMENT
- EXISTING CONTOUR
- PROPOSED CONTOUR
- FLOW ARROW
- TYPICAL LOT GRADING
- PROPOSED ELEVATION
- GRADE BREAK
- TOP OF WALL ELEV.
- BOTTOM OF WALL ELEV.
- FINISHED FLOOR ELEV.
- SIDEWALK (DEVELOPER RESPONSIBILITY)
- SIDEWALK (HOMEBUILDER RESPONSIBILITY)

GENERAL GRADING NOTES

1. ALL CONSTRUCTION PROCEDURES AND MATERIALS WITHIN THE SCOPE OF THE PROJECT THAT IS NOT SPECIFICALLY COVERED IN THE PLANS OF GEOTECHNICAL REPORT SHALL BE CONFORMED TO ALL APPLICABLE CITY, COUNTY AND NMDOT STANDARD REQUIREMENTS FOR PUBLICS WORKS CONSTRUCTION.
2. SITE PREPARATION AND GRADING SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECTS GEOTECHNICAL REPORT AND SPECIFICATIONS.
3. ALL SELECT FILL MATERIALS PROVIDED SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACING AND COMPACTING.
4. ALL ELEVATIONS AND PROPOSED CONTOURS SHOWN ON THIS PLAN REFLECTS FINISHED GRADES. THE THICKNESS OF PAVEMENT, BASE, GRASS, AND TOP SOIL MUST BE SUBTRACTED TO OBTAINED SUBGRADE ELEVATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY QUESTIONS THEY HAVE REGARDING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT.
6. THE CONTRACTOR SHALL VERIFY THE SUITABILITY OF ALL EXISTING AND PROPOSED SITE CONDITIONS INCLUDING GRADES AND DIMENSIONS BEFORE THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES, CONTACT THE ENGINEER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL PERMITS, TEST, APPROVALS AND ACCEPTANCES REQUITED TO COMPLETE CONSTRUCTION OF THIS PROJECT.
8. THE CONTRACTOR SHALL REMOVE TOP SOIL, GRASS, ROOTS, DEBRIS, ETC. AND DISPOSE OF THOSE ITEMS THAT ARE NOT SUITABLE FOR EMBANKMENT AND TOPSOIL. CLEAN STRIPPING AND TOPSOIL MAY BE STOCKPILED ON SITE FOR REUSE IN A LOCATION SPECIFIED BY THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR REVEGETATE ALL DISTURBED AREAS IN ACCORDANCE WITH PROJECT SPECIFICATION AND NPDES/SWPPP REQUIREMENTS. REFER TO THE LANDSCAPE ARCHITECT'S PLAN IF APPLICABLE.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO KEEP DRAINAGE AND SILT FROM WASHING ONTO ADJACENT PROPERTY, STREETS, OR DRAINAGE WAY. CONTRACTOR SHALL IMMEDIATELY REMOVE SILT/DEBRIS THAT WASHES OFFSITE OR INTO EXISTING STORM DRAIN SYSTEMS. REFER TO THE SWPPP PLAN.
11. THE CONTRACTOR SHALL OBTAIN GRADES SHOWN HERON WITHIN ± ONE TENTH OF A FOOT.
12. IN PROPOSED PAVED AREAS STREET DESIGN PLANS SHALL CONTROL. ALL EARTHEN SLOPES SHALL BE A MAXIMUM OF 3:1 AND A MINIMUM OF 1.0% UNLESS OTHERWISE STATED.
13. THE CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND PROPOSED SITE CONDITIONS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGE DONE TO EXISTING TREES, BUILDINGS, UTILITIES, FENCES, PAVEMENT, CURBS, OR DRIVEWAYS BACK TO EXISTING CONDITIONS OR BETTER. (NO SEPARATE PAY ITEMS.)
15. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN WORKING NEAR UTILITIES. GAS LINES, SEWER, OR EXITING APPURTENANCES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND ASSURE HIMSELF THAT ALL UTILITIES HAVE BEEN ADEQUATELY LOCATED AND IDENTIFIED. THE ENGINEER SHALL BE NOTIFIED IF ANY UTILITY CONFLICTS ARE IDENTIFIED.
16. UTILITIES SHOWN ON THE PLANS ARE FROM INFORMATION SOURCES AVAILABLE AT THE TIME OF DESIGN BUT MAY NOT REPRESENT ALL EXISTING UTILITIES ON SITE. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING EXACT LOCATIONS OF ALL UTILITIES. WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES BEFORE CONSTRUCTION TO CONFIRM SIZE, GRADE AND LOCATION AND WILL CONTACT THE ENGINEER OF ANY DEVIATIONS FROM THE PLANS PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES WHETHER SHOWN ON THE PLANS OR NOT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND THEIR OWN EXPENSE.
17. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE SCOPE OF THE PROJECT. DRAINAGE SHALL BE DIRECTED AWAY FROM ALL BUILDING FOUNDATIONS. CONTRACTOR SHALL TAKE PRECAUTIONS NOT TO ALLOW ANY PONDING OF WATER.
18. FILL PLACED ON HILL SIDES ON STEEP SLOPED AREAS, THE CONTRACTOR SHALL REFER TO THE PROJECT'S SPECIFICATIONS AND GEOTECHNICAL REPORT FOR SPECIAL INSTRUCTION REGARDING BENCHING.
19. NO WORK SHALL BE PERFORMED IN A PUBLIC RIGHT-OF-WAY WITHOUT A PERMIT.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS. SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO: WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION AND ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

6/11/2025
VANCE L WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2042

VISTA DE LA SIERRA SUBDIVISION

DHI Engineering, LLC.
5410 FREDERICKSBURG, SUITE
SAN ANTONIO, TX 78247
(210) 490-2288 | dhiengineering.com
TBPE REG. NO. F-19941

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

OVERALL GRADING PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/11/2025
JOB NO.:	05004
SHEET NO.:	C7.00

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: September 10, 2025

DRT Member: Lawrence Rivera

Dept/Div: Land Use Technical Review, Landscape, Irrigation, and Outdoor Lighting

Case No.: Case #: 2025-11006 - Vistas de la Sierra Subdivision Phase 3

Case Planner: Claudia Kath, Senior Planner, cmkath@santafenm.gov, Office: 505-955-6661

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Provide a significant tree survey, list species, size, and quantities. Any trees to be removed shall be mark on the plan with a red X.	Prior to Recordation	
2. Provide required street trees and mulch within the subdivision, on the landscape and irrigation sheets. Add a note indicating that the street trees fronting residences shall be installed with each lot building permit and that irrigation shall be provided as part of the construction of each residential lot. Include in street tree count.	Prior to Recordation	
3. Desert Willow (Chilopsis linearis) shall not be used as a street tree within the parkway (between curb and sidewalk) due to its low branching and general growth habits. Provide a replacement tree for all Desert Willow trees used as a street tree in parkways.	Prior to Recordation	
4. The required open space evergreen count is short 28 shrubs, revise and resubmit.	Prior to Recordation	
5. Identify each type of mulch within the landscape using a different hatch mark.	Prior to Recordation	

6. Review stone colors, Staff has concerns with the effect of reflective heat on the plant material.	Prior to Recordation	
7. Staff respectfully request areas of mass plantings be mulched with non-stone mulches and a reduction of gravel/cobble stone over weed fabric mulching by fifty percent.	Prior to Recordation	
8. Review the street trees along Richards Avenue for compliance with code 14-8.4(G)(3)(f) street trees located under utility lines shall be a species that maintains a minimum of five (5) feet of clearance from overhead utility lines at maturity.	Prior to Recordation	
9. Tree counts for Common Hackberry (Celtis Occidentalis) are excessive due to the poor growth caused by sunscald and wind damage. Staff respectfully request a reduction in the use of this plant and one or two alternate tree varieties be chosen from the city approved plant list.	Prior to Recordation	
10. Landscape irrigation sheets shall utilize a scale not greater than one-inch equals 20 feet (Engineers 20 scale).	Prior to Recordation	
11. Provide native seeding calculations within the Water Budget.	Prior to Recordation	
12. Staff have concerns with the rotor sprinklers that throw 50-feet with trees and shrubs within 10-15 feet in front of the sprinklers. Rotors cannot spray into tree canopies.	Prior to Recordation	
13. Landscape irrigation meters are not shown on the Water Distribution Plans C5.0 & C5.01.	Prior to Recordation	
14. Provide Retaining wall, perimeter walls, yard walls, and fence sheets including details.	Prior to Recordation	
15. Stormwater Ponds: A water level measuring device with zero set at finish grade located at the center of each pond is required. Retention ponds deeper than three feet require a security fence and maintenance gate.	Prior to Recordation	

Fence shall be five in height. The following shall also apply 14-8.4(J) Screening and Buffering, 14-8.5 Walls and Fences.		
16. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code. Include: (b) a description of the luminaires, including lamps, poles or other supports, and shielding devices, that may be provided as catalogue cuts from the manufacturer; and (c) Photometric data, such as that furnished by the manufacturer, showing the angle of light emission.	Prior to Recordation	

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

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Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 9/16/2025

DRT Member: Teddy Padilla

Dept/Div: Land Use / Technical Review

Case No.: 2025-11006

Case Planner: Claudia Kath

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. A concrete curb Ramp for pedestrian crossing must be added at the southwest corner at the intersection of Richards Ave and Governor Miles. Curb Ramp shall be designed accordingly to get pedestrians across Governor Miles Rd. Which will include striping and mid row crossing if necessary.	Permitting	
2. Extend/Add the sidewalk going north on Calle De La Paz from the Vista Bella intersection.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

KATH, CLAUDIA M.

From: DURAN, PAUL A.
Sent: Friday, September 12, 2025 3:15 PM
To: KATH, CLAUDIA M.; PADILLA, TEDDY L.; YNGVE, LEAH X.; JURGENS, TAYLOR R.; ISAACSON, ZOE R.; VALORA SANDOVAL, SERGIO A.; HOLLAND, TOWNSEND S.; HOOK, ALAN G.
Subject: RE: Case #: 2025-11006 - Vistas de la Sierra Subdivision Phase 3

Hi Claudia,

I have reviewed the ARC action letter, and they are cleared from any further archaeological review. Please let me know if you will need any further information from me.

Thank you and hope you all have a wonderful weekend,

Paul

From: KATH, CLAUDIA M. <cmkath@santafenm.gov>
Sent: Friday, September 12, 2025 3:11 PM
To: PADILLA, TEDDY L. <tlpadilla@santafenm.gov>; DURAN, PAUL A. <paduran@santafenm.gov>; YNGVE, LEAH X. <lxyngve@santafenm.gov>; JURGENS, TAYLOR R. <trjurgens@santafenm.gov>; ISAACSON, ZOE R. <zrisaacson@santafenm.gov>; VALORA SANDOVAL, SERGIO A. <savalorsandoval@santafenm.gov>; HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>; HOOK, ALAN G. <aghook@santafenm.gov>
Subject: FW: Case #: 2025-11006 - Vistas de la Sierra Subdivision Phase 3

Hi DRT –

Just a friendly reminder to please review the Vista de la Sierra Preliminary Subdivision Plat be the email below. Please send me your comments at your earliest convenience. Thanks so much!

~ Claudia

From: KATH, CLAUDIA M.
Sent: Tuesday, August 26, 2025 9:30 AM
To: GRIEGO, GERONIMO G. <gggriego@santafenm.gov>; YNGVE, LEAH X. <lxyngve@santafenm.gov>; ISAACSON, ZOE R. <zrisaacson@santafenm.gov>; VALORA SANDOVAL, SERGIO A. <savalorsandoval@santafenm.gov>; HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>; JURGENS, TAYLOR R. <trjurgens@santafenm.gov>; VALDEZ, BENJAMIN P. <bpvaldez@santafenm.gov>; HOOK, ALAN G. <aghook@santafenm.gov>; BEINGESSNER, DEE <dabeingessner@santafenm.gov>; RIVERA, WILLIAM L. <wlrivera1@santafenm.gov>; PADILLA, TEDDY L. <tlpadilla@santafenm.gov>; DURAN, PAUL A. <paduran@santafenm.gov>; Leroy Pacheco <engineer@leroypacheco.com>; NELSON, JOHANNA C. <jcnelson@santafenm.gov>; WILLIAMSON, WALKER R. <wrwilliamson@santafenm.gov>
Subject: Case #: 2025-11006 - Vistas de la Sierra Subdivision Phase 3

Date sent: 8/26/2025

Dearest DRT –

City of Santa Fe, New Mexico

Attachment B

Maps and Figures

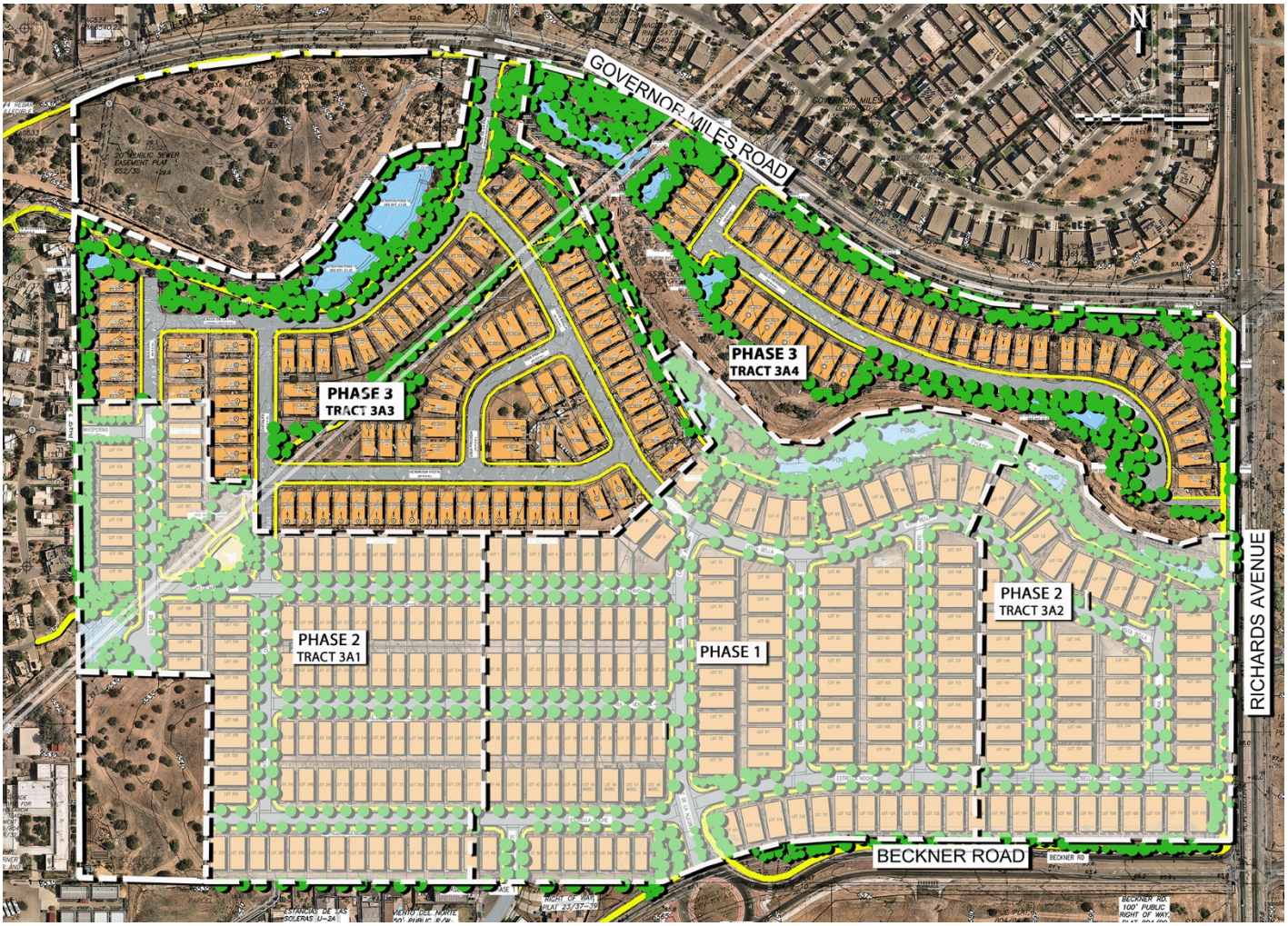


Figure 1 – Phases 1 – 3 of Vistas de la Sierra

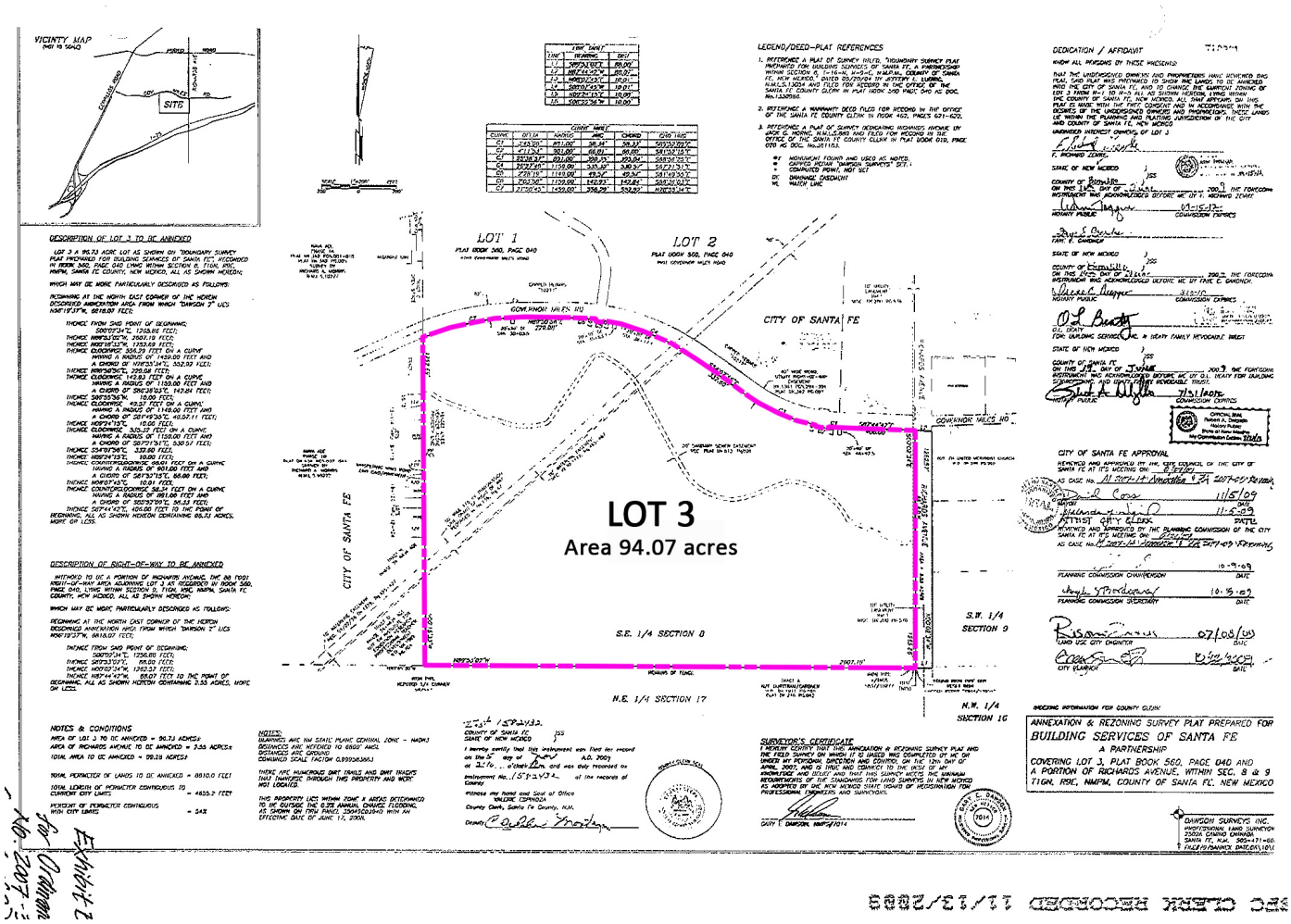


Figure 2 - Annexation Plan for Lot 3

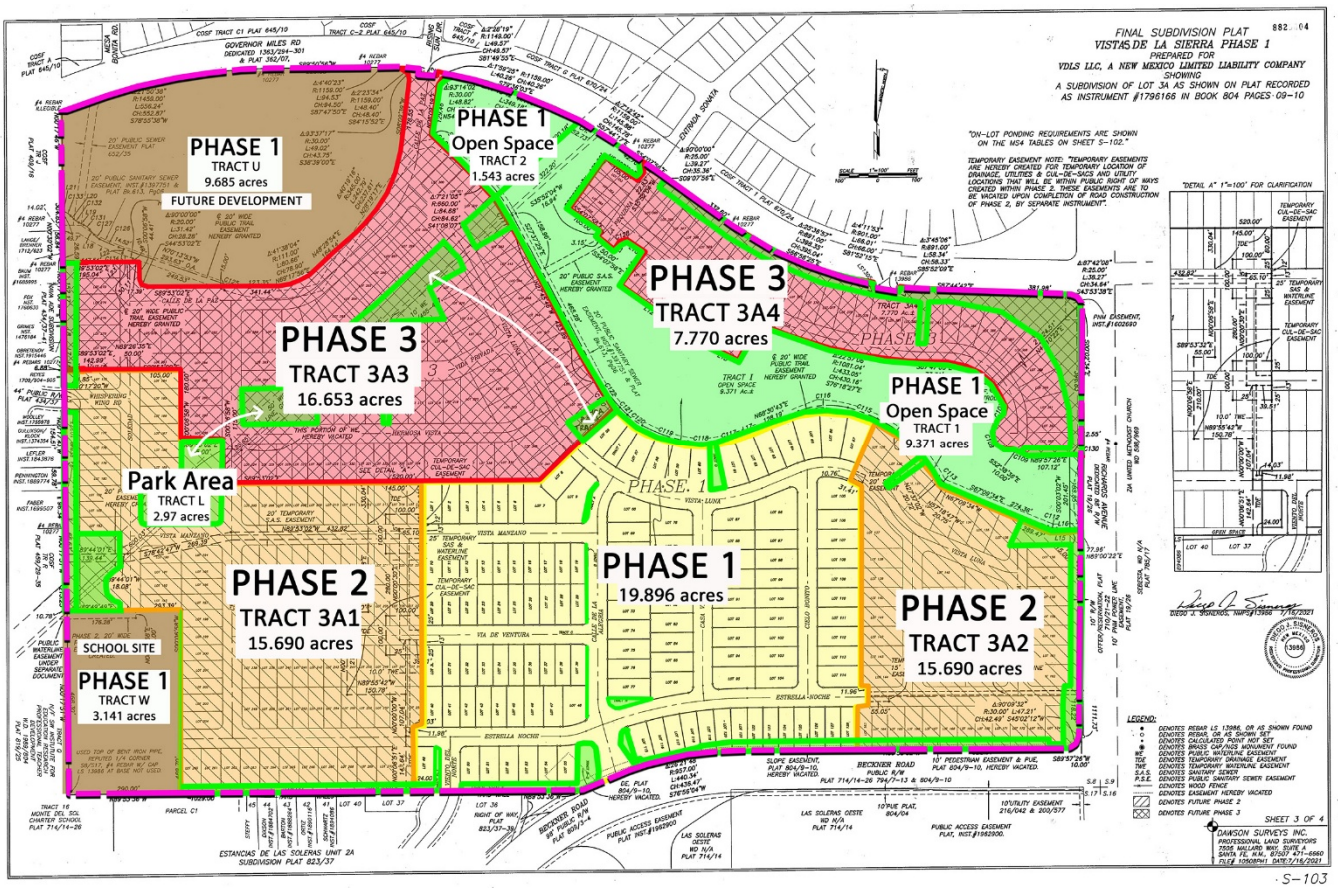


Figure 3 - Vistas de la Sierra Phases Plan



Figure 4 – Trail at Phase 1



Figure 5 – Arroyo at Phase 1

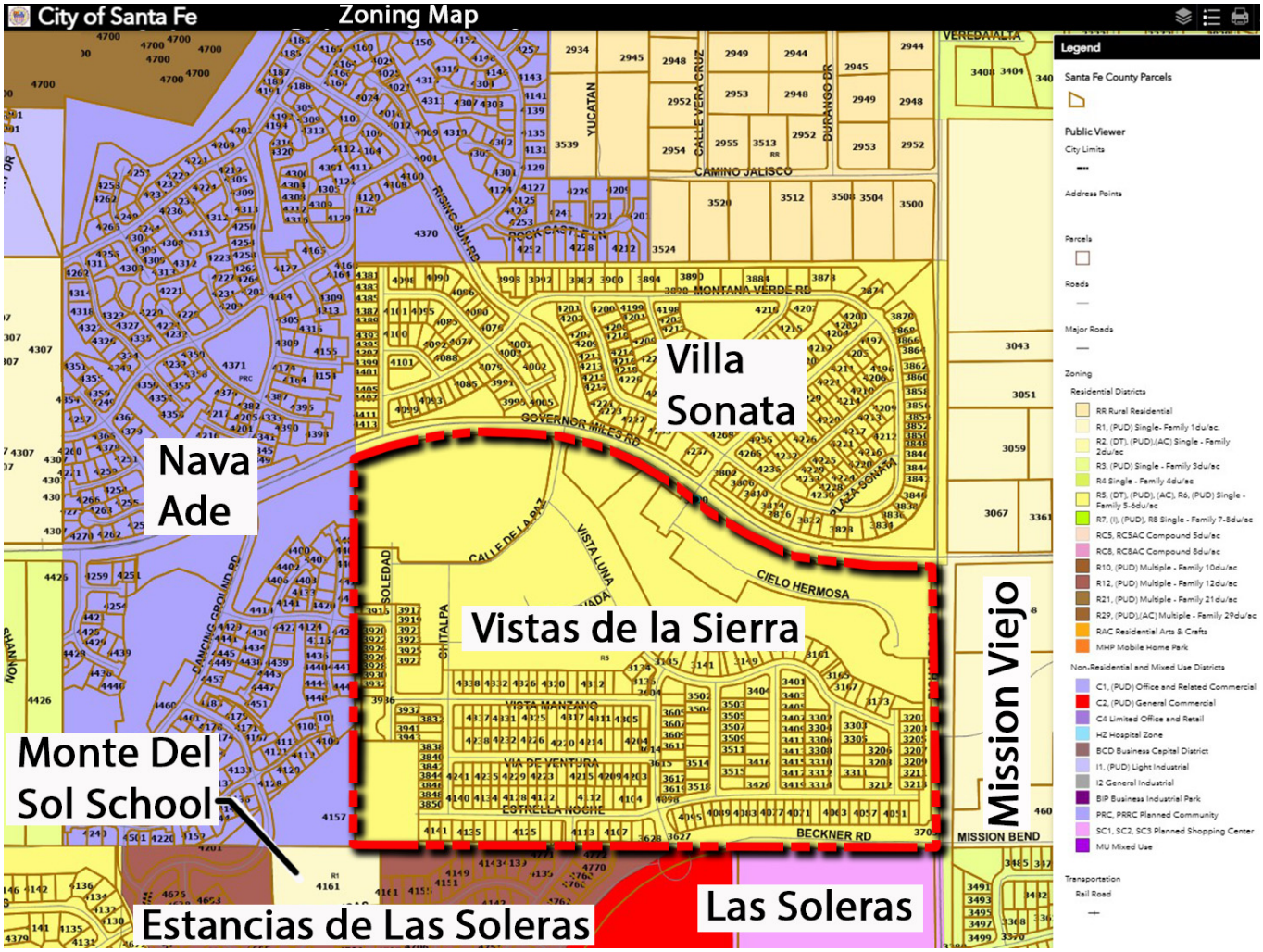


Figure 6 - Zoning Map for Overall Subdivision

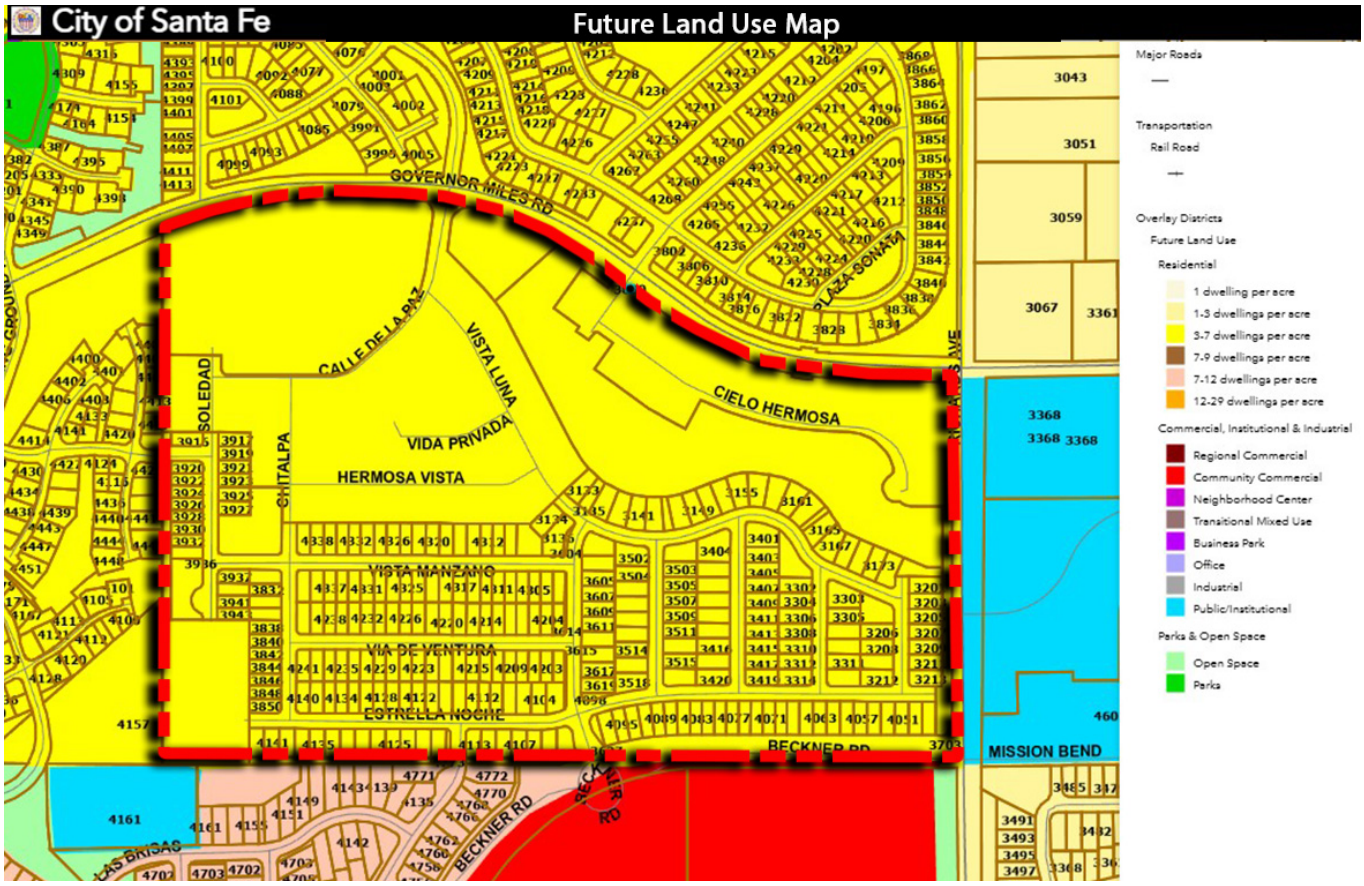


Figure 7 - Future Land Use Map for Overall Subdivision

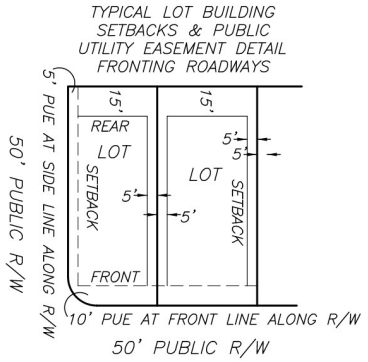


Figure 8 - Example Lot Dimensions for Phase 3

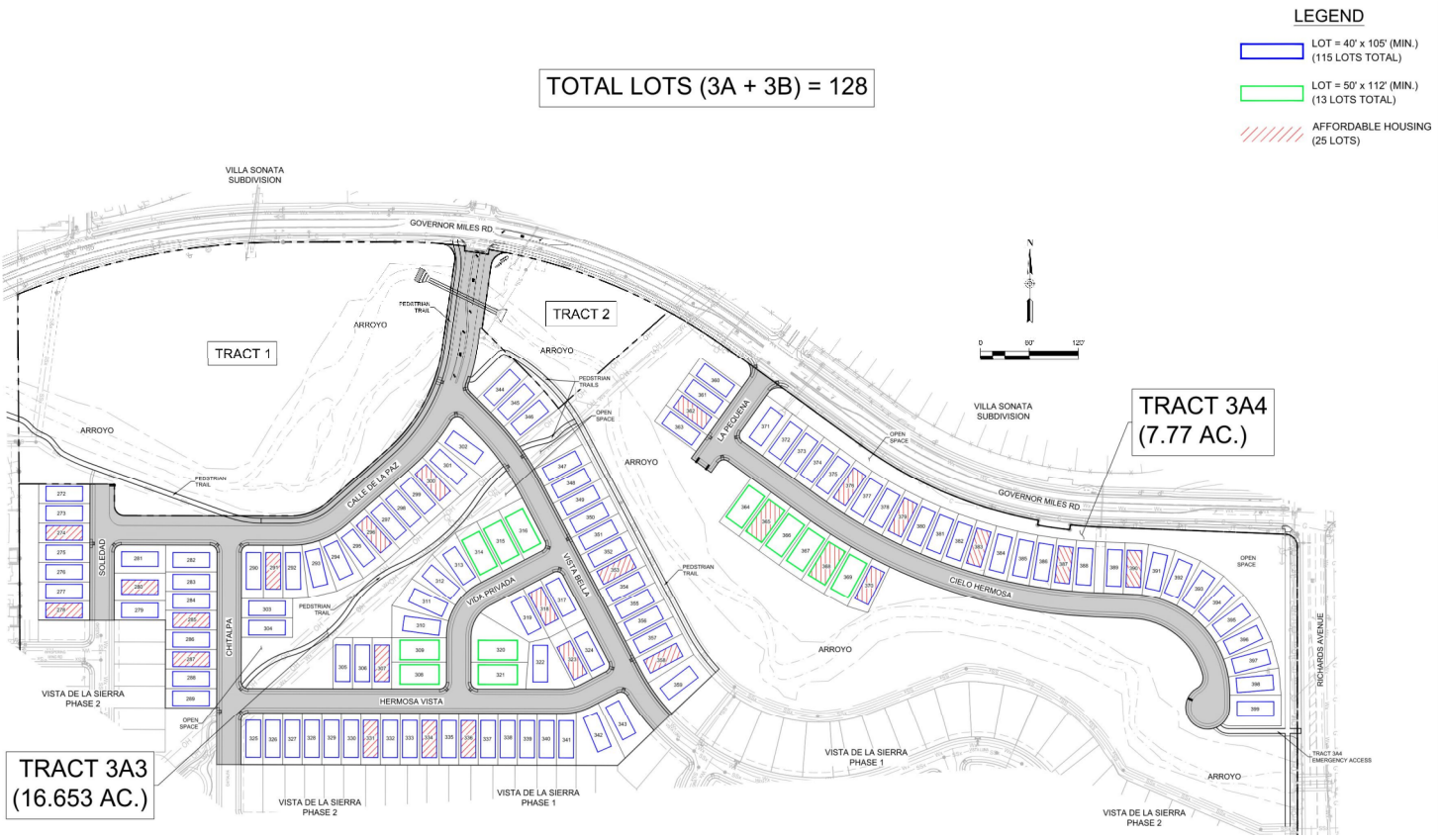


Figure 9 - Phase 3 Site Plan

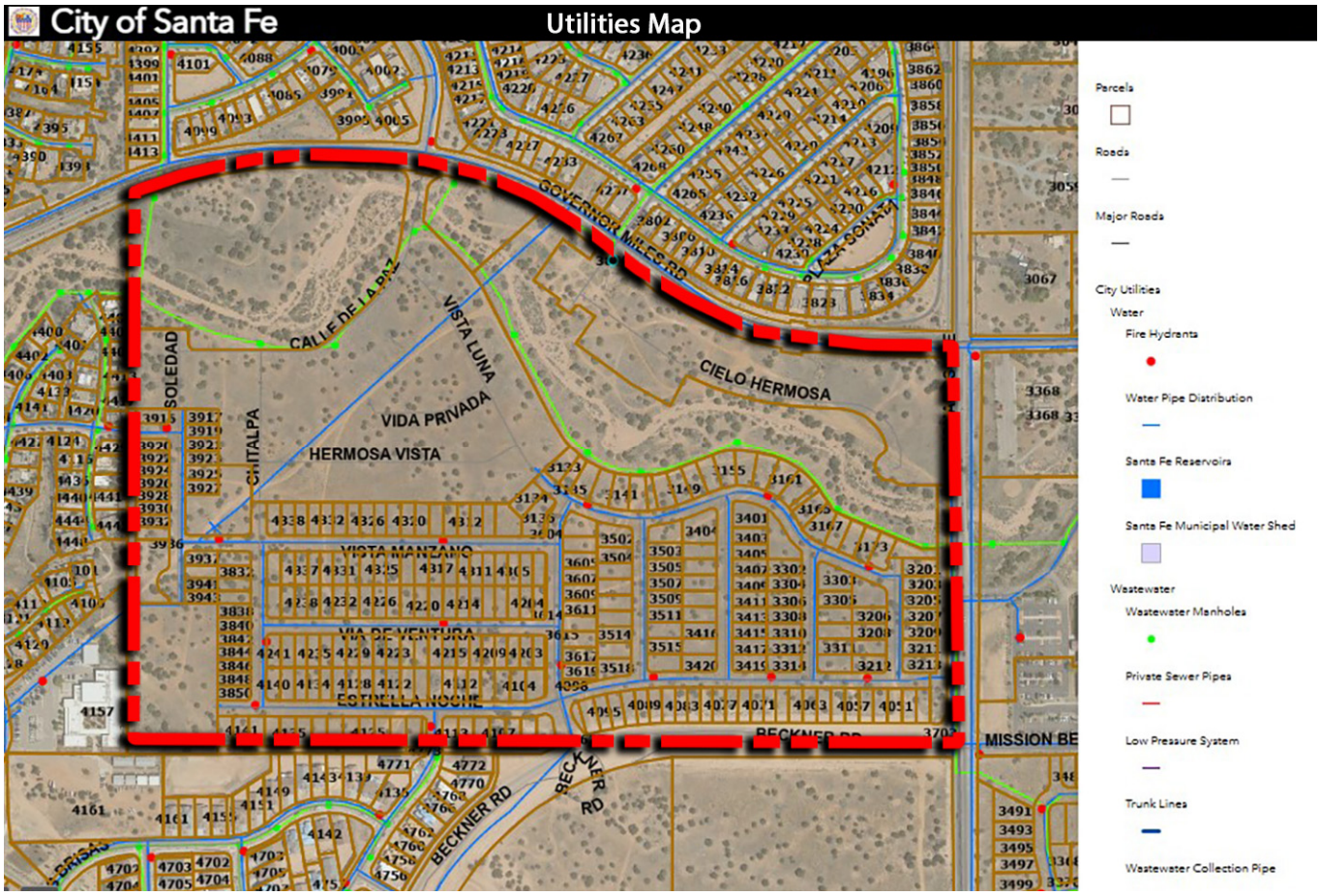


Figure 10 - Utility Map for Overall Subdivision



Figure 11 - Grading Plan for Phase 3

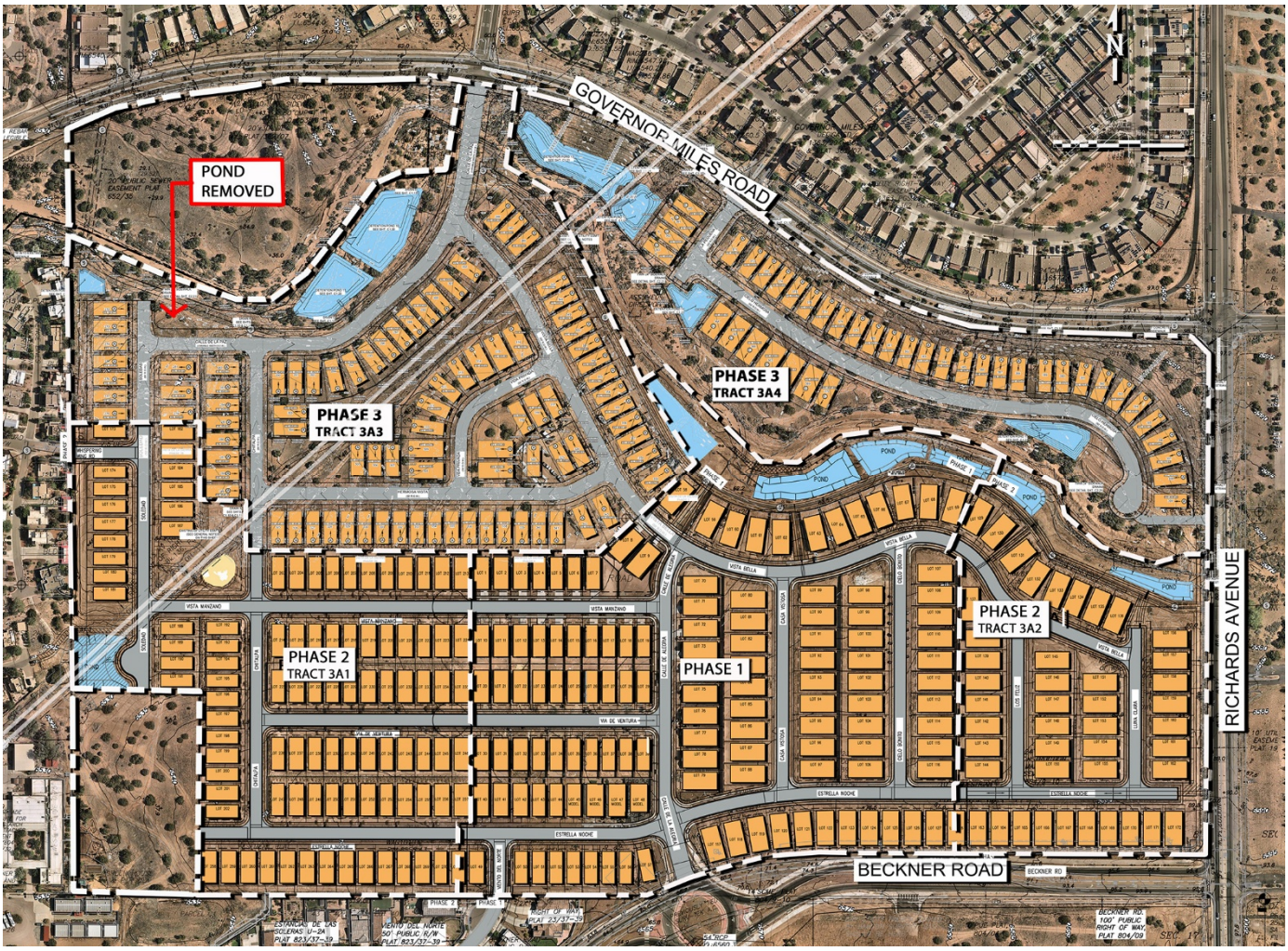


Figure 12- Ponds for Overall Subdivision

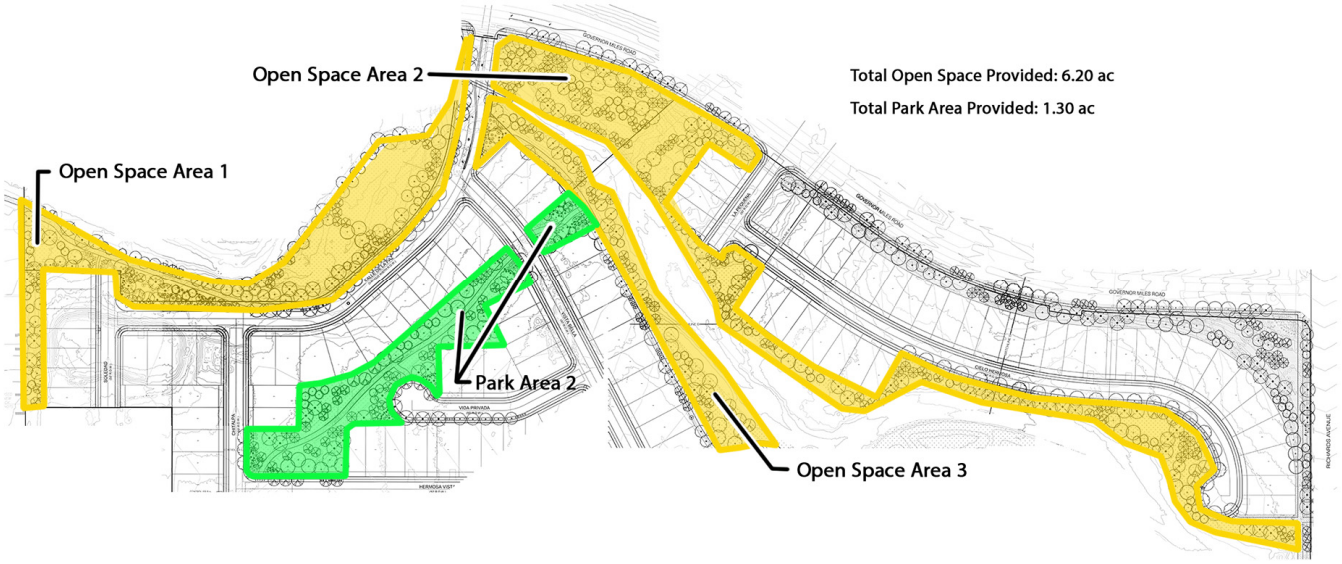


Figure 13 Park and Open Space for Phase 3

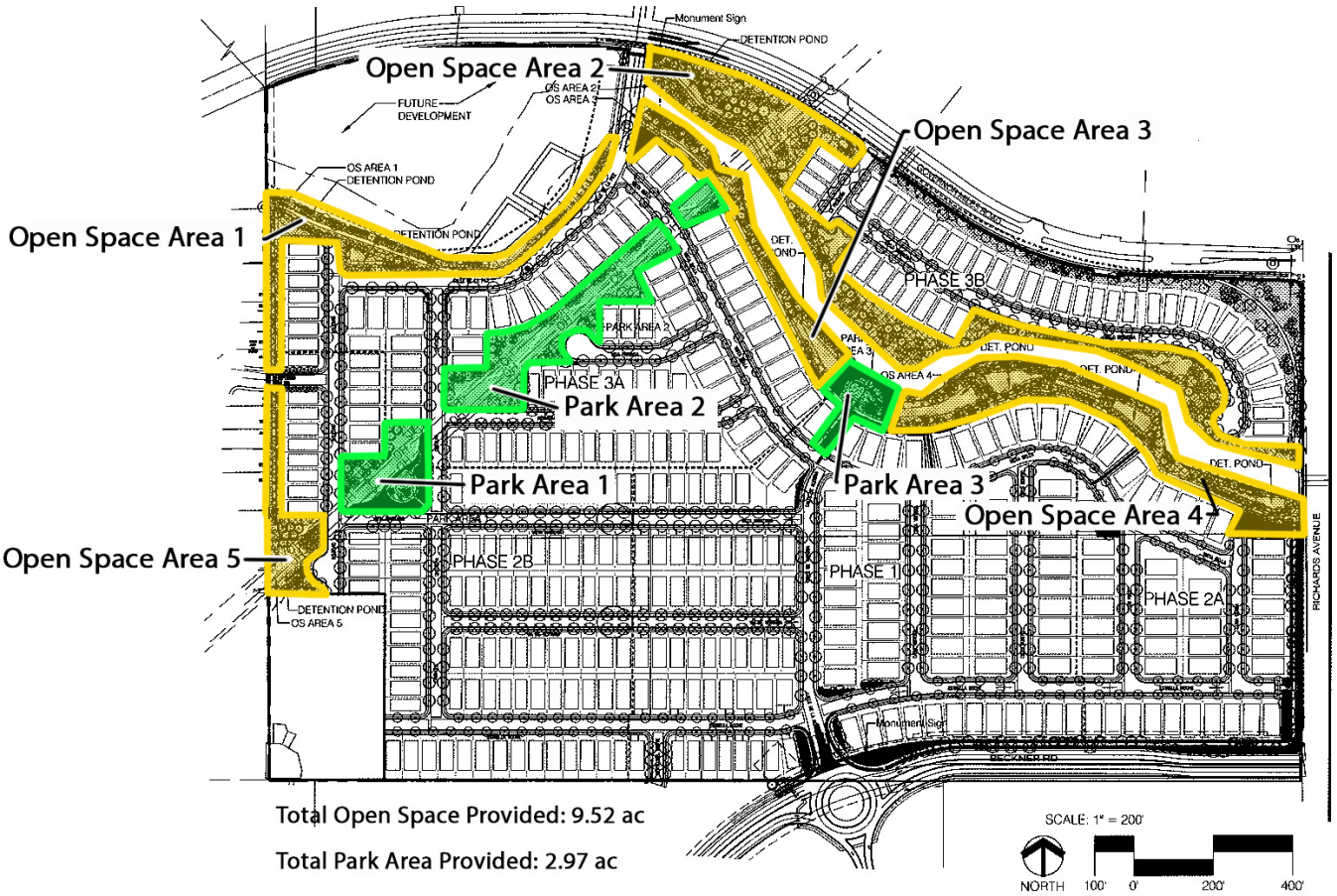


Figure 14- Parks and Open Space for Overall Subdivision

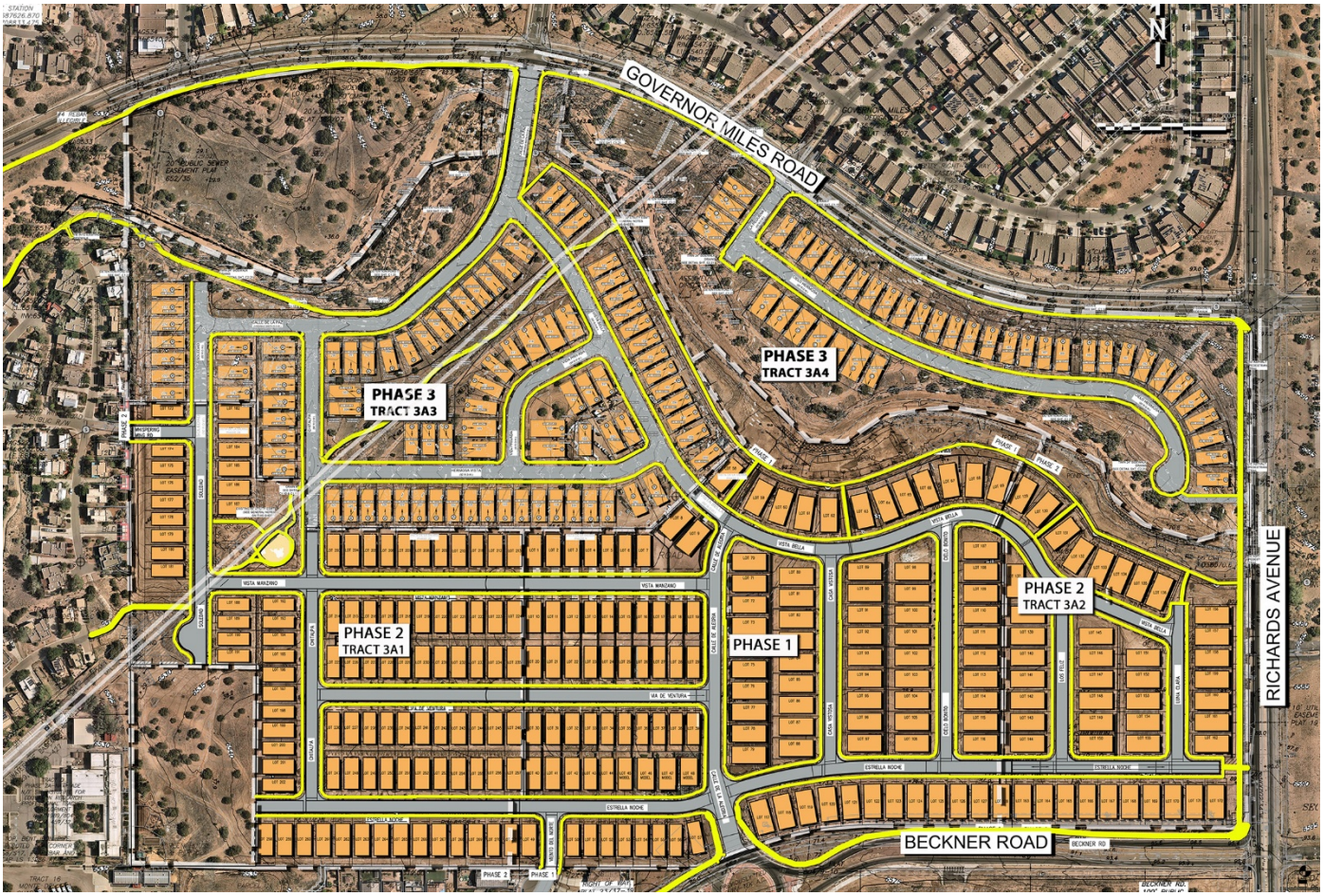


Figure 15- Sidewalks and Trails for Overall Subdivision



Figure 16- VDLS Phase 3 Trail joining Nava Ade trail

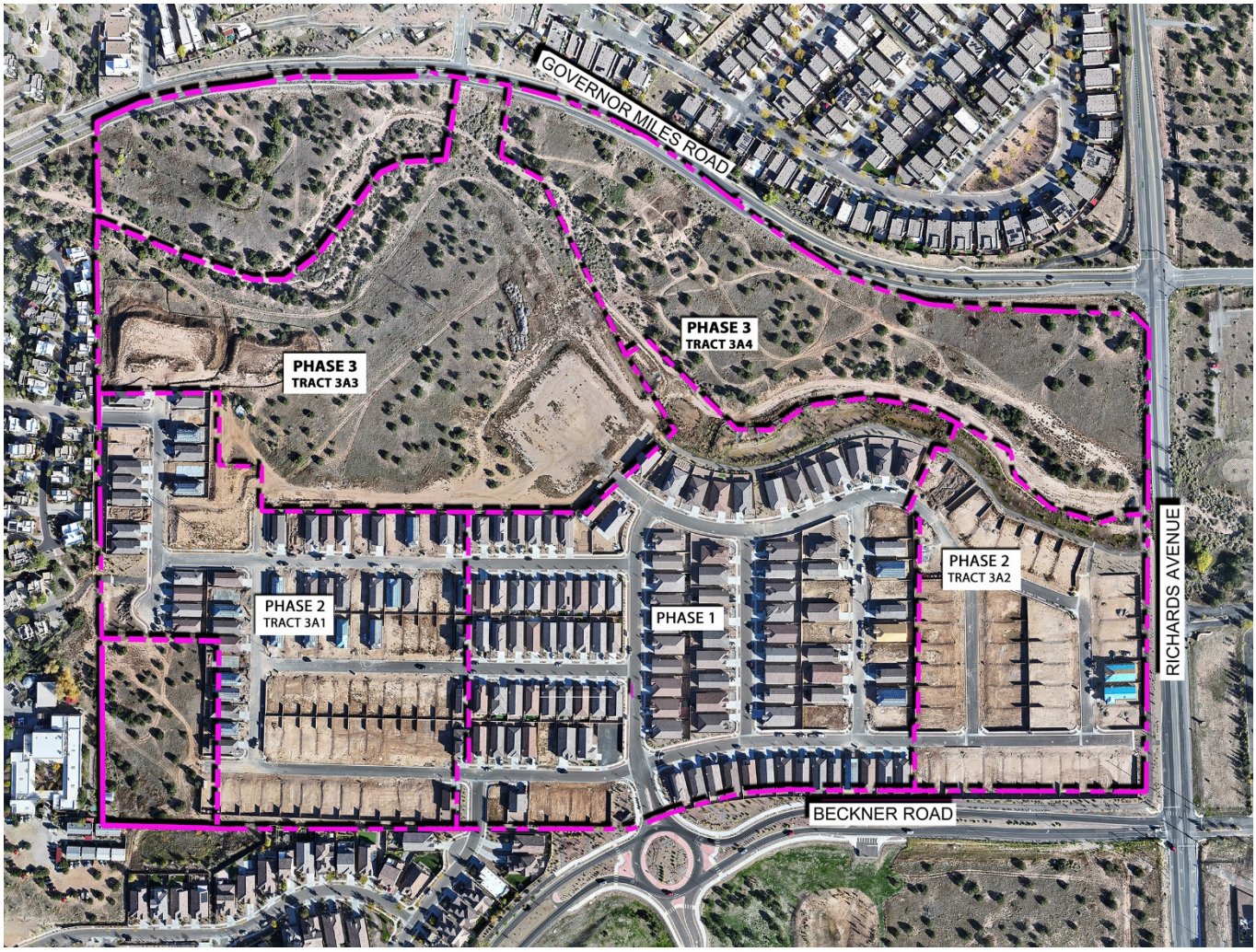


Figure 17 - Current Construction Progress of Phases 1 and 2 –

(photo taken10-21-2025)

City of Santa Fe, New Mexico

Attachment C

Applicant Materials

1. **Letter of Intent**
2. **Archaeological Clearance**
3. **Preliminary Subdivision Plat**
   a. **Legal Lot of Record**
   b. **Fire Access Plan**
   c. **Landscape and Irrigation Plans**
   d. **Phasing Plan**
   e. **Signage Plan and Specifications**
   f. **Site Plan**
   g. **Street Details**
   h. **Street Lighting Plan**
   i. **Utility Plan (Water and Sewer)**
   j. **Terrain Management Drainage Plan**
   k. **Terrain Management Grading Plan**
   l. **Terrain Management – SWPPP**
   m. **Terrain Management - Topo & Slope Analysis**
4. **ENN Packet**
5. **Traffic Impact Analysis**
6. **Water Utility Service Application**
7. **Prairie Dog Certification**

LIAISON Planning Services Inc.

P.O. Box 1835 Santa Fe, NM 87504 (505) 920-6839 liaisonplanning@gmail.com

August 4, 2025

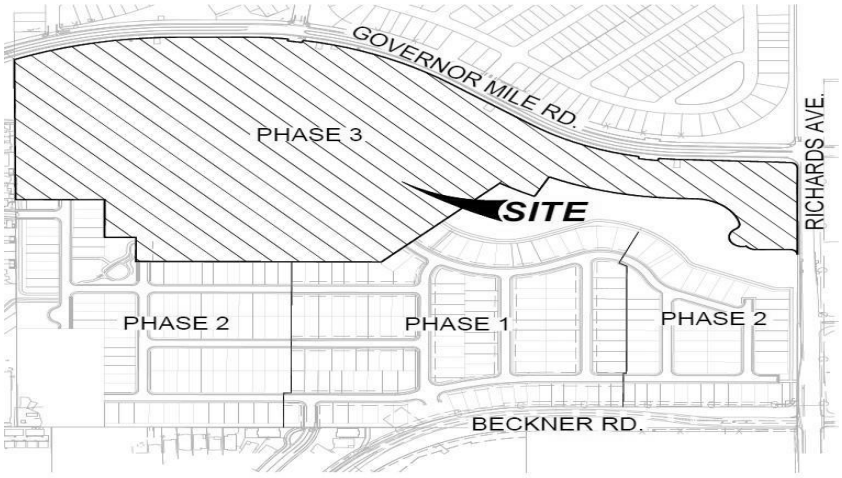
City of Santa Fe Planning Commission
Land Use Department
P.O. Box 909
Santa Fe, NM 87504-0909

LETTER OF INTENT

Re: Vistas de la Sierra Subdivision Phase 3 Preliminary Plat Application
Santa Fe, NM

Dear Commissioners,

On behalf of Forestar (USA) Real Estate Group, Inc., please accept this application as a formal request to review and approve a Preliminary Subdivision Plat for a 128-lot residential subdivision located at the SW corner of Richards Avenue and Governor Miles Road, south of Villa Sonata and east of Nava Ade subdivision. Enclosed is the Preliminary Subdivision Plat and all appropriate documentation for your review and approval.



LOCATION MAP
NOT-TO-SCALE

Project Description:

The overall site is comprised 24.423 acres of vacant land and is located south of Governor Miles Road and west of Richards Avenue. The proposed subdivision is made up of 2 separate lots. Tract 3A3 (16.653 acres) and Tract 3A4 (7.77 acres). The land is fairly flat with slopes ranging from 0-20% as depicted on the Slope Analysis Map with some 30% slopes along an arroyo that traverses the north and center of the property between both lots.

The proposed lots meet and exceed current R-5 zoning standards for minimum lot size. Lot coverage will not exceed the allowable standards within this zoning district. Sidewalks and landscape planting strips are proposed along streets and within open space areas. The subdivision will be primarily accessed by Governor Miles to the north.

The applicant perceives this development as subdivision which will allow stick-built homes that meet City standards. Each home will be constructed to meet all required development standards regarding height, setbacks, lighting, landscaping and lot coverage.

Legal Lot of Record:

Attached is a legal lot of record entitled "FINAL SUBDIVISION PLAT VISTAS DE LA SIERRA PHASE 1" Santa Fe NM" Recorded in Bk 882, Pgs 2-5 on September 2, 2021.

Zoning:

Each lot will accommodate a single-family residence meeting the dimensional standards for the R-5 zoning district including front, rear and side yard setbacks, maximum 24 foot height of structures, minimum number of two parking per lot, and will not exceed 40% lot coverage unless private open space is provided. The final subdivision plat meets approval criteria and does not create nor increase any non-conformities with Chapter 14 and is compatible with residential subdivisions in the surrounding area.

School District Notice:

The applicant has submitted a written notice via certified mail of the proposed application to the Santa Fe Public School District. No response from the District has been received.

Terrain Management:

The property slopes from the southeast to the northwest with an overall grade change of approximately 55 feet. An arroyo traverses the northern and center part of the property flowing from east to west. The development will control storm water runoff using a series of onsite storm water detention ponds designed to collect, detain and release storm water

runoff at pre-developed flow rates. Drainage structures will be constructed to release storm water into the arroyo in a stable manner. Structures will be constructed to address existing erosion and slope stability issues and to stabilize the arroyo. The proposed improvements will intercept and redirect these flows and provide the necessary drainageway protection.

Lots will be required to adhere to land development regulations regarding on site ponding requirements per Subsection 14-8.2. The maintenance of these ponds will be the responsibility of the individual homeowner. The proposed development is designed to protect and enhance the natural topography and vegetation, by minimizing soil erosion and sediment transport caused by storms and inclement weather.

This property is located outside of escarpment overlay zones.

Landscaping/ Irrigation, Lighting and Signage:

In order to enhance and beautify the subdivision the applicant will provide landscaping in accordance with development standards as shown on the attached landscape plans. The plans illustrate where shrubs, gravel/mulch and trees will be located along interior streets and within designated open space areas. All disturbed areas will be reseeded with a native grass seed mix. In accordance with §14-8.15(C), parks and open space are being provided as indicated on the attached plans. The plans include an irrigation schedule, irrigation plan, overall planting plan, and landscape details.

Signage will be minimal and meet all design requirements as illustrated on the enclosed plans (sheet C3.01).

Per SFCC §14-8.9 outdoor illumination levels and uniformity shall be in accordance with the current recommended practices of the Illuminating Engineering Society of North America (IESNA). Additionally, outdoor luminaires (bulbs) will be designed, installed, located, and maintained such that nuisance glare onto adjacent properties or streets shall be minimized to the greatest extent practicable (see sheets SL-01 and SL-02)

Fire Protection:

The IFC section D107, One-or Two-Family Residential Developments, that exceed 30 units, shall provide two separate and approved fire apparatus access roads. The applicant is proposing 10 fire hydrants to be located along streets as required and shown on the attached plans. An emergency access road is proposed on Cielo Hermosa Street Tract 3A4 to Richards Avenue as shown on the enclosed site plan. The access point will be gated and equipped with Opticom strobe (sheets FP1 and FP2).

Sewer:

The applicant will utilize existing trunk lines to construct a sanitary sewer in accordance with the City of Santa Fe Wastewater Division. Details and specifications and details are provided on the enclosed water and sewer utility plans.

Water (Budget):

The subject property will be improved with City water to each lot. The proposed lines have been engineered to meet City standards for installation and maintenance. All water main lines shall be installed 4' minimum below flow line grade of curb and gutter as noted on the attached utility plans.

Water Budget:

0.15 ac. ft. (less than 6,000 sf) x 128 lots =	19.2 ac. ft.
Average Landscaping	.13 ac. ft.
Total	19.33 ac. ft.

Minus Affordable Housing 0.15 ac. ft. x 25 d.u. = 3.75 ac.ft.

Total 15.58 ac. ft.

Dry Utilities:

Each lot will be serviced by electricity and gas and installed by a licensed contractor.

Solid Waste:

The proposed subdivision shall be served by the City of Santa Fe Solid Waste Management Division.

Santa Fe Homes Program:

The applicant has entered into an agreement with the Santa Fe Homes Affordable Housing program and will provide ***25*** affordable housing units (see attached Agreement).

Access/Traffic/Interior Roads and Parking:

The Governor Miles access will be constructed in this phase and the lots north of the arroyo will be served with an emergency-only drive connecting the cul-de-sac to Richards Ave on Cielo Hermosa Tract 3A4 (see site plan). The subdivision roads will be built to sub-collector standards within 50, 60 and variable foot rights-of-way with parking, generally on one side of the street (sheets C2.20- C2.24)

Per the requirements of SFCC Table 14-8.6-1: Parking and Loading Requirements, a minimum of two off-street parking spaces will be provided for each dwelling unit.

Early Neighborhood Notification:

An Early Neighborhood Notification (ENN) meeting was held on July 22, 2025. The notes from the ENN meeting are included in the application packet.

Homeowners Association and Private Covenants:

Homeowners Association (HOA) assessments will pay for community expenses for maintaining common areas such as the retention pond, drainage facilities, and park areas. The applicant will provide the Homeowners Association (HOA) documents prior to recordation.

Subdivision Approval Criteria:

(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.

All lots will be required to adhere to land development regulations regarding on site ponding, landscaping, open space and lot coverage. Runoff will be controlled and setbacks and landscaping will be maintained. The subdivision has been designed to provide each individual lot owner their own private open space, located outside of buildable areas. This will ensure each property owner has their own private area as desired by this housing type. In order to promote a harmonious development, create quality of life and develop a community; trees will be planted and maintained along the roadways and within the open space. The Project shows due regard for natural features and enhancement of community assets through the provision of open space, and public trail improvements. In addition, bank stabilization and erosion mitigation measures are being constructed along the arroyo to address potential flood hazards for downstream properties.

(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 applicant has demonstrated that all proposed improvements meet requirements for utilities, buildable areas, open space, landscaping, setbacks and easements. Each lot has building areas no more than the required 40% allowable and each individual lot will meet regulations for maintaining runoff onsite. Homes will not be built within areas subject to runoff accumulation. A minor arroyo crosses the property, bisecting the property into north and south usable parcels. The overall site is gently sloped and suitable for development.

(3) All *plats* shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

The proposed subdivision plat meets all standards of Chapter 14, Article 9 regarding infrastructure design, improvements and dedication standards. The proposed design illustrates a subdivision that meets all regulatory standards. The applicants have made every effort to address all issues.

(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 is vacant, no non-conformities exist. There is no request for a variance.

(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*.

There are no requests for an exception.

The proposed subdivision is in keeping with governing rules and regulations within the zoning district. Your consideration for approval is greatly appreciated.

Sincerely,

Dolores I. Vigil

Liaison Planning Services Inc.

Attachments:
Application and Letter of Authorization
Archeological Clearence
ENN Meeting Notes
Fire Access Plan
Housing Agreement
Landscape and Irrigation Plans
Legal Lot of Record
Phasing Plan
Prairie Dog Certification
Preliminary Subdivision Plat
Signage Plan and Specifications
Site Plan
Street Details
Street Lighting Plan
Terrain Management
Traffic Impact Study
Utility Plan (Water and Sewer)
Water Utility Service Application

CITY OF SANTA FE
ARCHAEOLOGICAL SUBMITTAL CHECKLIST/CLEARANCE PERMIT AND APPROVAL

Case File Number AR-27-05 Date Application Submitted 12/6/05

District: Historic Downtown District ____; River & Trails-Regular ____ ; Santa Fe Trail ____; Suburban ____

Building Sq. Ft. ____ Development Acreage ____

Project Description: Reconnaissance Report & Treatment Plan

Site Address/Location: Richarde Ave. & Governor Miles Road Property Owner: ASW Realty Partners

Permit: Grading ____ ; Development ____ ; Building ____

Applicant Information: Name: ____

Mailing Address: ____ Phone No.: ____

Archaeological Consultant: Alysia L. Abbott - 1315 Morelia, Santa Fe, NM 87505-4131

PLEASE PROVIDE A COPY OF THIS PERMIT WITH YOUR BUILDING PERMIT APPLICATION

RECONNAISSANCE REPORT

1. ___ Project Archaeologist's Resume
2. ___ Vicinity Map
3. ___ Project Site Description
4. ___ Development Project Description
5. ___ Outline of Research & Methodology
6. ___ Site Map or Aerial Photograph at a Minimum of 1"=200' for Downtown Dist. & 1"=400' for other Districts
7. ___ Archival Research
   a. ___ Historic Maps & Aerial Photos
   b. ___ ARMS Files & Archaeological Reports
   c. ___ General Land Office (BLM) Surveys or Land Grant Plats
   d. ___ 1917 Hydrological Survey and Santa Fe Acequia System Report (needed if acequia present or nearby)
   e. ___ National and State Register Nominations (needed if in Historic Downtown District or near Historic Structure)
   f. ___ Historic Photos (needed if in Historic Downtown District)
   g. ___ Information from Title Abstract (if available)
8. ___ 2% Testing (Historic Downtown District Only)
9. ___ Description of Prehistoric & Historic Occupation & Land Use
10. ___ Description of Cultural Remains Discovered and Significance
11. ___ NM Site Inventory Forms and Other Documentation
12. ___ Recommended Site Significance
13. ___ Assessment of Development's Impact on Cultural Remains
14. ___ Recommended Treatment for Site
15. ___ Listing of Sources, i.e. historic maps, aerials, reports, etc.

__X__ **ARC APPROVAL: MEETING DATE:** Jan 19 2006
Special Conditions: __X__ Yes (see attachment)
_____ No

TREATMENT PLAN REQUIRED:

Yes: X No: _____

_____ **TREATMENT PLAN ARC APPROVAL: MEETING DATE:** Jan 19, 2006
Special Conditions: __X__ Yes (see attachment) ____ No

PRELIMINARY TREATMENT REPORT

___ a. Research Design Outline
___ b. Site Map of Excavations
___ c. Other Documentation: Photographs and New Mexico Site Inventory Forms; if applicable
___ d. Description of Cultural Remains Discovered
___ e. Description of Prehistoric and Historic Occupation and Land Use
___ f. Listing of Sources

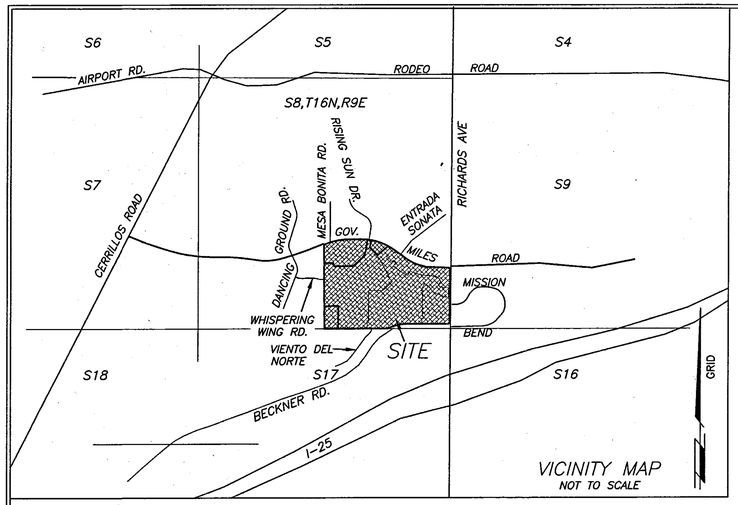
TREATMENT REPORT ARC APPROVAL: MEETING DATE: ____
Special Conditions: __X__ Yes (see attachment) _____ No

FINAL TREATMENT REPORT

May 2 2007 @ 3:00 Date Final Report Due _____ Date Final Report Received

PLU010.PM5-9/94

Permit Approved: _____ Date: _____
Archaeological Review Committee Chairperson



SURVEY SHEET INDEX

SHEET 2: MS4 RETAINAGE, LOT & CURVE TABLES AND ADDRESSES
SHEET 3: LARGE TRACTS, PHASING, EASEMENT VACATION AND TEMPORARY & OFFSITE EASEMENTS
SHEET 4: PHASE 1 SUBDIVISION DATA

LOT OF RECORD & OTHER REFERENCE DOCUMENTS:

1. LOT 3 : "BECKNER ROAD EXTENSION DEDICATION PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, BEATY FAMILY LTD. CO. AND THE CITY OF SANTA FE SHOWING PUBLIC R/W DEDICATION OF A PORTION OF LOT 3 AS SHOWN ON PLAT RECORDED IN BOOK 710 PAGES 21–22", AS RECORDED AS INST.# 1796166 IN BK. 804 PAGES 09–10.
2. 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.
3. ROADWAY & UTILITY RIGHT OF WAY GOVERNOR MILES ROAD NAVA ADE SUBD. TO RICHARDS AVE. SE1/4 SB, T16N, R9E, NMPM SANTA FE COUNTY, N.M. PREPARED BY RICHARD A. MORRIS, L.S.#10277, RECORDED IN PLAT BK. 362 PG.07.
4. WARRANTY DEED, JOHN ARDISSONE AND MAY T. ARDISSONE TO BUILDING SERVICES OF SANTA FE, BK 462 PAGE 621.
5. ALTA/NSPS ALTA/NSPS LAND TITLE SURVEY PREPARED FOR BRANCH FAMILY HOLDINGS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY SHOWING LOT 3A 3800 GOVERNOR MILES RD. PREPARED BY DIEGO J. SISNEROS, NMPLS 13986, JUNE 9, 2020, BEARING FILE NUMBER 10328ALTA.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

UTILITY COMPANIES

David R Aikin — 7/19/2021
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 WHICH ARE NOT SHOWN ON THIS PLAT.

Fernando Vigil — July 19, 2021
PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM ELECTRIC) — DATE

Frank D. Aragon — 7/21/2021
NM GAS COMPANY (NMGC) — DATE

QWEST CORPORATION 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.

Doug Dale — 7/19/2021
"QWEST CORPORATION, D/B/A CENTURYLINK QC" — DATE

CONTROL REFERENCE

–BEARINGS ARE GRID, REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83(1992), CENTRAL ZONE FROM GPS STATE PLANE PROJECTION VIA DATA COLLECTION PROGRAM "CARLSON SURVCE".
–DISTANCES ARE REFERRED TO 6800 AMSL.
–DATUM DERIVED FROM DAWSON2 GPS BASE STATION N=1,687,626.870 E=1,708,833.475 ELE=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 — July 26, '21 — DATE

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 2nd day of September, 2021 A.D. at 3:26 o'clock PM and was duly recorded in book 882 page(s) 2-5 of the records of Santa Fe County.
Inst # 1961666
Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

DUST CONTROL

ALL ON–SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING 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 POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS) SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS/HER DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF–PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF–PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.
- BASE COURSE OR OTHER STABILIZER PROVIDED AT STAGING AND PARKING AREAS.
- AT LEAST TWO WATER TRUCKS SHALL BE ON–SITE FOR DUST CONTROL WHENEVER GRADING, MOVING, DISTURBING DIRT, OR CONDUCTING CONSTRUCTION ACTIVITY THAT COULD CREATE DUST.
- TACKIFIER SHALL BE USED ON ALL GRADED (OR CLEARED/GRUBBED) AREAS WHERE CONSTRUCTION ACTIVITIES WILL NOT OCCUR WITHIN 30 DAYS.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, 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.

APPROVED BY THE CITY PLANNING COMMISION

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF JUNE 21, 2021, AS CASE NO. 2020–2924

Brian Gutierrez — 8.31.2021
PLANNING COMMISSION CHAIRPERSON — DATE

Brian Gutierrez for Janet Cruz — 8.31.2021
PLANNING COMMISSION SECRETARY — DATE

REVIEWED BY CITY OF SANTA FE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14–3.8(7)

DEE BEINGESSNER — 9/1/21
CITY ENGINEER FOR LAND USE — DATE

Noah Berke — 9/1/21
CITY PLANNER — DATE

NOTES

THIS PLAT IS SUBJECT TO PROVISION OF THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION, RECORDED AS INST.#_____OF THE REAL PROPERTY RECORDS OF SANTA FE COUNTY.

THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT(ADA) FOR ALL INFRASTRUCTURE IMPROVEMENTS.

SOME OF THESE LOTS REQUIRE ON–LOT PONDING FOR IMPERVIOUS SURFACE IMPROVEMENTS. REFER TO MS4 TABLES ON SHEET 2 OF THIS PLAT.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14. LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH 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.

BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.

EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.

THE PROPERTY AND STRUCTURES SHALL BE CONNECTED TO THE CITY'S PUBLIC SEWER COLLECTION SYSTEM.

PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

WASTEWATER U.E.C. CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

NO FENCES, WALLS OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS.

NO WALLS, FENCES OR OTHER STRUCTURES THAT WOULD IMPEDE DRAINAGE FLOW SHALL BE PLACED WITHIN DRAINAGE EASEMENTS SHOWN HEREON.

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.

NO CONSTRUCTION TRAFFIC WILL BE ALLOWED WITHIN NAVA ADE FOR THIS PROJECT.

GUNNISON'S PRAIRIE DOG NOTE:

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE(ARTICLE 14–8.12)

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.

PARK AREA DEDICATED TO THE HOA
PHASE 1: 0 acres
PHASE 2: 1.02 acres
PHASE 3: 1.95 acres
TOTAL: 2.97 acres

** ANYWHERE THIS PLAT REFERS TO "VISTA DE LA SIERRA" IT SHALL MEAN AND REFER TO "VISTAS DE LA SIERRA."

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 — DIEGO J. SISNEROS, NMPS#13986 7/16/2021

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

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DEDICATION AND AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO SUBDIVIDE THOSE LANDS SHOWN HEREON.

OPEN SPACE TRACTS A THROUGH I ARE HEREBY GRANTED TO THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION. OPEN SPACE TRACTS SERVE AS DRAINAGE EASEMENTS FOR MITIGATION OF STORM WATER. Maintenance of park improvements within the open space is the responsibility of the Vista de la Sierra HOA.
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 H.O.A..

ROADS SHOWN HEREON AS PUBLIC RIGHT OF WAY, CREATED BY THIS PLAT, ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE & MAINTENANCE.

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 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.

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:
STORMWATER AGREEMENT: THE PROPERTY OWNER AND BY ACCEPTANCE OF TITLE TO A LOT, EACH SUBSEQUENT LOT OWNER, HEREBY AGREES THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS LOCATED ON A RESIDENTIAL LOT WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED BY THE LOT OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. ALL DRAINAGE EASEMENTS, CULVERTS AND DETENTION PONDS LOCATED WITHIN DESIGNATED OPEN SPACE WILL BE MAINTAINED BY THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION AND KEPT FULLY FUNCTIONAL, CONSISTENT WITH THE ORIGINAL DESIGN. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER 10 DAYS WRITTEN NOTICE TO THE RESPECTIVE LOT OWNER OR TO THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION IN THE CASE OF COMMON IMPROVEMENTS, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND (3) TO LIEN THE DEFAULTING OWNER'S LOT OR IN THE CASE OF COMMON IMPROVEMENTS, ALL OF THE LOTS, FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. IN THE CASE OF A LIEN RELATED TO WORK ON COMMON IMPROVEMENTS, UPON PAYMENT OF A LOT OWNER'S PRORATA SHARE, A LOT OWNER MAY OBTAIN A WRITTEN RELEASE OF SUCH LIEN, IN RECORDABLE FORM, FROM THE CITY. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER APPROVES AND AGREES THAT THE FOREGOING STORMWATER AGREEMENT IS PERPETUAL AND RUNS WITH THE LAND, AND IS BINDING UPON ON PRESENT AND FUTURE LOT OWNERS, AND EACH LOT OWNER'S HEIRS, SUCCESSORS AND ASSIGNS.

DRAINAGE FACILITIES MAINTENANCE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENTS.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1–INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE INSPECTOR AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE INSPECTOR'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6–INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP–RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

F. ALL BASINS/PONDS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14–8.2(D)(4)(C)(II).

OWNER LOT 3:
VDLS, LLC, A NEW MEXICO LIMITED LIABILITY COMPANY

GREG GONZALES, MEMBER.

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)

ON THIS 31 DAY OF AUGUST, 2021 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY GREG GONZALES, MEMBER OF VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY.

OFFICIAL SEAL
ANNA M. BOHANNON
Notary Public
State of New Mexico
My Comm. Expires 12/16/23

Anna M. Bohannon — 12-16-23
NOTARY PUBLIC — COMMISSION EXPIRES

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

PARENT PARCEL: LOT 3A BECKNER ROAD EXTENSION DEDICATION PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, BEATY FAMILY LTD CO. AND THE CITY OF SANTA FE, RECORDED AS INST.#1796166 IN BOOK 804 PAGES 9–10.

UPC: 1–050–095–387–083

PLSS LOCATION: SECTION 8, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

FINAL SUBDIVISION PLAT
**VISTAS DE LA SIERRA PHASE 1
PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09–10

PURPOSE: TO CREATE 128 RESIDENTIAL LOTS 5 OPEN SPACE TRACTS, RESERVED SCHOOL TRACT 3, RESERVED FUTURE DEVELOPMENT TRACTS 1 & 2 AND FUTURE SUBDIVISION PHASE 2 AND 3 TRACTS 3A1, 3A2, 3A3 & 3A4

SHEET 1 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471–6660
FILE# 10508PH1 DATE:7/16/2021

S–101

LOT DATA TABLES

PHASE 1 MS4 RETAINAGE

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
1	45	2925	129
2	45	2925	129
3	45	2925	129
4	40	2550	112
5	40	2550	112
6	40	2550	112
7	45	2925	129
8	50	1543	68
9	50	1543	68
10	45	2925	129
11	45	2925	129
12	45	2925	129
13	40	2550	112
14	40	2550	112
15	40	2550	112
16	40	2550	112
17	40	2550	112
18	40	2550	112
19	40	2550	112
20	45	2925	129
21	45	2925	129
22	45	2925	129
23	40	2550	112
24	40	2550	112
25	40	2550	112
26	40	2550	112
27	40	2550	112
28	40	2550	112
29	40	2550	112
30	45	2925	129
31	45	2925	129
32	45	2925	129
33	40	2550	112
34	40	2550	112
35	40	2550	112
36	40	2550	112
37	40	2550	112
38	40	2550	112
39	45	2925	129
40	45	2925	129
41	45	2925	129
42	40	2550	112
43	40	2550	112
44	40	2550	112
45	45	2925	129
46	50	3580	158
47	50	3580	158
48	50	3580	158
49	50	3580	158
50	50	3580	158
51	50	3580	158
Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required			

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
52	50	3580	158
53	50	3580	158
54	50	3580	158
55	50	3580	158
56	50	1543	68
57	50	1543	68
58	50	1543	68
59	50	1543	68
60	50	1543	68
61	50	1543	68
62	50	1543	68
63	50	1543	68
64	50	1543	68
65	50	1543	68
66	50	1543	68
67	50	1543	68
68	50	1543	68
69	50	1543	68
70	50	1543	68
71	50	1543	68
72	50	1543	68
73	50	1543	68
74	50	1543	68
75	50	1543	68
76	50	1543	68
77	50	1543	68
78	50	1543	68
79	50	1543	68
80	50	1543	68
81	50	1543	68
82	50	1543	68
83	50	1543	68
84	50	1543	68
85	50	1543	68
86	50	1543	68
87	50	1543	68
88	50	1543	68
89	50	1543	68
90	50	1543	68
91	50	1543	68
92	50	1543	68
93	50	1543	68
94	50	1543	68
95	50	1543	68
96	50	1543	68
97	50	1543	68
98	50	1543	68
99	50	1543	68
100	50	1543	68
101	50	1543	68
102	50	1543	68
Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required			

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
103	50	1543	68
104	50	1543	68
105	50	1543	68
106	50	1543	68
107	50	1543	68
108	50	1543	68
109	50	1543	68
110	50	1543	68
111	50	1543	68
112	50	1543	68
113	50	1543	68
114	50	1543	68
115	45	1326	58
116	40	1178	52
117	40	1178	52
118	40	1178	52
119	40	1178	52
120	40	1178	52
121	40	1178	52
122	40	1178	52
123	40	1178	52
124	40	1178	52
125	40	1178	52
126	40	1178	52
127	40	1178	52
128	40	1178	52
Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required			

"THE CONSTRUCTION OF IMPERVIOUS AREA, SUCH AS STRUCTURES AND PAVING, THAT EXCEEDS THE SQUARE FOOTAGE LIMITATIONS SHOWN IN THE TABLES ABOVE MAY REQUIRE ON-LOT PONDING."

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C1	570.00'	53.41'	53.39'	S46°43'48"E	5°22'06"
C2	460.00'	50.10'	50.07'	S46°17'39"E	6°14'24"
C3	160.00'	63.57'	63.15'	S11°29'51"W	22°45'47"
C4	14.50'	4.58'	4.56'	S81°04'34"W	18°04'48"
C5	460.00'	38.09'	38.08'	S51°47'11"E	4°44'40"
C6	14.50'	13.32'	12.85'	S27°51'02"E	52°36'57"
C7	150.00'	81.03'	80.05'	S15°35'28"W	30°57'01"
C8	14.50'	18.20'	17.03'	S36°04'34"W	71°55'12"
C9	14.50'	8.25'	8.14'	S14°45'43"W	32°36'32"
C10	14.50'	10.36'	10.14'	S69°25'03"E	40°55'58"
C11	14.50'	12.42'	12.04'	S24°38'59"W	49°04'02"
C12	14.50'	12.42'	12.04'	S24°25'03"E	49°04'02"
C13	14.50'	10.36'	10.14'	S69°38'59"W	40°55'58"
C14	14.50'	10.36'	10.14'	S69°25'03"E	40°55'58"
C15	14.50'	12.42'	12.04'	S24°38'59"W	49°04'02"
C16	14.50'	12.42'	12.04'	S24°25'03"E	49°04'02"
C17	150.00'	7.40'	7.40'	S88°42'13"W	2°49'31"
C18	14.50'	3.96'	3.95'	S57°00'11"W	15°38'21"
C19	150.00'	58.82'	58.45'	S76°03'24"W	22°28'06"
C20	14.50'	22.78'	20.51'	N45°06'58"E	90°00'00"
C21	200.00'	42.72'	42.64'	N83°59'50"E	12°14'15"
C22	47.50'	33.83'	33.12'	S11°15'11"W	40°48'37"
C23	956.98'	43.19'	43.19'	S65°02'45"W	2°35'10"
C24	200.00'	19.58'	19.57'	N75°04'27"E	5°36'31"
C25	25.00'	40.65'	36.32'	S61°08'36"E	93°10'24"
C26	8.00'	5.52'	5.41'	S19°53'17"W	39°32'39"
C27	14.50'	22.78'	20.51'	S44°53'02"E	90°00'00"
C28	410.00'	65.15'	65.08'	N47°35'00"W	9°06'15"
C29	354.34'	47.35'	47.32'	S46°28'16"E	7°39'24"
C30	410.00'	65.65'	65.58'	N62°39'20"W	9°10'29"
C31	304.80'	47.83'	47.78'	S62°53'40"E	8°59'28"
C32	410.00'	65.66'	65.59'	N71°49'51"W	9°10'32"
C33	304.80'	47.88'	47.84'	S71°53'26"E	9°00'05"
C34	410.00'	65.36'	65.29'	N80°59'07"W	9°08'01"
C35	304.80'	47.50'	47.45'	S80°51'20"E	8°55'42"
C36	410.00'	63.44'	63.37'	N89°59'05"W	8°51'55"
C37	304.80'	47.53'	47.48'	S89°47'13"E	8°56'03"
C38	410.00'	63.87'	63.81'	S76°30'08"W	8°55'33"
C39	304.80'	47.67'	47.62'	N77°44'50"E	8°57'38"
C40	410.00'	25.22'	25.22'	S70°16'37"W	3°31'28"
C41	304.80'	21.25'	21.24'	N71°16'12"E	3°59'38"
C42	200.00'	19.14'	19.14'	S71°15'25"W	5°29'03"
C43	200.00'	45.90'	45.80'	S80°34'27"W	13°09'01"
C44	189.15'	67.60'	67.24'	N79°00'54"E	20°28'39"
C45	200.00'	46.28'	46.17'	N86°13'19"W	13°15'27"
C46	189.15'	18.60'	18.59'	S87°55'45"E	5°38'02"
C47	310.24'	13.85'	13.85'	S80°58'07"E	2°33'27"
C48	200.00'	46.32'	46.22'	N72°57'29"W	13°16'13"
C49	310.24'	68.21'	68.07'	S73°23'30"E	12°35'49"
C50	287.61'	4.11'	4.11'	S67°47'31"E	0°49'08"
C51	410.00'	42.45'	42.43'	N55°06'07"W	5°55'58"
C52	304.80'	30.63'	30.61'	S55°31'13"E	5°45'26"
C53	410.00'	33.04'	33.03'	S83°16'26"W	4°37'04"
C54	304.80'	18.72'	18.71'	N83°59'13"E	3°31'06"
C55	100.00'	60.68'	59.76'	N17°30'02"E	34°46'08"
C56	14.50'	20.60'	18.91'	N75°34'36"E	81°22'59"
C57	460.00'	79.31'	79.21'	S68°40'16"E	9°52'42"
C58	1117.00'	80.42'	80.41'	S75°10'29"W	4°07'31"
C59	25.00'	46.69'	40.19'	N53°23'09"W	107°00'14"
C60	460.00'	98.24'	98.06'	S79°43'43"E	12°14'13"
C61	14.50'	21.75'	19.77'	S42°51'56"E	85°57'47"
C62	14.50'	20.80'	19.06'	S41°13'07"W	82°12'18"
C63	1117.00'	99.11'	99.07'	S79°46'45"W	5°05'01"
C64	14.50'	21.38'	19.50'	N42°21'32"E	84°29'09"
C65	460.00'	99.14'	98.95'	N78°25'40"E	12°20'53"
C66	1117.00'	73.56'	73.55'	S88°13'46"W	3°46'24"
C67	14.50'	23.73'	21.17'	N46°46'14"W	93°46'24"
C68	460.00'	30.02'	30.01'	N70°23'03"E	3°44'20"

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C69	14.50'	28.24'	23.99'	S55°41'04"E	111°36'05"
C70	14.50'	22.78'	20.51'	S45°06'58"W	90°00'00"
C71	14.50'	21.78'	19.79'	N43°09'01"E	86°04'06"
C72	150.00'	102.13'	100.17'	S74°18'34"E	39°00'44"
C73	14.50'	22.78'	20.51'	N44°53'02"W	90°00'00"
C74	954.20'	5.49'	5.49'	S73°10'20"W	0°19'47"
C75	169.73'	43.04'	42.93'	N38°32'58"W	14°31'48"
C76	25.00'	38.25'	34.63'	N29°16'59"E	87°40'06"
C77	1067.00'	4.09'	4.09'	N73°13'37"E	0°13'10"
C78	175.00'	68.20'	67.77'	N78°57'06"E	22°19'43"
C79	1092.00'	46.49'	46.48'	N69°00'25"E	2°26'21"
C80	1092.00'	267.83'	267.16'	N77°15'11"E	14°03'10"
C81	1092.00'	111.24'	111.20'	N87°11'52"E	5°50'13"
C82	957.00'	44.31'	44.31'	S74°39'47"W	2°39'10"
C83	1067.00'	49.40'	49.40'	N74°39'47"E	2°39'10"
C84	957.00'	39.39'	39.38'	S77°10'06"W	2°21'29"
C85	1067.00'	43.91'	43.91'	N77°10'06"E	2°21'29"
C86	957.00'	39.39'	39.38'	S79°31'35"W	2°21'29"
C87	1067.00'	43.91'	43.91'	N79°31'35"E	2°21'29"
C88	957.00'	39.39'	39.38'	S81°53'04"W	2°21'29"
C89	1067.00'	43.91'	43.91'	N81°53'04"E	2°21'29"
C90	957.00'	39.39'	39.38'	S84°14'33"W	2°21'29"
C91	1067.00'	43.91'	43.91'	N84°14'33"E	2°21'29"
C92	957.00'	39.37'	39.37'	S86°36'00"W	2°21'26"
C93	1067.00'	44.03'	44.03'	N86°36'13"E	2°21'52"
C94	957.00'	39.04'	39.04'	S88°56'50"W	2°20'15"
C95	1067.00'	43.40'	43.39'	N88°57'04"E	2°19'49"
C96	133.81'	34.25'	34.16'	N07°13'03"W	14°40'02"
C97	125.00'	67.52'	66.71'	N15°35'28"E	30°57'01"
C98	435.00'	120.16'	119.78'	N51°01'13"W	15°49'37"
C99	435.00'	241.08'	238.00'	N74°48'37"W	31°45'12"
C100	435.00'	157.90'	157.04'	S78°54'50"W	20°47'54"
C101	175.00'	16.53'	16.53'	S71°13'16"W	5°24'45"
C102	175.00'	121.41'	118.99'	N86°11'52"W	39°44'59"
C103	199.78'	20.35'	20.34'	S02°48'08"E	5°50'12"
C104	957.00'	58.80'	58.79'	S71°14'51"W	3°31'14"
C105	957.00'	52.59'	52.58'	S67°54'47"W	3°08'55"
C106	156.30'	197.98'	185.01'	S51°29'51"E	72°34'18"
C107	25.00'	33.03'	30.68'	S22°38'20"W	75°42'03"
C108	45.00'	129.22'	89.18'	S21°46'39"E	164°32'00"
C109	45.00'	29.37'	28.85'	S71°20'35"E	37°23'57"
C110	354.34'	95.50'	95.21'	S34°55'18"E	15°26'32"
C111	609.28'	113.31'	113.15'	N32°32'32"W	10°39'21"
C112	55.00'	22.88'	22.71'	S79°04'36"E	23°50'04"
C113	55.00'	36.44'	35.78'	S48°10'35"E	37°57'57"
C114	375.05'	221.56'	218.35'	S46°07'01"E	33°50'49"
C115	375.05'	81.42'	81.26'	S69°15'34"E	12°26'16"
C116	205.00'	128.84'	126.73'	N86°31'01"E	36°00'35"
C117	375.00'	84.09'	83.92'	N74°55'44"E	12°50'53"
C118	205.00'	68.23'	67.92'	S89°06'44"E	19°04'12"
C119	375.66'	124.86'	124.29'	S70°03'19"E	19°02'39"
C120	205.00'	47.13'	47.03'	S53°56'47"E	13°10'25"
C121	375.00'	26.93'	26.92'	S45°18'08"E	4°06'53"
C122	375.00'	102.23'	101.92'	S35°26'05"E	15°37'13"
C123	375.00'	197.11'	194.85'	S42°40'59"E	30°07'01"
C124	14.50'	22.78'	20.51'	S44°53'02"E	90°00'00"
C125	370.00'	16.31'	16.31'	N71°29'38"W	2°31'31"
C126	372.29'	53.13'	53.09'	N66°04'47"W	8°10'38"
C127	45.01'	18.18'	18.06'	N50°25'01"W	23°08'33"
C128	14.50'	22.78'	20.51'	N80°52'04"E	90°00'00"
C129	600.00'	87.23'	87.15'	S58°17'49"E	8°19'47"
C130	25.00'	19.32'	18.84'	S67°54'21"E	44°16'24"
C131	45.00'	20.27'	20.10'	N51°44'57"W	25°48'35"
C132	45.00'	15.75'	15.67'	N54°37'40"W	20°03'09"
C133	45.00'	20.23'	20.06'	N57°28'55"W	25°45'40"
C134	62.50'	21.44'	21.33'	S09°56'33"W	19°39'10"
C135	678.23'	26.04'	26.04'	N32°38'20"W	2°12'01"
C136	25.00'	7.41'	7.39'	N23°02'42"W	16°59'15"

LINE	BEARING	DIST.
L1	S06°55'56"W	10.00'
L2	N09°24'15"E	10.00'
L3	S08°07'45"W	10.01'
L4	N08°07'45"E	10.01'
L5	N00°17'43"W	44.01'
L6	N00°02'03"W	21.23'
L7	N00°25'47"W	47.81'
L8	N00°20'58"W	51.96'
L9	N35°52'04"E	24.50'
L10	S54°07'56"E	55.98'
L11	S35°52'04"W	105.00'
L12	S54°07'56"E	191.32'
L13	S62°27'42"E	81.37'
L14	N27°32'18"E	106.80'
L15	N89°53'02"W	50.83'
L16	N89°00'22"E	34.10'
L17	N68°30'20"E	19.00'
L18	N38°50'40"W	17.32'
L19	N64°39'15"W	13.92'
L20	N44°36'05"W	11.54'
L21	N70°21'45"W	2.78'
L22	S19°46'07"W	10.76'
L23	S00°06'58"W	3.44'
L24	S57°44'30"E	33.77'
L25	N89°53'02"W	57.90'
L26	S48°28'54"W	203.50'
L27	S00°06'58"W	5.50'

ADDRESS TABLES

Lot 1	4318 VISTA MANZANO
Lot 2	4316 VISTA MANZANO
Lot 3	4314 VISTA MANZANO
Lot 4	4312 VISTA MANZANO
Lot 5	4310 VISTA MANZANO
Lot 6	4308 VISTA MANZANO
Lot 7	4304 VISTA MANZANO
Lot 8	3134 VISTA LUNA
Lot 9	4302 VISTA MANZANO
Lot 10	4319 VISTA MANZANO
Lot 11	4317 VISTA MANZANO
Lot 12	4315 VISTA MANZANO
Lot 13	4313 VISTA MANZANO
Lot 14	4311 VISTA MANZANO
Lot 15	4309 VISTA MANZANO
Lot 16	4307 VISTA MANZANO
Lot 17	4305 VISTA MANZANO
Lot 18	4303 VISTA MANZANO
Lot 19	4301 VISTA MANZANO
Lot 20	4220 VIA DE VENTURA
Lot 21	4218 VIA DE VENTURA
Lot 22	4216 VIA DE VENTURA
Lot 23	4214 VIA DE VENTURA
Lot 24	4212 VIA DE VENTURA
Lot 25	4210 VIA DE VENTURA
Lot 26	4208 VIA DE VENTURA
Lot 27	4206 VIA DE VENTURA
Lot 28	4204 VIA DE VENTURA
Lot 29	4202 VIA DE VENTURA
Lot 30	4219 VIA DE VENTURA
Lot 31	4217 VIA DE VENTURA
Lot 32	4215 VIA DE VENTURA
Lot 33	4213 VIA DE VENTURA
Lot 34	4211 VIA DE VENTURA
Lot 35	4209 VIA DE VENTURA
Lot 36	4207 VIA DE VENTURA
Lot 37	4205 VIA DE VENTURA
Lot 38	4203 VIA DE VENTURA
Lot 39	4201 VIA DE VENTURA
Lot 40	4118 ESTRELLA NOCHE
Lot 41	4116 ESTRELLA NOCHE
Lot 42	4114 ESTRELLA NOCHE
Lot 43	4112 ESTRELLA NOCHE
Lot 44	4110 ESTRELLA NOCHE
Lot 45	4108 ESTRELLA NOCHE
Lot 46	4106 ESTRELLA NOCHE
Lot 47	4104 ESTRELLA NOCHE
Lot 48	4102 ESTRELLA NOCHE
Lot 49	4119 ESTRELLA NOCHE
Lot 50	4113 ESTRELLA NOCHE
Lot 51	4111 ESTRELLA NOCHE
Lot 52	4109 ESTRELLA NOCHE
Lot 53	4107 ESTRELLA NOCHE
Lot 54	4105 ESTRELLA NOCHE
Lot 55	4103 ESTRELLA NOCHE
Lot 56	3133 VISTA LUNA
Lot 57	3137 VISTA LUNA
Lot 58	3139 VISTA LUNA
Lot 59	3141 VISTA LUNA
Lot 60	3143 VISTA LUNA
Lot 61	3147 VISTA LUNA
Lot 62	3149 VISTA LUNA
Lot 63	3151 VISTA LUNA
Lot 64	3153 VISTA LUNA

Lot 65	3155 VISTA LUNA
Lot 66	3157 VISTA LUNA
Lot 67	3159 VISTA LUNA
Lot 68	3601 CALLE DE LA ALEGRIA
Lot 69	3603 CALLE DE LA ALEGRIA
Lot 70	3605 CALLE DE LA ALEGRIA
Lot 71	3607 CALLE DE LA ALEGRIA
Lot 72	3609 CALLE DE LA ALEGRIA
Lot 73	3611 CALLE DE LA ALEGRIA
Lot 74	3613 CALLE DE LA ALEGRIA
Lot 75	3615 CALLE DE LA ALEGRIA
Lot 76	3617 CALLE DE LA ALEGRIA
Lot 77	3619 CALLE DE LA ALEGRIA
Lot 78	3502 CASA VISTOSA
Lot 79	3504 CASA VISTOSA
Lot 80	3506 CASA VISTOSA
Lot 81	3508 CASA VISTOSA
Lot 82	3510 CASA VISTOSA
Lot 83	3512 CASA VISTOSA
Lot 84	3514 CASA VISTOSA
Lot 85	3516 CASA VISTOSA
Lot 86	3518 CASA VISTOSA
Lot 87	3501 CASA VISTOSA
Lot 88	3503 CASA VISTOSA
Lot 89	3505 CASA VISTOSA
Lot 90	3507 CASA VISTOSA
Lot 91	3509 CASA VISTOSA
Lot 92	3511 CASA VISTOSA
Lot 93	3513 CASA VISTOSA
Lot 94	3515 CASA VISTOSA
Lot 95	3517 CASA VISTOSA
Lot 96	3404 CIELO BONITO
Lot 97	3406 CIELO BONITO
Lot 98	3408 CIELO BONITO
Lot 99	3410 CIELO BONITO
Lot 100	3412 CIELO BONITO
Lot 101	3414 CIELO BONITO
Lot 102	3416 CIELO BONITO
Lot 103	3418 CIELO BONITO
Lot 104	3420 CIELO BONITO
Lot 105	3401 CIELO BONITO
Lot 106	3403 CIELO BONITO
Lot 107	3405 CIELO BONITO
Lot 108	3407 CIELO BONITO
Lot 109	3409 CIELO BONITO
Lot 110	3411 CIELO BONITO
Lot 111	3413 CIELO BONITO
Lot 112	3415 CIELO BONITO
Lot 113	3417 CIELO BONITO
Lot 114	3419 CIELO BONITO
Lot 115	4097 ESTRELLA NOCHE
Lot 116	4095 ESTRELLA NOCHE
Lot 117	4093 ESTRELLA NOCHE
Lot 118	4091 ESTRELLA NOCHE
Lot 119	4089 ESTRELLA NOCHE
Lot 120	4087 ESTRELLA NOCHE
Lot 121	4085 ESTRELLA NOCHE
Lot 122	4083 ESTRELLA NOCHE
Lot 123	4081 ESTRELLA NOCHE
Lot 124	4079 ESTRELLA NOCHE
Lot 125	4077 ESTRELLA NOCHE
Lot 126	4075 ESTRELLA NOCHE
Lot 127	4073 ESTRELLA NOCHE
Lot 128	4071 ESTRELLA NOCHE

DIEGO J. SISNEROS, NMPS#13986 7/16/2021

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1
PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09-10

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471-6660
FILE# 10508PH1 DATE:7/16/2021

FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1

PREPARED FOR

VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY

SHOWING

A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09–10

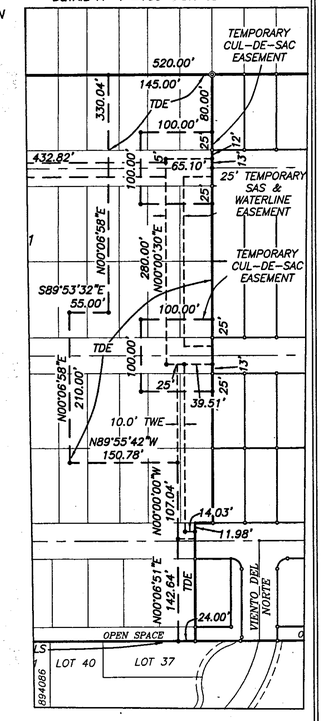
882004

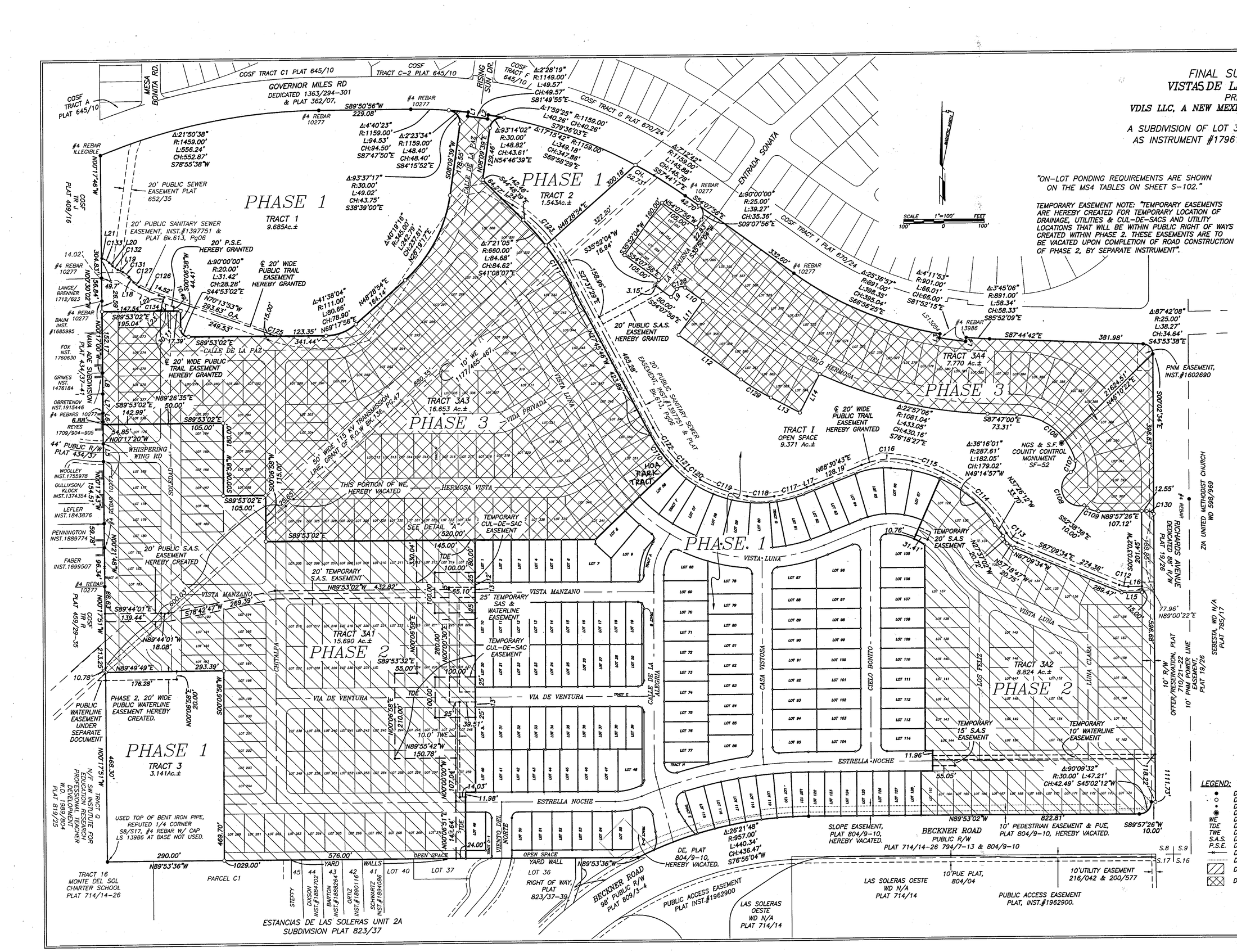
"ON–LOT PONDING REQUIREMENTS ARE SHOWN ON THE MS4 TABLES ON SHEET S–102."

TEMPORARY EASEMENT NOTE: "TEMPORARY EASEMENTS ARE HEREBY CREATED FOR TEMPORARY LOCATION OF DRAINAGE, UTILITIES & CUL–DE–SACS AND UTILITY LOCATIONS THAT WILL BE WITHIN PUBLIC RIGHT OF WAYS CREATED WITHIN PHASE 2. THESE EASEMENTS ARE TO BE VACATED UPON COMPLETION OF ROAD CONSTRUCTION OF PHASE 2, BY SEPARATE INSTRUMENT".

SCALE 1"=100' FEET

"DETAIL A" 1"=100' FOR CLARIFICATION




COSF TRACT C1 PLAT 645/10
COSF TRACT C–2 PLAT 645/10
COSF TRACT F 645/10
COSF TRACT G PLAT 670/24
COSF TRACT A PLAT 645/10
COSF TR J PLAT 409/16
COSF TR R PLAT 459/29–35
MESA BONITA RD.
RISING SUN DR.
GOVERNOR MILES RD
DEDICATED 1363/294–301 & PLAT 362/07,
ENTRADA SONATA
CALLE DE LA PAZ
PHASE 1
TRACT 1
9.685Ac.±
TRACT 2
1.543Ac.±
20' PUBLIC SEWER EASEMENT PLAT 652/35
20' PUBLIC SANITARY SEWER EASEMENT, INST.#1397751 & PLAT Bk.613, Pg06
20' P.S.E. HEREBY GRANTED
20' WIDE PUBLIC TRAIL EASEMENT HEREBY GRANTED
20' PUBLIC S.A.S. EASEMENT HEREBY GRANTED
20' PUBLIC SANITARY SEWER EASEMENT, INST.#1397751 & PLAT Bk.613, Pg06
TRACT 3A3
16.653 Ac.±
PHASE 3
TRACT 3A4
7.770 Ac.±
TRACT I
OPEN SPACE
9.371 Ac.±
HOA PARK TRACT
CIELO HERMOSA
VISTA LUNA
VIDA PRIVADA
HERMOSA VISTA
115 KV TRANSMISSION LINE, GRANT OF R.O.W BK.136, PG.47
50' WIDE WE, GRANT OF R.O.W BK.136, PG.47
THIS PORTION OF WE, HEREBY VACATED
10' WE 1177/465–467
PNM EASEMENT, INST.#1602690
NGS & S.F. COUNTY CONTROL MONUMENT SF–52
ZIA UNITED METHODIST CHURCH WD 598/969
RICHARDS AVENUE DEDICATED 88' R/W PLAT 19/26
OFFER/RESERVATION, PLAT 10' R/W PNM POWER LINE EASEMENT, PLAT 19/26
SEBESTA, WD N/A PLAT 785/17
TEMPORARY 20' S.A.S EASEMENT
TEMPORARY 15' S.A.S EASEMENT
TEMPORARY 10' WATERLINE EASEMENT
ESTRELLA NOCHE
VISTA LUNA
VISTA MANZANO
VIA DE VENTURA
CHITALPA
CASA VISTOSA
CIELO HONITO
LOS FELIZ
LUNA CLARA
CALLE DE LA ALEGRIA
VIENTO DEL NORTE
LA PEQUENA
TRACT 3A1
15.690 Ac.±
PHASE 2
TRACT 3A2
8.824 Ac.±
PHASE 1
TRACT 3
3.141Ac.±
TRACT Q
N/F SW INSTITUTE FOR EDUCATION RESEARCH PROFESSIONAL TEACHER DEVELOPMENT WD 939/804 PLAT 819/25
USED TOP OF BENT IRON PIPE, REPUTED 1/4 CORNER S8/S17, #4 REBAR W/ CAP LS 13986 AT BASE NOT USED.
PUBLIC WATERLINE EASEMENT UNDER SEPARATE DOCUMENT
PHASE 2, 20' WIDE PUBLIC WATERLINE EASEMENT HEREBY CREATED.
20' TEMPORARY S.A.S. EASEMENT
20' PUBLIC S.A.S. EASEMENT HEREBY CREATED
SEE DETAIL "A"
TDE
OPEN SPACE
YARD WALL
LOT 36
RIGHT OF WAY, PLAT 823/37–39
BECKNER ROAD 96' PUBLIC R/W PLAT 809/3–4
BECKNER ROAD PUBLIC R/W PLAT 714/14–26 794/7–13 & 804/9–10
PUBLIC ACCESS EASEMENT PLAT INST.#1962900
LAS SOLERAS OESTE WD N/A PLAT 714/14
10'PUE PLAT, 804/04
10'UTILITY EASEMENT 216/042 & 200/577
SLOPE EASEMENT, PLAT 804/9–10, HEREBY VACATED.
DE, PLAT 804/9–10, HEREBY VACATED.
10' PEDESTRIAN EASEMENT & PUE, PLAT 804/9–10, HEREBY VACATED.
ESTANCIAS DE LAS SOLERAS UNIT 2A SUBDIVISION PLAT 823/37
PARCEL C1
TRACT 16 MONTE DEL SOL CHARTER SCHOOL PLAT 714/14–26
LANGE/ BRENNER 1712/623
BAUM 10277 INST. #1685995
FOX NST. 1760630
GRIMES NST. 1476184
OBRETENOV NST.1915446
REYES 1709/904–905
WOOLLEY INST.1755978
GULLIXSON/ KLOCK INST.1374354
LEFLER INST.1843876
PENNINGTON INST.1889774
FABER INST.1699507
MIVIA ADE SUBDIVISION PLAT 434/37–41
44' PUBLIC R/W PLAT 434/37
WHISPERING WIND RD
SOLEDAD
STEFFY
DIXSON INST.#1884702
BARTON INST.#1888826
ORTIZ INST.#1890116
SCHWARTZ INST.#1894086
LOT 40
LOT 37
#4 REBAR 10277
#4 REBAR ILLEGIBLE
#4 REBAR 13986
S89°50'56"W 229.08'
Δ:21°50'38" R:1459.00' L:556.24' CH:552.87' S78°55'38"W
Δ:4°40'23" R:1159.00' L:94.53' CH:94.50' S87°47'50"E
Δ:2°23'34" R:1159.00' L:48.40' CH:48.40' S84°15'52"E
Δ:2°28'19" R:1149.00' L:49.57' CH:49.57' S81°49'55"E
Δ:1°59'25" R:1159.00' L:40.26' CH:40.26' S79°36'03"E
Δ:17°15'42" R:1159.00' L:349.18' CH:347.86' S69°58'29"E
Δ:7°12'42" R:1159.00' L:145.89' CH:145.79' S57°44'17"E
Δ:93°14'02" R:30.00' L:48.82' CH:43.61' N54°46'39"E
Δ:93°37'17" R:30.00' L:49.02' CH:43.75' S38°39'00"E
Δ:40°19'16" R:345.00' L:242.79' CH:237.81' N28°19'17"E
Δ:41°38'04" R:111.00' L:80.66' CH:78.90' N69°17'56"E
Δ:90°00'00" R:20.00' L:31.42' CH:28.28' S44°53'02"E
Δ:7°21'05" R:660.00' L:84.68' CH:84.62' S41°08'07"E
Δ:90°00'00" R:25.00' L:39.27' CH:35.36' S09°07'56"E
Δ:25°36'57" R:891.00' L:398.35' CH:395.04' S86°59'25"E
Δ:4°11'53" R:901.00' L:66.01' CH:66.00' S81°52'15"E
Δ:3°45'06" R:891.00' L:58.34' CH:58.33' S85°52'09"E
Δ:87°42'08" R:25.00' L:38.27' CH:34.64' S43°53'38"E
Δ:22°57'06" R:1081.04' L:433.05' CH:430.16' S76°18'27"E
Δ:36°16'01" R:287.61' L:182.05' CH:179.02' N49°14'57"W
Δ:26°21'48" R:957.00' L:440.34' CH:436.47' S76°56'04"W
Δ:90°09'32" R:30.00' L:47.21' CH:42.49' S45°02'12"W
N89°53'02"W 822.81'
S89°57'26"W 10.00'
S87°44'42"E 381.98'
S87°47'00"E 73.31'
N89°57'26"E 107.12'
S52°38'36"E 10.00'
N37°26'12"W 33.70'
N23°31'02"W 20.72'
N67°09'34"W 20.75'
S67°09'34"E 274.36'
N89°00'22"E 77.96'
N68°30'43"E 128.19'
S00°02'34"E 596.68'
N00°17'46"W 304.83'
N00°17'00"W 152.17'
N00°17'51"W 468.30'
N00°17'43"W 154.51'
N00°21'48"W 96.34'
N00°17'51"W 213.25'
N00°02'30"W 304.83'
S00°06'58"W 44.41'
S00°06'58"W 115.00'
S00°06'58"W 180.00'
S00°06'58"W 469.70'
N00°06'58"E 210.00'
N00°00'30"E 280.00'
N00°06'58"E 107.04'
N00°06'51"E 142.64'
S89°53'02"E 195.04'
S89°53'02"E 142.99'
S89°53'02"E 105.00'
S89°53'02"E 54.85'
S89°53'02"E 105.00'
S89°53'02"E 55.00'
S89°53'02"E 520.00'
S89°53'02"E 105.00'
S89°53'32"E 55.00'
N89°26'35"E 50.00'
N89°53'02"W 432.82'
N89°55'42"W 150.78'
N89°53'36"W 1029.00'
N89°53'36"W 576.00'
S89°44'01"E 139.44'
N89°44'01"W 18.08'
N89°49'49"E 293.39'
S78°42'47"W 269.39'
S89°53'32"E 55.00'
N89°49'49"E 176.28'
N00°17'20"W 54.85'
S00°06'58"W 20.00'
S00°06'58"W 125.69'
S00°06'58"W 600.03'
S00°06'58"W 44.41'
S00°06'58"W 29.63'
S00°06'58"W 30.11'
S00°06'58"W 17.39'
S00°06'58"W 14.52'
S00°06'58"W 49.7'
S00°06'58"W 28.59'
S00°06'58"W 14.02'
S00°06'58"W 17.6'
S00°06'58"W 6.88'
S00°06'58"W 96.34'
S00°06'58"W 59.78'
S00°06'58"W 86.63'
S00°06'58"W 213.25'
S00°06'58"W 10.78'
S00°06'58"W 468.30'
S00°06'58"W 469.70'
S00°06'58"W 290.00'
S00°06'58"W 14.64'
S00°06'58"W 24.00'
S00°06'58"W 14.03'
S00°06'58"W 11.98'
S00°06'58"W 55.05'
S00°06'58"W 118.22'
S00°06'58"W 1111.73'
S00°06'58"W 11.96'
S00°06'58"W 10.76'
S00°06'58"W 31.41'
S00°06'58"W 15.00'
S00°06'58"W 288.47'
S00°06'58"W 77.96'
S00°06'58"W 596.68'
S00°06'58"W 822.81'
S00°06'58"W 10.00'
S00°06'58"W 576.00'
S00°06'58"W 290.00'
S00°06'58"W 1029.00'
S00°06'58"W 125.69'
S00°06'58"W 600.03'
S00°06'58"W 269.39'
S00°06'58"W 139.44'
S00°06'58"W 18.08'
S00°06'58"W 293.39'
S00°06'58"W 176.28'
S00°06'58"W 20.00'
S00°06'58"W 210.00'
S00°06'58"W 107.04

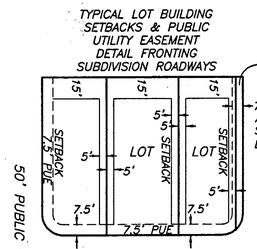
LEGEND:

- ● DENOTES REBAR, OR AS SHOWN FOUND
- ○ DENOTES REBAR, OR AS SHOWN SET
- • DENOTES CALCULATED POINT NOT SET
- PUE DENOTES PUBLIC UTILITY EASEMENT
- DENOTES FUTURE PHASE
- DENOTES FUTURE PHASE 3

"ON-LOT PONDING REQUIREMENTS ARE SHOWN ON THE MS4 TABLES ON SHEET S-102."

NOTE: LOT BEARINGS ARE TYPICAL AND MATCH OPPOSING LOT OR ROADWAY BEARING UNLESS SHOWN OTHERWISE.

TYPICAL LOT BUILDING SETBACKS & PUBLIC UTILITY EASEMENT DETAIL FRONTING SUBDIVISION ROADWAYS



TRACT I
OPEN SPACE
9.371 Ac.±
SEE SHEET 3 FOR REMAINDER OF THIS TRACT

℄ 20' WIDE PUBLIC TRAIL EASEMENT HEREBY GRANTED

20' PUBLIC SANITARY SEWER EASEMENT, INST.#1397751 & PLAT Bk.613, Pg06

OFFSITE SEWER EASEMENT, SEE SHEET 3

HOA PARK TRACT

VISTA MANZANO
50' PUBLIC R/W

VISTA LUNA
50' PUBLIC R/W

VIA DE VENTURA
50' PUBLIC R/W

CALLE DE LA ALEGRIA
50' PUBLIC R/W

ESTRELLA NOCHE
50' PUBLIC R/W

CASA VISTOSA 60' PUBLIC R/W

CIELO BONITO 50' PUBLIC R/W

VIENTO DEL NORTE
50' PUBLIC R/W

BECKNER ROAD
PUBLIC R/W
PLAT 714/14-26 &
PLAT 794/7-13

PUBLIC ACCESS EASEMENT PLAT, INST.#1962900.

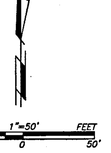
CARREON INST.#1884561

URIOSTE INST.#1889156

LOOMIS INST.#1885735

RIGHT OF WAY, PLAT 823/37-39

SEE SHEET 3 FOR OFFSITE EASEMENTS



Diego J. Sisneros
DIEGO J. SISNEROS, NMPS#13986 7/16/2021

FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1

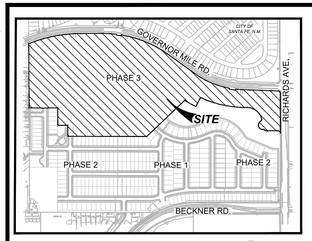
PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09-10

SHEET 4 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471-6660
FILE# 10508PH1 DATE:7/16/2021

S-104

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

N

NO PARKING BETWEEN ARROWS
R7-1R (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1 (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1L (MODIFIED)

N

0 60' 120'

LEGEND (FIRE ACCESS)

- PROJECT LIMITS
- PROPOSED WATER
- FIRE HYDRANT
- PROPOSED ¾" SINGLE SERVICE WITH ⅝" METER
- PROPOSED 1" DUAL SERVICE WITH ⅝" METER
- STREET LIGHT
- FIRE ACCESS LANE (DRIVEABLE)

MATCH LINE SEE SHEET FP2

MATCH LINE SEE SHEET FP2

CALLE DE LA PAZ (VARIOUS WIDTH R.O.W.)

SOLEDAD (50' R.O.W.)

CHITALPA (50' R.O.W.)

HERMOSA VISTA (50' R.O.W.)

VIDA PRIVADA (50' R.O.W.)

VISTA BELLA (50' R.O.W.)

STOP R1-1

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

SIGNAGE NOTES:

1. INSTALL CUSTOM SIGNS AT DEAD ENDS OF SIDEWALKS PER CITY OF SANTA FE (C.O.S.F.) DIRECTIONS. SIGNS TO BE BLUE WITH WHITE LETTERING. "ACCESSIBLE ROUTE ENDS AHEAD" OR "NO ACCESSIBLE ROUTE."
2. EMERGENCY ACCESS VEHICULAR PIPE GATE EQUIPPED WITH KNOX BOX RESTRICTED ENTRY SYSTEM. GATE SHALL COMPLY WITH IFC 2009 SECTION D103.5 - FIRE APPARATUS ACCESS ROAD GATES. INSTALL REFLECTIVE SIGN ON GATE FOR VIABILITY TO SUBDIVISION.
3. INSTALL NO PARKING SIGNS PER MUTCD SECTION 2B.48 - PLACEMENT OF PARKING, STOPPING AND STANDING SIGNS. AT LEAST THREE NO PARKING SIGNS ON EACH STREET WHERE THERE IS NO PARKING. ONE SIGN AT THE BEGINNING OF ROAD THAT STATES "NO PARKING BETWEEN ARROWS" WITH AN ARROW BELOW POINTING DOWN THE SIDE WHERE PARKING IS NOT ALLOWED. ONE IN THE MIDDLE OF THE BLOCK THAT ALSO SAYS "NO PARKING BETWEEN ARROWS" WITH ARROWS POINTING IN BOTH DIRECTIONS AND ONE AT THE FAR END OF THE STREET SAYING THE SAME THING WITH THE ARROW POINTING BACK DOWN THE STREET.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

8/4/2025

VANCE L. WEYMAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-9696 www.dhiworld.com
TBPE REG. NO. F-19561

DHI

VISTAs DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

FIRE ACCESS PLAN

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	8/4/2025
JOB NO.:	05004
SHEET NO.	FP1

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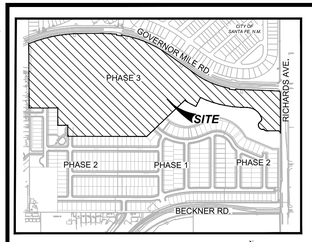
Date: Aug 04, 2025, 3:17pm User ID: vMcMillan File: C:\Users\vmcmillan.VMCMILLAN\Desktop\Local\Temp\AcPublish_21724\DrawingFP1.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

NO PARKING BETWEEN ARROWS
R7-1R (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1 (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1L (MODIFIED)

N

0 60' 120'

LEGEND (FIRE ACCESS)

- PROJECT LIMITS
- PROPOSED WATER
- FIRE HYDRANT
- PROPOSED ¾" SINGLE SERVICE WITH ⅝" METER
- PROPOSED 1" DUAL SERVICE WITH ⅝" METER
- STREET LIGHT
- FIRE ACCESS LANE (DRIVEABLE)

MATCH LINE SEE SHEET FP1

MATCH LINE SEE SHEET FP1

LA PEQUEÑA (50' R.O.W.)

CIELO HERMOSA (50' R.O.W.)

NO PARKING BETWEEN ARROWS R7-1L 360 (MODIFIED)

NO PARKING BETWEEN ARROWS R7-1 (MODIFIED) 362 363

NO PARKING BETWEEN ARROWS R7-1R (MODIFIED)

NO PARKING BETWEEN ARROWS R7-1L (MODIFIED)

NO PARKING BETWEEN ARROWS R7-1 (MODIFIED)

NO PARKING BETWEEN ARROWS R7-1R (MODIFIED) 399

EMERGENCY ACCESS EASEMENT

EMERGENCY ACCESS GATE

CAUTION!!!

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SIGNAGE NOTES:

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2. EMERGENCY ACCESS VEHICULAR PIPE GATE EQUIPPED WITH KNOX BOX RESTRICTED ENTRY SYSTEM. GATE SHALL COMPLY WITH IFC 2009 SECTION D103.5 - FIRE APPARATUS ACCESS ROAD GATES. INSTALL REFLECTIVE SIGN ON GATE FOR VIABILITY TO SUBDIVISION.
3. INSTALL NO PARKING SIGNS PER MUTCD SECTION 2B.49 - PLACEMENT OF PARKING, STOPPING AND STANDING SIGNS. AT LEAST THREE NO PARKING SIGNS ON EACH STREET WHERE THERE IS NO PARKING. ONE SIGN AT THE BEGINNING OF ROAD THAT STATES "NO PARKING BETWEEN ARROWS" WITH AN ARROW BELOW POINTING DOWN THE SIDE WHERE PARKING IS NOT ALLOWED, ONE IN THE MIDDLE OF THE BLOCK THAT ALSO SAYS "NO PARKING BETWEEN ARROWS" WITH ARROWS POINTING IN BOTH DIRECTIONS AND ONE AT THE FAR END OF THE STREET SAYING THE SAME THING WITH THE ARROW POINTING BACK DOWN THE STREET.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

8/4/2025

VANCE L. WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8811 www.dhi-tx.com
TBPE REG. NO. F-19561

DHI

VISTA DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

FIRE ACCESS PLAN

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	8/4/2025
JOB NO.:	05004
SHEET NO.	FP2

Date: Aug 04, 2025, 3:17pm User ID: AdSteer File: C:\Users\vmiller\Updoto\Local\Temp\AcPublish_3772\FP1 Civil 3D OVERALL FIRE ACCESS PLAN.dwg

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IRRIGATION WATER SCHEDULE

PHASE 1

MONTH	TREES (TOTAL: 233, 12 GPH/TREE)			SHRUBS (TOTAL: 312, 2 GPH/SHRUB)		
	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH
JANUARY	0.5	30	1,398	0.5	30	312
FEBRUARY	0.5	30	1,398	0.5	30	312
MARCH	2	120	5,592	2	120	1,248
APRIL	4	240	11,184	4	240	2,496
MAY	16	960	44,736	16	960	9,984
JUNE	16	960	44,736	16	960	9,984
JULY	16	960	44,736	16	960	9,984
AUGUST	4	240	11,184	4	240	2,496
SEPTEMBER	2	120	5,592	2	120	1,248
OCTOBER	2	120	5,592	2	120	1,248
NOVEMBER	0.5	30	1,398	0.5	30	312
DECEMBER	0.5	30	1,398	0.5	30	312
SUBTOTAL - GALLONS PER YEAR			178,944			39,936
PH 1 TOTAL GALLONS PER YEAR - TREES AND SHRUBS						218,880

PHASE 2A

MONTH	TREES (TOTAL: 136, 12 GPH/TREE)			SHRUBS (TOTAL: 131, 2 GPH/SHRUB)		
	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH
JANUARY	0.5	30	816	0.5	30	131
FEBRUARY	0.5	30	816	0.5	30	131
MARCH	2	120	3,264	2	120	524
APRIL	4	240	6,528	4	240	1,048
MAY	16	960	26,112	16	960	4,192
JUNE	16	960	26,112	16	960	4,192
JULY	16	960	26,112	16	960	4,192
AUGUST	4	240	6,528	4	240	1,048
SEPTEMBER	2	120	3,264	2	120	524
OCTOBER	2	120	3,264	2	120	524
NOVEMBER	0.5	30	816	0.5	30	131
DECEMBER	0.5	30	816	0.5	30	131
SUBTOTAL - GALLONS PER YEAR			104,448			16,768
PH 2A TOTAL GALLONS PER YEAR - TREES AND SHRUBS						121,216

PHASE 2B

MONTH	TREES (TOTAL: 230, 12 GPH/TREE)			SHRUBS (TOTAL: 128, 2 GPH/SHRUB)		
	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH
JANUARY	0.5	30	1,428	0.5	30	280
FEBRUARY	0.5	30	1,428	0.5	30	280
MARCH	2	120	5,712	2	120	1,120
APRIL	4	240	11,424	4	240	2,240
MAY	16	960	45,696	16	960	8,960
JUNE	16	960	45,696	16	960	8,960
JULY	16	960	45,696	16	960	8,960
AUGUST	4	240	11,424	4	240	2,240
SEPTEMBER	2	120	5,712	2	120	1,120
OCTOBER	2	120	5,712	2	120	1,120
NOVEMBER	0.5	30	1,428	0.5	30	280
DECEMBER	0.5	30	1,428	0.5	30	280
SUBTOTAL - GALLONS PER YEAR			182,784			35,840
PH 2B TOTAL GALLONS PER YEAR - TREES AND SHRUBS						218,624

PHASE 3A

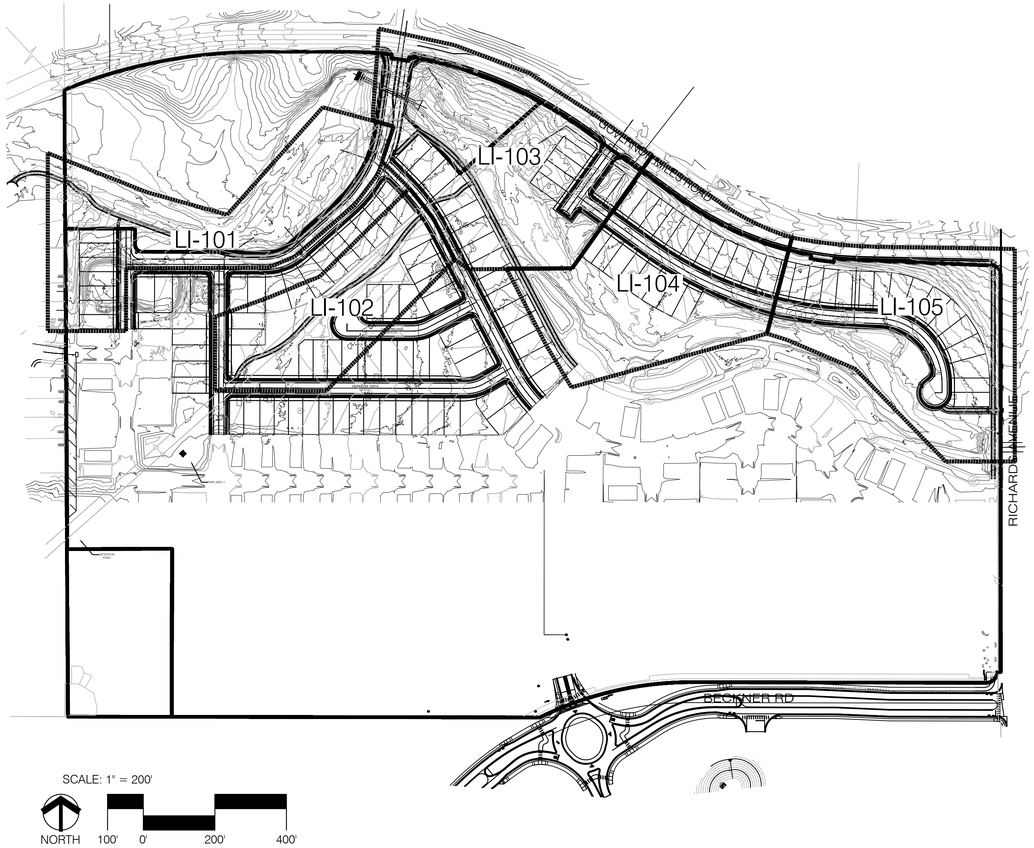
MONTH	TREES (TOTAL: 367, 12 GPH/TREE)			SHRUBS (TOTAL: 280, 2 GPH/SHRUB)		
	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH
JANUARY	0.5	30	2,202	0.5	30	320
FEBRUARY	0.5	30	2,202	0.5	30	320
MARCH	2	120	8,808	2	120	1,280
APRIL	4	240	17,616	4	240	2,560
MAY	16	960	70,464	16	960	10,240
JUNE	16	960	70,464	16	960	10,240
JULY	16	960	70,464	16	960	10,240
AUGUST	4	240	17,616	4	240	2,560
SEPTEMBER	2	120	8,808	2	120	1,280
OCTOBER	2	120	8,808	2	120	1,280
NOVEMBER	0.5	30	2,202	0.5	30	320
DECEMBER	0.5	30	2,202	0.5	30	320
SUBTOTAL - GALLONS PER YEAR			281,856			40,960
PH 3A TOTAL GALLONS PER YEAR - TREES AND SHRUBS						322,816

PHASE 3B

MONTH	TREES (TOTAL: 778, 12 GPH/TREE)			SHRUBS (TOTAL: 1300, 2 GPH/SHRUB)		
	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH	CYCLES/ MONTH	RUNTIME/ MONTH	GALLONS/ MONTH
JANUARY	0.5	30	4,668	0.5	30	1,300
FEBRUARY	0.5	30	4,668	0.5	30	1,300
MARCH	2	120	18,672	2	120	5,200
APRIL	4	240	37,344	4	240	10,400
MAY	16	960	149,376	16	960	41,600
JUNE	16	960	149,376	16	960	41,600
JULY	16	960	149,376	16	960	41,600
AUGUST	4	240	37,344	4	240	10,400
SEPTEMBER	2	120	18,672	2	120	5,200
OCTOBER	2	120	18,672	2	120	5,200
NOVEMBER	0.5	30	4,668	0.5	30	1,300
DECEMBER	0.5	30	4,668	0.5	30	1,300
SUBTOTAL - GALLONS PER YEAR			597,504			166,400
PH 3B TOTAL GALLONS PER YEAR - TREES AND SHRUBS						763,904
GRAND TOTAL GALLONS PER YEAR - TREES AND SHRUBS						1,645,440

DRAFT

DRAFT



CONTROLLER C

ID	SIZE	SPK TYPE	FLOW	PRECIP. RATE	RUNTIME
C11	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
C12	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
C13	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
C14	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
C15	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
C16	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN

CONTROLLER D

ID	SIZE	SPK TYPE	FLOW	PRECIP. RATE	RUNTIME
D1	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D2	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D3	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D4	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D5	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D6	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D7	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D8	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D9	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D10	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D11	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D12	2"	ROTOR-PC	59.9 GPM	.59 IN/HR	34 MIN
D13	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D14	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D15	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D16	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D17	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D18	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D19	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D20	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D21	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D22	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
D23	1"	DRIP	2O GPM (MAX)	2/12 GPH	60 MIN
D24	1"	DRIP	2O GPM (MAX)	2/12 GPH	60 MIN
D25	1"	DRIP	2O GPM (MAX)	2/12 GPH	60 MIN
MV	2"	MASTER VALVE	XX.X GPM	N/A	N/A

CONTROLLER E

ID	SIZE	SPK TYPE	FLOW	PRECIP. RATE	RUNTIME
E1	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E2	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E3	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E4	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E5	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E6	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E7	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E8	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E9	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E10	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E11	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E12	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E13	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E14	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E15	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E16	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E17	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E18	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E19	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E20	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E21	2"	ROTOR-PC	53.2 GPM	.59 IN/HR	34 MIN
E22	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E23	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E24	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E25	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E26	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E27	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E28	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
E29	1"	DRIP	20 GPM (MAX)	2/12 GPH	60 MIN
MV	2"	MASTER VALVE	XX.X GPM	N/A	N/A

IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION
M	METER - 2" (SEE UTILITY PLAN)
B	BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.
	MASTER VALVE: RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
FS	FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURER'S RECOMMENDATIONS.
	SLEEVING: CLASS 200 PVC SOLVENT WELD, 2 SIZES LARGER THAN PIPE TO BE SLEEVED, 1 PIPE PER SLEEVE.
	IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.
	LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.
	AUTOMATIC DRIP VALVE ASSEMBLY: RAIN BIRD XCZ-100-PRB-LC CONTROL ZONE CONTROL KIT W/PRESSURE REGULATING BASKET FILTER.
	AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
	MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).
	POP-UP ROTARY SPRINKLER RAIN BIRD 5000 SERIES ROTOR MODEL NO. RADIUS GPM PSI PR-hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr
	PVC TO POLY CONNECTION: HUNTER 25 PSI IN-LINE PRESSURE REGULATOR LOCATED IN 8" VALVE BOX
	DRIP IRRIGATION TUBING: 3/4" POLYETHYLENE PIPE W/COMPRESSION FITTINGS AND FLUSH CAP; FLUSH CAPS SHALL BE SCH 80 PVC BALL VALVE PLACED IN 10" VALVE BOX. TUBING SHALL BE PINNED EVERY 10'.
TREES / SHRUBS	EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW. 1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE. SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH TREES - (6) XB-20, 2 GPH EMITTERS EACH
C	CONTROLLERS: RAIN BIRD ESP12-LXME (12 STATION W/ADDITIONAL MODULES AS NECESSARY) W/LXMMSS STAINLESS STEEL CABINET ON LXMMSSPED STAINLESS STEEL PEDESTAL. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER.

CONTROLLER/STATION NUMBER — CX | T — VALVE TYPE (SP=SPRINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — 00

GENERAL IRRIGATION NOTES

1. THE SYSTEM DESIGN ASSUMES A MINIMUM STATIC PRESSURE OF 60 PSI AT THE 2-INCH POINTS-OF-CONNECTION. THE IRRIGATION CONTRACTOR SHALL VERIFY PRESSURE AND FLOW ON SITE PRIOR TO CONSTRUCTION.
2. THE IRRIGATION CONTRACTOR SHALL BECOME THOROUGHLY FAMILIAR WITH THE SPECIFICATIONS FOR THIS AND RELATED WORK PRIOR TO CONSTRUCTION.
3. THE IRRIGATION CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF UNDERGROUND UTILITIES AND ELECTRICAL WIRING PRIOR TO CONSTRUCTION.
4. THE IRRIGATION CONTRACTOR SHALL NOT INSTALL THE SPRINKLER SYSTEM WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS OR GRADE DIFFERENCES EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING, OR IF THE DISCREPANCIES IN CONSTRUCTION DETAILS, LEGEND, NOTES, OR SPECIFICATIONS ARE DISCOVERED. ALL SUCH OBSTRUCTIONS OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
5. THE DRAWINGS ARE DIAGRAMMATIC. IN SOME CASES, IRRIGATION COMPONENTS MAY BE SHOWN OUTSIDE OF PLANTING AREAS FOR CLARITY. THE IRRIGATION CONTRACTOR SHALL AVOID ANY CONFLICTS BETWEEN THE IRRIGATION SYSTEM, PLANTING MATERIALS, AND ABOVE GROUND UTILITIES. IRRIGATION PIPE AND WIRING SHALL BE INSTALLED IN LANDSCAPED AREAS WHENEVER POSSIBLE.
6. GENERAL CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF SLEEVES AS INDICATED ON THE DRAWING. EXTEND SLEEVES 2' BEYOND BACK OF CURB AND CAP UNTIL CONTRACTOR IS READY TO BEGIN THE INSTALLATION OF SPRINKLER SYSTEM. STAKE LOCATION OF SLEEVE WITH T-POSTS AND FLAGS.
7. GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING A J-BOX WITH 115VAC; PHASE POWER TO THE CONTROLLER AND BACKFLOW PREVENTER LOCATIONS. IRRIGATION CONTRACTOR SHALL HARD-WIRE TO J-BOX.
8. CONTRACTOR SHALL INSTALL SPECIFIED BACKFLOW PREVENTER AND PROTECTIVE HOUSING AT THE LOCATION SHOWN ON THE DRAWINGS. CONTRACTOR SHALL CLOSELY FOLLOW THESE CONTRACT DRAWINGS, THE IRRIGATION SPECIFICATIONS, AND THE SPECIFIED RECOMMENDATIONS OF THE EQUIPMENT MANUFACTURERS TO INSURE PROPER INSTALLATION OF THE IRRIGATION SYSTEM. CONTRACTOR SHALL IMMEDIATELY CONSULT WITH THE OWNER WHENEVER THERE APPEARS TO BE A CONFLICT BETWEEN ANY OF THE ABOVE STATED DOCUMENTS.
9. ALL VALVE BOXES SHALL BE TAN W/TAN LID.

PIPE SIZE CHART	
PIPE SIZE	FLOW (GPM)
.75"	1 - 7 GPM
1.0"	8 - 11 GPM
1.25"	12 - 20 GPM
1.50"	21 - 28 GPM
2.0"	29 - 45 GPM
2.50"	46 - 65 GPM

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Vistas de la Sierra
Phase 3
Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO — CHRISTOPHER J. GREEN — 12134 — REGISTERED LANDSCAPE ARCHITECT — NOT FOR CONSTRUCTION

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	OVERALL IRRIGATION PLAN

L-100

IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION
M	METER - 2" (SEE UTILITY PLAN)
B	BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.
	MASTER VALVE: RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
FS	FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURER'S RECOMMENDATIONS.
	SLEEVING: CLASS 200 PVC SOLVENT WELD, 2 SIZES LARGER THAN PIPE TO BE SLEEVED, 1 PIPE PER SLEEVE.
	IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.
	LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.
	AUTOMATIC DRIP VALVE ASSEMBLY: RAIN BIRD XCZ-100-PRB-LC CONTROL ZONE CONTROL KIT W/PRESSURE REGULATING BASKET FILTER.
	AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
	MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).

POP-UP ROTARY SPRINKLER
RAIN BIRD 5000 SERIES ROTOR

MODEL NO.	RADIUS	GPM	PSI	PR-hr
5000-6.0	50'	6.65	55	.59"/hr
5000-6.0	50'	6.65	55	.59"/hr
5000-6.0	50'	6.65	55	.59"/hr

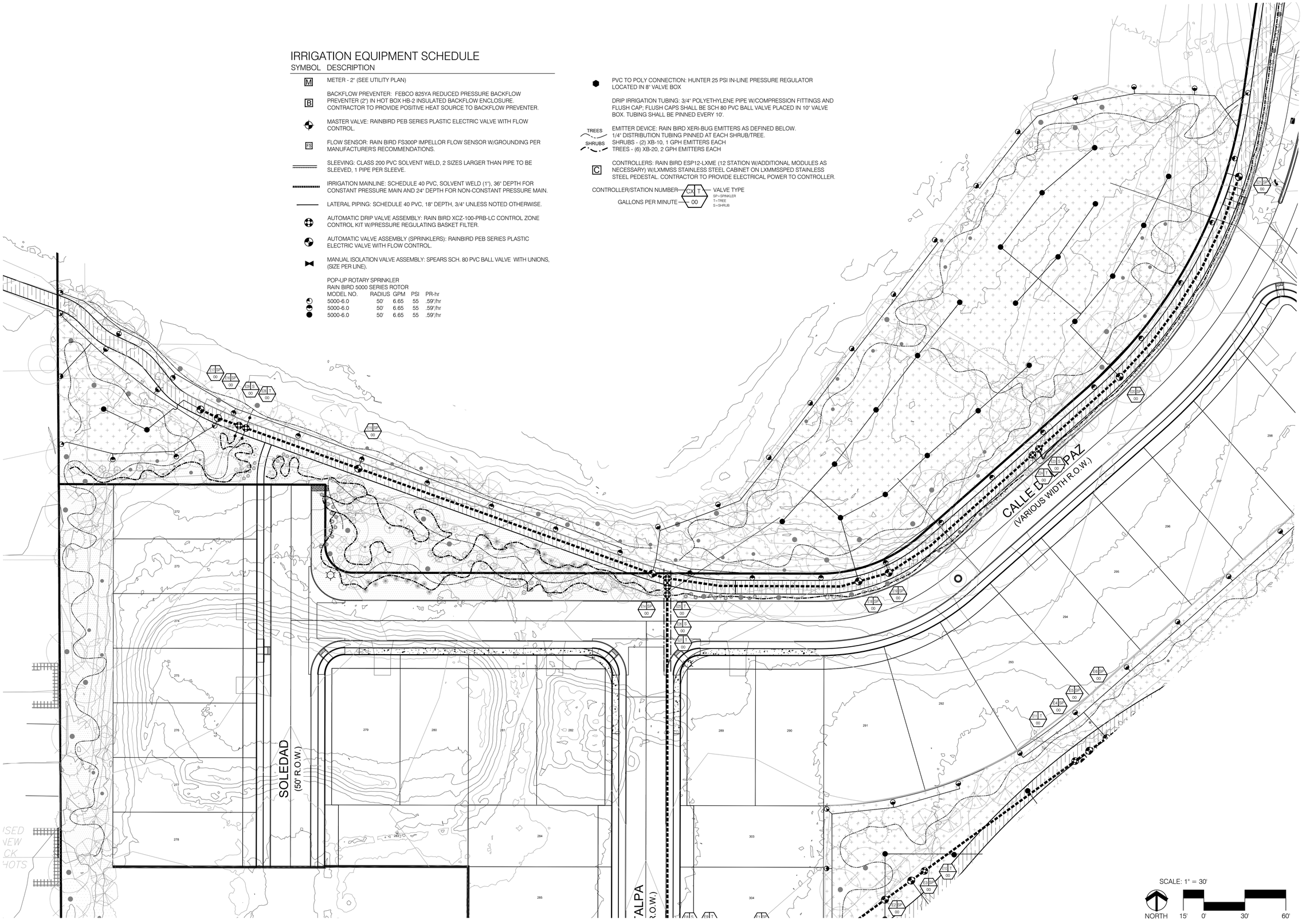
PVC TO POLY CONNECTION: HUNTER 25 PSI IN-LINE PRESSURE REGULATOR LOCATED IN 8" VALVE BOX

DRIP IRRIGATION TUBING: 3/4" POLYETHYLENE PIPE W/COMPRESSION FITTINGS AND FLUSH CAP; FLUSH CAPS SHALL BE SCH 80 PVC BALL VALVE PLACED IN 10" VALVE BOX. TUBING SHALL BE PINNED EVERY 10'.

TREES / SHRUBS — EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW.
1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE.
SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH
TREES - (6) XB-20, 2 GPH EMITTERS EACH

C — CONTROLLERS: RAIN BIRD ESP12-LXME (12 STATION W/ADDITIONAL MODULES AS NECESSARY) W/LXMMSS STAINLESS STEEL CABINET ON LXMMSSPED STAINLESS STEEL PEDESTAL. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER.

CONTROLLER/STATION NUMBER — C1 | SP — VALVE TYPE (SP=SPRINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — 00



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Vistas de la Sierra Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO — CHRISTOPHER J. GREEN — 23234 — REGISTERED LANDSCAPE ARCHITECT — NOT FOR CONSTRUCTION

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	IRRIGATION PLAN

LI-101

IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION
M	METER - 2" (SEE UTILITY PLAN)
B	BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.
	MASTER VALVE: RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
FS	FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURERS RECOMMENDATIONS.
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	IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.
	LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.
	AUTOMATIC DRIP VALVE ASSEMBLY: RAIN BIRD XCZ-100-PRB-LC CONTROL ZONE CONTROL KIT W/PRESSURE REGULATING BASKET FILTER.
	AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
	MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).
	POP-UP ROTARY SPRINKLER RAIN BIRD 5000 SERIES ROTOR MODEL NO. RADIUS GPM PSI PR-hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr
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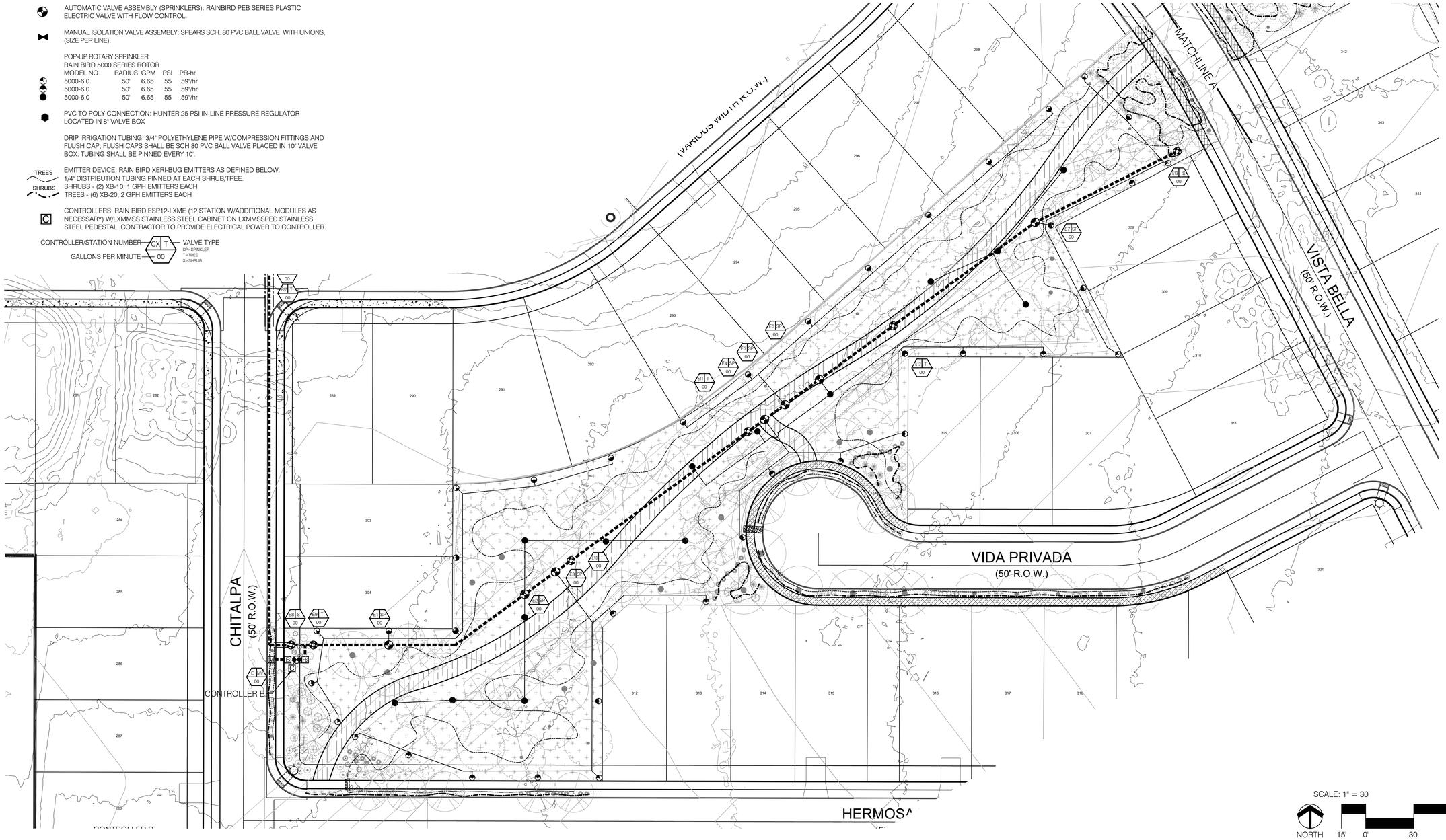
TREES SHRUBS	EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW. 1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE. SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH TREES - (6) XB-20, 2 GPH EMITTERS EACH
C	CONTROLLERS: RAIN BIRD ESP12-LXME (12 STATION W/ADDITIONAL MODULES AS NECESSARY) W/LXMMSS STAINLESS STEEL CABINET ON LXMMSSPED STAINLESS STEEL PEDESTAL. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER.

CONTROLLER/STATION NUMBER — CX | T — VALVE TYPE (SP=SPRINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — 00



SCALE: 1" = 30'
NORTH 15' 0' 30' 60'

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Vistas de la Sierra Phase 3

Santa Fe, New Mexico

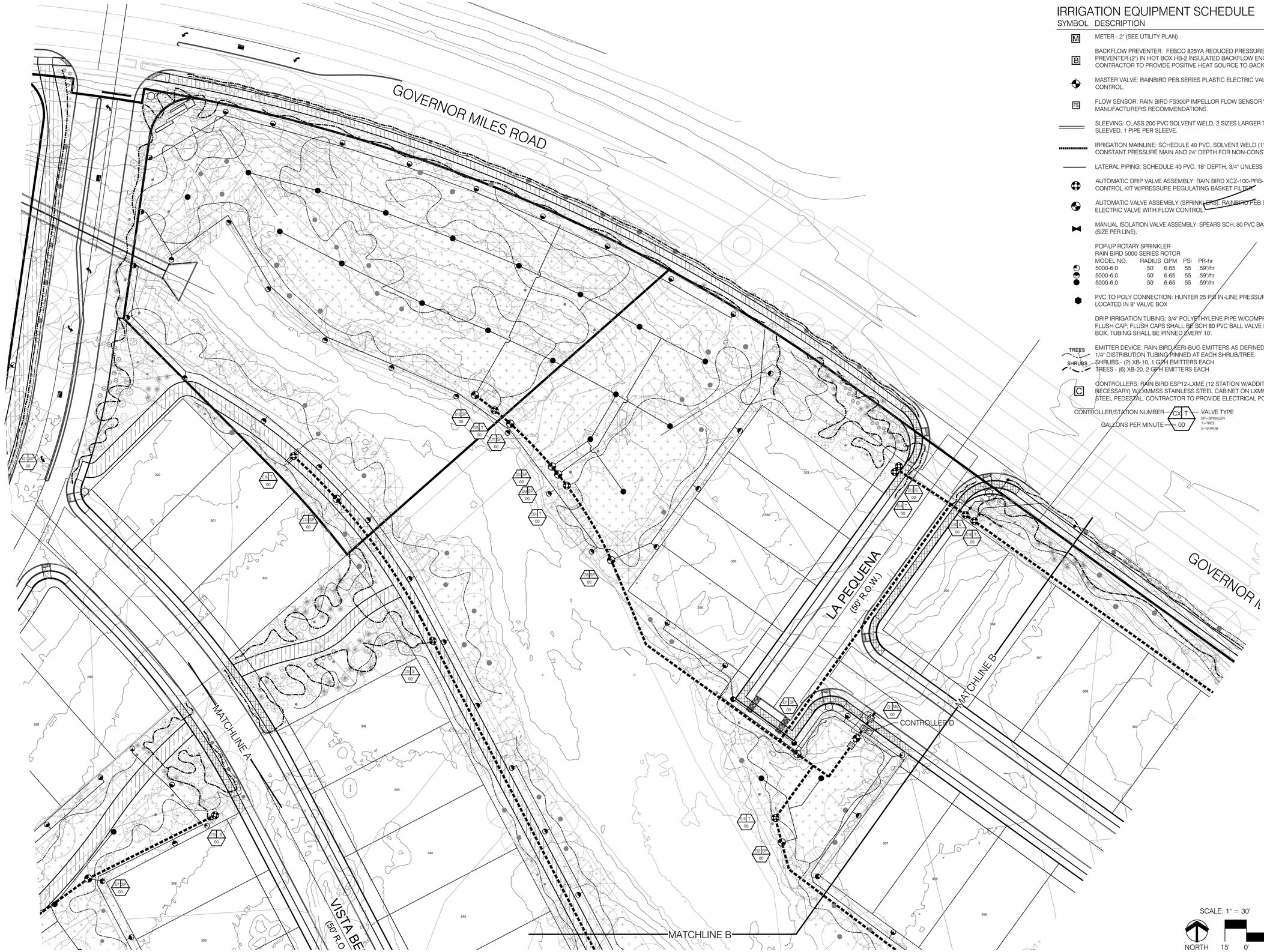
Landscape Architect's Seal:

STATE OF NEW MEXICO — CHRISTOPHER J. GREEN — 12234 — REGISTERED LANDSCAPE ARCHITECT — NOT FOR CONSTRUCTION

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	IRRIGATION PLAN

LI-102



IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION
M	METER - 2" (SEE UTILITY PLAN)
B	BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.
	MASTER VALVE: RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
FS	FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURER'S RECOMMENDATIONS.
	SLEEVING: CLASS 200 PVC SOLVENT WELD, 2 SIZES LARGER THAN PIPE TO BE SLEEVED, 1 PIPE PER SLEEVE.
	IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.
	LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.
	AUTOMATIC DRIP VALVE ASSEMBLY: RAIN BIRD XCZ-100-PRB-LC CONTROL ZONE CONTROL KIT W/PRESSURE REGULATING BASKET FILTER.
	AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
	MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).
	POP-UP ROTARY SPRINKLER RAIN BIRD 5000 SERIES ROTOR MODEL NO. RADIUS GPM PSI PR-hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr
	PVC TO POLY CONNECTION: HUNTER 25 PSI IN-LINE PRESSURE REGULATOR LOCATED IN 8" VALVE BOX
	DRIP IRRIGATION TUBING: 3/4" POLYETHYLENE PIPE W/COMPRESSION FITTINGS AND FLUSH CAP; FLUSH CAPS SHALL BE SCH 80 PVC BALL VALVE PLACED IN 10" VALVE BOX. TUBING SHALL BE PINNED EVERY 10'.
TREES / SHRUBS	EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW. 1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE. SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH TREES - (6) XB-20, 2 GPH EMITTERS EACH
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CONTROLLER/STATION NUMBER — C | X | T — VALVE TYPE (SP=SPINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — .00

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Vistas de la Sierra
Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
12234
REGISTERED
LANDSCAPE ARCHITECT
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	IRRIGATION PLAN

LI-103

IRRIGATION EQUIPMENT SCHEDULE

SYMBOL DESCRIPTION

M — METER - 2" (SEE UTILITY PLAN)

B — BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.

MASTER VALVE: RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.

FS — FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURER'S RECOMMENDATIONS.

SLEEVING: CLASS 200 PVC SOLVENT WELD, 2 SIZES LARGER THAN PIPE TO BE SLEEVED, 1 PIPE PER SLEEVE.

IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.

LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.

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AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.

MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).

POP-UP ROTARY SPRINKLER
RAIN BIRD 5000 SERIES ROTOR

MODEL NO.	RADIUS	GPM	PSI	PR-hr
5000-6.0	50'	6.65	55	.59"/hr
5000-6.0	50'	6.65	55	.59"/hr
5000-6.0	50'	6.65	55	.59"/hr

PVC TO POLY CONNECTION: HUNTER 25 PSI IN-LINE PRESSURE REGULATOR LOCATED IN 8" VALVE BOX

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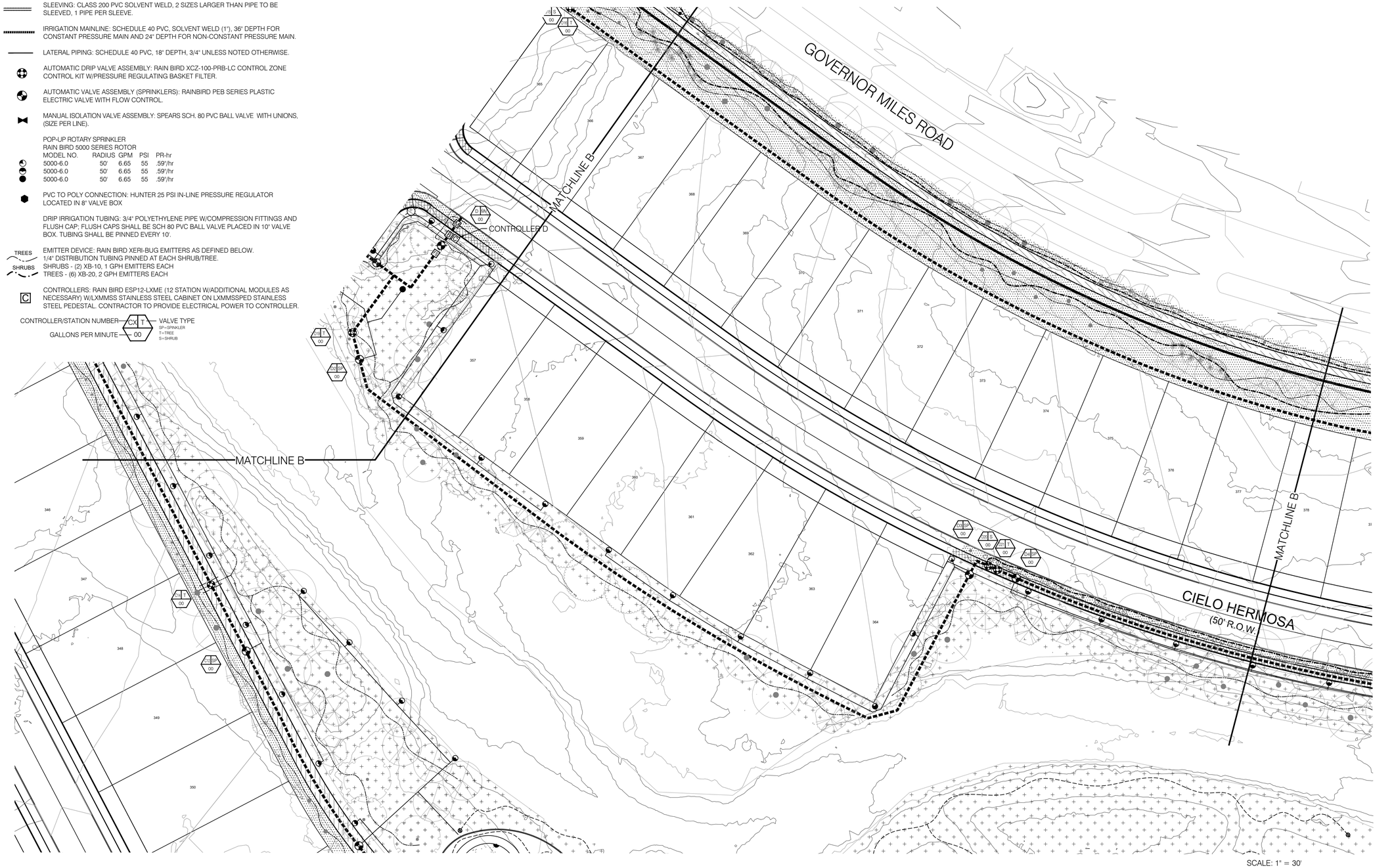
TREES / SHRUBS — EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW.
1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE.
SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH
TREES - (6) XB-20, 2 GPH EMITTERS EACH

C — CONTROLLERS: RAIN BIRD ESP12-LXME (12 STATION W/ADDITIONAL MODULES AS NECESSARY) W/LXMMSS STAINLESS STEEL CABINET ON LXMMSSPED STAINLESS STEEL PEDESTAL. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER.

CONTROLLER/STATION NUMBER — CX | T — VALVE TYPE (SP=SPRINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — 00



SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

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Vistas de la Sierra Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO — CHRISTOPHER J. GREEN — 12234 — REGISTERED LANDSCAPE ARCHITECT — NOT FOR CONSTRUCTION

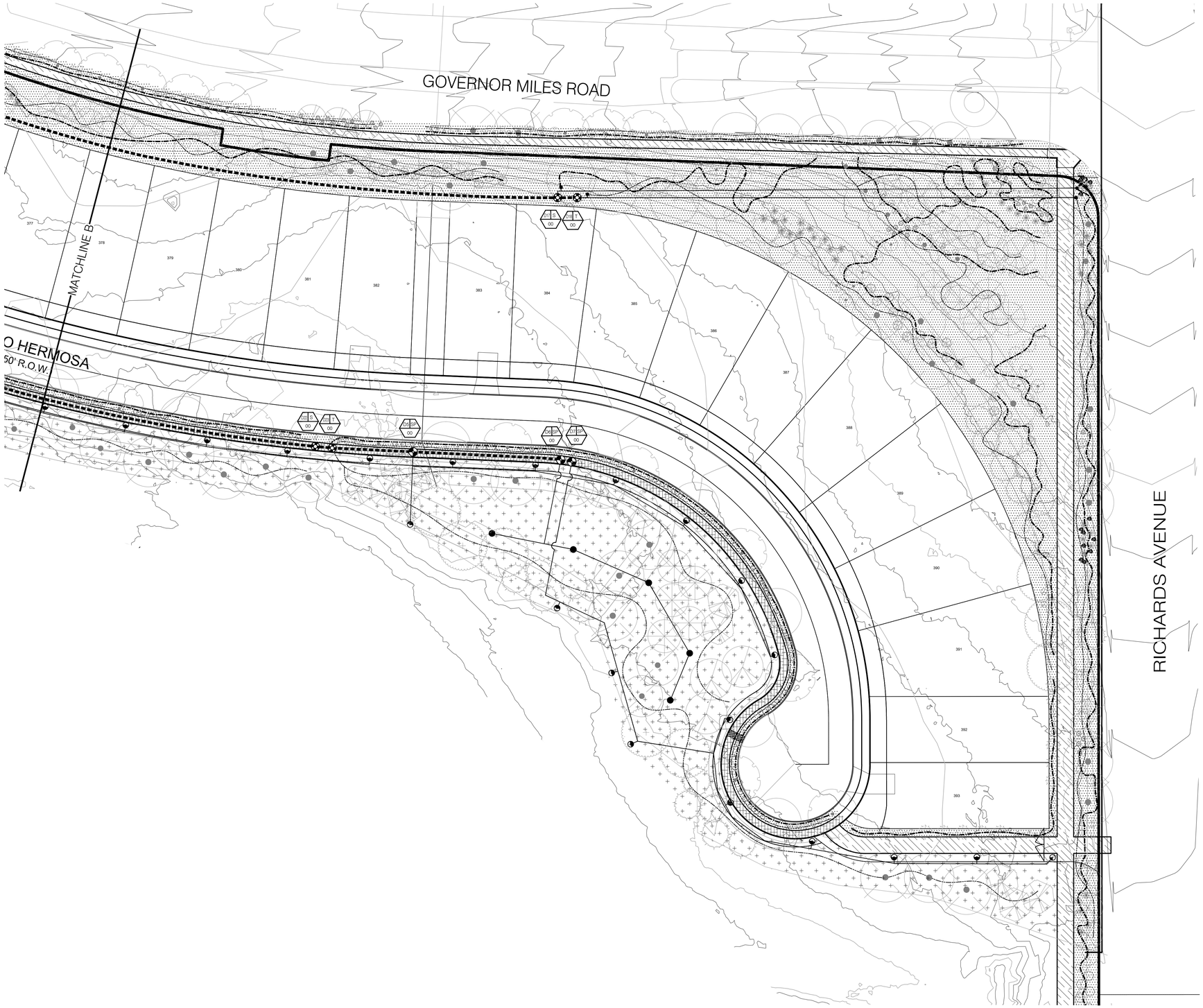
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	

Sheet Title:

IRRIGATION PLAN

LI-104



IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION
M	METER - 2" (SEE UTILITY PLAN)
B	BACKFLOW PREVENTER: FEBCO 825YA REDUCED PRESSURE BACKFLOW PREVENTER (2") IN HOT BOX HB-2 INSULATED BACKFLOW ENCLOSURE. CONTRACTOR TO PROVIDE POSITIVE HEAT SOURCE TO BACKFLOW PREVENTER.
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FS	FLOW SENSOR: RAIN BIRD FS300P IMPELLOR FLOW SENSOR W/GROUNDING PER MANUFACTURER'S RECOMMENDATIONS.
	SLEEVING: CLASS 200 PVC SOLVENT WELD, 2 SIZES LARGER THAN PIPE TO BE SLEEVED, 1 PIPE PER SLEEVE.
	IRRIGATION MAINLINE: SCHEDULE 40 PVC, SOLVENT WELD (1"), 36" DEPTH FOR CONSTANT PRESSURE MAIN AND 24" DEPTH FOR NON-CONSTANT PRESSURE MAIN.
	LATERAL PIPING: SCHEDULE 40 PVC, 18" DEPTH, 3/4" UNLESS NOTED OTHERWISE.
	AUTOMATIC DRIP VALVE ASSEMBLY: RAIN BIRD XCZ-100-PRB-LC CONTROL ZONE CONTROL KIT W/PRESSURE REGULATING BASKET FILTER.
	AUTOMATIC VALVE ASSEMBLY (SPRINKLERS): RAINBIRD PEB SERIES PLASTIC ELECTRIC VALVE WITH FLOW CONTROL.
	MANUAL ISOLATION VALVE ASSEMBLY: SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, (SIZE PER LINE).
	POP-UP ROTARY SPRINKLER RAIN BIRD 5000 SERIES ROTOR MODEL NO. RADIUS GPM PSI PR-hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr 5000-6.0 50' 6.65 55 .59"/hr
	PVC TO POLY CONNECTION: HUNTER 25 PSI IN-LINE PRESSURE REGULATOR LOCATED IN 8" VALVE BOX
	DRIP IRRIGATION TUBING: 3/4" POLYETHYLENE PIPE W/COMPRESSION FITTINGS AND FLUSH CAP; FLUSH CAPS SHALL BE SCH 80 PVC BALL VALVE PLACED IN 10" VALVE BOX. TUBING SHALL BE PINNED EVERY 10'.
TREES SHRUBS	EMITTER DEVICE: RAIN BIRD XERI-BUG EMITTERS AS DEFINED BELOW. 1/4" DISTRIBUTION TUBING PINNED AT EACH SHRUB/TREE. SHRUBS - (2) XB-10, 1 GPH EMITTERS EACH TREES - (6) XB-20, 2 GPH EMITTERS EACH
C	CONTROLLERS: RAIN BIRD ESP12-LXME (12 STATION W/ADDITIONAL MODULES AS NECESSARY) W/LXMMSS STAINLESS STEEL CABINET ON LXMMSSPED STAINLESS STEEL PEDESTAL. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER.

CONTROLLER/STATION NUMBER — CX | T — VALVE TYPE (SP=SPRINKLER, T=TREE, S=SHRUB)
GALLONS PER MINUTE — 00

SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

GREEN
LANDSCAPE ARCHITECTURE
greenlandscapearch@gmail.com
(505) 235-6806

REVISIONS

#	Date	Description
1		
2		
3		
4		
5		
6		
7		
8		

Vistas de la Sierra Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO — REGISTERED — CHRISTOPHER J. GREEN — 9234 — REGISTERED LANDSCAPE ARCHITECT — NOT FOR CONSTRUCTION

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	IRRIGATION PLAN

LI-104

GENERAL LANDSCAPE NOTES

IRRIGATION

IRRIGATION SYSTEM STANDARDS OUTLINED IN SECTION 14-8.4(E) WATER HARVESTING AND IRRIGATION STANDARDS SHALL BE STRICTLY ADHERED TO. PASSIVE WATER HARVESTING SHALL BE ACCOMMODATED WITHIN STREET MEDIANS AND DETENTION PONDS. ACTIVE WATER HARVESTING SYSTEMS ARE NOT INCLUDED IN THIS PLAN. A FULLY AUTOMATED IRRIGATION SYSTEM WILL BE USED TO IRRIGATE TREE, SHRUB AND GROUNDCOVER PLANTING AREAS. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO ISOLATE PLANT MATERIAL ACCORDING TO SOLAR EXPOSURE AND WILL BE SET UP BY PLANT ZONES ACCORDING TO WATER REQUIREMENTS. THE TREES WILL BE PROVIDED WITH (6) 5 GPH EMITTERS, WITH THE ABILITY TO BE EXPANDED TO ACCOMMODATE THE GROWTH OF THE TREE. SHRUBS AND GROUNDCOVERS WILL BE PROVIDED WITH (2) 1 GPH EMITTERS. TREES, SHRUBS AND GROUNDCOVERS WILL BE GROUPED ON THE SAME VALVE. REFERENCE IRRIGATION PLAN L-100.

THE PLANT PALETTE IS PREDOMINANTLY COMPRISED OF PLANTS WITH LOW TO MEDIUM WATER USE REQUIREMENTS, THEREBY MINIMIZING IRRIGATION NEEDS WHILE ENSURING THE VIABILITY OF THE PLANTS. IN ADDITION TO A MULTI-PROGRAMMABLE CONTROLLER, AN EVAPOTRANSPIRATION MANAGEMENT CONTROLLER WILL BE INCLUDED IN THE DESIGN OF THE IRRIGATION SYSTEM TO MONITOR WEATHER CONDITIONS SO THAT THE OPTIMUM MOISTURE BALANCE IS ACHIEVED AND THE POSSIBILITY OF OVER-WATERING IS REDUCED.

PASSIVE WATER HARVESTING

SEE GRADING AND DRAINAGE PLANS FOR SPECIFIC DIRECTION ON PASSIVE WATER HARVESTING FEATURES AND DETENTION AREAS.

PNM COORDINATION

COORDINATION WITH PNM'S NEW SERVICE DELIVERY DEPARTMENT IS NECESSARY REGARDING PROPOSED TREE LOCATION AND HEIGHT, SIGN LOCATION AND HEIGHT, AND LIGHTING HEIGHT IN ORDER TO ENSURE SUFFICIENT SAFETY CLEARANCES. SCREENING WILL BE DESIGNED TO ALLOW FOR ACCESS TO ELECTRIC UTILITIES. IT IS NECESSARY TO PROVIDE ADEQUATE CLEARANCE OF TEN FEET IN FRONT AND AT LEAST 5 FEET ON THE REMAINING THREE SIDES SURROUNDING ALL GROUND-MOUNTED EQUIPMENT FOR SAFE OPERATION, MAINTENANCE AND REPAIR PURPOSES.

RESPONSIBILITY OF MAINTENANCE

MAINTENANCE OF ALL PLANTING AND IRRIGATION, INCLUDING THOSE WITHIN THE PUBLIC R.O.W., OPEN SPACE AND MEDIANS, SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/HOA, TO BACK OF CURB.

CLEAR SIGHT DISTANCE:

LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE AREA.

STREET TREES - PH 3

THE AVERAGE SPACING OF STREET TREES SHALL BE AS FOLLOWS: 40' O.C. ON MAJOR AND SECONDARY ARTERIALS

RICHARDS AVENUE
REQUIRED: 12 PROVIDED: 18

GOVERNOR MILES ROAD
REQUIRED: 45 PROVIDED: 48

DETENTION POND PLANTING REQUIREMENTS

APPROX. 105,187 SQ. FT PROVIDED (1 TREE/3 SHRUBS PER 500 SQ. FT.)
REQUIRED: 210 TREES / 631 SHRUBS
PROVIDED: 308 TREES / 631 SHRUBS
(DUE TO MAINTENANCE REQUIREMENTS/CONCERNS, WE HAVE LIMITED THE QUANTITY OF TREES WITHIN THE DETENTION PONDS. ALL TREES AND SHRUBS WILL BE LOCATED ON THE UPPER HALF OF THE POND SLOPES)

SIGN AREA PLANTING REQUIREMENTS

TWO SIGNS OF 100 SQ. FT. SIGN FACE = 200 SQ. FT.
REQUIRED: 20 SHRUBS (1 PER 10 SQ. FT.)
PROVIDED: 20 SHRUBS (MIN.)

PARK DESIGN
EQUIPMENT AND DESIGN BY EXERPLAY
CONTACT: GREGORY NEAL
DIRECT: 505-577-7004
TOLL FREE: 800-457-5444

OPEN SPACE PLANTING REQUIREMENTS BY AREA

REQUIREMENTS: 1 TREE/2 SHRUBS PER 500 SQ. FT.
25% EVERGREEN

AREA 1	AREA:	54,314 SF
	REQUIRED:	108 TREES / 216 SHRUBS
	PROVIDED:	108 TREES / 216 SHRUBS
AREA 2	AREA:	159,294 SF
	REQUIRED:	318 TREES / 636 SHRUBS
	PROVIDED:	318 TREES / 636 SHRUBS
AREA 3	AREA:	57,556 SF
	REQUIRED:	115 TREES / 230 SHRUBS
	PROVIDED:	115 TREES / 230 SHRUBS
AREA 4	AREA:	105,654 SF
	REQUIRED:	211 TREES / 422 SHRUBS
	PROVIDED:	211 TREES / 422 SHRUBS
AREA 5	AREA:	37,860 SF
	REQUIRED:	76 TREES / 152 SHRUBS
	PROVIDED:	76 TREES / 152 SHRUBS

REQUIRED EVERGREEN TREES AND SHRUBS: 25% (MIN.)
207 TREES AND 414 SHRUBS
PROVIDED EVERGREEN TREES AND SHRUBS:
310 TREES AND 386 SHRUBS (MIN.)

LOT COUNT BY PHASE

PHASE 1	128
PHASE 2	144
PHASE 3	122
TOTAL	394

OPEN SPACE AREA REQUIREMENTS

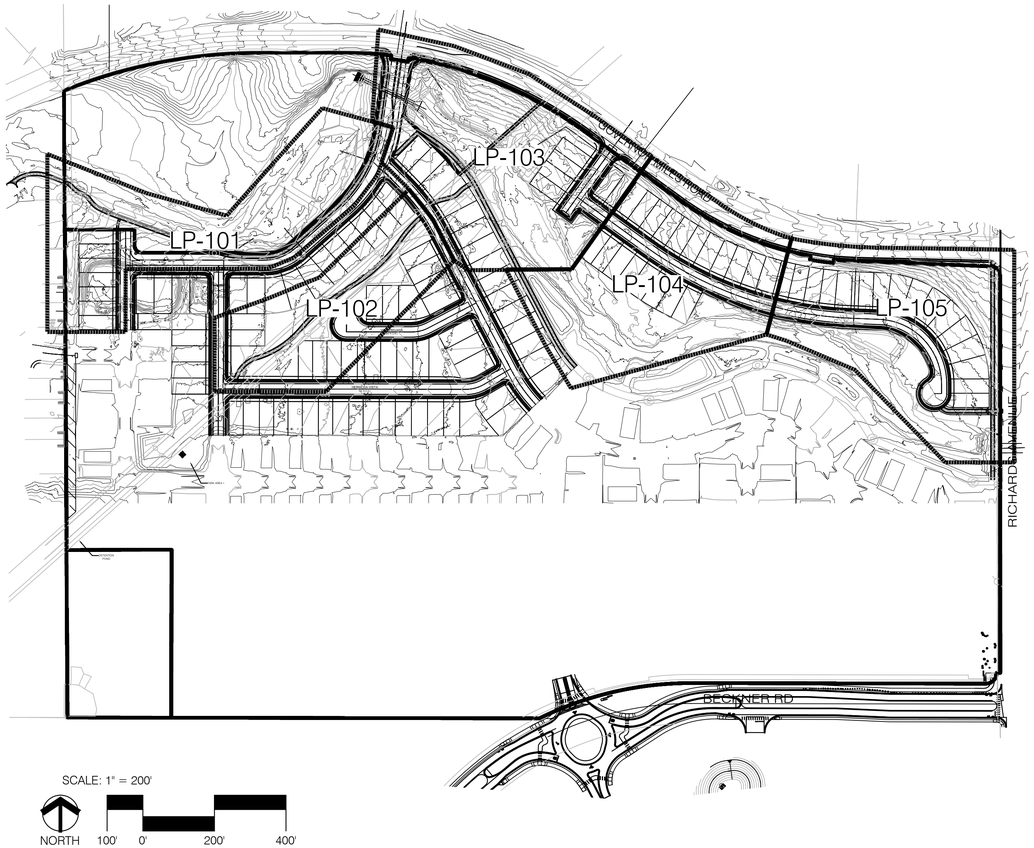
REQUIREMENTS: .024 AC PER DWELLING UNIT
394 x .024 = 9.46 AC.

AREA 1	AREA:	54,314 SF
AREA 2	AREA:	159,294 SF
AREA 3	AREA:	57,556 SF
AREA 4	AREA:	105,654 SF
AREA 5	AREA:	37,860 SF
TOTAL PROVIDED:		414,678 SF (9.52 AC.)

PARK AREA REQUIREMENTS

REQUIREMENTS: .006 AC. PER DWELLING UNIT
394 x .006 = 2.36 AC.

AREA 1	AREA:	50,117 SF
AREA 2	AREA:	157,631 SF
AREA 3	AREA:	51,263 SF
TOTAL PROVIDED:		129,282 SF (2.97 AC.)



GENERAL LANDSCAPE NOTES

1. PRIOR TO BEGINNING WORK ON THE PROJECT, THE LANDSCAPE CONTRACTOR SHALL REVIEW THE PROJECT IN THE FIELD WITH THE OWNER'S REPRESENTATIVE.
2. IF DISCREPANCIES OCCUR BETWEEN THE DRAWINGS AND THE SITE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR CLARIFICATION PRIOR TO PROCEEDING ON THAT PORTION OF WORK.
3. ALL PLANTING AREAS ARE TO HAVE WEEDS AND COMPETITIVE VEGETATION REMOVED PRIOR TO PREPARATION FOR PLANTING.
4. ALL EXISTING PLANT MATERIALS TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. DAMAGED MATERIALS SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
5. PLANT QUANTITIES ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE ONLY, PLANS SHALL TAKE PRECEDENCE.
6. THE OWNER'S REPRESENTATIVE SHALL APPROVE ALL PLANT MATERIAL PRIOR TO PLANTING. IN ADDITION, THE OWNER REPRESENTATIVE RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIAL DEEMED UNACCEPTABLE. THE OWNER'S REPRESENTATIVE IS TO APPROVE ANY AND ALL SUBSTITUTIONS.
7. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF PLANTING OPERATIONS.
8. FILTER FABRIC SHALL BE PROVIDED UNDER ALL ROCK MULCHES AND COBBLE. IN ADDITION, THE TOP OF ALL MULCHES SHALL BE 1" BELOW ANY ADJACENT CONCRETE CURB OR SIDEWALK.
9. PRIOR TO GRADING, OWNER, CONTRACTOR AND LANDSCAPE ARCHITECT SHALL REVIEW EXISTING TREES (PRIMARILY PINON PINE) AND DEVELOP A PLAN TO SALVAGE THOSE TREES DEEMED SIGNIFICANT AND VIABLE FOR TRANSPLANTING. CONTRACTOR SHALL SALVAGE AND MAINTAIN TREES UNTIL THE PROJECT SCHEDULE ALLOWS FOR THE TREES TO BE TRANSPLANTED.
10. GRADING FOR SEEDED TURF AREAS SHALL BE 2" BELOW ADJACENT PAVEMENT.
11. PER COSF REQUIREMENTS, COOL SEASON TURF GRASS HAS ONLY BEEN PROVIDED IN AREAS IDENTIFIED FOR ACTIVE AND/OR PASSIVE RECREATION, I.E. PARK AREAS.
12. CONTRACTOR SHALL CONDUCT SOIL TEST OF REVEGETATIVE SEEDED AREAS AND AMEND SOIL PER TESTING LAB RECOMMENDATIONS.

PLANT LEGEND

QTY.	SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	MATURE SIZE
		DECIDUOUS TREES		
61		ACER NEGUNDO 'SENSATION' / SENSATION BOX ELDER MAPLE	2.5" B&B	40' HT. X 30' SPR.
124		CELTIS OCCIDENTALIS / COMMON HACKBERRY	2" B&B	45' HT. X 35' SPR.
154		CHILOPSIS LINEARIS / DESERT WILLOW	2" B&B	20' HT. X 25' SPR.
56		GYMNOCLADUS DIOICUS / ESSPRESSO KENTUCKY COFFEETREE	2.5" B&B	50' HT. X 35' SPR.
60		PISTACIA CHINENSIS / CHINESE PISTACHE	2.5 " B&B	30' HT. X 30' SPR.
28		PYRUS CALLERYANA 'AUTUMN BLAZE' / AUTUMN BLAZE PEAR	2.5" B&B	25' HT. X 20' SPR.
51		QUERCUS BUCKLEYI / TEXAS RED OAK	2.5 " B&B	30' HT. X 30' SPR.
43		ULMUS PARVIFOLIA 'ALLEE' / ALLEE ELM	2.5" B&B	50' HT. X 35' SPR.
31		ULMUS PROPINQUA 'JFS BEIBERICH' / EMERALD SUNSHINE ELM	2.5" B&B	35' HT. X 25' SPR.
		EVERGREEN TREES		
124		PINUS HELDREICHII / BOSNIAN PINE	6' HT. B&B	40' HT. X 16' SPR.
54		PINUS NIGRA / AUSTRIAN PINE	6' HT. B&B	35' HT. X 25' SPR.
		LARGE SHRUBS		
56		JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET ROCKY MTN. JUNIPER	15-GAL.	15' HT. X 4' SPR.
102		CARYOPTERIS CLANDONENSIS / BLUE MIST SPIREA	5-GAL.	3' HT. X 3' SPR.
138		CHRYSOTHAMNUS NAUSEOSUS / CHAMISA	5-GAL.	5' HT. X 5' SPR.
174		FALLUGIA PARADOXA / APACHE PLUME	5-GAL.	6' HT. X 7' SPR.
75		FORESTIERA NEOMEXICANA / NEW MEXICO OLIVE	15-GAL.	15' HT. X 10' SPR.
105		PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' / LITTLE SPIRE RUSSIAN SAGE	5-GAL.	2' HT. X 3' SPR.
58		RHUS TRILOBATA / THREE-LEAF SUMAC	5-GAL.	6' HT. X 6' SPR.
		EVERGREEN SHRUBS AND ACCENTS		
11		ERICAMERIA LARICIFOLIA 'AGUIRRE' / TURPENTINE BUSH	5-GAL.	3' HT. X 3' SPR.
110		DASYLIRION WHEELERI / SOTOL	5-GAL.	5' HT. X 5' SPR.
152		ACHILLEA 'MOONSHINE' / MOONSHINE YARROW	5-GAL.	2' HT. X 2' SPR.
26		PINUS MUGO / MUGO PINE	5-GAL.	4' HT. X 6' SPR.
64		YUCCA BACCATA / BANANA YUCCA	5-GAL.	2' HT. X 4' SPR.
154		HESPERALOE PARVIFLORA / RED YUCCA	5-GAL.	4' HT. X 3' SPR.
		SMALL SHRUBS & GROUNDCOVERS		
72		POTENTILLA FRUTICOSA / SHRUBBY CINQUEFOIL	5-GAL.	3' HT. X 3' SPR.
11		CENTRANTHUS RUBER / JUPITER'S BEARD	1-GAL.	2' HT. X 2' SPR.
28		NEPETA X FAASSENII 'SIX HILLS GIANT' / SIX HILLS GIANT CATMINT	1-GAL.	3' HT. X 3' SPR.
28		PENSTEMON PINIFOLIUS / PINELEAF PENSTEMON	1-GAL.	1' HT. X 2' SPR.
46		RHUS TRILOBATA 'AUTUMN AMBER' / CREEPING THREE-LEAF SUMAC	1-GAL.	2' HT. X 7' SPR.
64		MIRABILIS MULTIFLORA / WESTERN FOUR O'CLOCK	1-GAL.	2' HT. X 5' SPR.
79		RHUS AROMATICA 'GRO LOW' / GRO LOW SUMAC	5-GAL.	2' HT. X 6' SPR.
		ORNAMENTAL GRASSES		
122		BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1-GAL.	3' HT. X 3' SPR.
114		CALAMAGROSTIS A. 'KARL FOERSTER' / KARL FOERSTER REED GRASS	1-GAL.	4' HT. X 2' SPR.
56		MULHENBERGIA CAPILLARIS / REGAL MIST	5-GAL.	3' HT. X 3' SPR.
42		PENNISETUM ALOPECUROIDES / HAMELN FOUNTAIN GRASS	1-GAL.	2' HT. X 2' SPR.
		GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING		
63		MOSS ROCK BOULDERS (3X3' MIN)		
		1" BUILDOLOGY BROWN ROCK MULCH (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL 1" TAMPICO (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL 2-4" VALLEY GOLD (4" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL 3/8"-1-1/4" VENETIAN BROWN (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL		

NATIVE REVEGETATION SEED MIX	PLS/AC
SPOTTED GAYFEATHER	1.0
LANCELEAF COREOPSIS	.5
PLAINS COREOPSIS	.5
CALIFORNIA POPPY	.5
FIREWHEEL	.5
SKYROCKET	.5
BLUE FLAX	.5
DESERT FOUR O'CLOCK	.5
MEXICAN HAT	.5
YELLOW PRAIRIE CONEFLOWER	.5
CHOCOLATE FLOWER	.5
BLUE GRAMA	2.0
INDIAN RICEGRASS	5.0
WESTERN WHEATGRASS	1.0
SIDEOATS GRAMA	1.0
GALLETA	7.0

GREEN LANDSCAPE ARCHITECTURE
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(505) 235-6806

REVISIONS

#	Date	Description

Vistas de la Sierra Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
NEW MEXICO 234
REGISTERED LANDSCAPE ARCHITECT
NOT FOR CONSTRUCTION
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	

Sheet Title:

OVERALL PLANTING PLAN

L-200

PLANT LEGEND

SYMBOL	SCIENTIFIC NAME COMMON NAME	SIZE	MATURE SIZE
DECIDUOUS TREES			
	ACER NEGUNDO 'SENSATION' SENSATION BOX ELDER MAPLE	2.5" B&B	40' HT. X 30' SPR.
	CELTIS OCCIDENTALIS COMMON HACKBERRY	2" B&B	45' HT. X 35' SPR.
	CHILOPSIS LINEARIS DESERT WILLOW	2" B&B	20' HT. X 25' SPR.
	GYMNOCLADUS DIOICUS ESSPRESSO KENTUCKY COFFEETREE	2.5" B&B	50' HT. X 35' SPR.
	PISTACIA CHINENSIS CHINESE PISTACHE	2.5 " B&B	30' HT. X 30' SPR.
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE PEAR	2.5" B&B	25' HT. X 20' SPR.
	QUERCUS BUCKLEYI TEXAS RED OAK	2.5 " B&B	30' HT. X 30' SPR.
	ULMUS PARVIFOLIA 'ALLEE' ALLEE ELM	2.5" B&B	50' HT. X 35' SPR.
	ULMUS PROPINQUA 'UFS BEIBERICH' EMERALD SUNSHINE ELM	2.5" B&B	35' HT. X 25' SPR.
EVERGREEN TREES			
	PINUS HELDREICHII BOSNIAN PINE	6' HT. B&B	40' HT. X 16' SPR.
	PINUS NIGRA AUSTRIAN PINE	6' HT. B&B	35' HT. X 25' SPR.
LARGE SHRUBS			
	JUNIPERUS SCOPULORUM 'SKYROCKET' SKYROCKET ROCKY MTN. JUNIPER	15-GAL.	15' HT. X 4' SPR.
	CARYOPTERIS CLANDONENSIS BLUE MIST SPIREA	5-GAL.	3' HT. X 3' SPR.
	CHRYSOTHAMNUS NAUSEOSUS CHAMISA	5-GAL.	5' HT. X 5' SPR.
	FALLUGIA PARADOXA APACHE PLUME	5-GAL.	6' HT. X 7' SPR.
	FORESTIERA NEOMEXICANA NEW MEXICO OLIVE	15-GAL.	15' HT. X 10' SPR.
	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' LITTLE SPIRE RUSSIAN SAGE	5-GAL.	2' HT. X 3' SPR.
	RHUS TRILOBATA THREE-LEAF SUMAC	5-GAL.	6' HT. X 6' SPR.

EVERGREEN SHRUBS AND ACCENTS			
	ERICAMERIA LARICIFOLIA 'AGUIRRE' TURPENTINE BUSH	5-GAL.	3' HT. X 3' SPR.
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	ACHILLEA 'MOONSHINE' MOONSHINE YARROW	5-GAL.	2' HT. X 2' SPR.
	PINUS MUGO MUGO PINE	5-GAL.	4' HT. X 6' SPR.
	YUCCA BACCATA BANANA YUCCA	5-GAL.	2' HT. X 4' SPR.
	HESPERALOE PARVIFLORA RED YUCCA	5-GAL.	4' HT. X 3' SPR.
SMALL SHRUBS & GROUNDCOVERS			
	POTENTILLA FRUTICOSA SHRUBBY CINQUEFOIL	5-GAL.	3' HT. X 3' SPR.
	CENTRANTHUS RUBER JUPITER'S BEARD	1-GAL.	2' HT. X 2' SPR.
	NEPETA X FAASSENII 'SIX HILLS GIANT' SIX HILLS GIANT CATMINT	1-GAL.	3' HT. X 3' SPR.
	PENSTEMON PINIFOLIUS PINELEAF PENSTEMON	1-GAL.	1' HT. X 2' SPR.
	RHUS TRILOBATA 'AUTUMN AMBER' CREEPING THREE-LEAF SUMAC	1-GAL.	2' HT. X 7' SPR.
	MIRABILIS MULTIFLORA WESTERN FOUR O'CLOCK	1-GAL.	2' HT. X 5' SPR.
	RHUS AROMATICA 'GRO LOW' GRO LOW SUMAC	5-GAL.	2' HT. X 6' SPR.
ORNAMENTAL GRASSES			
	BOUTELOUA GRACILIS 'BLONDE AMBITION' BLONDE AMBITION BLUE GRAMA	1-GAL.	3' HT. X 3' SPR.
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GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING

MOSS ROCK BOULDERS (3'X3' MIN)

1" BUILDOLOGY BROWN ROCK MULCH (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

1" TAMPICO (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

2-4" VALLEY GOLD (4" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

3/8"-1-1/4" VENETIAN BROWN (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

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CALIFORNIA POPPY	.5
FIREWHEEL	.5
SKYROCKET	.5
BLUE FLAX	.5
DESERT FOUR O'CLOCK	.5
MEXICAN HAT	.5
YELLOW PRAIRIE CONEFLOWER	.5
CHOCOLATE FLOWER	.5
BLUE GRAMA	2.0
INDIAN RICEGRASS	5.0
WESTERN WHEATGRASS	1.0
SIDEOATS GRAMA	1.0
GALLETA	7.0

CALLE DE LA PAZ
(VARIOUS WIDTH R.O.W.)

SOLEDAD
(50' R.O.W.)

KEYMAP: STREET-SCAPE, NTS

SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

GREEN
LANDSCAPE ARCHITECTURE

greenlandscapearch@gmail.com
(505) 235-6806

REVISIONS

#	Date	Description

Vistas de la Sierra
Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

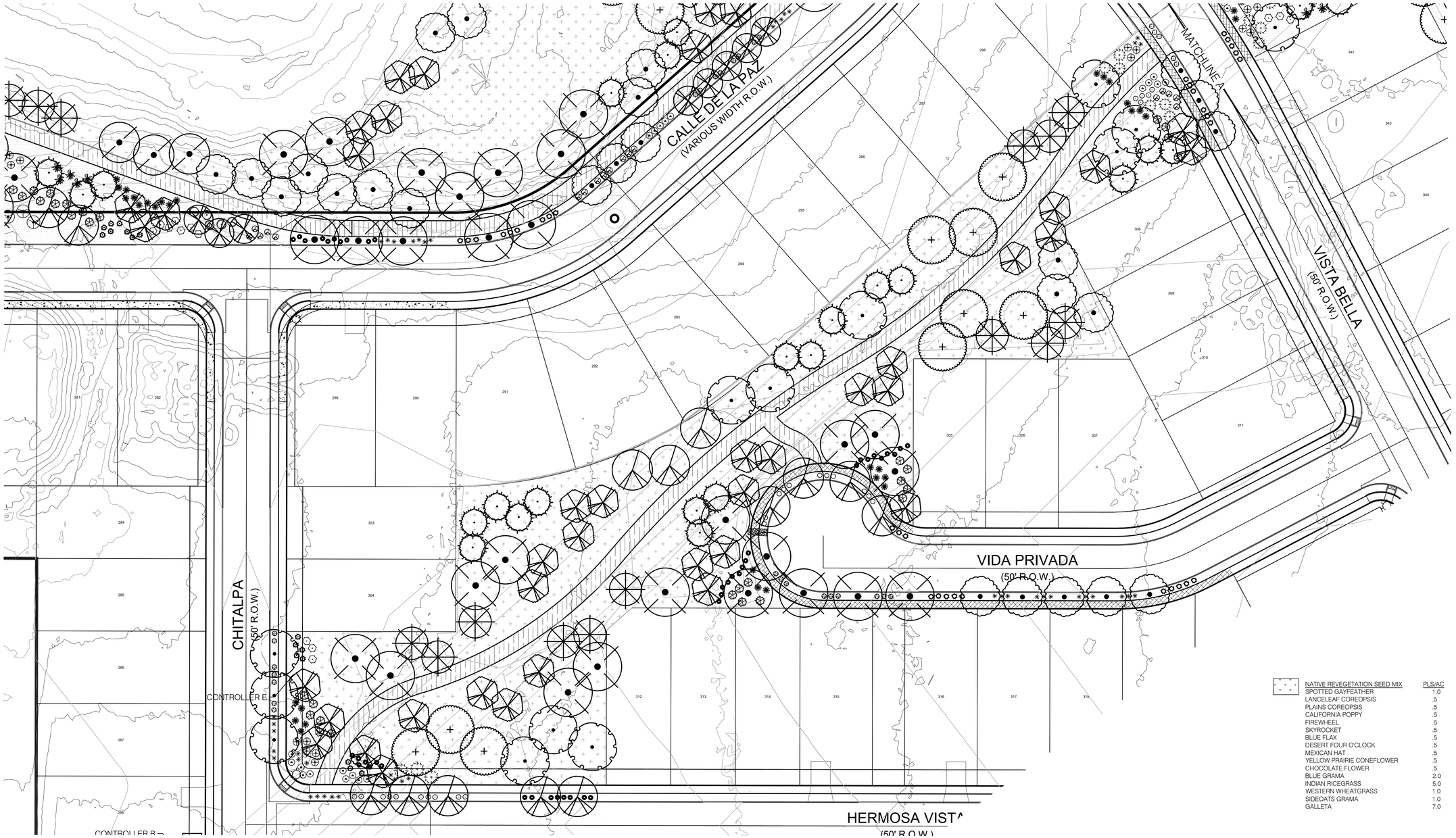
STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
NEW MEXICO 1234
REGISTERED LANDSCAPE ARCHITECT
NOT FOR CONSTRUCTION

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	

PLANTING PLAN

LP-101



PLANT LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	MATURE SIZE
DECIDUOUS TREES			
	ACER NEGUNDO 'SENSATION' SENSATION BOX ELDER MAPLE	2.5" B&B	40' HT. X 30' SPR.
	CELTIS OCCIDENTALIS COMMON HACKBERRY	2" B&B	45' HT. X 35' SPR.
	CHILOPSIS LINEARIS DESERT WILLOW	2" B&B	20' HT. X 25' SPR.
	GYMNOCLADUS DIOICUS ESSPRESSO KENTUCKY COFFEETREE	2.5" B&B	50' HT. X 35' SPR.
	PISTACIA CHINENSIS CHINESE PISTACHE	2.5 " B&B	30' HT. X 30' SPR.
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE PEAR	2.5" B&B	25' HT. X 20' SPR.
	QUERCUS BUCKLEYI TEXAS RED OAK	2.5 " B&B	30' HT. X 30' SPR.
	ULMUS PARVIFOLIA 'ALLEE' ALLEE ELM	2.5" B&B	50' HT. X 35' SPR.
	ULMUS PROPINQUA 'JFS BEIBERICH' EMERALD SUNSHINE ELM	2.5" B&B	35' HT. X 25' SPR.
EVERGREEN TREES			
	PINUS HELDREICHII BOSNIAN PINE	6' HT. B&B	40' HT. X 16' SPR.
	PINUS NIGRA AUSTRIAN PINE	6' HT. B&B	35' HT. X 25' SPR.
LARGE SHRUBS			
	JUNIPERUS SCOPULORUM 'SKYROCKET' SKYROCKET ROCKY MTN. JUNIPER	15-GAL.	15' HT. X 4' SPR.
	CARYOPTERIS CLANDONENSIS BLUE MIST SPIREA	5-GAL.	3' HT. X 3' SPR.
	CHRYSOTHAMNUS NAUSEOSUS CHAMISA	5-GAL.	5' HT. X 5' SPR.
	FALLUGIA PARADOXA APACHE PLUME	5-GAL.	6' HT. X 7' SPR.
	FORESTIERA NEOMEXICANA NEW MEXICO OLIVE	15-GAL.	15' HT. X 10' SPR.
	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' LITTLE SPIRE RUSSIAN SAGE	5-GAL.	2' HT. X 3' SPR.
	RHUS TRILOBATA THREE-LEAF SUMAC	5-GAL.	6' HT. X 6' SPR.
EVERGREEN SHRUBS AND ACCENTS			
	ERICAMERIA LARICIFOLIA 'AGUIRRE' TURPENTINE BUSH	5-GAL.	3' HT. X 3' SPR.
	DASYLIRION WHEELERI SOTOL	5-GAL.	5' HT. X 5' SPR.
	ACHILLEA 'MOONSHINE' MOONSHINE YARROW	5-GAL.	2' HT. X 2' SPR.
	PINUS MUGO MUGO PINE	5-GAL.	4' HT. X 6' SPR.
	YUCCA BACCATA BANANA YUCCA	5-GAL.	2' HT. X 4' SPR.
	HESPERALOE PARVIFLORA RED YUCCA	5-GAL.	4' HT. X 3' SPR.
SMALL SHRUBS & GROUNDCOVERS			
	POTENTILLA FRUTICOSA SHRUBBY CINQUEFOIL	5-GAL.	3' HT. X 3' SPR.
	CENTRANTHUS RUBER JUPITER'S BEARD	1-GAL.	2' HT. X 2' SPR.
	NEPETA X FAASSENII 'SIX HILLS GIANT' SIX HILLS GIANT CATMINT	1-GAL.	3' HT. X 3' SPR.
	PENSTEMON PINIFOLIUS PINELEAF PENSTEMON	1-GAL.	1' HT. X 2' SPR.
	RHUS TRILOBATA 'AUTUMN AMBER' CREEPING THREE-LEAF SUMAC	1-GAL.	2' HT. X 7' SPR.
	MIRABILIS MULTIFLORA 'WESTERN FOUR O'CLOCK	1-GAL.	2' HT. X 5' SPR.
	RHUS AROMATICA 'GRO LOW' GRO LOW SUMAC	5-GAL.	2' HT. X 6' SPR.
ORNAMENTAL GRASSES			
	BOUTELOUA GRACILIS 'BLONDE AMBITION' BLONDE AMBITION BLUE GRAMA	1-GAL.	3' HT. X 3' SPR.
	CALAMAGROSTIS A. 'KARL FOERSTER' KARL FOERSTER REED GRASS	1-GAL.	4' HT. X 2' SPR.
	MULHENBERGIA CAPILLARIS REGAL MIST	5-GAL.	3' HT. X 3' SPR.
	PENNISETUM ALOPECUROIDES HAMELN FOUNTAIN GRASS	1-GAL.	2' HT. X 2' SPR.

GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING

MOSS ROCK BOULDERS (3'X3' MIN)

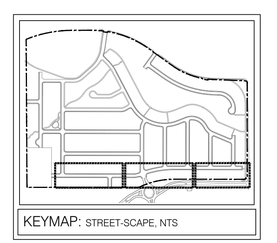
1" BUILDOLOGY BROWN ROCK MULCH (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

1" TAMPICO (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

2-4" VALLEY GOLD (4" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

3/8"-1-1/4" VENETIAN BROWN (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL

NATIVE REVEGETATION SEED MIX	PLS/AC
SPOTTED GAYFEATHER	1.0
LANCELEAF COREOPSIS	.5
PLAINS COREOPSIS	.5
CALIFORNIA POPPY	.5
FIREWHEEL	.5
SKYROCKET	.5
BLUE FLAX	.5
DESERT FOUR O'CLOCK	.5
MEXICAN HAT	.5
YELLOW PRAIRIE CONEFLOWER	.5
CHOCOLATE FLOWER	.5
BLUE GRAMA	2.0
INDIAN RICEGRASS	5.0
WESTERN WHEATGRASS	1.0
SIDEOATS GRAMA	1.0
GALLETA	7.0



SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

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(505) 235-6806

REVISIONS

#	Date	Description
1		
2		
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Vistas de la Sierra
Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
12134
REGISTERED
LANDSCAPE ARCHITECT
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	PLANTING PLAN

LP-102



PLANT LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	MATURE SIZE
DECIDUOUS TREES			
	ACER NEGUNDO 'SENSATION' SENSATION BOX ELDER MAPLE	2.5" B&B	40' HT. X 30' SPR.
	CELTIS OCCIDENTALIS COMMON HACKBERRY	2" B&B	45' HT. X 35' SPR.
	CHILOPSIS LINEARIS DESERT WILLOW	2" B&B	20' HT. X 25' SPR.
	GYMNOCLADUS DIOICUS ESSPRESSO KENTUCKY COFFEETREE	2.5" B&B	50' HT. X 35' SPR.
	PISTACIA CHINENSIS CHINESE PISTACHE	2.5 " B&B	30' HT. X 30' SPR.
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE PEAR	2.5" B&B	25' HT. X 20' SPR.
	QUERCUS BUCKLEYI TEXAS RED OAK	2.5 " B&B	30' HT. X 30' SPR.
	ULMUS PARVIFOLIA 'ALLEE' ALLEE ELM	2.5" B&B	50' HT. X 35' SPR.
	ULMUS PROPINQUA 'JFS BEIBERICH' EMERALD SUNSHINE ELM	2.5" B&B	35' HT. X 25' SPR.
EVERGREEN TREES			
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	PINUS NIGRA AUSTRIAN PINE	6' HT. B&B	35' HT. X 25' SPR.
LARGE SHRUBS			
	JUNIPERUS SCOPULORUM 'SKYROCKET' SKYROCKET ROCKY MTN. JUNIPER	15-GAL.	15' HT. X 4' SPR.
	CARYOPTERIS CLANDONENSIS BLUE MIST SPIREA	5-GAL.	3' HT. X 3' SPR.
	CHRYSOTHAMNUS NAUSEOSUS CHAMISA	5-GAL.	5' HT. X 5' SPR.
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	HESPERALOE PARVIFLORA RED YUCCA	5-GAL.	4' HT. X 3' SPR.
SMALL SHRUBS & GROUNDCOVERS			
	POTENTILLA FRUTICOSA SHRUBBY CINQUEFOIL	5-GAL.	3' HT. X 3' SPR.
	CENTRANTHUS RUBER JUPITER'S BEARD	1-GAL.	2' HT. X 2' SPR.
	NEPETA X FAASSENII 'SIX HILLS GIANT' SIX HILLS GIANT CATMINT	1-GAL.	3' HT. X 3' SPR.
	PENSTEMON PINIFOLIUS PINELEAF PENSTEMON	1-GAL.	1' HT. X 2' SPR.
	RHUS TRILOBATA 'AUTUMN AMBER' CREEPING THREE-LEAF SUMAC	1-GAL.	2' HT. X 7' SPR.
	MIRABILIS MULTIFLORA WESTERN FOUR O'CLOCK	1-GAL.	2' HT. X 5' SPR.
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ORNAMENTAL GRASSES			
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	PENNISETUM ALOPECUROIDES HAMELN FOUNTAIN GRASS	1-GAL.	2' HT. X 2' SPR.

GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING

- MOSS ROCK BOULDERS (3'X3' MIN)
- 1" BUILDOLOGY BROWN ROCK MULCH (3" DEPTH OVER DEWITT WEED CONTROL FABRIC) OR PRE-APPROVED EQUAL
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NATIVE REVEGETATION SEED MIX	PLS/AC
SPOTTED GAYFEATHER	1.0
LANCELEAF COREOPSIS	.5
PLAINS COREOPSIS	.5
CALIFORNIA POPPY	.5
FIREWHEEL	.5
SKYROCKET	.5
BLUE FLAX	.5
DESERT FOUR O'CLOCK	.5
MEXICAN HAT	.5
YELLOW PRAIRIE CONEFLOWER	.5
CHOCOLATE FLOWER	.5
BLUE GRAMA	2.0
INDIAN RICEGRASS	5.0
WESTERN WHEATGRASS	1.0
SIDEOATS GRAMA	1.0
GALLETA	7.0

SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

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Vistas de la Sierra
Phase 3
Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
NO. 9234
REGISTERED LANDSCAPE ARCHITECT
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	PLANTING PLAN

LP-103

GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING

MOSS ROCK BOULDERS (3'X3' MIN)

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BLUE FLAX	.5
DESERT FOUR O'CLOCK	.5
MEXICAN HAT	.5
YELLOW PRAIRIE CONEFLOWER	.5
CHOCOLATE FLOWER	.5
BLUE GRAMA	2.0
INDIAN RICEGRASS	5.0
WESTERN WHEATGRASS	1.0
SIDEOATS GRAMA	1.0
GALLETA	7.0



PLANT LEGEND

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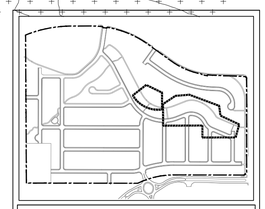

KEYMAP: STREET-SCAPE, NTS

SCALE: 1" = 30'

NORTH 15' 0' 30' 60'

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greenlandscapearch@gmail.com
(505) 235-6806

REVISIONS

#	Date	Description

Vistas de la Sierra
Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:

STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
9234
REGISTERED
LANDSCAPE ARCHITECT
NOT FOR CONSTRUCTION

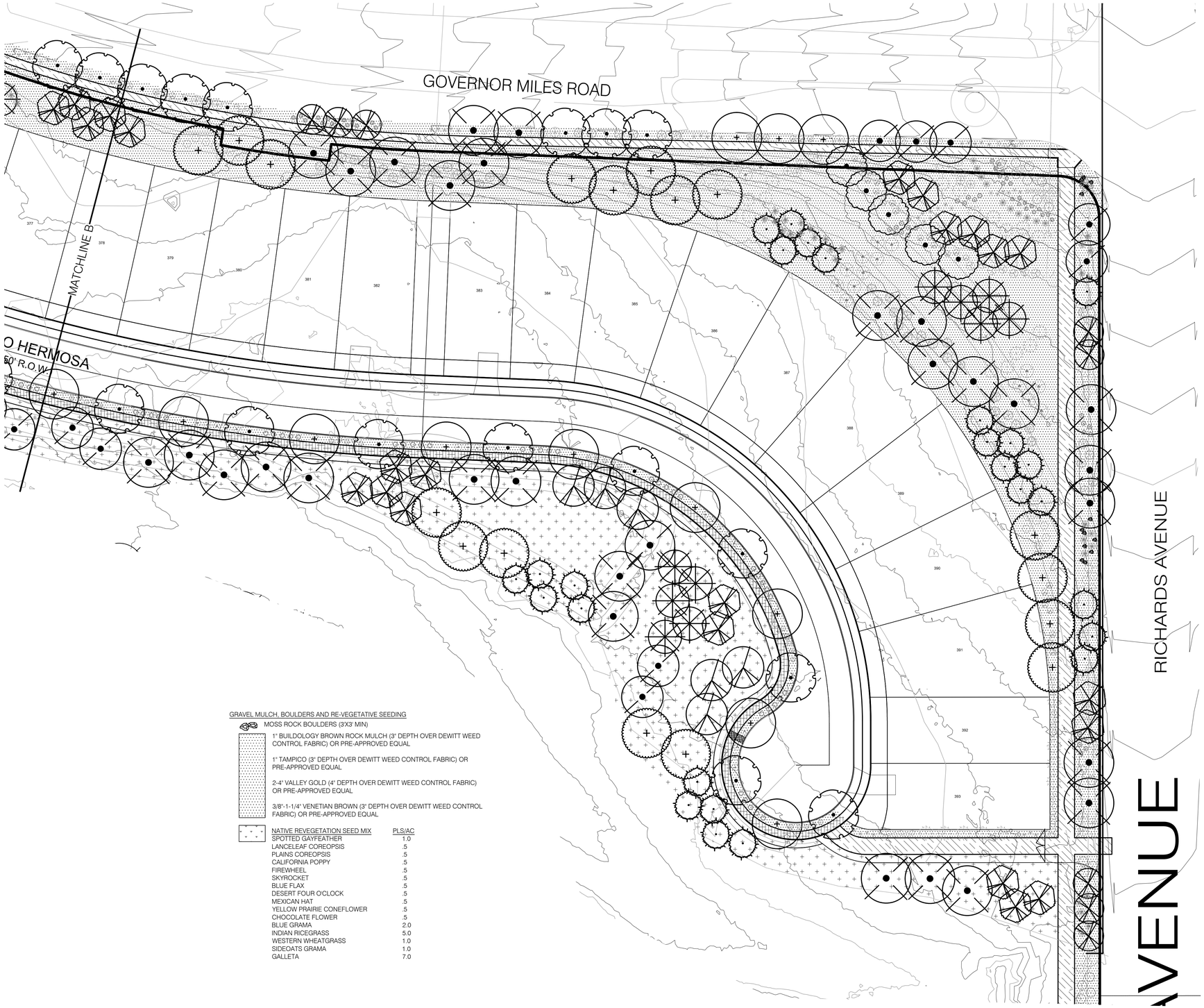
7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	

Sheet Title:

PLANTING PLAN

LP-104



GRAVEL MULCH, BOULDERS AND RE-VEGETATIVE SEEDING

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PLANT LEGEND

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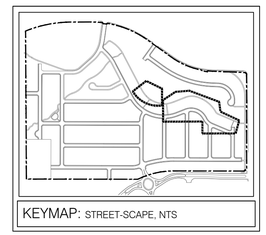

KEYMAP: STREET-SCAPE, NTS

SCALE: 1" = 30'

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REVISIONS

Vistas de la Sierra
Phase 3
Santa Fe, New Mexico

Landscape Architect's Seal:

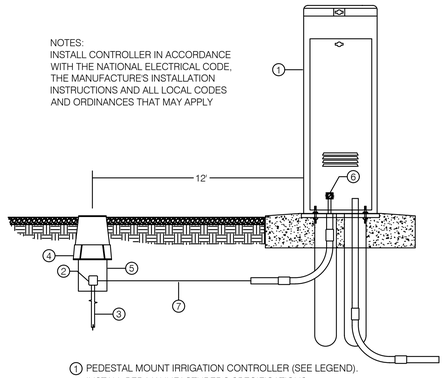
STATE OF NEW MEXICO
CHRISTOPHER J. GREEN
NEW MEXICO 9234
REGISTERED LANDSCAPE ARCHITECT

7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	PLANTING PLAN

LP-104

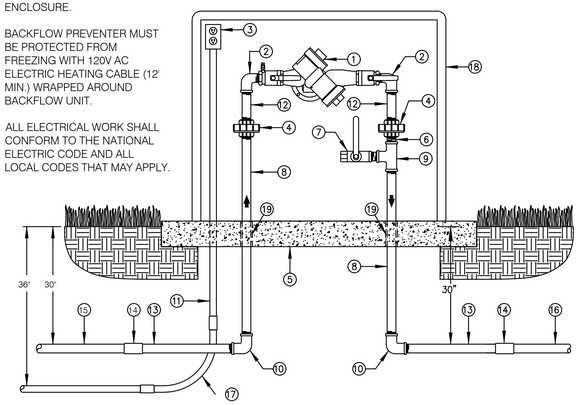
NOTES:
INSTALL CONTROLLER IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, THE MANUFACTURE'S INSTALLATION INSTRUCTIONS AND ALL LOCAL CODES AND ORDINANCES THAT MAY APPLY



1. PEDESTAL MOUNT IRRIGATION CONTROLLER (SEE LEGEND). INSTALL PER MANUFACTURER'S SPECIFICATIONS
2. SINGLE PIECE GROUND CLAMP
3. 5/8" X 8' COPPER CLAD GROUNDING ROD
4. CARSON #910 10" ROUND VALVE BOX WITH #910-4 "TEE" STYLE LID
5. 6" CLASS 200 PVC (LENGTH AS REQUIRED)
6. GROUND LUG ON SATELLITE CONTROLLER
7. #6 BARE COPPER WIRE (LENGTH AS REQUIRED)

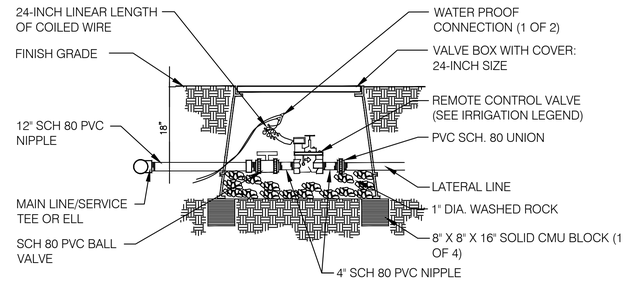
1 CONTROLLER - PEDESTAL MOUNT
SCALE: N.T.S.

NOTES:
1. CONTRACTOR TO VERIFY THAT ASSEMBLY OF BACKFLOW COMPONENTS AS SHOWN WILL FIT INTO SPECIFIED INSULATED ENCLOSURE.
2. BACKFLOW PREVENTER MUST BE PROTECTED FROM FREEZING WITH 120V AC ELECTRIC HEATING CABLE (12' MIN.) WRAPPED AROUND BACKFLOW UNIT.
3. ALL ELECTRICAL WORK SHALL CONFORM TO THE NATIONAL ELECTRIC CODE AND ALL LOCAL CODES THAT MAY APPLY.

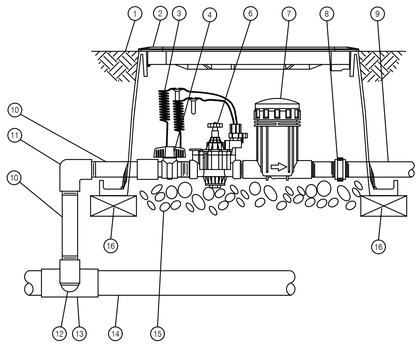


KEYED NOTES
1. REDUCED PRESSURE BACKFLOW PREVENTER (SEE LEGEND FOR MODEL AND SIZE)
2. GALVANIZED STREET ELL
3. 120 VOLT ELECTRICAL OUTLET (INSTALL PER NEC AND LOCAL CODES)
4. GALVANIZED UNION
5. 3000 PSI CONCRETE PAD - 4" THICK (SEE ENCLOSURE MANUFACTURER'S RECOMMENDATIONS FOR PAD DIMENSIONS)
6. CLOSE GALVANIZED NIPPLE
7. WATTS #B-6000 SERIES 1" BALL VALVE
8. GALVANIZED NIPPLE (LENGTH AS REQUIRED)
9. GALVANIZED TEE WITH 1" SIDE OUTLET
10. GALVANIZED ELL
11. PVC ELECTRICAL CONDUIT
12. 4" GALVANIZED NIPPLE
13. 12" SCH.80 PVC TOE NIPPLE
14. SCH.80 PVC COUPLING WITH REDUCER BUSHING IF REQUIRED
15. PVC PIPING FROM WATER SOURCE
16. PVC PIPING TO SYSTEM ELECTRICAL
17. SWEEP ELL
18. HOT BOX INSULATED BACKFLOW DEVICE ENCLOSURE (SEE LEGEND FOR SIZE)
19. PVC SLEEVE

2 BACKFLOW PREVENTER
SCALE: N.T.S.

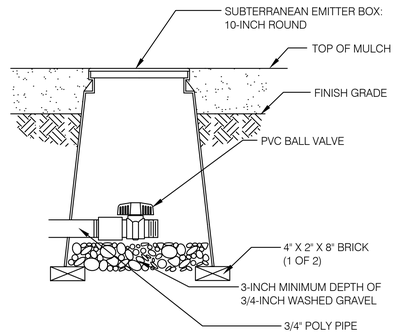


3 AUTOMATIC VALVE (MASTER)
SCALE: N.T.S.

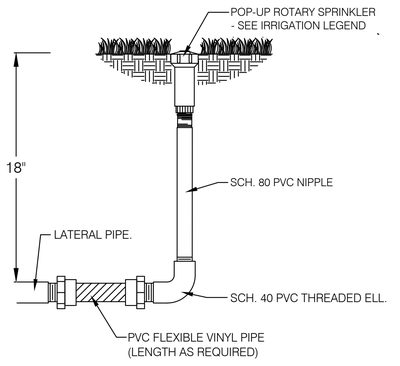


KEY NOTES
1. FINISH GRADE/TOP OF MULCH
2. VALVE BOX WITH COVER
3. 30-INCH LINEAR LENGTH OF WIRE, COILED
4. PVC BALL VALVE
5. NOT USED
6. REMOTE CONTROL VALVE: RAIN BIRD 100-PEB
7. PRESSURE REGULATING BASKET FILTER: RAIN BIRD PRB-100
8. PVC SCH 80 UNION
9. LATERAL PIPE
10. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
11. PVC SCH 40 ELL
12. PVC SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND PVC SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. MAINLINE PIPE
15. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
16. 4"X2"X8" BRICK (TOTAL OF 4)

4 DRIP VALVE ASSEMBLY
SCALE: N.T.S.



5 DRIP FLUSH VALVE
SCALE: N.T.S.



6 POP-UP ROTARY SPRINKLER
SCALE: N.T.S.

GREEN
LANDSCAPE ARCHITECTURE
greenlandscapearch@gmail.com
(505) 235-6806

REVISIONS

#	Date	Description
1		
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Vistas de la Sierra Phase 3

Santa Fe, New Mexico

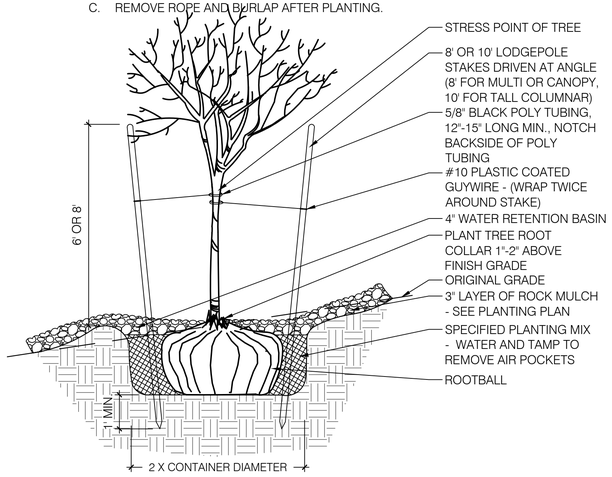
Landscape Architect's Seal:



Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	IRRIGATION DETAILS

L-501

NOTES:
A. THE WATER RETENTION BASIN SHALL BE TWICE THE PLANTING PIT DIAMETER.
B. THE EDGES OF THE WATER RETENTION BASIN SHALL BE SMOOTHLY FORMED WITH NO OBTRUSIVE EDGES.
C. REMOVE ROPE AND BURLAP AFTER PLANTING.



1 TREE PLANTING ON A SLOPE
SCALE: N.T.S.

NOTES:
A. THE WATER RETENTION BASIN SHALL BE TWICE THE PLANTING PIT DIAMETER.
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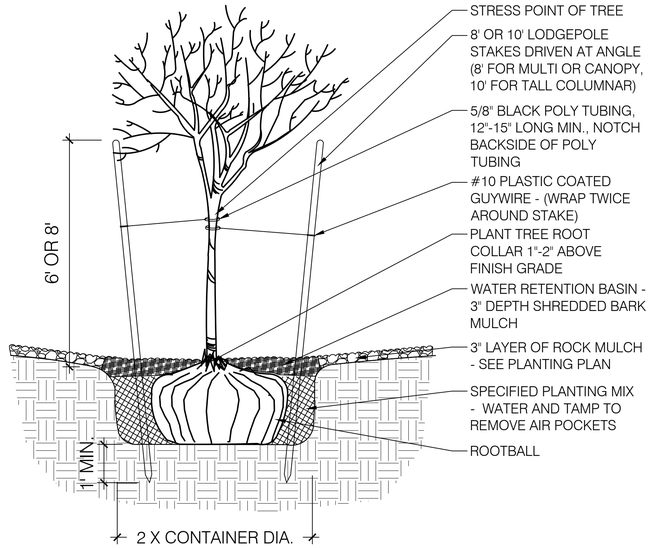
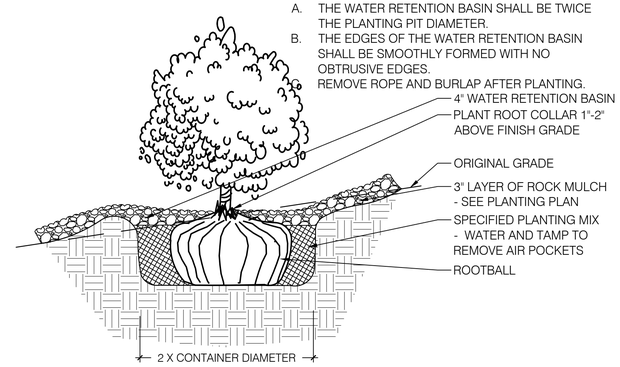


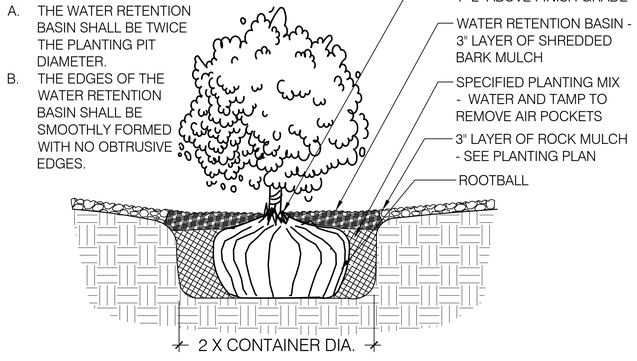
2 TREE PLANTING
SCALE: N.T.S.

NOTES:
A. THE WATER RETENTION BASIN SHALL BE TWICE THE PLANTING PIT DIAMETER.
B. THE EDGES OF THE WATER RETENTION BASIN SHALL BE SMOOTHLY FORMED WITH NO OBTRUSIVE EDGES.
REMOVE ROPE AND BURLAP AFTER PLANTING.

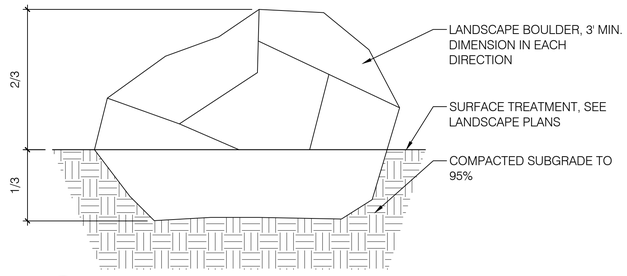


3 SHRUB PLANTING ON A SLOPE
SCALE: N.T.S.

NOTES:
A. THE WATER RETENTION BASIN SHALL BE TWICE THE PLANTING PIT DIAMETER.
B. THE EDGES OF THE WATER RETENTION BASIN SHALL BE SMOOTHLY FORMED WITH NO OBTRUSIVE EDGES.



4 SHRUB PLANTING
SCALE: N.T.S.



5 LANDSCAPE BOULDER
SCALE: N.T.S.

GREEN
LANDSCAPE ARCHITECTURE
greenlandscapearch@gmail.com
(505) 235-6806

REVISIONS

#	Date	Description
1		
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Vistas de la Sierra Phase 3

Santa Fe, New Mexico

Landscape Architect's Seal:



7-15-25

Designed By:	CG
Drawn By:	GLA
Checked By:	CG
Date:	7/2025
Project No:	
Sheet Title:	

LANDSCAPE DETAILS

L-502

DHI ENGINEERING, LLC.

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GOVERNOR MILES ROAD

BECKNER ROAD

RICHARDS AVENUE

N

SCALE
100 0 50 100 200
(FEET)
1 INCH = 100 FT.

PHASE 1

PHASE 2A

PHASE 2B

PHASE 3A

PHASE 3B

SOLEDAD

CHITALPA

WHISPERING WING RD

VISTA MANZANO

CALLE DE LA PAZ

VIA DE VENTURA

HERMOSA VISTA

VISTA BELLA

VIDA PRIVADA

LA PRIVADA

CIELO HERMOSA

VISTA LUNA

CALLE DE ALEGRIA

CASA VISTOSA

CELO BONITO

LOS FELIZ

LUNA CLARA

ESTRELLA NOCHE

VIENTO DEL NORTE

PARCEL C1

REV	DATE	DESCRIPTION

5/12/2025

VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5031 (TEL) (210) 494-8801 (FAX)
TBPE REG. NO. F-19561

DHI

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

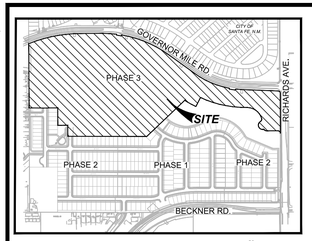
SANTA FE, NM

PHASING PLAN

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	S1.07

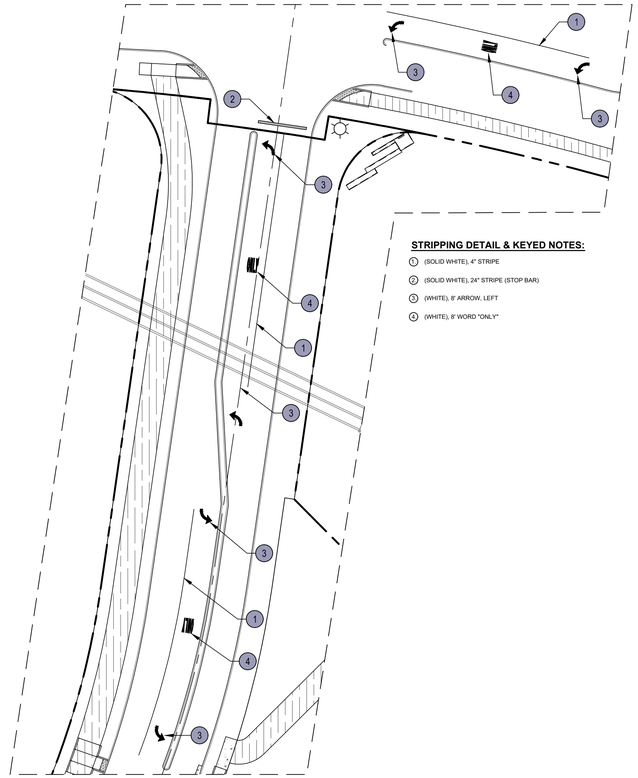
Date: May 12, 2025, 11:18am User ID: JWilson File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\300 - Design\320 - Sheets\S1.07 PHASING PLAN.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

N



STRIPPING DETAIL & KEYED NOTES:

1. (SOLID WHITE), 4" STRIPE
2. (SOLID WHITE), 24" STRIPE (STOP BAR)
3. (WHITE), 8' ARROW, LEFT
4. (WHITE), 8' WORD "ONLY"

NO PARKING BETWEEN ARROWS
R7-1R (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1 (MODIFIED)

NO PARKING BETWEEN ARROWS
R7-1L (MODIFIED)

N

0 60' 120'

DRIVEWAY NOTE:
DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

SIGNAGE NOTES:

1. INSTALL CUSTOM SIGNS AT DEAD ENDS OF SIDEWALKS PER CITY OF SANTA FE (C.O.S.F.) DIRECTIONS. SIGNS TO BE BLUE WITH WHITE LETTERING. "ACCESSIBLE ROUTE ENDS AHEAD" OR "NO ACCESSIBLE ROUTE."
2. EMERGENCY ACCESS VEHICULAR PIPE GATE EQUIPPED WITH KNOX BOX RESTRICTED ENTRY SYSTEM. GATE SHALL COMPLY WITH IFC 2009 SECTION D103.5 - FIRE APPARATUS ACCESS ROAD GATES. INSTALL REFLECTIVE SIGN ON GATE FOR VIABILITY TO SUBDIVISION.
3. INSTALL NO PARKING SIGNS PER MUTCD SECTION 2B.48 - PLACEMENT OF PARKING, STOPPING AND STANDING SIGNS. AT LEAST THREE NO PARKING SIGNS ON EACH STREET WHERE THERE IS NO PARKING. ONE SIGN AT THE BEGINNING OF ROAD THAT STATES "NO PARKING BETWEEN ARROWS" WITH AN ARROW BELOW POINTING DOWN THE SIDE WHERE PARKING IS NOT ALLOWED. ONE IN THE MIDDLE OF THE BLOCK THAT ALSO SAYS "NO PARKING BETWEEN ARROWS" WITH ARROWS POINTING IN BOTH DIRECTIONS AND ONE AT THE FAR END OF THE STREET SAYING THE SAME THING WITH THE ARROW POINTING BACK DOWN THE STREET.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5858 FIRM@DHIGROUP.COM
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL SIGNAGE PLAN

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C3.00

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Date: May 12, 2025, 3:14pm User: @ JeffRon File: E:\...\05004 (Vista De La Sierra – Santa Fe)\900 – Design\930 – Sheets\C3.00 OVERALL SIGNAGE PLAN.dwg

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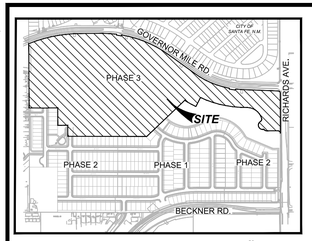
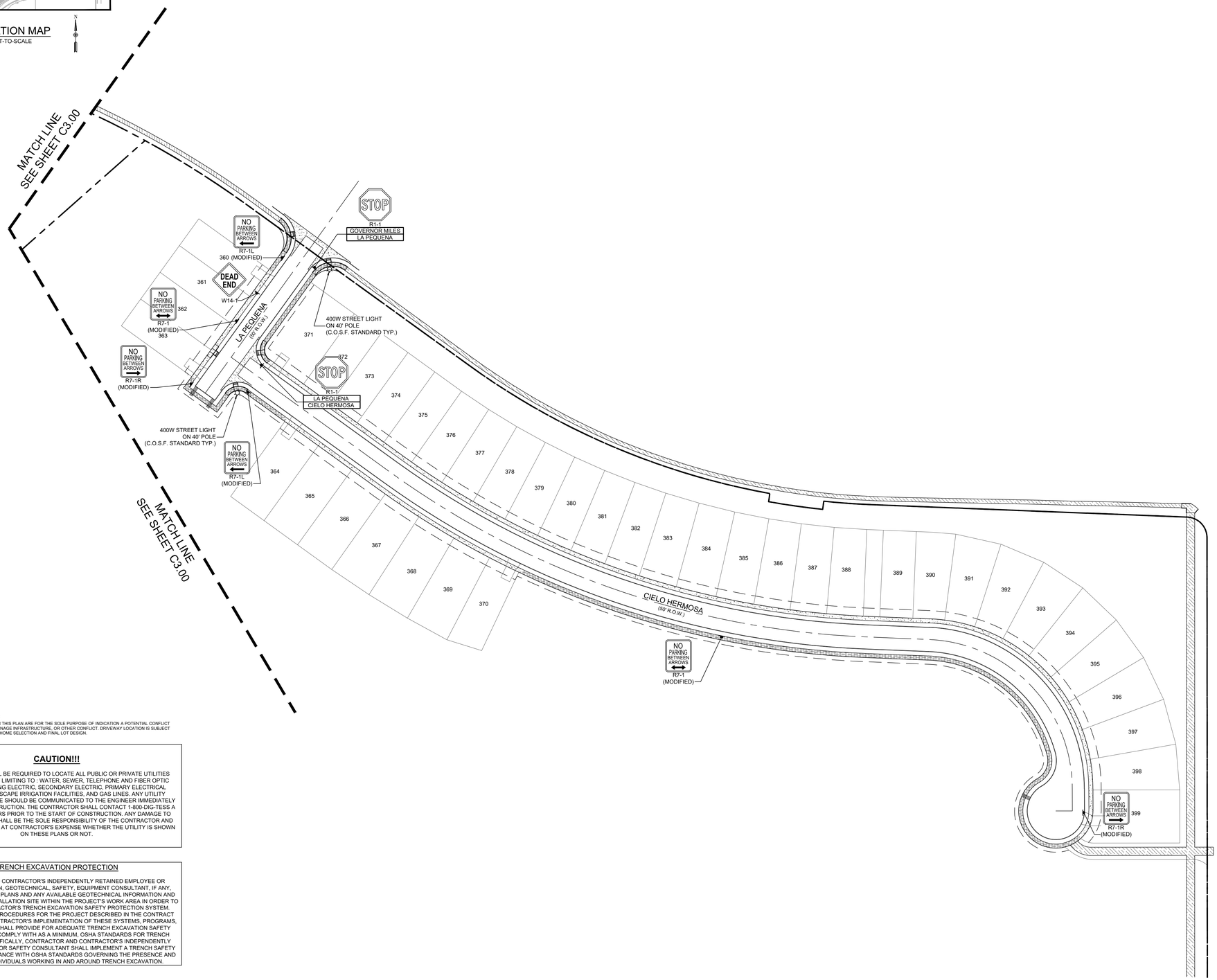
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

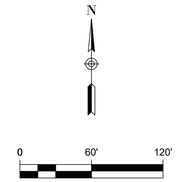




R7-1R
(MODIFIED)

R7-1
(MODIFIED)

R7-1L
(MODIFIED)



DRIVEWAY NOTE:
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CAUTION!!!

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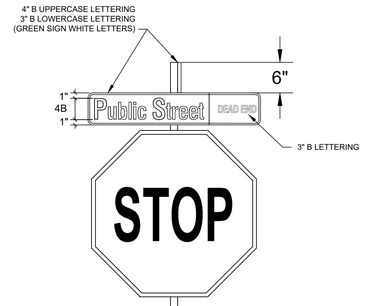

R1-1
(30"x30")

SIGNAGE NOTES:

1. INSTALL CUSTOM SIGNS AT DEAD ENDS OF SIDEWALKS PER CITY OF SANTA FE (C.O.S.F.) DIRECTIONS. SIGNS TO BE BLUE WITH WHITE LETTERING. "ACCESSIBLE ROUTE ENDS AHEAD" OR "NO ACCESSIBLE ROUTE."
2. EMERGENCY ACCESS VEHICULAR PIPE GATE EQUIPPED WITH KNOX BOX RESTRICTED ENTRY SYSTEM. GATE SHALL COMPLY WITH IFC 2009 SECTION D103.5 - FIRE APPARATUS ACCESS ROAD GATES. INSTALL REFLECTIVE SIGN ON GATE FOR VIABILITY TO SUBDIVISION.
3. INSTALL NO PARKING SIGNS PER MUTCD SECTION 2B.48 - PLACEMENT OF PARKING, STOPPING AND STANDING SIGNS. AT LEAST THREE NO PARKING SIGNS ON EACH STREET WHERE THERE IS NO PARKING. ONE SIGN AT THE BEGINNING OF ROAD THAT STATES "NO PARKING BETWEEN ARROWS" WITH AN ARROW BELOW POINTING DOWN THE SIDE WHERE PARKING IS NOT ALLOWED. ONE IN THE MIDDLE OF THE BLOCK THAT ALSO SAYS "NO PARKING BETWEEN ARROWS" WITH ARROWS POINTING IN BOTH DIRECTIONS AND ONE AT THE FAR END OF THE STREET SAYING THE SAME THING WITH THE ARROW POINTING BACK DOWN THE STREET.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

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5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5031 www.dhiservices.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL SIGNAGE PLAN

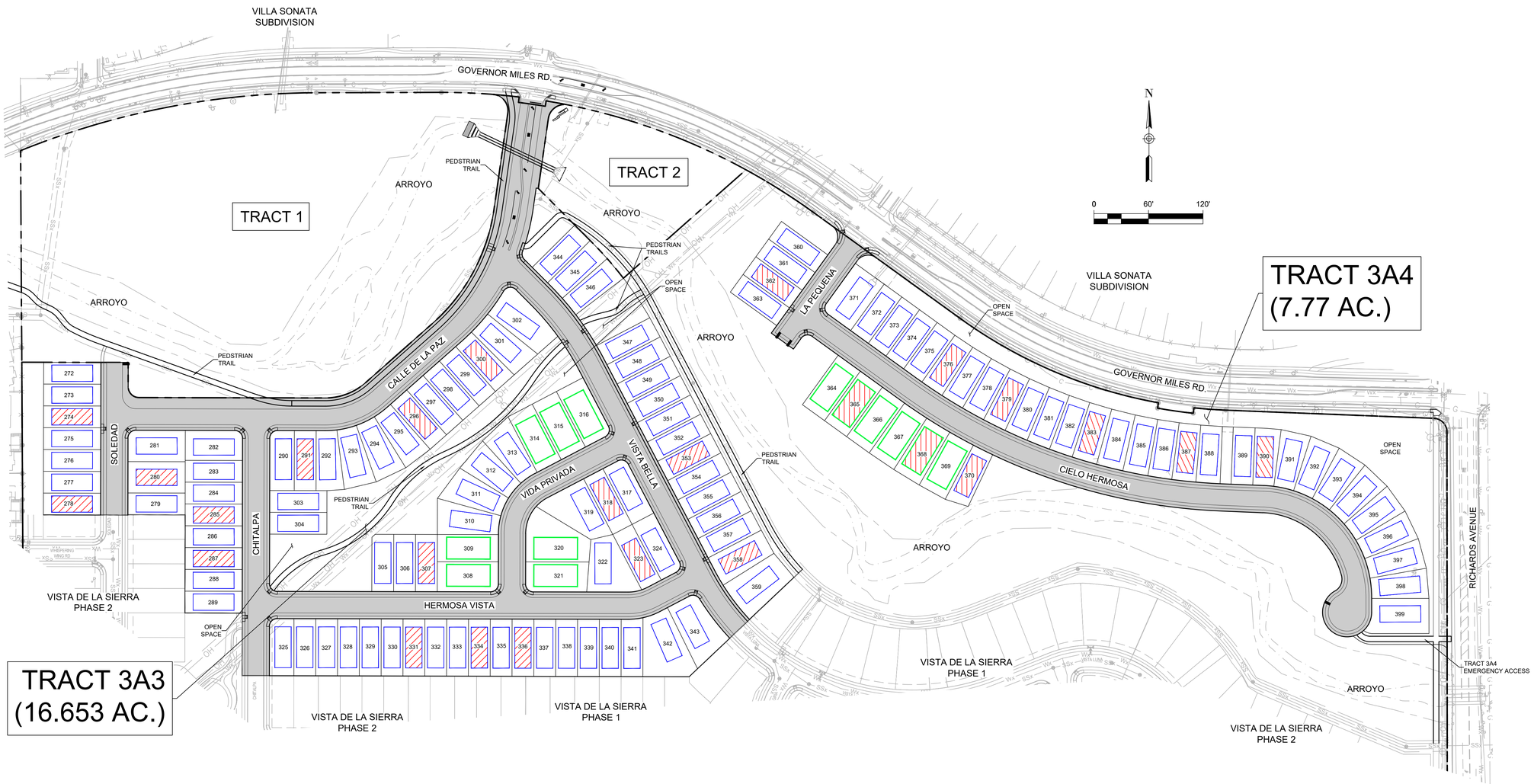
DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C3.01

Date: May 12, 2025, 2:43pm User ID: JRGilman File: E:\PROJECT\05004 (Vista De La Sierra - Santa Fe)\06 - Design\02 - Sheets\C3.00 OVERALL SIGNAGE PLAN.dwg

TOTAL LOTS (3A + 3B) = 128

LEGEND

- LOT = 40' x 105' (MIN.) (115 LOTS TOTAL)
- LOT = 50' x 112' (MIN.) (13 LOTS TOTAL)
- AFFORDABLE HOUSING (25 LOTS)



DHI Engineering, LLC.
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(210) 496-2668 | dhiengineering.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA UNIT 3A & 3B

SANTA FE, NM

SITE PLAN

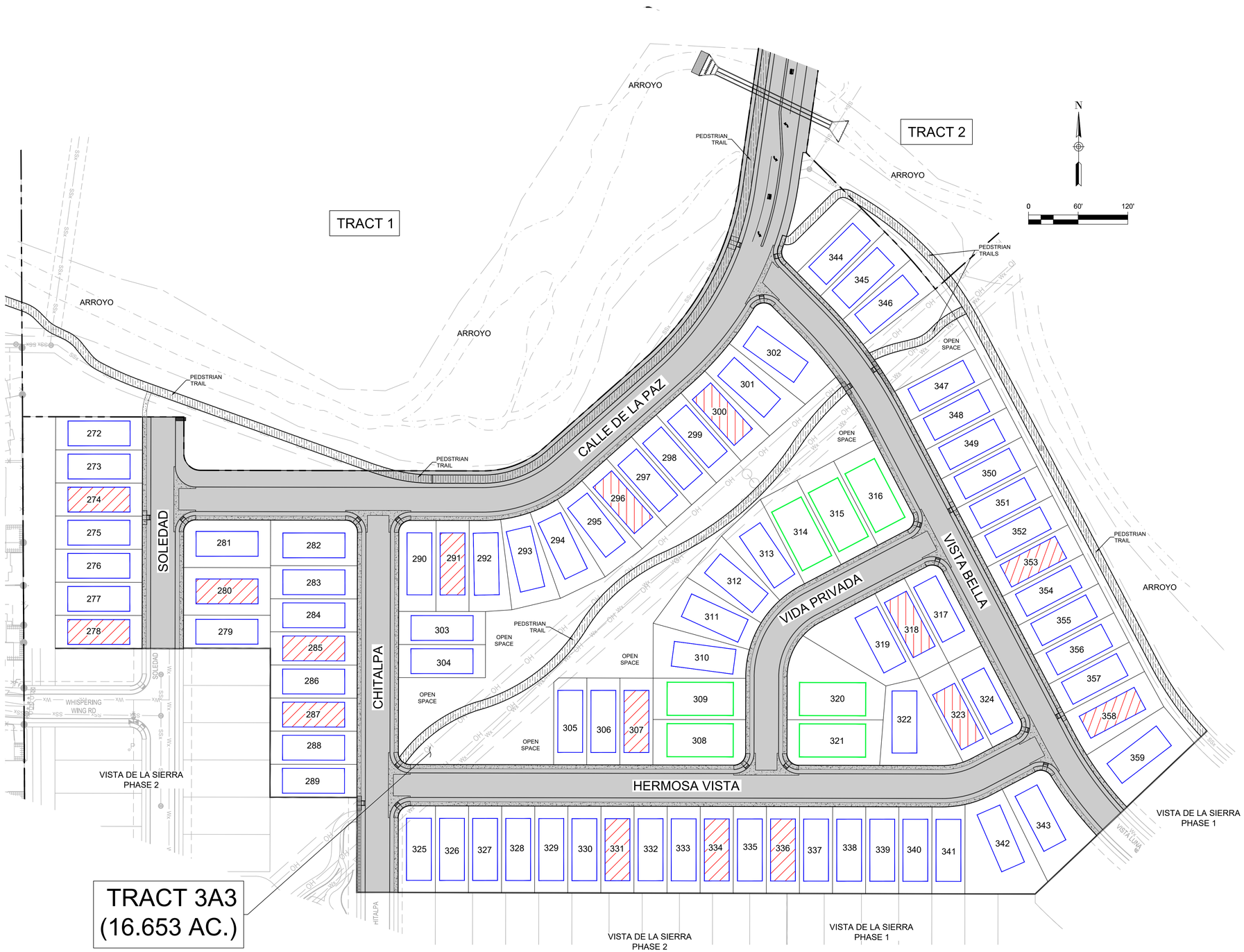
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	07/01/2025
JOB NO.:	05004
EXHIBIT NO.	1 OF 3

Date: Jul 01, 2025, 4:35pm User ID: SQVu File: E:_PROJECTS\0504 (Vista De La Sierra - Santa Fe)\930 - Design\940 - Exhibits\SITE PLAN_VISTA DE LA SIERRA 3As3B.dwg

TOTAL LOTS (3A + 3B) = 128

LEGEND

- LOT = 40' x 105' (MIN.) (115 LOTS TOTAL)
- LOT = 50' x 112' (MIN.) (13 LOTS TOTAL)
- AFFORDABLE HOUSING (25 LOTS)



TRACT 3A3
(16.653 AC.)

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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA UNIT 3A

SANTA FE, NM

SITE PLAN

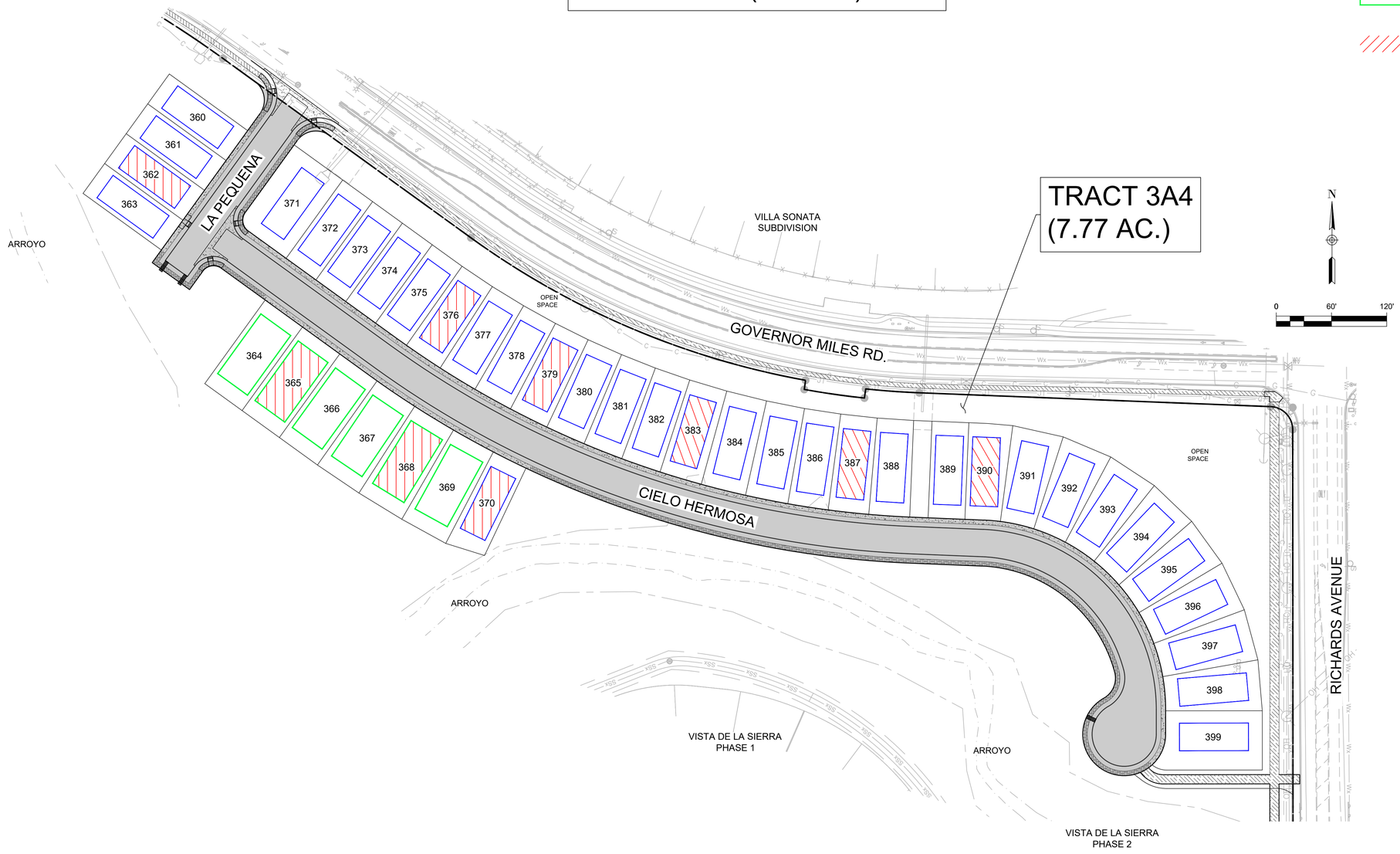
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	07/01/2025
JOB NO.:	05004
EXHIBIT NO.	2 OF 3

Date: Jul 01, 2025, 4:35pm User ID: SOYo File: E:_PROJECTS\0500s\ (Vista De La Sierra - Santa Fe)\800 - Design\840 - Exhibits\SITE PLAN_VISTA DE LA SIERRA 3As3B.dwg

TOTAL LOTS (3A + 3B) = 128

LEGEND

- LOT = 40' x 105' (MIN.) (115 LOTS TOTAL)
- LOT = 50' x 112' (MIN.) (13 LOTS TOTAL)
- AFFORDABLE HOUSING (25 LOTS)



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DHI

VISTAS DE LA SIERRA UNIT 3B

SANTA FE, NM

SITE PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	07/01/2025
JOB NO.:	05004
EXHIBIT NO.	3 OF 3

Date: Jul 01, 2025, 4:35pm User ID: SOUs File: E:_PROJECT\05004 (Vista De La Sierra) - Santa Fe\900 - Design\940 - Exhibits\SITE PLAN_VISTA DE LA SIERRA 3A+3B.dwg

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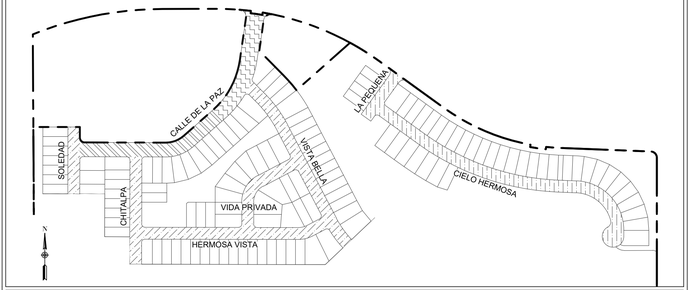
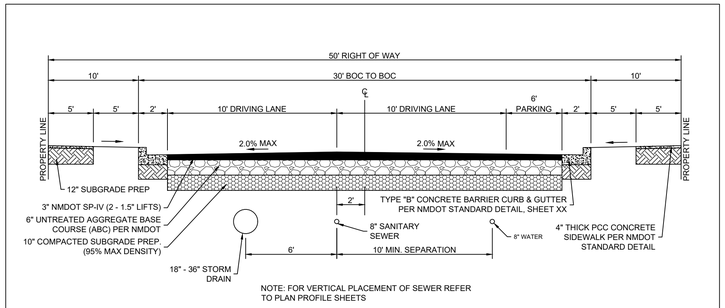


STREET CLASSIFICATION SCHEMATIC N.T.S.

NOTE:
REFERENCE GEOTECHNICAL REPORT (3220JJ019) FOR BORING INFORMATION AND CBR LOCATIONS.

LEGEND:

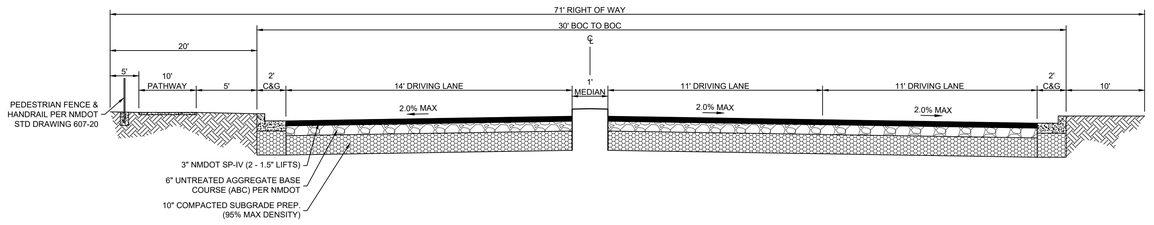
- 50' RIGHT OF WAY
- 60' RIGHT OF WAY
- VARIABLE WIDTH RIGHT OF WAY



NOTE: FOR VERTICAL PLACEMENT OF SEWER REFER TO PLAN PROFILE SHEETS

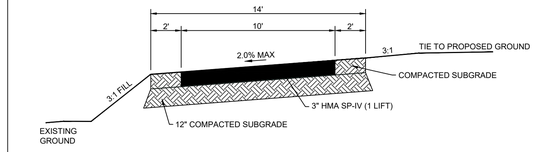
50' R.O.W - ON STREET PARKING

N.T.S.



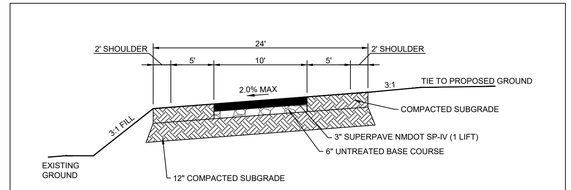
71' R.O.W - TYPICAL ROAD SECTION

N.T.S.



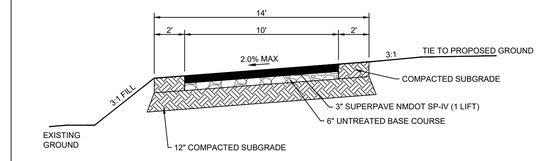
10' PAVED MULTI-USE TRAIL SECTION

N.T.S.



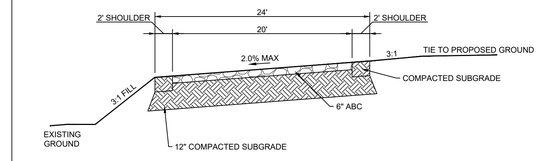
PERMANENT EMERGENCY ACCESS ROAD

N.T.S.



10' PAVED TRAIL SECTION OVER SAS LINE

N.T.S.



TEMPORARY EMERGENCY ACCESS ROAD

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REV	DATE	DESCRIPTION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

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TBPE REG. NO. F-19561

DHI

VISTA DE LA SIERRA SUBDIVISION

CASE/PERMIT #: S-2020-2642

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

TYPICAL STREET DETAILS

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.20

Date: May 12, 2025, 3:37pm User ID: JeffSon File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\000 - Design\020 - Sheets\C2.20 TYPICAL STREET DETAILS.dwg

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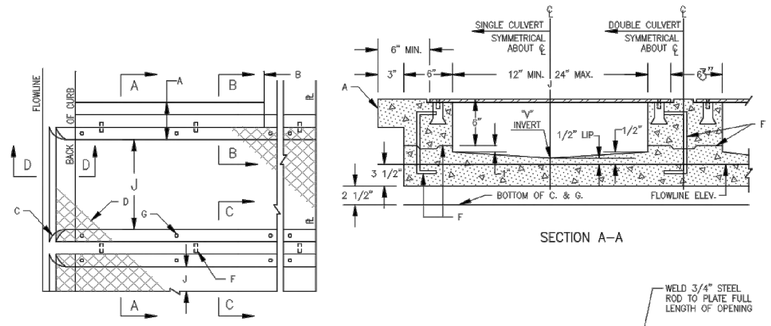


GENERAL NOTES:

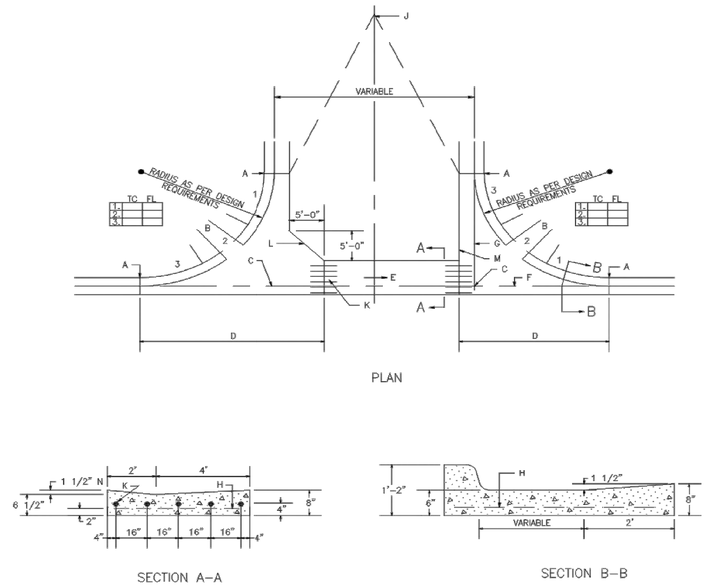
1. PLACING OF DRAIN THRU EXIST. SIDEWALK AND CURB & GUTTER REQUIRES THAT ENTIRE SIDEWALK AND C & G STONES BE REMOVED AND REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. THE INVERT SHALL BE TROWELED TO PRODUCE A HARD POLISHED SURFACE OF MAX. DENSITY AND SMOOTHNESS. INVERT SHALL BE V-SHAPED TO WITHIN 3" OF OUTLET, THEN WARPED TO PARALLEL FLOWLINE AT OUTLET, UNLESS OTHERWISE SHOWN.
4. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE, COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
5. SIDEWALK REPLACED DURING CONSTRUCTION SHALL BE POURED MONOLITHICALLY WITH CULVERT WALLS.
6. IF ROD ANCHORS ARE USED, DRILL & TAP FOR F.H. MACHINE SCREW. ATTACH ANCHORS TO PLATE AND SECURE PLATE IN PLACE PRIOR TO POURING OF WALLS.
7. LENGTH OF EACH PLATE SHALL BE SUCH THAT THE WEIGHT WILL NOT EXCEED 300 LBS. AND SHALL BE STRESS RELIEVED AFTER FABRICATION. CLEAN SURFACE OF PLATE AND FRAMING MEMBERS AND PAINT W/ ONE SHOP COAT RED OXIDE AND TWO FINISH COATS ALUMINUM PAINT (AASHTO M 69).
8. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

CONSTRUCTION NOTES:

A. MATCH NEAREST CONTROL JOINT, INSTALL 1/2" EXPANSION JOINT.
B. EDGE OF SIDEWALK OR SETBACK (VARIABLE).
C. 3" RADIUS (TYPICAL).
D. 3/8" CHECKERED STEEL PLATE (PAINT PER NOTE 7, ABOVE).
E. FOR SECURING PLATE USE 1" X 5" S.S. ROD ANCHOR, "RED HEAD MULTI-SET II SRM-38 ANCHOR" OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S INSTRUCTIONS AT MAX. 24" O.C. A MINIMUM OF 2 PER SIDE AND ONE WITHIN 6" OF EACH END.
F. CONSTRUCTION JOINT IS OPTIONAL. IF USED, SPACE DOWELS AT 18" O.C. MAX., 1 1/2" MINIMUM FROM FACE OF CONCRETE.
G. 3/8" – 16 X 1 1/4" COUNTERSUNK, F.H., STAINLESS STEEL, MACHINE SCREW.
H. SLOPE 1/4" PER FT. MIN.
J. DRAIN WIDTH PER PLAN (12" MIN., 24" MAX.).

TWIN SIDEWALK TRENCH DRAIN

N.T.S.



GENERAL NOTES:

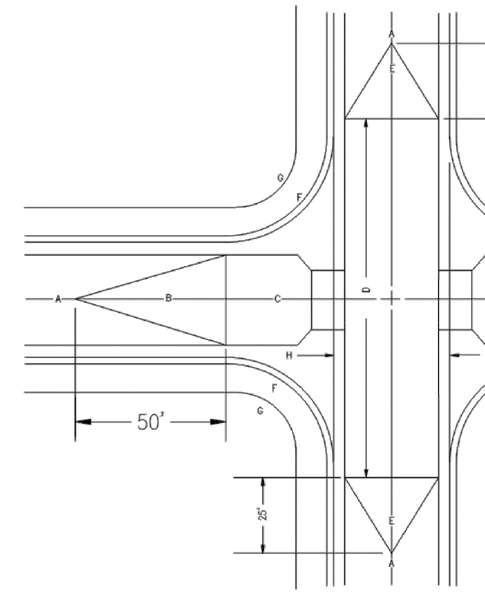
1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
6. – – – – DENOTES 1/2" EXPANSION JOINT.
7. FOR NEW CONSTRUCTION, VALLEY CUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWEN ON PLANS.

CONSTRUCTION NOTES:

A. END OF CURB RETURN, SEE NOTE 1.
B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
D. SURFACE AND CURB TO BE MONOLITHIC.
E. DIRECTION OF FLOW.
F. FLOWLINE.
G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
H. 6" X 6" NO. 6 GA. WIRE MESH.
J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
K. NO. 4 BARS 3'–0" LONG AT 16" O.C.
L. ALTERNATE A, WITH FILLET AS PER PLANS.
M. ALTERNATE B, NO FILLET AS PER PLANS.
N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

CONCRETE VALLEY GUTTER

N.T.S.



GENERAL NOTES:

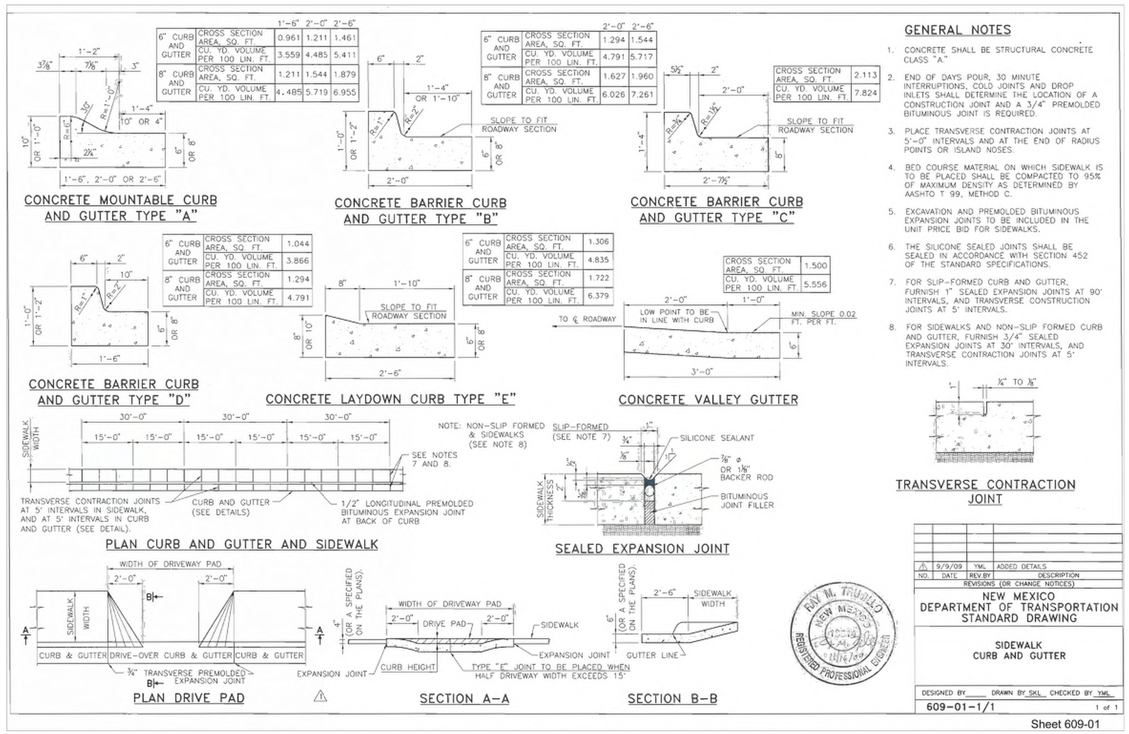
1. REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
2. REDUCE NORMAL CROWN TO HALF CROWN SECTION WHEN STREET IS PARALLEL TO VALLEY GUTTER.
3. FOR "T" INTERSECTIONS THE THROUGH STREET WILL RETAIN NORMAL CROWN & THE LEG OF THE "T" WILL REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
4. CONSTR. PLANS WILL DETAIL "T" INTERSECTION WHEN DRAINAGE FLOWS ACROSS THROUGH STREET OF INTERSECTION.
5. CONSTR. PLANS WILL SPECIFY RADII OF CURB RETURNS.

CONSTRUCTION NOTES:

A. NORMAL 4" CROWN FOR RESIDENTIAL STREET.
B. TRANSITION SECTION FROM FULL CROWN TO NO CROWN SECTION.
C. NO CROWN SECTION.
D. HALF CROWN SECTION.
E. TRANSITION SECTION FROM FULL CROWN TO HALF CROWN SECTION.
F. CURB RETURN.
G. PROPERTY RETURN.
H. FLOWLINE OF VALLEY GUTTER.

CROWN TRANSITION TYPICAL INTERSECTION

N.T.S.



GENERAL NOTES

1. CONCRETE SHALL BE STRUCTURAL CONCRETE CLASS "A."
2. END OF DAYS POUR; 30 MINUTE INTERRUPTIONS, COLD JOINTS AND DROP INLETS SHALL DETERMINE THE LOCATION OF A CONSTRUCTION JOINT AND A 3/4" PREMOLDED BITUMINOUS JOINT IS REQUIRED.
3. PLACE TRANSVERSE CONTRACTION JOINTS AT 5'–0" INTERVALS AND AT THE END OF RADIUS POINTS OR ISLAND NOSES.
4. BED COURSE MATERIAL ON WHICH SIDEWALK IS TO BE PLACED SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T 99, METHOD C.
5. EXCAVATION AND PREMOLDED BITUMINOUS EXPANSION JOINTS TO BE INCLUDED IN THE UNIT PRICE BID FOR SIDEWALKS.
6. THE SILICONE SEALED JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 452 OF THE STANDARD SPECIFICATIONS.
7. FOR SLIP–FORMED CURB AND GUTTER, FURNISH 1" SEALED EXPANSION JOINTS AT 90' INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.
8. FOR SIDEWALKS AND NON–SLIP FORMED CURB AND GUTTER, FURNISH 3/4" SEALED EXPANSION JOINTS AT 30' INTERVALS, AND TRANSVERSE CONTRACTION JOINTS AT 5' INTERVALS.

REV	DATE	DESCRIPTION
1	9/9/09	YML ADDED DETAILS

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

SIDEWALK CURB AND GUTTER

DESIGNED BY_____ DRAWN BY SKL CHECKED BY YML

609-01-1/1 1 of 1

Sheet 609-01

RAY M. TRUJILLO NEW MEXICO 15063 REGISTERED PROFESSIONAL ENGINEER

1/28/2025
VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER
Vance Weynand

DHI Engineering, LLC.
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TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

TYPICAL STREET DETAILS

CASE/PERMIT #: S-2020-2642

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C2.21

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Date: Jan 28, 2025, 11:08am User ID: JWSmith File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\Dgn - Design\2021 - Sheets\C2.21 TYPICAL STREET DETAILS.dwg

DHI ENGINEERING, LLC.

GENERAL NOTES:

1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE **PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION** . THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR)
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND CDI 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 ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL

SIDEWALKS

12. SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 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 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION 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 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT. CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE ≠T≠≠FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

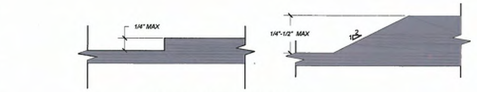
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

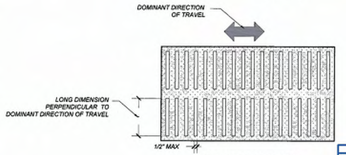
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.

32. TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.

33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE REFER TO NOTE 6

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED: DESIGN ENGINEER — DATE: 1-19-15

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MICHAEL J. SMELKER — NEW MEXICO — 15350 — LICENSED PROFESSIONAL ENGINEER — 1-19-15

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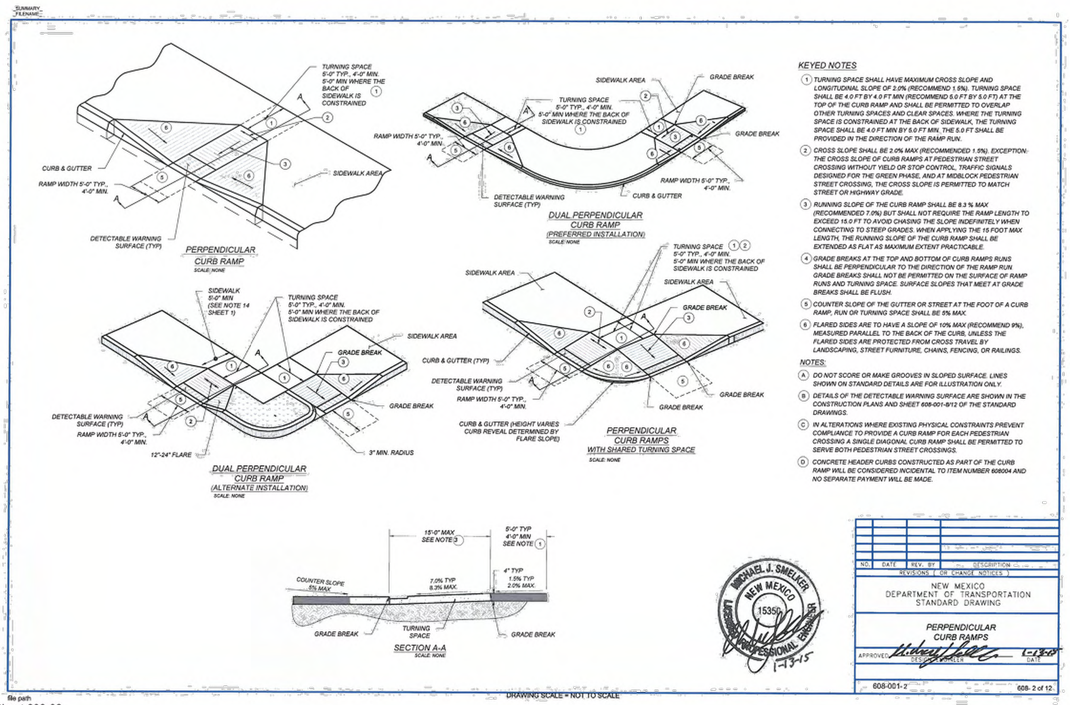
Sheet 608-01



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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.
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5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
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B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE: 1-19-15

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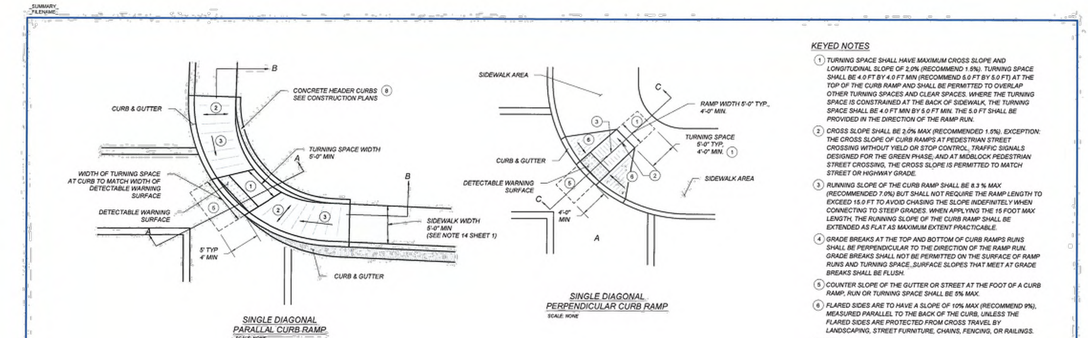
Sheet 608-02



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NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE: 1-19-15

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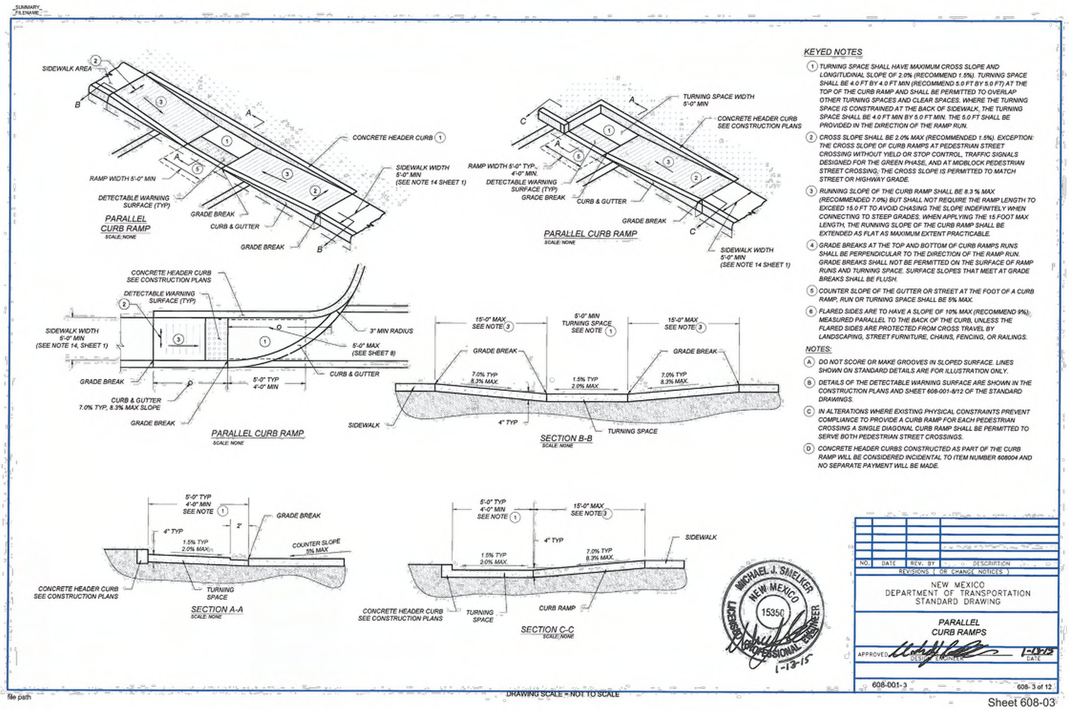
Sheet 608-04



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NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE: 1-19-15

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MICHAEL J. SMELKER — NEW MEXICO — 15350 — LICENSED PROFESSIONAL ENGINEER — 1-19-15

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Sheet 608-03

REV	DATE	DESCRIPTION

1/28/2025

VANCE L WEYNAND — NEW MEXICO — 29907 — PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-9500 (210) 483-9501
TBPE REG. NO. F-19561

DHI

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

TYPICAL STREET DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C2.22

Date: Jan 28, 2025, 11:06am User ID: JWilson File: E:\...PROJECTS\05004 (Vista De La Sierra – Santa Fe)\909 – Design\909 – Sheets\C2.22 TYPICAL STREET DETAILS.dwg

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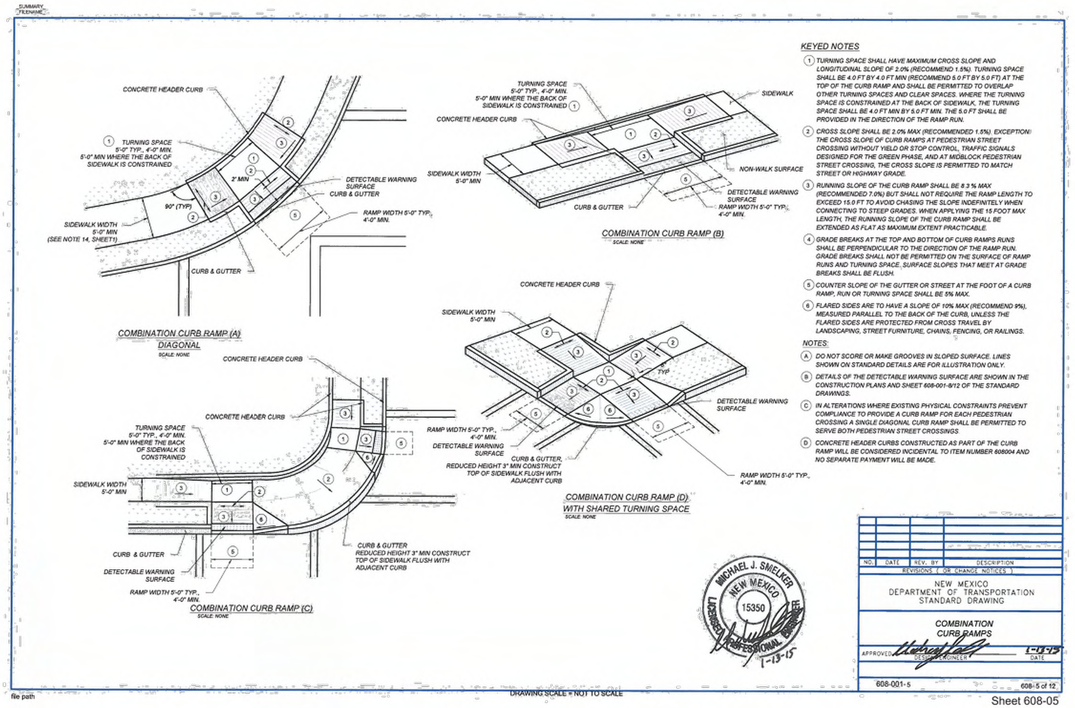
DHI ENGINEERING, LLC.



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MICHAEL J. SMELKER NEW MEXICO 15350 REGISTERED PROFESSIONAL ENGINEER 1-13-15

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

COMBINATION CURB RAMPS

APPROVED: CHIEF ENGINEER — DATE: 1-13-15

608-001-5 — 608- 5 of 12

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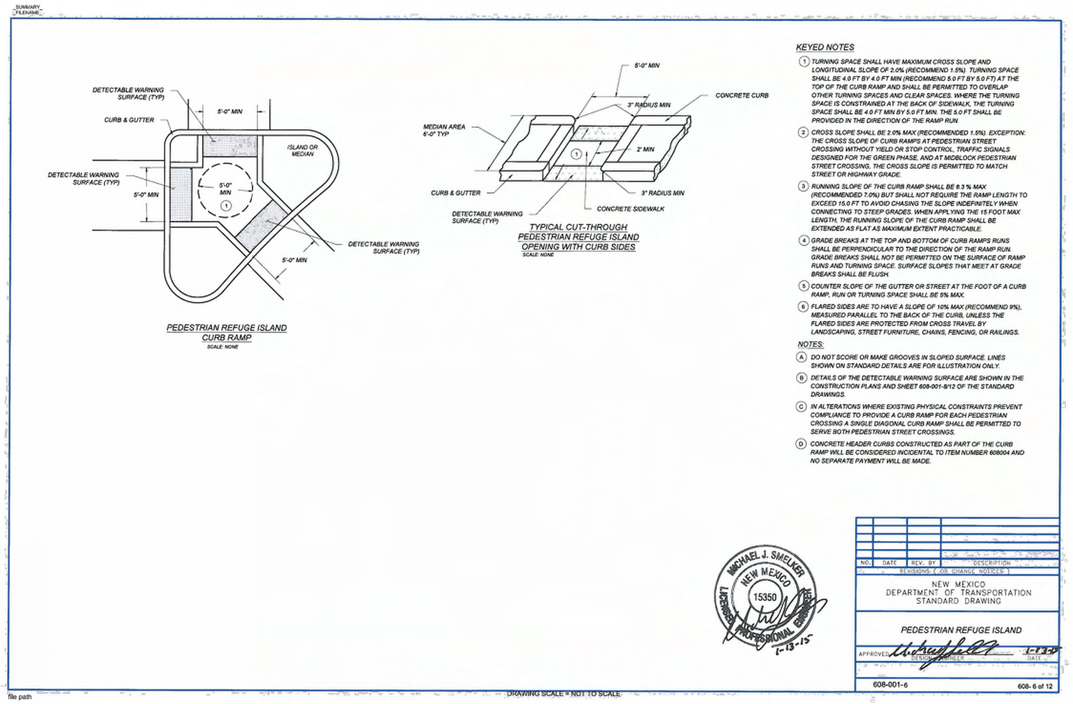
Sheet 608-05



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MICHAEL J. SMELKER NEW MEXICO 15350 REGISTERED PROFESSIONAL ENGINEER 1-13-15

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

APPROVED: CHIEF ENGINEER — DATE: 1-13-15

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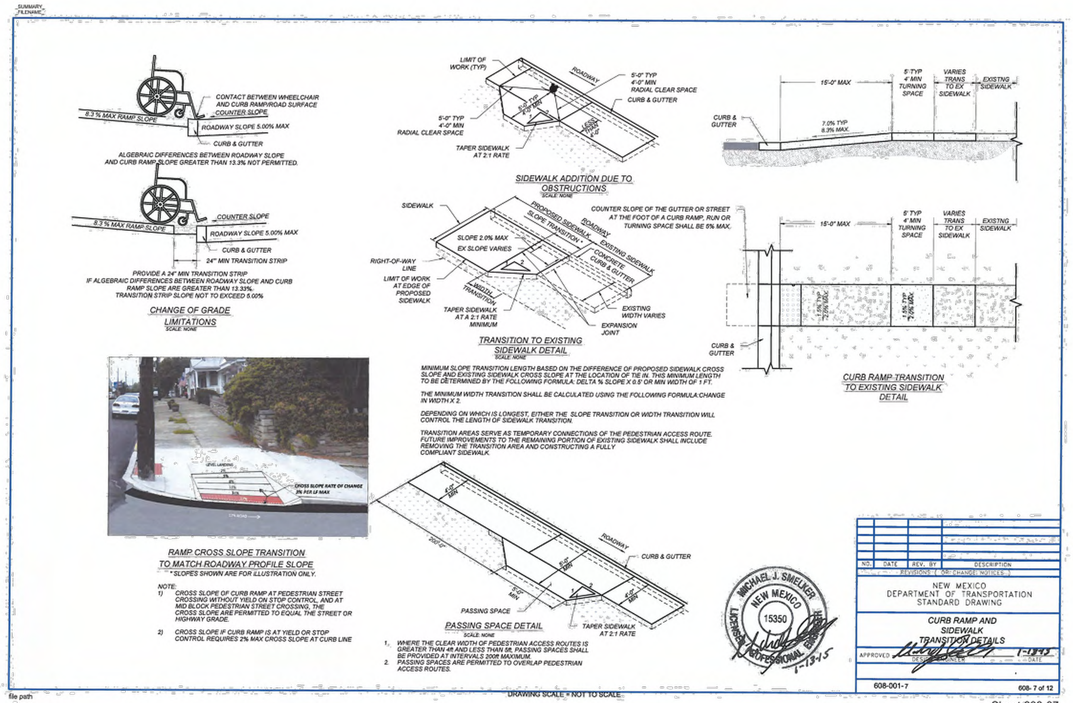
Sheet 608-06



1. WHERE THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES IS GREATER THAN 48 AND LESS THAN 5ft, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200ft MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.

MICHAEL J. SMELKER NEW MEXICO 15350 REGISTERED PROFESSIONAL ENGINEER 1-13-15

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CURB RAMP AND SIDEWALK TRANSITION DETAILS

APPROVED: CHIEF ENGINEER — DATE: 1-13-15

608-001-7 — 608- 7 of 12

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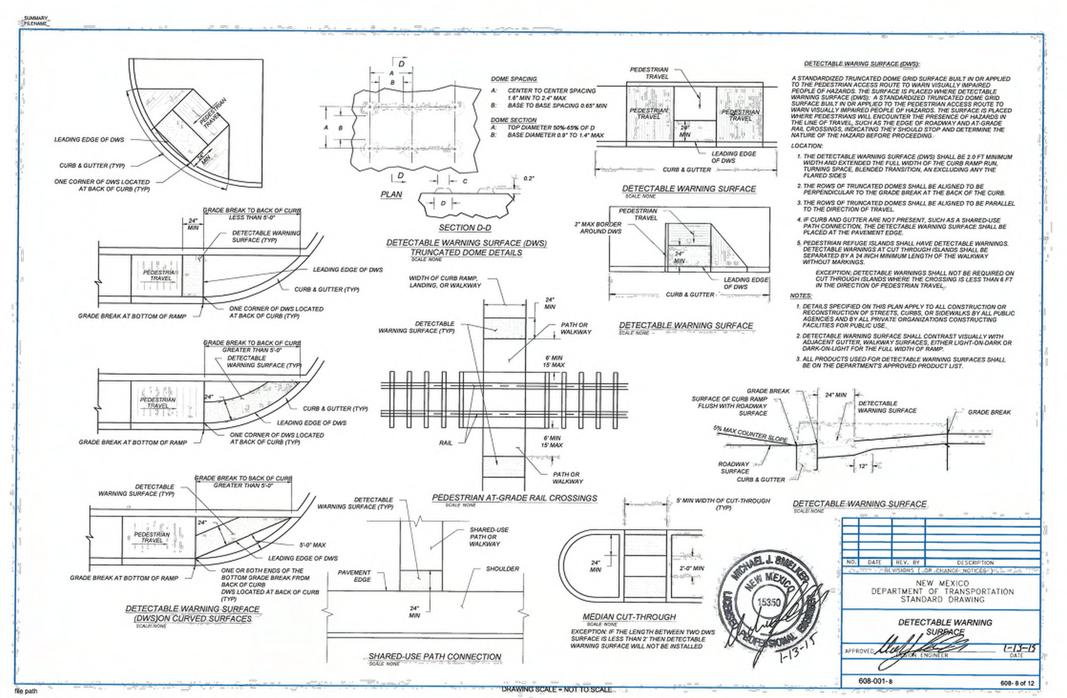
Sheet 608-07



MICHAEL J. SMELKER NEW MEXICO 15350 REGISTERED PROFESSIONAL ENGINEER 1-13-15

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

APPROVED: CHIEF ENGINEER — DATE: 1-13-15

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Sheet 608-08

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

1/28/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

TYPICAL STREET DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C2.23

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Date: Jan 28, 2025, 11:06am User ID: JWilson File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\909 – Design\930 – Sheets\C2.22 TYPICAL STREET DETAILS.dwg

DHI ENGINEERING, LLC.

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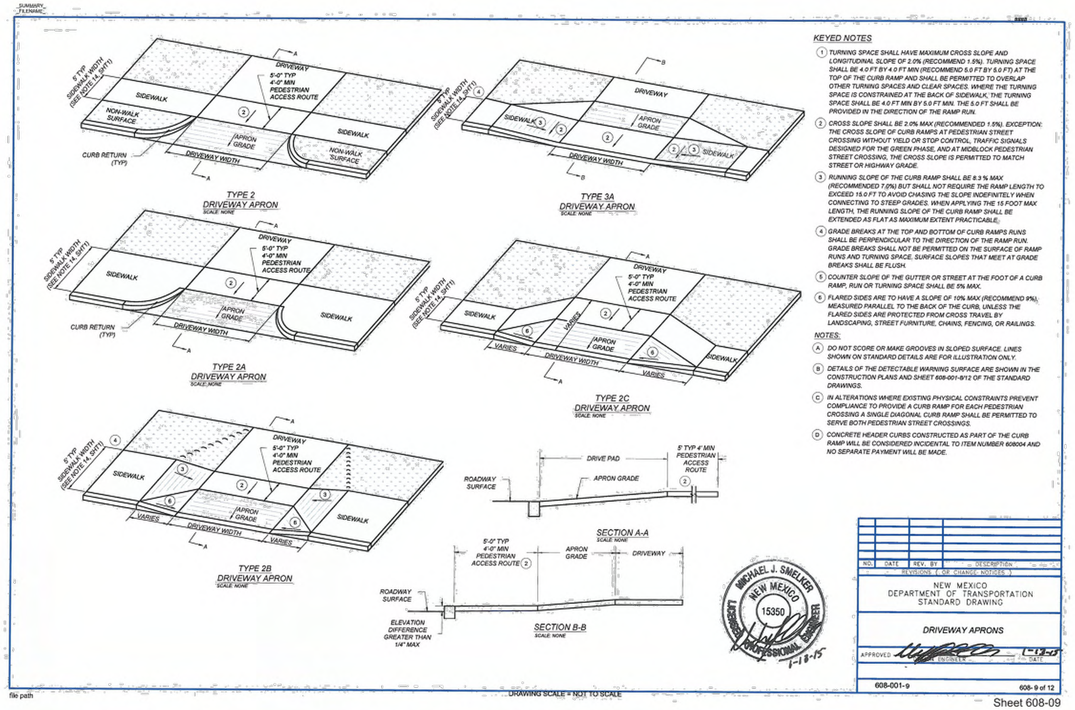
SUMMARY FILENAME



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 ≤ 3 % MAX. (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

NO. | DATE | REV. BY | DESCRIPTION
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED: DESIGN ENGINEER — DATE: 7-15-15

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Sheet 608-09

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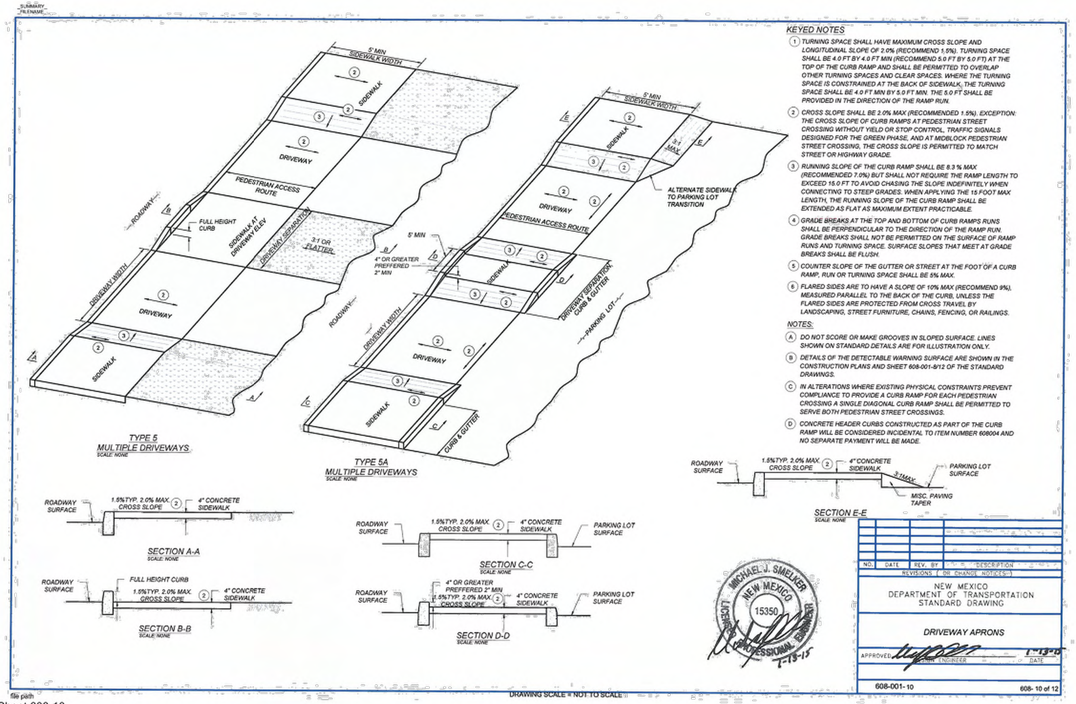

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED: DESIGN ENGINEER — DATE: 7-15-15

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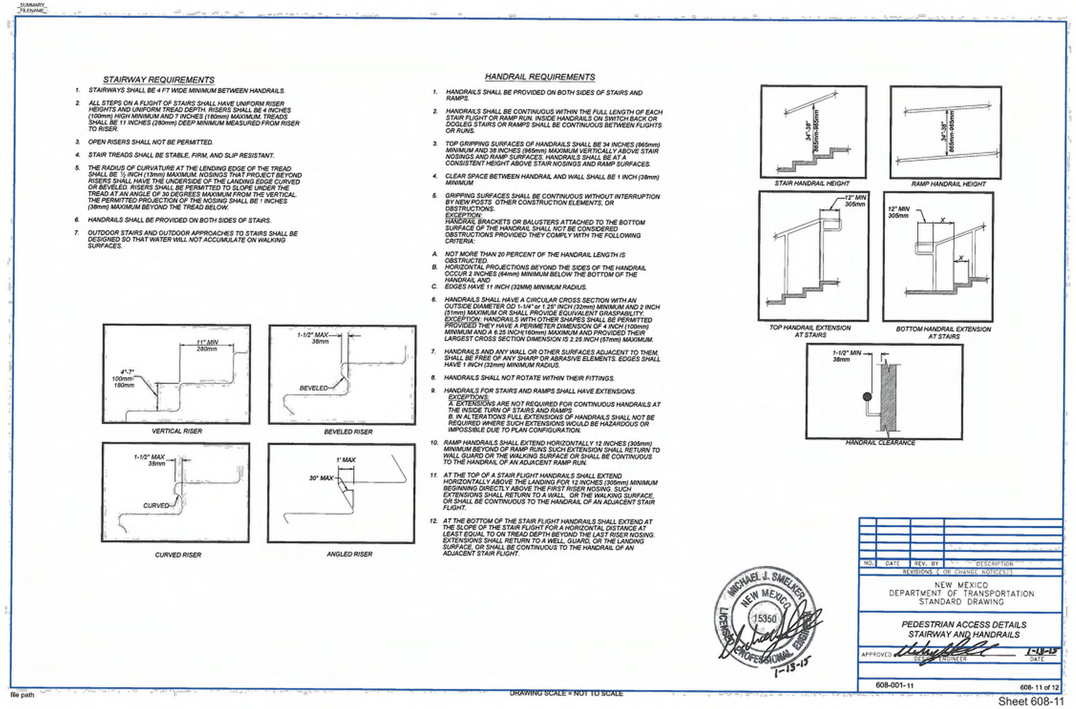
Sheet 608-10

SUMMARY FILENAME



STAIRWAY REQUIREMENTS

1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LENDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

HANDRAIL REQUIREMENTS

1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (865mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM.
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS, OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.
   EXCEPTION:
   HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. EDGES HAVE 11 INCH (33MM) MINIMUM RADIUS.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY. EXCEPTION: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 6.25 INCH(160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.
   EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS OR RAMPS.
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS IS BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS. SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.

NO. | DATE | REV. BY | DESCRIPTION
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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED: DESIGN ENGINEER — DATE: 7-15-15

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Sheet 608-11

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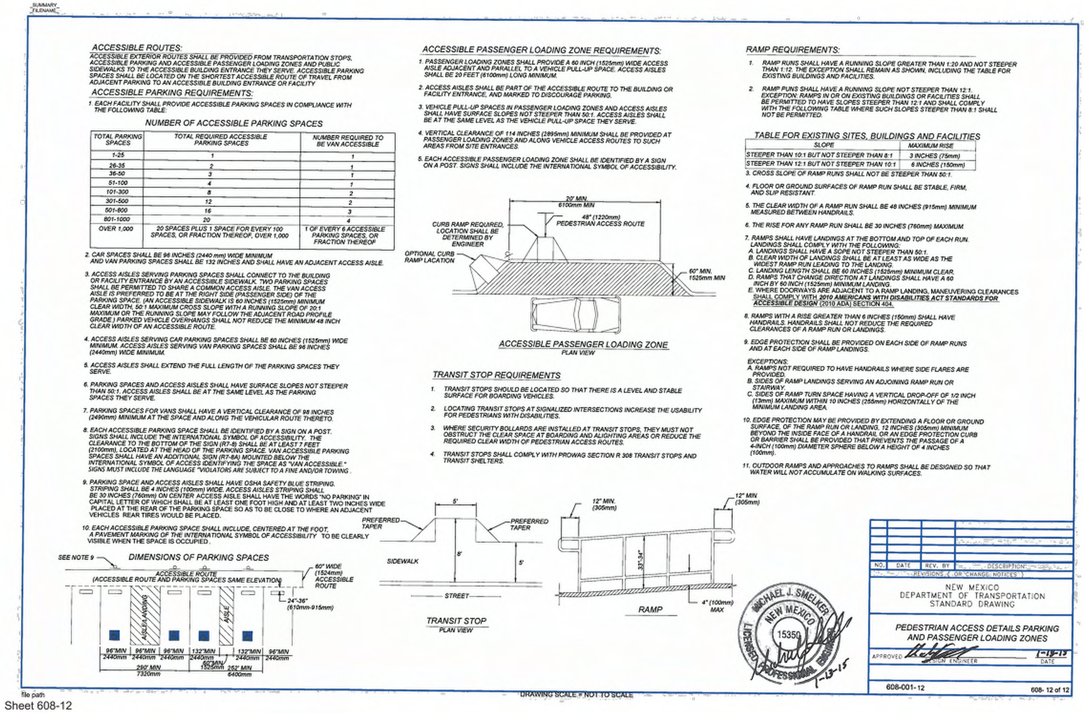

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY

ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	4
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.
3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.
4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.
5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.
6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.
8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF SIGN (R7-8 SHALL BE AT LEAST 7 FEET (2100mm). LOCATED AT THE HEAD OF EACH PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS SIGN WITH THE WORDS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING.
9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.
10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.

ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

1. PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.
2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.
3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.
4. VERTICAL CLEARANCE OF 114 INCHES (2895mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES.
5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.

TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.
2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PERSONS WITH DISABILITIES.
3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.
4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.

RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.
2. RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1. EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.
4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.
6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.
7. RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 50:1.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH *2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN* (2010 ADA) SECTION 404.
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.
9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.
   EXCEPTIONS:
   A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
   B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.
   C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.
10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).
11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES

APPROVED: DESIGN ENGINEER — DATE: 7-15-15

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DRAWING SCALE = NOT TO SCALE

Sheet 608-12

REV	DATE	DESCRIPTION

1/28/2025

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NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

TYPICAL STREET DETAILS

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C2.24

Date: Jan 28, 2025, 11:07am User ID: JWilson File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\300 - Design\320 - Sheets\C2.22 TYPICAL STREET DETAILS.dwg

DHI ENGINEERING, LLC.

DRAINAGE FACILITIES MAINTENANCE NOTE

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.
2. 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:
3. 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.
4. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
   - A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
   - B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
   - C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
   - D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
   - E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.
5. CHECK THE DEPTH OF SEDIMENT IN PONDS USING THE POND POST AND STAFF GAGE INSTALLED IN EACH POND. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH.

GUNNISON'S PRAIRIE DOG NOTE

1. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.
THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.
SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE OWNER OR OPERATOR SHALL USE AT ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

TRAFFIC CONTROL PLAN

CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR ALL CONSTRUCTION IMPACTING GOVERNOR MILES ROAD, RICHARDS AVENUE AND BECKNER ROAD. PLAN TO BE SUBMITTED AND APPROVED BY CITY PRIOR TO START OF CONSTRUCTION.

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

1. ALL THE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE 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," 2000 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, APWASS, AND SSHBC.
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 LAND USE DEPARTMENT'S PERMIT AND DEVELOPMENT REVIEW DIVISION TECHNICAL REVIEW STAFF (P&DR).
6. THE PROJECT PLANS SHALL BE APPROVED FOR CONSTRUCTION BY THE P&DR'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 MANGER 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); 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, P&DR'S 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 P&DR STAFF MEMBER WILL BE ASSIGNED AS THE POINT OF CONTACT WITH THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE A LIST OF CONTACT PERSONNEL RESPONSIBLE FOR SITE CONSTRUCTION INCLUDING POSITION, TELEPHONE NUMBERS, AND AT LEAST ONE EMERGENCY TELEPHONE NUMBER ACTIVE ON A 24-HOUR BASIS.
10. AN EPA NOTICE OF INTENT (NOI) IS APPLICABLE, A COPY OF THE MAILED PERMIT APPLICATION SHALL BE PRESENTED AT THE TIME OF THE PRE-CONSTRUCTION MEETING ALONG WITH A WRITTEN STATEMENT GIVING THE MAILING DATE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF ALL UNDERGROUND UTILITIES DURING THE COURSE OF THE WORK REGARDLESS OF ANY LOCATION SHOWN ON THE PLANS OR OTHER FIELD EVIDENCE, OR LACK THEREOF. NOTIFICATION TO NEW MEXICO ONE CALL AT 1-800-321-2537 FOR UTILITY LOCATES A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION REQUIRED. MAINTENANCE OF UTILITY LOCATES SHALL BE CONTINUED THROUGHOUT THE PROJECT LIFE.
12. THE OWNER SHALL BE RESPONSIBLE FOR ALL CHANGES IN CONSTRUCTION DEEMED NECESSARY FOR ANY REASON 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 LIFE.
13. 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.
14. CURB CUTS SHOWN IN THE ORIGINAL 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 INCLUDED IN THE ORIGINAL, APPROVED CONSTRUCTION DRAWINGS WILL REQUIRED A CHANGE ORDER THAT INCLUDES A "CURB CUT PERMIT" FROM THE CITY TRAFFIC ENGINEER. CALL 505-955-6646 FOR INFORMATION,
15. 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.
16. 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 505-955-6646 FOR INSPECTION OF EACH VISIBLE, CONNECTED LATERAL.
17. 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 EASEMENT(S)/AGREEMENT(S) IS/ARE EXECUTED AND APPROVED BY THE ENGINEERING SUPERVISOR.
18. 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 505-955-6948 FOR PERMIT INFORMATION.
19. 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.
20. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.
21. 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.
22. 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 IN SEVEN (7) CALENDAR DAYS AFTER LABORATORY MATERIAL TESTING IS COMPLETE. FIELD TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE P&DR STAFF ABSENCE, THE REPORTS SHALL BE FAXED TO 505-955-6829. IN EACH CASE, ALL TEST REPORTS AND OTHER COMMUNICATION SHALL CARRY THE APPLICABLE P&DR CASE AND BUILDING PERMIT PROJECT NUMBERS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
23. PORTLAND CEMENT CONCRETE (PCC) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL CASTING OPERATION OR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR. EACH MIX SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES:
    A. COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 CALENDAR DAYS
    B. SEVEN (7.0) BAGS OF CEMENTITEOUS MATERIAL PER CUBIC YARD OF CONCRETE
    C. TWENTY (20.0) PERCENT OR LESS OF FLY ASH MATERIAL SUBSTITUTION FOR CEMENT
    D. MAXIMUM AGGREGATE SIZE OF 3/4"
    E. AIR ENTRAINMENT CONTENT RANGING BETWEEN 4.0 AND 7.0 PERCENT AT THE POINT OF CONCRETE DELIVERY INTO FORMS
24. CONCRETE SAMPLE SET SHALL CONSIST OF A MINIMUM THREE (3) CYLINDERS. ONE SAMPLE SET SHALL BE OBTAINED FOR EACH 500 LINEAR FEET CAST, 50 CAST CUBIC YARDS, OR ONE (1) SET PER CALENDAR DAY, WHICHEVER IS GREATEST. CYLINDERS SHALL BE TESTED AT 7, 28, AND 56 DAY INTERVALS; THE 56 DAY INTERVAL NEED NOT BE TESTED IF ANY PREVIOUS TEST RESULT EXCEEDS THE DESIGN VALUE.
25. 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 505-955-6619.
26. SITE EROSION AND/OR SEDIMENT CONTROL, AS PER APPROVED PLAN, SHALL BE INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SSHBC'S SECTION 603 FOR OTHER REQUIREMENTS RELATING TO DUST ABATEMENT AND SIMILAR ISSUES.
27. 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.
28. EACH CITY UTILITY DIVISION SHALL PROVIDE A LETTER OF COMPLETED INSTALLATION, NOT NECESSARILY ACCEPTED FOR WARRANTY, AT THE CONTRACTOR'S REQUEST. SAID LETTERS SHALL BE PROVIDED TO THE P&DR STAFF AND RECEIVED WRITTEN STAFF ACCEPTANCE PRIOR TO SCHEDULING EITHER TV INSPECTION OF SAS AND STORM SEWER LINES OR PLACEMENT OF ROADWAY PAVEMENT MATERIAL.
29. ASTM, ASSHTO, OR INDEPENDENT LABORATORY CERTIFICATES OF MATERIAL COMPLIANCE ARE TO BE PROVIDED TO P&DR STAFF PRIOR TO BRINGING APPLICABLE MATERIAL ON SITE.
30. AGGREGATE BASE COURSE MATERIAL SHALL CONFORM TO THE SSHBC'S SECTION 304 USING GRADATION I.
31. HOT MIX ASPHALT (HMA) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER CONFORMING TO SSHBC'S SECTION 420 USING AGGREGATE CLASSIFICATION(S) CALLED FOR IN THE PROJECT PLANS. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL. A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL PAVING OPERATION PR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR.
32. COMPACTION TESTING OF SUBGRADE, AGGREGATE BASE COURSE, AND EACH LIFT OF PMBP MATERIAL SHALL BE COMPLETED FOR EVERY 100 LINEAR FEET OF ROADWAY LENGTH EXCEPTING FOR HMA MATERIAL IN WHICH CASE PROVIDE ONE (1) TEST FOR EVERY 100 LINEAR FEET OF LAYDOWN MACHINE PASS.
33. HMA MATERIAL QUALITY TEST QUALITY TEST SAMPLES (WET) SHALL BE OBTAINED AND TESTED FOR EVERY 500 TONS OR FRACTION THEREOF OR ONE (1) SAMPLE PER DAY.
34. UTILITY APPURTENANCE SUCH AS TELEPHONE PEDESTALS, ELECTRICAL TRANSFORMERS, GAS, AND CABLE TV PEDESTALS SHALL BE PLACED OUTSIDE THE PUBLIC RIGHT-OF-WAY AND WITHIN UTILITY EASEMENTS. THE OWNER IS RESPONSIBLE FOR RELOCATING MIS-PLACED UTILITY STRUCTURES PRIOR TO REQUESTING A PRE-FINAL INSPECTION. WATER METER BOXES AND FIRE HYDRANTS MAY BE PLACED BETWEEN THE SIDEWALK AND CURB. WATER VALVE AND METER BOXES ARE NOT TO BE PLACED WITHIN MAINTENANCE AREAS OF SEMI-IMPROVED (GRAVEL OR EQUAL) ROADS.
35. 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. 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 WI P&DR STAFF.
36. THE CONTRACTOR SHALL MAKE A WRITTEN REQUEST FOR A PRE-FINAL INSPECTION OF TERRAIN MANAGEMENT AND INFRASTRUCTURE WORKS A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE WITH P&DR STAFF. AT THIS INSPECTION, APPLICABLE CITY DIVISION STAFF WILL REVIEW THE FINAL WORK PRODUCT. ANY DEFICIENCIES WILL BE NOTED IN A "PUNCHLIST" AND PROVIDED TO THE CONTRACTOR FOR CORRECTION. WHEN ALL PUNCHLIST ITEMS ARE COMPLETED THE CONTRACTOR SHALL FILE A WRITTEN STATEMENT TO THAT EFFECT AND A FINAL INSPECTION WILL BE HELD BY P&DR STAFF. UPON "ACCEPTANCE", AN ACCEPTANCE LETTER WILL BE PROVIDED WHEREIN ALL WORK WILL BE ACCEPTED FOR MAINTENANCE BY THE CITY AND THE COMMENCEMENT OF THE WARRANTY PERIOD INITIATED.
37. THE R-VALUE FOR THIS PROJECT SHALL NOT BE LESS THAN 50.

SANITARY SEWER GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REACQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORK HOURS.
5. SUBMITTALS FOR SEWER REMOVAL AND RECONSTRUCTIONS PLANS TO BE SUBMITTED FIRST TO THE ENGINEER OF RECORD FOR APPROVAL AND THEN TO THE CITY WASTEWATER DIVISION APPROVAL PRIOR CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTIONS.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REACQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V. TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED BELOW ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL THE SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 505-955-4650 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES, THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SIRE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER, IT IS SUGGESTED THAT THE OWNER/DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AR POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (MICHAEL DOZIER AT TELEPHONE # (505)-955-4642) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A

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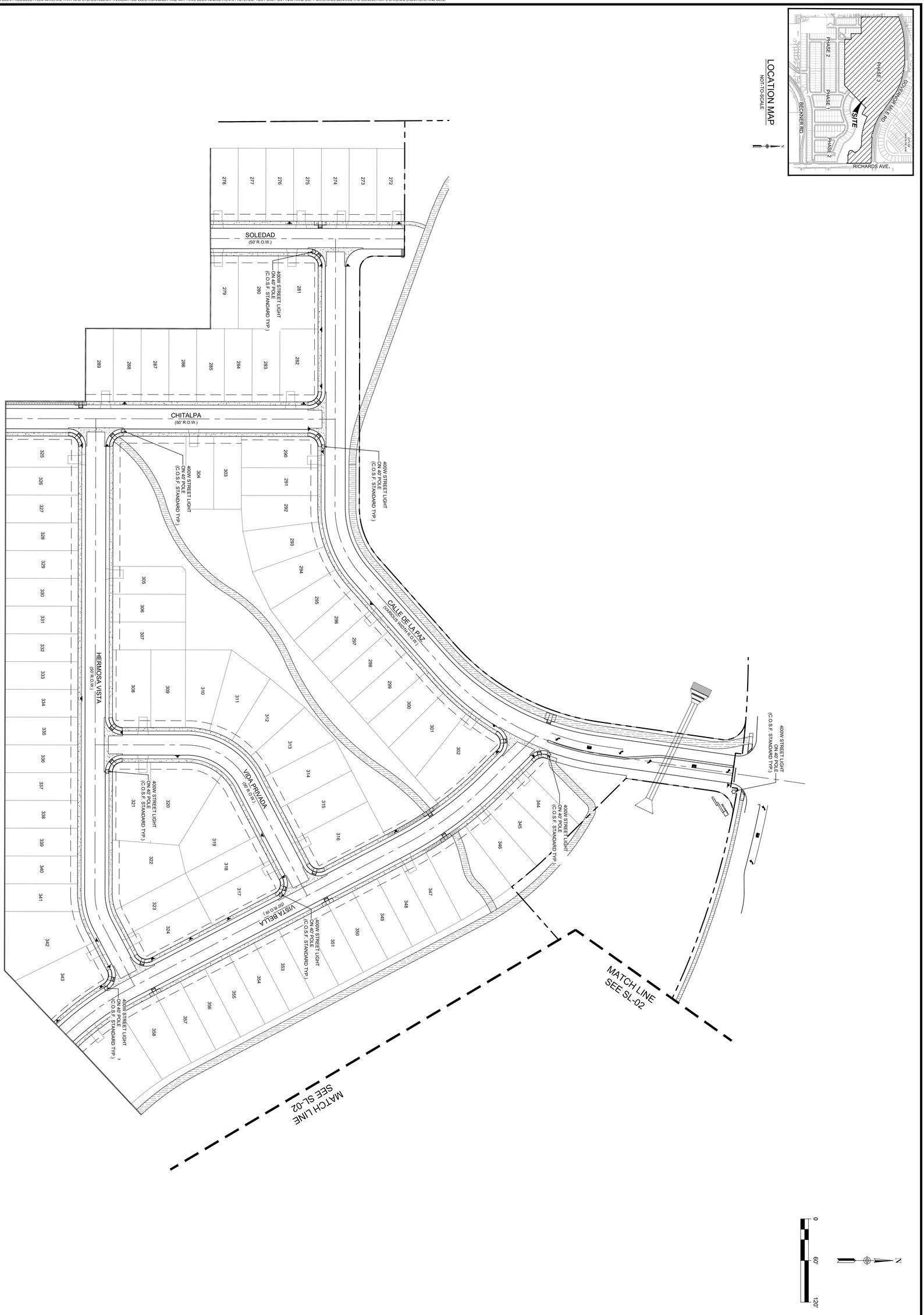

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DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	7/17/2025
JOB NO.:	05004
SHEET NO.	SL-01

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

STREET LIGHTING LOCATION (1 OF 2)

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-2668 | dhiengineering.com
TBPE REG. NO. F-19561

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
7/17/2025

REV	DATE	DESCRIPTION

Date: Jul 17, 2025, 9:32am User ID: AMSiller File: C:\Users\amsiller\AppData\Local\Temp\AcPublish_32976\SL Street lighting Exhibit.dwg

DHI ENGINEERING, LLC.

LOCATION MAP
NOT-TO-SCALE

N

0 60' 120'

MATCH LINE SEE SL-01

LA PEQUENA (50' R.O.W.)

CIELO HERMOSA (50' R.O.W.)

400W STREET LIGHT ON 40' POLE (C.O.S.F. STANDARD TYP.)

400W STREET LIGHT ON 40' POLE (C.O.S.F. STANDARD TYP.)

400W STREET LIGHT ON 40' POLE (C.O.S.F. STANDARD TYP.)

MATCH LINE SEE SL-01

360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399

CASE/PERMIT NO. S-2020-2642

REV	DATE	DESCRIPTION

7/17/2025

VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-1800 www.dhiengr.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
STREET LIGHTING LOCATION (2 OF 2)

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	7/17/2025
JOB NO.:	05004
SHEET NO.	SL-02

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT #: S-2020-2642

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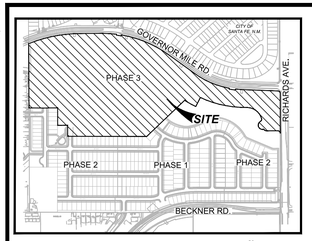
Date: Jul 17, 2025, 9:34am User ID: AMBeier File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\900 – Design\940 – Entitle\Street lighting\SL Street lighting Exhibit.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

N

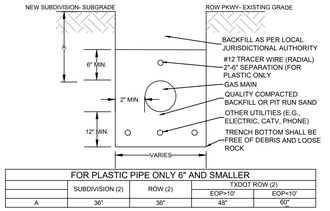
GENERAL NOTES:

1. EXISTING UTILITY LINES ARE SHOWN IN A APPROXIMATE MANNER ONLY AND MAY BE INCOMPLETE OR OBSOLETE. SUCH LINES MAY OR MAY NOT EXIST WHERE SHOWN OR NOT SHOWN. ALL UTILITIES SHOULD BE FIELD VERIFIED AND LOCATED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES.
2. CONSTRUCT SANITARY SEWER IN ACCORDANCE WITH THE CITY OF SANTA FE WATER QUALITY DIVISION SANITARY SEWER STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS. SEE SHEET G-002 FOR ADDITIONAL NOTES.
3. CONSTRUCT WATER LINES IN ACCORDANCE WITH CITY OF SANTA FE PUBLIC UTILITIES DEPARTMENT WATER DIVISION CONSTRUCTION STANDARDS AND SPECIFICATIONS. SEE SHEET G-002 FOR ADDITIONAL NOTES. ALL WATER MAIN LINE SHALL BE INSTALLED 4' MINIMUM BELOW FLOW LINE GRADE OF CURB & GUTTER.

N
0 60' 120'

LEGEND (UTILITY)

	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
	EXISTING WATER
	EXISTING SEWER
S	PROPOSED MANHOLE
S	EXISTING MANHOLE
	FIRE HYDRANT
	PROPOSED WYE & LATERAL
	SINGLE WATER SERVICE
	DUEL WATER SERVICE
	STREET LIGHT
GETCTV	GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
FF=XXXX.XX	FINISHED FLOOR ELEVATION FOR SEWER

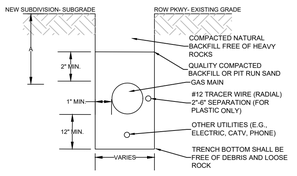


FOR PLASTIC PIPE ONLY 6" AND SMALLER				
	SUBDIVISION (2)	ROW (2)	TXDOT ROW (2)	
			EOP>10'	EOP<10'
A	36"	36"	48"	60"

NOTES:
1. JOINT TRENCH WITH OTHER UTILITIES (E.G., ELEC, CATV, & PHONE).
2. DEPTHS FOR ROAD CROSSING ARE MINIMUM AND SHOULD BE EVALUATED FOR CONFLICTS WITH OTHER UTILITIES.
3. TXDOT ROW DEPTHS SHOWN ARE TRENCH INSTALLATIONS FROM THE EDGE OF PAVEMENT (EOP) OF STATE ROAD
4. DIMENSIONS SHOWN FOR PROJECTS IN COSA AND COUNTY ROW SHOULD BE VERIFIED WITH JURISDICTIONAL ENTITY.
5. APPROVED EXCEPTIONS FOR DEPTH REQUIREMENTS MUST BE MADE BY A SUPERVISOR AND BE IN ACCORDANCE WITH RRC REGULATIONS & O&M PROCEDURES. (MINIMUM 2' IF COVER)

TRENCHING AND BACKFILL DETAIL OF PLASTIC GAS MAIN CONSTRUCTION

NOT TO SCALE



FOR PLASTIC PIPE ONLY 6" AND SMALLER				
	SUBDIVISION	ROW	TXDOT ROW	
			EOP>10'	EOP<10'
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NOTES:
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4. DIMENSIONS SHOWN FOR PROJECTS IN COSA AND COUNTY ROW SHOULD BE VERIFIED WITH JURISDICTIONAL ENTITY.
5. SUBDIVISION- INSTALLATION FOR SERVICES FOR NEW SUBDIVISIONS.

RESIDENTIAL SERVICE JOINT TRENCH & BACKFILL

NOT TO SCALE

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO - WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

DRIVEWAY NOTE:
DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.

FINISHED FLOOR NOTES:
1. THE FINISHED FLOOR ELEVATIONS (FF) REPRESENT THE MINIMUM POSSIBLE FLOOR ELEVATION TO PROVIDE SANITARY SEWER SERVICE TO EACH LOT. ACTUAL FF FOR EACH LOT ARE TO BE DETERMINED BY THE BUILDER AND SHALL TAKE INTO CONSIDERATION AS-BUILT FOR FINAL SEWER SERVICES AND ACTUAL LATERAL PLACEMENT. IT IS THE BUILDER'S SOLE RESPONSIBILITY TO DETERMINE ACTUAL FINISHED FLOOR ELEVATIONS FOR EACH LOT PRIOR TO THE START OF THE HOME FOUNDATION/CONSTRUCTION TAKING INTO CONSIDERATION SITE DRAINAGE, STREET ACCESS AND SANITARY SEWER SERVICE ELEVATION.
2. THE MINIMUM SANITARY SEWER LATERAL GRADES WERE BASED UPON THE MINIMUM FINISHED FLOOR ELEVATIONS FOR THE LOTS LOCATED ON THE DOWNHILL SIDES OF THE PROPOSED ROADWAYS.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025
VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 877-1800 (210) 877-1801
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

OVERALL UTILITY PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C4.00

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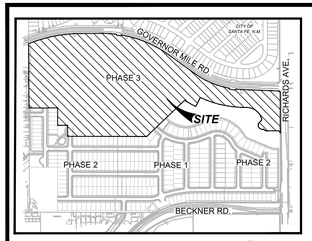
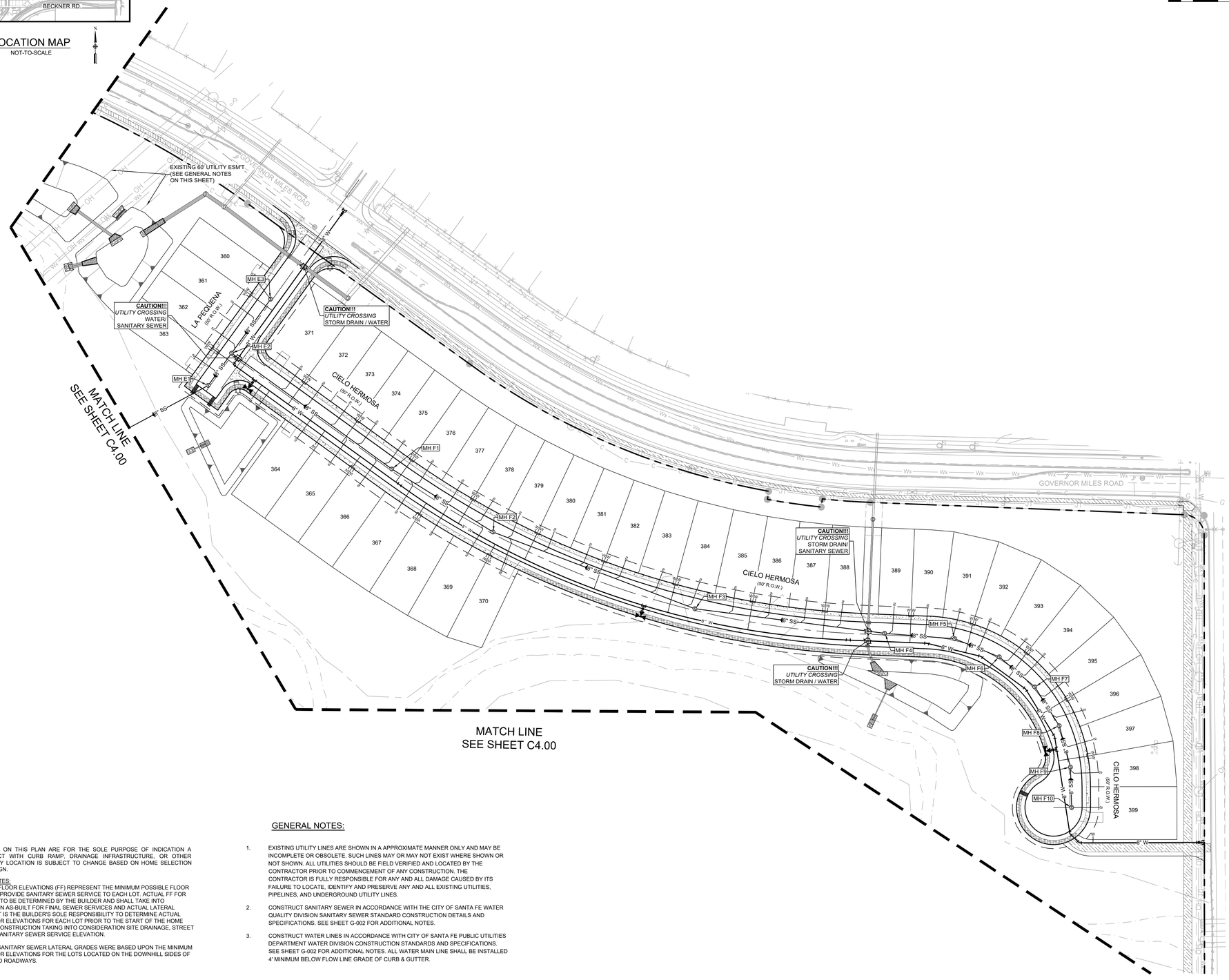
Date: May 14, 2025, 7:29pm User: ID: JWSimon File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\000 – Design\020 – Sheets\C4.00 OVERALL UTILITY PLAN.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

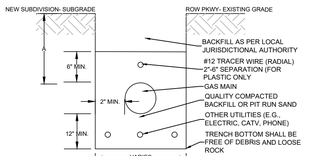


N

0 60' 120'

LEGEND (UTILITY)

	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
	EXISTING WATER
	EXISTING SEWER
S	PROPOSED MANHOLE
S	EXISTING MANHOLE
	FIRE HYDRANT
	PROPOSED WYE & LATERAL
	SINGLE WATER SERVICE
	DUEL WATER SERVICE
	STREET LIGHT
GETCTV	GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
FF=XXXX.XX	FINISHED FLOOR ELEVATION FOR SEWER



FOR PLASTIC PIPE ONLY 6" AND SMALLER				
	SUBDIVISION (2)	ROW (2)	TXDOT ROW (2)	
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A	36"	36"	48"	60"

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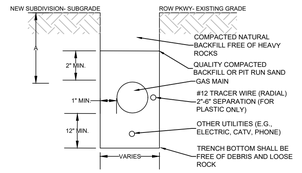

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3. CONSTRUCT WATER LINES IN ACCORDANCE WITH CITY OF SANTA FE PUBLIC UTILITIES DEPARTMENT WATER DIVISION CONSTRUCTION STANDARDS AND SPECIFICATIONS. SEE SHEET G-002 FOR ADDITIONAL NOTES. ALL WATER MAIN LINE SHALL BE INSTALLED 4' MINIMUM BELOW FLOW LINE GRADE OF CURB & GUTTER.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-9980 www.dhiinc.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL UTILITY PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C4.01

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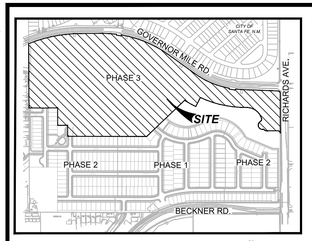
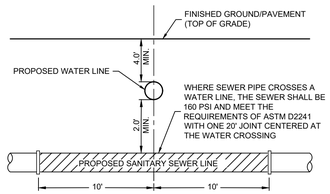
Date: May 14, 2025, 7:30am User ID: JeffSmith File: G:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\2600 – Design\020 – Sheets\C4.00 OVERALL UTILITY PLAN.dwg



LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

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JOINT RESTRAINT NOTE !!!

ALL WATER PIPES WITHIN STEEL CASING SHALL BE FULLY RESTRAINED.

LEGEND (WATER DISTRIBUTION)

	PROJECT LIMITS
WX WX WX	PROPOSED WATER
SS SS SS	PROPOSED SEWER
W W W	EXISTING WATER
SS SS SS	EXISTING SEWER
	MANHOLE
	FIRE HYDRANT
	PROPOSED WYE & LATERAL
	PROPOSED 3/4" SINGLE SERVICE WITH 5/8" METER
	PROPOSED 1" DUAL SERVICE WITH 5/8" METER
	STREET LIGHT
GETCTV	GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
6"	JOINT RESTRAINT

WATER KEYED NOTES:

1. INSTALL C-900 PVC WATER LINE PER SDCW CO. STANDARD DETAILS AND SPECIFICATIONS. 8" OR 12" PVC WATER LINE, SEE PLAN FOR SIZE. WATER MAIN SHALL BE INSTALL MINIMUM 4' BELOW FINISHED GRADE AT FLOW LINE OF CURB & GUTTER.
2. INSTALL FIRE HYDRANT AND VALVE PER SDCW CO. STANDARD DETAIL 07 & 08, SHEET WL-1.
3. INSTALL GATE VALVES PER SDCW CO. STANDARD DETAILS 08, SHEET WL-1.
4. INSTALL 2" WATER SERVICE LINE FOR 5/8" SINGLE SERVICE METER PER SDCW CO. STANDARD DETAIL 02, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
5. INSTALL 2" WATER SERVICE LINE FOR 5/8" DOUBLE SERVICE METER PER SDCW CO. STANDARD DETAIL 06, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
6. WATER LINE POINT OF CONNECTION, CONTRACTOR TO FIELD VERIFY EXISTING WL LOCATION AND ELEVATION.
7. INSTALL MJ TEE. RESTRAIN PER WATER DIVISION STANDARDS.
8. INSTALL 90° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
9. INSTALL 45° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
10. INSTALL 22.5° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
11. INSTALL 11.25° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
12. LOCATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY, SAW CUT NEAT. INSTALL NEW TEE WITH GATE VALVE IN NON-PRESSURED CONNECTION. RESTRAIN AND INSTALL FITTINGS PER MANUFACTURERS SPECIFICATIONS.
13. WATER DIVISION REQUIRES A PRESSURIZED CONNECTION WITH A FULL-CIRCLE STAINLESS STEEL SADDLE CONNECTION AND TAPPING GATE VALVE. LOCATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY AND SAW CUT NEAT.
14. INSTALL FLUSH HYDRANT AND VALVE PER SDCW CO. STANDARD DETAIL 11, SHEET WL-1.
15. INSTALL LANDSCAPE METER PER SIZE ON LANDSCAPE PLANS AND PER SDCW CO. STANDARD DETAILS 03 AND 04, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
16. INSTALL REDUCER FITTING. RESTRAIN PER WATER DIVISION STANDARDS.
17. INSTALL TEMPORARY FLUSH HYDRANT PER WATER DIVISION STANDARDS, APPROXIMATELY 10' PAST THE PHASE BOUNDARY. REMOVE IN NEXT PHASE.
18. INSTALL CAP ON WATER MAIN 20' PAST PHASE BOUNDARY WHERE SPECIFIED ON PLANS.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

WATER DISTRIBUTION PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C5.00

THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. REVIEW ON FINAL HARD COPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL

DHI ENGINEERING, LLC.

Date: May 14, 2025, 7:37pm User ID: JeffSmith File: E:_PROJECTS\05004 (Vistas De La Sierra - Santa Fe)\900 - Design\320 - Sheets\C5.00 WATER DISTRIBUTION PLAN.dwg

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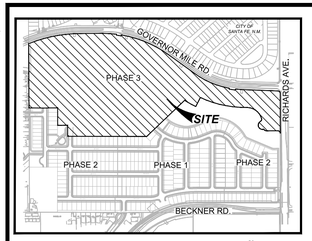
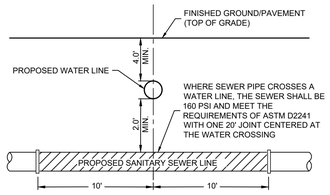
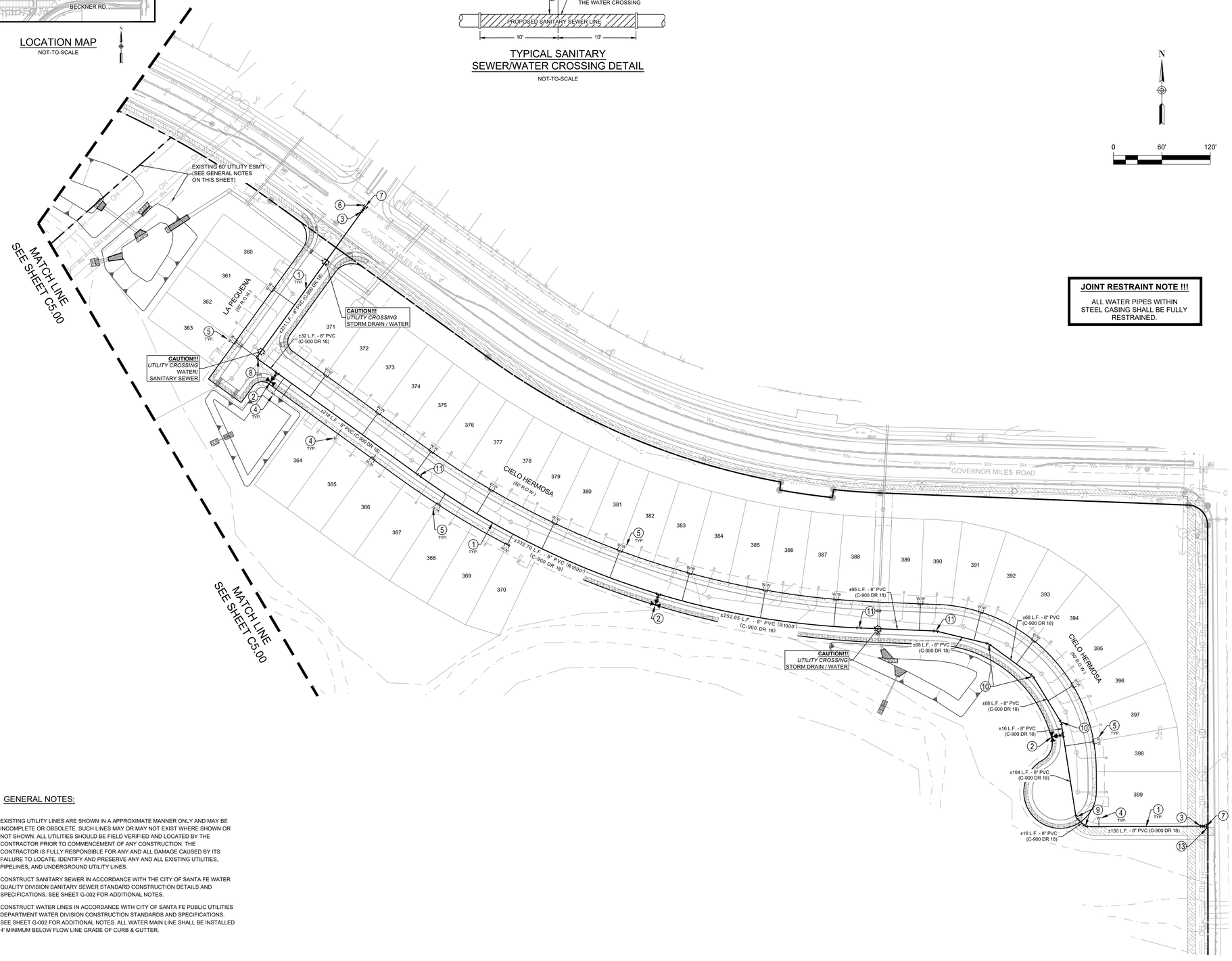
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE



N

0 60' 120'

LEGEND (WATER DISTRIBUTION)	
	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
	EXISTING WATER
	EXISTING SEWER
Ⓢ	MANHOLE
	FIRE HYDRANT
	PROPOSED WYE & LATERAL
	PROPOSED ¾" SINGLE SERVICE WITH ⅝" METER
	PROPOSED 1" DUAL SERVICE WITH ⅝" METER
	STREET LIGHT
GETCTV	GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
6"	JOINT RESTRAINT

JOINT RESTRAINT NOTE !!!

ALL WATER PIPES WITHIN STEEL CASING SHALL BE FULLY RESTRAINED.

WATER KEYED NOTES:

1. INSTALL C-900 PVC WATER LINE PER SDCW CO. STANDARD DETAILS AND SPECIFICATIONS. 8" OR 12" PVC WATER LINE, SEE PLAN FOR SIZE. WATER MAIN SHALL BE INSTALL MINIMUM 4' BELOW FINISHED GRADE AT FLOW LINE OF CURB & GUTTER.
2. INSTALL FIRE HYDRANT AND VALVE PER SDCW CO. STANDARD DETAIL 07 & 08, SHEET WL-1.
3. INSTALL GATE VALVES PER SDCW CO. STANDARD DETAILS 08, SHEET WL-1.
4. INSTALL 2" WATER SERVICE LINE FOR 5/8" SINGLE SERVICE METER PER SDCW CO. STANDARD DETAIL 02, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
5. INSTALL 2" WATER SERVICE LINE FOR 5/8" DOUBLE SERVICE METER PER SDCW CO. STANDARD DETAIL 06, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
6. WATER LINE POINT OF CONNECTION, CONTRACTOR TO FIELD VERIFY EXISTING WL LOCATION AND ELEVATION.
7. INSTALL MJ TEE. RESTRAIN PER WATER DIVISION STANDARDS.
8. INSTALL 90° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
9. INSTALL 45° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
10. INSTALL 22.5° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
11. INSTALL 11.25° MJ BEND. RESTRAIN PER WATER DIVISION STANDARDS.
12. LOCATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY. SAW CUT NEAT. INSTALL NEW TEE WITH GATE VALVE IN NON-PRESSURED CONNECTION. RESTRAIN AND INSTALL FITTINGS PER MANUFACTURERS SPECIFICATIONS.
13. WATER DIVISION REQUIRES A PRESSURIZED CONNECTION WITH A FULL-CIRCLE STAINLESS STEEL SADDLE CONNECTION AND TAPPING GATE VALVE. LOCATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY AND SAW CUT NEAT.
14. INSTALL FLUSH HYDRANT AND VALVE PER SDCW CO. STANDARD DETAIL 11, SHEET WL-1.
15. INSTALL LANDSCAPE METER PER SIZE ON LANDSCAPE PLANS AND PER SDCW CO. STANDARD DETAILS 03 AND 04, SHEET WL-1. INSTALL WATER SERVICE LINE AND BOX AT TERMINATION OF LINE. FUTURE CONSTRUCTION SHALL BE MADE BY THE SANGRE DE CRISTO WATER COMPANY IN THE CITY OF SANTA FE.
16. INSTALL REDUCER FITTING. RESTRAIN PER WATER DIVISION STANDARDS.
17. INSTALL TEMPORARY FLUSH HYDRANT PER WATER DIVISION STANDARDS, APPROXIMATELY 10' PAST THE PHASE BOUNDARY. REMOVE IN NEXT PHASE.
18. INSTALL CAP ON WATER MAIN 20' PAST PHASE BOUNDARY WHERE SPECIFIED ON PLANS.

GENERAL NOTES:

1. EXISTING UTILITY LINES ARE SHOWN IN A APPROXIMATE MANNER ONLY AND MAY BE INCOMPLETE OR OBSOLETE. SUCH LINES MAY OR MAY NOT EXIST WHERE SHOWN OR NOT SHOWN. ALL UTILITIES SHOULD BE FIELD VERIFIED AND LOCATED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES.
2. CONSTRUCT SANITARY SEWER IN ACCORDANCE WITH THE CITY OF SANTA FE WATER QUALITY DIVISION SANITARY SEWER STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS. SEE SHEET G-002 FOR ADDITIONAL NOTES.
3. CONSTRUCT WATER LINES IN ACCORDANCE WITH CITY OF SANTA FE PUBLIC UTILITIES DEPARTMENT WATER DIVISION CONSTRUCTION STANDARDS AND SPECIFICATIONS. SEE SHEET G-002 FOR ADDITIONAL NOTES. ALL WATER MAIN LINE SHALL BE INSTALLED 4' MINIMUM BELOW FLOW LINE GRADE OF CURB & GUTTER.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
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TBPE REG. NO. F-19561

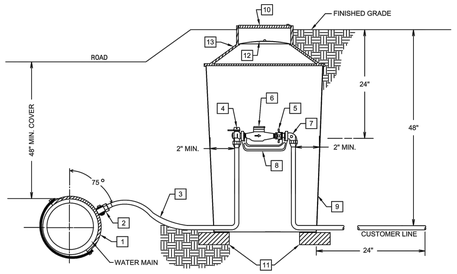
DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

WATER DISTRIBUTION PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C5.01

Date: May 14, 2025, 7:30am User ID: JWSmith File: E:_PROJECTS\05004 (Vista de La Sierra – Santa Fe)\900 – Design\920 – Sheets\C5.00 WATER DISTRIBUTION PLAN.dwg



NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

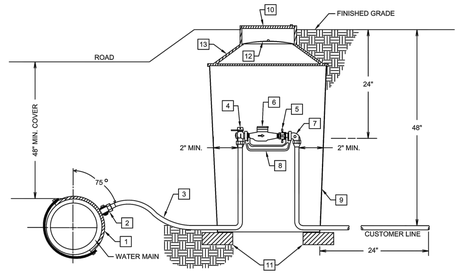
ITEM

1. 3/4" SERVICE SADDLE
2. 3/4" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 3/4" COPPER TUBING (TYPE " K ")
4. 3/4" ANGLE VALVE
5. 3/4" EXPANSION CONNECION (5/8" X 3/4" M.T.R. CONN.)
6. 5/8" X 3/4" SEALED REGISTER WATER METER (FURNISHED & INSTALLED BY SDCW)
7. 3/4" ANGLE ELL WITH TEST VALVE
8. 3/4" CAST IRON METER YOKE
9. 20" DIA. X 36" METER BOX
10. POLYMER LID (12-5/16" DIA.)
11. BLOCKS - USE AS DIRECTED BY SDCW
12. INNER ALUMINUM FROST LID
13. DOUBLE LID COVER (20" DIA. X 11-1/2" DIA. INNER OPENING)

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

5/8" SINGLE SERVICE

DRAWN BY:	DATE: 08/2008	02
CHECKED:	SCALE: N/A	
APPROVED:		



NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

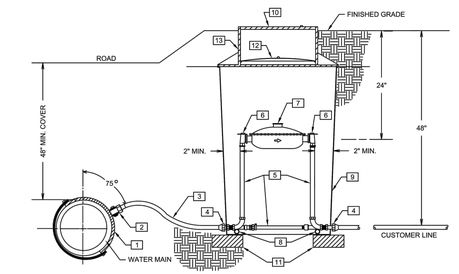
ITEM

1. 1" SERVICE SADDLE
2. 1" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 1" COPPER TUBING (TYPE " K ")
4. 1" ANGLE VALVE
5. 1" EXPANSION CONNECION
6. 1" SEALED REGISTER WATER METER (FURNISHED & INSTALLED BY SDCW)
7. 1" ANGLE ELL WITH TEST VALVE
8. 1" CAST IRON METER YOKE
9. 24" DIA. X 36" METER BOX
10. POLYMER LID (12-5/16" DIA.)
11. BLOCKS - USE AS DIRECTED BY SDCW
12. INNER ALUMINUM FROST LID
13. DOUBLE LID COVER (20" DIA. X 11-1/2" DIA. INNER OPENING) WITH EXTENSION RING (20" DIA. X 24" DIA.)

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

1" SINGLE SERVICE

DRAWN BY:	DATE: 08/2008	03
CHECKED:	SCALE: N/A	
APPROVED:		



NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

ITEM

1. 1-1/2" SERVICE SADDLE
2. 1-1/2" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 1-1/2" COPPER TUBING (TYPE " K ")
4. 1-1/2" ADAPTER COUPLING
5. 1-1/2" PREFABRICATED METER SETTER (NO BY-PASS)
6. 1-1/2" BALL ANGLE VALVE (2 TOTAL)
7. 1-1/2" SEALED REGISTER WATER METER - 13" FLANGE-TO-FLANGE SPACING (METER FURNISHED & INSTALLED BY SDCW)
8. 1" GALVANIZED PIPE 24" LONG
9. 36" DIA. X 36" METER BOX
10. 20" DIA. POLYMER LID
11. BLOCKS - USE AS DIRECTED BY SDCW
12. INNER METAL FROST LID
13. 36" DIA. X 20" DIA. MONITOR COVER

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

1-1/2" SINGLE SERVICE

DRAWN BY:	DATE: 08/2008	04
CHECKED:	SCALE: N/A	
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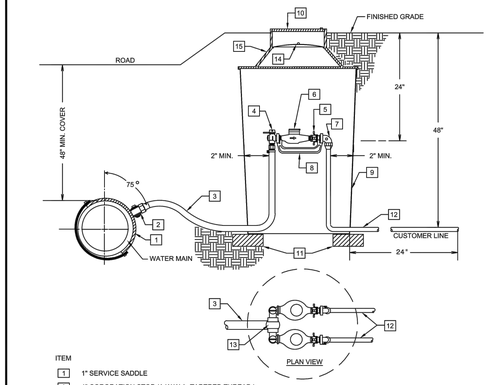

ITEM

1. 1" SERVICE SADDLE
2. 1" CORORATION STOP (A.W.W.A. TAPERED THREAD)
3. 1" COPPER TUBING (TYPE " K ")
4. 3/4" ANGLE VALVE (2 EA.)
5. 3/4" EXPANSION CONNECTION (2EA.)
6. 3/4" X 5/8" SEALED REGISTER WATER METER (FURNISHED & INSTALLED BY SDCW)
7. 3/4" ANGLE ELL WITH TEST VALVE (2 EA.)
8. 3/4" CAST IRON METER YOKE (2 EA.)
9. 24" DIA. X 36" METER BOX
10. POLYMER LID (12-5/16" DIA.)
11. BLOCKS - USE AS DIRECTED BY SDCW
12. 3/4" COPPER TUBING (TYPE " K ")
13. BRANCH PIECE
14. INNER ALUMINUM FROST LID
15. DOUBLE LID COVER (20" DIA. X 11-1/2" DIA. INNER OPENING) WITH EXTENSION RING (20" DIA. X 24" DIA.)

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

5/8" DOUBLE SERVICE

DRAWN BY:	DATE: 08/2008	06
CHECKED:	SCALE: N/A	
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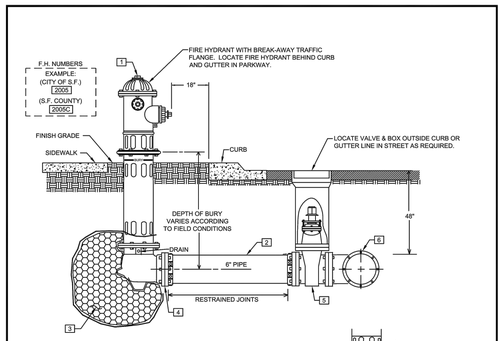

FIRE HYDRANT DETAIL

KEYED NOTES:

1. FIRE HYDRANT
2. 6" PIPE
3. 1/2 CUBIC YARD 3/8" GRAVEL DRAIN W/ 10 MIL. PLASTIC SHEET
4. 6" MJ RETAINER AND 6" HARNESS (IF REQUIRED)
5. 6" MJ x FL GATE VALVE & BOX
6. TEE: MJ RUN W/ 6" FLANGE OUTLET

CONSTRUCTION NOTES:

A - FIRE HYDRANT SHALL NOT BE INSTALLED NEAR ANY STRUCTURES AND SHALL HAVE A MINIMUM 36" CLEAR SPACE IN ALL DIRECTIONS.

B - LOCATE HYDRANT 18" BEHIND BACK OF CURB UNLESS OTHERWISE SHOWN ON PLANS OR SPECIFICALLY DIRECTED BY S.D.C.W. HYDRANT TO BE SET PLUMB AND AT PROPER ELEVATION (ELEVATION PROVIDED BY DEVELOPER) HYDRANTS INSTALLED AS PART OF A NEW DEVELOPMENT/EXTENSION SHALL BE A STANDARD 5' BURY HYDRANT AND SHALL BE SET TO FINISHED GRADE WITHOUT THE USE OF HYDRANT EXTENSIONS (IF AN ADJUSTMENT IS REQUIRED, RE-LAY THE WATER MAIN AND FIRE HYDRANT LEG OR INSTALL RESTRAINED OFFSET AS DIRECTED BY SDCW)

C - WEEP HOLE MUST HAVE 1/4" PLUG REMOVED AND BE FREE DRAINING INTO GRAVEL DRAIN. USE FULLY RESTRAINED JOINTS FROM THE FIRE HYDRANT TO THE FLANGED CONNECTION ON VALVE.

D - FIRE HYDRANT SHALL BE PAINTED AND REFLECTIVE NUMBERS INSTALLED AFTER INSTALLATION.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

FIRE HYDRANT

DRAWN BY:	DATE: 08/2008	07
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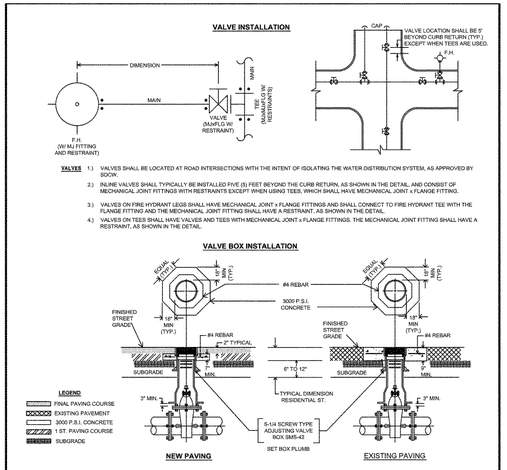
APPROVED:		



VALVES 1.) VALVES SHALL BE LOCATED AT ROAD INTERSECTIONS WITH THE INTENT OF ISOLATING THE WATER DISTRIBUTION SYSTEM, AS APPROVED BY SDCW.

2.) INLINE VALVES SHALL TYPICALLY BE INSTALLED FIVE (5) FEET BEYOND THE CURB RETURN, AS SHOWN IN THE DETAIL, AND CONSIST OF MECHANICAL JOINT FITTINGS WITH RESTRAINTS EXCEPT WHEN USING TEES, WHICH SHALL HAVE MECHANICAL JOINT x FLANGE FITTING.

3.) VALVES ON FIRE HYDRANT LEGS SHALL HAVE MECHANICAL JOINT x FLANGE FITTINGS AND SHALL CONNECT TO FIRE HYDRANT TEE WITH THE FLANGE FITTING AND THE MECHANICAL JOINT FITTING SHALL HAVE A RESTRAINT, AS SHOWN IN THE DETAIL.

4.) VALVES ON TEES SHALL HAVE VALVES AND TEES WITH MECHANICAL JOINT x FLANGE FITTINGS. THE MECHANICAL JOINT FITTING SHALL HAVE A RESTRAINT, AS SHOWN IN THE DETAIL.

NEW PAVING VALVE BOXES SHALL BE INSTALLED AND RAISED TO GRADE IN THE FOLLOWING MANNER FOR NEW PAVING:

1.) VALVE BOX SHALL BE INSTALLED OVER VALVE DURING MAIN INSTALLATION. TOP OF VALVE BOX SHALL BE LEFT BELOW THE TOP OF SUBGRADE UNTIL VALVE IS READY TO BE RAISED TO FINAL GRADE.

2.) WHEN THE VALVE BOX IS READY TO BE RAISED, AN OCTAGON SHAPE SHALL BE CUT OUT AROUND THE VALVE BOX FROM THE FIRST PAVING LIFT (AS SHOWN IN THE DETAILS); THE VALVE BOX SHALL BE RAISED TO THE FINISHED STREET GRADE; THE SOIL AROUND THE VALVE BOX SHALL BE THOROUGHLY COMPACTED IN ACCORDANCE WITH CITY STANDARDS. THE CONCRETE COLLAR CONSISTING OF 3,000 PSI CONCRETE AND #4 REBAR) SHALL BE POURED FLUSH WITH THE TOP OF THE FIRST PAVING COURSE (INCLUDING HAND RODDING CONCRETE TO REMOVE VOIDS); AND THE VALVE BOX SHALL BE PROTECTED FROM VEHICULAR TRAFFIC FOR 24 HOURS.

EXISTING PAVING INSTALL VALVE BOXES PER "NEW PAVING" (SEE ABOVE) WITH THE CONCRETE COLLAR POURED FLUSH WITH THE FINISHED GRADE OF THE EXISTING PAVING WITH A SMOOTH TROWELED FINISH. NOTE: IF EXCAVATION OVER 42" SQUARE IS REQUIRED TO ADJUST VALVE BOX TO GRADE, "NEW PAVING" CONCRETE COLLAR PROCEDURE SHALL BE FOLLOWED AS WELL AS ANY NECESSARY PAVING SHALL BE COMPLETED.

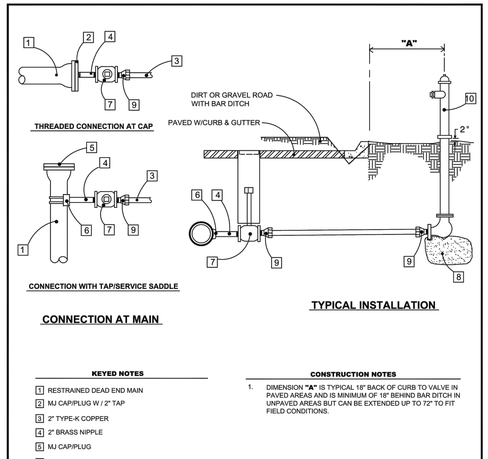
UNPAVED AREAS IN DIRT OR GRAVEL STREETS, TOP OF VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 9" BELOW THE STREET GRADE. IN OTHER UNPAVED AREAS, VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 2" ABOVE FINISHED GRADE OR AS DIRECTED BY SDCW.

PROTECTION OF VALVE BOXES VALVE BOXES SHALL BE PROTECTED FROM DAMAGE, LOSS AND SHALL NOT BE FILLED WITH DIRT AND DEBRIS. VALVES MUST BE ACCESSIBLE DURING CONSTRUCTION WITH MINIMUM EXCAVATION. VALVES IDENTIFIED BY SDCW AS KEY SHUT OFF VLAVES SHALL REMAIN AT GRADE DURING ALL PHASES OF CONSTRUCTION.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

VALVE & VALVE BOX INSTALLATION

DRAWN BY:	DATE: 08/2008	08
CHECKED:	SCALE: N/A	
APPROVED:		



CONNECTION AT MAIN

KEYED NOTES

1. RESTRAINED DEAD END MAIN
2. MJ CAP/PLUG W / 2" TAP
3. 2" TYPE-K COPPER
4. 2" BRASS NIPPLE
5. MJ CAP/PLUG
6. 2" SERVICE SADDLE W / IPS THREADS
7. 2" HEAVY DUTY THREADED GATE VALVE W / BOX
8. 1/4 YARD OF GRAVEL AT DRAIN
9. ADAPTER: 2" COMPRESSION x 2" MIP
10. 2-1/4" POST TYPE HYDRANT WITH SANTA FE THREADS

CONSTRUCTION NOTES

1. DIMENSION **"A"** IS TYPICAL 18" BACK OF CURB TO VALVE IN PAVED AREAS AND IS MINIMUM OF 18" BEHIND BAR DITCH IN UNPAVED AREAS BUT CAN BE EXTENDED UP TO 72" TO FIT FIELD CONDITIONS.

SANGRE DE CRISTO WATER DIVISION
CITY OF SANTA FE, NEW MEXICO
STANDARD DETAILS

FLUSH HYDRANT

DRAWN BY:	DATE: 08/2008	11
CHECKED:	SCALE: N/A	
APPROVED:		

DHI ENGINEERING, LLC.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

1/28/2025
VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

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5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-8888 (210) 494-8800
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

WATER DISTRIBUTION DETAILS

DESIGNED BY:
DRAWN BY: JWS
DATE: 1/28/2025
JOB NO.: 05004
SHEET NO.
C5.10

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Date: Jan 28, 2025, 11:55am User ID: JWSman File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\Wtr - Design\WD\C5.10 WATER DISTRIBUTION DETAILS.dwg

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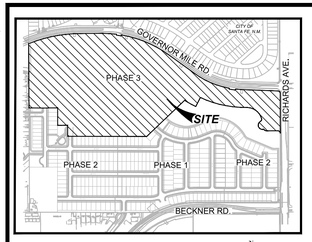
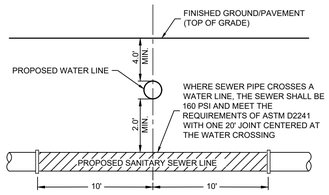
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

GENERAL NOTES:

1. EXISTING UTILITY LINES ARE SHOWN IN A APPROXIMATE MANNER ONLY AND MAY BE INCOMPLETE OR OBSOLETE. SUCH LINES MAY OR MAY NOT EXIST WHERE SHOWN OR NOT SHOWN. ALL UTILITIES SHOULD BE FIELD VERIFIED AND LOCATED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES.
2. CONSTRUCT SANITARY SEWER IN ACCORDANCE WITH THE CITY OF SANTA FE WATER QUALITY DIVISION SANITARY SEWER STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS. SEE SHEET C0.01 FOR ADDITIONAL NOTES.
3. CONSTRUCT WATER LINES IN ACCORDANCE WITH CITY OF SANTA FE PUBLIC UTILITIES DEPARTMENT WATER DIVISION CONSTRUCTION STANDARDS AND SPECIFICATIONS. SEE SHEET C0.01 FOR ADDITIONAL NOTES. ALL WATER MAIN LINE SHALL BE INSTALLED 4' MINIMUM BELOW FLOW LINE GRADE OF CURB & GUTTER.

LEGEND (SANITARY SEWER)

	PROJECT LIMITS
	OFFSITE EASEMENT
	PROPOSED WATER
	PROPOSED 2" HDPE WATER
	PROPOSED SEWER
	EXISTING WATER
- EX. 8" SSL -	EXISTING SANITARY SEWER LINE
Ⓜ	PROPOSED MANHOLE
Ⓔ	EXISTING MANHOLE
	FIRE HYDRANT
	PROPOSED WYE & LATERAL
	SINGLE WATER SERVICE
	DUEL WATER SERVICE
	STREET LIGHT
GETCTV	GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
FF=XXXX.XX	FINISHED FLOOR ELEVATION FOR SEWER

SAS KEYED NOTES:

1. INSTALL SANITARY SEWER MANHOLE (TYP E) PER STANDARD DETAILS SAS 02 THRU SAS 08, SHEET SF-1 TO SF-2. CONTRACTOR TO ADJUST RIM ELEVATION TO FINAL FINISHED GRADE.
2. INSTALL SANITARY SEWER LINES PER STANDARD DETAILS SAS 11 THRU SAS 13, SHEET SF-3.
3. INSTALL 4" SANITARY SEWER SERVICES PER STANDARD DETAIL SAS 10, SHEET SF-2.
4. ADJUST EXISTING SEWER MANHOLE RIM TO FINISHED GRADE.
5. CONTRACTOR SHALL PROPOSE SANITARY SEWER REMOVAL AND RECONSTRUCTION PLAN, AND SUBMIT PLAN TO CITY OF SANTA FE WASTEWATER TREATMENT DEPARTMENT AND OBTAIN APPROVAL FROM THE DEPARTMENT. PLAN SHALL ACCOMMODATE CONTINUOUS FLOW OF EFFLUENT FROM S. S. MAIN AT ALL TIMES.

FINISHED FLOOR NOTES:

1. THE FINISHED FLOOR ELEVATIONS (FF) REPRESENT THE MINIMUM POSSIBLE FLOOR ELEVATION TO PROVIDE SANITARY SEWER SERVICE TO EACH LOT. ACTUAL FF FOR EACH LOT ARE TO BE DETERMINED BY THE BUILDER AND SHALL TAKE INTO CONSIDERATION AS-BUILT FOR FINAL SEWER SERVICES AND ACTUAL LATERAL PLACEMENT. IT IS THE BUILDER'S SOLE RESPONSIBILITY TO DETERMINE ACTUAL FINISHED FLOOR ELEVATIONS FOR EACH LOT PRIOR TO THE START OF THE HOME FOUNDATION CONSTRUCTION TAKING INTO CONSIDERATION SITE DRAINAGE, STREET ACCESS AND SANITARY SEWER SERVICE ELEVATION.
2. THE MINIMUM SANITARY SEWER LATERAL GRADES WERE BASED UPON THE MINIMUM FINISHED FLOOR ELEVATIONS FOR THE LOTS LOCATED ON THE DOWNHILL SIDES OF THE PROPOSED ROADWAYS.

DRIVEWAY NOTE:
DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

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REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND — NEW MEXICO — 29907 — PROFESSIONAL ENGINEER

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8900 FIRM
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

OVERALL SANITARY SEWER PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.00

Date: May 14, 2025, 7:33am User ID: JeffRon File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\005 - Design\020 - Sheets\C6.00 OVERALL SANITARY SEWER PLAN.dwg

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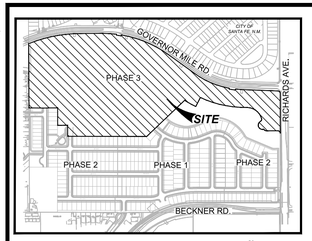
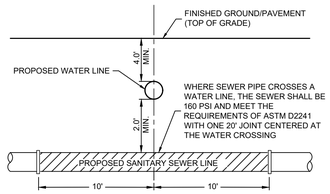
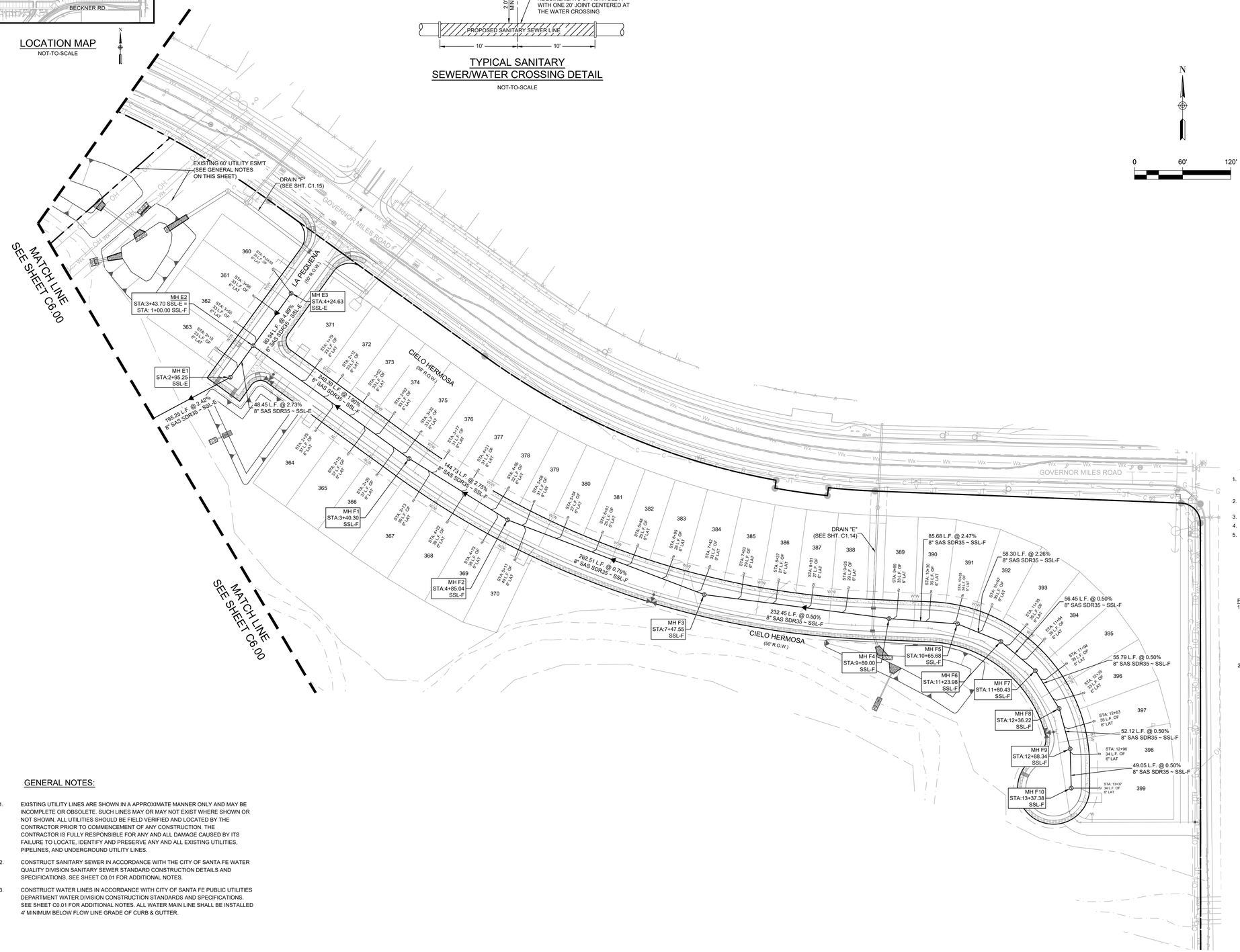


LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE



LEGEND (SANITARY SEWER)

	PROJECT LIMITS
	OFFSITE EASEMENT
	PROPOSED WATER
	PROPOSED 2" HDPE WATER
	PROPOSED SEWER
	EXISTING WATER
- EX. 8" SSL -	EXISTING SANITARY SEWER LINE
	PROPOSED MANHOLE
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	FIRE HYDRANT
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REV	DATE	DESCRIPTION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-9980 www.dhiservices.com
TBPE REG. NO. F-19561

DHI

VISTA DE LA SIERRA SUBDIVISION

CASE/PERMIT #: S-2020-2642

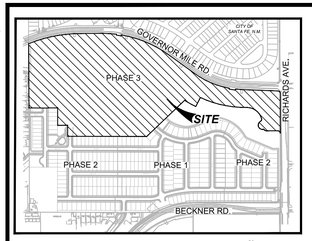
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

OVERALL SANITARY SEWER PLAN

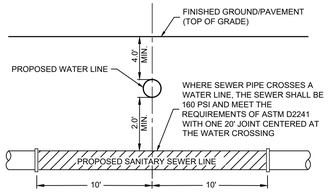
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.01

Date: May 14, 2025, 7:30am User ID: JWilson File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\05 - Design\02 - Sheets\C6.00 OVERALL SANITARY SEWER PLAN.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
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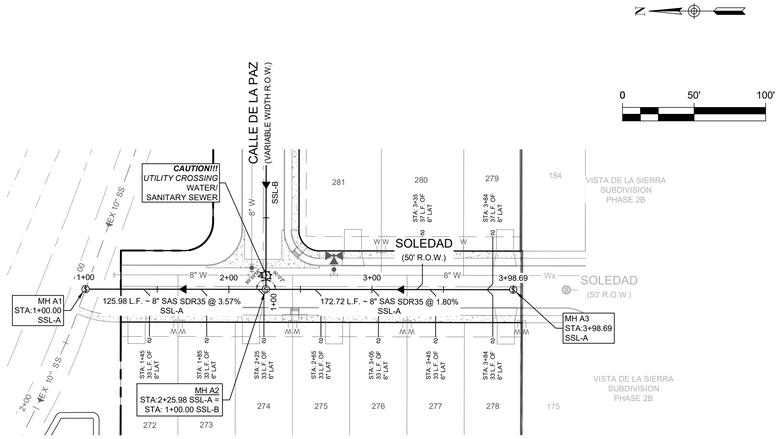
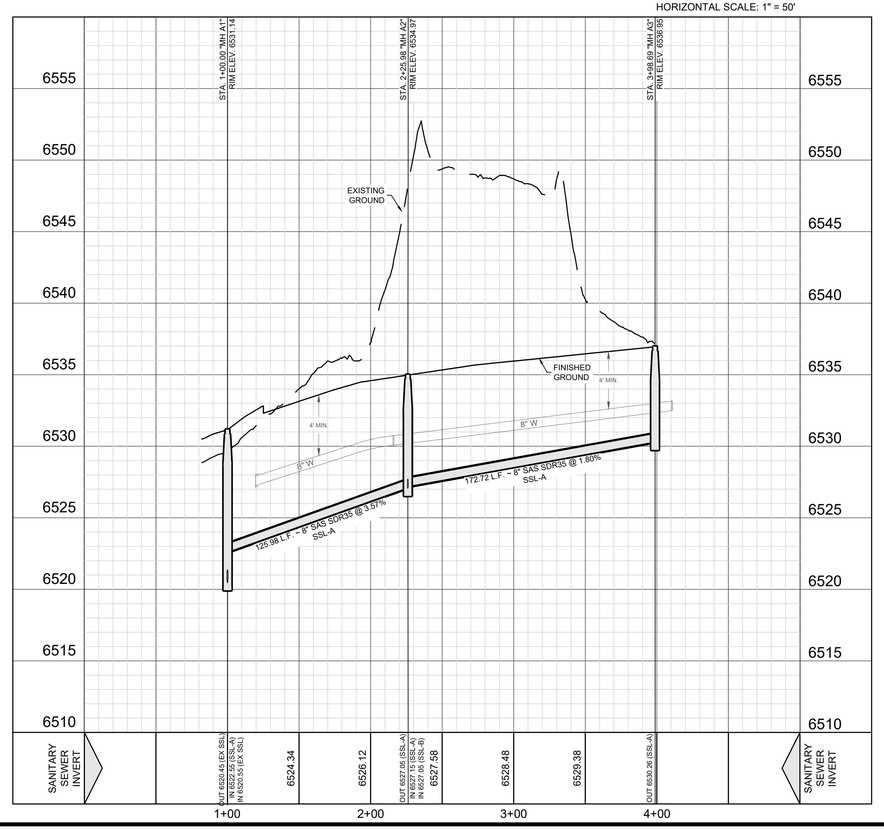


0 50' 100'

SSL-A
STA. 1+00.00 TO 3+98.69

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



LEGEND (SANITARY SEWER)

- PROJECT LIMITS
- OFFSITE EASEMENT
- PROPOSED WATER
- PROPOSED 2" HDPE WATER
- PROPOSED SEWER
- EXISTING WATER
- EXISTING SEWER
- PROPOSED MANHOLE
- EXISTING MANHOLE
- FIRE HYDRANT
- DUEL WATER SERVICE
- SINGLE WATER SERVICE
- PROPOSED WYE & LATERAL
- VERTICAL STACK (2.00')

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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

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5/14/2025

VANCE L. WEYMAND
NEW MEXICO
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PROFESSIONAL ENGINEER

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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

SANITARY SEWER LINE A -
STA. 1+00.00 TO 3+98.69

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.02

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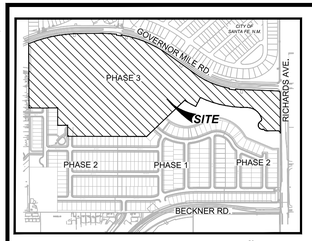
Date: May 14, 2025, 7:14am User: dh Xrefsmon File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\900 – Design\920 – Sheets\C6.02 SANITARY SEWER LINE A – STA. 1+00.00 TO 3+98.69.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
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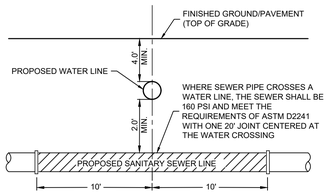

TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
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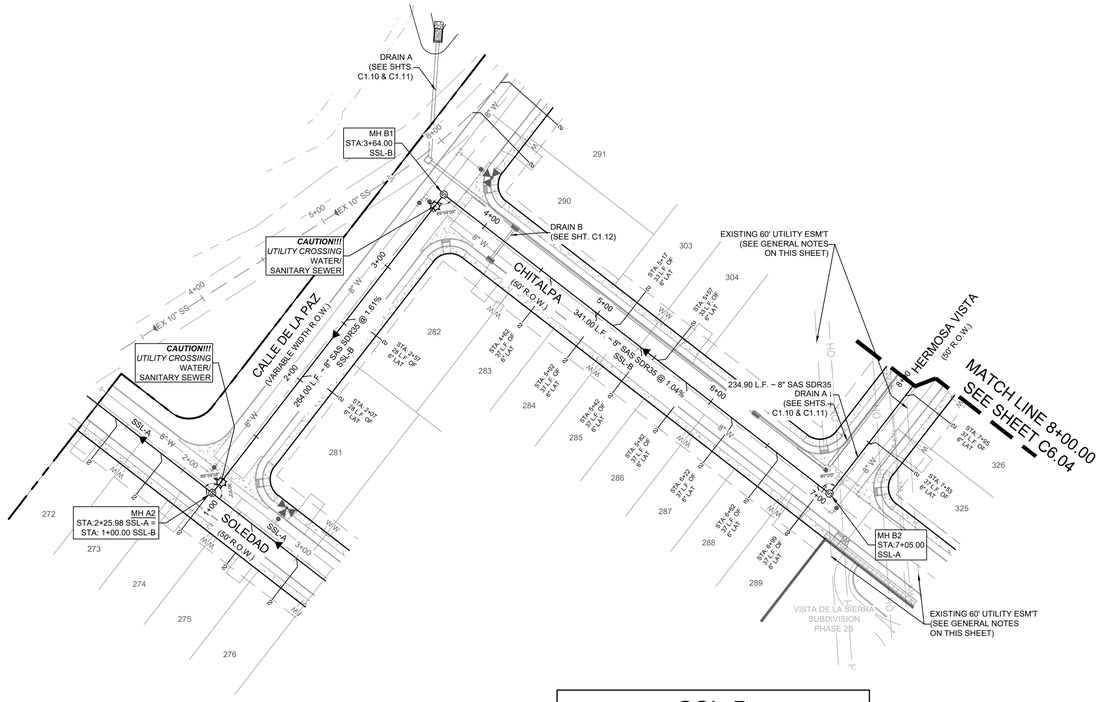
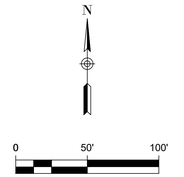


SSL-B
STA. 1+00.00 TO 8+00.00



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- FIRE HYDRANT
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- SINGLE WATER SERVICE
- PROPOSED WYE & LATERAL
- VERTICAL STACK (2.00')

GENERAL NOTES:

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TRENCH EXCAVATION PROTECTION

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VERTICAL SCALE: 1" = 5'
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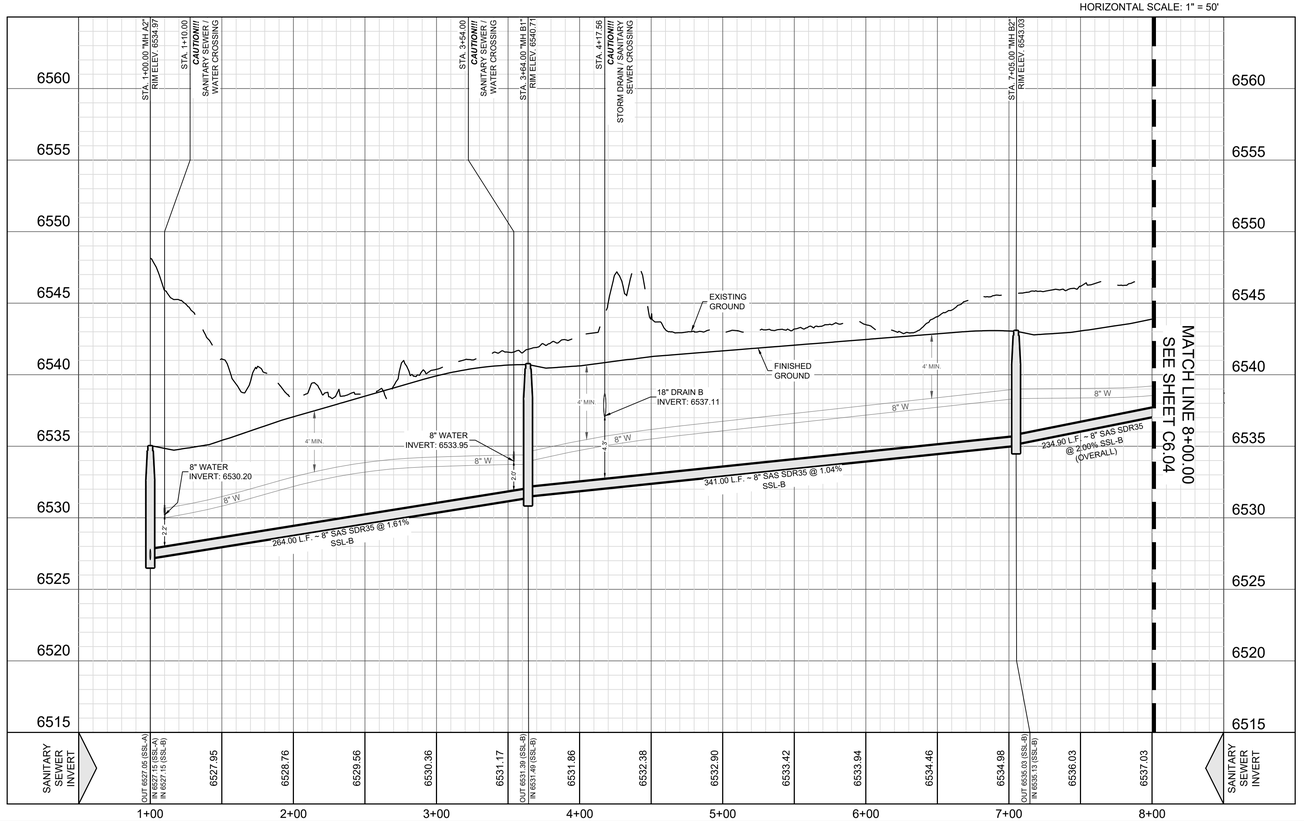


REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-9000 (210) 483-9001
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

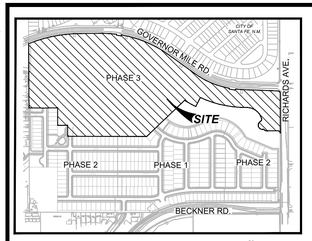
SANITARY SEWER LINE B -
STA. 1+00.00 TO 8+00.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.03

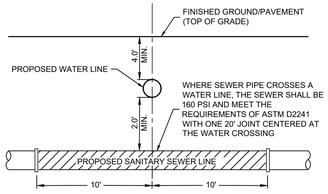
THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. REFER ONLY ON FINAL HARD COPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL

Date: May 14, 2025, 9:49am User ID: JeffSmith File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\900 – Design\920 – Sheets\C6.03 SANITARY SEWER LINE B – STA. 1+00.00 TO 8+00.00.dwg

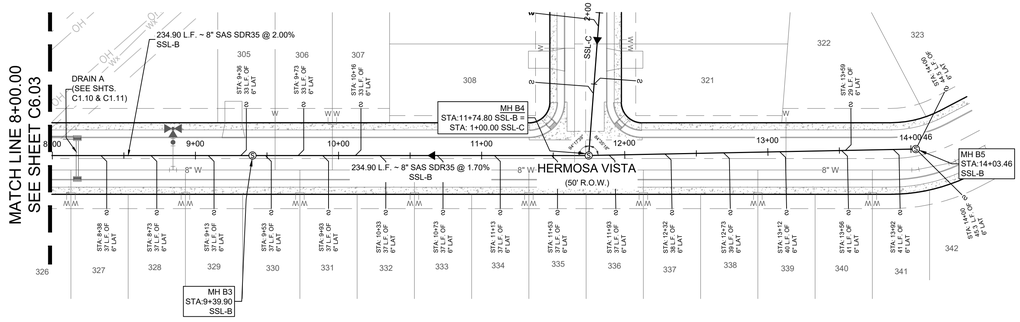
DHI ENGINEERING, LLC.

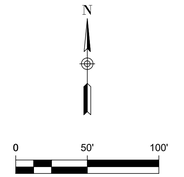


LOCATION MAP
NOT-TO-SCALE



TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE





LEGEND (SANITARY SEWER)

- PROJECT LIMITS
- OFFSITE EASEMENT
- PROPOSED WATER
- PROPOSED 2" HDPE WATER
- PROPOSED SEWER
- EXISTING WATER
- EXISTING SEWER
- PROPOSED MANHOLE
- EXISTING MANHOLE
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- SINGLE WATER SERVICE
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SSL-B
STA. 8+00.00 TO 14+03.46

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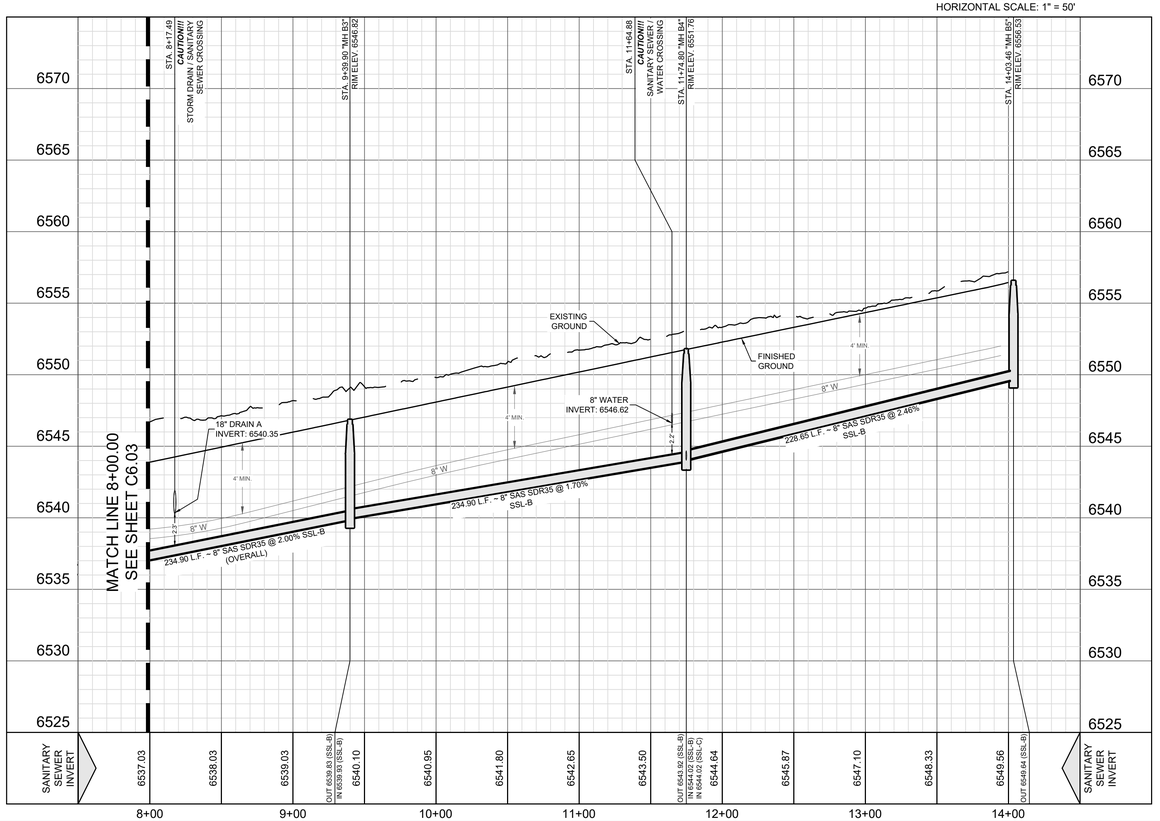

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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
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PROFESSIONAL ENGINEER

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DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8100 (210) 496-8200
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER LINE B -
STA. 8+00.00 TO 14+03.46

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.04

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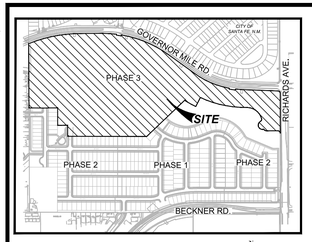
Date: May 14, 2025, 9:56am User: dh Xref/Image Files: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\000 - Design\020 - Sheets\C6.04 SANITARY SEWER LINE B - STA. 8+00.00 TO 14+03.46.dwg



LOCATION MAP
NOT-TO-SCALE

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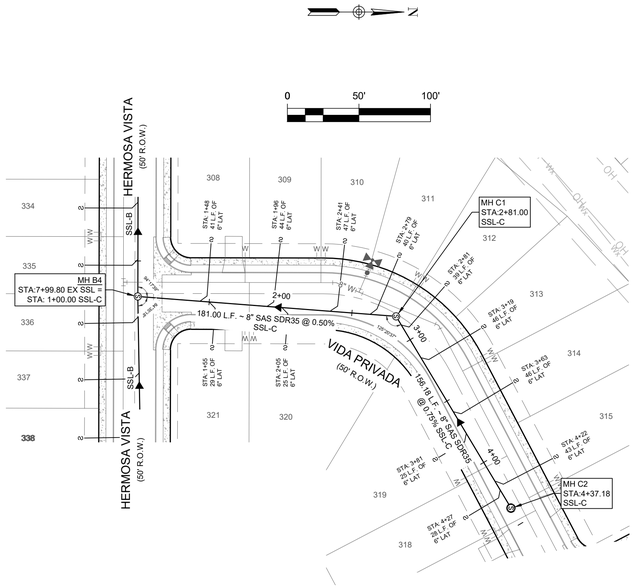
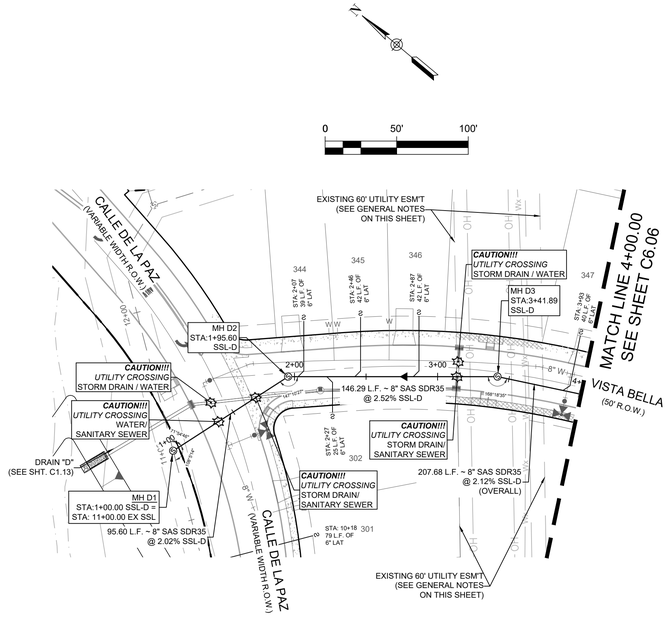


SSL-C
STA. 1+00.00 TO 4+37.18



SSL-D
STA. 1+00.00 TO 4+00.00

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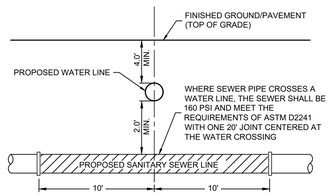
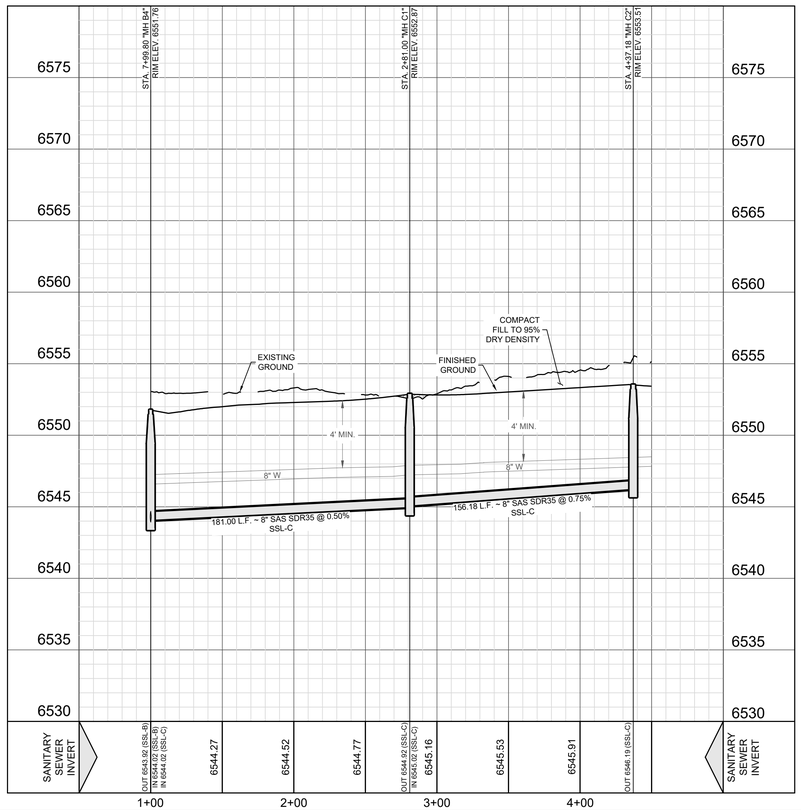


TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



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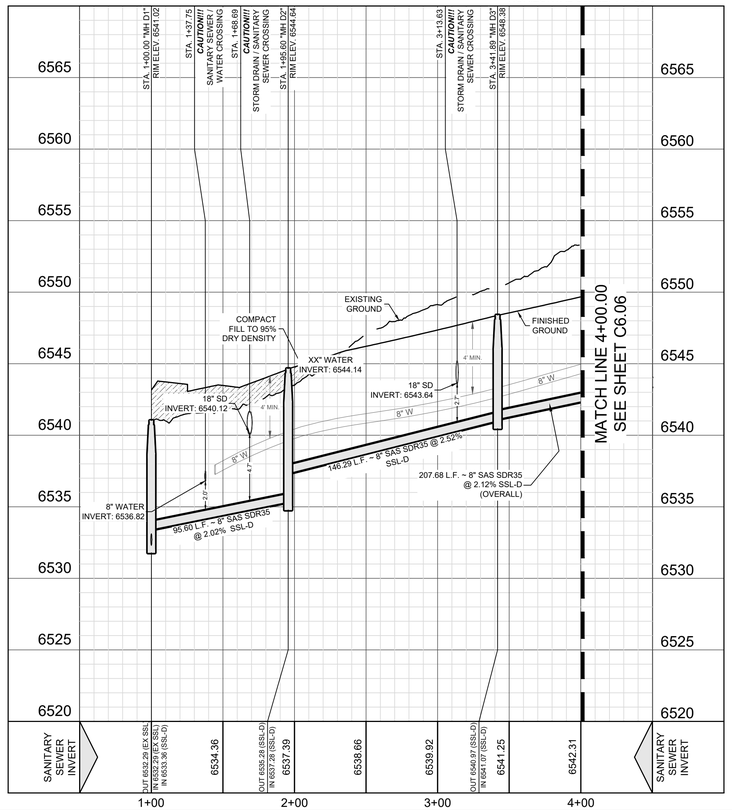

LEGEND (SANITARY SEWER)

	PROJECT LIMITS
	OFFSITE EASEMENT
	PROPOSED WATER
	PROPOSED 2" HDPE WATER
	PROPOSED SEWER
	EXISTING WATER
	EXISTING SEWER
S	PROPOSED MANHOLE
S	EXISTING MANHOLE
	FIRE HYDRANT
	DUEL WATER SERVICE
	SINGLE WATER SERVICE
	PROPOSED WYE & LATERAL
2.00'	VERTICAL STACK

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
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DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER LINE C
& LINE D

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.05

DHI ENGINEERING, LLC.
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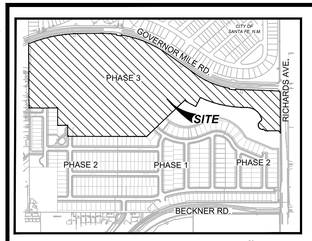
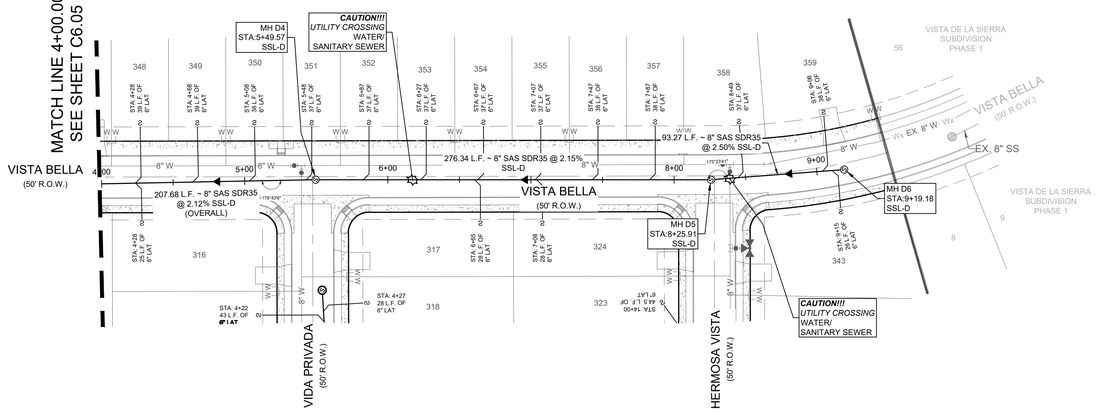


LOCATION MAP
NOT-TO-SCALE



SSL-D
STA. 1+00.00 TO 9+19.18

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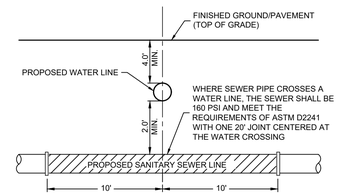

TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

LEGEND (SANITARY SEWER)

- PROJECT LIMITS
- OFFSITE EASEMENT
- PROPOSED WATER
- PROPOSED 2" HDPE WATER
- PROPOSED SEWER
- EXISTING WATER
- EXISTING SEWER
- PROPOSED MANHOLE
- EXISTING MANHOLE
- FIRE HYDRANT
- DUEL WATER SERVICE
- SINGLE WATER SERVICE
- PROPOSED WYE & LATERAL
- VERTICAL STACK (2.00')

0 50' 100'

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 483-9980 www.dhiinc.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER LINE D
- STA. 4+00.00 TO 9+19.18

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.06

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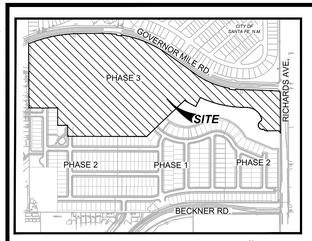
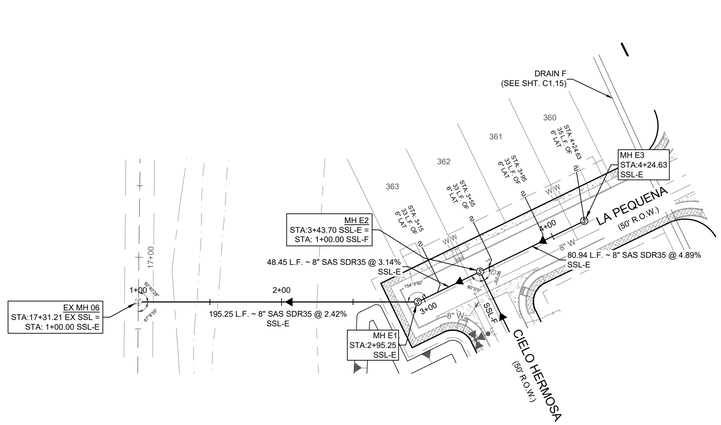
Date: May 14, 2025, 9:54am User: dh - Jeffamon File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\90D – Design\92D – Sheets\C6.06 SANITARY SEWER LINE D – STA. 4+00.00 TO 9+19.18.dwg

DHI ENGINEERING, LLC.



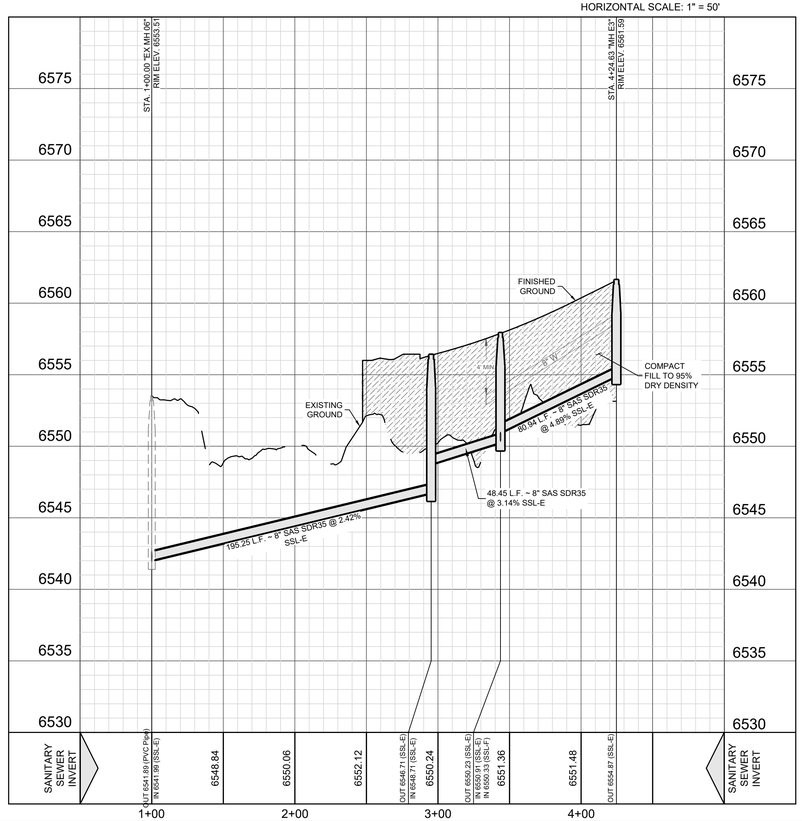
LOCATION MAP
NOT-TO-SCALE



0 50' 100'

SSL-E
STA. 1+00.00 TO 4+24.63

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



LEGEND (SANITARY SEWER)

- PROJECT LIMITS
- OFFSITE EASEMENT
- PROPOSED WATER
- PROPOSED 2" HDPE WATER
- PROPOSED SEWER
- EXISTING WATER
- EXISTING SEWER
- PROPOSED MANHOLE
- EXISTING MANHOLE
- FIRE HYDRANT
- DUEL WATER SERVICE
- SINGLE WATER SERVICE
- PROPOSED WYE & LATERAL
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TRENCH EXCAVATION PROTECTION

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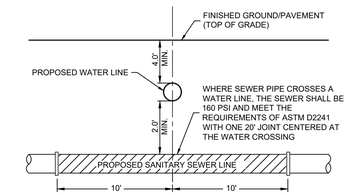

TYPICAL SANITARY SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8100 www.dhiweb.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER LINE E -
STA. 1+00.00 TO 4+24.63

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.07

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Date: May 14, 2025, 9:56am User: dh - Jeffamon File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C6.07 SANITARY SEWER LINE E - STA. 1+00.00 TO 4+24.63.dwg

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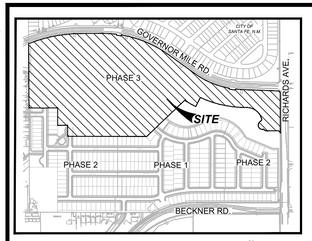
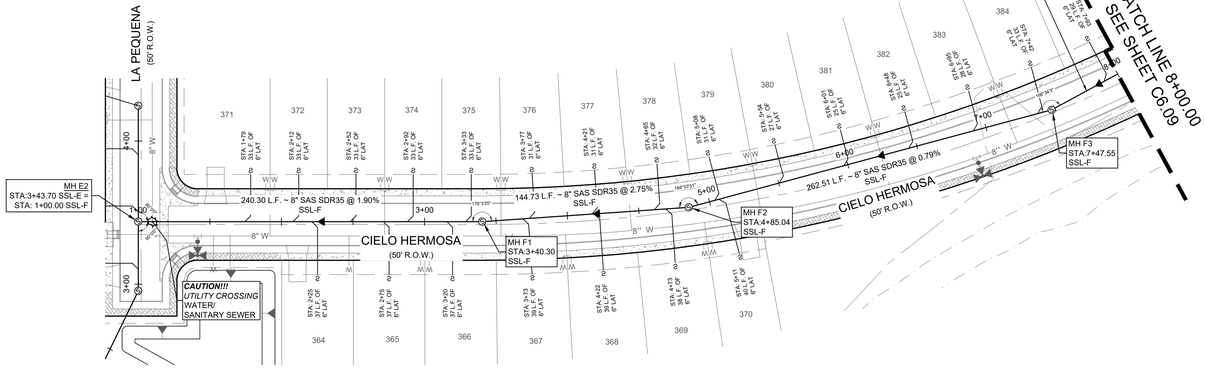
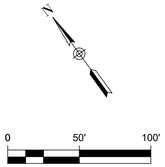
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (SANITARY SEWER)

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- OFFSITE EASEMENT
- PROPOSED WATER
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- EXISTING SEWER
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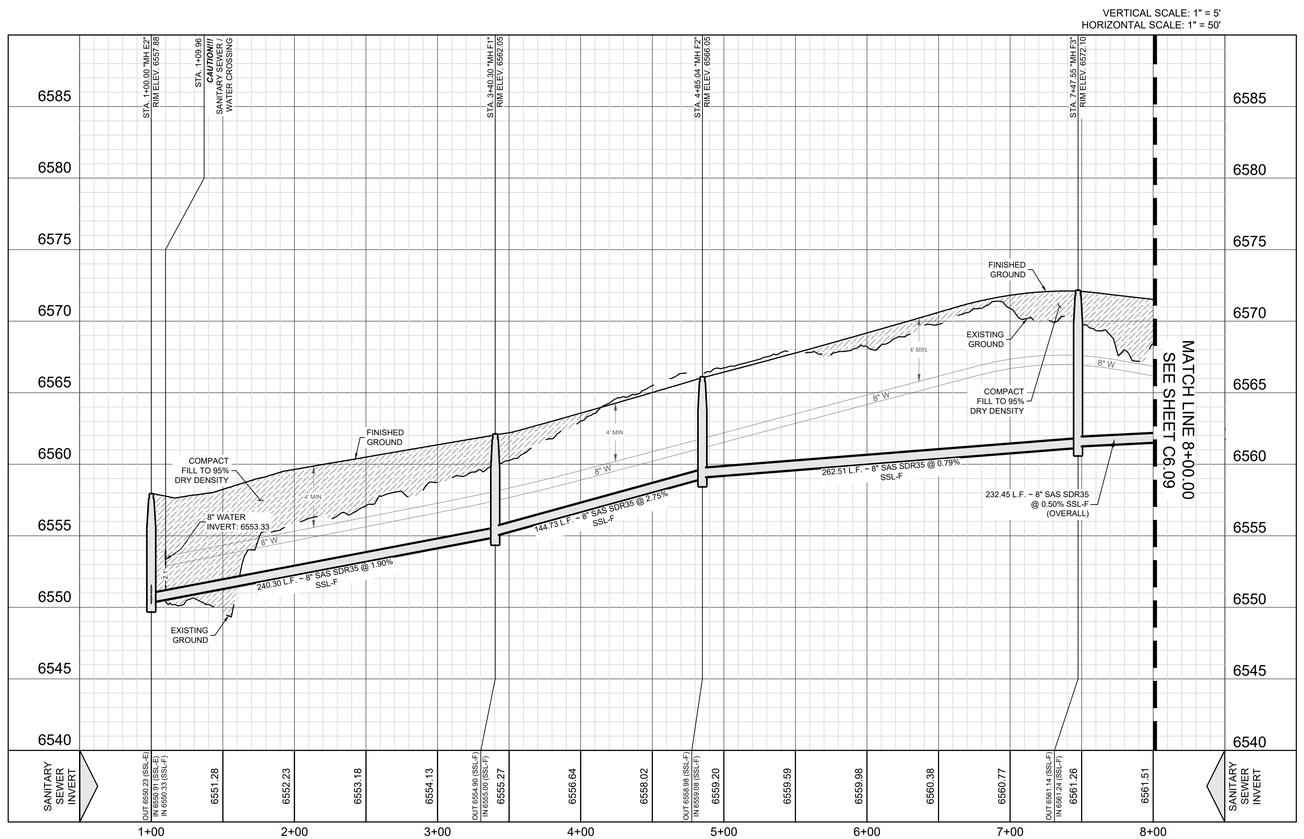
- DUEL WATER SERVICE
- SINGLE WATER SERVICE
- PROPOSED WYE & LATERAL
- VERTICAL STACK (2.00')

SSL-F
STA. 1+00.00 TO 8+00.00



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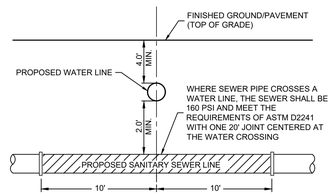

TYPICAL SANITARY SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
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(210) 496-8100 www.dhi-llc.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER LINE F -
STA. 1+00.00 TO 8+00.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.08

Date: May 14, 2025, 9:57am User: dh - Jeffsmith File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C6.08 SANITARY SEWER LINE F - STA. 1+00.00 TO 8+00.00.dwg

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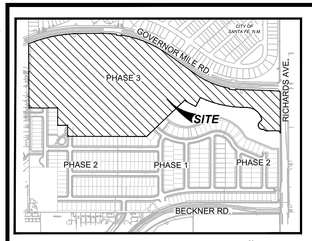
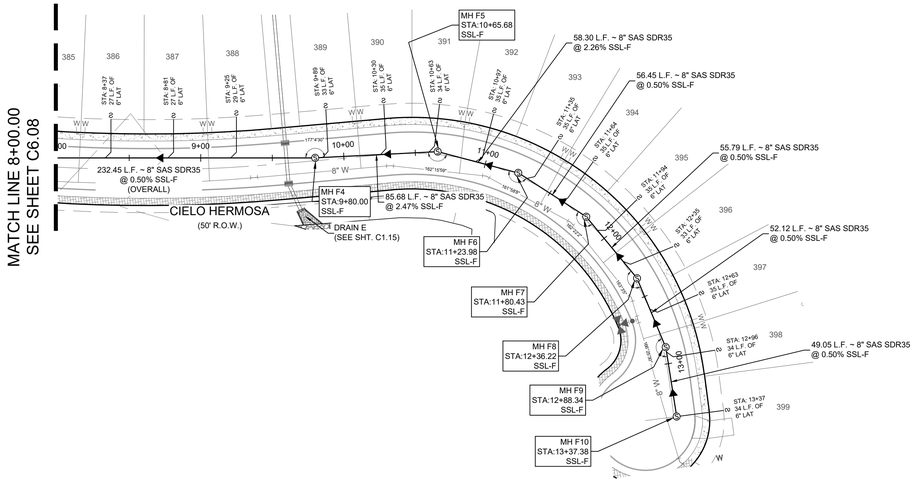
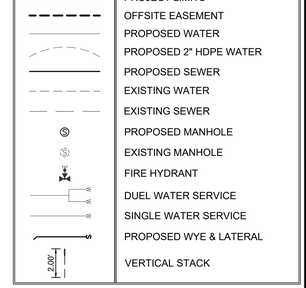


LOCATION MAP
NOT-TO-SCALE



SSL-F
STA. 8+00.00 TO 13+37.38



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	PROJECT LIMITS
	OFFSITE EASEMENT
	PROPOSED WATER
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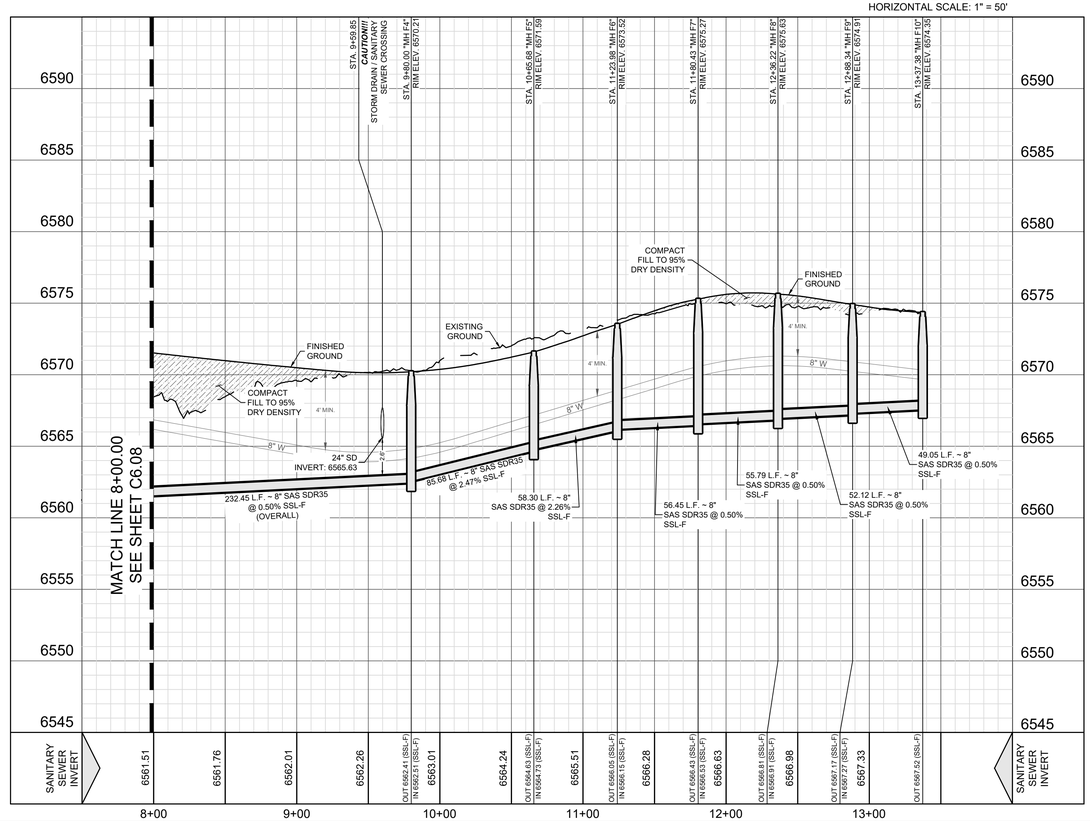

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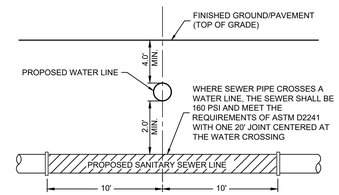
CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

FINISHED FLOOR NOTES:
1. THE FINISHED FLOOR ELEVATIONS (FF) REPRESENT THE MINIMUM POSSIBLE FLOOR ELEVATION TO PROVIDE SANITARY SEWER SERVICE TO EACH LOT. ACTUAL FF FOR EACH LOT ARE TO BE DETERMINED BY THE BUILDER AND SHALL TAKE INTO CONSIDERATION AS-BUILT FOR FINAL SEWER SERVICES AND ACTUAL LATERAL PLACEMENT. IT IS THE BUILDER'S SOLE RESPONSIBILITY TO DETERMINE ACTUAL FINISHED FLOOR ELEVATIONS FOR EACH LOT PRIOR TO THE START OF THE HOME FOUNDATION CONSTRUCTION TAKING INTO CONSIDERATION SITE DRAINAGE, STREET ACCESS AND SANITARY SEWER SERVICE ELEVATION.
2. THE MINIMUM SANITARY SEWER LATERAL GRADES WERE BASED UPON THE MINIMUM FINISHED FLOOR ELEVATIONS FOR THE LOTS LOCATED ON THE DOWNHILL SIDES OF THE PROPOSED ROADWAYS.

DRIVEWAY NOTE:
DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.



TYPICAL SANITARY
SEWER/WATER CROSSING DETAIL
NOT-TO-SCALE

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8811 www.dhi.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

SANITARY SEWER LINE F -
STA. 8+00.00 TO 13+37.38

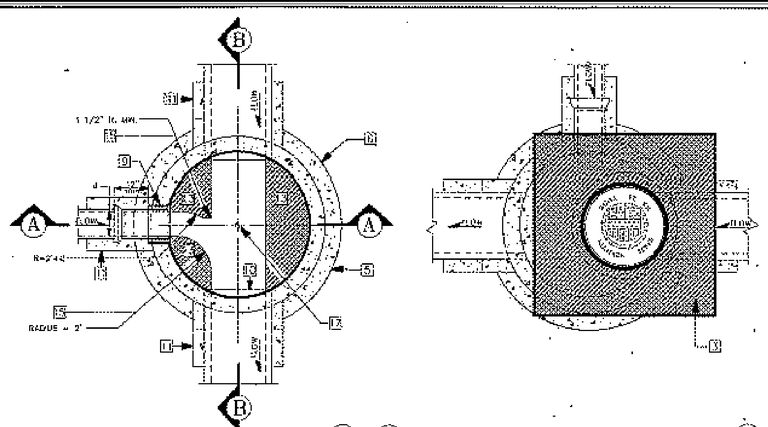
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C6.09

Date: May 14, 2025, 9:58am User: dh Pattern File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C6.09 SANITARY SEWER LINE F - STA. 8+00.00 TO 13+37.38.dwg

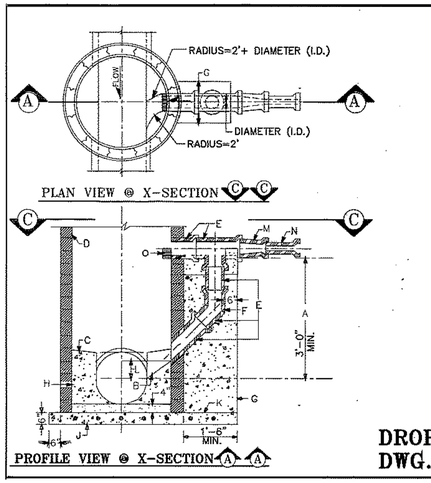
DHI ENGINEERING, LLC.

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



MANHOLE TYPE "E" DETAIL/DWG # SAS-2 (See Dwg. # SAS-14 for Type "C" Flat Top)



CONSTRUCTION NOTES

A. 3' (FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.
B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.
C. SHELF SLOPE, 1"(IN) PER FT.
D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.
E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")
F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.
G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 6"(IN) MINIMUM EACH SIDE.
H. CONCRETE FILL.
J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 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 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.
M. REDUCER
N. SERVICE LINE
O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

DROP MANHOLE DETAIL DWG. #: SAS-1 NOT TO SCALE

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. UP THRU 10" (IN.) DIAMETER: ASTM D 3034 PIPE.
2. 12 INCH THRU 15" (IN.) DIAMETER: ASTM D 3034 SDR 35 PIPE.
3. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1310 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
D. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
E. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
F. 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.
G. 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.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

FIELD QUALITY CONTROL

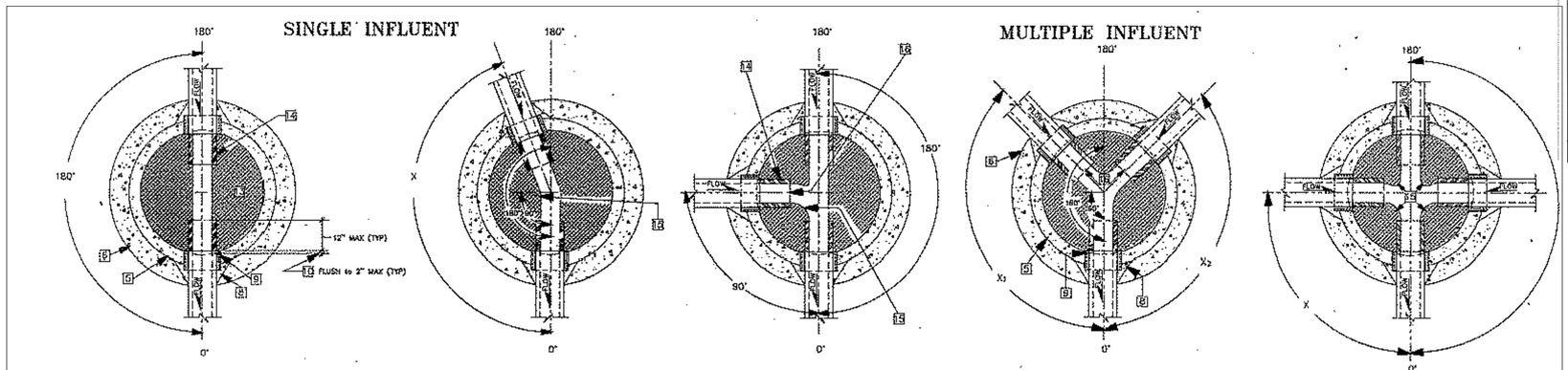
FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: 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.



PLAN VIEW OF MANHOLE BASE CONNECTION/DWG. # SAS-3 NOT TO SCALE

1/28/2025
VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 490-4999 (210) 490-8868
TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

SANITARY SEWER DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C6.20

THIS DOCUMENT HAS BEEN REPRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. REFER TO ORIGINAL SIGNATURE AND SEAL.
Date: Jan 28, 2025, 11:32am User ID: JWSmith File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\05 - Design\02 - Sheets\C6.20 SANITARY SEWER DETAILS.dwg

DHI ENGINEERING, LLC.

LEGEND

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6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
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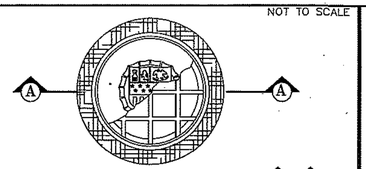
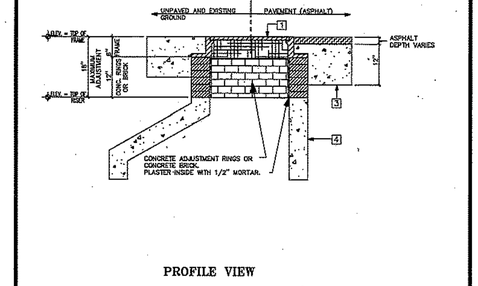
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the 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

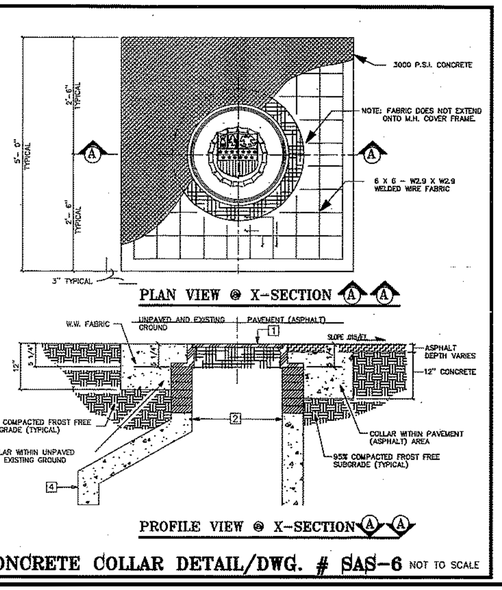


MANHOLE FRAME & COVER DETAIL/DWG # SAS-4

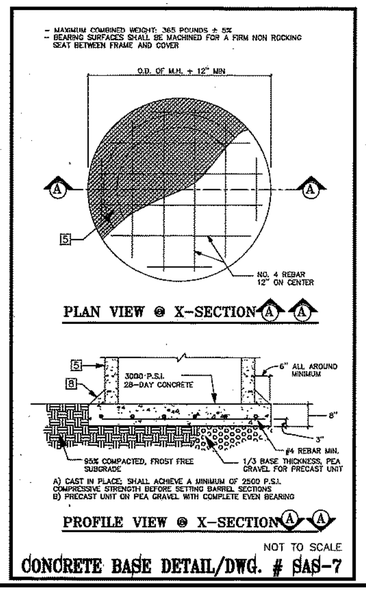


NOT TO SCALE

MANHOLE ADJUSTMENT DETAIL/DWG # SAS-5

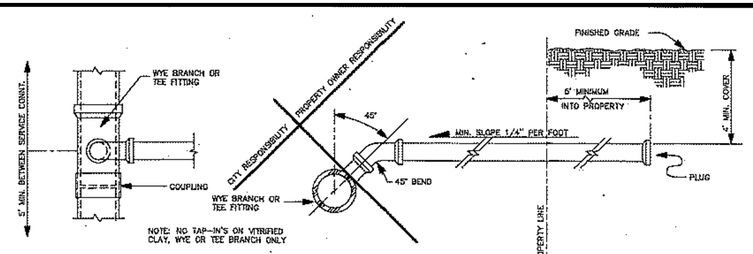


CONCRETE COLLAR DETAIL/DWG. # SAS-6 NOT TO SCALE

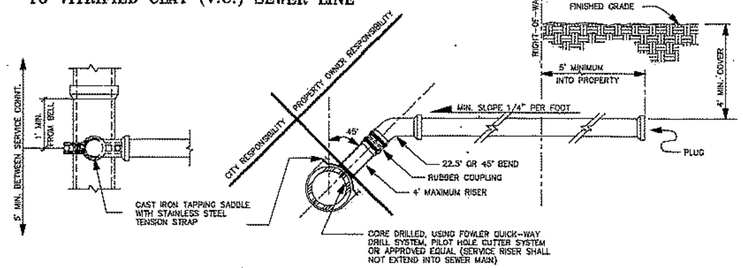


NOT TO SCALE

CONCRETE BASE DETAIL/DWG. # SAS-7



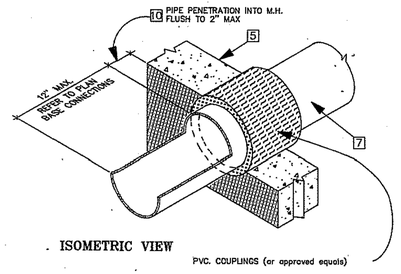
TO VITRIFIED CLAY (V.C.) SEWER LINE



TO PVC SEWER LINE

NOT TO SCALE

SERVICE CONNECTION DETAILS/DWG. # SAS-10



MANHOLE ADAPTER DETAIL/DWG. # SAS-8 NOT TO SCALE

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 MAIN TAP 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.

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. 18" THRU 10" (IN.) DIAMETER: ASTM D 3034 PIPE.
2. 12 INCH THRU 15" (IN.) DIAMETER: ASTM D 3034 SDR 35 PIPE.
3. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWNET" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
D. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
E. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
F. 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" GENEDCO, HERSEY "PIONEER", OR APPROVED EQUAL.
G. 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 520.4.7 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.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

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.

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.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

1/28/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

SANITARY SEWER DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C6.21

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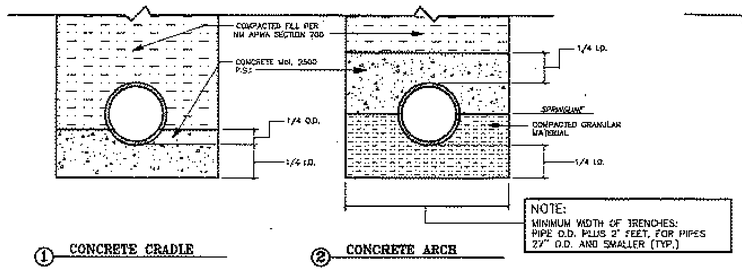
Date: Jan 28, 2025, 11:33am User ID: JWSmart File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\900 - Sheets\05.20 SANITARY SEWER DETAILS.dwg

TRENCH BEDDING AND INSTALLATION DETAILS/DWG. # SAS-11

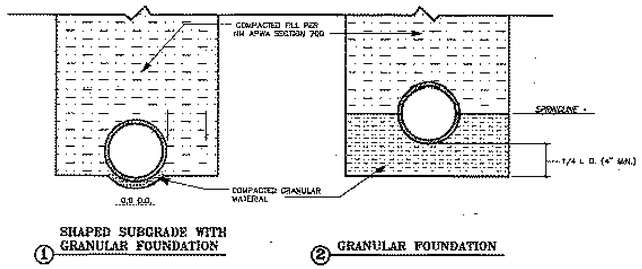
NOT TO SCALE

CLASS "A"



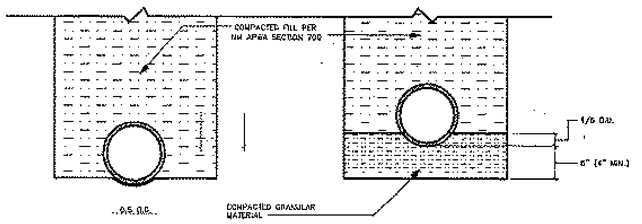
① CONCRETE CRADLE ② CONCRETE ARCH

CLASS "B"

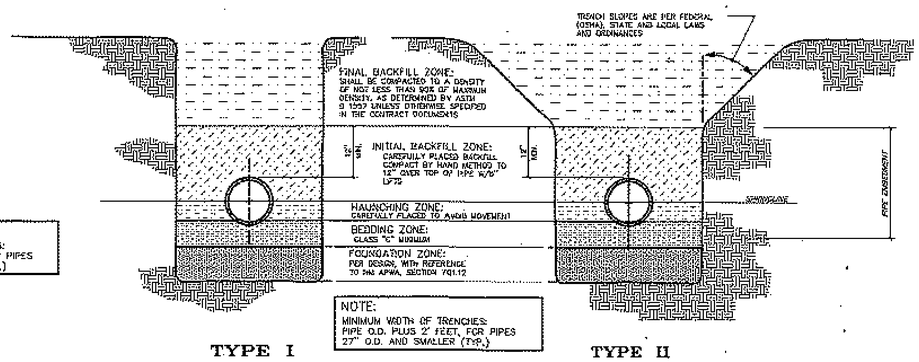


① SHAPED SUBGRADE WITH GRANULAR FOUNDATION ② GRANULAR FOUNDATION

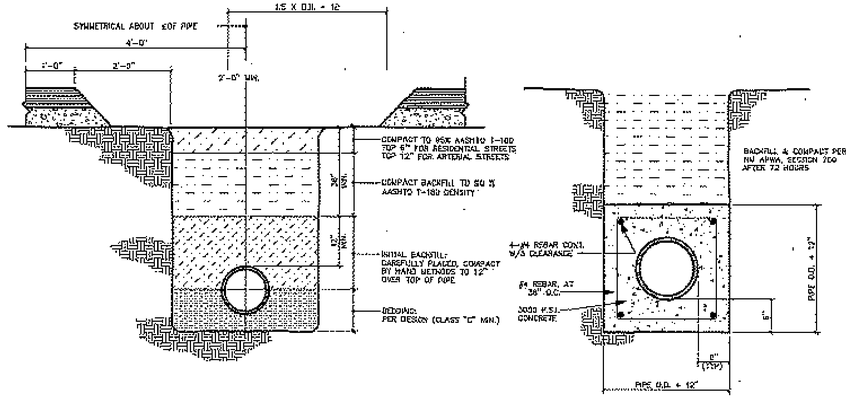
CLASS "C"



① SHAPED SUBGRADE ② GRANULAR FOUNDATION



TYPE I TYPE II



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.

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. UP THRU 10" (IN.) DIAMETER: ASTM D 3034 PIPE.
2. 12 INCH THRU 15" (IN.) DIAMETER: ASTM D 3034 SDR 35 PIPE.
3. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1380 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWLINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
D. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
E. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
F. 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.
G. 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.

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.
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B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

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C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

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B. GRADE: 0.02 FOOT; PIPE SHALL NOT HOLD BACK ANY WATER.

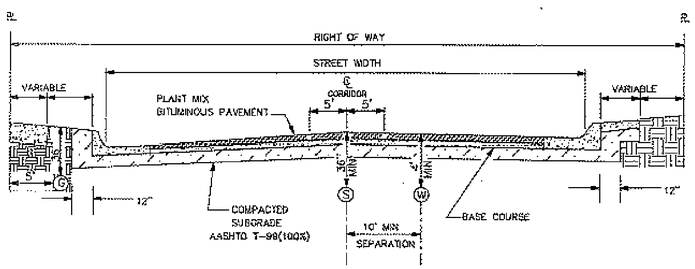
FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED; REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.

TYPICAL UTILITIES SEPARATION DETAIL/DWG. # SAS-12

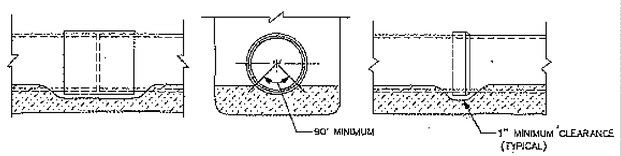


LEGEND

Ⓢ SEWER Ⓖ GAS Ⓦ WATER
℄ PROPERTY LINE ℄ CENTER LINE

NOT TO SCALE

BELL OR COUPLING INSTALLATION DETAIL/DWG. # SAS-13



NOT TO SCALE

DHI ENGINEERING, LLC.

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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

1/28/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

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5419 N. LOOP 1604 EAST
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(210) 479-8000 www.dhiinc.com
TBPE REG. NO. F-19561

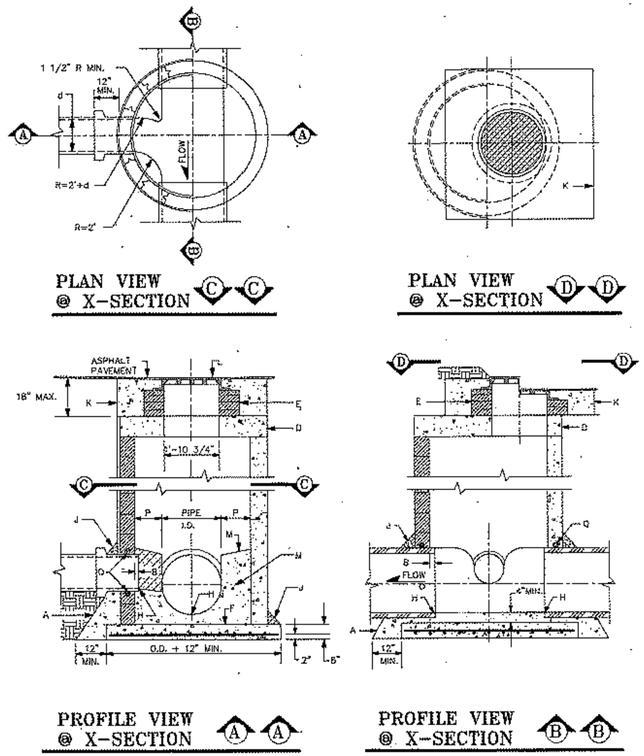
DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SANITARY SEWER DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C6.22

Date: Jan 28, 2025, 11:33am User ID: JWSmith File: E:_PROJECTS\05004 (Vistas De La Sierra - Santa Fe)\900 - Design\930 - Sheets\05.22 SANITARY SEWER DETAILS.dwg



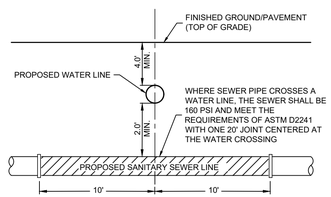
GENERAL NOTES

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



TYPICAL SANITARY SEWER/WATER CROSSING DETAIL

NOT-TO-SCALE

REV	DATE	DESCRIPTION

1/28/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

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TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

SANITARY SEWER DETAILS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C6.23

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT #: S-2020-2642

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DHI ENGINEERING, LLC.

DRAINAGE FACILITIES MAINTENANCE NOTE

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.
2. 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:
3. 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.
4. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
   A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

5. CHECK THE DEPTH OF SEDIMENT IN PONDS USING THE POND POST AND STAFF GAGE INSTALLED IN EACH POND. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH.

GUNNISON'S PRAIRIE DOG NOTE

1. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.
THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.
SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.

- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.

- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.

- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE OWNER OR OPERATOR SHALL USE AT ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

TRAFFIC CONTROL PLAN

CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR ALL CONSTRUCTION IMPACTING GOVERNOR MILES ROAD, RICHARDS AVENUE AND BECKNER ROAD. PLAN TO BE SUBMITTED AND APPROVED BY CITY PRIOR TO START OF CONSTRUCTION.

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

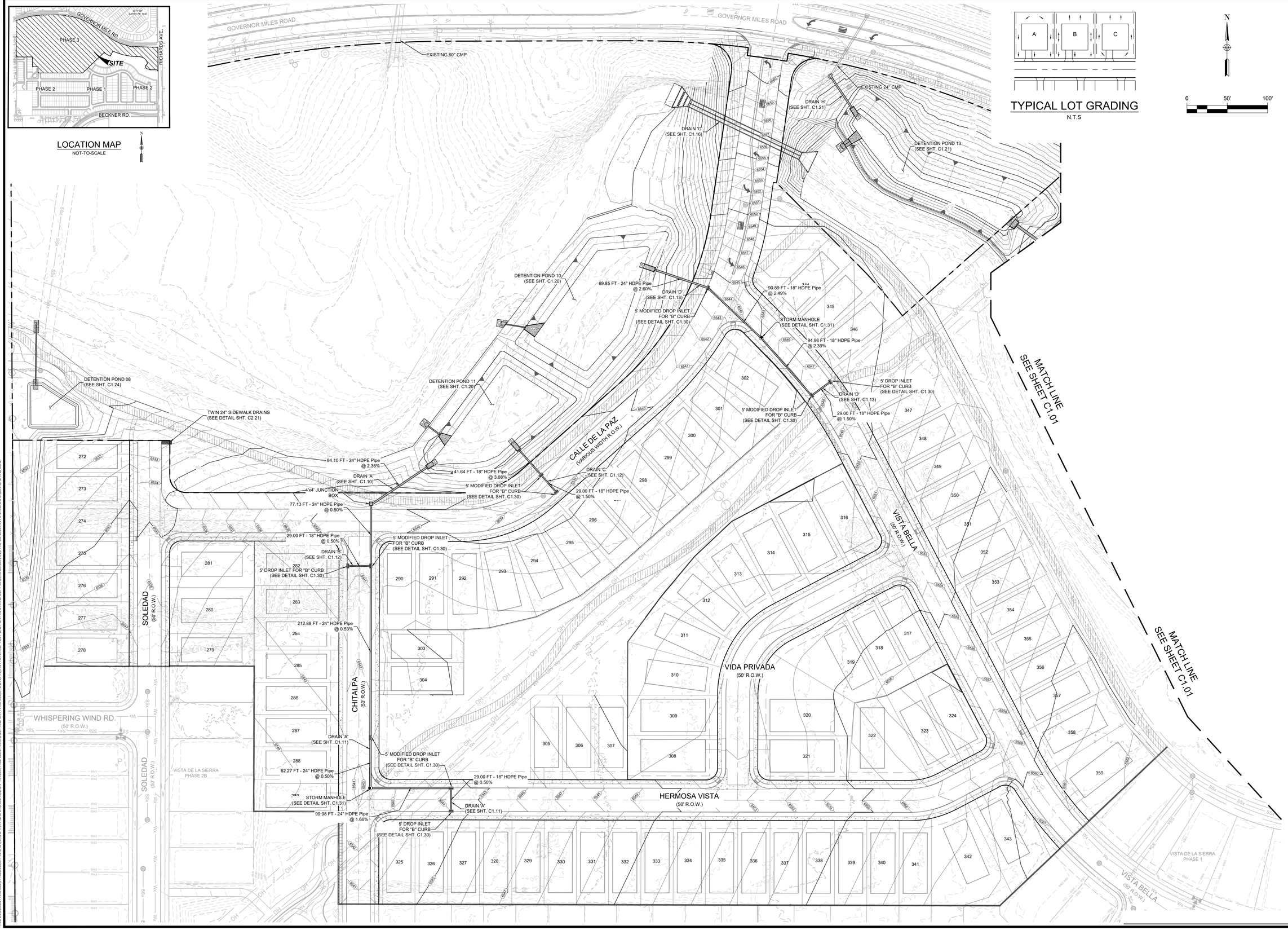
1. ALL THE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF SANTA FE STANDARD DRAWINGS AND SPECIFICATIONS AS APPLICABLE.
2. UTILITY CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE APWA'S "NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION," 1987 EDITION INCLUDING LATEST 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," 2000 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, APWASS, AND SSHBC.
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 (P&DR).
6. THE PROJECT PLANS SHALL BE APPROVED FOR CONSTRUCTION BY THE P&DR'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 MANGER 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); 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, P&DR'S 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 P&DR STAFF MEMBER WILL BE ASSIGNED AS THE POINT OF CONTACT WITH THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE A LIST OF CONTACT PERSONNEL RESPONSIBLE FOR SITE CONSTRUCTION INCLUDING POSITION, TELEPHONE NUMBERS, AND AT LEAST ONE EMERGENCY TELEPHONE NUMBER ACTIVE ON A 24-HOUR BASIS.
10. AN EPA NOTICE OF INTENT (NOI) IS APPLICABLE, A COPY OF THE MAILED PERMIT APPLICATION SHALL BE PRESENTED AT THE TIME OF THE PRE-CONSTRUCTION MEETING ALONG WITH A WRITTEN STATEMENT GIVING THE MAILING DATE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF ALL UNDERGROUND UTILITIES DURING THE COURSE OF THE WORK REGARDLESS OF ANY LOCATION SHOWN ON THE PLANS OR OTHER FIELD EVIDENCE, OR LACK THEREOF. NOTIFICATION TO NEW MEXICO ONE CALL AT 1-800-321-2537 FOR UTILITY LOCATES A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION REQUIRED. MAINTENANCE OF UTILITY LOCATES SHALL BE CONTINUED THROUGHOUT THE PROJECT LIFE.
12. THE OWNER SHALL BE RESPONSIBLE FOR ALL CHANGES IN CONSTRUCTION DEEMED NECESSARY FOR ANY REASON 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 LIFE.
13. 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.
14. CURB CUTS SHOWN IN THE ORIGINAL 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 INCLUDED IN THE ORIGINAL, APPROVED CONSTRUCTION DRAWINGS WILL REQUIRED A CHANGE ORDER THAT INCLUDES A "CURB CUT PERMIT" FROM THE CITY TRAFFIC ENGINEER. CALL 505-955-6646 FOR INFORMATION.
15. 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.
16. 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 505-955-6646 FOR INSPECTION OF EACH VISIBLE, CONNECTED LATERAL.
17. 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 EASEMENT(S)/AGREEMENT(S) IS/ARE EXECUTED AND APPROVED BY THE ENGINEERING SUPERVISOR.
18. 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 505-955-6948 FOR PERMIT INFORMATION.
19. 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.
20. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.
21. 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.
22. 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 IN SEVEN (7) CALENDAR DAYS AFTER LABORATORY MATERIAL TESTING IS COMPLETE. FIELD TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE P&DR STAFF ABSENCE, THE REPORTS SHALL BE FAXED TO 505-955-6829. IN EACH CASE, ALL TEST REPORTS AND OTHER COMMUNICATION SHALL CARRY THE APPLICABLE P&DR CASE AND BUILDING PERMIT PROJECT NUMBERS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
23. PORTLAND CEMENT CONCRETE (PCC) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL CASTING OPERATION OR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR. EACH MIX SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES:
    A. COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 CALENDAR DAYS
    B. SEVEN (7.0) BAGS OF CEMENTITEOUS MATERIAL PER CUBIC YARD OF CONCRETE
    C. TWENTY (20.0) PERCENT OR LESS OF FLY ASH MATERIAL SUBSTITUTION FOR CEMENT
    D. MAXIMUM AGGREGATE SIZE OF 3/4"
    E. AIR ENTRAINMENT CONTENT RANGING BETWEEN 4.0 AND 7.0 PERCENT AT THE POINT OF CONCRETE DELIVERY INTO FORMS
24. CONCRETE SAMPLE SET SHALL CONSIST OF A MINIMUM THREE (3) CYLINDERS. ONE SAMPLE SET SHALL BE OBTAINED FOR EACH 500 LINEAR FEET CAST, 50 CAST CUBIC YARDS, OR ONE (1) SET PER CALENDAR DAY, WHICHEVER IS GREATEST. CYLINDERS SHALL BE TESTED AT 7, 28, AND 56 DAY INTERVALS; THE 56 DAY INTERVAL NEED NOT BE TESTED IF ANY PREVIOUS TEST RESULT EXCEEDS THE DESIGN VALUE.
25. 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 505-955-6619.
26. SITE EROSION AND/OR SEDIMENT CONTROL, AS PER APPROVED PLAN, SHALL BE INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SSHBC'S SECTION 603 FOR OTHER REQUIREMENTS RELATING TO DUST ABATEMENT AND SIMILAR ISSUES.
27. 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.
28. EACH CITY UTILITY DIVISION SHALL PROVIDE A LETTER OF COMPLETED INSTALLATION, NOT NECESSARILY ACCEPTED FOR WARRANTY, AT THE CONTRACTOR'S REQUEST. SAID LETTERS SHALL BE PROVIDED TO THE P&DR STAFF AND RECEIVED WRITTEN STAFF ACCEPTANCE PRIOR TO SCHEDULING EITHER TV INSPECTION OF SAS AND STORM SEWER LINES OR PLACEMENT OF ROADWAY PAVEMENT MATERIAL.
29. ASTM, ASSHTO, OR INDEPENDENT LABORATORY CERTIFICATES OF MATERIAL COMPLIANCE ARE TO BE PROVIDED TO P&DR STAFF PRIOR TO BRINGING APPLICABLE MATERIAL ON SITE.
30. AGGREGATE BASE COURSE MATERIAL SHALL CONFORM TO THE SSHBC'S SECTION 304 USING GRADATION I.
31. HOT MIX ASPHALT (HMA) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER CONFORMING TO SSHBC'S SECTION 420 USING AGGREGATE CLASSIFICATION(S) CALLED FOR IN THE PROJECT PLANS. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL. A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL PAVING OPERATION PR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR.
32. COMPACTION TESTING OF SUBGRADE, AGGREGATE BASE COURSE, AND EACH LIFT OF PMBP MATERIAL SHALL BE COMPLETED FOR EVERY 100 LINEAR FEET OF ROADWAY LENGTH EXCEPTING FOR HMA MATERIAL IN WHICH CASE PROVIDE ONE (1) TEST FOR EVERY 100 LINEAR FEET OF LAYDOWN MACHINE PASS.
33. HMA MATERIAL QUALITY TEST QUALITY TEST SAMPLES (WET) SHALL BE OBTAINED AND TESTED FOR EVERY 500 TONS OR FRACTION THEREOF OR ONE (1) SAMPLE PER DAY.
34. UTILITY APPURTENANCE SUCH AS TELEPHONE PEDESTALS, ELECTRICAL TRANSFORMERS, GAS, AND CABLE TV PEDESTALS SHALL BE PLACED OUTSIDE THE PUBLIC RIGHT-OF-WAY AND WITHIN UTILITY EASEMENTS. THE OWNER IS RESPONSIBLE FOR RELOCATING MIS-PLACED UTILITY STRUCTURES PRIOR TO REQUESTING A PRE-FINAL INSPECTION. WATER METER BOXES AND FIRE HYDRANTS MAY BE PLACED BETWEEN THE SIDEWALK AND CURB. WATER VALVE AND METER BOXES ARE NOT TO BE PLACED WITHIN MAINTENANCE AREAS OF SEMI-IMPROVED (GRAVEL OR EQUAL) ROADS.
35. 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. 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 WI P&DR STAFF.
36. THE CONTRACTOR SHALL MAKE A WRITTEN REQUEST FOR A PRE-FINAL INSPECTION OF TERRAIN MANAGEMENT AND INFRASTRUCTURE WORKS A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE WITH P&DR STAFF. AT THIS INSPECTION, APPLICABLE CITY DIVISION STAFF WILL REVIEW THE FINAL WORK PRODUCT. ANY DEFICIENCIES WILL BE NOTED IN A "PUNCHLIST" AND PROVIDED TO THE CONTRACTOR FOR CORRECTION. WHEN ALL PUNCHLIST ITEMS ARE COMPLETED THE CONTRACTOR SHALL FILE A WRITTEN STATEMENT TO THAT EFFECT AND A FINAL INSPECTION WILL BE HELD BY P&DR STAFF. UPON "ACCEPTANCE", AN ACCEPTANCE LETTER WILL BE PROVIDED WHEREIN ALL WORK WILL BE ACCEPTED FOR MAINTENANCE BY THE CITY AND THE COMMENCEMENT OF THE WARRANTY PERIOD INITIATED.
37. THE R-VALUE FOR THIS PROJECT SHALL NOT BE LESS THAN 50.

SANITARY SEWER GENERAL NOTES

1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REACQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORK HOURS.
5. SUBMITTALS FOR SEWER REMOVAL AND RECONSTRUCTIONS PLANS TO BE SUBMITTED FIRST TO THE ENGINEER OF RECORD FOR APPROVAL AND THEN TO THE CITY WASTEWATER DIVISION APPROVAL PRIOR CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTIONS.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REACQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V. TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED BELOW ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL THE SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 505-955-4650 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES, THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SIRE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER, IT IS SUGGESTED THAT THE OWNER/DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AR POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (MICHAEL DOZIER AT TELEPHONE # (505)-955-4642) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A NEW SERVICE CONNEC

LOCATION MAP
NOT-TO-SCALE

TYPICAL LOT GRADING
N.T.S



DHI ENGINEERING, LLC.

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REV	DATE	DESCRIPTION

6/10/2025

VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-2668 | dhiengineering.com
TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL DRAIN PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/10/2025
JOB NO.:	05004
SHEET NO.	C1.00

VISTA DE LA SIERRA SUBDIVISION

CASE/PERMIT #: S-2020-2642

Date: Jun 10, 2025, 7:27am User ID: JWSimon File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C1.00 OVERALL DRAIN PLAN.dwg

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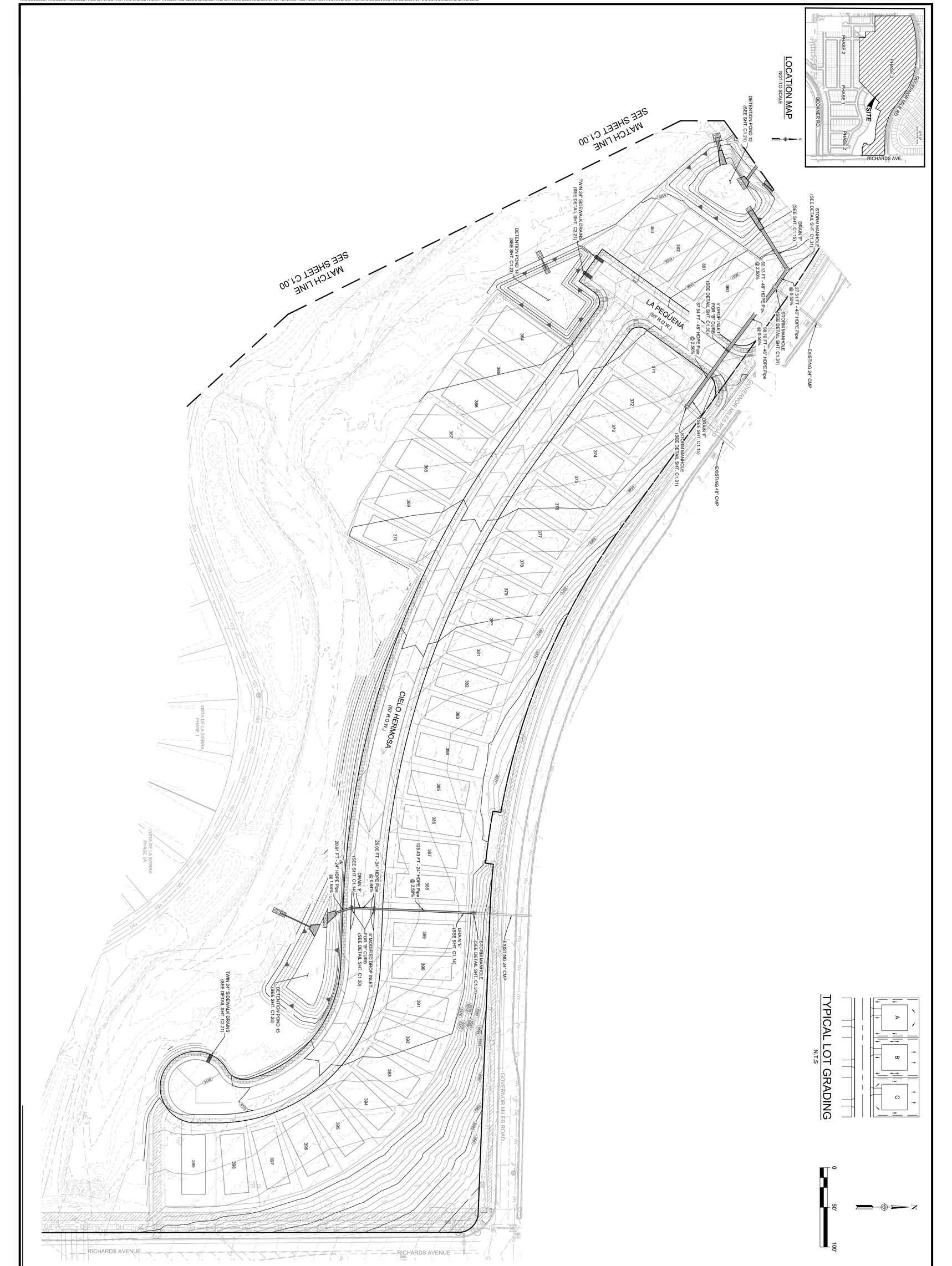

TYPICAL LOT GRADING
N.T.S

0 50' 100'

N

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

OVERALL DRAIN PLAN

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-2668 | dhiengineering.com
TBPE REG. NO. F-19561

VANCE L. WEYMAND 29907 LICENSED PROFESSIONAL ENGINEER
5/14/2025

REV	DATE	DESCRIPTION

DESIGNED BY: JWS
DRAWN BY: JWS
DATE: 5/14/2025
JOB NO.: 05004
SHEET NO.: C1.01

Date: May 14, 2025, 1:58pm User ID: JWSimon File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\900 – Design\920 – Sheets\C1.00 OVERALL DRAIN PLAN.dwg

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT #: S-2020-2642

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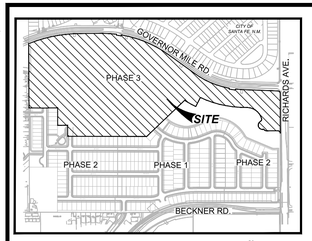
DHI ENGINEERING, LLC.



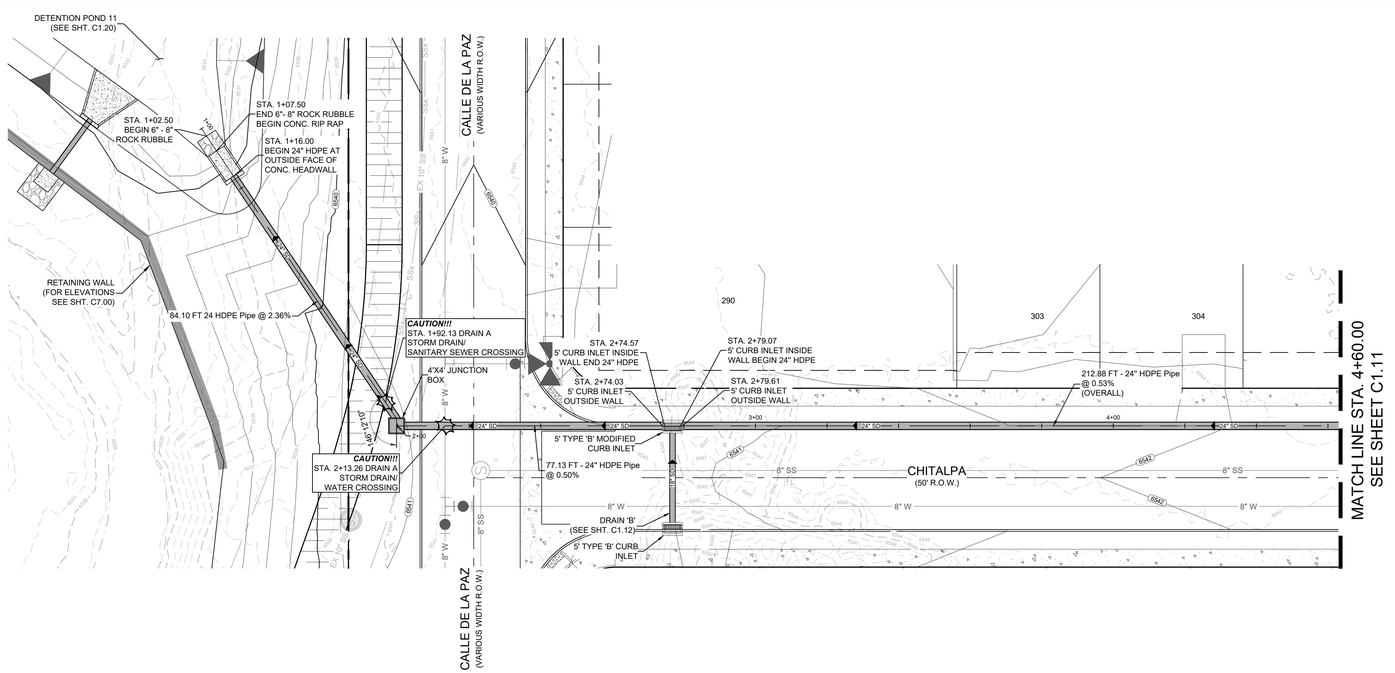
LOCATION MAP
NOT-TO-SCALE

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.



DRAIN A
STA. 1+00.00 - 4+60.00

LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
S	PROPOSED WYE & LATERAL
W	SINGLE WATER SERVICE
W W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
TOW	TOP OF WALL
BOW	BOTTOM OF WALL

0 20' 40'

DRAINAGE NOTES:

1. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WORKING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
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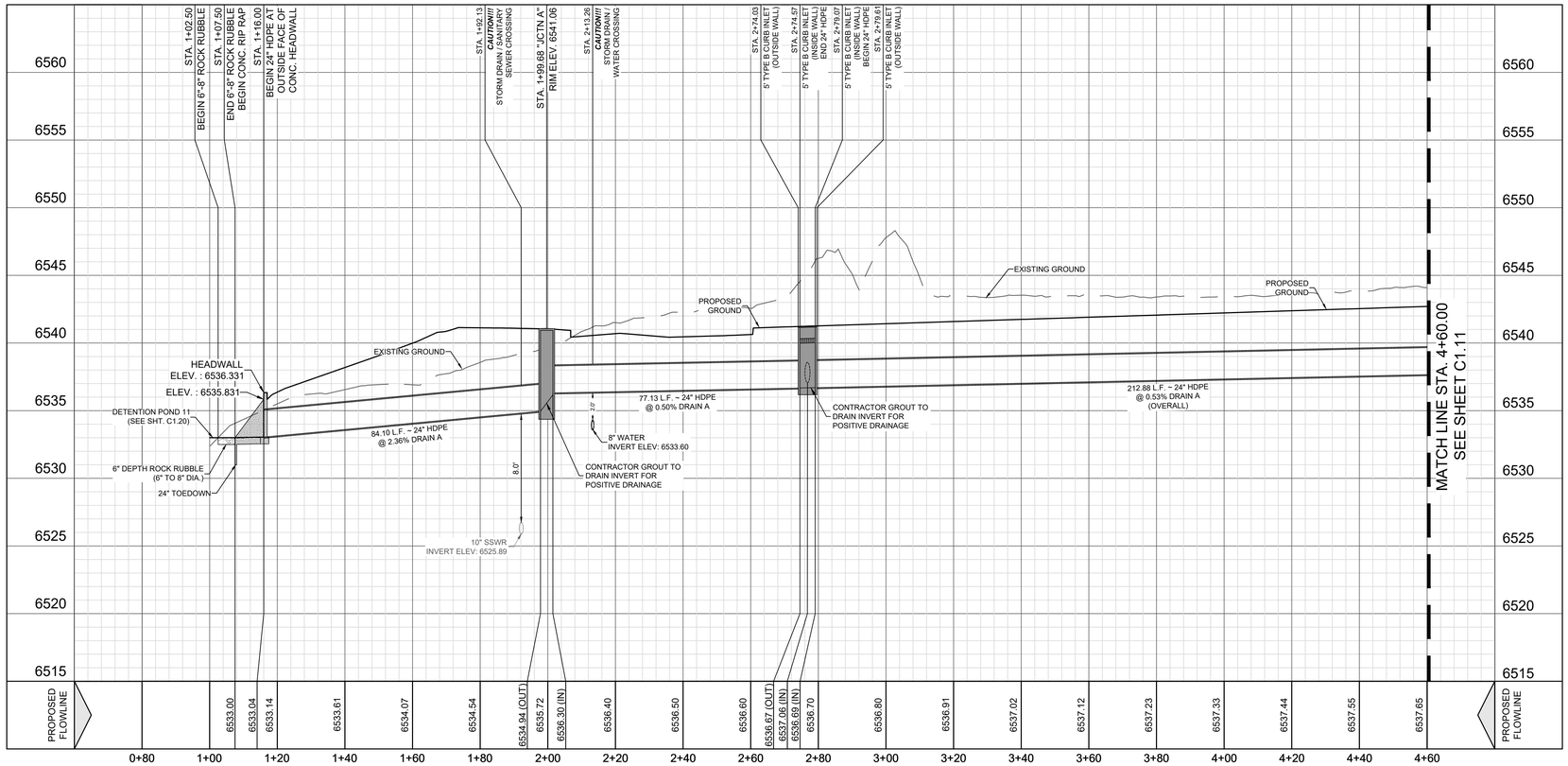
4. REFERENCE DRAINAGE DETAILS FOR PIPE TRENCH DETAILS, BOX CULVERT, HEADWALL WINGWALL CONSTRUCTION DETAILS, AND BOX CULVERT BEDDING AND EXCAVATION LIMITS.
5. CONTRACTOR SHALL GROUT ALL CURB INLETS AND JUNCTION BOXES TO PROVIDE FOR POSITIVE DRAINAGE.
6. CONTRACTOR SHALL MATCH TOP OF CHANNEL TO NATURAL GROUND AND MAINTAIN A MINIMUM CHANNEL DEPTH AS SHOWN IN THE PROFILE.

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8900 www.dhiengr.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN A - STA. 1+00.00 TO 4+60.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.10

Date: May 14, 2025, 10:39am User ID: jeffirman File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\320 - Sheets\C1\10 DRAIN A - STA. 1+00.00 TO 4+60.00.dwg

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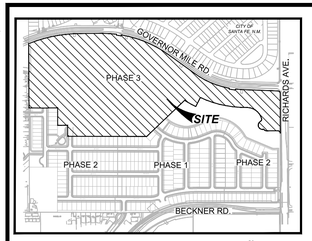
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

N

TRENCH EXCAVATION PROTECTION

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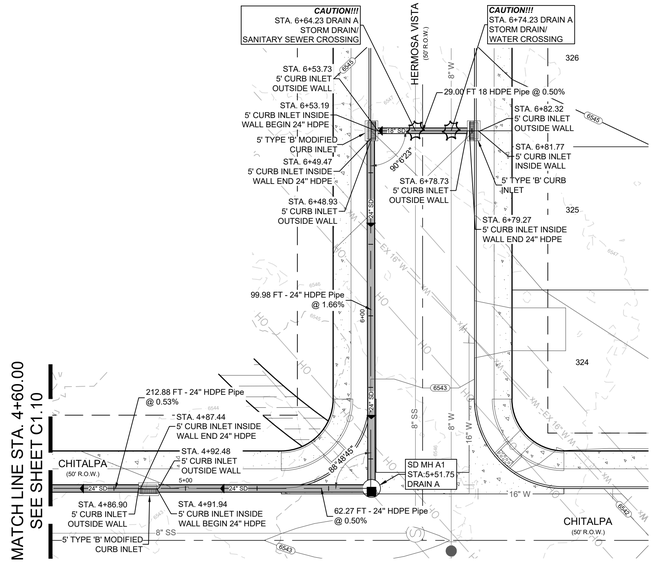

0 20' 40'

DRAIN A
STA. 4+60.00 - END

LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
	PROPOSED WYE & LATERAL
S	SINGLE WATER SERVICE
W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
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BOW	BOTTOM OF WALL

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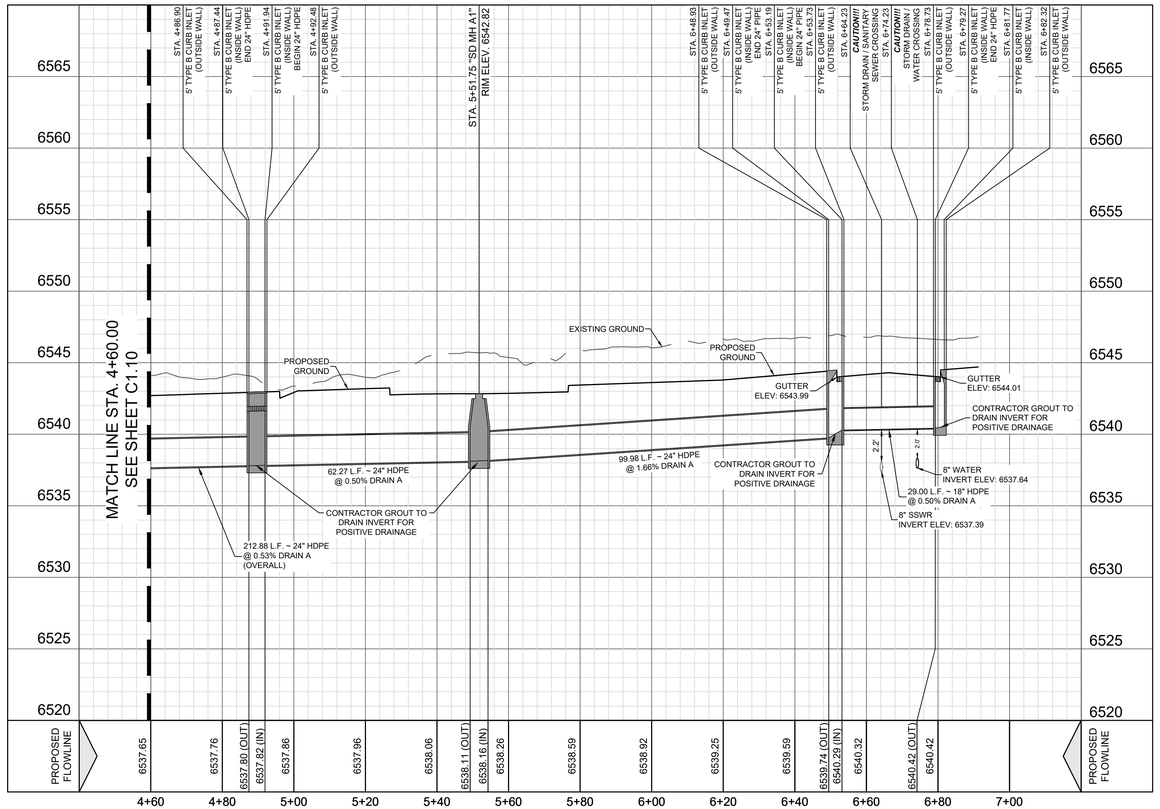
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 479-8000 FIRM REG. NO.
TBPE REG. NO. F-19561

DHI

REV	DATE	DESCRIPTION

5/14/2025
VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

VISTA DE LA SIERRA SUBDIVISION CASE/PERMIT #: S-2020-2642

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN A - STA. 4+60.00 TO END

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.11

Date: May 14, 2025, 10:43am User ID: JeffErman File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C1\11 DRAIN A - STA. 4+60.00 TO END.dwg

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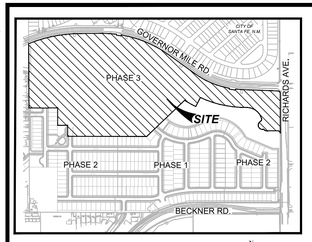

LOCATION MAP
NOT-TO-SCALE

N

TRENCH EXCAVATION PROTECTION

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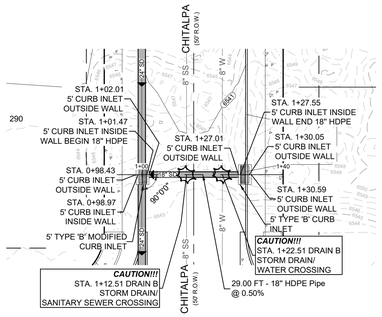
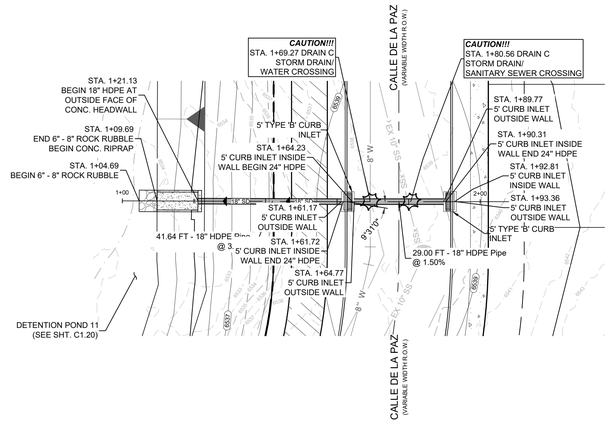
N

0 20' 40'



DRAIN B
STA. 1+00.00 - END

0 20' 40'



DRAIN C
STA. 1+00.00 - END

DRAINAGE NOTES:

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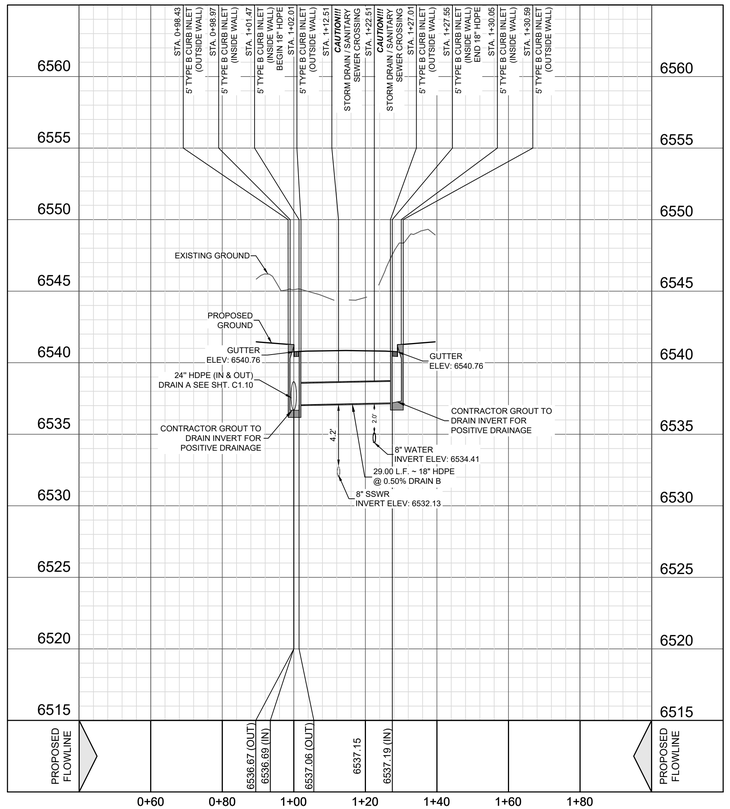
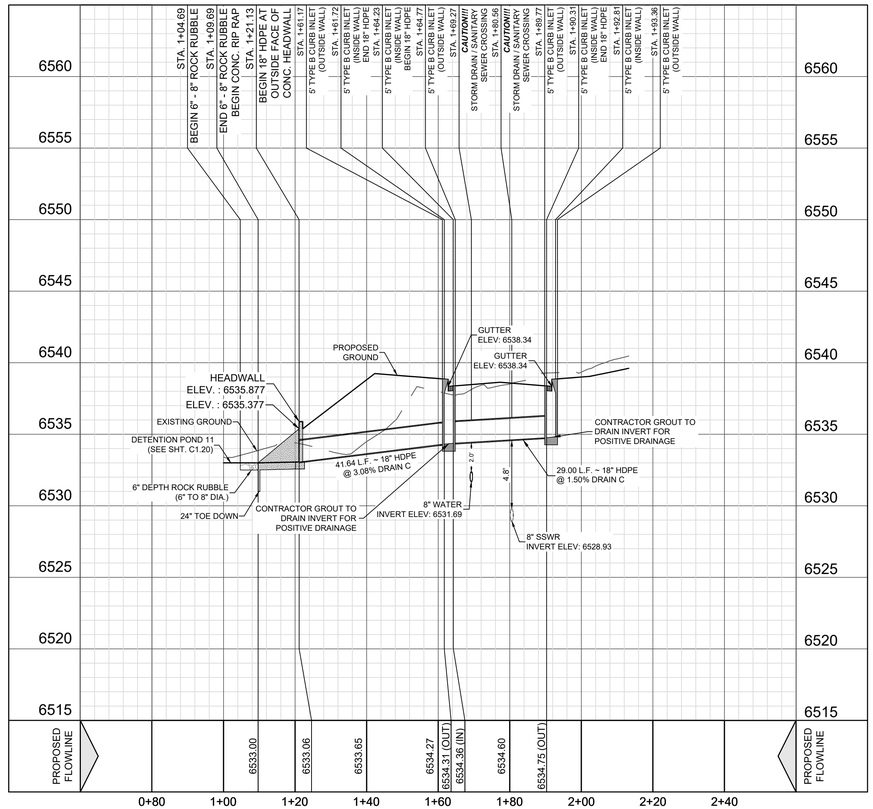
LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
W	PROPOSED WATER
	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
S	PROPOSED WYE & LATERAL
W	SINGLE WATER SERVICE
W W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
TOW	TOP OF WALL
BOW	BOTTOM OF WALL

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 998-8888 (FIRM)
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

DRAIN B & DRAIN C

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.12

Date: May 14, 2025, 10:49am User ID: JeffErnst File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C1\12 DRAIN B & DRAIN C.dwg

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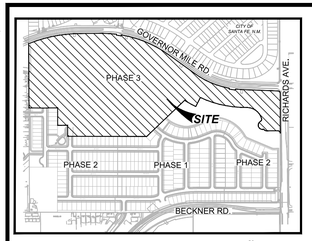
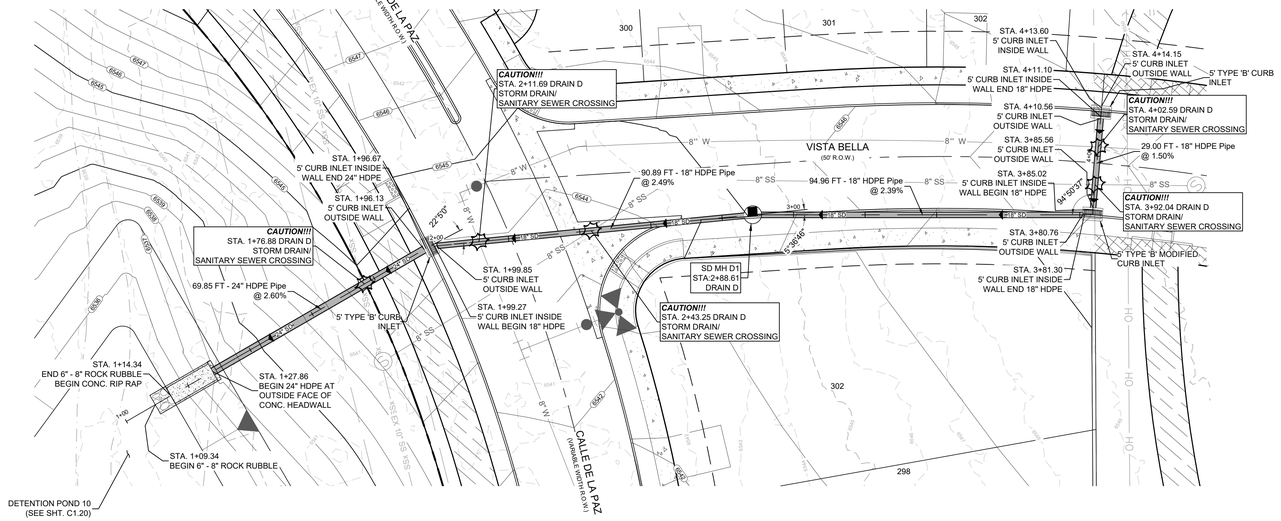
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



LEGEND (DRAIN)

985	EXISTING CONTOUR
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DRAIN D
STA. 1+00.00 - END

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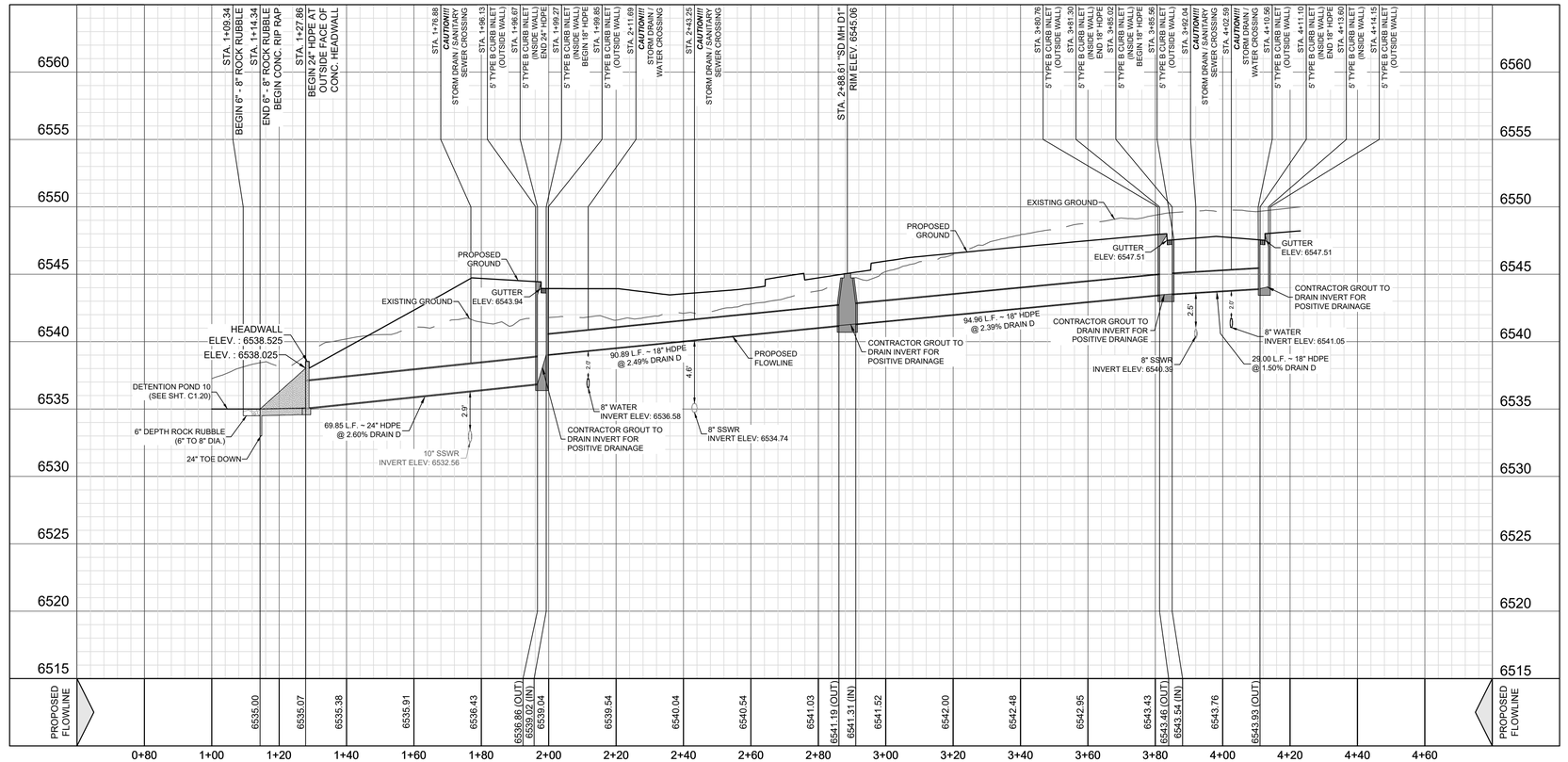

REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
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SAN ANTONIO, TX 78247
(210) 490-8900 FAX (210) 490-8901
TBPE REG. NO. F-19561

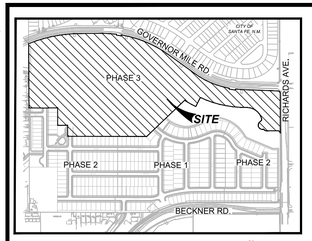
DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN D - STA. 1+00.00 TO END

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.13

Date: May 14, 2025, 11:01am User ID: JWSthman File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\900 – Design\100 – Design\C1.13 DRAIN D – STA. 1+00.00 TO END.dwg



LOCATION MAP
NOT-TO-SCALE

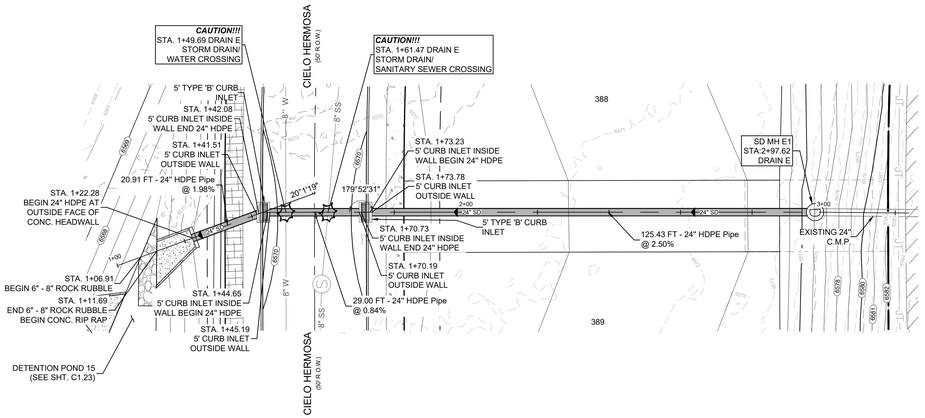
N

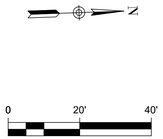
TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.



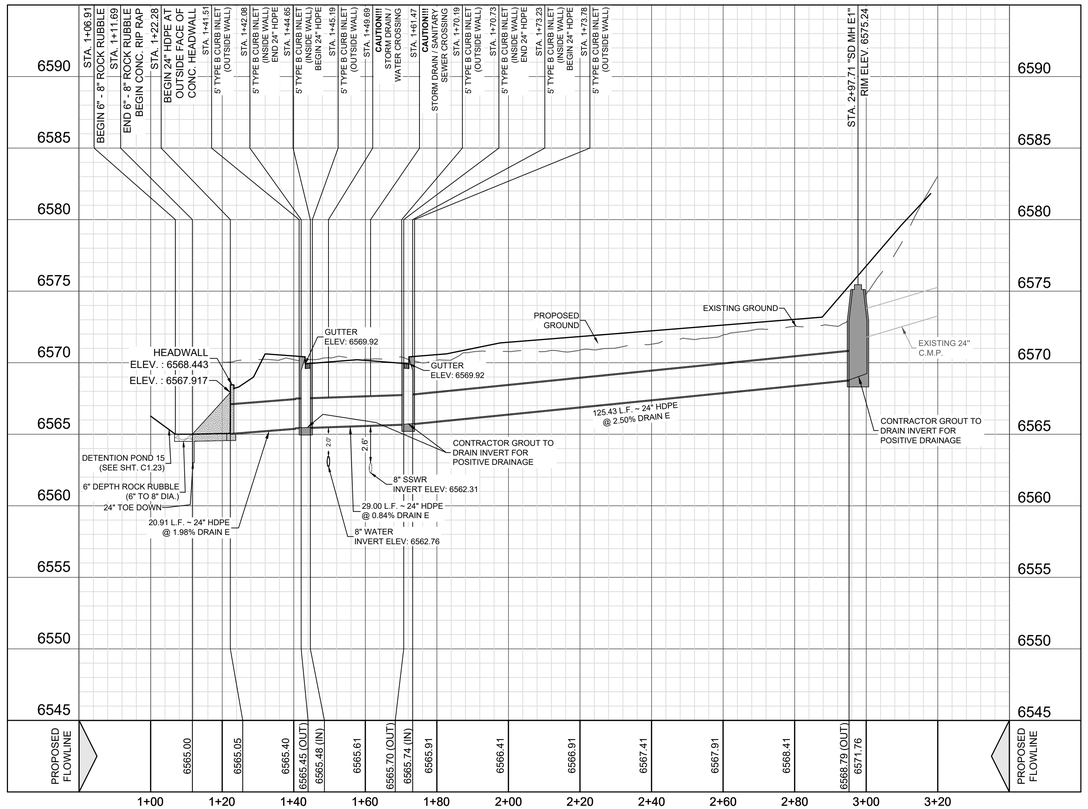


LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
W	PROPOSED WATER
	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
S	PROPOSED WYE & LATERAL
W	SINGLE WATER SERVICE
W W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
TOW	TOP OF WALL
BOW	BOTTOM OF WALL

DRAIN E
STA. 1+00.00 - END

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



DRAINAGE NOTES:

1. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WORKING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL UTILITIES AND DRAINAGE STRUCTURES WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES PRIOR TO CONSTRUCTION TO VERIFY SIZE, GRADE, AND LOCATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DEVIATIONS FROM PLANS PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES, WETHER SHOWN ON THE PLANS OR NOT, SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR, AT HIS EXPANSE.
3. ALL CONCRETE FOR NMDOT DRAINAGE STRUCTURES SHALL MEET NMDOT SPECIFICATIONS. ALL OTHER CONCRETE SHALL BE CLASS "A" 3000 PSI CYLINDER STRENGTH IN 28 DAYS.
4. REFERENCE DRAINAGE DETAILS FOR PIPE TRENCH DETAILS, BOX CULVERT, HEADWALL WINGWALL CONSTRUCTION DETAILS, AND BOX CULVERT BEDDING AND EXCAVATION LIMITS.
5. CONTRACTOR SHALL GROUT ALL CURB INLETS AND JUNCTION BOXES TO PROVIDE FOR POSITIVE DRAINAGE.
6. CONTRACTOR SHALL MATCH TOP OF CHANNEL TO NATURAL GROUND AND MAINTAIN A MINIMUM CHANNEL DEPTH AS SHOWN IN THE PROFILE.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-9500 www.dhiinc.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

DRAIN E - STA. 1+00.00 TO END

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.14

Date: May 14, 2025, 11:01am User ID: JeffSmith File: E:_PROJECTS\5004 (Vista De La Sierra – Santa Fe)\900 – Design\930 – Sheets\C1.14 DRAIN E – STA. 1+00.00 TO END.dwg

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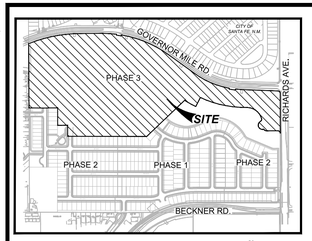
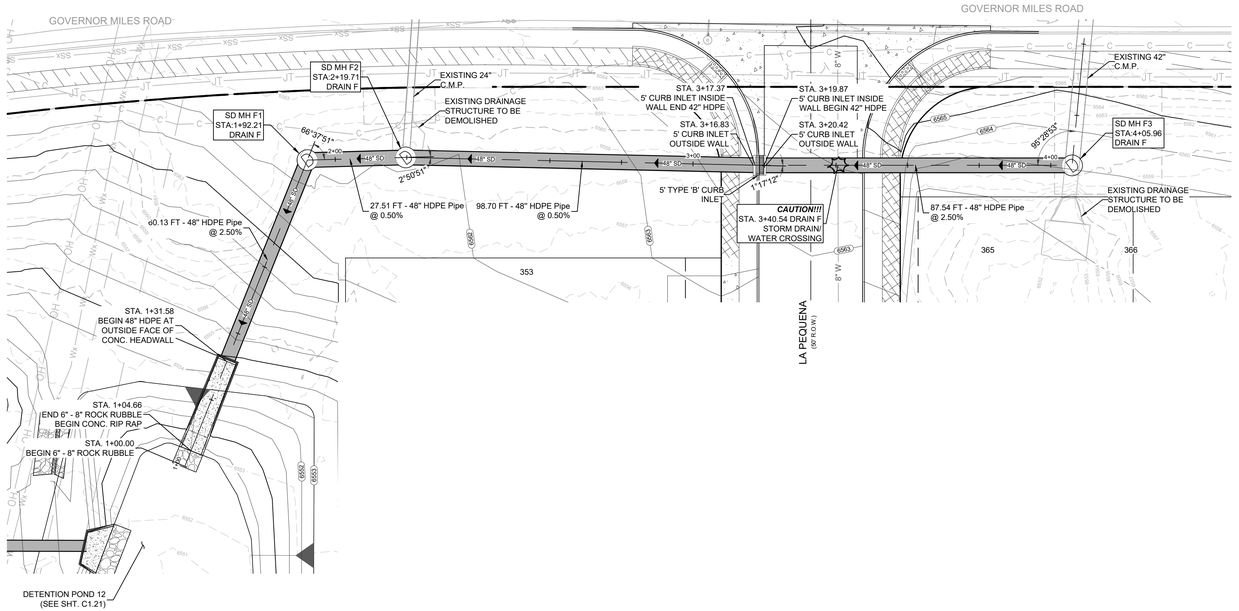
DHI ENGINEERING, LLC.

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
	PROPOSED WATER
	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
S W W W	PROPOSED WYE & LATERAL
W	SINGLE WATER SERVICE
W W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
TOW	TOP OF WALL
BOW	BOTTOM OF WALL

TRENCH EXCAVATION PROTECTION

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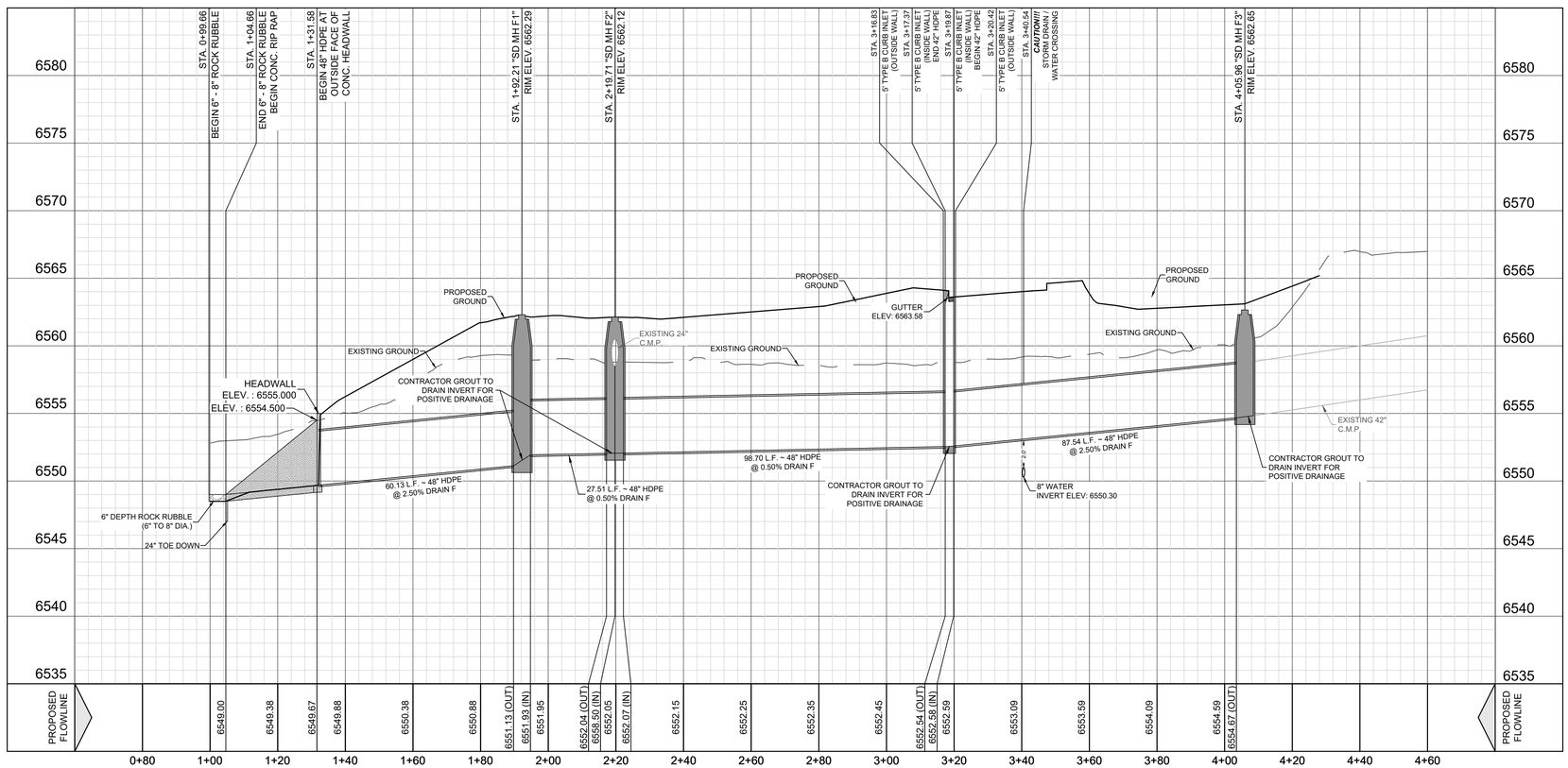
DRAIN F
STA. 1+00.00 - END

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 877-0006 www.dhiinc.com
TBPE REG. NO. F-19561

DHI

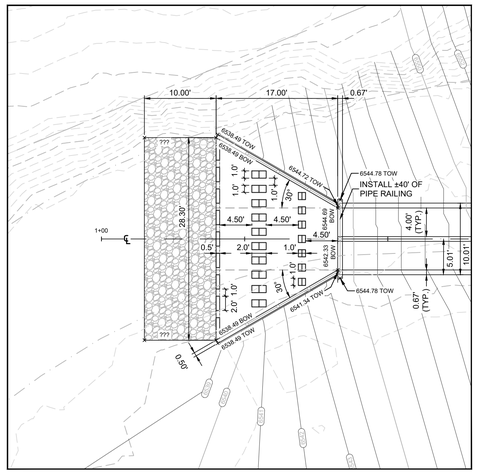
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN F - STA. 1+00.00 TO END

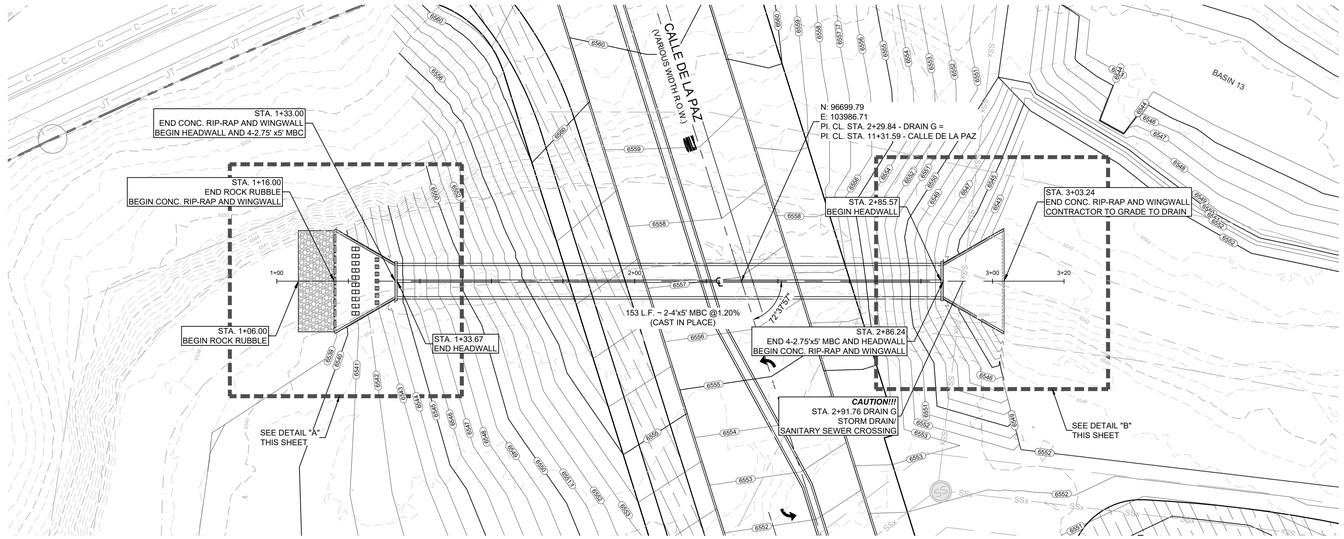
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.15

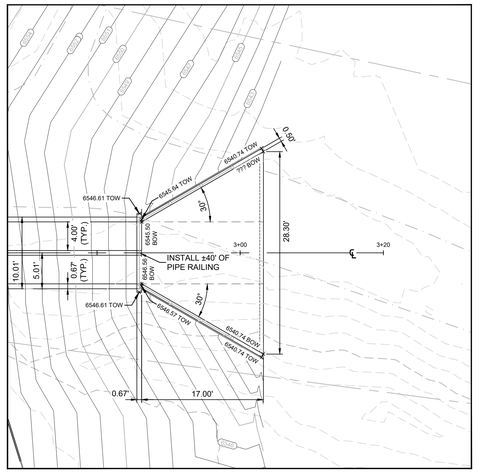
Date: May 14, 2025, 11:03am User ID: JWilson File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\000 – Design\020 – Sheets\C1.15 DRAIN F – STA. 1+00.00 TO END.dwg

DHI ENGINEERING, LLC.

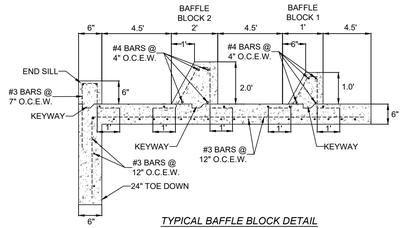


DETAIL "A"
SCALE: 1" = 10'





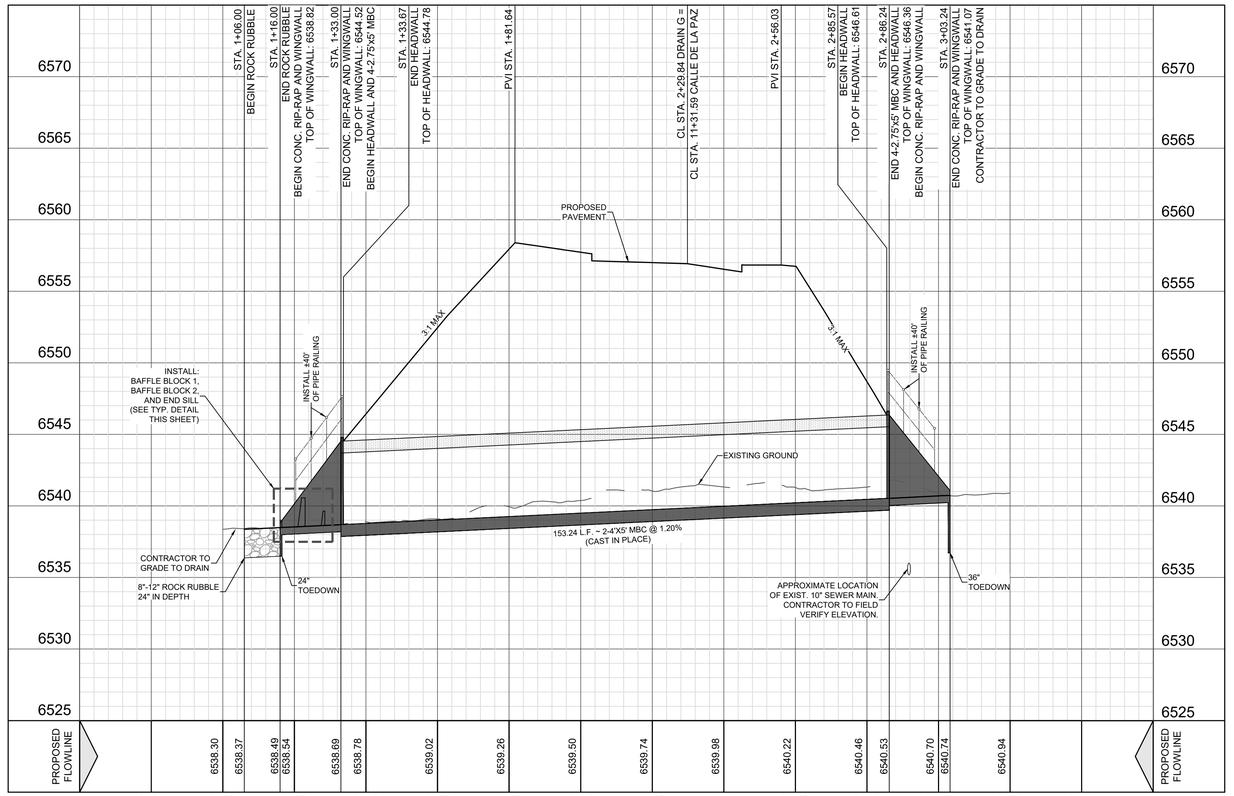
DETAIL "B"
SCALE: 1" = 10'



TYPICAL BAFFLE BLOCK DETAIL
N.T.S.

DRAIN G
STA. 1+00.00 - 4+60.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



TRENCH EXCAVATION PROTECTION

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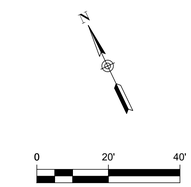
LEGEND (DRAIN)

985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	PROJECT LIMITS
W	PROPOSED WATER
S	PROPOSED SEWER
S	PROPOSED MANHOLE
	FIRE HYDRANTS
S	PROPOSED WYE & LATERAL
W	SINGLE WATER SERVICE
W W	DUEL WATER SERVICE
	STREET LIGHTS
	DRIVEWAY
GETCTV	GAS, ELECTRIC, TELOPHONE & CABLE TELEVISION EASEMENT
TOW	TOP OF WALL
BOW	BOTTOM OF WALL



REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025
VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weymand

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SAN ANTONIO, TX 78247
(210) 494-5252 www.dhiinc.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

DRAIN G - STA. 1+00.00 TO END

DESIGNED BY:	SQV
DRAWN BY:	SQV
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.16

Date: May 14, 2025, 11:05am User ID: JeffSmith File: E:_PROJECTS\05004 (Vista de La Sierra – Santa Fe)\05 – Design\02 – Sheets\C1.16 DRAIN G – STA. 1+00.00 TO END.dwg

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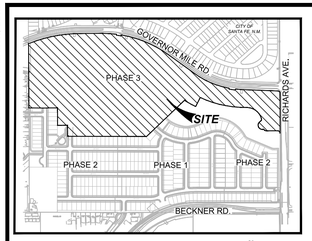
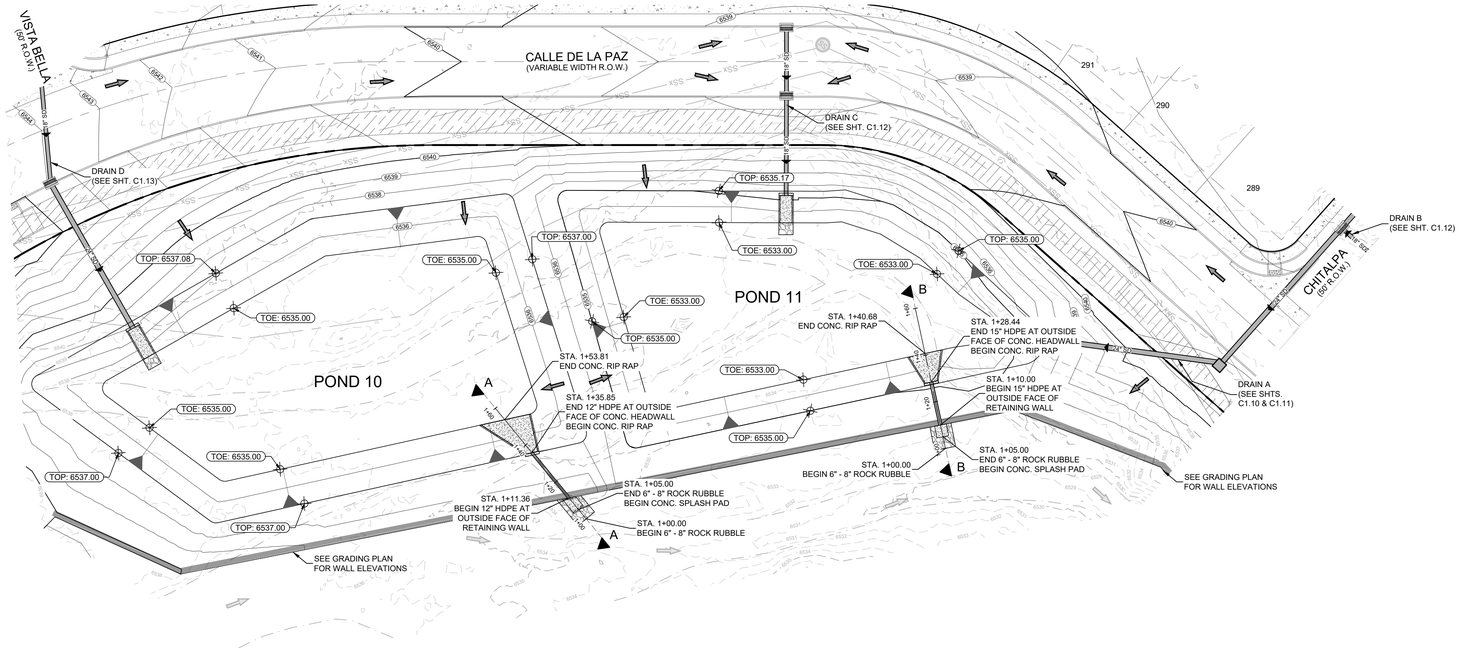
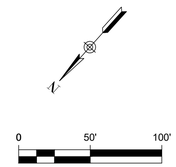


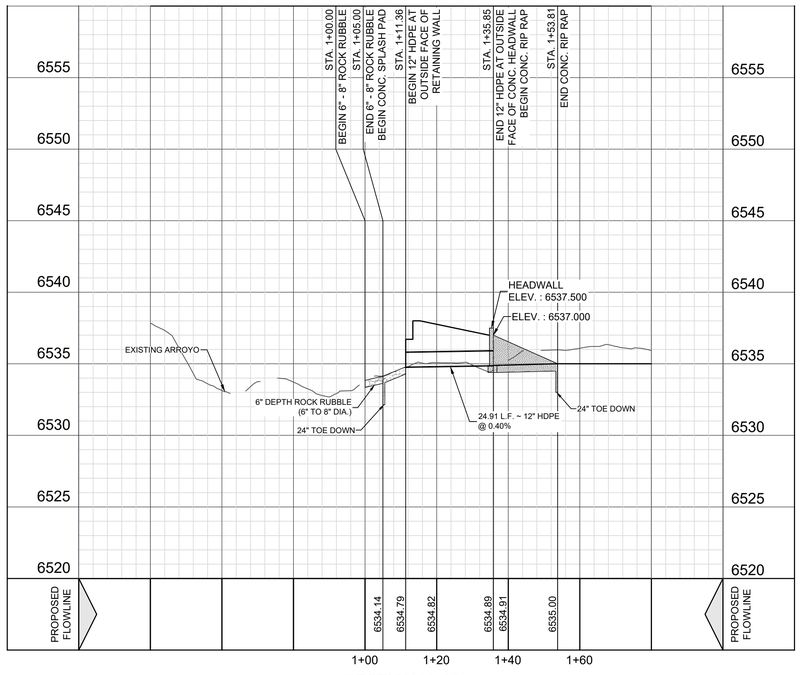
LOCATION MAP
NOT-TO-SCALE





POND 10 OUTFALL 01

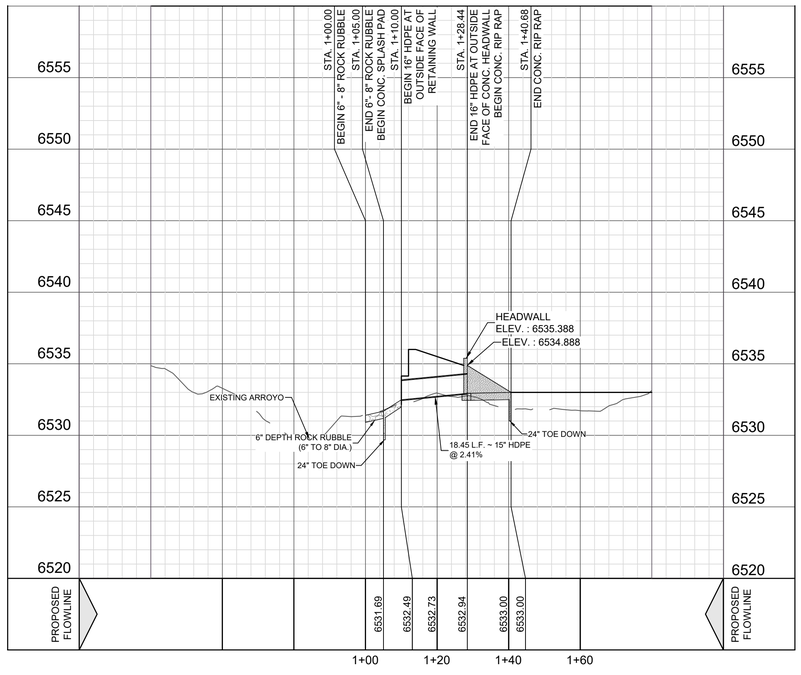
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "A-A"

POND 11 OUTFALL 01

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "B-B"

REV	DATE	DESCRIPTION

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

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SAN ANTONIO, TX 78247
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DHI

VISTA DE LA SIERRA SUBDIVISION
CASE/PERMIT #: S-2020-2642

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

POND '10' & POND '11'

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.20

DHI ENGINEERING, LLC.

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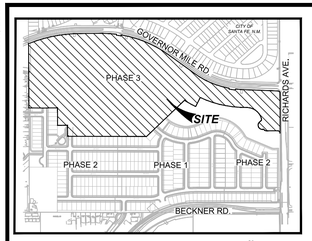
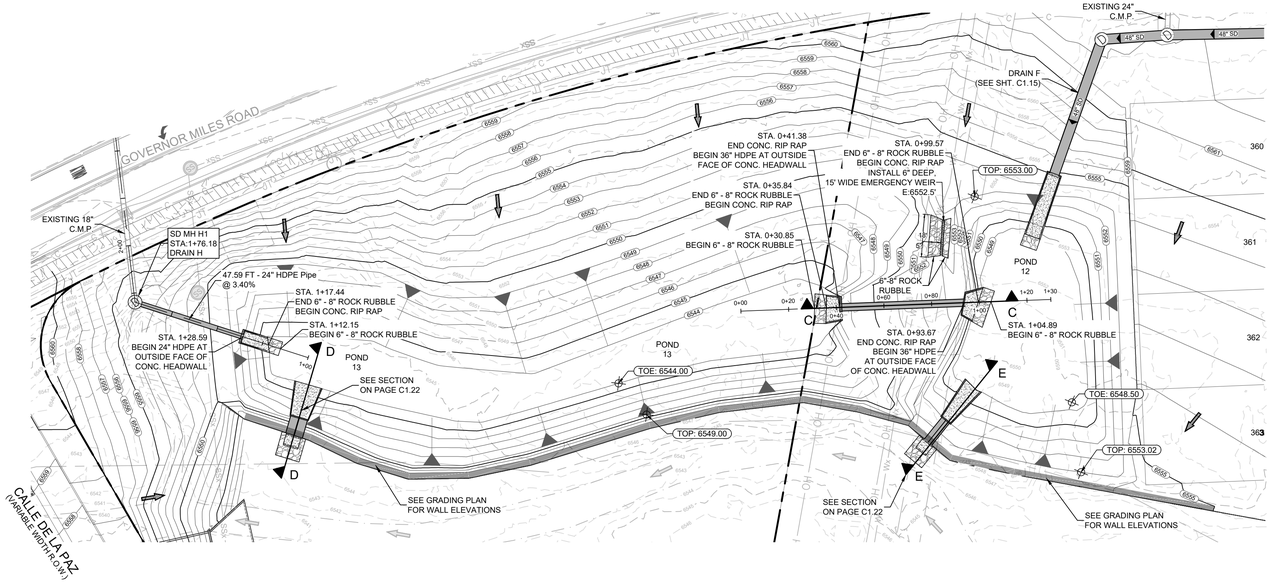
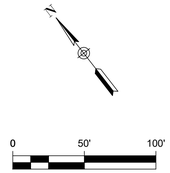
Date: May 14, 2025, 11:11am User ID: JWSmith File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\000 – Design\020 – Sheets\C1.20 POND '10' & POND '11'.dwg

DHI ENGINEERING, LLC.



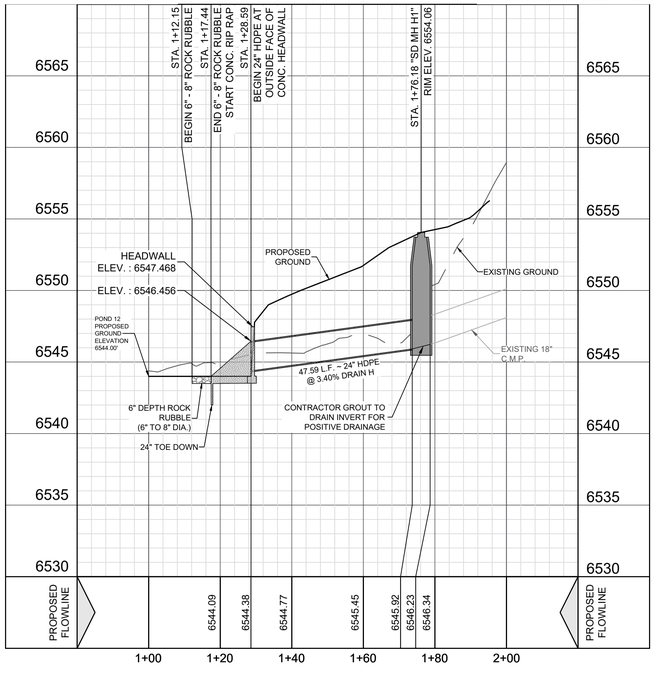
LOCATION MAP
NOT-TO-SCALE





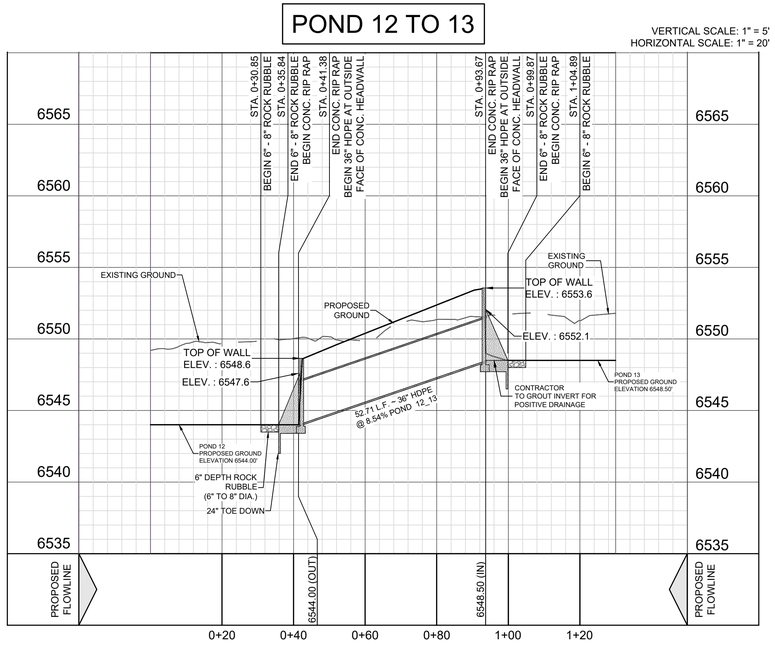
DRAIN H
STA. 1+00.00 - 4+60.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



POND 12 TO 13

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "C-C"

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5031 www.dhiservices.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

POND '12' & POND '13'

DESIGNED BY:	AS
DRAWN BY:	AS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.21

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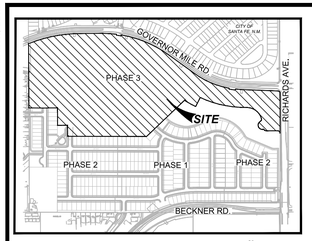
Date: May 14, 2025, 11:13am User ID: JeffSmith File: E:_PROJECT\05004 (Vistas De La Sierra – Santa Fe)\000 – Design\020 – Sheets\05-21 POND '12' & POND '13'.dwg

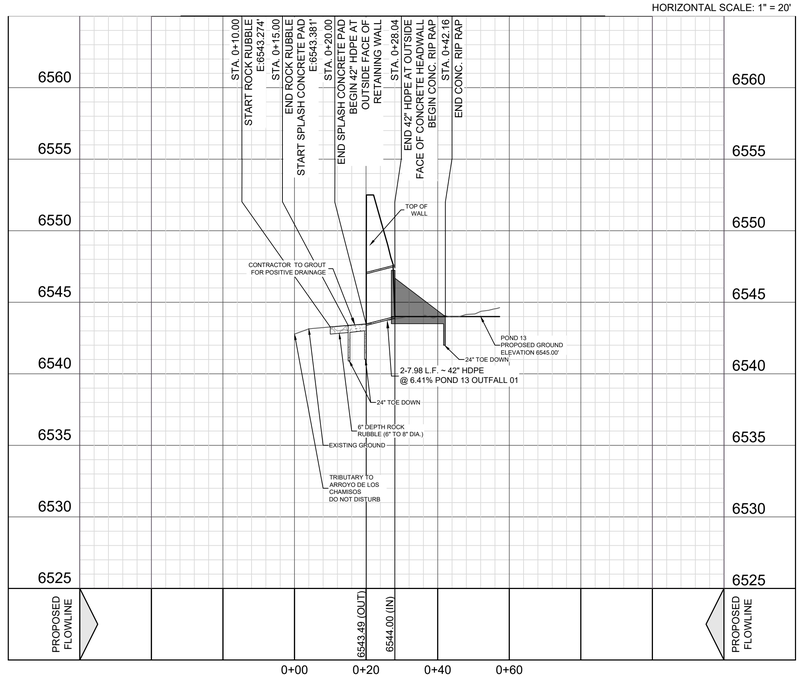
DHI ENGINEERING, LLC.



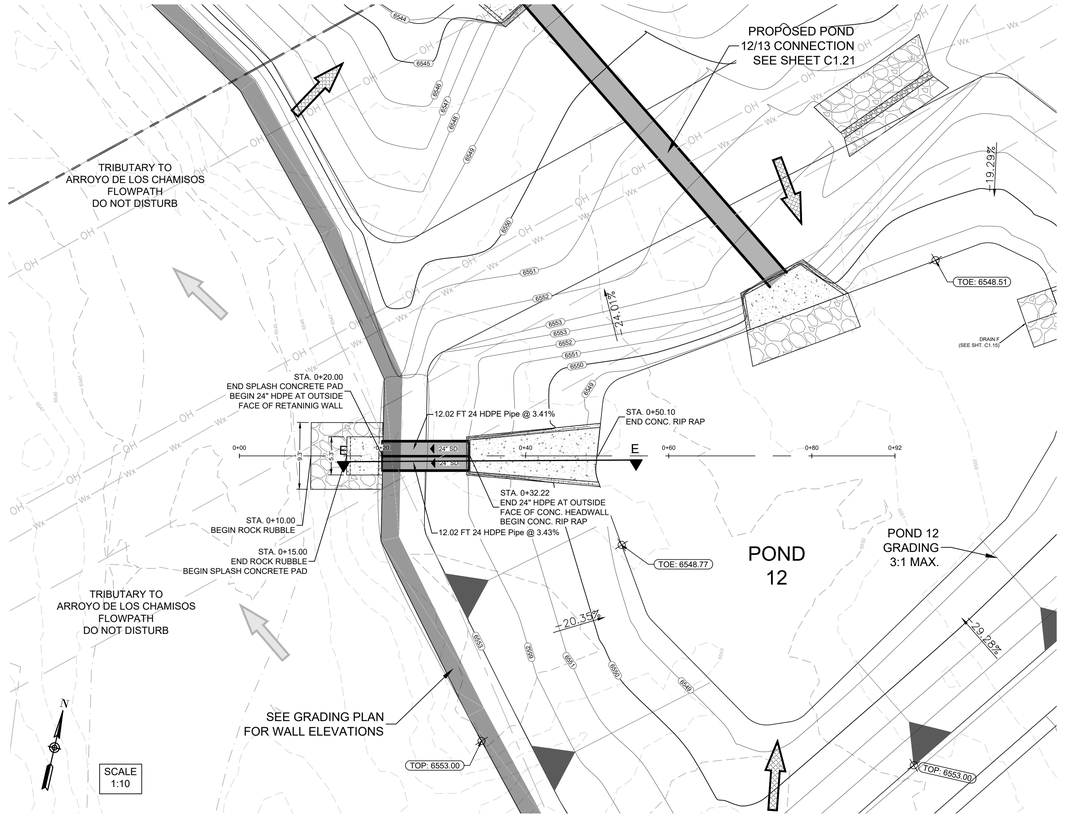
LOCATION MAP
NOT-TO-SCALE

POND 13 OUTFALL 01
STA. 1+00.00 - 4+60.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'

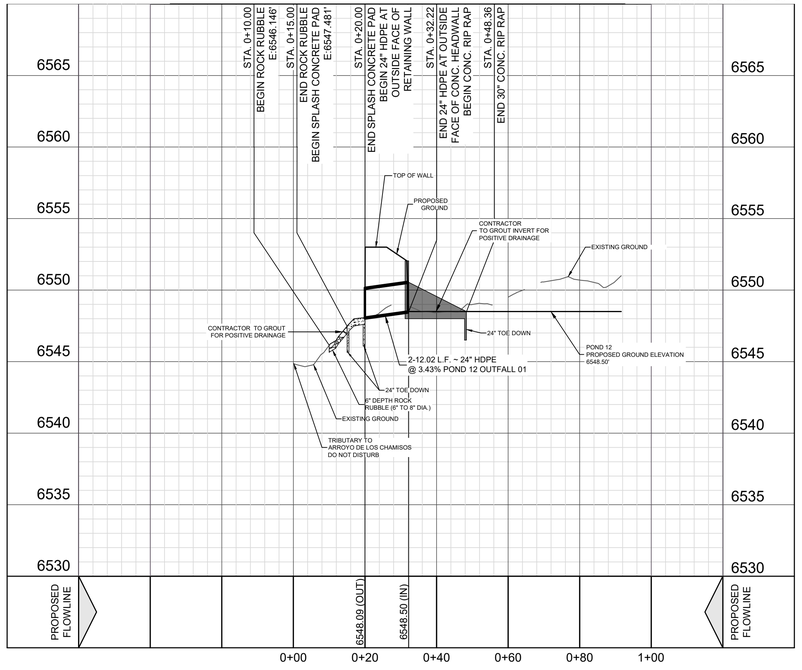


SECTION "D-D"



POND 12 OUTFALL 01
STA. 1+00.00 - 4+60.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "E-E"

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025
VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

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SAN ANTONIO, TX 78247
(210) 494-5252 (210) 494-6000
TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

POND '12 & 13' SECTIONS

DESIGNED BY:	AS
DRAWN BY:	AS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.22

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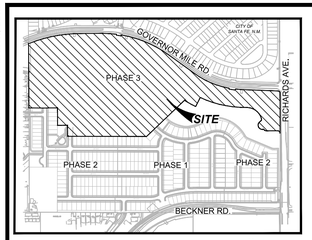
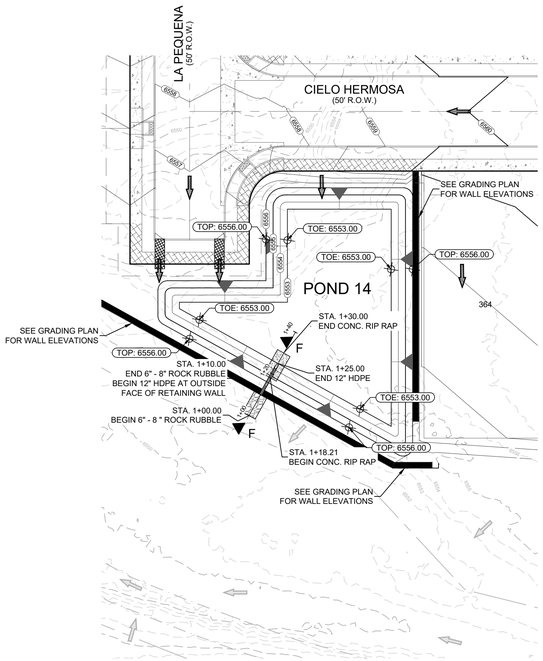
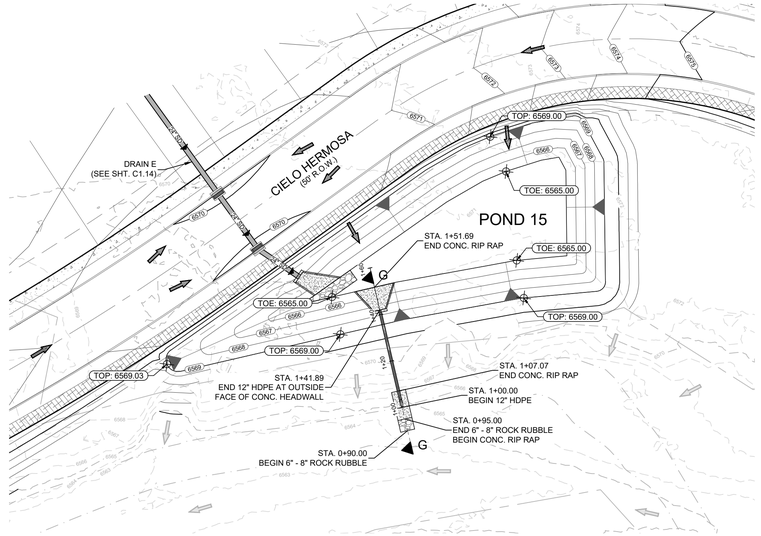
Date: May 14, 2025, 11:15am User ID: JeffHorn File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\900 – Design\930 – Sheets\C1.22 Pond '12 & 13' SECTIONS.dwg

DHI ENGINEERING, LLC.



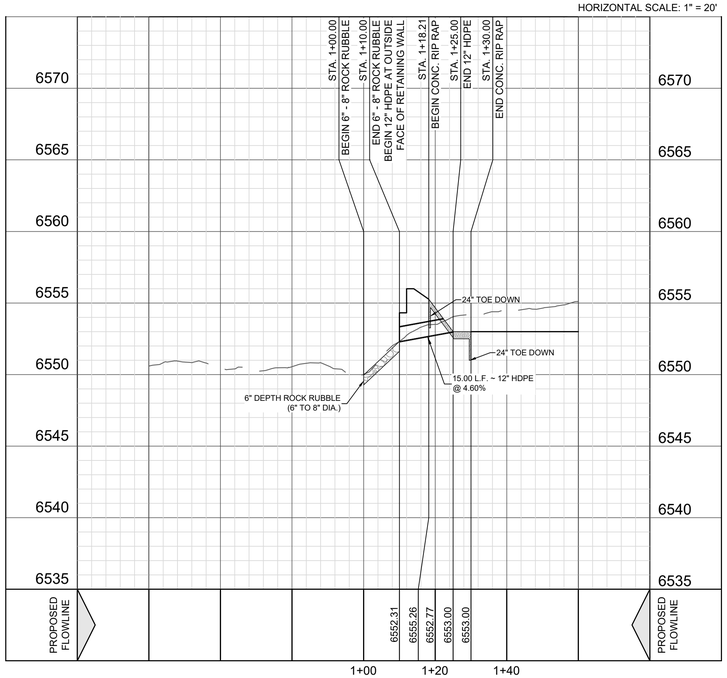
LOCATION MAP
NOT-TO-SCALE





POND 14 OUTFALL 01

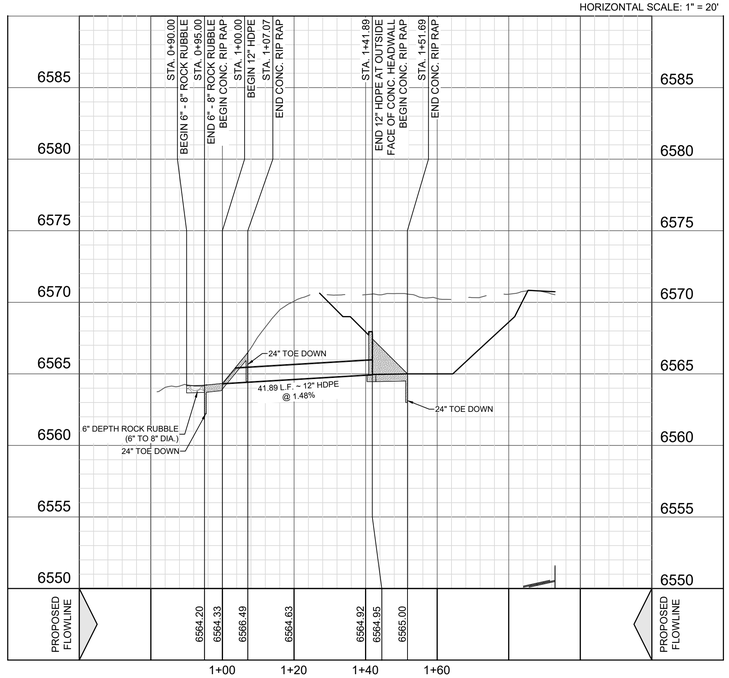
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "F-F"

POND 15 OUTFALL 01

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "G-G"

REV	DATE	DESCRIPTION

CASE/PERMIT # S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/14/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

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TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

POND '14' & POND '15'

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C1.23

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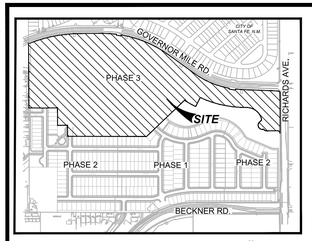
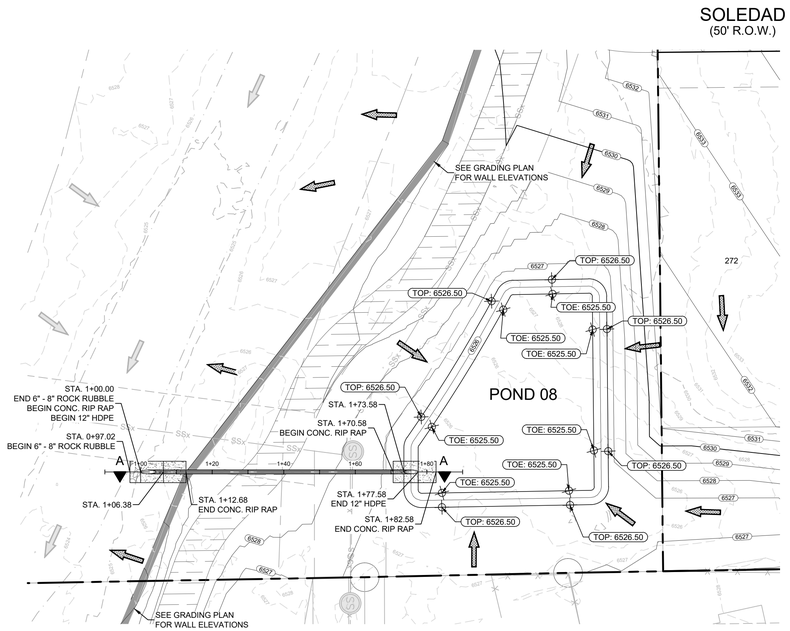
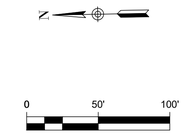
Date: May 14, 2025, 11:16am User ID: JWSmith File: E:_PROJECT\05004 (Vistas De La Sierra – Santa Fe)\900 – Design\920 – Sheets\07.23 POND '14' & POND '15'.dwg



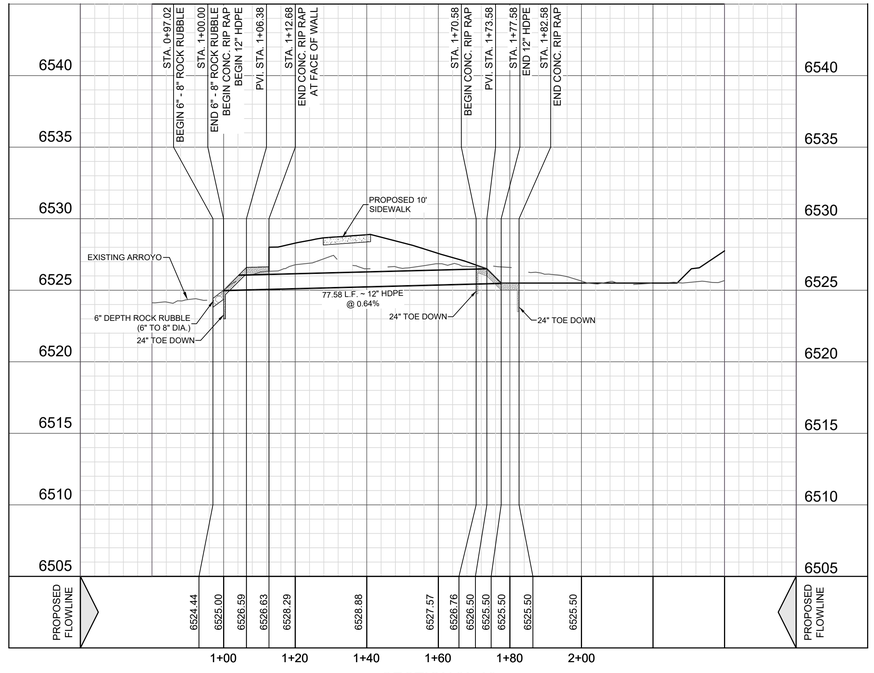
LOCATION MAP
NOT-TO-SCALE





POND 08 OUTFALL 01

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 20'



SECTION "A-A"

DHI ENGINEERING, LLC.

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REV	DATE	DESCRIPTION

6/10/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
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TBPE REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

POND '08'

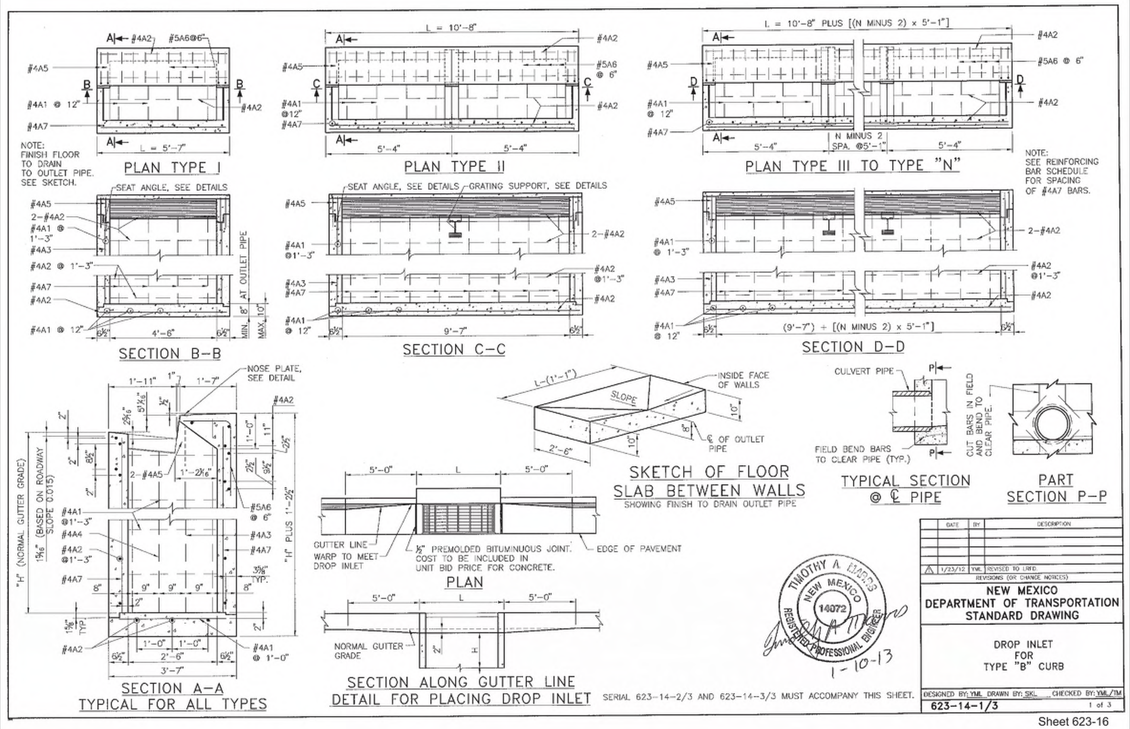
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/10/2025
JOB NO.:	05004
SHEET NO.	C1.24

VISTA DE LA SIERRA SUBDIVISION

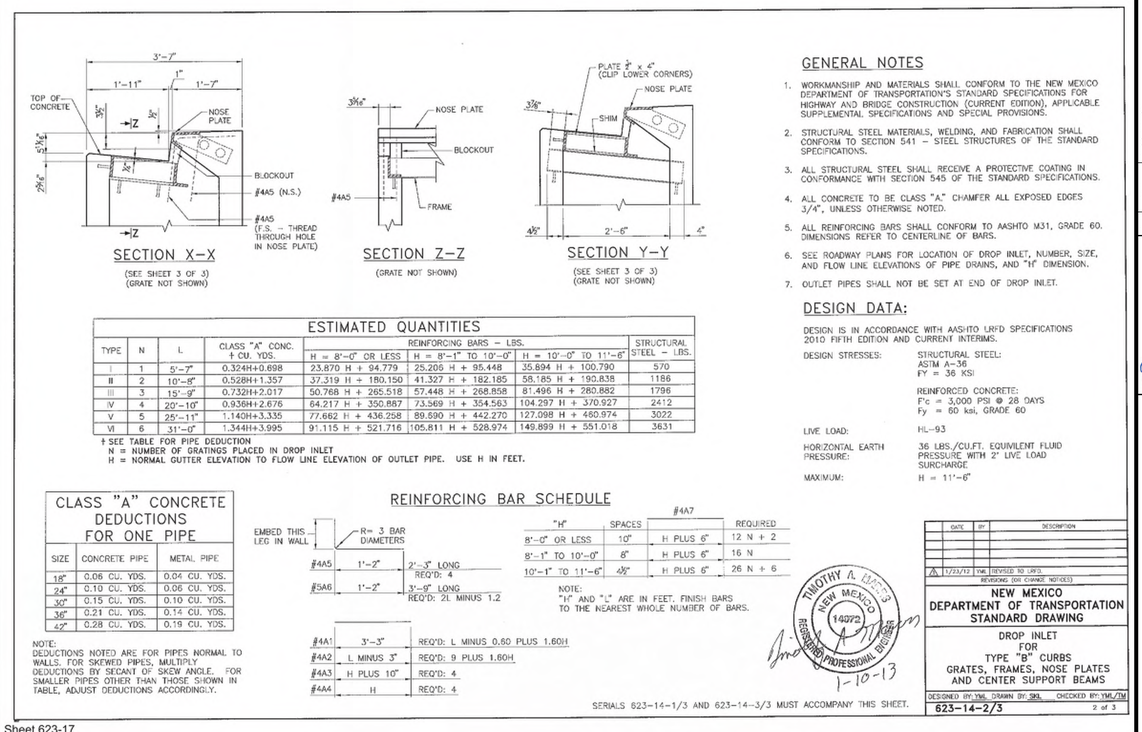
CASE/PERMIT #: S-2020-2642

Date: Jun 10, 2025, 7:51am User ID: JWSimon File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\900 - Design\920 - Sheets\C1.24 POND '08'.dwg

DHI ENGINEERING, LLC.



Sheet 623-16



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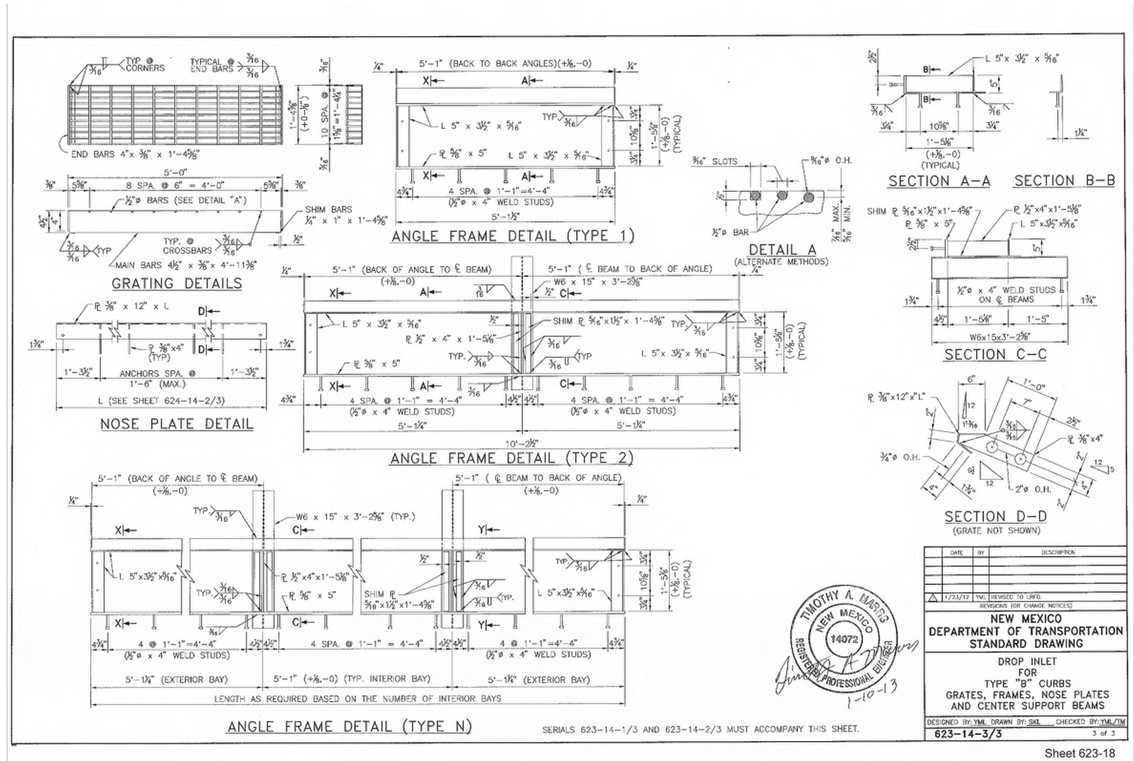

Sheet 623-18

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REV	DATE	DESCRIPTION

1/28/2025
VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER
Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
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TBPE REG. NO. F-19561

DHI

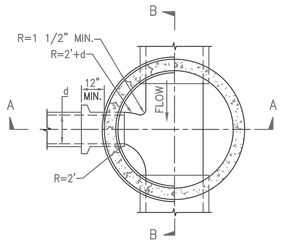
CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

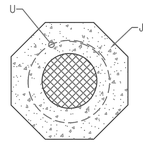
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
TYPICAL DRAINAGE DETAILS

DESIGNED BY:
DRAWN BY: JWS
DATE: 1/28/2025
JOB NO.: 05004
SHEET NO. C1.30

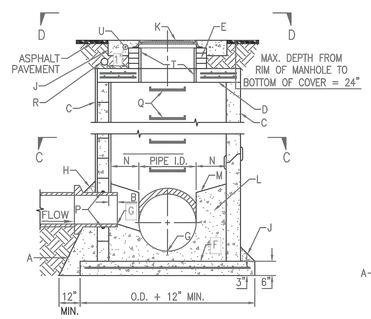
Date: Jan 28, 2025, 12:49pm User ID: JWilliam File: E:_PROJECTS\05004 (Vista De La Sierra – Santa Fe)\1800 – Design\1830 – Sheets\C1.30 TYPICAL DRAINAGE DETAILS.dwg



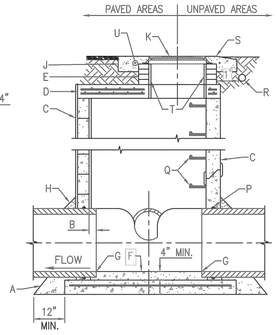
PLAN AT C–C



PLAN AT D–D



CROSS SECTION A–A



CROSS SECTION B–B

GENERAL NOTES

1. USE TYPE "C" MANHOLE FOR DEPTHS OF LESS THAN 6' MEASURED FROM INVERT TO RIM.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" MANHOLE IN LIEU OF TYPE "E" MANHOLE FOR DEPTHS OF 6' OR MORE.
3. MANHOLES GREATER THAN 18' IN DEPTH SHALL BE CONSTRUCTED OF PRECAST CONCRETE SECTIONS ONLY.
4. DESIGN APPLIES TO 4' TO 6' I.D. MANHOLES.
5. COMPACT ALL BACKFILL AROUND MANHOLE TO 95% (ASTM).
6. USE NON–SHRINK GROUT FOR JOINTS, FILLETS AND PIPE PENETRATIONS.
7. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
8. MANHOLES GREATER THAN 20' IN DEPTH WILL REQUIRE A SEPARATE STRUCTURAL DESIGN.

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE OF MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FOR FLEXIBLE PIPE.

B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRINGLINE OF PIPE.

C. MANHOLE MAY BE CONSTRUCTED OF CONCRETE BLOCK, POURED CONCRETE, OR PRECAST REINFORCED CONCRETE. IF BLOCK IS USED, APPLY 1/2" THICK MORTAR COATING TO EXTERIOR AND INTERIOR OF MANHOLE. IF PRECAST CONCRETE IS USED, USE MASTIC GASKETS AND APPLY NON–SHRINK GROUT TO EXTERIOR AND INTERIOR OF EXPANSION JOINTS OR USE WATERTIGHT RUBBER GASKETS. IF RUBBER GASKETS ARE USED, THE MANHOLE SECTIONS DO NOT NEED TO BE GROUTED BUT THE MANUFACTURER MUST STAMP THE INTERIOR OF EACH PRECAST SECTION WITH THE TYPE OF GASKET USED.

D. PRECAST CONCRETE TOP SLAB, SEE STANDARD DRAWING 2212.

E. USE MAX. 4 COURSES GRADE MS BRICK ON UNPAVED STREET FOR FUTURE ADJUSTMENT OF MANHOLE FRAME TO PAVEMENT GRADE.

F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTHS OF 16' OR GREATER. NO. 4 BARS AT 12" O.C. EACH WAY FOR MANHOLE DEPTH OF LESS THAN 16'.

G. INVERT ELEVATION AS SHOWN ON PLANS. PROVIDE 0.10' (MINIMUM) OF FALL BETWEEN INVERT(S)–IN AND INVERT–OUT.

H. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.

J. OCTAGONAL CONCRETE PAD, SEE STANDARD DWG. 2461 FOR REFERENCE.

K. MANHOLE FRAME AND COVER, SEE DRAWING 2210.

L. CONCRETE, SEE SPECIFICATION SECTION 101.

M. SLOPE 1" PER FT. FROM PIPE CROWN.

N. SHELF TO BE 9" WIDE MIN.

P. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

Q. STEPS TO BE INSTALLED PER STANDARD SPECIFICATION SECTION 920 AND DRAWING 2229.

R. ELECTRONIC MARKER DEVICE (EMD). SEE STANDARD SPECIFICATION SECTION 170.

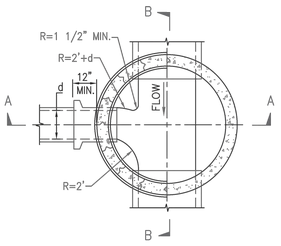
S. CONCRETE COLLAR IN UNPAVED AREAS, SEE STANDARD DRAWING 2461.

T. APPLY 1/2" THICK MORTAR COATING TO INTERIOR OF OPENING.

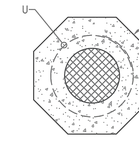
U. #4 REBAR PER STANDARD DRAWING 2461.

V. TOP OF CONCRETE COLLAR SHALL BE STAMPED WITH LINE SIZE AND FLOW DIRECTION ARROWS. MINIMUM LETTER SIZE SHALL BE 3" IN HEIGHT.

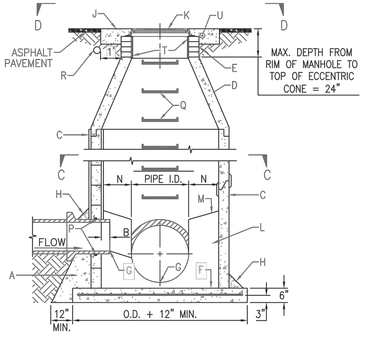
REVISIONS	
	DRAINAGE STORM SEWER MANHOLE TYPE "C"



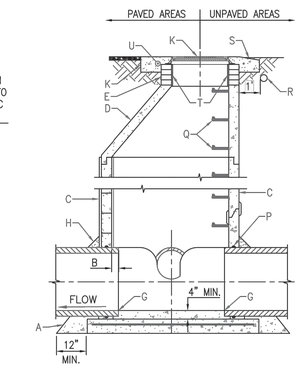
PLAN AT C–C



PLAN AT D–D



CROSS SECTION A–A



CROSS SECTION B–B

GENERAL NOTES

1. USE TYPE "E" MANHOLE FOR DEPTHS OF 6' OR GREATER, MEASURED FROM INVERT TO RIM.
2. CONTRACTOR HAS OPTION TO CONSTRUCT TYPE "C" MANHOLE IN LIEU OF TYPE "E" MANHOLE FOR DEPTHS OF 6' OR LESS.
3. MANHOLES GREATER THAN 18' IN DEPTH SHALL BE CONSTRUCTED OF PRECAST CONCRETE SECTIONS ONLY.
4. DESIGN APPLIES TO 4' TO 6' I.D. MANHOLES.
5. COMPACT ALL BACKFILL AROUND MANHOLE TO 95% (ASTM).
6. USE NON–SHRINK GROUT FOR JOINTS, FILLETS AND PIPE PENETRATIONS.
7. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
8. MANHOLES GREATER THAN 20' IN DEPTH WILL REQUIRE A SEPARATE STRUCTURAL DESIGN.

CONSTRUCTION NOTES

A. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE OF MANHOLE TO BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO SPRING LINE. NOT APPLICABLE FOR FLEXIBLE PIPE.

B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAX., MEASURED AT SPRINGLINE OF PIPE.

C. MANHOLE MAY BE CONSTRUCTED OF CONCRETE BLOCK, POURED CONCRETE, OR PRECAST REINFORCED CONCRETE. IF BLOCK IS USED, APPLY 1/2" THICK MORTAR COATING TO EXTERIOR AND INTERIOR OF MANHOLE. IF PRECAST CONCRETE IS USED, USE MASTIC GASKETS AND APPLY NON–SHRINK GROUT TO EXTERIOR AND INTERIOR OF EXPANSION JOINTS OR USE WATERTIGHT RUBBER GASKETS. IF RUBBER GASKETS ARE USED, THE MANHOLE SECTIONS DO NOT NEED TO BE GROUTED BUT THE MANUFACTURER MUST STAMP THE INTERIOR OF EACH PRECAST SECTION WITH THE TYPE OF GASKET USED.

D. PRECAST REINFORCED CONCRETE ECCENTRIC CONE. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR APPROVAL.

E. USE MAX. 4 COURSES GRADE MS BRICK ON UNPAVED STREET FOR FUTURE ADJUSTMENT OF MANHOLE FRAME TO PAVEMENT GRADE.

F. CONCRETE BASE TO BE POURED IN PLACE USING NO. 4 BARS AT 6" O.C. EACH WAY FOR MANHOLE DEPTHS OF 16' OR GREATER. NO. 4 BARS AT 12" O.C. EACH WAY FOR MANHOLE DEPTH OF LESS THAN 16'.

G. INVERT ELEVATION AS SHOWN ON PLANS. PROVIDE 0.10' (MINIMUM) OF FALL BETWEEN INVERT(S)–IN AND INVERT–OUT.

H. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.

J. OCTAGONAL CONCRETE PAD, SEE STANDARD DWG. 2461 FOR REFERENCE.

K. MANHOLE FRAME AND COVER, SEE DRAWING 2210.

L. CONCRETE, SEE SPECIFICATION SECTION 101.

M. SLOPE 1" PER FT. FROM PIPE CROWN.

N. SHELF TO BE 9" WIDE MIN.

P. APPROVED WATERSTOP TO BE COMPATIBLE WITH TYPE OF PIPE.

Q. STEPS TO BE INSTALLED PER STANDARD SPECIFICATION SECTION 920 AND DRAWING 2229.

R. ELECTRONIC MARKER DEVICE (EMD). SEE STANDARD SPECIFICATION SECTION 170.

S. CONCRETE COLLAR IN UNPAVED AREAS, SEE STANDARD DRAWING 2461.

T. APPLY 1/2" THICK MORTAR COATING TO INTERIOR OF OPENING.

U. #4 REBAR PER STANDARD DRAWING 2461.

REVISIONS	
	DRAINAGE STORM SEWER MANHOLE TYPE "E"

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DHI ENGINEERING, LLC.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

1/28/2025

VANCE L WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
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SAN ANTONIO, TX 78247
(210) 494-9500 www.dhiweb.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

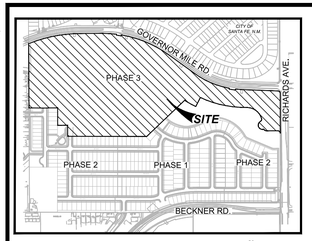
SANTA FE, NM

TYPICAL DRAINAGE DETAILS

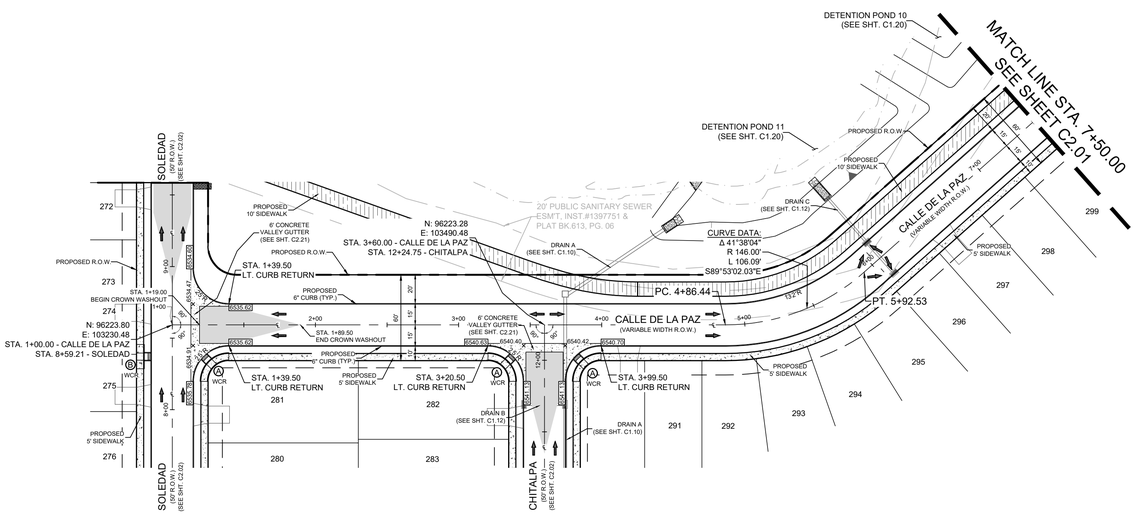
DESIGNED BY:	
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C1.31

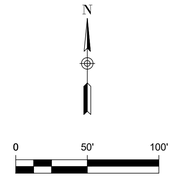
Date: Jan 28, 2025, 11:53am User ID: JWSman File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\05 - Design\02 - Sheets\C1.31 TYPICAL DRAINAGE DETAILS.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (STREET)

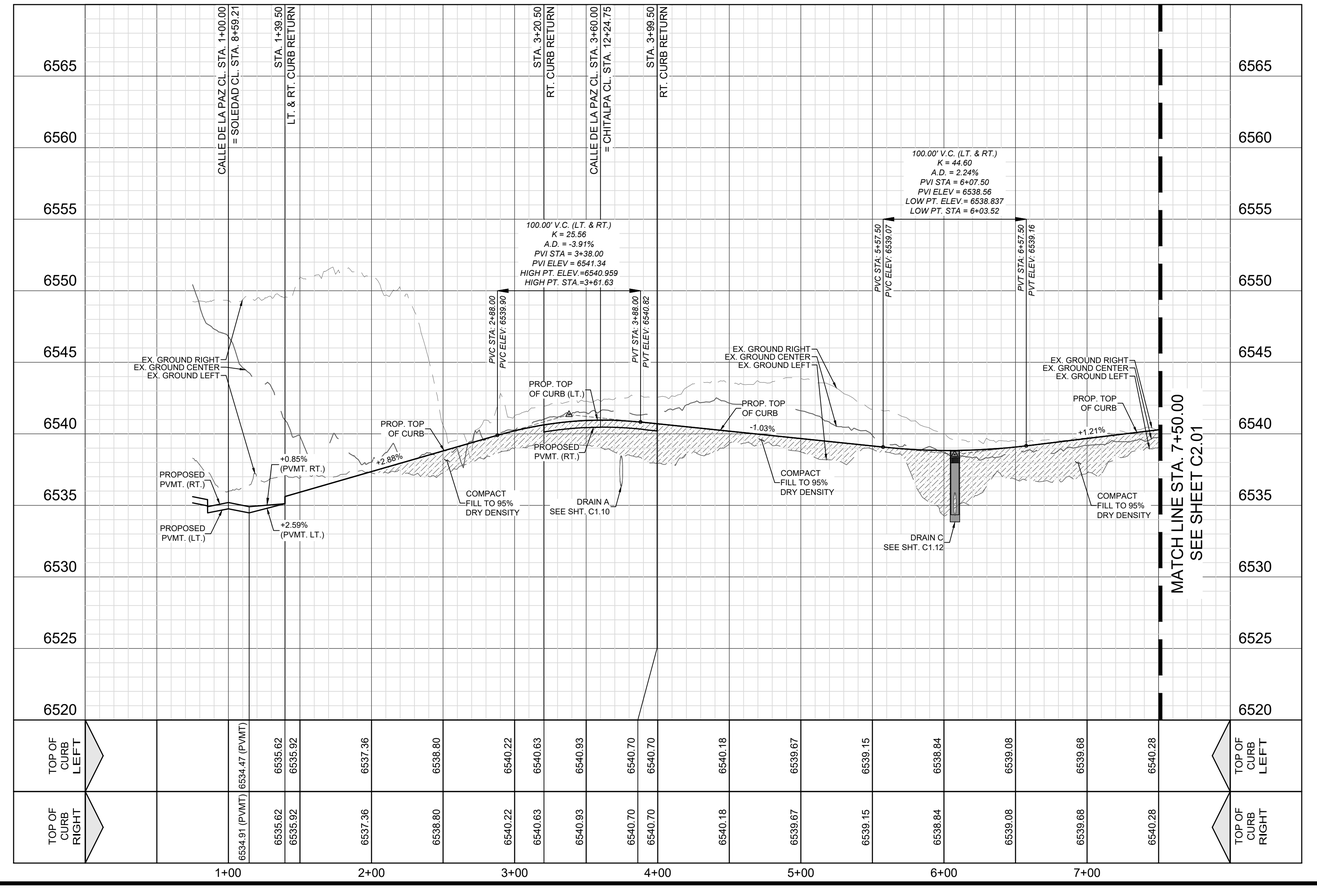
	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
1 WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
	CROWN WASHOUT
	DRIVEWAY
	SIDEWALK (DEVELOPER RESPONSIBILITY)
12'	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

STREET NOTES:

1. A SANTA FE COUNTY PERMIT MUST BE OBTAINED BEFORE WORKING IN SANTA FE COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 5 FT. FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FT. , AND LOWER THAN 8 FT. ABOVE THE PAVEMENT INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN HE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FT. ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT.
7. ALL RAMPS AND ANY PROPOSED SIDEWALKS THAT DO NOT FRONT PROPOSED RESIDENTIAL LOTS ARE REQUIRED TO BE CONSTRUCTED WITH STREET CONSTRUCTION.
8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21

CALLE DE LA PAZ
STA. 1+00.00 TO 7+50.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-8100 (OFFICE)
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

CALLE DE LA PAZ - STA. 1+00.00 TO 7+50.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.00

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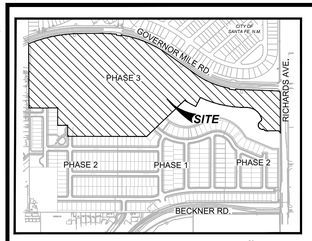
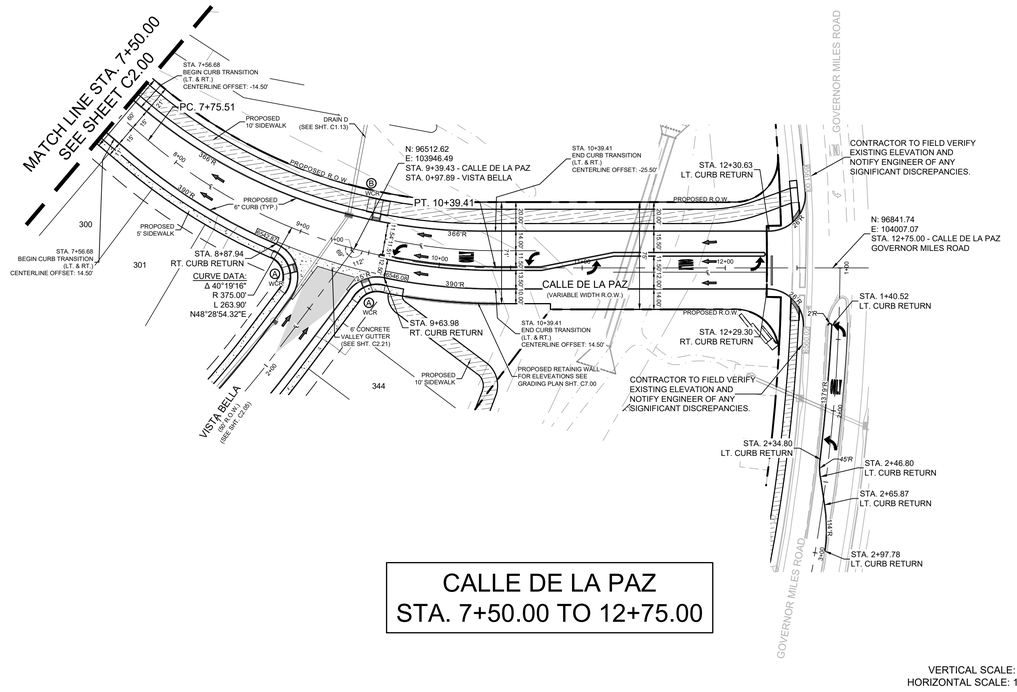
Date: May 12, 2025, 11:41am User ID: Jefferson Fite: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\000 - Design\020 - Sheets\C2.00 CALLE DE LA PAZ - STA. 1+00.00 TO 7+50.00.dwg

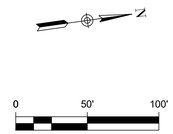
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



CALLE DE LA PAZ
STA. 7+50.00 TO 12+75.00



LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
1 WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
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1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
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	DRIVEWAY
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

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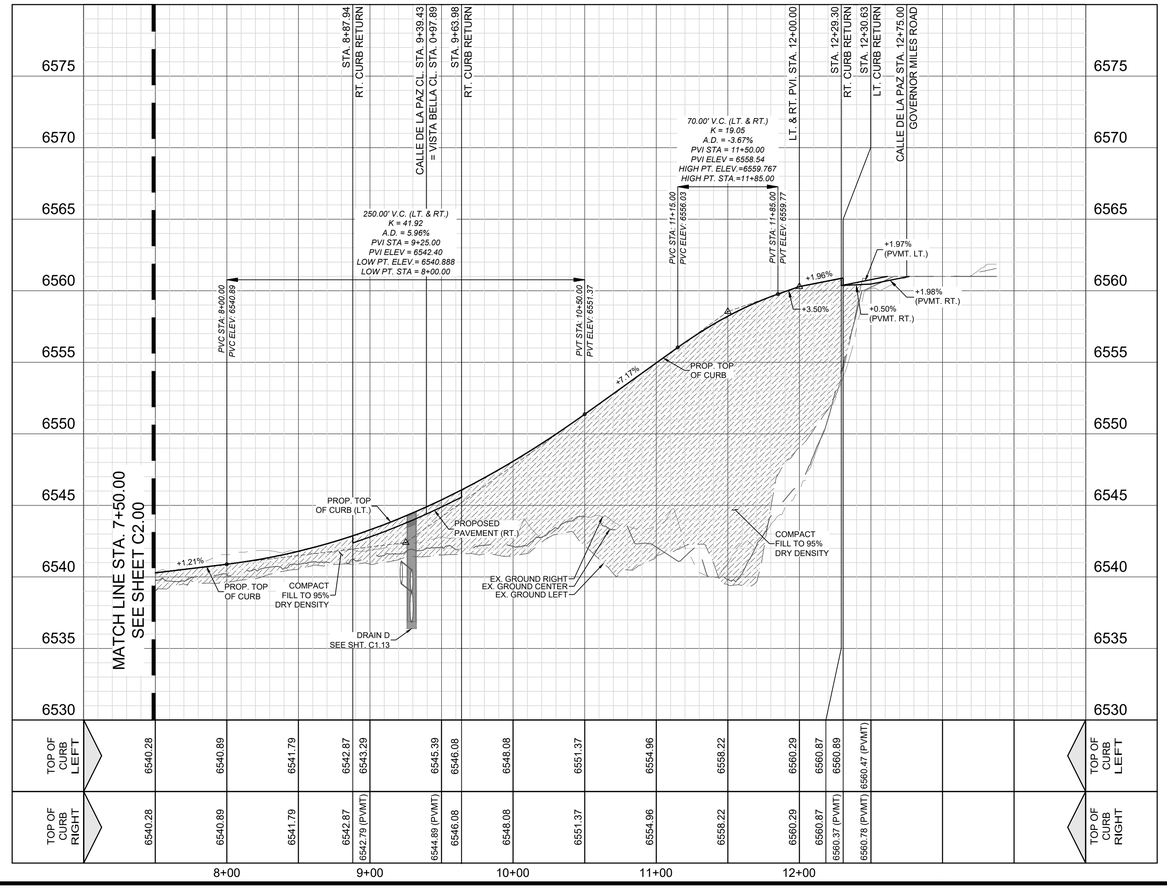
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

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(210) 496-8100 www.dhi.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
CALLE DE LA PAZ - STA. 7+50.00 TO 12+75.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.01

Date: May 12, 2025, 11:48am User ID: JeffHorn File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\300 – Design\320 – Sheets\C2.01 CALLE DE LA PAZ – STA. 7+50.00 TO 12+75.00.dwg

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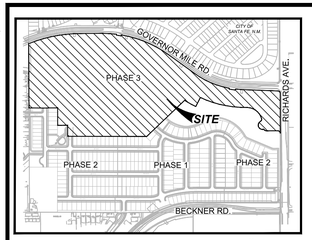
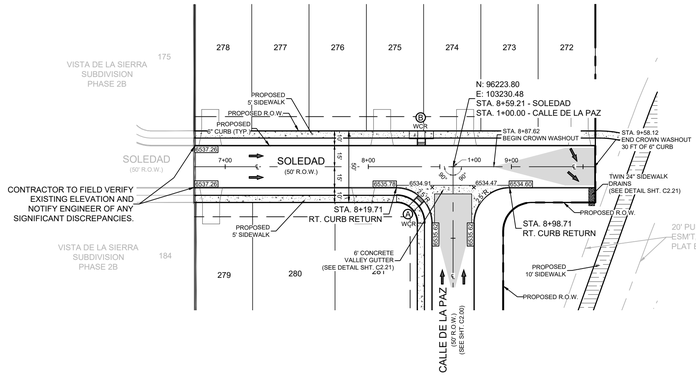
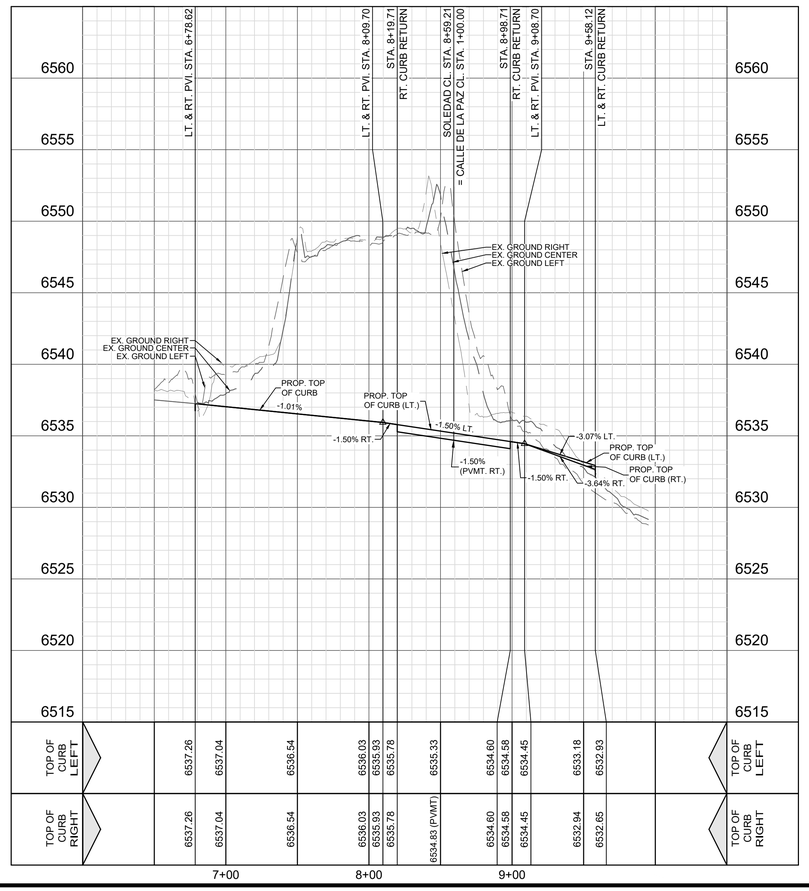
DHI ENGINEERING, LLC.

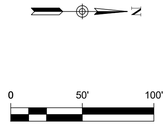


LOCATION MAP
NOT-TO-SCALE



SOLEDAD
STA. 6+78.62 TO 9+58.12





LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
1 WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
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8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
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(210) 494-5710 (WORK)
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

SOLEDAD - STA. 1+00.00 TO 9+58.12

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.02

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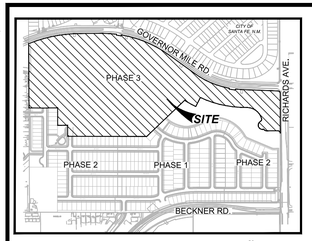
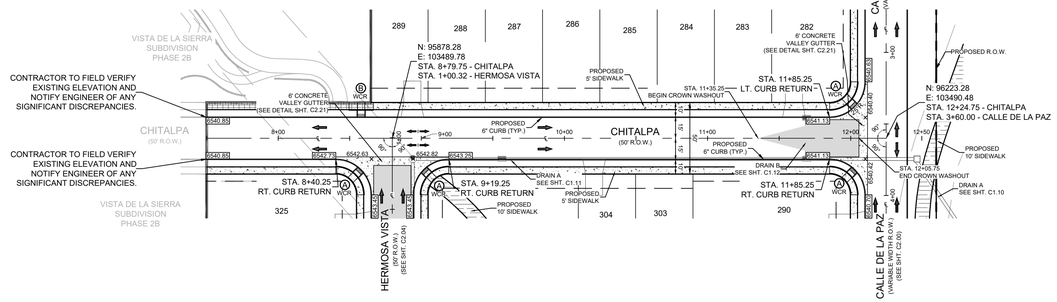
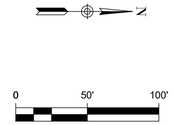
Date: May 12, 2025, 11:50am User ID: JeffHinch File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\300 – Design\320 – Sheets\C2.02 SOLEDAD – STA. 1+00.00 TO 9+58.12.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
	CROWN WASHOUT
	DRIVEWAY
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STREET NOTES:

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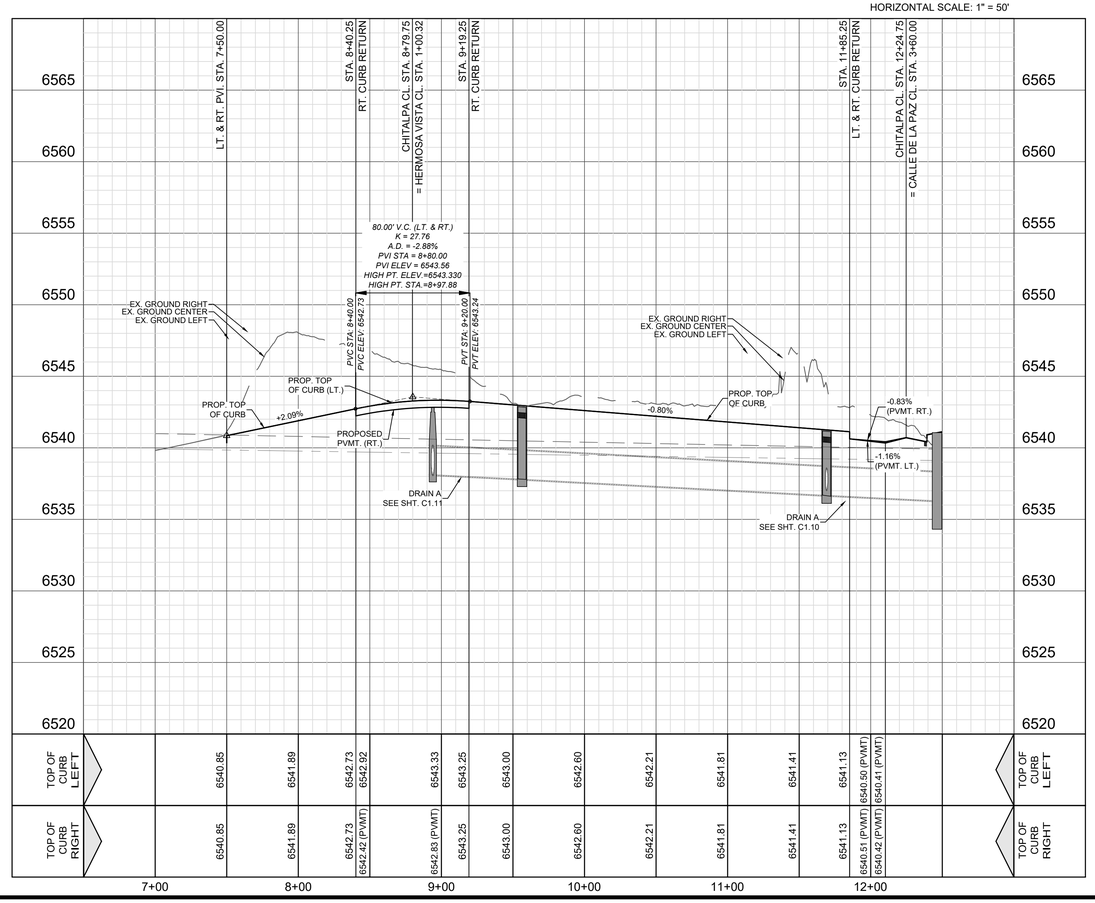
CHITALPA
STA. 7+50.00 TO 12+24.75

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



	7+00	8+00		9+00		10+00	11+00		12+00		
TOP OF CURB LEFT	6540.85	6541.89	6542.73	6542.92	6543.33	6543.25	6543.00	6542.60	6542.21	6541.81	6541.41	6541.13	6540.50 (PVMT)	6540.41 (PVMT)
TOP OF CURB RIGHT	6540.85	6541.89	6542.73	6542.42 (PVMT)	6542.83 (PVMT)	6543.25	6543.00	6542.60	6542.21	6541.81	6541.41	6541.13	6540.51 (PVMT)	6540.42 (PVMT)

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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

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TBPE REG. NO. F-19561

DHI

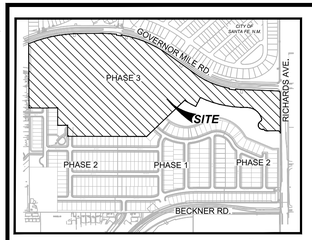
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

CHITALPA - STA. 7+50.00 TO 12+24.75

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.03

Date: May 12, 2025, 11:06pm User ID: JWSman File: E:_PROJECT\05004 (Vista de La Sierra – Santa Fe)\05 – Design\02 – Sheets\C2.03 CHITALPA – STA. 7+50.00 TO 12+24.75.dwg

DHI ENGINEERING, LLC.

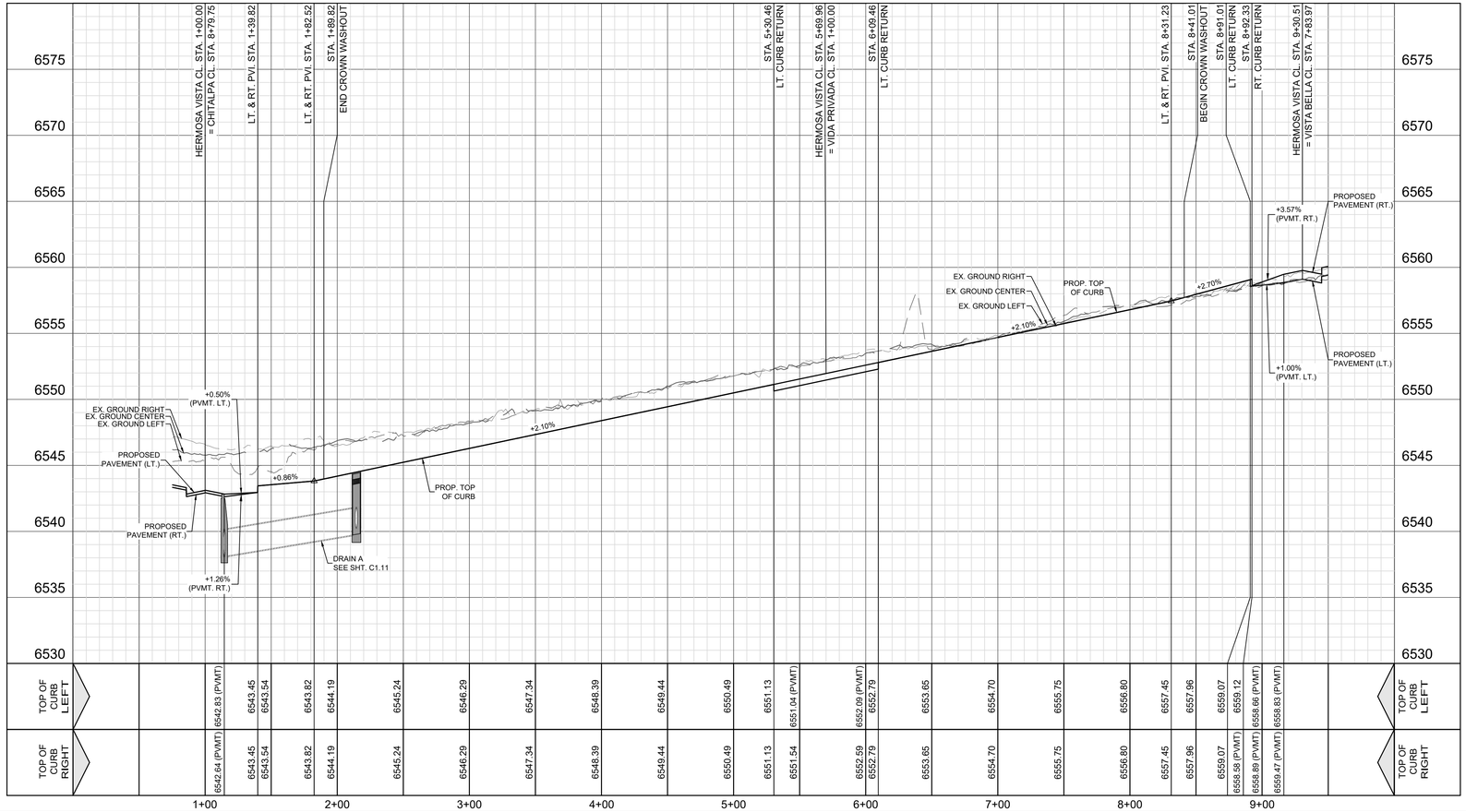


LOCATION MAP
NOT-TO-SCALE



HERMOSA VISTA
STA. 1+00.00 TO 9+30.51

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
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7. ALL RAMPS AND ANY PROPOSED SIDEWALKS THAT DO NOT FRONT PROPOSED RESIDENTIAL LOTS ARE REQUIRED TO BE CONSTRUCTED WITH STREET CONSTRUCTION
8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-9696 (210) 496-9600
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

HERMOSA VISTA - STA. 1+00.00 TO 9+30.51

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.04

Date: May 12, 2025, 3:07pm User ID: JWSimon File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\900 - Design\920 - Sheets\C2.04 HERMOSA VISTA – STA. 1+00.00 TO 9+30.51.dwg

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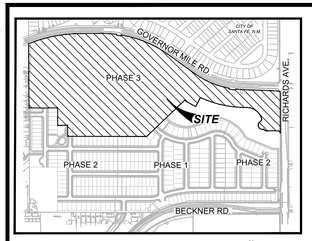
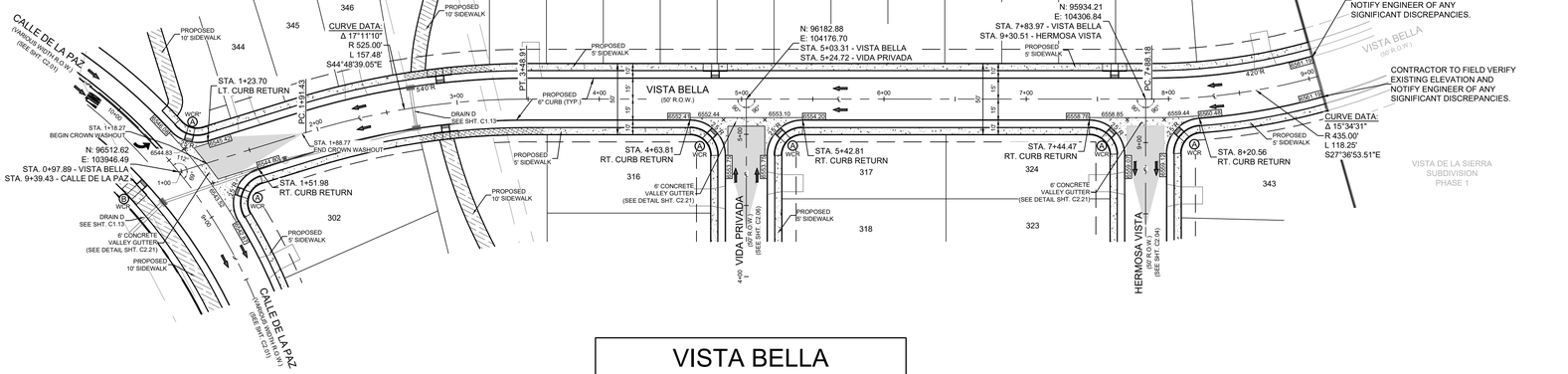
DHI ENGINEERING, LLC.

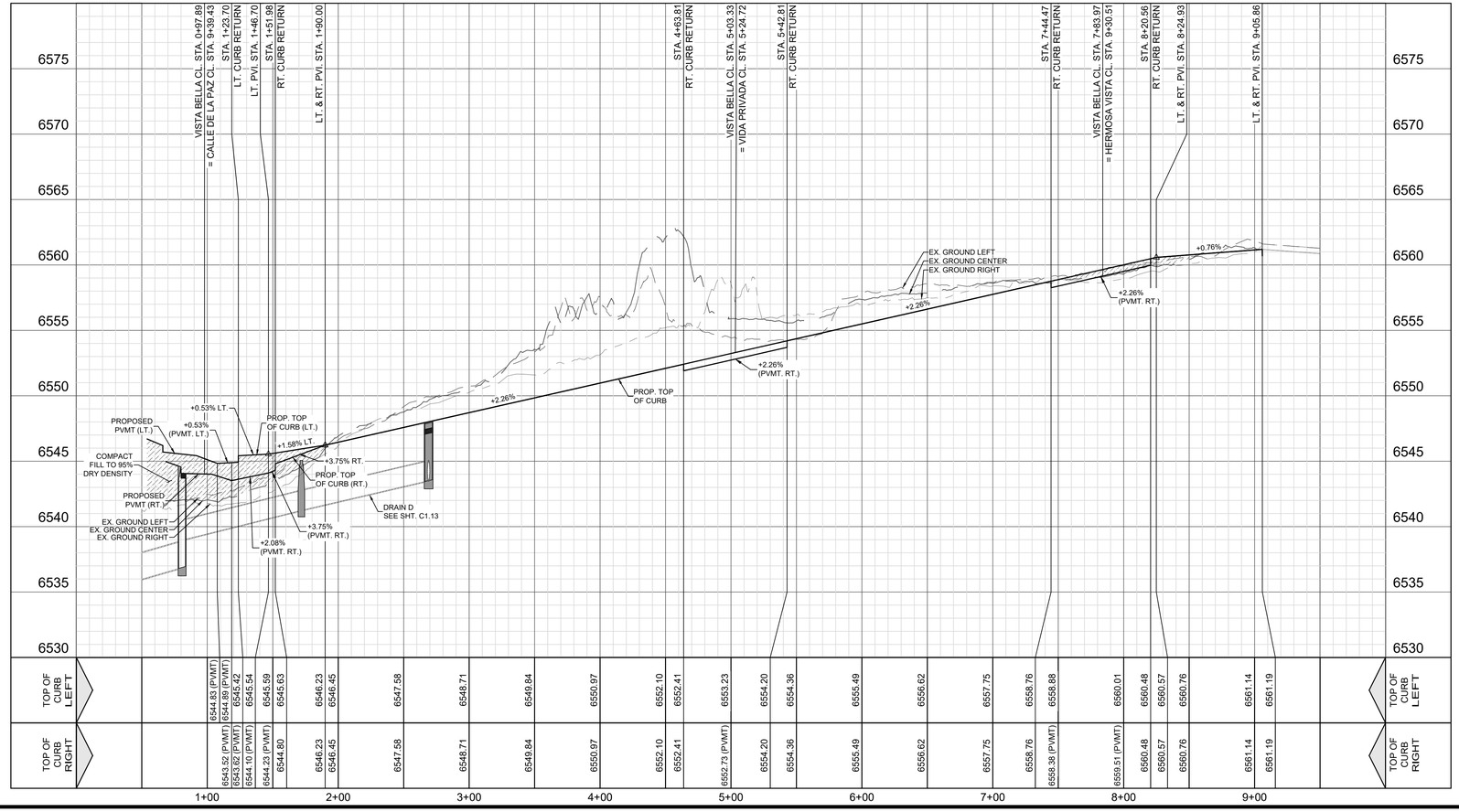


LOCATION MAP
NOT-TO-SCALE



VISTA BELLA
STA. 1+00.00 TO 9+05.86

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
1 WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
	CROWN WASHOUT
	DRIVEWAY
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

STREET NOTES:

1. A SANTA FE COUNTY PERMIT MUST BE OBTAINED BEFORE WORKING IN SANTA FE COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 5 FT. FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FT. , AND LOWER THAN 8 FT. ABOVE THE PAVEMENT INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN HE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FT. ABOVE THE ADJACENT TOP OF PAVEMENT.
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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

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(210) 496-8900 (TEL)
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

VISTA BELLA - STA. 1+00.00 TO 9+05.86

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.05

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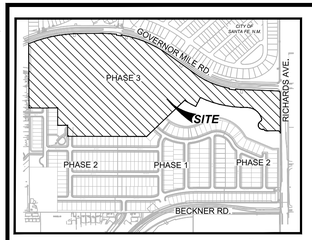
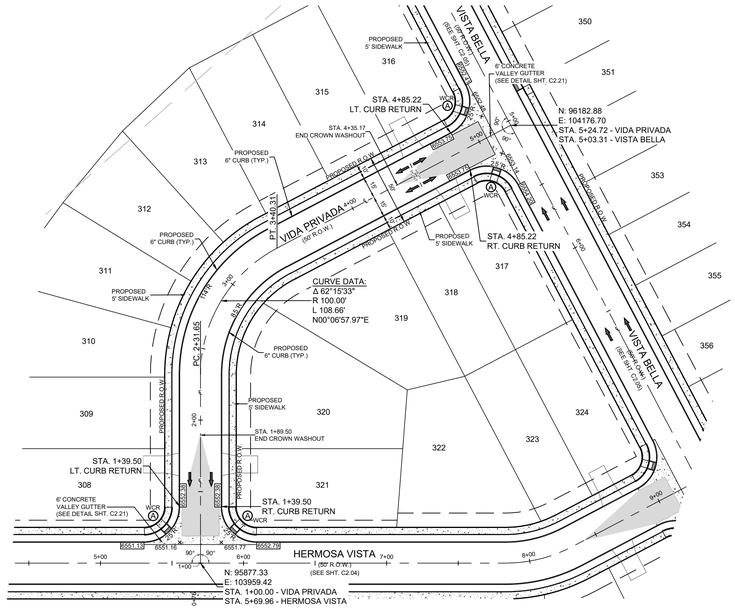
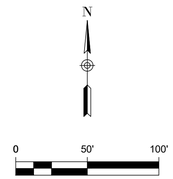
Date: May 12, 2025, 3:18pm User ID: JWSitman File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\000 - Design\020 - Sheets\C2.05 VISTA BELLA - STA. 1+00.00 TO 9+05.86.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
	CROWN WASHOUT
	DRIVEWAY
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

STREET NOTES:

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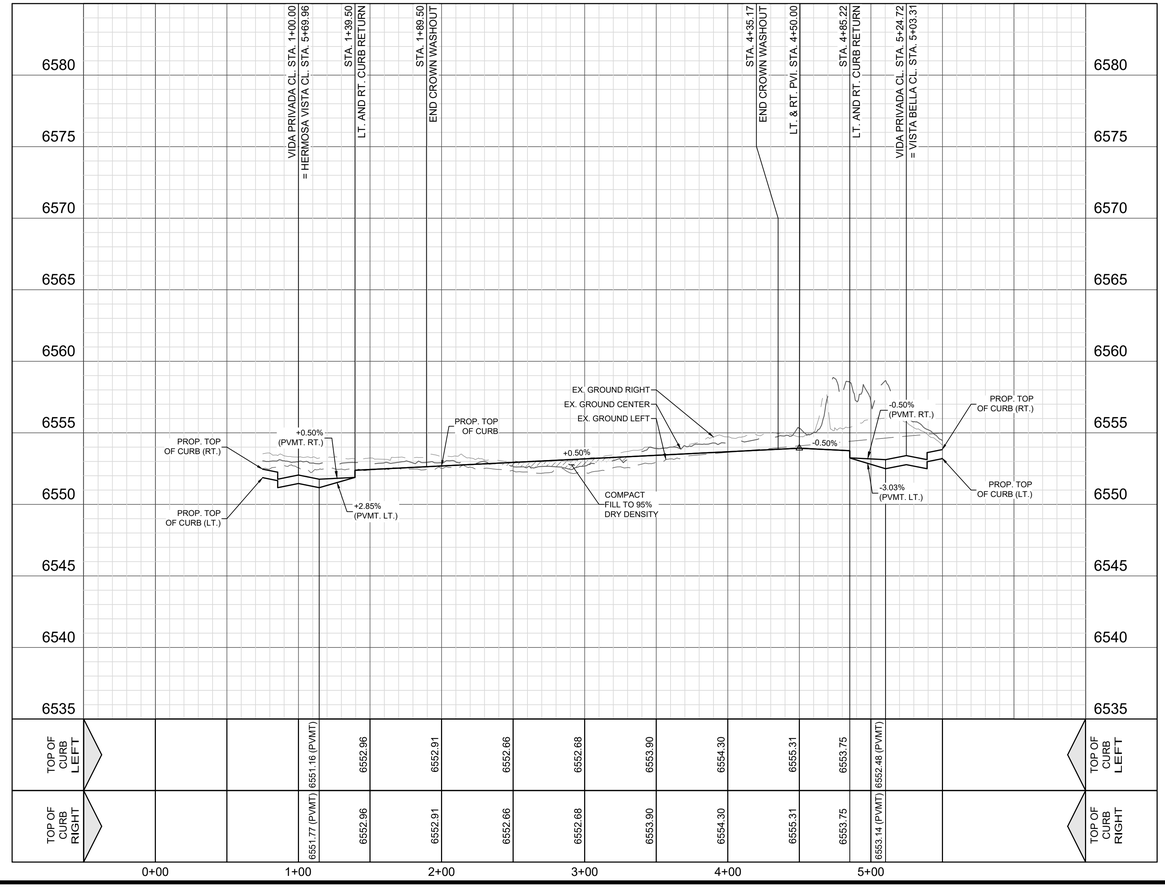
8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21

VIDA PRIVADA
STA. 1+00.00 TO 5+24.72

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

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(210) 494-5252 FIRM
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

VIDA PRIVADA - STA. 1+00.00 TO 5+24.72

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.06

Date: May 12, 2025, 3:11pm User ID: JWSmith File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\900 – Design\920 – Sheets\C2.06 VIDA PRIVADA – STA. 1+00.00 TO 5+24.72.dwg

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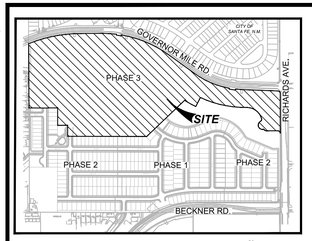
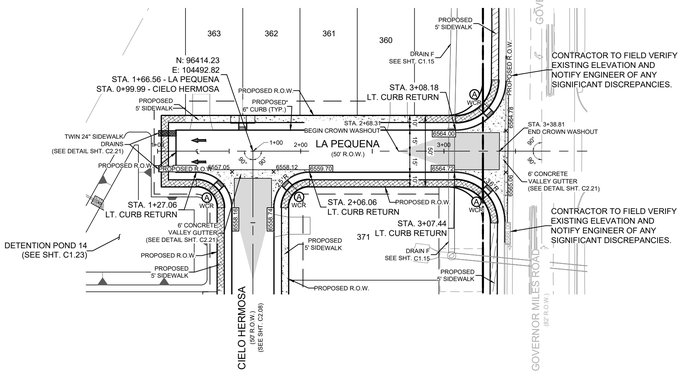
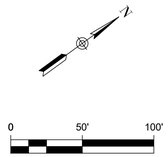
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
1 WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
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	DRIVEWAY
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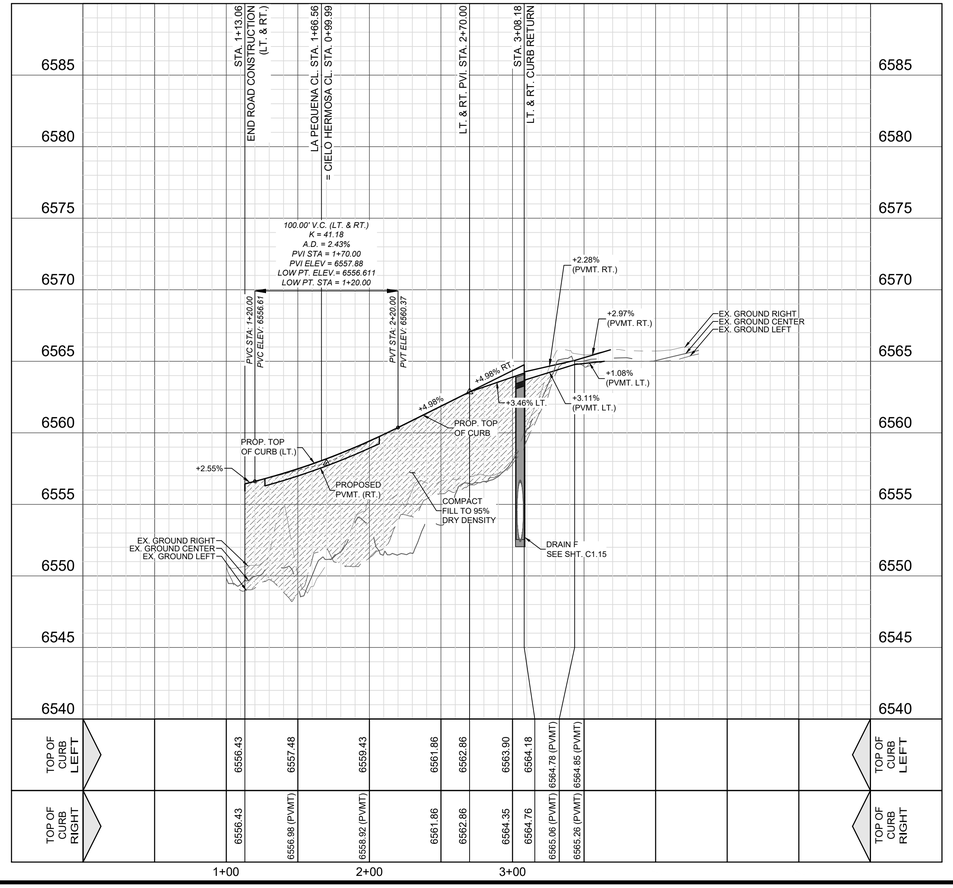
LA PEQUENA
STA. 1+00.00 TO 3+08.18

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

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SAN ANTONIO, TX 78247
(210) 479-1899 www.dhiengr.com
TBPE REG. NO. F-19561

DHI

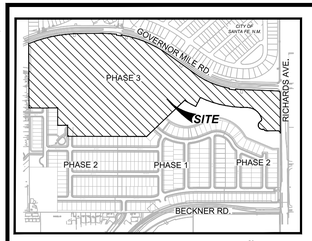
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

LA PEQUENA - STA. 1+00.00 TO 3+08.18

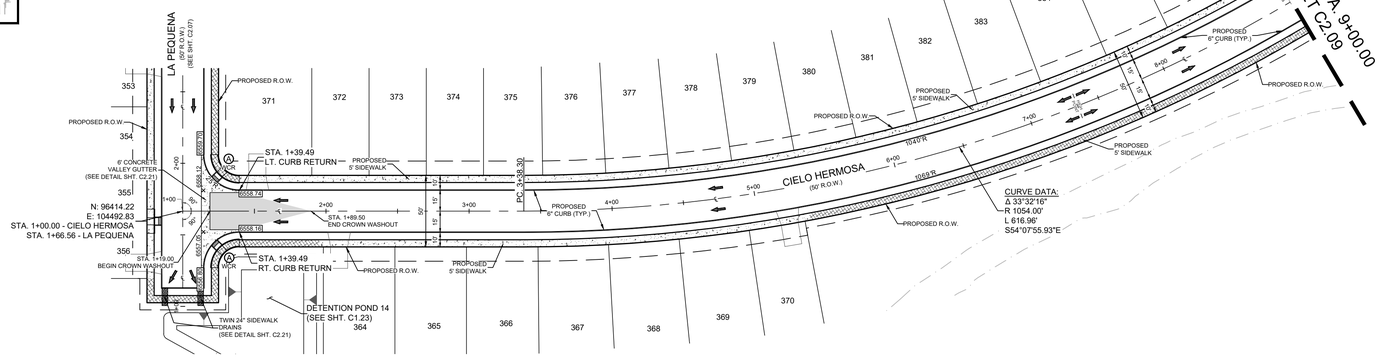
DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.07

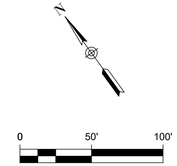
Date: May 12, 2025, 3:28pm User ID: JWSmith File: E:_PROJECT\05004 (Vistas De La Sierra – Santa Fe)\Web – Design\2025 – Sheets\C2.07 LA PEQUENA – STA. 1+00.00 TO 3+08.18.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE





LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
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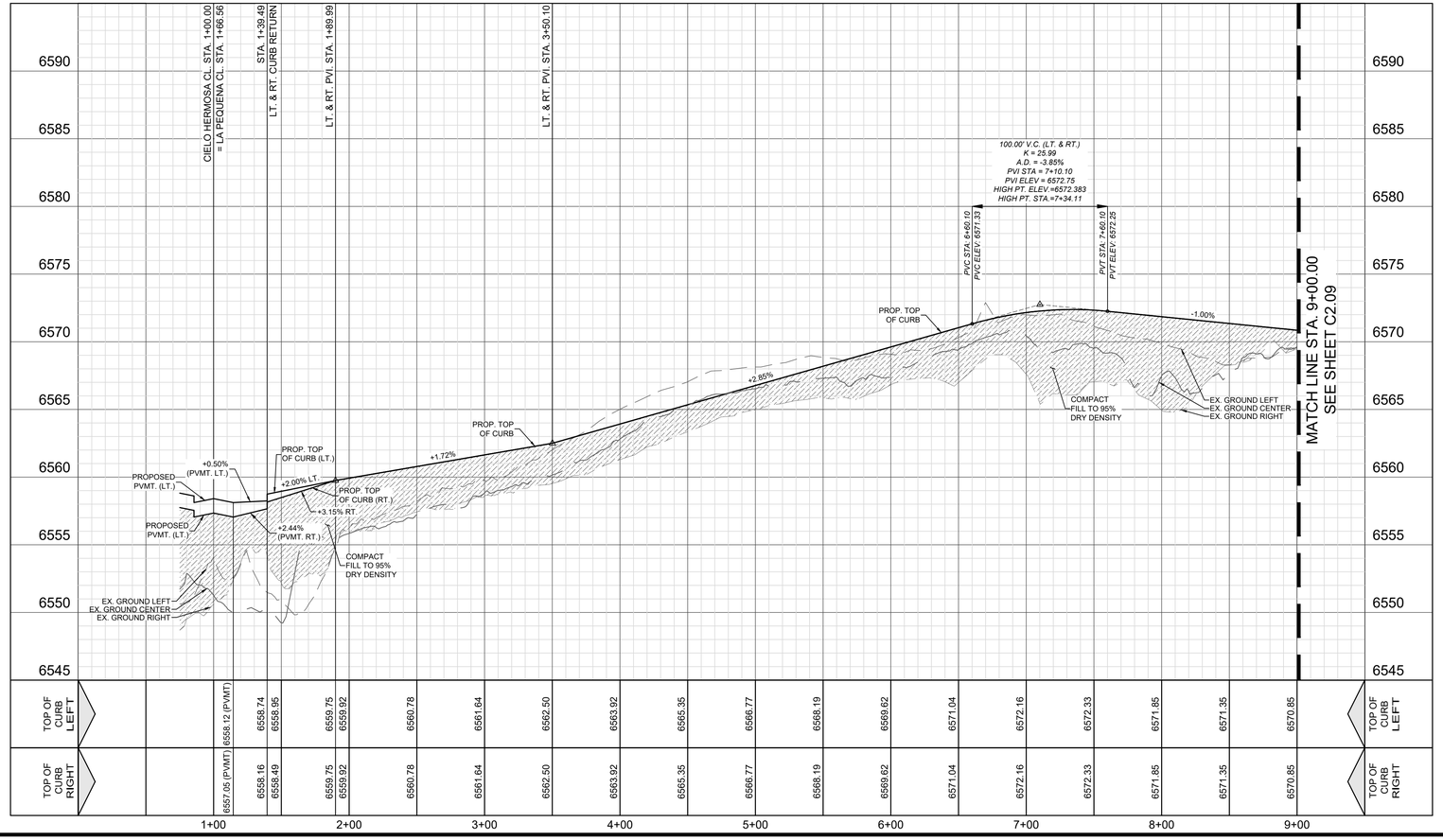
CIELO HERMOSA
STA. 1+00.00 TO 9+00.00

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

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(210) 496-8100 www.dhi.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

CIELO HERMOSA - STA. 1+00.00 TO 9+00.00

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.08

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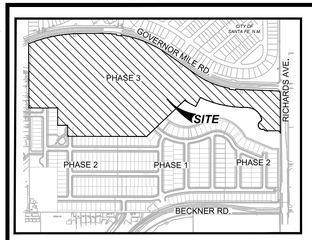
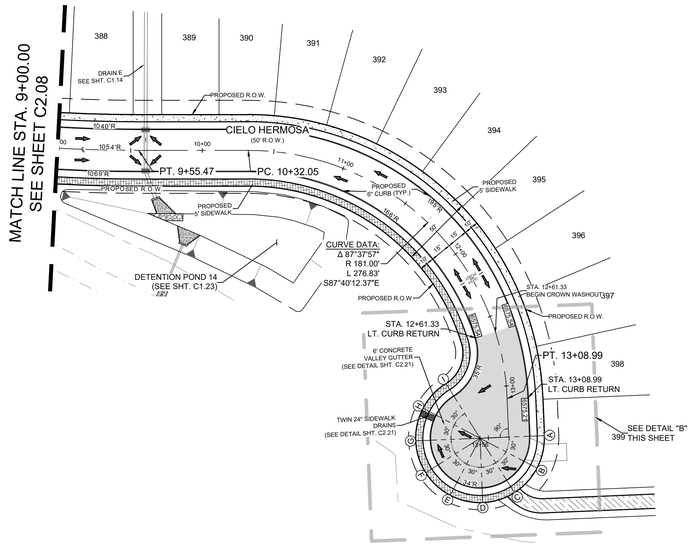
Date: May 12, 2025, 3:21pm User ID: JWSman File: E:_PROJECT\05004 (Vista de La Sierra – Santa Fe)\000 – Design\020 – Sheets\C2.08 CIELO HERMOSA – STA. 1+00.00 TO 9+00.00.dwg

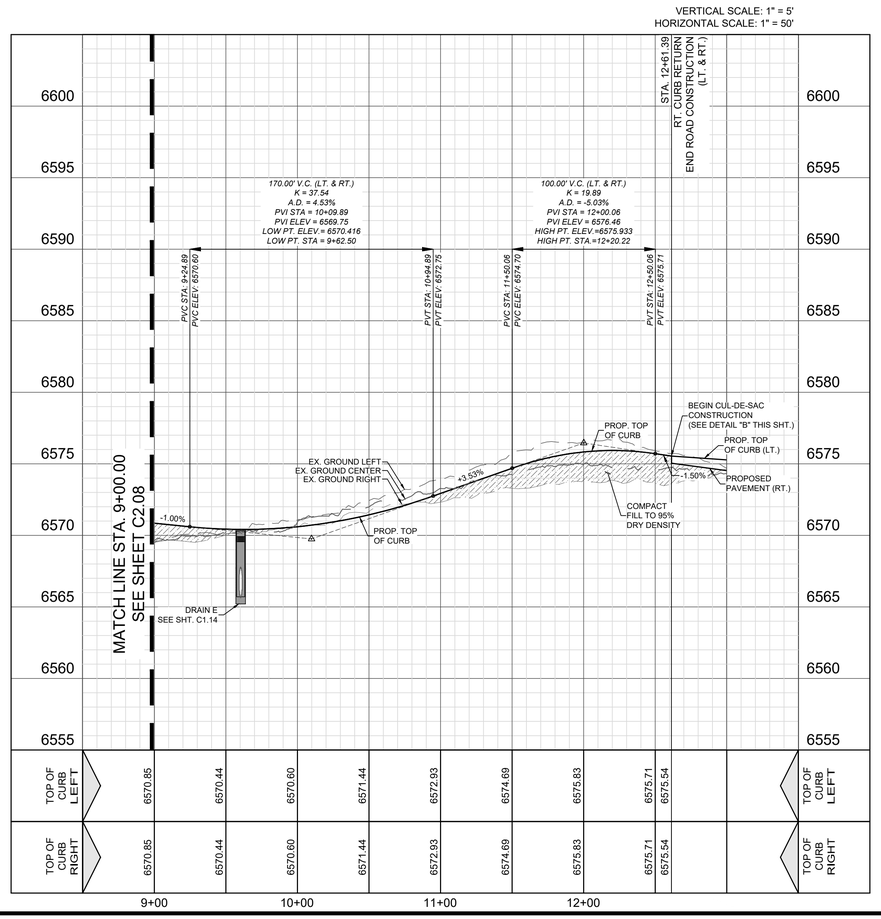
DHI ENGINEERING, LLC.

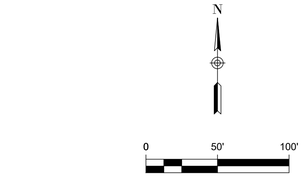


LOCATION MAP
NOT-TO-SCALE



CIELO HERMOSA
STA. 9+00.00 TO 12+61.33



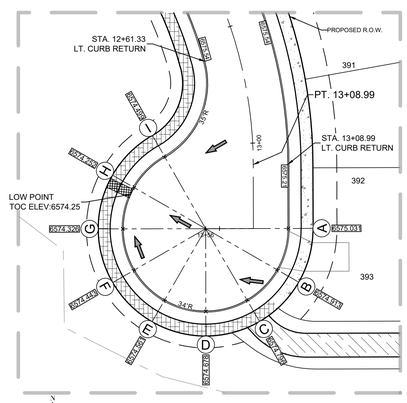


LEGEND (STREET)

	PROJECT LIMITS
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
WCR	WHEELCHAIR RAMP TYPE
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
	DRAINAGE FLOW ARROW
1022.64	TOP OF CURB ELEVATION
1022.237	PAVEMENT ELEVATION
	CROWN WASHOUT
	DRIVEWAY
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

STREET NOTES:

1. A SANTA FE COUNTY PERMIT MUST BE OBTAINED BEFORE WORKING IN SANTA FE COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 5 FT. FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FT. , AND LOWER THAN 8 FT. ABOVE THE PAVEMENT INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN HE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FT. ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATION A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT.
7. ALL RAMPS AND ANY PROPOSED SIDEWALKS THAT DO NOT FRONT PROPOSED RESIDENTIAL LOTS ARE REQUIRED TO BE CONSTRUCTED WITH STREET CONSTRUCTION
8. FOR CROWN WASHOUT TRANSITIONS SEE DETAIL ON SHEET C2.21



DETAIL "B"
SCALE: 1" = 30'

Point Table

Point	Top of Curb Elevation	Northing	Easting
A	6575.031	95864.8269	105525.7867
B	6574.913	95847.4173	105521.1624
C	6574.796	95834.6947	105508.4419
D	6574.678	95830.0621	105491.0618
E	6574.561	95834.7227	105473.6963
F	6574.443	95847.4350	105460.9811
G	6574.326	95864.8068	105456.3517
H	6574.252	95882.1816	105460.9715
I	6574.499	95895.0385	105473.9191

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

5/12/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

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DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

CIELO HERMOSA - STA. 9+00.00 TO 12+61.33

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	C2.09

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Date: May 12, 2025, 3:23pm User ID: JWSmith File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\900 - Design\920 - Sheets\C2.09 CIELO HERMOSA – STA. 9+00.00 TO 12+61.33.dwg

DHI ENGINEERING, LLC.

DRAINAGE FACILITIES MAINTENANCE NOTE

1. ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS.
2. 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:
3. 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.
4. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:
   - A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
   - B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
   - C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
   - D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
   - E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.
5. CHECK THE DEPTH OF SEDIMENT IN PONDS USING THE POND POST AND STAFF GAGE INSTALLED IN EACH POND. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH.

GUNNISON'S PRAIRIE DOG NOTE

1. THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISION'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

DUST CONTROL NOTE

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.
THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.
SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE OWNER OR OPERATOR SHALL USE AT ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

- WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

TRAFFIC CONTROL PLAN

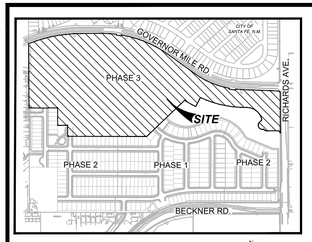
CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN PREPARED BY A LICENSED PROFESSIONAL ENGINEER FOR ALL CONSTRUCTION IMPACTING GOVERNOR MILES ROAD, RICHARDS AVENUE AND BECKNER ROAD. PLAN TO BE SUBMITTED AND APPROVED BY CITY PRIOR TO START OF CONSTRUCTION.

CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES

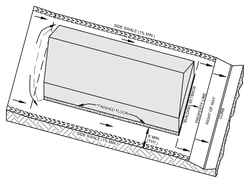
1. ALL THE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF SANTA FE STANDARD DRAWINGS AND SPECIFICATIONS AS APPLICABLE.
2. UTILITY CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE APWA'S "NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION," 1987 EDITION INCLUDING LATEST 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," 2000 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, APWASS, AND SSHBC.
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 LAND USE DEPARTMENT'S PERMIT AND DEVELOPMENT REVIEW DIVISION TECHNICAL REVIEW STAFF (P&DR).
6. THE PROJECT PLANS SHALL BE APPROVED FOR CONSTRUCTION BY THE P&DR'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 MANGER 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); 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, P&DR'S 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 P&DR STAFF MEMBER WILL BE ASSIGNED AS THE POINT OF CONTACT WITH THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE A LIST OF CONTACT PERSONNEL RESPONSIBLE FOR SITE CONSTRUCTION INCLUDING POSITION, TELEPHONE NUMBERS, AND AT LEAST ONE EMERGENCY TELEPHONE NUMBER ACTIVE ON A 24-HOUR BASIS.
10. AN EPA NOTICE OF INTENT (NOI) IS APPLICABLE, A COPY OF THE MAILED PERMIT APPLICATION SHALL BE PRESENTED AT THE TIME OF THE PRE-CONSTRUCTION MEETING ALONG WITH A WRITTEN STATEMENT GIVING THE MAILING DATE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF ALL UNDERGROUND UTILITIES DURING THE COURSE OF THE WORK REGARDLESS OF ANY LOCATION SHOWN ON THE PLANS OR OTHER FIELD EVIDENCE, OR LACK THEREOF. NOTIFICATION TO NEW MEXICO ONE CALL AT 1-800-321-2537 FOR UTILITY LOCATES A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION REQUIRED. MAINTENANCE OF UTILITY LOCATES SHALL BE CONTINUED THROUGHOUT THE PROJECT LIFE.
12. THE OWNER SHALL BE RESPONSIBLE FOR ALL CHANGES IN CONSTRUCTION DEEMED NECESSARY FOR ANY REASON 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 LIFE.
13. 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.
14. CURB CUTS SHOWN IN THE ORIGINAL 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 INCLUDED IN THE ORIGINAL, APPROVED CONSTRUCTION DRAWINGS WILL REQUIRED A CHANGE ORDER THAT INCLUDES A "CURB CUT PERMIT" FROM THE CITY TRAFFIC ENGINEER. CALL 505-955-6646 FOR INFORMATION,
15. 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.
16. 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 505-955-6646 FOR INSPECTION OF EACH VISIBLE, CONNECTED LATERAL.
17. 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 EASEMENT(S)/AGREEMENT(S) IS/ARE EXECUTED AND APPROVED BY THE ENGINEERING SUPERVISOR.
18. 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 505-955-6948 FOR PERMIT INFORMATION.
19. 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.
20. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.
21. 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.
22. 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 IN SEVEN (7) CALENDAR DAYS AFTER LABORATORY MATERIAL TESTING IS COMPLETE. FIELD TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE P&DR STAFF ABSENCE, THE REPORTS SHALL BE FAXED TO 505-955-6829. IN EACH CASE, ALL TEST REPORTS AND OTHER COMMUNICATION SHALL CARRY THE APPLICABLE P&DR CASE AND BUILDING PERMIT PROJECT NUMBERS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
23. PORTLAND CEMENT CONCRETE (PCC) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL CASTING OPERATION OR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR. EACH MIX SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES:
    A. COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 CALENDAR DAYS
    B. SEVEN (7.0) BAGS OF CEMENTITEOUS MATERIAL PER CUBIC YARD OF CONCRETE
    C. TWENTY (20.0) PERCENT OR LESS OF FLY ASH MATERIAL SUBSTITUTION FOR CEMENT
    D. MAXIMUM AGGREGATE SIZE OF 3/4"
    E. AIR ENTRAINMENT CONTENT RANGING BETWEEN 4.0 AND 7.0 PERCENT AT THE POINT OF CONCRETE DELIVERY INTO FORMS
24. CONCRETE SAMPLE SET SHALL CONSIST OF A MINIMUM THREE (3) CYLINDERS. ONE SAMPLE SET SHALL BE OBTAINED FOR EACH 500 LINEAR FEET CAST, 50 CAST CUBIC YARDS, OR ONE (1) SET PER CALENDAR DAY, WHICHEVER IS GREATEST. CYLINDERS SHALL BE TESTED AT 7, 28, AND 56 DAY INTERVALS; THE 56 DAY INTERVAL NEED NOT BE TESTED IF ANY PREVIOUS TEST RESULT EXCEEDS THE DESIGN VALUE.
25. 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 505-955-6619.
26. SITE EROSION AND/OR SEDIMENT CONTROL, AS PER APPROVED PLAN, SHALL BE INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SSHBC'S SECTION 603 FOR OTHER REQUIREMENTS RELATING TO DUST ABATEMENT AND SIMILAR ISSUES.
27. 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.
28. EACH CITY UTILITY DIVISION SHALL PROVIDE A LETTER OF COMPLETED INSTALLATION, NOT NECESSARILY ACCEPTED FOR WARRANTY, AT THE CONTRACTOR'S REQUEST. SAID LETTERS SHALL BE PROVIDED TO THE P&DR STAFF AND RECEIVED WRITTEN STAFF ACCEPTANCE PRIOR TO SCHEDULING EITHER TV INSPECTION OF SAS AND STORM SEWER LINES OR PLACEMENT OF ROADWAY PAVEMENT MATERIAL.
29. ASTM, ASSHTO, OR INDEPENDENT LABORATORY CERTIFICATES OF MATERIAL COMPLIANCE ARE TO BE PROVIDED TO P&DR STAFF PRIOR TO BRINGING APPLICABLE MATERIAL ON SITE.
30. AGGREGATE BASE COURSE MATERIAL SHALL CONFORM TO THE SSHBC'S SECTION 304 USING GRADATION I.
31. HOT MIX ASPHALT (HMA) PROPOSED TO BE USED FOR THE PROJECT SHALL CONFORM TO A MIX DESIGN PREPARED BY A NEW MEXICO PROFESSIONAL ENGINEER CONFORMING TO SSHBC'S SECTION 420 USING AGGREGATE CLASSIFICATION(S) CALLED FOR IN THE PROJECT PLANS. THE DESIGN SHALL BE PROVIDED TO P&DR STAFF FOR APPROVAL. A MINIMUM OF 14 CALENDAR DAYS PRIOR TO SCHEDULING THE INITIAL PAVING OPERATION PR, ALTERNATIVELY, THE PROJECT PLANS SHALL DEFINE A SPECIFIC MIX HAVING A PRIOR APPROVAL BY P&DR.
32. COMPACTION TESTING OF SUBGRADE, AGGREGATE BASE COURSE, AND EACH LIFT OF PMBP MATERIAL SHALL BE COMPLETED FOR EVERY 100 LINEAR FEET OF ROADWAY LENGTH EXCEPTING FOR HMA MATERIAL IN WHICH CASE PROVIDE ONE (1) TEST FOR EVERY 100 LINEAR FEET OF LAYDOWN MACHINE PASS.
33. HMA MATERIAL QUALITY TEST QUALITY TEST SAMPLES (WET) SHALL BE OBTAINED AND TESTED FOR EVERY 500 TONS OR FRACTION THEREOF OR ONE (1) SAMPLE PER DAY.
34. UTILITY APPURTENANCE SUCH AS TELEPHONE PEDESTALS, ELECTRICAL TRANSFORMERS, GAS, AND CABLE TV PEDESTALS SHALL BE PLACED OUTSIDE THE PUBLIC RIGHT-OF-WAY AND WITHIN UTILITY EASEMENTS. THE OWNER IS RESPONSIBLE FOR RELOCATING MIS-PLACED UTILITY STRUCTURES PRIOR TO REQUESTING A PRE-FINAL INSPECTION. WATER METER BOXES AND FIRE HYDRANTS MAY BE PLACED BETWEEN THE SIDEWALK AND CURB. WATER VALVE AND METER BOXES ARE NOT TO BE PLACED WITHIN MAINTENANCE AREAS OF SEMI-IMPROVED (GRAVEL OR EQUAL) ROADS.
35. 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. 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 WI P&DR STAFF.
36. THE CONTRACTOR SHALL MAKE A WRITTEN REQUEST FOR A PRE-FINAL INSPECTION OF TERRAIN MANAGEMENT AND INFRASTRUCTURE WORKS A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE WITH P&DR STAFF. AT THIS INSPECTION, APPLICABLE CITY DIVISION STAFF WILL REVIEW THE FINAL WORK PRODUCT. ANY DEFICIENCIES WILL BE NOTED IN A "PUNCHLIST" AND PROVIDED TO THE CONTRACTOR FOR CORRECTION. WHEN ALL PUNCHLIST ITEMS ARE COMPLETED THE CONTRACTOR SHALL FILE A WRITTEN STATEMENT TO THAT EFFECT AND A FINAL INSPECTION WILL BE HELD BY P&DR STAFF. UPON "ACCEPTANCE", AN ACCEPTANCE LETTER WILL BE PROVIDED WHEREIN ALL WORK WILL BE ACCEPTED FOR MAINTENANCE BY THE CITY AND THE COMMENCEMENT OF THE WARRANTY PERIOD INITIATED.
37. THE R-VALUE FOR THIS PROJECT SHALL NOT BE LESS THAN 50.

SANITARY SEWER GENERAL NOTES

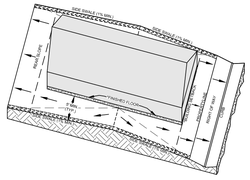
1. PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REACQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
2. THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
3. ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
4. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORK HOURS.
5. SUBMITTALS FOR SEWER REMOVAL AND RECONSTRUCTIONS PLANS TO BE SUBMITTED FIRST TO THE ENGINEER OF RECORD FOR APPROVAL AND THEN TO THE CITY WASTEWATER DIVISION APPROVAL PRIOR CONSTRUCTION.
6. ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTIONS.
7. ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
8. ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
9. NO CONCRETE ENCASEMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
10. CORE DRILLING IS REACQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
11. NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
12. PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V. TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED BELOW ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED.
13. ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
14. LOCATE WIRES SHALL BE INSTALLED FOR ALL THE SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE.
15. OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
16. OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 505-955-4650 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES, THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
17. FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
18. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
19. WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SIRE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
20. 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
21. THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER, IT IS SUGGESTED THAT THE OWNER/DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AR POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
22. THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (MICHAEL DOZIER AT TELEPHONE # (505)-955-4642) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
23. THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A



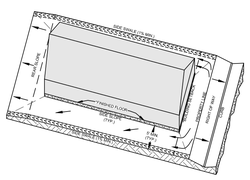
LOCATION MAP
NOT-TO-SCALE



TYPE 'A' LOT GRADING



TYPE 'B' LOT GRADING



TYPE 'C' LOT GRADING

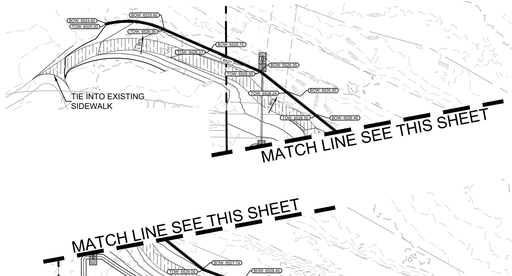
NOTE: THIS IS THE TYPICAL LOT GRADING PLAN BASED ON THE TYPE OF LOT BEING PROPOSED.
***SEE PROPOSED GRADING PLAN FOR FINISHED FLOOR ELEVATIONS.**
***BUILDING SETBACK DETERMINED BY LOCAL ORDINANCES.**

- **TYPE A** LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE STREET.
- **TYPE B** LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE STREET AND THE BACK OF THE LOT. (AWAY FROM THE HOUSE)
- **TYPE C** LOTS IS GRADED SO THE OVERLAND FLOW OF RUNOFF WILL DRAIN TOWARDS THE BACK OF THE LOT.

TYPICAL LOT GRADING
NOT TO SCALE

N

0 60' 120'



LEGEND (GRADING)

	PROJECT LIMITS
	OFFSITE EASEMENT
985	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	FLOW ARROW
A B C	TYPICAL LOT GRADING
1022.23	PROPOSED ELEVATION
	GRADE BREAK
TOW: 6547.50	TOP OF WALL ELEV.
BOW: 6545.50	BOTTOM OF WALL ELEV.
FF: 6573.50	FINISHED FLOOR ELEV.
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

GENERAL GRADING NOTES:

1. ALL CONSTRUCTION PROCEDURES AND MATERIALS WITHIN THE SCOPE OF THE PROJECT THAT IS NOT SPECIFICALLY COVERED IN THE PLANS OF GEOTECHNICAL REPORT SHALL BE CONFORMED TO ALL APPLICABLE CITY, COUNTY AND NMDOT STANDARD REQUIREMENTS FOR PUBLICS WORKS CONSTRUCTION.
2. SITE PREPARATION AND GRADING SHALL BE COMPLETED IN ACCORDANCE WITH THE PROJECTS GEOTECHNICAL REPORT AND SPECIFICATIONS.
3. ALL SELECT FILL MATERIALS PROVIDED SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACING AND COMPACTING.
4. ALL ELEVATIONS AND PROPOSED CONTOURS SHOWN ON THIS PLAN REFLECTS FINISHED GRADES. THE THICKNESS OF PAVEMENT, BASE, GRASS, AND TOP SOIL MUST BE SUBTRACTED TO OBTAINED SUBGRADE ELEVATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY QUESTIONS THEY HAVE REGARDING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT.
6. THE CONTRACTOR SHALL VERIFY THE SUITABILITY OF ALL EXISTING AND PROPOSED SITE CONDITIONS INCLUDING GRADES AND DIMENSIONS BEFORE THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES, CONTACT THE ENGINEER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL PERMITS, TEST, APPROVALS AND ACCEPTANCES REQUITED TO COMPLETE CONSTRUCTION OF THIS PROJECT.
8. THE CONTRACTOR SHALL REMOVE TOP SOIL, GRASS, ROOTS, DEBRIS, ETC. AND DISPOSE OF THOSE ITEMS THAT ARE NOT SUITABLE FOR EMBANKMENT AND TOPSOIL. CLEAN STRIPPING AND TOPSOIL MAY BE STOCKPILED ON SITE FOR REUSE IN A LOCATION SPECIFIED BY THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR REVEGETATE ALL DISTURBED AREAS IN ACCORDANCE WITH PROJECT SPECIFICATION AND NPDES/SWPPP REQUIREMENTS. REFER TO THE LANDSCAPE ARCHITECT'S PLAN IF APPLICABLE.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO KEEP DRAINAGE AND SILT FROM WASHING ONTO ADJACENT PROPERTY, STREETS, OR DRAINAGE WAY. CONTRACTOR SHALL IMMEDIATELY REMOVE SILT/DEBRIS THAT WASHES OFFSITE OR INTO EXISTING STORM DRAIN SYSTEMS. REFER TO THE SWPPP PLAN.
11. THE CONTRACTOR SHALL OBTAIN GRADES SHOWN HERON WITHIN ± ONE TENTH OF A FOOT.
12. IN PROPOSED PAVED AREAS STREET DESIGN PLANS SHALL CONTROL. ALL EARTHEN SLOPES SHALL BE A MAXIMUM OF 3:1 AND A MINIMUM OF 1.0% UNLESS OTHERWISE STATED.
13. THE CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND PROPOSED SITE CONDITIONS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGE DONE TO EXISTING TREES, BUILDINGS, UTILITIES, FENCES, PAVEMENT, CURBS, OR DRIVEWAYS BACK TO EXISTING CONDITIONS OR BETTER. (NO SEPARATE PAY ITEMS.)
15. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN WORKING NEAR UTILITIES, GAS LINES, SEWER, OR EXITING APPURTENANCES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND ASSURE HIMSELF THAT ALL UTILITIES HAVE BEEN ADEQUATELY LOCATED AND IDENTIFIED. THE ENGINEER SHALL BE NOTIFIED IF ANY UTILITY CONFLICTS ARE IDENTIFIED.
16. UTILITIES SHOWN ON THE PLANS ARE FROM INFORMATION SOURCES AVAILABLE AT THE TIME OF DESIGN BUT MAY NOT REPRESENT ALL EXISTING UTILITIES ON SITE. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING EXACT LOCATIONS OF ALL UTILITIES, WEATHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES BEFORE CONSTRUCTION TO CONFIRM SIZE, GRADE AND LOCATION AND WILL CONTACT THE ENGINEER OF ANY DEVIATIONS FROM THE PLANS PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES WHETHER SHOWN ON THE PLANS OR NOT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND THEIR OWN EXPENSE.
17. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE SCOPE OF THE PROJECT. DRAINAGE SHALL BE DIRECTED AWAY FROM ALL BUILDING FOUNDATIONS. CONTRACTOR SHALL TAKE PRECAUTIONS NOT TO ALLOW ANY PONDING OF WATER.
18. FILL PLACED ON HILL SIDES OR STEEP SLOPED AREAS, THE CONTRACTOR SHALL REFER TO THE PROJECT'S SPECIFICATIONS AND GEOTECHNICAL REPORT FOR SPECIAL INSTRUCTION REGARDING BENCHING.
19. NO WORK SHALL BE PERFORMED IN A PUBLIC RIGHT-OF-WAY WITHOUT A PERMIT.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

6/11/2025

VANCE L. WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 479-8811 (OFFICE)
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL GRADING PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/11/2025
JOB NO.:	05004
SHEET NO.	C7.00

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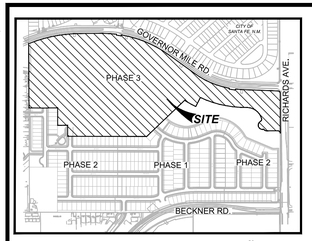
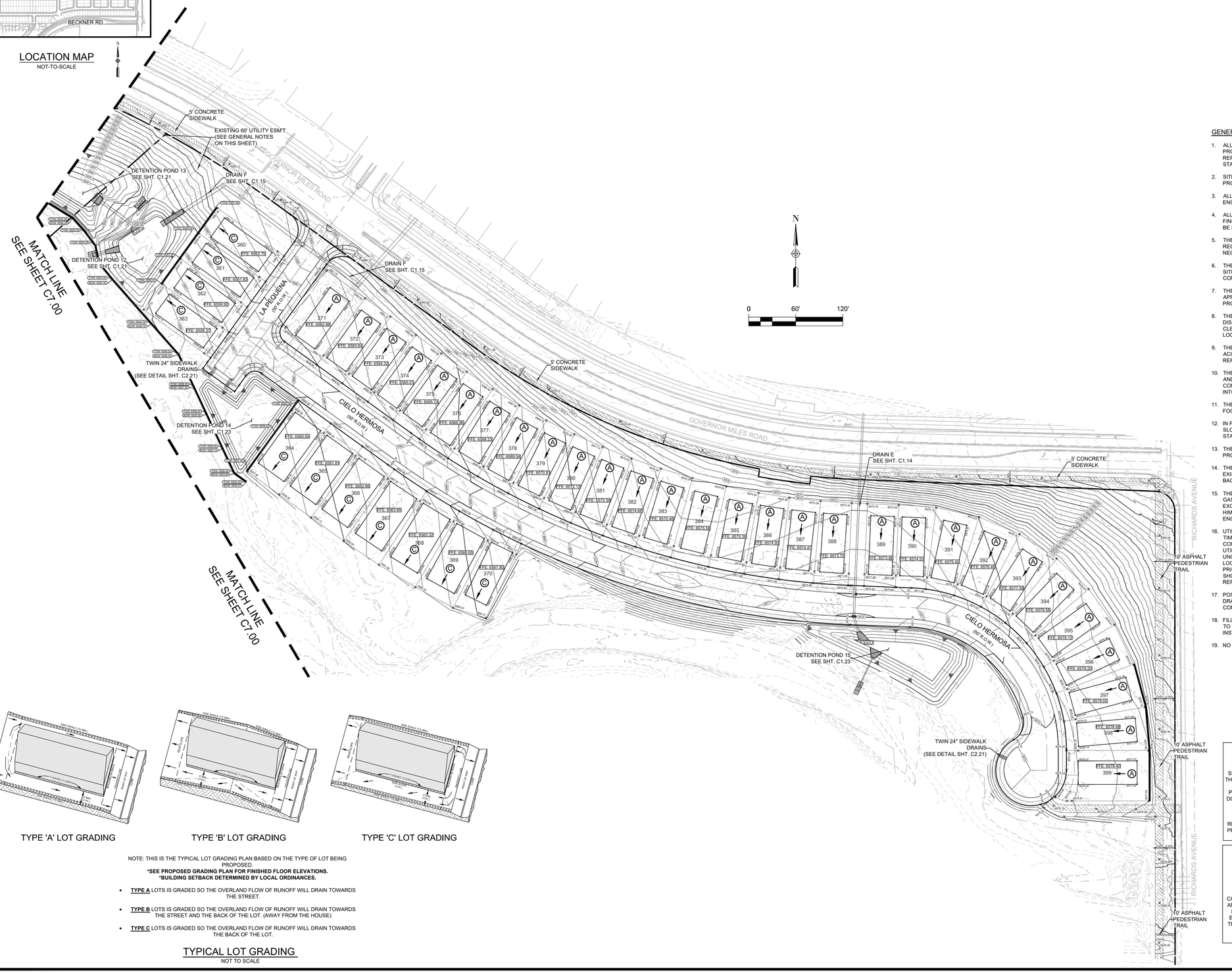
DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE



TYPE 'A' LOT GRADING | TYPE 'B' LOT GRADING | TYPE 'C' LOT GRADING

NOTE: THIS IS THE TYPICAL LOT GRADING PLAN BASED ON THE TYPE OF LOT BEING PROPOSED.
***SEE PROPOSED GRADING PLAN FOR FINISHED FLOOR ELEVATIONS.**
***BUILDING SETBACK DETERMINED BY LOCAL ORDINANCES.**

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TYPICAL LOT GRADING
NOT TO SCALE

LEGEND (GRADING)

	PROJECT LIMITS
	OFFSITE EASEMENT
6885	EXISTING CONTOUR
1002	PROPOSED CONTOUR
	FLOW ARROW
A B C	TYPICAL LOT GRADING
×1022.23	PROPOSED ELEVATION
	GRADE BREAK
TOW: 6597.00	TOP OF WALL ELEV.
BOW: 6587.00	BOTTOM OF WALL ELEV.
FFE: 6573.50	FINISHED FLOOR ELEV.
	SIDEWALK (DEVELOPER RESPONSIBILITY)
	SIDEWALK (HOMEBUILDER RESPONSIBILITY)

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CAUTION!!!

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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

6/11/2025

VANCE L WEYMAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weymand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 479-8900 www.dhiservices.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

OVERALL GRADING PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/11/2025
JOB NO.:	05004
SHEET NO.	C7.01

Date: Jun 11, 2025, 10:37am User ID: JeffSmith File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\900 - Design\120 - Sheets\C7.00 OVERALL GRADING PLAN.dwg

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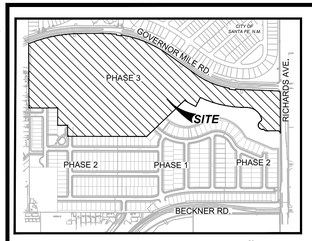


LOCATION MAP
NOT-TO-SCALE

GENERAL NOTES:

1. DO NOT DISTURB VEGETATED AREAS (TREES, GRASS, WEEDS, BRUSH, ETC.) ANY MORE THAN NECESSARY FOR CONSTRUCTION.
2. CONSTRUCTION ENTRANCE/EXIT LOCATION, CONCRETE WASH-OUT PIT, AND CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE YARD TO BE DETERMINED IN THE FIELD.
3. STORM WATER POLLUTION PREVENTION CONTROLS MAY NEED TO BE MODIFIED IN THE FIELD TO ACCOMPLISH THE DESIRED EFFECT. ALL MODIFICATIONS ARE TO BE NOTED ON THIS EXHIBIT AND SIGNED AND DATED BY THE RESPONSIBLE PARTY.
4. RESTRICT ENTRY/EXIT TO PROJECT SITE TO DESIGNATED LOCATIONS BY USE OF ADEQUATE FENCING IF NECESSARY. **NO CONSTRUCTION TRAFFIC WILL BE ALLOWED WITHIN NAVA ADE SUBDIVISION.**
5. ALL STORM WATER POLLUTION PREVENTION CONTROLS ARE TO BE MAINTAINED AND IN WORKING CONDITIONS AT ALL TIMES.
6. FOR A COMPLETE LISTING OF TEMPORARY STORM WATER POLLUTION PREVENTION CONTROLS REFER TO THE NPDES STORM WATER POLLUTION PREVENTION PLAN
7. STORM WATER POLLUTION PREVENTION STRUCTURES SHOULD BE CONSTRUCTED WITHIN THE SITE BOUNDARIES. SOME OF THESE FEATURES MAY BE SHOWN OUTSIDE THE SITE BOUNDARIES ON THIS PLAN FOR VISUAL CLARITY.
8. AS SOON AS POSSIBLE, ALL DISTURBED SOIL THAT WILL NOT BE COVERED BY IMPERVIOUS COVER SUCH AS PARKWAY AREAS, EASEMENTS AREAS, EMBANKMENT SLOPES, ETC. WILL BE STABILIZED PER APPLICABLE PROJECT SPECIFICATIONS.
9. BEST MANAGEMENT PRACTICES MAY BE INSTALLED IN STAGES TO COINCIDE WITH THE DISTURBANCE OF UNGRADIENT AREAS.
10. BEST MANAGEMENT PRACTICES MAY BE REMOVED IN STAGES ONCE THE WATERSHED FOR THAT PORTION CONTROLLED BY THE BEST MANAGEMENT PRACTICE HAS BEEN STABILIZED IN ACCORDANCE WITH NPDES REQUIREMENTS.
11. UPON COMPLETION OF THE PROJECT, INCLUDING SITE STABILIZATION, AND BEFORE FINAL PAYMENT IS ISSUED, CONTRACTOR SHALL REMOVE ALL SEDIMENT AND EROSION CONTROL MEASURES, PAYING SPECIAL ATTENTION TO ROCK BERMS IN DRAINAGE FEATURES.
12. WHERE VEGETATED FILTER STRIPS ARE INDICATED, CONTRACTOR SHALL VERIFY THAT SUFFICIENT VEGETATION EXISTS, OTHERWISE CONTRACTOR SHALL PLACE SILT FENCING IN LIEU OF VEGETATED FILTER STRIP.
13. SHADED AREA DENOTING LIMITS OF DISTURBED AREAS, OTHER AREAS WITHIN THE PROJECT LIMITS, WITH THE EXPECTATION OF A CONSTRUCTION EQUIPMENT AND MATERIALS STORAGE YARD, ARE NOT A PART OF THIS NPDES STORM WATER POLLUTION PREVENTION PLAN (SW3P) AND WILL NOT BE DISTURBED BY CIVIL CONSTRUCTION ACTIVITIES/ HOUSE CONSTRUCTION ACTIVITIES WILL REQUIRE A SEPARATE STORM WATER POLLUTION PREVENTION PLAN.
14. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL COORDINATE PLACEMENT OF TEMPORARY BEST MANAGEMENT PRACTICES WITHIN NMDOT RIGHT-OF-WAY WITH NMDOT.
15. PROVIDE AT LEAST TWO WATER TRUCKS ONSITE FOR DUST CONTROL WHENEVER GRADING, MOVING, DISTURBING DIRT, OR ANY OTHER CONSTRUCTION ACTIVITY THAT COULD CREATE DUST.
16. TACKIFIER SHALL BE USED ON ALL GRADED (OR CLEARED/GRUBBED) AREAS WHERE CONSTRUCTION ACTIVITIES WILL NOT OCCUR WITHIN 30 DAYS.
17. THE ENGINEERING SEAL HAS BEEN AFFIXED TO THIS SHEET ONLY FOR THE PURPOSE OF DEMONSTRATING COMPLIANCE WITH THE NPDES-STORM WATER POLLUTION PREVENTION PLAN (SW3P) REGULATIONS.
18. THIS SHEET HAS BEEN PREPARED FOR PURPOSES OF THE SW3P ONLY. ALL OTHER CIVIL ENGINEERING RELATED INFORMATION SHOULD BE ACQUIRED FROM THE APPROPRIATE SHEET IN THE CIVIL IMPROVEMENTS PLANS.
19. CONTRACTOR TO PROVIED CITY A PLAN FOR STAGING AND PARKING AREAS PRIOR TO STARTING CONSTRUCTION. PROVIDE BASE COURSE OR OTHER STABILIZER FOR STAGING AND PARKING AREAS.

DUST CONTROL NOTES

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

A PLAN, OR STORM WATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), OR AS OUTLINED ON THE, SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

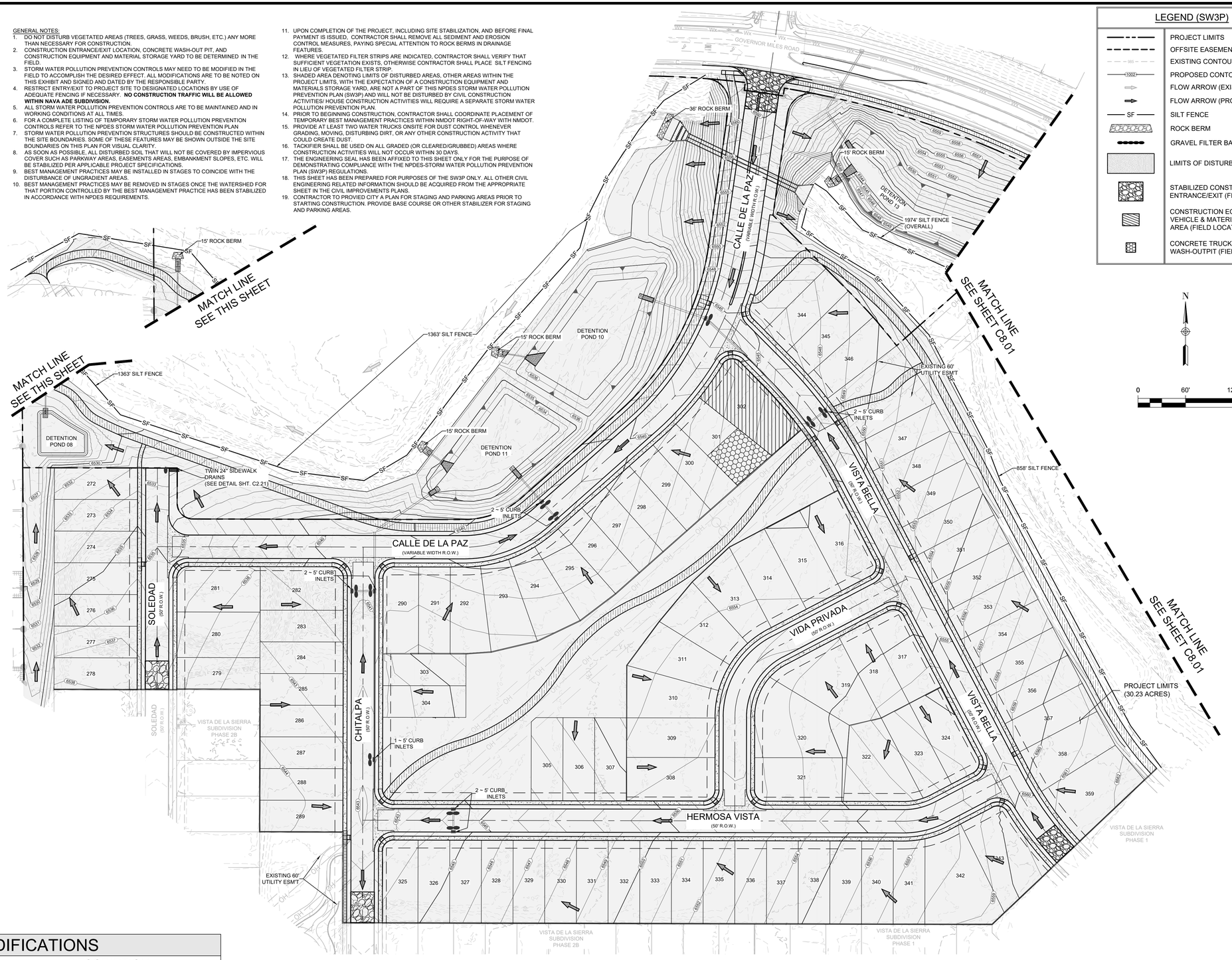
THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, 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.



LEGEND (SW3P)

- PROJECT LIMITS
- OFFSITE EASEMENTS
- EXISTING CONTOUR
- PROPOSED CONTOUR
- FLOW ARROW (EXISTING)
- FLOW ARROW (PROPOSED)
- SILT FENCE
- ROCK BERM
- GRAVEL FILTER BAGS
- LIMITS OF DISTURBED AREA
- STABILIZED CONSTRUCTION ENTRANCE/EXIT (FIELD LOCATE)
- CONSTRUCTION EQUIPMENT, VEHICLE & MATERIALS STORAGE AREA (FIELD LOCATE)
- CONCRETE TRUCK WASH-OUTPIT (FIELD LOCATE)

0 60' 120'

SW3P MODIFICATIONS

DATE	SIGNATURE	DESCRIPTION

SEQUENCE OF MAJOR ACTIVITIES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE, SILT FENCE AND SEDIMENT PONDS.
2. CONTACT CITY OF SANTA FE FOR INSPECTION.
3. ALL CONSTRUCTION TRAFFIC TO UTILIZE CONSTRUCTION ENTRANCE ONLY.
4. CONTINUE ROUGH GRADING AND EARTHWORK.
5. INSTALL SEWER.
6. INSTALL STORM DRAIN.
7. INSTALL CURB & GUTTER.
8. INSTALL WATER.
9. INSTALL DRY UTILITIES.
10. INSTALL BASE COURSE & FIRST LIFTED POINT.
11. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED REMOVE SEDIMENT CONTROL DEVICES INCLUDING SILT FENCE UPON APPROVAL OF CITY PLANNING AND DEVELOPMENT REVIEW STAFF.
12. COMPLY WITH REVEGETATION MIX WITH CITY APPROVED MIX DESIGN.
13. CONTRACTOR TO INSTALL RAIN GAUGE WITH SWPPP PERMIT BOARD.

TRENCH EXCAVATION PROTECTION

CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN, GEOTECHNICAL, SAFETY, EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE WITHIN THE PROJECT'S WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEM. PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS, AND PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS.SPECIFICALLY, CONTRACTOR AND CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

CAUTION!!!

CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITING TO : WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCTBANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT CONTRACTOR'S EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.

THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ONLY ON FINAL HARD COPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL.

DHI ENGINEERING, LLC.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

6/10/2025

VANCE L. WEYMAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 494-5031 (210) 494-8305
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

STORM WATER POLLUTION PREVENTION PLAN

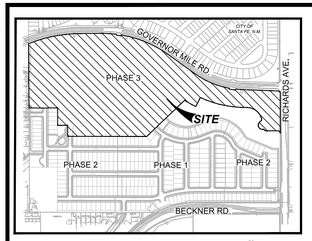
VISTA DE LA SIERRA SUBDIVISION

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	6/10/2025
JOB NO.:	05004

SHEET NO.
C8.00

Date: Jun 10, 2025, 7:31am User ID: JWSmon File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\000 – Design\020 – Sheets\C8.00 STORM WATER POLLUTION PREVENTION PLAN.dwg

DHI ENGINEERING, LLC.



LOCATION MAP
NOT-TO-SCALE

GENERAL NOTES:

1. DO NOT DISTURB VEGETATED AREAS (TREES, GRASS, WEEDS, BRUSH, ETC.) ANY MORE THAN NECESSARY FOR CONSTRUCTION.
2. CONSTRUCTION ENTRANCE/EXIT LOCATION, CONCRETE WASH-OUT PIT, AND CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE YARD TO BE DETERMINED IN THE FIELD.
3. STORM WATER POLLUTION PREVENTION CONTROLS MAY NEED TO BE MODIFIED IN THE FIELD TO ACCOMPLISH THE DESIRED EFFECT. ALL MODIFICATIONS ARE TO BE NOTED ON THIS EXHIBIT AND SIGNED AND DATED BY THE RESPONSIBLE PARTY.
4. RESTRICT ENTRY/EXIT TO PROJECT SITE TO DESIGNATED LOCATIONS BY USE OF ADEQUATE FENCING IF NECESSARY. **NO CONSTRUCTION TRAFFIC WILL BE ALLOWED WITHIN NAVA ADE SUBDIVISION.**
5. ALL STORM WATER POLLUTION PREVENTION CONTROLS ARE TO BE MAINTAINED AND IN WORKING CONDITIONS AT ALL TIMES.
6. FOR A COMPLETE LISTING OF TEMPORARY STORM WATER POLLUTION PREVENTION CONTROLS REFER TO THE NPDES STORM WATER POLLUTION PREVENTION PLAN
7. STORM WATER POLLUTION PREVENTION STRUCTURES SHOULD BE CONSTRUCTED WITHIN THE SITE BOUNDARIES. SOME OF THESE FEATURES MAY BE SHOWN OUTSIDE THE SITE BOUNDARIES ON THIS PLAN FOR VISUAL CLARITY.
8. AS SOON AS POSSIBLE, ALL DISTURBED SOIL THAT WILL NOT BE COVERED BY IMPERVIOUS COVER SUCH AS PARKWAY AREAS, EASEMENTS AREAS, EMBANKMENT SLOPES, ETC. WILL BE STABILIZED PER APPLICABLE PROJECT SPECIFICATIONS.
9. BEST MANAGEMENT PRACTICES MAY BE INSTALLED IN STAGES TO COINCIDE WITH THE DISTURBANCE OF UNGRADIENT AREAS.
10. BEST MANAGEMENT PRACTICES MAY BE REMOVED IN STAGES ONCE THE WATERSHED FOR THAT PORTION CONTROLLED BY THE BEST MANAGEMENT PRACTICE HAS BEEN STABILIZED IN ACCORDANCE WITH NPDES REQUIREMENTS.
11. UPON COMPLETION OF THE PROJECT, INCLUDING SITE STABILIZATION, AND BEFORE FINAL PAYMENT IS ISSUED, CONTRACTOR SHALL REMOVE ALL SEDIMENT AND EROSION CONTROL MEASURES, PAYING SPECIAL ATTENTION TO ROCK BERMS IN DRAINAGE FEATURES.
12. WHERE VEGETATED FILTER STRIPS ARE INDICATED, CONTRACTOR SHALL VERIFY THAT SUFFICIENT VEGETATION EXISTS, OTHERWISE CONTRACTOR SHALL PLACE SILT FENCING IN LIEU OF VEGETATED FILTER STRIP.
13. SHADED AREA DENOTING LIMITS OF DISTURBED AREAS, OTHER AREAS WITHIN THE PROJECT LIMITS, WITH THE EXPECTATION OF A CONSTRUCTION EQUIPMENT AND MATERIALS STORAGE YARD, ARE NOT A PART OF THIS NPDES STORM WATER POLLUTION PREVENTION PLAN (SW3P) AND WILL NOT BE DISTURBED BY CIVIL CONSTRUCTION ACTIVITIES/ HOUSE CONSTRUCTION ACTIVITIES WILL REQUIRE A SEPARATE STORM WATER POLLUTION PREVENTION PLAN.
14. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL COORDINATE PLACEMENT OF TEMPORARY BEST MANAGEMENT PRACTICES WITHIN NMDOT RIGHT-OF-WAY WITH NMDOT.
15. PROVIDE AT LEAST TWO WATER TRUCKS ONSITE FOR DUST CONTROL WHENEVER GRADING, MOVING, DISTURBING DIRT, OR ANY OTHER CONSTRUCTION ACTIVITY THAT COULD CREATE DUST.
16. TACKIFIER SHALL BE USED ON ALL GRADED (OR CLEARED/GRUBBED) AREAS WHERE CONSTRUCTION ACTIVITIES WILL NOT OCCUR WITHIN 30 DAYS.
17. THE ENGINEERING SEAL HAS BEEN AFFIXED TO THIS SHEET ONLY FOR THE PURPOSE OF DEMONSTRATING COMPLIANCE WITH THE NPDES-STORM WATER POLLUTION PREVENTION PLAN (SW3P) REGULATIONS.
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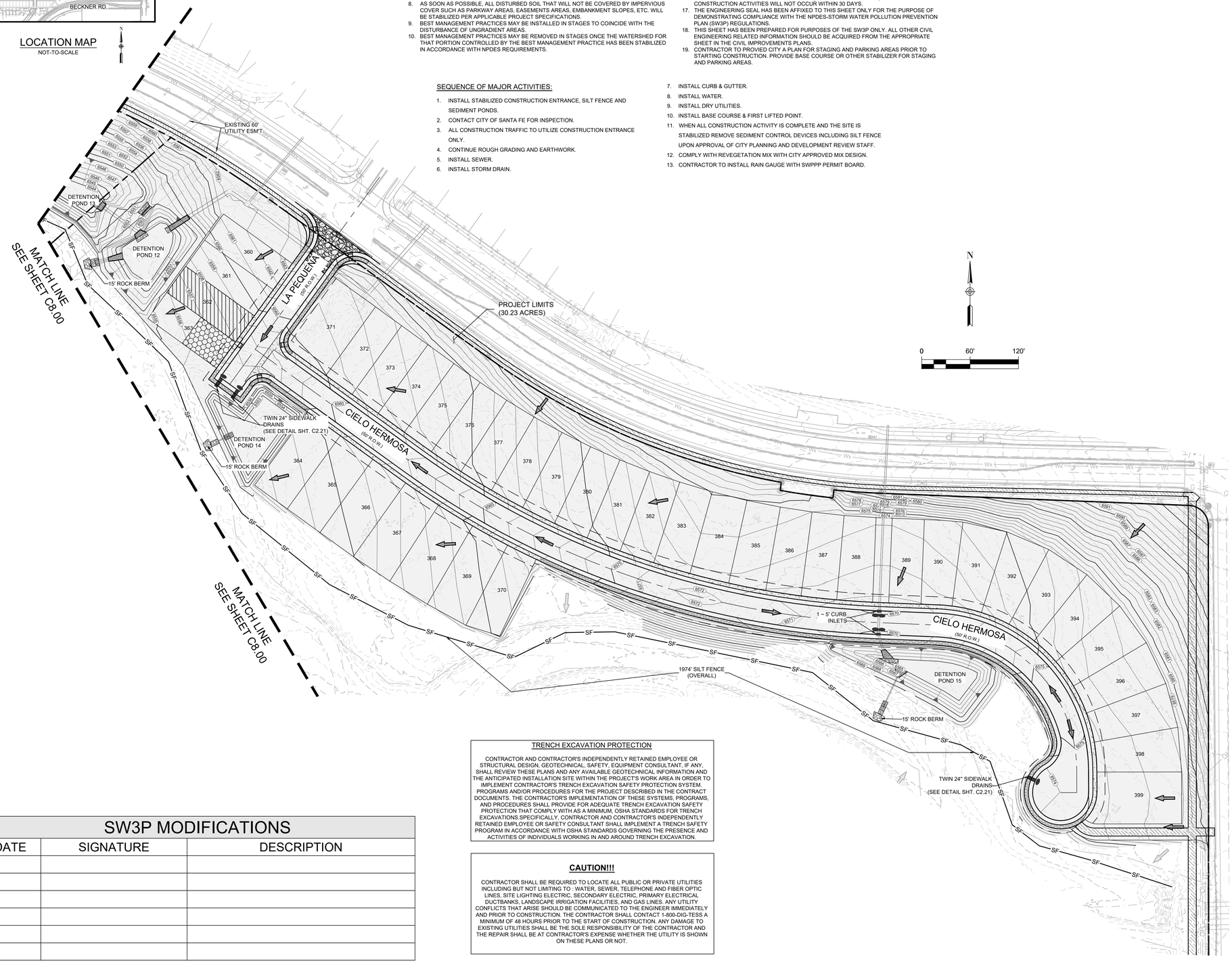
19. CONTRACTOR TO PROVIED CITY A PLAN FOR STAGING AND PARKING AREAS PRIOR TO STARTING CONSTRUCTION. PROVIDE BASE COURSE OR OTHER STABILIZER FOR STAGING AND PARKING AREAS.

SEQUENCE OF MAJOR ACTIVITIES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE, SILT FENCE AND SEDIMENT PONDS.
2. CONTACT CITY OF SANTA FE FOR INSPECTION.
3. ALL CONSTRUCTION TRAFFIC TO UTILIZE CONSTRUCTION ENTRANCE ONLY.
4. CONTINUE ROUGH GRADING AND EARTHWORK.
5. INSTALL SEWER.
6. INSTALL STORM DRAIN.
7. INSTALL CURB & GUTTER.
8. INSTALL WATER.
9. INSTALL DRY UTILITIES.
10. INSTALL BASE COURSE & FIRST LIFTED POINT.
11. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED REMOVE SEDIMENT CONTROL DEVICES INCLUDING SILT FENCE UPON APPROVAL OF CITY PLANNING AND DEVELOPMENT REVIEW STAFF.
12. COMPLY WITH REVEGETATION MIX WITH CITY APPROVED MIX DESIGN.
13. CONTRACTOR TO INSTALL RAIN GAUGE WITH SWPPP PERMIT BOARD.

LEGEND (SW3P)

	PROJECT LIMITS
	OFFSITE EASEMENTS
6585	EXISTING CONTOUR
10002	PROPOSED CONTOUR
	FLOW ARROW (EXISTING)
	FLOW ARROW (PROPOSED)
SF	SILT FENCE
	ROCK BERM
	GRAVEL FILTER BAGS
	LIMITS OF DISTURBED AREA
	STABILIZED CONSTRUCTION ENTRANCE/EXIT (FIELD LOCATE)
	CONSTRUCTION EQUIPMENT, VEHICLE & MATERIALS STORAGE AREA (FIELD LOCATE)
	CONCRETE TRUCK WASH-OUTPIT (FIELD LOCATE)



TRENCH EXCAVATION PROTECTION

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CAUTION!!!

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SW3P MODIFICATIONS

DATE	SIGNATURE	DESCRIPTION

DUST CONTROL NOTES

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES.

ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS.

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THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, OWNER, OR OPERATOR SHALL USE 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.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

5/14/2025

VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 979-8444 www.dhiservices.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

STORM WATER POLLUTION PREVENTION PLAN

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	5/14/2025
JOB NO.:	05004
SHEET NO.	C8.01

THIS DOCUMENT HAS BEEN REPRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. REFER ONLY ON FINAL HARD COPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL.

Date: May 14, 2025, 10:21am User ID: JWilson File: E:_PROJECT\05004 (Vista De La Sierra – Santa Fe)\000 – Design\020 – Sheets\C8.00 STORM WATER POLLUTION PREVENTION PLAN.dwg

DHI ENGINEERING, LLC.

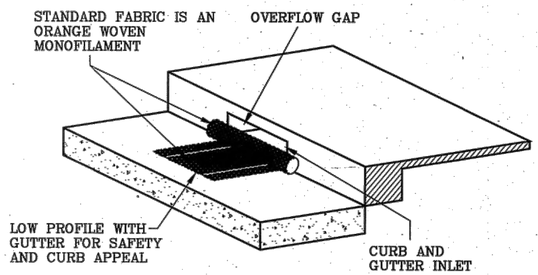
BEAVER DAM

Installation and Maintenance Guidelines

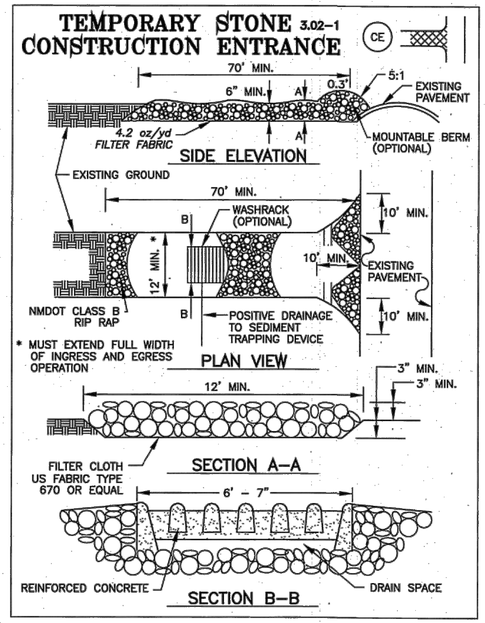
Installation: The empty Beaver Dam should be placed over the grate as the grate stands on end. If using optional oil absorbents; place absorbent pillow on pouch, on the bottom (below-grade side) of the unit. Attach absorbent pillow to tether loop. Tuck the enclosure flap inside to completely enclose the grate. Holding the lifting devices (do not rely on lifting devices to support the entire weight of the grate), place the grate into its frame (street side first), then lower back edge with dam into place. The Beaver Dam should be partially blocking the curb hood when installed properly.

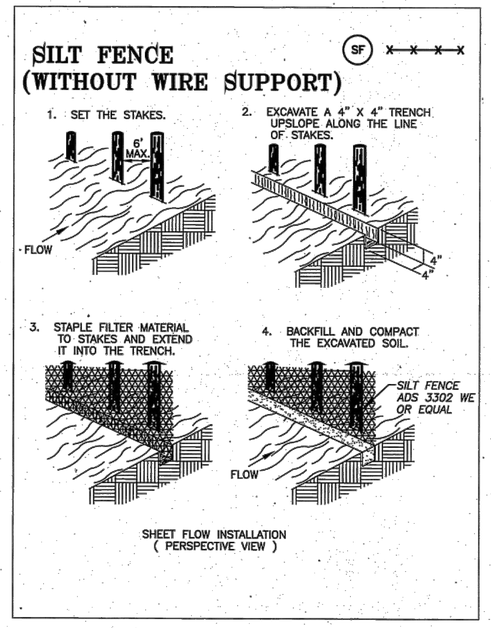
Maintenance: Remove all accumulated sediment and debris from surface and vicinity of unit after each storm event. Remove sediment that has accumulated within the containment area of the Beaver Dam as needed. If using optional oil absorbents; remove and replace absorbent pillow when near saturation.

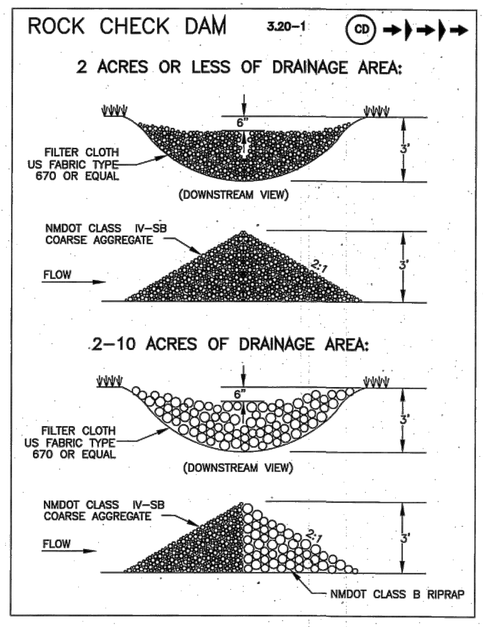
BEAVER DAM

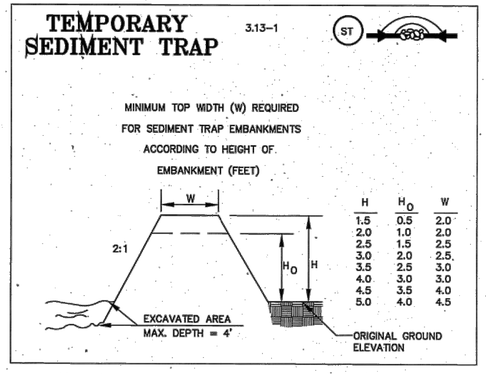


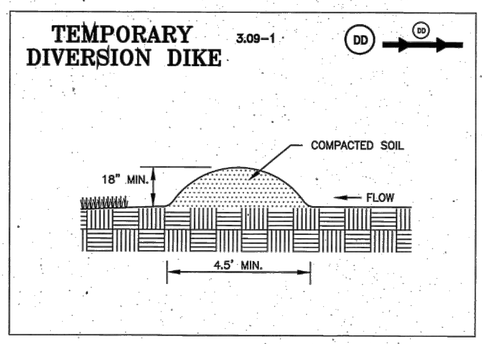
DESIGN CONFORMS TO ALL SHAPES OF CONCRETE CURBS

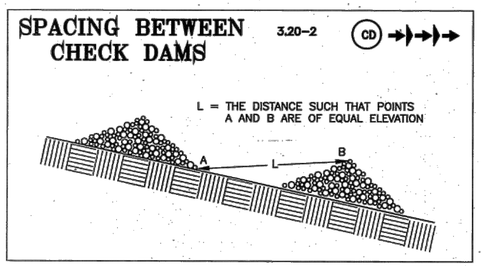












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REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

VISTA DE LA SIERRA SUBDIVISION

1/28/2025

VANCE L WEYNAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 479-1488 www.dhiengr.com
TBPE REG. NO. F-19561

DHI

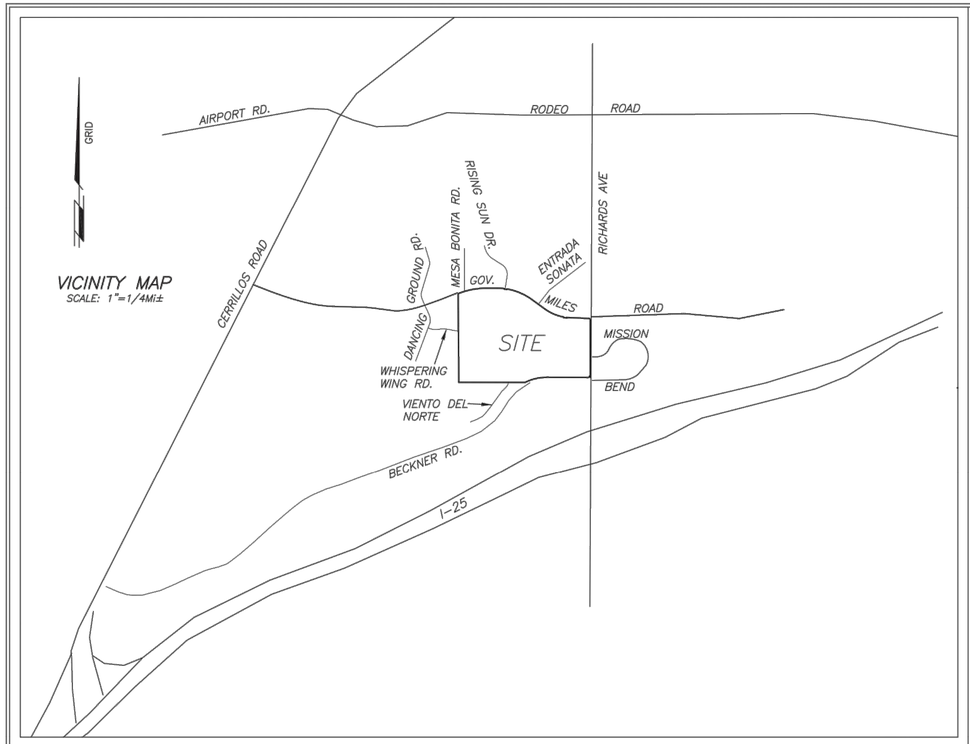
VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

STORM WATER POLLUTION PREVENTION DETAILS

DESIGNED BY:	JWS
DRAWN BY:	JWS
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	C8.10

Date: Jan 28, 2025, 11:45am User ID: jwillman File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\000 - Design\020 - Sheets\C8.0 STORM WATER POLLUTION PREVENTION DETAILS.dwg



AEROTECH MAPPING LEGEND

SYMBOLS DESCRIPTIONS

NOT ALL SYMBOLS SHOWN ARE USED

- CACTUS
- FLAG
- GRID TICK
- 1000 AERIAL PANELS
- PALM TREE
- SINGLE TREE
- PEDESTRIAN SIGNAL
- CULVERT
- POST– MISC
- 6564.5 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
- VEGETATION/TREE LINE
- GUARD RAIL
- PARKING STRIPES
- WASH

REFERENCE DOCUMENTS:

"BECKNER ROAD EXTENSION DEDICATION PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, BEATY FAMILY LTD. CO. AND THE CITY OF SANTA FE SHOWING PUBLIC R/W DEDICATION OF A PORTION OF LOT 3 AS SHOWN ON PLAT RECORDED IN BOOK 710 PAGES 21–22", AS RECORDED AS INST.# 1796166 IN BK. 804 PAGES 09–10.

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.

ROADWAY & UTILITY RIGHT OF WAY GOVERNOR MILES ROAD NAVA ADE SUBD. TO RICHARDS AVE. SE1/4 S8, T16N, R9E, NMPM SANTA FE COUNTY, N.M. PREPARED BY RICHARD A. MORRIS, L.S.#10277, RECORDED IN PLAT BK. 362 PG.07.

WARRANTY DEED, JOHN ARDISSONE AND MAY T. ARDISSONE TO BUILDING SERVICES OF SANTA, BK 462 PAGE 621.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

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 20FE1.30324. 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. LOCATES WERE EXISTING AND NO LOCATES WERE ORDERED FOR THIS SURVEY.

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 0.999583883. 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 N1687626.87027, GRID E 1708833.475 AND AN ELEVATION OF 6572.376 VIA STATIC OBSERVATION.

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.

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. SISNEROS, N.M.P.L.S. #13986 3/19/2020

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

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
- C DENOTES COMMUNICATION PEDESTAL/RISER
- SB DENOTES STAKE, MARKING BORE HOLE LOCATION
- E DENOTES ELEC. METER
- G DENOTES METER/METERS
- DENOTES UTILITY POLE
- DENOTES ANCHOR/GUY
- S DENOTES SEWER MANHOLE
- WV DENOTES WATER VALVE
- W DENOTES WATER METER
- + 0.0 DENOTES SPOT ELEVATIONS/SPOT VERIFICATIONS
- (0.0) DENOTES INTERPOLATED MAPPING SPOT VERIFICATION WHERE APPROACHING OR EXCEEDING MINIMUM TOLERANCES
- 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
- W 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.

LINE TABLE

LINE	BEARING	DIST
L1	N08°07'45"E	10.01'
L2	S08°07'45"W	10.01'
L3	N09°24'15"E	10.00'
L4	S06°55'56"W	10.00'
L5	S00°02'34"E	130.08'
L6	N00°21'48"W	96.34'
L7	N00°21'48"W	59.78'
L8	N00°17'43"W	154.51'
L9	N00°17'43"W	44.01'
L10	N00°17'20"W	54.85'
L11	N00°02'03"W	21.23'
L12	N00°25'47"W	47.81'
L13	N00°20'58"W	51.96'
L14	N00°17'00"W	178.76'
L15	N00°30'02"W	56.84'

CURVE TABLE

CURVE	DELTA	RADIUS	ARC	CHORD	CHD BRG
C1	3°45'06"	891.00'	58.34'	58.33'	S85°52'09"E
C2	4°11'53"	901.00'	66.01'	66.00'	S81°52'15"E
C3	25°36'57"	891.00'	398.35'	395.04'	S66°56'25"E
C4	26°27'49"	1159.00'	535.32'	530.57'	S67°21'51"E
C5	2°28'19"	1149.00'	49.57'	49.57'	S81°49'55"E
C6	7°03'58"	1159.00'	142.93'	142.84'	S86°36'03"E
C7	21°50'45"	1459.00'	556.29'	552.92'	N78°55'34"E
C8		957.00'	440.34'	436.47'	S76°56'04"W
C9	90°09'32"	30.00'	47.21'	42.49'	N45°02'12"E

TOPOGRAPHIC SURVEY
PREPARED FOR
COLUMBUS CAPITAL, LLC
SHOWING
EXISTING SITE CONDITIONS ON
LOT 3A/3800 GOVERNOR MILES RD.
WITHIN SECTION 8, T16N, R9E, NMPM CITY
& COUNTY OF SANTA FE, N.M.

SHEET 1 OF 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 A CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE#10328TOPO DATE:3/19/2020
PH:505–471–6660
EMAIL: DAWSONSURVEYS@GMAIL.COM

REV	DATE	DESCRIPTION

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 496-9000 www.dhiengineering.com
TBPE REG. NO. F-19561

DHI

VISTA DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
TOPOGRAPHIC SURVEY
SHEET 1 OF 2

CASE/PERMIT #: S-2020-2642

DESIGNED BY:	
DRAWN BY:	
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	S1.00

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Date: Jan 28, 2025, 9:20am User ID: JeffPrice File: E:_PROJECT\05004 (Vista De La Sierra - Santa Fe)\300 - Design\320 - Sheets\S1.00 TOPO SURFACE1.dwg

DHI ENGINEERING, LLC.

TOPOGRAPHIC SURVEY PREPARED FOR COLUMBUS CAPITAL, LLC SHOWING EXISTING SITE CONDITIONS ON LOT 3A/3800 GOVERNOR MILES RD. WITHIN SECTION 8, T16N, R9E, NMPM CITY & COUNTY OF SANTA FE, N.M.

LOT 3A
3800 GOVERNOR MILES ROAD

GOVERNOR MILES RD
DEDICATED 1363/294–301 & PLAT 362/07,

82' WIDE ROAD, UTILITY RIGHT–OF–WAY EASEMENT BK.1363 PGS.294–301 PLAT BK.362 PG.007

RICHARDS AVENUE 68' R.O.W. PLAT 19/26

RICHARDS AVENUE 10' RIGHT OF WAY OFFER/RESERVATION PLAT 710/21–22

DAWSON 2, GPS BASE STATION N 1687626.870 E 1708833.475

CONT.INLET I.I.:6539.6
36"CMP I.I.:6544.0
CURB INLET ET.O.G.:6559.28 I.O.:6551.0 I.I.:6550.9
CURB INLET ET.O.G.:6557.95 I.I.:6553.6
WAG534 RIM:6540.22
WAG274 RIM:6559.79 I.O.:6548.58
WAG236 RIM:6547.98 I.I.:6540.28 ℄INV:6539.86
24"CMP I.O.:6558.5
24"CMP I.I.:6560.5
CONT. INLET TOP:6563.9 I.I.:6556.9
24"CMP I.I.:6579.4
24"CMP I.O.:6571.6
72"CMP I.O.:6570.2
66"CMP I.I.:6572.3
72"CMP I.I.:6571.8
66"CMP I.I.:6571.8
66"CMP I.O.:6570.6
WAG533 RIM:6529.22 ℄INV:6521.34
WAG522 RIM:6532.65 I.I.E.:6526.6± ℄ INV:6526.6 I.I.S.:6526.8
WAG1010 RIM:6558.43 ℄INV:6550.53
A–19 WAG415 RIM:6526.81 I.I.:6518.69 ℄ INV:6518.22
A–20 WAG414 RIM:6526.46 I.I.E:6517.89 I.I.N:6517.96 ℄ INV:6517.85
A–21 WAG413 RIM:6539.09 I.I.:6525.42 ℄INV:6525.37
A–22 412 RIM:6539.36 I.I.:6528.71
A–23 WAG416 RIM:6534.32 I.I.:6533.98 ℄INV:6533.94
A–24 WAG417 RIM:6545.07 I.I.E:6534.49 I.I.N:6534.72
A–25 WAG418 RIM:6563.21 I.I.:6541.92 ℄ INV:6541.89 STUB E.:6542.14
A–26 WAG419 RIM:6561.35 I.I.:6549.02 ℄ INV:6548.95
A–27 WAG420 RIM:6562.64 I.I.:6551.27
A–28 WAG421 RIM:6566.84 I.I.:6556.57 ℄ INV:6556.54
A–29 WAG422 RIM:6572.63 I.I.:6560.86 ℄INV:6560.78
A–30 WAG423 RIM:6578.45 I.I.:6562.59 ℄INV:6562.55
A–31 BMS426 RIM:6579.13 INV.CALC:6568.
#4 REBAR ILLEGIBLE
#4 REBAR 13966
#4 REBAR
LS13964
Δ:87°42'08" R:25.00' L:38.27' CH:34.64' N43°53'38"W
Δ:6°58'23" R:981.00' L:119.39' CH:119.32' S86°37'46"W
Δ:12°29'58" R:981.00' L:222.57' CH:222.09' S67°29'43"W
Δ:9°08'52" R:974.06' L:155.03' CH:154.87' S78°34'08"W
S43°31'48"E 108.56'
N06°54'25"W 10.00'
N89°53'02"W 774.00'
S89°53'02"E 822.81'
S89°50'56"E 229.08'
N89°53'36"W 1319.00'
N00°17'51"W 1346.89'
N00°17'51"W 304.80'
S42°55'37"E 4490.68'
20' PUBLIC SEWER EASEMENT PLAT 652/35
20'X30' DE PLAT 362/07
10'X20' DE PLAT 362/07
30'X30' DE PLAT 362/07
20' SEWER EASEMENT PLAT 434/37
15' DE.PLAT 434/37
7.5'UE PLAT 434/37
WHISPERING WING ROAD 44' PUBLIC R/W PLAT 434/37
20' PUBLIC SANITARY SEWER EASEMENT PLAT Bk.613 Pg.06
10' WATERLINE EASEMENT Bk.1177, Pg.465–467
10' WATERLINE EASEMENT Bk.1229, Pg.425–427
50' WIDE 115 kV TRANSMISSION LINE GRANT OF RIGHT OF WAY RECORDED IN Bk.106, Pg.47
20' PUBLIC TRAIL EASEMENT PLAT 823/37–39
7.5' PUE EASEMENT 823/37–39
15' PUE & SLOPE EASEMENT 823/37–39
12' LOT 36 RIGHT OF WAY PLAT 23/37–39
24' SCME, PLAT 804/9–10
14'SCME, PLAT, 804/9–10
10' PUE PLAT, 804/04
24' SLOPE CONSTRUCTION & MAINTENANCE EASEMENT PLAT 804/9–10
10' PEDESTRIAN ACCESS & PUE PLAT, 804/9–10
10' UTILITY EASEMENT BK.200 PG.576
10' UTILITY EASEMENT PLAT 19/26
TRIPLE OVERHEAD TV LINE NOT SHOWN
54"RCP I.I.:6560.3
54"RCP O.:6558.8
ASSUMED DIRECTION
PLAN ℄ FOR ORIENTATION
APPROXIMATE LOC. OUTER MOST LINES
PREVIOUSLY SURV–TEX A.C.
DRY UTILITY TRENCH STAKED BY DAWSON SURVEYS, GAS SHOULD BE HERE
GAS LINE, G.I.S. MAP
TRACT J OPEN SPACE PLAT 409/9–16
TRACT R, PHASE 2A NAVA ADE 2 LLC
TRACT Q PHASE 2A–NAVA ADE N/F SW INSTITUTE FOR EDUCATION RESEARCH PROFESSIONAL TEACHER DEVELOPMENT W.D. 1989/804 PLAT 459/32
TRACT 16 MONTE DEL SOL CHARTER SCHOOL PLAT 714/14–26
NAVA ADE PHASE 1B PLAT BK.434 PGS.37–41 SURVEY BY RICHARD A. MORRIS N.M.L.S.10277
ESTANCIAS DE LAS SOLERAS U–2A PLAT 823/37–39
VIENTO DEL NORTE 50' PUBLIC R/W PLAT 823/37–39
BECKNER ROAD PUBLIC R.O.W.
BECKNER RD. 100' PUBLIC RIGHT OF WAY, PLAT 804/09
SEC. 8
SEC. 9
SEC. 17
PARCEL C1
LOT 37
LOT 10
SHED
GREEN HOUSE & PERGOLA
BLDG.
RETAINING WALL
YARD WALLS
FENCE LINES ALONG PROPERTY LINE
TOP, BENT IRON PIPE, REPUTED 1/4 CORNER S8/S17, #4 REBAR AND CAP LS 13986 AT BASE.
TRIPLE OVERHEAD TV LINE
GRID
SCALE 1"=100' FEET 100' 0 100'

SHEET 2 OF 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 A CAMINO ENTRADA
SANTA FE, N.M., 87507
FILE#1032BTOPO DATE:3/19/2020
PH:505–471–6660
EMAIL: DAWSONSURVEYS@GMAIL.COM

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REV	DATE	DESCRIPTION

VISTA DE LA SIERRA SUBDIVISION — CASE/PERMIT #: S-2020-2642

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 490-4994 www.dhiengineering.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3

SANTA FE, NM

TOPOGRAPHIC SURVEY
SHEET 2 OF 2

DESIGNED BY:	
DRAWN BY:	
DATE:	1/28/2025
JOB NO.:	05004
SHEET NO.	S1.01

Date: Jan 28, 2025, 9:21am User ID: jeffson File: E:_PROJECT\05004 (Vista de La Sierra - Santa Fe)\300 - Design\X26 - Sheets\S1.01 TOPO SURVEY 01.dwg

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GOVERNOR MILES ROAD

SLOPE ANALYSIS LEGEND

MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
0%	19%	
20%	29%	
30%	>30%	

PHASE 3A

PHASE 3B

NO CONSTRUCTION ZONE

PHASE 2A

PHASE 2B

PHASE 1

POND 1
POND 2
POND 3
POND 4
POND 5
POND 5
POND 7
POND 10
POND 11
POND 12
POND 13
POND 14
POND 15
POND 16

RICHARDS AVENUE

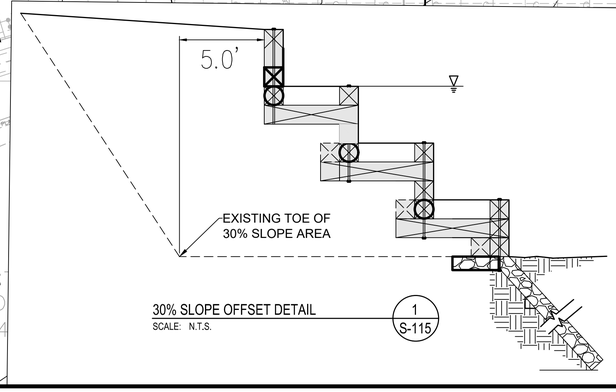
10' UTILITY EASEMENT BK.200 PG.576

AREA 30% AND ABOVE

PHASE	LOCATION	AREA OF 30% AND LARGER (SQ. FT)	DESCRIPTION
1	1	533	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	2	720	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	3	1166	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	4	1400	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
2	5	34	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
3	6	1261	GRADING TO ADDRESS LOCAL SCOUR DUE TO OFFSITE CULVERT AND CONCENTRATED FLOWS DUE TO (MAN MADE) PREVIOUS DEVELOPMENTS
	7	981	GRADING TO CONTROL AND REDIRECT ARROYO AWAY FROM PROPOSED ROAD
	8	945	GRADING FOR SLOPE STABLIZATION TO PROTECT EX. SAS 10" MAIN FROM SCOUR
	TOTAL	7040	

* SLOPES CREATED BY RESULT OF INFRASTRUCTURE CONSTRUCTION

** SLOPES/ ARROYO THREATEN GOVERNOR MILES ROAD AND REQUIRE CORRECTIVE ACTIONS PER ANNEXATION AGREEMENT.



30% SLOPE OFFSET DETAIL — 1 / S-115
SCALE: N.T.S.

N

SCALE
100 0 50 100 200
(FEET)
1 INCH = 100 FT.

REV	DATE	DESCRIPTION

CASE/PERMIT #: S-2020-2642

5/12/2025
VANCE L. WEYNAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weynand

DHI Engineering, LLC.
5419 N. LOOP 1604 EAST
SAN ANTONIO, TX 78247
(210) 479-1000 www.dhiengineering.com
TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
SLOPE ANALYSIS MAP
5FT CONTOURS

DESIGNED BY:	
DRAWN BY:	JWS
DATE:	5/12/2025
JOB NO.:	05004
SHEET NO.	S1.06

Date: May 12, 2025, 10:36am User ID: JWilkinson File: E:_PROJECTS\05004 (Vista De La Sierra - Santa Fe)\000 - Design\120 - Sheets\S1.06 SLOPE ANALYSIS.dwg

APPLICATION RESOURCES

PLANNING AND LAND USE DEPARTMENT RESOURCES

MISSION : The mission of the Planning Division is to review development applications for compliance with the City's land development code and department policies while providing information, guidance, and the highest possible level of customer service to applicants, neighborhoods, and the City's quasi-judicial decision-making bodies.

OFFICE : Santa Fe City Hall 200 Lincoln Avenue Santa Fe, NM 87501

WEBSITE : https://santafenm.gov/land-use/current-planning

CURRENT AND UPCOMING PUBLIC MEETINGS : https://santafe.primegov.com/public/portal

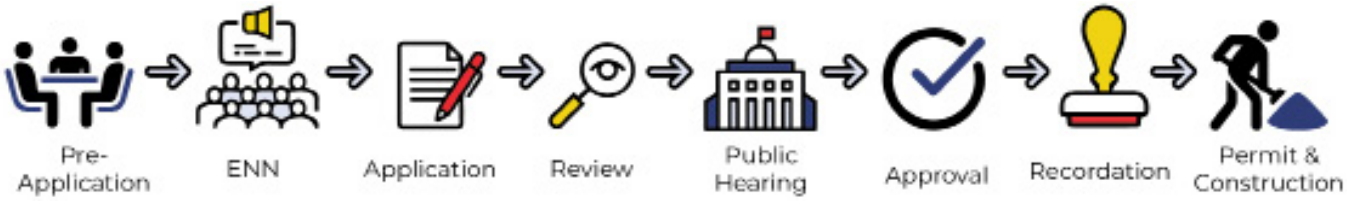
INTERACTIVE GIS MAPS : https://santafenm.gov/information-technology-telecommunications/gis

SANTA FE CITY CODE (SFCC) : https://library.municode.com/nm/santa_fe/codes/code_of_ordinances

APPLICATION SUBMISSION AND FEES : All applications shall be submitted electronically as PDF files to planning@santafenm.gov. Incomplete applications, including those missing required submittals will be returned without processing. Application fees will be assessed and invoiced upon acceptance of the application for initial review. Fee tables may be viewed online.

GENERAL QUESTIONS : zoningcounter@santafenm.gov

DEVELOPMENT REVIEW PROCESS



PRE-APPLICATION PHASE

For many applications, the development review process begins with a pre-application conference, where the applicant presents their proposal to the City's Development Review Team (DRT) for initial review and feedback. If the applicant wishes to proceed, a city planner is assigned to assist the applicant through the remaining steps of the process. For administratively reviewed applications, a pre-application conference is usually not required.

For all applications requiring a hearing before a land use board, the applicant shall schedule, notice and host an early neighborhood notification (ENN) meeting in coordination with the city planner. The intent of the ENN is to provide for an exchange of information among the applicant, residents, and property owners, prior to application submittal. ENN notification requirements are set forth in SFCC §14-3.1(H). Applications that qualify for administrative review and some variances are not required to conduct an ENN meeting.

DEVELOPMENT REVIEW PHASE

Once an application and all required submittals are prepared by the applicant, they or their agent submits the Application to the City via planning@santafenm.gov. The applicant will receive an email confirming receipt of the application, and an invoice for applicable development fees which can be paid online or at the cashier's office at City Hall. The city planner and the DRT review the application for completeness and compliance with all applicable codes, ordinances, plans and regulations. During the review process, the city planner or members of the DRT may request additional information or amendments from the applicant to complete the review process. The review timeline can range for 9-12 weeks or more depending on the complexity of the application and the total number of cases under review.

PUBLIC HEARING PHASE

When the City determines that the application is complete, the case is scheduled for a public hearing before the applicable Land Use Board. Notification requirements for public hearings are set forth in SFCC §14-3.1(H). If the application is approved at the public hearing, the city planner will prepare the findings of fact and conclusions of law (FOFCOL) documenting the approval findings, any conditions of approval and an expiration date for the approval, as required.

POST APPROVAL PHASE

When the applicant has met all necessary conditions of approval and technical corrections, the plan or plat is recorded at the County Clerk's office and filed with the City's plat room. The case planner prepares an action letter detailing the approval record. The applicant may then proceed to building permitting and construction.

If you have questions about the requirements please contact your assigned case planner or planning@santafenm.gov.

LAND DEVELOPMENT CODE REFERENCE

EARLY NEIGHBORHOOD NOTIFICATION PROCEDURES (SECTION 14-3.1(F)SFCC)

Intent: The early neighborhood notification meeting (ENN) is intended to provide for an exchange of information between the applicant and residents and property owners in affected neighborhoods before plans become too firm to respond meaningfully to community input and before changes in plans might cause major financial losses by the applicant.

Applicability: Generally, an ENN is required for all projects heard before a land use board or the governing body.

ENN Scheduling; Notice Required: ENN's shall be scheduled in coordination with city staff, prior to issuing notice. The applicant is responsible for providing notice of the ENN in accordance with Subsection 14-3.1(H).

ENNs are scheduled Monday - Thursday from 5:30 PM to 7:00 PM based on staff availability. ENNs are hosted by the applicant on Zoom.

All ENNs are posted on the City's Primegov portal: https://santafe.primegov.com/public/portal

ENN Procedures: ENNs must take place at least ten days before an application is submitted to the City. The applicant is responsible for hosting the meeting and providing information on the proposal addressing the ENN Guildelines. Staff is present at the ENN meeting to acquaint the applicant and community with the provisions of city ordinances, applicable code standards and the development review process. The applicant presents schematic or preliminary plans for the proposed project and a drawing or other graphical representation suitable to reasonably indicate streets and structures within a two hundred (200) foot radius from the perimeter of the property that is the subject of the application. Following the presentation the community is invited to ask questions, provide feedback and comments on the proposal.

ENN Guidelines: The guidelines listed below are explained in further detail and are to be filled out in the following pages of this application.

a. Effect on character and appearance of surrounding neighborhoods
b. Effect on protection of physical environment
c. Impacts on prehistoric, historic, archaeological or cultural sites or structures, including acequias and historic downtown
d. Relationship to existing density and land use within surrounding area and with land uses and densities proposed by the general plan
e. Effects on pedestrian or vehicular traffic and access to services
f. Impact on economic base of Santa Fe
g. Effect on availability of affordable housing and availability of housing choices
h. Effect on public services and infrastructure elements
i. Impacts on water supply, availability and conservation methods
j. Effect on opportunities for community integration and social balance
k. Effect on urban form

SUBMITTAL CHECKLIST

Submittal requirements may vary based on the individual application. The City reserves the right to request additional information during the review process. Please submit each of the following items as separate PDF files saved with unique and descriptive file names:

- ✓ County parcel map depicting properties within 300 feet of the properties' perimeter (available from County Assessor's)
- ✓ Draft notification poster
- ✓ ENN meeting notification guidelines
- ✓ Draft neighborhood notice letter
- ✓ Legal lot of record
- ✓ Site Plan with vicinity map
- ✓ Notification mailing list, including neighborhood associations

CITY OF SANTA FE

EARLY NEIGHBORHOOD NOTIFICATION
PLUD-02

PROJECT INFORMATION

Project Name:	Vista de La Sierra Subdivision Phase 3		
Address:	3800 Governor Miles Rd	Parcel Size:	24.423 AC
Zoning:	R-5	Future Land Use:	3-5 DU Acre
Pre-application Conference Date:	6/12/2025		
Project Description:	Preliminary and Final Plat Approval for a 128 Lot Residential Subdivision		

PROPERTY OWNER INFORMATION

Name (First, Last):	Forestar Real Estate Group Inc.		
Address:	333 East Wetmore Road Suite 245		
	Street Address	Suite/Unit #	
	Tucson	AZ	85705
	City	State	ZIP Code
Phone:	(520) 496-3073	E-mail Address:	MatthewSeidel@forestar.com

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)

Name (First, Last):	Liaison Planning Services Inc.		
Address:	P.O. Box 1835		
	Street Address	Suite/Unit #	
	Santa Fe	NM	87504
	City	State	ZIP Code
Phone:	(505) 920-6839	E-mail Address:	liaisonplanning@gmail.com

AGENT AUTHORIZATION (IF APPLICABLE)

I am/We are the owner(s) and record title holder(s) of the property located at:

3800 Governor Miles Rd.

I/we authorize Liaison Planning Services Inc. to act as my/our agent to execute this application.

Signed:		Date:	
Signed:		Date:	6/13/2025

PROPOSED ENN MEETING DATES

Please provide 2 options	Preferred Option	Alternative Option
Date:	7/1/2025	7/2/2025

ENN Policies:

- ENNs are scheduled in coordination with City staff; Monday - Thursday; 5:30 PM to 7:00 PM
- ENN notice affidavit must be submitted on the notice date (15 days prior to the ENN)
- ENNs are hosted by the applicant on their Zoom account (Minimum Pro Plan)
- ENNs must be recorded by the applicant
- ENNs are valid for one year

ENN MEETING GUIDELINES

The applicant and neighborhood shall use the guidelines below to assist them in discussing the project at the ENN. The guidelines are based on the requirements of Chapter 14 and the general plan and other formally adopted city plans. Responses from all participants shall be provided to the land use board prior to hearing the application.

Please address each of the discussion items below. Each discussion item is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001. A short narrative should address each item (if applicable) in order to facilitate discussion of the project at the ENN meeting. Responses should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail consult the Land Development Code.

A. EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.

The 24.423-acre subject property is located on the SW corner of Richards Avenue and Governor Miles Road and adjacent to Vista de La Sierra Subdivision Phases 1 and 2 to the south, Nava Ade Subdivision to the west and Villa Sonata Subdivision to the north. The property was annexed to the City in 2007. The annexation agreement provided for a maximum density of 523 dwelling units. The applicant plans to create a subdivision that is familiar in character, design and density in the vicinity with respect to setbacks, mass, scale, landscaping and lighting. To address current market conditions, the project is planned to include approximately 128 single family lots. In addition, Tract 3 (3.141 ac.) within Phase 1 will be donated to a public school. The homes are planned to be intermixed with one story, two story and affordable units. The arroyo between to two tracts provides an opportunity for provision of open space and a trail connecting the existing communities to the west and points east as well as an amenity for future residents of this project. A 20' trail along the east side of Tract 3A3 within this phase will meetup with the trail within Phase 1

B. EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.

The property is characterized by substantial flat open space with a scattering of juniper trees, crisscrossed by use trails. The primary feature is an arroyo between the two tracts that has suffered from erosion and scouring over the years. As required by the annexation Agreement, the application will include an erosion and drainage report along with mitigation measures designed to ensure compatibility of the arroyo with the planned development and take advantage of the measures designed to ensure compatibility of the arroyo with the planned development and the opportunity to create a trail and open space along its banks. There are no identifiable constraints to development on the property or physical features of note, other than the arroyo, which will be protected and improved.

C. IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.

There are no known historic sites located on the property. An archeological reconnaissance covering the westerly 98% of the property was prepared in 1993 and was approved by the City. That study did not identify any archeological sites within the property. Archeologist Ron Winters has carried out a supplemental archeological reconnaissance on the balance of the property. The report provides that any resources discovered during construction will be handled in compliance with the reconnaissance and all applicable law and conditions will be required of the project to ensure the proper protocols are in place and followed.

D. RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.

The property has a General Plan designation of 3-7 dwellings/ acre and is zoned R-5. The Annexation Agreement provided for a maximum density of 523 dwelling units. The applicant plans approximately 128 dwelling units, which is consistent with the general plan and zoning designation and will provide for greater compatibility with adjacent developments than a higher density and will be more consistent with current market conditions.

E. EFFECTS ON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR THE DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES For example: increased access to public transportation, alternate transportation modes, traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.

The property is adjacent to major streets on two sides: Governor Miles Road to the north and Richards Avenue to the east. These streets provide excellent connectivity and access to the properties and will provide opportunities for enhanced service by public transportation. Currently, route 21 provides service from Cerrillos Road along Governor miles and Richards to points south, including the Santa Fe Community College. There are existing bike trails/ shoulders along these streets according to the City's trails map. The planned pedestrian trails along the arroyo and the west side of Richards will provide off-street connections across the project site to Richards Avenue on the east and then south along the west side of Richards Avenue. Based on communications with the City Traffic Engineer and Fire Department, no direct vehicular access from Richards Avenue is planned, except for an emergency access easement.

F. IMPACT ON THE ECONOMIC BASE OF SANTA FE For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.

The project will help meet the existing demand for housing in Santa Fe while creating construction jobs and providing both affordable and market rate medium density affordable 25 single-family housing.

G. EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS For example: creation, retention, or improvement of affordable housing; how the project contributes to serving different ages, incomes, and family sizes; the creation or retention of affordable business space.

The project will provide on-site affordable housing in compliance with the Santa Fe Homes program. Based on the City's 20% requirement, it is projected that approximately 25 affordable for sale homes will be provided, distributed throughout the project

H. EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.

The project is located in an area where substantial residential and commercial development has occurred in recent years and will continue in coming years. An existing sewer trunk line and major water line traverse the property, so no off-site extensions will be needed. The project will provide an additional 3.14 acres to a public school to facilitate expansion of school services. The Tierra Encantada Charter School is located directly across Richards Avenue from the property and Piñon Elementary School is located less than a mile to the northeast of the property.

I. IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.

The project will meet all applicable City standards for water conservation and will make efficient use of the major existing water line and wastewater line crossing the property.

J. EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.

The arroyo running east-west between the two tracts provides an opportunity for provision of a pedestrian and bike trail, enhancing off-street connectivity and recreational opportunities. Also, a north-south trail is planned along the west side of Richards Avenue.

K. EFFECT ON SANTA FE'S URBAN FORM For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? Discuss the project's effect on intra-city travel and between employment and residential centers.

The property is designated by the General Plan for residential development and the project will be consistent with the existing R-5 zoning. The City annexed this property along with the adjacent Las Soleras property to address the City's housing and employment needs. Residents of the project will enjoy convenient access to employment centers within Las Soleras including Presbyterian Hospital and businesses along Cerrillos Road. The convenient access to Cerrillos Road and I-25 will facilitate access to travel employment centers while minimizing impacts on the City street system. The property's location between las Soleras and the balance of the City to the north and east provides an opportunity for infill development which, as addressed above, already enjoys existing public services.

L. ADDITIONAL COMMENTS (Optional)

The City annexed the subject property along with Las Soleras with the intent that the area north of I-25 accommodate a substantial portion of the City's residential and employment demand in coming decades. The City General Plan and zoning ordinance designate this property for medium density residential development and the proposed project will comply with these designations while providing amenities for future residents.

ENN MEETING NOTES

VISTAS DE LA SIERRA SUBDIVISION PHASE 3

7/22/2025

(5:30 pm -7:30 pm)

Consultants and Applicant in Attendance:

Dolores I Vigil, Liaison Planning Services Inc.

Matthew Seidel Applicant, Forestar (USA) Real Estate Group, Inc.

Ryan Bettes, Forestar (USA) Real Estate Group, Inc.

Xavier Garcia, D. R. Horton

Jacy Warwick, D. R. Horton

Karl Sommer, Sommer Karnes & Associates LLP

Mychal Delgado, Sommer Karnes & Associates LLP

Vance Weynand, DHI Engineering LLC

City Staff Members in Attendance:

Rachael Hamilton, Planner Senior

Leroy Pacheco, Traffic Engineer

Neighbors in Attendance:

Elizabeth Kittleson	Anresiems	Will
Richard Lange	Julia Farber	Jarek
Becky Stamm	Donna Jenson	Jeanie
David Spireshold	Sherry Coopwood	Carol Liebmann
Michael King	Sally Cassady	Donna Jenson
G Lasswell	AVA	Lillian Baros
Mejie Renaud	Edwardo	(505) 929 -3582
Deborah Torres	Edward Donovan	
Teresa Veltschey	Rebekah Clouser	

Discussion Topics and Comments:

No Parking signs on Whispering Wing too narrow for trucks.

No construction vehicles in Nava Ade.

Notify when plans are available to distribute and review.

Provide a note limiting traffic.

Arroyo embankments to large make them not so high and drastic.

Limit 2 story home along Nava Ade east property line adjacent to Autumn Lane.

Number of affordable units…25

Timeline?

Size culverts in arroyos appropriately.

Parks and playgrounds?

Crosswalks on Governor Miles Road.

Trees on Governor Miles Road are not being watered.

Minimal open space and weeds. Will HOA maintain landscaping?

Will a nursing home be located on Tract 1?

When will TIA made available to review?

Additional traffic and congestion on Governor Miles Road.

Not in support of clear cutting.

Utilize hydrants for dust.

Turn lanes and crosswalks needed on Governor Miles Road.

Trees are needed per tree study.

Tracts 1 and 2 playgrounds?

Round About and crosswalks on Dancing Ground and Governor Miles Road?

Nava Ade trail connection.

Vista de la Sierra Subdivision

(Governor Miles Rd. / Richards Ave.)

Traffic Impact Study Update

August 22, 2025

F I N A L

Presented to:
Leroy Pacheco, P.E.
City of Santa Fe, NM
&
Phil Gallegos, P.E.
City of Santa Fe, NM

Terry O. Brown, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 883-8807

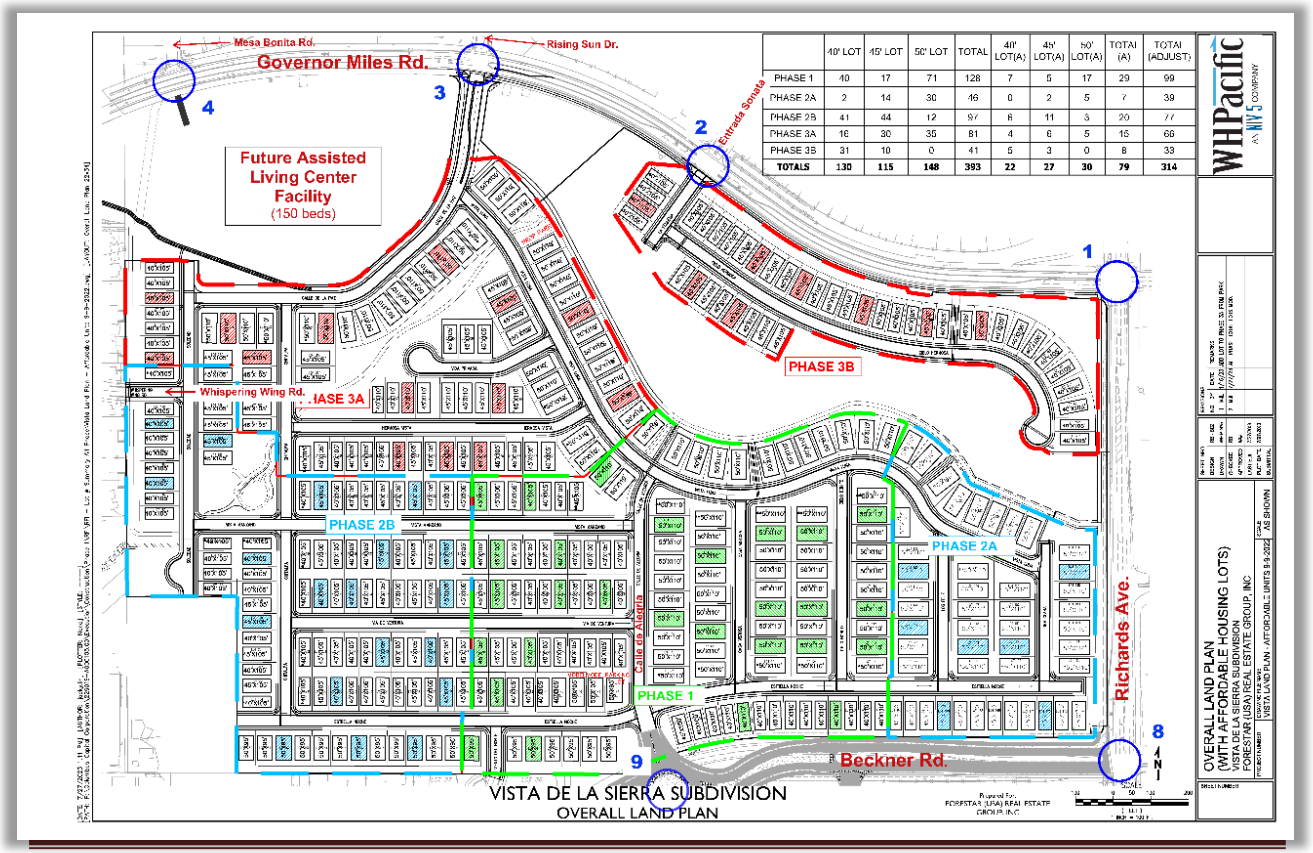
Ronald R. Bohannan, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 883-8807

Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study – (Level 2)

Executive Summary

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Vista de la Sierra Subdivision (formerly called "Beaty Subdivision"), determine the impact of the Vista de la Sierra Subdivision on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared to meet the requirements of the City of Santa Fe (COSF) Traffic Engineering Department.

The proposed Vista de la Sierra Subdivision is located southwest of Governor Miles Rd. / Richards Ave. The study area includes the intersections of Governor Miles Rd. / Richards Ave., Entrada Sonata / Governor Miles Rd., Governor Miles Rd. / Rising Sun Dr., Governor Miles Rd. / Mesa Bonita Rd., Governor Miles Rd. / Dancing Ground Rd., Whispering Wing Rd. / Dancing Ground Rd., La Puerta / Beckner Rd., Beckner Rd. / Richards Ave. and the proposed driveway on Beckner Rd. (Driveway "A" aka Calle de la Alegria). Following is a subdivision plan.



	40' LOT	45' LOT	50' LOT	TOTAL	40' LOT(A)	45' LOT(A)	50' LOT(A)	TOTAL (A)	TOTAL (ADJUST)
PHASE 1	40	17	71	128	7	5	17	29	99
PHASE 2A	2	14	30	46	0	2	5	7	39
PHASE 2B	41	44	12	97	8	11	3	20	77
PHASE 3A	16	30	35	81	4	6	5	15	66
PHASE 3B	31	10	0	41	5	3	0	8	33
TOTALS	**130**	**115**	**148**	**393**	**22**	**27**	**30**	**79**	**314**

A Traffic Impact Study for this project was prepared and approved in 2020 during the COVID-19 pandemic crisis. Since the COVID-19 crisis significantly impacted traffic volumes, the 2020 Study was conducted using forecast volumes (derived from the City of Santa Fe Metropolitan Planning Organization's (MPO) Regional Transportation Model (2040 data set). The 2020 Traffic Impact Study was approved by the City of Santa Fe with the condition that the Traffic Impact Study be updated with real traffic volumes after the close of the COVID-19 crisis. This is the required update to the 2020 Traffic Impact Study which will be based on real field counts.

The single-family residential component of the Vista de la Sierra Subdivision will be accessed via four driveways: Those are two full access intersections with Governor Miles Rd. (the eastbound leg of Entrada Sonata and the northbound leg of Rising Sun Dr.) and the extension of Whispering Wing Rd. east from Dancing Ground Rd. The fourth access will be via a roundabout intersection on Beckner Rd. (Calle de la Alegria). The assisted living component will take access off of Governor Miles Rd. via a full access driveway aligned with the existing Mesa Bonita Rd. All of the proposed access intersections for Vista de la Sierra Subdivision shall align with the existing intersections on the north side of Governor Miles Rd. See the conceptual plan on Page A-3 in the Appendix. The implementation year for this analysis is 2026 and the horizon year is 2036.

An auxiliary lane warrant analysis was conducted for driveways along Governor Miles Road using the City of Santa Fe's August 2024 Transportation Analysis Guidelines. Storage lengths were based on the 95th percentile queue, rounded to the nearest 25 feet (minimum 50 feet). Warrant criteria and results are detailed in Appendix pages A-162 to A-164.

Turn Lane Warrant Results:

1. Left-turn lanes are warranted at Intersections 1, 2, 3, 5, and 8; however, recommendations are limited to Intersections 1 and 3. At Intersections 2, 5, and 8, no improvements are proposed because:
    - Existing lanes have sufficient capacity for the development's traffic,
    - Capacity issues are pre-existing and not worsened by the project, or
    - Physical constraints prevent extension of turn lanes.

2. Eastbound and westbound right-turn lanes warranted at Intersection 1, however, no mitigation recommended by the development because this is an existing condition and signal retiming restores queue lengths to pre-development conditions.

Analysis results by analysis year are included in the following tables:

Executive Summary Results Table

			2026		2036	
Intersection No. / Name	**Signalization**	**Condition**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1 - Governor Miles Rd. / Richards Ave.	Signalized	NO BUILD	C - 29.6	C - 31.2	D - 39.9	D - 46.1
		BUILD	C - 33.3	C - 38.6	D - 47.1	E - 59.3
		MITIGATED	**N/A**	**N/A**	**D - 39.5**	**D - 37.5**
2 -Governor Miles Rd. / Entrada Sonata	Unsignalized	NO BUILD	C - 15.3	B - 13.1	C - 19.1	B - 14.9
		BUILD	C - 23.8	C - 17.1	E - 39.3	C - 20.9
		MITIGATED	**N/A**	**N/A**	**C - 21.1**	**N/A**
3 - Governor Miles Rd. / Rising Sun Dr.	Unsignalized	NO BUILD	B - 14.5	B - 12.5	C - 16.8	B - 13.7
		BUILD	C - 17.1	C - 17.1	C - 20.4	C - 19.5
4. - Governor Miles Rd. / Mesa Bonita Rd.	Unsignalized	NO BUILD	A - 9.8	A - 9.9	B - 10.2	B - 10.3
		BUILD	B - 11.8	B - 11.2	B - 12.8	B - 11.9
5 -Governor Miles Rd. / Dancing Ground Rd.	Unsignalized	NO BUILD	C - 23.2	B - 13.9	E - 45.0	C - 17.0
		BUILD	C - 17.8	B - 15	D - 25.2	C - 18.8
6. - Whispering Wing Rd. / Dancing Ground Rd.	Unsignalized	NO BUILD	B - 10.4	A - 9.5	B - 10.9	A - 9.8
		BUILD	B - 10.1	A - 9.7	B - 10.4	A - 10.0
7 - Beckner Rd. / La Puerta	Unsignalized	NO BUILD	A - 9.4	A - 9.2	A - 9.7	A - 9.3
		BUILD	A - 9.6	A - 9.3	A - 9.9	A - 9.5
8 - Beckner Rd. / Richards Ave.	Signalized	NO BUILD	C - 21.9	C - 27.1	C - 31.8	C - 30.5
		BUILD	C - 23.7	D - 39.2	C - 30.2	D - 44.0
		MITIGATED	**N/A**	**N/A**	**C - 30.7**	**C - 28.8**
9 - Beckner Rd. / Calle de la Alegria	Roundabout	NO BUILD	A - 7.9	A - 9.6	A - 9.6	B - 11.4
		BUILD	A - 9.6	A - 9.6	B - 11.7	C - 16.5

In summary, the proposed Vista de la Sierra Subdivision does have a minimal adverse impact to the adjacent transportation system and the minimal impact to the transportation system can be mitigated by the recommended measures described in this report and summarized in the table above.

In summary, the recommendations of this study are:

2026 (Implementation Year Recommendations)

1. All design and construction associated with the Vista de la Sierra Subdivision shall maintain adequate traffic site distances at existing and proposed intersections / driveways. A note should be added to the landscaping plans stating that no landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that significantly compromises safety. The developer shall be responsible for monitoring and maintaining the landscaping as the development progresses and should include specific maintenance and planting instructions in the development's operating and maintenance instructions. Upon full completion and acceptance of the project by the City of

Santa Fe, landscaping related sight distance issues within public right-of-way shall be enforced by the City of Santa Fe. Monitoring of sight distance issues is a joint public and general population responsibility, with the general population (mostly neighboring residents) reporting issues to the City of Santa Fe and the City enforcing safe sight distances as deemed appropriate.

2. Intersection 1 (Governor Miles / Richards):
    - Add 85 ft to the existing length of the eastbound left-turn lane.

3. Intersection 2 (Governor Miles/Entrada Sonata):
    - Align the access for Vista de la Sierra Subdivision to Entrada Sonata.
    - The access should be a full access two-way stop-controlled driveway.
    - The access may be a single approach (northbound) access.

4. Intersection 3 (Governor Miles/Rising Sun Dr.):
    - Align the access for Vista de la Sierra Subdivision to Rising Sun Dr.
    - When the future assisted living facility is complete, the access should be a full access two-way stop-controlled driveway.
    - The access should be two northbound approach lanes – one for exclusive left-turns and one for thru / right-turns.
    - When opened as full-access, install 150-ft westbound left-turn lane.

5. Intersection 8 (Beckner Rd. / Richards Ave.):
    - Construct an eastbound left turn arrow and a southbound right turn arrow at the existing new temporary traffic signal to allow the eastbound to northbound left turn movement to operate as a permitted / protected left turn and to allow the southbound to westbound right turn movement to operate as a permitted / overlap right turn.

6. City of Santa Fe requirements:
    - The City of Santa Fe requires that the developer relocate the existing SIGNAL AHEAD flasher currently located approximately 400 feet south of Governor Miles Rd. to approximately 400 feet south of Beckner Rd.

7. Beckner Road Speed Limit:
   Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

6. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review as part of the design plan set for the off-site improvements and shall demonstrate all modes of traffic are considered.

2036 (Horizon Year Recommendations)

1. Adjust signal timing (cycle length and phase splits) as necessary to accommodate future volumes at the intersections of Governor Miles Rd. / Richards Ave. and Beckner Rd. / Richards Ave.

Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study

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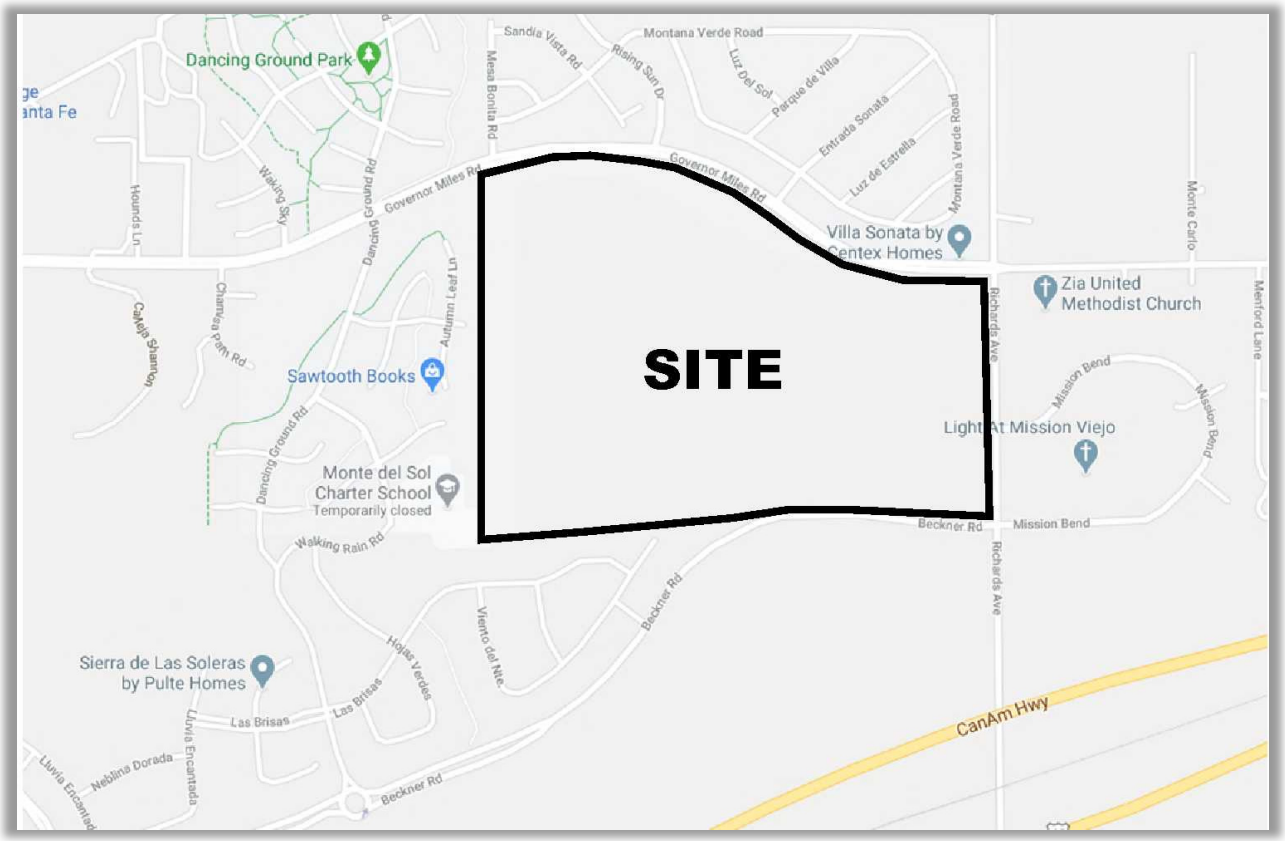
Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study

Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Vista de la Sierra Subdivision (formerly called Beaty Subdivision) and determine the impact of the Vista de la Sierra Subdivision on the adjacent transportation system. The recommendations of this study will provide recommended measures to mitigate the impact of the Vista de la Sierra Subdivision on critical intersections and street segments. This study is prepared to meet the requirements of the COSF Traffic Engineering Department associated with its review of the Vista de la Sierra Subdivision as shown on the plan on Page A-3 in the Appendix of this report.

The proposed Vista de la Sierra Subdivision is located southwest of the signalized intersection of Governor Miles Rd. / Richards Ave. in Santa Fe, New Mexico.

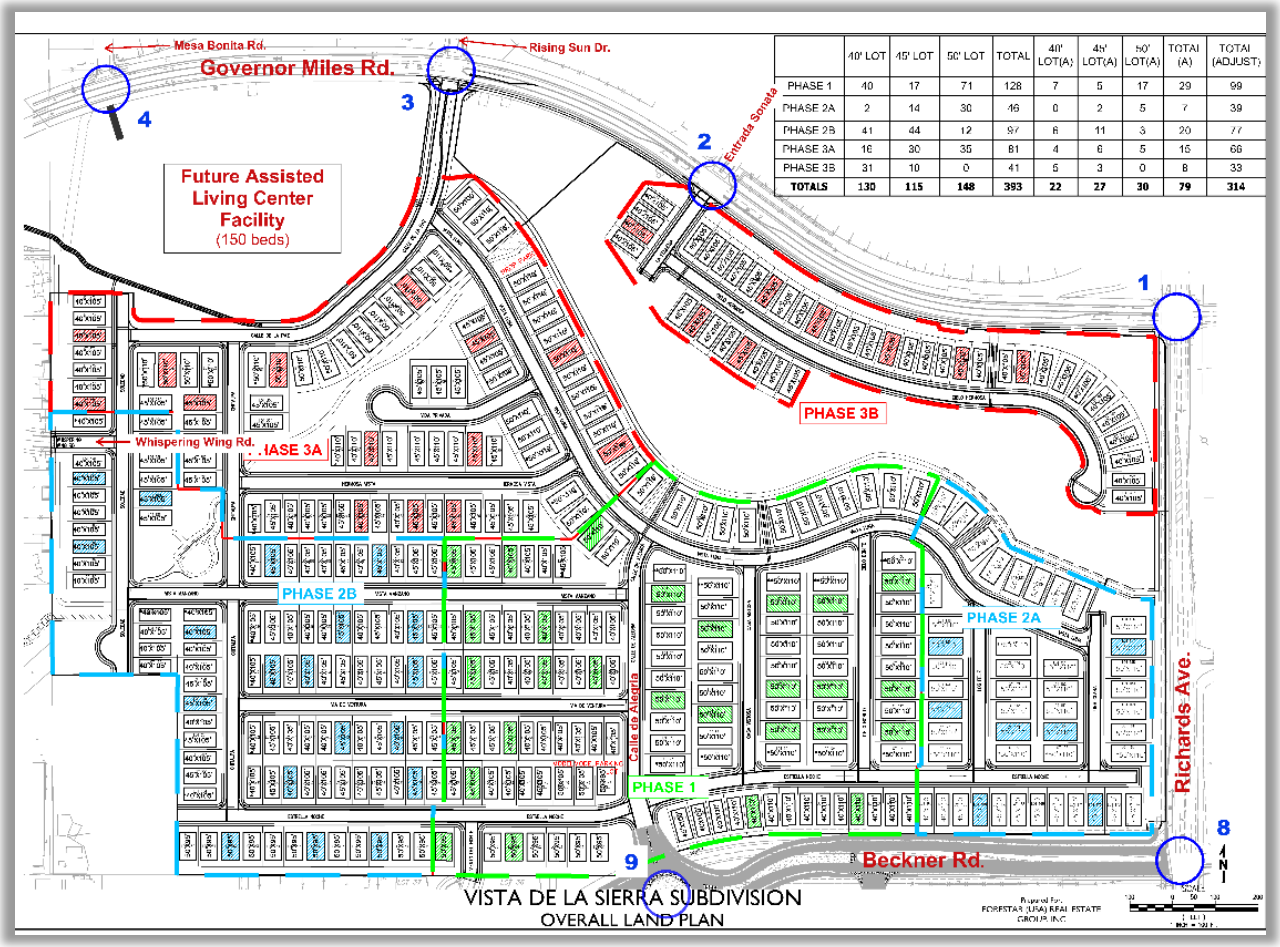
Following is a vicinity map depicting the location of the proposed project:



Description of Proposed Development

The proposed project is described as an approximately 400 single family detached homes subdivision and an assisted living center (approximately 150 beds) southwest of Governor Miles Rd. / Richards Ave. The project lies in the city limits of Santa Fe, NM. The project fronts on a Minor Arterial Roadway (Governor Miles Rd.), a Principal Arterial Roadway (Richards Ave.), and another Minor Arterial Roadway (Beckner Rd.) which are maintained by the COSF. Therefore, the project will be required to comply with the requirements of the COSF with regard to transportation issues along City roads. Development of the project is underway. Traffic Count data (i.e., turning movements volumes) collected on April 1, 2025 and April 2, 2025 assumed that no traffic was being generated yet by this project.

Following is the proposed site plan depicting driveway (access) locations (also, see Appendix Page A-3 for a more complete version of the proposed Vista de la Sierra Subdivision site plan):



	40' LOT	45' LOT	50' LOT	TOTAL	40' LOT(A)	45' LOT(A)	50' LOT(A)	TOTAL (A)	TOTAL (ADJUST)
PHASE 1	40	17	71	128	7	5	17	29	99
PHASE 2A	2	14	30	46	0	2	5	7	39
PHASE 2B	41	44	12	97	8	11	3	20	77
PHASE 3A	16	30	35	81	4	6	5	15	66
PHASE 3B	31	10	0	41	5	3	0	8	33
TOTALS	**130**	**115**	**148**	**393**	**22**	**27**	**30**	**79**	**314**

Trip Generation calculations for the proposed 400-lot residential subdivision and the 150-bed assisted living center are summarized in the following table:

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Single-Family Detached Housing (210)	400	3,772	66	197	230	135
	Assisted Living (254)	150	390	16	11	14	22
	Subtotal Primary Trips		**4,162**	**82**	**208**	**244**	**157**

Trip Generation rates were calculated based on the Institute of Transportation Engineers' Trip Generation Manual (11th Edition).

Trip Distribution percentages for the new trips model were calculated utilizing the COSF's Metropolitan Planning Organization's (MPO) Socioeconomic Data (2050 data set). Residential trips were distributed based on employment data citywide inversely proportional to the distance of the employment center from the project. Trip Distribution and Trip Assignments worksheets and maps can be found in the Appendix of Pages A-7 through A-15.

Study Area Conditions

A Traffic Impact Study Scoping Meeting was held at the COSF Traffic Engineering Department with John Romero on June 9, 2020 during the height of the COVID-19 epidemic. At the Scoping Meeting, it was determined that the study area would include the following list of intersections to be analyzed in the Traffic Impact Study:

1. Governor Miles Rd. / Richards Ave.
2. Entrada Sonata / Governor Miles Rd.
3. Governor Miles Rd. / Rising Sun Rd.
4. Governor Miles Rd. / Mesa Bonita Rd.
5. Governor Miles Rd. / Dancing Ground Rd.
6. Whispering Wing Rd. / Dancing Ground Rd.
7. La Puerta / Beckner Rd.
8. Richards Ave. / Beckner Rd.
9. Beckner Rd. / Driveway "A"

The scope for the previous study was based on the assumption that the project would be developed as 390 single family detached homes. The current plan has been updated to include up to 400 new single-family detached homes plus a 150-bed assisted living center in the northwest corner of the project as shown on the proposed site plan. This Traffic Impact Study is an update to the 2020 Traffic Study that was based on forecast volumes from the COSF

Metropolitan Planning Organization's Regional Transportation Model only. No turning movements volumes were collected in the field for the 2020 Study since it was considered that the COVID-19 epidemic had temporarily significantly reduced traffic volumes. It was directed that this update to the 2020 Traffic Impact Study would be submitted once the COVID-19 pandemic was over.

There is one public transit route in the area: Bus Route #21 – see the Appendix for further detail.

There are some pedestrian facilities in the project area – since this is a developing area of the city, it is expected that pedestrians will be accommodated as vacant parcels of land continue to develop in the future.

Governor Miles Rd. is classified as a Minor Arterial Roadway on the COSF Regional Roadway Functional Class Map. It is a two-lane divided highway with medians, curb and gutter and sidewalk on the north side of the road between Richards Ave. and Rising Sun Dr. West of Rising Sun Dr. there is a sidewalk on both sides of Governor Miles Rd.. The posted speed limit along this section of the Governor Miles Rd. is 30 MPH.

Richards Ave. is classified as a Principal Arterial Roadway on the COSF Regional Roadway Functional Class Map. Richards Ave. is a two-lane roadway throughout the area with curb and gutter. The posted speed limit along this section of Richards Ave. is 35 MPH.

Beckner Rd. is classified as a Minor Arterial Roadway on the COSF Regional Roadway Functional Class Map. It is a four-lane and two-lane divided roadway with medians, curb and gutter and sidewalk from Cerrillos Rd. to Richards Ave. Beckner Rd. is currently a four-lane divided roadway from Cerrillos Rd. to Las Soleras Dr. At some point east of Las Soleras Dr., it reduces to a two-lane roadway. The posted speed limit along this section of the Beckner Rd. is currently 45 MPH. This study will use traffic data collected on Beckner Rd. to make a recommendation for the posted speed limit on Beckner Rd. for consideration by the COSF.

Analysis of Existing Conditions

The implementation year for this project is only one year into the future and the annual growth rate is 2%. The implementation year NO BUILD analysis should closely approximate the existing conditions analysis. Therefore, no separate existing conditions analysis was performed.

This Study will be required to comply with the guidelines established by the COSF Transportation Impact Analysis Guidelines adopted by the City late in 2024. This will be a Level

2 Traffic Impact Analysis. Analysis of signalized and unsignalized intersections in this Study (including roundabouts) will use Synchro 12 (version 12.2.4.32)

The COSF defers to Table 15.C-1 (Minimum Acceptable Levels of Service Standards) in the New Mexico Department of Transportation's *State Access Management Manual* to establish the minimum requirements for Level-of-Service / Delay for intersections in this analysis. Therefore, the Levels-of-Service and calculated control delays determined in this Study will be required to meet the requirements of the New Mexico Department of Transportation's *State Access Management Manual* Table 15.C-1 (Minimum Acceptable Level of Service Standards) as follows:

Table 15.C-1
Minimum Acceptable Level of Service Standards

Facility Type[1]	Access Categories							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	-[2]	-[2]	-[2]	C	-[2]	-[2]	-[2]
Weaving Areas	D	-[2]	-[2]	-[2]	C	-[2]	-[2]	-[2]
Multi-Lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Based on the above table, signalized intersections along Richards Ave., Governor Miles Rd., and Beckner Rd. should be level-of-service D or better.

The Implementation Year (2026) analysis demonstrates that all the adjacent street system operates acceptably for the NO BUILD and BIULD Conditions except for Beckner Rd. / Richards Ave. Therefore, it can be concluded that the existing conditions are generally similar.

Analysis of Implementation Yr. / Horizon Yr. Conditions (2026 / 2036)

#1 – Governor Miles Rd. / Richards Ave. - Pages A-58 thru A-67

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the signalized intersection of Governor Miles Rd. / Richards Ave. are summarized in the following tables:

1: Richards Ave. & Governor Miles Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	207	83	111	95	59	27	59	493	68	18	699	125
V/C Ratio	0.62	0.00	0.83	0.39	0.00	0.35	0.23	0.00	0.72	0.05	0.88	0.19
Level-of-Service	C		D	C		C	B		C	B	C	B
Control Delay (Seconds)	32.9		45.6	28.0		33.1	16.0		23.6	12.1	33.1	13.8
Intersection LOS	**C - 29.6**											
95th Percentile Queue (veh)	2.1	0.0	8.6	3.1	0.0	3.2	1.0	0.0	15.3	0.3	21.8	2.8
2026 BUILD Conditions Volumes	264	96	113	98	65	27	62	542	78	18	715	150
V/C Ratio	0.78	0.00	0.84	0.41	0.00	0.36	0.25	0.00	0.81	0.06	0.91	0.23
Level-of-Service	D		D	C		C	B		C	B	D	B
Control Delay (Seconds)	42.3		47.8	28.1		32.8	17.2		28.1	13.7	37.0	14.6
Intersection LOS	**C - 33.3**											
95th Percentile Queue (veh)	6.2	0.0	9.3	3.3	0.0	3.4	1.1	0.0	18.3	0.3	23.7	3.6
PM Peak Hour												
2026 NO BUILD Conditions Volumes	94	69	52	78	95	22	78	691	70	43	740	125
V/C Ratio	0.35	0.00	0.73	0.30	0.00	0.68	0.28	0.00	0.92	0.16	0.88	0.18
Level-of-Service	C		D	C		D	B		D	B	C	B
Control Delay (Seconds)	28.8		40.5	28.4		38.9	15.2		35.6	15.4	30.6	11.9
Intersection LOS	**C - 31.2**											
95th Percentile Queue (veh)	3.1	0.0	4.9	2.5	0.0	4.6	1.1	0.0	23.5	0.6	21.4	2.5
2026 BUILD Conditions Volumes	140	79	53	89	111	22	81	725	77	43	797	191
V/C Ratio	0.54	0.00	0.75	0.35	0.00	0.72	0.34	0.00	0.98	0.21	0.96	0.27
Level-of-Service	C		D	C		D	B		C	B	D	B
Control Delay (Seconds)	30.9		40.6	28.6		39.7	17.8		46.8	17.4	41.6	13.1
Intersection LOS	**C - 38.6**											
95th Percentile Queue (veh)	4.9	0.0	5.4	2.9	0.0	5.4	1.4	0.0	28.3	0.7	26.5	4.1

The analysis of the intersection of Governor Miles Rd. / Richards Ave. demonstrates that the delays will be acceptable for both the AM Peak Hour and PM Peak implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made for the 2026 Implementation Year at the Governor Miles Rd. / Richards Ave. intersection.

1: Richards Ave. & Governor Miles Rd. 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	247	99	133	113	71	32	71	552	81	21	769	149
V/C Ratio	0.72	0.00	0.86	0.48	0.00	0.37	0.34	0.00	0.84	0.07	1.00	0.23
Level-of-Service	D		D	C		C	B		C	B	D	B
Control Delay (Seconds)	37.5		52.3	28.5		32.5	19.8		31.1	14.8	54.0	15.3
Intersection LOS	**D - 39.9**											
95th Percentile Queue (veh)	4.8	0.0	10.8	3.8	0.0	3.8	1.3	0.0	19.8	0.4	30.5	3.7
2036 BUILD Conditions Volumes	304	112	135	116	77	32	74	601	91	21	785	174
V/C Ratio	0.88	0.00	0.88	0.50	0.00	0.37	0.36	0.00	0.93	0.09	1.03	0.27
Level-of-Service	D		D	C		C	C		D	B	F	B
Control Delay (Seconds)	53.8		54.8	28.6		32.3	20.1		40.8	17.1	62.6	16.1
Intersection LOS	**D - 47.1**											
95th Percentile Queue (veh)	9.9	0.0	11.6	3.9	0.0	4.1	1.4	0.0	24.4	0.4	33.6	0.3
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1>	0	1	1	1
2036 BUILD Conditions Volumes	304	112	135	116	77	32	74	601	91	21	785	174
V/C Ratio	0.88	0.00	0.87	0.50	0.00	0.39	0.42	0.00	0.84	0.10	0.99	0.26
Level-of-Service	D		D	C		C	C		C	B	D	B
Control Delay (Seconds)	52.5		53.4	28.6		32.3	20.9		27.8	16.1	50.9	14.8
Intersection LOS	**D - 39.5**											
95th Percentile Queue (veh)	9.4	0.0	11.4	3.9	0.0	4.0	1.4	0.0	20.1	0.4	30.1	4.2
PM Peak Hour												
2036 NO BUILD Conditions Volumes	112	82	62	93	113	26	93	762	83	51	804	149
V/C Ratio	0.43	0.00	0.77	0.37	0.00	0.71	0.41	0.00	1.04	0.23	0.98	0.21
Level-of-Service	C		D	C		D	B		F	B	D	B
Control Delay (Seconds)	29.1		40.8	28.6		39.0	18.6		63.5	17.9	45.7	12.8
Intersection LOS	**D - 46.1**											
95th Percentile Queue (veh)	3.7	0.0	6.0	3.1	0.0	5.6	1.6	0.0	34.7	0.9	28.2	3.1
2036 BUILD Conditions Volumes	158	92	63	104	129	26	96	796	90	51	861	215
V/C Ratio	0.62	0.00	0.78	0.41	0.00	0.75	0.44	0.00	1.10	0.23	1.05	0.31
Level-of-Service	C		D	C		D	B		F	B	F	B
Control Delay (Seconds)	33.0		40.8	28.8		39.8	19.0		84.7	18.0	66.7	14.1
Intersection LOS	**E - 59.3**											
95th Percentile Queue (veh)	5.8	0.0	6.4	3.5	0.0	6.4	1.6	0.0	42.5	0.9	36.3	4.9
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1>	0	1	1	1
2036 BUILD Conditions Volumes	158	92	63	104	129	26	96	796	90	51	861	215
V/C Ratio	0.71	0.00	0.80	0.48	0.00	0.79	0.45	0.00	0.97	0.28	0.95	0.28
Level-of-Service	D		D	C		D	C		D	C	D	B
Control Delay (Seconds)	43.9		46.5	34.2		46.1	21.5		41.7	21.2	38.2	12.8
Intersection LOS	**D - 37.5**											
95th Percentile Queue (veh)	7.3	0.0	7.4	4.1	0.0	7.4	2.2	0.0	31.7	1.1	29.6	4.9

Analysis of the horizon year (2036) conditions for the signalized intersection of Governor Miles Rd. / Richards Ave. demonstrates that there are beginning to be capacity issues. The horizon year analysis is based on existing signal timing (cycle length and phase splits). The combination of background traffic growth plus development of the Vista de la Sierra Subdivision

results in significantly increased volumes at the intersection. The increased volumes would warrant re-evaluation of the signal timing settings. The mitigation of the impact to this signalized intersection can be accomplished by modifying signal timing splits and cycle length. Therefore, recommendation to mitigate the horizon year (2036) conditions is to optimize cycle length and phase splits at the existing traffic signal by the year 2036.

#8 – Beckner Rd. / Richards Ave. - Pages A-68 thru A-77

The Villa Sendero project made a commitment to construct a temporary traffic signal at the intersection of Beckner Rd. / Richards Ave. The temporary signal was constructed and was placed into operation early-March 2025, about two weeks before traffic count data was collected for this project.

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the signalized intersection of Beckner Rd. / Richards Ave. is summarized in the following tables:

8: Richards Ave. & Beckner Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1	1	1	1	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	242	30	205	6	36	6	265	369	8	3	487	413
V/C Ratio	0.61	0.00	0.60	0.03	0.00	0.10	0.76	0.45	0.01	0.01	0.78	0.78
Level-of-Service	C		C	C		B	B	B	A	B	C	C
Control Delay (Seconds)	24.1		21.9	24.9		17.6	19.7	11.7	7.9	12.2	25.9	27.3
Intersection LOS	**C - 21.9**											
95th Percentile Queue (veh)	7.1	0.0	6.4	0.2	0.0	1.0	4.8	6.6	0.1	0.0	12.9	11.6
2026 BUILD Conditions Volumes	301	32	221	6	37	6	270	370	8	3	490	433
V/C Ratio	0.78	0.00	0.67	0.03	0.00	0.10	0.77	0.44	0.01	0.01	0.75	0.79
Level-of-Service	C		C	C		B	C	B	A	B	C	C
Control Delay (Seconds)	34.7		26.0	27.2		18.7	20.5	11.3	7.7	12.0	24.3	27.1
Intersection LOS	**C - 23.7**											
95th Percentile Queue (veh)	10.6	0.0	7.8	0.2	0.0	1.0	5.0	6.6	0.1	0.0	12.8	12.3
PM Peak Hour												
2026 NO BUILD Conditions Volumes	388	21	209	5	15	4	245	417	2	1	376	485
V/C Ratio	0.95	0.00	0.61	0.02	0.00	0.04	0.64	0.49	0.00	0.00	0.57	0.87
Level-of-Service	D		C	C		B	B	B	A	B	B	C
Control Delay (Seconds)	56.0		23.6	25.7		18.0	13.1	12.1	7.7	11.9	18.5	33.4
Intersection LOS	**C - 27.1**											
95th Percentile Queue (veh)	16.3	0.0	6.7	0.2	0.0	0.4	3.6	7.7	0.0	0.0	9.0	14.8
2026 BUILD Conditions Volumes	428	22	220	5	17	4	263	419	2	1	379	553
V/C Ratio	1.06	0.00	0.64	0.03	0.00	0.05	0.69	0.49	0.00	0.00	0.58	1.00
Level-of-Service	F		C	C		B	B	B	A	B	B	F*
Control Delay (Seconds)	86.8		25.0	26.6		18.3	15.1	12.0	7.6	12.0	19.0	56.2
Intersection LOS	**D - 39.2**											
95th Percentile Queue (veh)	11.6	0.0	7.8	0.2	0.0	0.9	5.6	9.4	0.0	0.0	11.0	12.4

The analysis of the intersection of Beckner Rd. / Beckner Rd. demonstrates that the intersection delays will be acceptable in the 2026 NO BUILD and BUILD scenarios. However, the eastbound left-turn movement and the southbound right-turn movement in the 2026 BUILD Conditions during the PM Peak Period are expected to have long delays and operate at LOS F. A similar problem is forecast for the horizon year analysis. Mitigation of the long delays and long queues for the eastbound left-turn movement and the southbound right-turn movement can be achieved by implementing an eastbound left-turn arrow and a southbound right-turn arrow in the signal so that the eastbound left-turn movement will operate in a permitted / protected mode and the southbound right-turn movement will operate in a permitted plus overlap mode. Implementation of these signal improvements and optimizing the signal timing will achieve satisfactory results as is demonstrated in the horizon year analysis. Recommendation is made in this study to construct a new eastbound to northbound left turn arrow and a new southbound to westbound right turn arrow at the existing new temporary traffic signal at Beckner Rd. / Richards Ave. to allow for a permitted / protected operation of the eastbound left turn movement and a permitted / overlap operation of the southbound right turn movement.

8: Richards Ave. & Beckner Rd. 2036 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1	1	1	1	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	253	32	230	7	36	7	283	440	10	4	580	428
V/C Ratio	0.63	0.00	0.65	0.03	0.00	0.10	0.88	0.54	0.01	0.01	0.97	0.85
Level-of-Service	C		C	C		B	D	B	A	B	D	C
Control Delay (Seconds)	25.0		23.1	26.8		18.0	37.2	13.6	8.4	13.5	49.8	34.2
Intersection LOS	**C - 31.8**											
95th Percentile Queue (veh)	7.8	0.0	7.6	0.2	0.0	1.0	8.5	8.7	0.2	0.1	21.2	13.7
2036 BUILD Conditions Volumes	312	34	246	7	37	7	288	441	10	4	583	448
V/C Ratio	0.83	0.00	0.75	0.04	0.00	0.10	0.88	0.52	0.01	0.01	0.91	0.83
Level-of-Service	D		C	C		B	D	B	A	B	D	C
Control Delay (Seconds)	39.4		30.6	29.4		19.2	35.3	12.4	7.7	12.4	37.1	30.5
Intersection LOS	**C - 30.2**											
95th Percentile Queue (veh)	11.7	0.0	9.3	0.2	0.0	1.1	8.0	8.3	0.1	0.1	18.4	13.5
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1	1	1	1	1
2036 BUILD Conditions Volumes	312	34	246	7	37	7	288	441	10	4	583	448
V/C Ratio	0.78	0.00	0.67	0.05	0.00	0.46	0.90	0.52	0.01	0.01	0.95	0.58
Level-of-Service	D		C	D		D	D	B	A	B	D	B
Control Delay (Seconds)	35.8		27.1	36.9		40.5	43.8	14.7	9.3	15.5	47.8	14.1
Intersection LOS	**C - 30.7**											
95th Percentile Queue (veh)	11.8	0.0	9.5	0.3	0.0	1.9	10.3	10.0	0.2	0.1	23.0	10.1
PM Peak Hour												
2036 NO BUILD Conditions Volumes	401	21	225	6	15	5	261	497	2	1	449	500
V/C Ratio	0.99	0.00	0.65	0.03	0.00	0.05	0.73	0.59	0.00	0.00	0.69	0.90
Level-of-Service	E		C	C		B	B	B	A	B	C	D
Control Delay (Seconds)	65.2		25.3	26.8		18.2	17.6	13.5	7.6	12.2	21.7	37.5
Intersection LOS	**C - 30.5**											
95th Percentile Queue (veh)	18.2	0.0	7.5	0.2	0.0	0.5	4.4	9.4	0.0	0.0	11.3	16.1
2036 BUILD Conditions Volumes	441	22	236	6	17	5	279	499	2	1	452	568
V/C Ratio	1.10	0.00	0.69	0.03	0.00	0.05	0.78	0.58	0.00	0.00	0.70	1.03
Level-of-Service	F		C	C		B	C	B	A	B	C	F
Control Delay (Seconds)	99.9		26.9	27.7		18.5	20.7	13.4	7.5	12.4	22.3	65.4
Intersection LOS	**D - 44.0**											
95th Percentile Queue (veh)	25.0	0.0	8.1	0.2	0.0	0.5	5.3	9.4	0.0	0.0	11.5	24.0
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1	1	1	1	1
2036 BUILD Conditions Volumes	441	22	236	6	17	5	279	499	2	1	452	568
V/C Ratio	0.83	0.00	0.50	0.05	0.00	0.25	0.90	0.67	0.00	0.00	0.86	0.71
Level-of-Service	C		C	D		D	D	C	B	B	D	B
Control Delay (Seconds)	34.6		20.9	38.0		39.3	41.5	21.9	12.3	19.7	42.0	16.7
Intersection LOS	**C - 28.8**											
95th Percentile Queue (veh)	15.9	0.0	7.9	0.3	0.0	1.0	9.8	14.0	0.0	0.0	17.6	13.7

The horizon year (2036) analysis of the intersection of Beckner Rd. / Richards Ave. demonstrates that the delays will be excessive for some turning movements during the PM Peak horizon year (2036) conditions analyzed in this report. Excessive delays are forecast for the 2036 NO BUILD Conditions as well as for the BUILD Conditions. Additional traffic

generated by full development of the Vista de la Sierra Subdivision will increase those already excessive delays. Recommended mitigation is to add a new eastbound left-turn arrow at the existing traffic signal to allow for permitted / protected operation of the eastbound left-turn movement (eastbound to northbound) and a new southbound right-turn arrow to allow for permitted plus overlap operation of the southbound right-turn movement (southbound to westbound).

#2 – Governor Miles Rd. / Entrada Sonata (La Pequena) - Pages A-78 thru A-86

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Entrada Sonata (La Pequena) are summarized in the following tables:

2: La Pequena/Entrada Sonata & Gov. Miles	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Entrada Sonata)			SB (Entrada Sonata)		
2026 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Base Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	7	347			190	25				99		20
V/C Ratio	0.01									0.28		
Level-of-Service	A	A								C		
Control Delay (Seconds)	7.7	0.0								15.3		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									1.1		
2026 BUILD Conditions Volumes	8	403	2	5	218	25	6	1	14	99	0	20
V/C Ratio	0.01			0.01				0.05			0.43	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	7.9	0.0		8.3	0.0			13.5			23.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2			2.1	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	26	168			263	93				29		19
V/C Ratio	0.03									0.11		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.3	0.0								13.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.4		
2026 BUILD Conditions Volumes	27	215	7	16	332	93	4	1	9	29	1	20
V/C Ratio	0.03			0.01				0.03			0.13	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	8.5	0.0		7.8	0.0			12.6			17.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.6	

The analysis of the intersection of Governor Miles Rd. / Entrada Sonata demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report.

Therefore, no recommendation is made for traffic improvements for the 2026 Implementation Year at the unsignalized intersection of Entrada Sonata (La Pequena) / Governor Miles Rd.

2: La Pequena/Entrada Sonata & Gov. Miles	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Entrada Sonata)			SB (Entrada Sonata)		
2036 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Base Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	9	414			227	30				118		24
V/C Ratio	0.01									0.38		
Level-of-Service	A	A								C		
Control Delay (Seconds)	7.8	0.0								19.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									1.8		
2036 BUILD Conditions Volumes	10	470	2	5	255	30	6	1	14	118	0	24
V/C Ratio	0.01			0.01				0.06			0.63	
Level-of-Service	A	A		A	A			C			E	
Control Delay (Seconds)	8.0	0.0		8.6	0.0			15.0			38.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2			3.8	
Mitigated Conditions (Signal Timing / LT Stage	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2036 BUILD Conditions Volumes	10	470	2	5	255	30	6	1	14	118	0	24
V/C Ratio	0.01			0.01				0.06			0.43	
Level-of-Service	A	A		A	A			C			C	
Control Delay (Seconds)	8.0	0.0		8.6	0.0			15.0			21.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2			2.1	
PM Peak Hour												
2036 NO BUILD Conditions Volumes	31	201			314	110				35		22
V/C Ratio	0.04									0.16		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.5	0.0								14.9		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.6		
2036 BUILD Conditions Volumes	32	248	7	16	383	110	4	1	9	35	1	23
V/C Ratio	0.04			0.01				0.04			0.24	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	8.8	0.0		7.9	0.0			13.8			20.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.9	

The analysis of the intersection of Governor Miles Rd. / Entrada Sonata demonstrates that the delays will be marginally acceptable for the horizon year (2036) conditions analyzed in this report. The southbound approach is projected to operate at LOS "E" by the year 2036. However, there is a refuge zone (approximately 17' wide) in the center of the intersection which should allow small to moderate sized vehicles to execute staged left-turns. In consideration of this, the LOS "E" would be LOS "C". Therefore, no recommendation is made for this intersection.

#3 – Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) - Pages A-87 thru A-94

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) are summarized in the following tables:

3: Calle de la Paz/Rising Sun & Gov Miles 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Rising Sun Dr.)			SB (Rising Sun Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1>			<1>			<1>	
AM Peak Hour												
2026 NO BUILD Conditions Volumes	8	310			223	6				28		4
V/C Ratio	0.01									0.08		0.01
Level-of-Service	A									B		A
Control Delay (Seconds)	7.8									14.5		9.8
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.3		0.0
2026 BUILD Conditions Volumes	9	319	4	16	241	7	12	1	49	28	0	4
V/C Ratio	0.01			0.01				0.12		0.10	0.01	
Level-of-Service	A			A				B		C	A	
Control Delay (Seconds)	7.8			8.0				12.1		17.1	9.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.4		0.3	0.0	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	18	182			259	31				9		1
V/C Ratio	0.02									0.02		0.00
Level-of-Service	A									B		A
Control Delay (Seconds)	8.0									12.5		9.9
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.1		0.0
2026 BUILD Conditions Volumes	19	202	14	57	275	32	8	1	34	9	1	2
V/C Ratio	0.02			0.05				0.08		0.03	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	8.0			7.8				11.3		17.1	12.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				0.2		0.1	0.0	

The analysis of the intersection of Governor Miles Rd. / Rising Sun Dr. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Rising Sun Dr.

3: Calle de la Paz/Rising Sun & Gov Miles 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Rising Sun Dr.)			SB (Rising Sun Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1>	0				1		1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	10	370			265	7				33		5
V/C Ratio	0.01									0.12		0.01
Level-of-Service	A									C		B
Control Delay (Seconds)	8.0									16.8	10.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		0.0
2036 BUILD Conditions Volumes	11	379	4	16	283	8	12	1	49	33	0	5
V/C Ratio	0.01			0.02				0.13		0.14	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	7.9			8.2				13.1		20.4	10.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.5		0.5	0.0	
PM Peak Hour												
2036 NO BUILD Conditions Volumes	21	217			309	37				11		1
V/C Ratio	0.02									0.03		0.00
Level-of-Service	A									B		B
Control Delay (Seconds)	8.1									13.7		10.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.1		0.0
2036 BUILD Conditions Volumes	22	237	14	57	325	38	8	1	34	11	1	2
V/C Ratio	0.02			0.05				0.08		0.05	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	8.2			7.9				12.0		19.5	12.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.2				0.3		0.1	0.0	

The analysis of the intersection of Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made for this intersection.

#4 – Governor Miles Rd. / Mesa Bonita Rd. (Ass. Living Cntr Dwy) - Pages A-95 thru A-102

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Mesa Bonita Rd. (Assisted Living Center Driveway) are summarized in the following tables:

4: ALC Driveway/Mesa Bonita & Gov Miles	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Mesa Bonita Rd.)			SB (Mesa Bonita Rd.)		
2026 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry												
AM Peak Hour												
2026 NO BUILD Conditions Volumes	0	313			219	3				0		15
V/C Ratio												0.02
Level-of-Service												A
Control Delay (Seconds)												9.8
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)												0.1
2026 BUILD Conditions Volumes	1	319	5	11	238	4	3	0	7	0	0	15
V/C Ratio	0.00			0.01				0.02			0.02	
Level-of-Service	A	A		A	A			B			A	
Control Delay (Seconds)	7.8	0.0		8.1	0.0			11.8			9.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	0	208			256	4				0		7
V/C Ratio												0.01
Level-of-Service												A
Control Delay (Seconds)												9.9
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)												0.0
2026 BUILD Conditions Volumes	1	229	4	10	270	5	6	0	13	1	0	7
V/C Ratio	0.00			0.01				0.03			0.01	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.9	0.0		7.8	0.0			11.2			10.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.0	

The analysis of the intersection of Governor Miles Rd. / Mesa Bonita Rd. (Assisted Living Center Driveway) demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Mesa Bonita Rd.

4: ALC Driveway/Mesa Bonita & Gov Miles	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Mesa Bonita Rd.)			SB (Mesa Bonita Rd.)		
2036 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	1			1>	0				0		1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	0	373			262	4				0		17
V/C Ratio												0.03
Level-of-Service												B
Control Delay (Seconds)												10.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)												0.1
2036 BUILD Conditions Volumes	1	379	5	11	281	5	3	0	7	0	0	17
V/C Ratio	0.00			0.01				0.02			0.03	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.9	0.0		8.2	0.0			12.8			10.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	0	248			305	5				0		9
V/C Ratio												0.02
Level-of-Service												B
Control Delay (Seconds)												10.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)												0.0
2036 BUILD Conditions Volumes	1	269	4	10	319	6	6	0	13	1	0	9
V/C Ratio	0.00			0.01				0.04			0.02	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	8.0	0.0		7.9	0.0			11.9			10.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	

The analysis of the intersection of Governor Miles Rd. / Mesa Bonita Dr. (Assisted Living Center Driveway) demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made for this intersection.

#5 – Governor Miles Rd. / Dancing Ground Rd. - Pages A-103 thru A-110

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd. are summarized in the following tables:

5: Dancing Ground Rd. & Gov Miles Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Dancng Grnd Rd)			SB (Dancng Grnd Rd)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	12	192	89	80	133	18	68	2	71	51	3	28
V/C Ratio	0.01			0.10				0.50			0.33	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.7			8.4				23.2			20.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				2.7			1.4	
2026 BUILD Conditions Volumes	12	200	90	83	152	18	70	4	74	52	3	28
V/C Ratio	0.01			0.08				0.38			0.24	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.6			8.2				17.8			16.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				1.7			0.9	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	24	128	34	48	181	34	61	7	64	16	3	11
V/C Ratio	0.02			0.04				0.27			0.07	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	7.8			7.7				13.9			13.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				1.1			0.2	
2026 BUILD Conditions Volumes	24	150	36	54	195	34	62	8	67	18	3	11
V/C Ratio	0.02			0.05				0.31			0.09	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	7.8			7.8				15.0			14.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				1.3			0.3	

The analysis of the intersection of Governor Miles Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the implementation year (2026) conditions. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd.

5: Dancing Ground Rd. & Governor Miles Rd.	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Dancng Grnd. Rd)			SB (Dancng Grnd. Rd)		
2036 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	15	229	107	95	159	21	81	2	84	61	4	33
V/C Ratio	0.02			0.12				0.54			0.37	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.8			8.7				22.7			20.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.4				5.7			2.8	
2036 BUILD Conditions Volumes	15	237	108	98	178	21	83	4	87	62	4	33
V/C Ratio	0.01			0.10				0.54			0.35	
Level-of-Service	A			A				D			C	
Control Delay (Seconds)	7.7			8.4				25.2			22.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				3.0			1.5	
PM Peak Hour												
2036 NO BUILD Conditions Volumes	29	153	41	57	216	41	73	9	77	19	4	14
V/C Ratio	0.03			0.05				0.38			0.11	
Level-of-Service	A			A				C			B	
Control Delay (Seconds)	7.9			7.8				17.0			15.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.2				1.8			0.4	
2036 BUILD Conditions Volumes	29	175	43	63	230	41	74	10	80	21	4	14
V/C Ratio	0.03			0.06				0.42			0.12	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	8.0			7.9				18.8			16.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.2				2.1			0.4	

The analysis of the intersection of Governor Miles Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made at the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd.

#6 – Whispering Wing Rd. / Dancing Ground Rd. - Pages A-111 thru A-118

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized driveway of Whispering Wing Rd. / Dancing Ground Rd. are summarized in the following tables:

6: Dancing Grnd & Whispering Wing 2026 Conditions	WB (Whsprng Wng)			NB (Dancng Grnd.)			SB (Dancng Grnd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0		1>	0	0	<1	
AM Peak Hour									
2026 NO BUILD Conditions Volumes	2		9		133	1	3	170	
V/C Ratio	0.03						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.4						7.8	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.0		
2026 BUILD Conditions Volumes	4		13		136	2	4	172	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.1						7.7	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.0		
PM Peak Hour									
2026 NO BUILD Conditions Volumes	1		5		128	1	11	77	
V/C Ratio	0.01						0.01		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.5						7.7	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.0		
2026 BUILD Conditions Volumes	2		8		131	3	16	81	
V/C Ratio	0.02						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.7						7.7	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		

The analysis of the intersection of Whispering Wing Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Whispering Wing Rd. / Dancing Ground Rd.

6: Dancing Grnd & Whispering Wng 2036 Conditions	WB (Whsprng Wng)			NB (Dancng Grnd.)			SB (Dancng Grnd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0		1>	0	0	<1	
AM Peak Hour									
2036 NO BUILD Conditions Volumes	2		11		159	1	4	202	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.9						7.9	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.0		
2036 BUILD Conditions Volumes	4		15		162	2	5	204	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.4						7.8	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.0		
PM Peak Hour									
2036 NO BUILD Conditions Volumes	1		6		153	1	14	92	
V/C Ratio	0.01						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.8						7.8	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.0		
2036 BUILD Conditions Volumes	2		9		156	3	19	96	
V/C Ratio	0.02						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	10.0						7.8	0.0	
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		

The analysis of the intersection of Whispering Wing Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2036 Horizon Year at the unsignalized intersection of Whispering Wing Rd. / Dancing Ground Rd.

#7 – La Puerta. / Beckner Rd. - Pages A-119 thru A-126

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of La Puerta. / Beckner Rd. is summarized in the following tables:

7: La Puerta & Beckner Rd. 2026 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (La Puerta)			SB (La Puerta)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	0	1>	0	0	0	1	0	0	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	2	179	0	0	188	9	0	0	0	0	0	8
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.4
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
2026 BUILD Conditions Volumes	2	191	0	0	223	0	0	0	0	0	0	8
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.6
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
PM Peak Hour												
2026 NO BUILD Conditions Volumes	9	134	0	0	144	23	0	0	0	0	0	4
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.6								0.0			9.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
2026 BUILD Conditions Volumes	9	175	0	0	168	23	0	0	0	0	0	4
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0

The analysis of the intersection of Beckner Rd. / La Puerta. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Beckner Rd. / La Puerta.

7: La Puerta & Beckner Rd. 2036 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (La Puerta)			SB (La Puerta)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	0	1>	0	0	0	1	0	0	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	2	213	0	0	224	11	0	0	0	0	0	10
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.8								0.0			9.7
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
2036 BUILD Conditions Volumes	2	225	0	0	259	11	0	0	0	0	0	10
V/C Ratio	0.00											0.02
Level-of-Service	A								A			A
Control Delay (Seconds)	7.9								0.0			9.9
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
PM Peak Hour												
2036 NO BUILD Conditions Volumes	11	160	0	0	171	27	0	0	0	0	0	5
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0
2036 BUILD Conditions Volumes	11	201	0	0	195	27	0	0	0	0	0	5
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.8								0.0			9.5
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0											0.0

The analysis of the intersection of Beckner Rd. / La Puerta demonstrates that the delays will be acceptable for the horizon year (2036) conditions. Therefore, no recommendation is made at the unsignalized intersection of Beckner Rd. / La Puerta.

(See Intersection #8 after Intersection #1 with signalized intersections)

#9 – Beckner Rd. / Calle de la Alegria - Pages A-127 thru A-134

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized roundabout access at Beckner Rd. / Calle de la Alegria are summarized in the following tables:

9 - Calle de la Alegria & Beckner Rd. 2026 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Clle de la Alegria)			SB (Clle de la Alegria)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry (ROUNDABOUT)	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	0	477	0	0	714	0	0	0	0	0	0	0
V/C Ratio		0.38			0.57			0.00			0.00	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.2			9.1			4.5			5.9	
Intersection LOS	**A - 7.9 (ROUNDABOUT)**											
95th Percentile Queue (veh)		2.0			4.0			0.0			0.0	
2026 BUILD Conditions Volumes	12	477	0	0	714	25	0	1	0	76	2	35
V/C Ratio		0.47			0.65			0.00			0.23	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		7.8			10.9			5.3			9.5	
Intersection LOS	**A - 9.6 (ROUNDABOUT)**											
95th Percentile Queue (veh)		3.0			5.0			0.0			1.0	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	0	618	0	0	745	0	0	0	0	0	0	0
V/C Ratio		0.54			0.65			0.00			0.00	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		8.4			10.7			5.6			6.5	
Intersection LOS	**A - 9.6 (ROUNDABOUT)**											
95th Percentile Queue (veh)		3.0			5.0			0.0			0.0	
2026 BUILD Conditions Volumes	41	618	0	0	745	89	0	2	0	52	1	24
V/C Ratio		0.61			0.76			0.00			0.17	
Level-of-Service		B			C			A			A	
Control Delay (Seconds)		10.2			15.0			6.4			8.8	
Intersection LOS	**B - 12.7 (ROUNDABOUT)**											
95th Percentile Queue (veh)		4.0			8.0			0.0			1.0	

The analysis of the intersection of Beckner Rd. / Calle de la Alegria. demonstrates that the delays will be acceptable for the implementation conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year operational analysis of the signalized intersection of Beckner Rd. / Calle de la Alegria.

9 - Calle de la Alegria & Beckner Rd.	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Clle de la Alegria)			SB (Clle de la Alegria)		
2036 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry (ROUNDABOUT)	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	0	515	0	0	747	0	0	0	0	0	0	0
V/C Ratio		0.41			0.60			0.00			0.00	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.6			9.6			4.7			6.1	
Intersection LOS	**A - 8.4 (ROUNDABOUT)**											
95th Percentile Queue (veh)		2.0			4.0			0.0			0.0	
2036 BUILD Conditions Volumes	12	515	0	0	747	25	0	1	0	76	2	35
V/C Ratio		0.50			0.68			0.00			0.24	
Level-of-Service		A			B			A			B	
Control Delay (Seconds)		8.4			11.7			5.6			10.0	
Intersection LOS	**B - 10.3 (ROUNDABOUT)**											
95th Percentile Queue (veh)		3.0			6.0			0.0			1.0	
PM Peak Hour												
2036 NO BUILD Conditions Volumes	0	647	0	0	776	0	0	0	0	0	0	0
V/C Ratio		0.56			0.68			0.00			0.00	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		8.8			11.4			5.8			6.7	
Intersection LOS	**B - 10.2 (ROUNDABOUT)**											
95th Percentile Queue (veh)		4.0			6.0			0.0			0.0	
2036 BUILD Conditions Volumes	41	647	0	0	776	89	0	2	0	52	1	24
V/C Ratio		0.64			0.79			0.00			0.17	
Level-of-Service		B			C			A			A	
Control Delay (Seconds)		10.9			16.5			6.6			9.2	
Intersection LOS	**B - 13.8 (ROUNDABOUT)**											
95th Percentile Queue (veh)		5.0			9.0			0.0			1.0	

The analysis of the intersection of Beckner Rd. / Calle de la Alegria shows that the delays will be acceptable for the horizon year (2036) conditions. Therefore, no recommendation is made relative to the 2036 Horizon Year at the unsignalized intersection of Beckner Rd. / Calle de la Alegria.

Safety Analysis

Crash data from January 1, 2019 through December 31, 2023 from the American Association of State Highway and Transportation Officials' (AASHTO) AASHTOWare Safety website which maintains a database of crash records statewide for the State of New Mexico. Crash records were collected for each of the signalized and unsignalized intersections in this Study, and the crash reports are in the Appendix of this Study on Pages A-145 through A-161. The crash data was then further tabulated to quantify and classify crashes by severity (i.e., Property Damage only, injury, or fatality) as well as primary contributing factors to the crashes. Following are those tabulations:

Crash Analysis - Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Project:	**Vista de la Sierra Subdivision**									
Date:	5/25/25									
		Following too Closely	Driver Inattention	Disregard Traffic Signal	Failure to Yield R/W	Speed too Fast for Conditions	Exessive Speed	Improper Lane Change / Turn	Other	Total
1 - Governor Miles Rd. / Richards Ave.		8	7	3	0	2	1	1	1	23
2 - Governor Miles Rd. / Entrada Sonata		1	0	0	2	1	0	0	3	7
3 - Governor Miles Rd. / Rising Sun Dr.		0	1	0	1	0	0	0	0	2
4 - Governor Miles Rd. / Mesa Boniita Rd.		0	1	0	0	0	0	0	1	2
5 - Governor Miles Rd. / Dancing Ground Rd.		1	0	0	1	0	0	0	2	4
6 - Whispering Wing Rd. / Dancing Ground Rd.		0	0	0	0	0	0	0	0	0
7 - Beckner Rd. / La Puerta		0	0	0	0	0	0	0	0	0
8 - Beckner Rd. / Richards Ave.*		0	0	0	2	1	0	1	3	7
9 - Beckner Rd. / Calle de la Alegria		0	0	0	0	0	0	0	0	0
Total		10	9	3	6	4	1	2	10	45
		22%	20%	7%	13%	9%	2%	4%	22%	100%

* - Beckner Rd. / Richards Ave. was an unsignalized intersection during the study interval (2019 through 2023)

Project:	**Vista de la Sierra Subdivision**				
Date:	5/25/25				
		Property Damage ONLY	Suspected Minor Injury	Possible Injury	Fatality	Total
1 - Governor Miles Rd. / Richards Ave.		15	6	2	0	23
2 - Governor Miles Rd. / Entrada Sonata		6	1	0	0	7
3 - Governor Miles Rd. / Rising Sun Dr.		2	0	0	0	2
4 - Governor Miles Rd. / Mesa Boniita Rd.		1	1	0	0	2
5 - Governor Miles Rd. / Dancing Ground Rd.		2	0	2	0	4
6 - Whispering Wing Rd. / Dancing Ground Rd.		0	0	0	0	0
7 - Beckner Rd. / La Puerta		0	0	0	0	0
8 - Beckner Rd. / Richards Ave.		5	1	1	0	7
9 - Beckner Rd. / Calle de la Alegria		0	0	0	0	0
Total		31	9	5	0	45
		69%	20%	11%	0%	100%

The Safety Analysis shows that there were no fatalities in the Study area during the five-year period evaluated. The majority of the crashes (69%) were classified as property damage only (PDO) with 20% of the crashes classified with Suspected Minor Injuries and 11% with Possible Injury.

The highest contributing factor to crashes was "Following too closely" which is characteristic of signalized intersections (rear-end collisions). The overwhelming majority of those types of crashes occurred at the signalized intersection of Governor Miles Rd. / Richards Ave. (Note that the intersection of Beckner Rd. / Richards Ave. was not signalized during the study period for this safety analysis (2019 through 2023).

The highest crash occurrences occurred at the signalized intersection of Governor Miles Rd. / Richards Ave. where there were 23 crashes over the five-year study period. Based on the new turning movements volumes collected at the intersection (assuming the daily volume equals ten times the peak hour volume), the average crash rate at the intersection is approximately 0.86 crashes per million entering vehicles (MEV). The crash rate is not excessively high, but is marginally above average (0.78 crashes per MEV). One of the crashes involved the use of alcohol. Excluding that one crash would result in this intersection having a 0.82 crashes per million entering vehicles crash rate.

Based on the crash data collected and the tabulations / analysis of the crashes, no additional traffic safety recommendations are made.

Multimodal Review

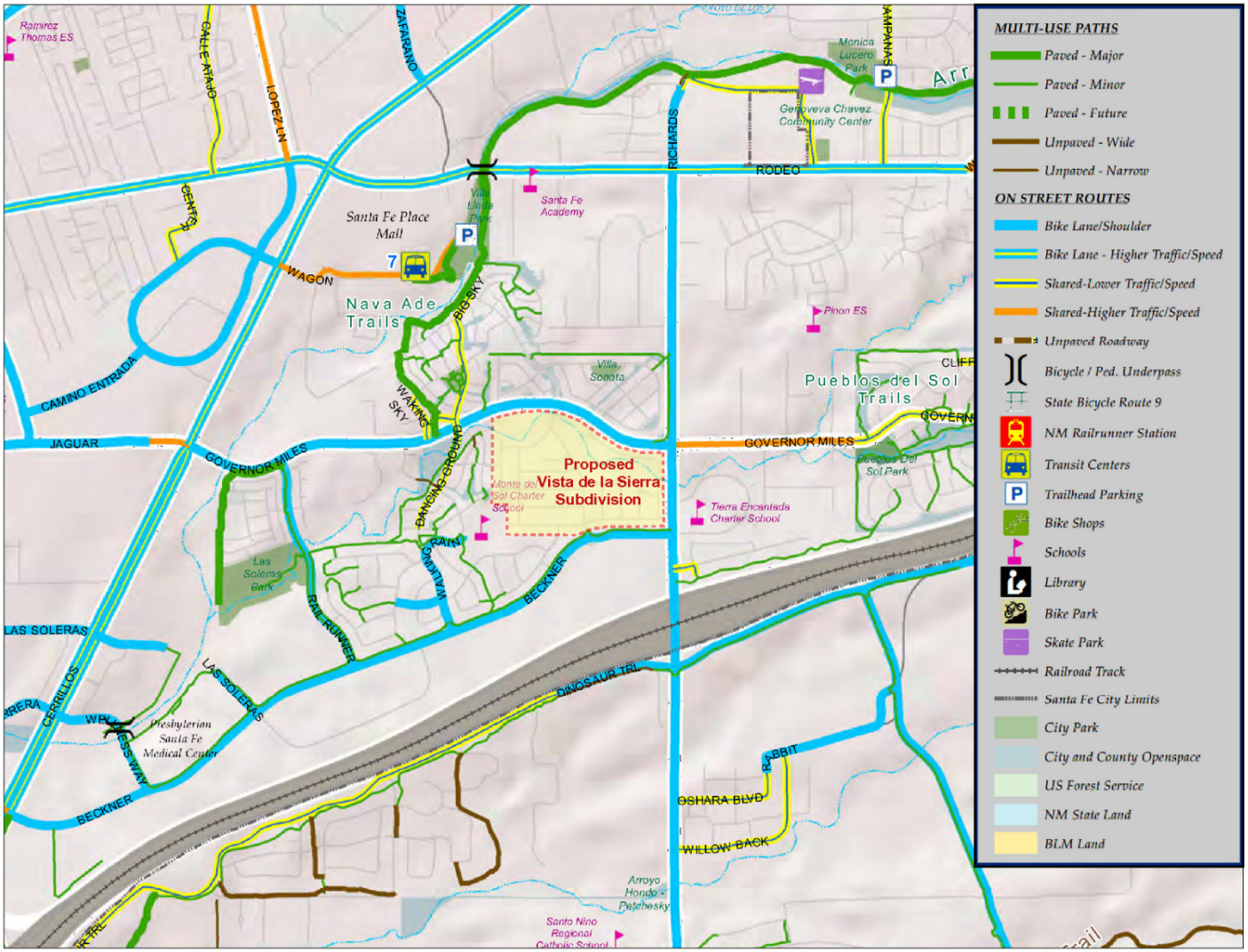
The following page show a portion of the Santa Fe Bikeways & Trail Map (2025) for the Study Area of this project. Bike Lanes are required on Beckner Rd., Richards Ave., and Governor Miles Rd. within the Study Area and beyond. Additionally, there is paved multi-use trail along the north side of Beckner Rd. between Wellness Way and Richards Ave. The existing bike lanes and multi-use trails all comply with the COSF's 2025 Bikeway Plan on the following page.

Bicycle Levels-of-Traffic Stress are at BLTS4 for Beckner Rd., Richards Ave., and Governor Miles Rd. (see Bicycle Level of Traffic Stress Chart – Appendix Page A-136). Beckner Rd. will remain at BLTS 4 whether the posted speed limit is 35 MPH or 45 MPH, but some cyclists will feel more comfortable riding along a road with a lower posted speed limit. Consideration of the multi-use trail along the north side of Beckner Rd. will result in the BLTS being improved to 3.

There are sidewalks on both sides of the roadway along Governor Miles Rd. in and near the study area of this project. There are no sidewalks along the portion of Governor Miles Rd. fronting the Vista de la Sierra project, but it is required that the project will construct the sidewalks along the south side of Governor Miles Rd. fronting the project.

There are generally no pedestrian accommodations along Richards Ave. except there is an existing pedestrian trail that extends along the west side of Richards Ave. from Governor Miles Rd. about one-quarter mile to the north.

There is no transit (bus) service in or near the Study Area of this project.



Portion of
Santa Fe Bikeways & Trails Map - 2025

2-Way Stop and All-Way Stop Control Analysis

The following Stop and All-Way Stop analysis of Intersection 2 (Governor Miles/Entrada Sonata) and Intersection 3 (Governor Miles/Rising Sun) is based on the MUTCD guidance for unsignalized intersections. The intersections were evaluated using engineering judgement regarding safety concerns and the All-Way Stop Control Warrants in Sections 2B.13 thru 2B-17. Safety factors that were considered include visibility and history of crashes. The fact that Entrada Sonata and Rising Sun are lower classification roads with significantly less volume than Governor Miles was also considered. Uneven approach volumes may reduce the effectiveness of all-way stop control, so decisions must consider the unique conditions of each intersection.

2-Way Stop Control

MUTCD Guidance: Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

2-Way Stop Control Guidance Table

Intersections 2 & 3

Condition	Description	Details/Threshold	CONDITION APPLIES?
Restricted View	Road users must stop to adequately observe conflicting traffic on the through street or highway.	Applies when visibility is limited at the intersection.	No. Visibility from side streets is affected by horizontal and vertical curves and landscaping on Gov. Miles Rd., but median refuges and left-turn lanes adequately mitigate these impacts.
Crash Records (Three-leg)	Intersection safety concerns based on crash history.	Three or more crashes in 12 months, or five or more in 36 months; crashes should be correctable by minor-road stop control.	No, average number of crashes/year between 2019 – 2023 is less than 2
Road Classification	Intersection of lower functional classification road with a higher functional classification road.	Stop control considered for minor-road approaches.	Yes, Governor Miles is classified as a Minor Arterial while the side streets are unclassified local roadways.

Because side streets (Entrada Sonata & Rising Sun) at Intersections 2 and 3 are at a lower functional class than the main street (Governor Miles Rd.) and because it is standard practice to have stop control for side streets and residential development driveways, stop signs are warranted for all northern and southern approaches.

All-Way Stop Control

The installation of all-way stop control (AWSC) at unsignalized intersections 2 & 3 is based on an engineering study and result of the following warrant analysis. It is important to note that significant differences in approach volumes, such as at these two may reduce AWSC effectiveness.

The study included evaluation of current conditions, improvement potential, and five specific warrants outlined in MUTCD Sections 2B.13 to 2B.17 and summarized in the table below.

All-Way Stop Control (AWSC) Warrants Summary Table

Warrant	Criteria	When AWSC May Be Used	WARRANTED?
A. Crash Experience (Sect. 2B.13)	- **3-leg**: ≥4 crashes in 12 months or ≥5 in 36 months - Crashes must be correctable with AWSC	Where crash data shows preventable collisions at the intersection	No, there were less than 4 crashes in 12 months and less than 5 crashes in 36 months.
B. Sight Distance (Sect. 2B.14)	Inadequate sight distance from minor road to safely cross or turn onto major road	Where drivers on minor roads can't safely view or judge gaps in traffic	No. Visibility from side streets is affected by horizontal and vertical curves and landscaping on Gov. Miles Rd., but median refuges and left-turn lanes adequately mitigate these impacts.
C. Transition Control (Sect. 2B.15)	Interim control before traffic signals or yield signs at circular intersections are installed	Temporary control during signal or roundabout implementation	N/A, these are four leg intersections, not roundabouts.
D. 8-Hour Volume (Sect. 2B.16)	- Major Road: ≥300 units/hr (vehicles/pedestrians/bikes) for 8 hours - Minor Road: ≥200 units/hr for same 8 hours - Reduced to 70% if major road speed >40 mph	When volumes meet minimum thresholds consistently during the day	Yes, Major Road:>210 units/hr. (70% of 300) No, Minor Road<140 units (70% of 200)
E. Other	Based on engineering	When conditions not	No, other conditions exist to

Warrant	Criteria	When AWSC May Be Used	WARRANTED?
Factors (Sect. 2B.17)	judgment. May include: - Left-turn conflict management - Similar residential collectors - Significant pedestrian/bike activity	covered by A–D support AWSC for safety or efficiency	support All-Way Stop

Even though the 8-hour volumes for the major road meet the criteria for Warrant D, 8-hour Volume, an AWSC is not recommended where traffic volumes differ significantly between approaches which is the case for these two intersections. The volumes from the side streets are generally less than 20% of the major street traffic, so delays and the queue of vehicles on Governor Miles Rd. would be significantly more than the delays and queues on the minor side streets. Also, no other warrants were met so an AWSC is not recommended at Intersections 2 and 3.

Access Design Specifications

Auxiliary lane warrant analysis was performed for each of the driveways (project streets) on Governor Miles Rd. using the warrant criteria contained in the COSF *Transportation Analysis Guidelines* recently adopted in August 2024. The COSF guidelines state that the storage lengths should be calculated as the 95th percentile queue length rounded up to the nearest 25-feet with a 50-foot minimum length. Graphs of the COSF left and right-turn lane warrant criteria are in the Appendix on page A-162 & 163. Results of the turn lane warrant analysis are in Appendix page A-164.

1. Left-turn lanes are warranted at Intersections 1, 2, 3, 5, and 8.

2. Right-turn lanes are only warranted Intersection 1.

3. Intersection 1, Governor Miles Rd/ Richards Ave. – This is a signalized four-way intersection with dedicated left-turn lanes on each approach and a dedicated right-turn lane on the southbound approach.
    - Left-turn lanes are warranted on all approaches, and all except the eastbound left-turn (EBL) lane provide sufficient capacity. It is recommended to add 85 feet of storage capacity to the existing EBL lane at this intersection.

- Right-turn lanes are warranted for the Eastbound and Westbound approaches for the NO BUILD and BUILD conditions. Since this is an existing problem and queue lengths are restored to NO BUILD conditions with signal retiming, no mitigation is recommended by the development.

4. Intersection 2, Governor Miles Rd./Entrada Sonata – The existing left-turn lane has adequate storage capacity, so no mitigation is required.

5. Intersection 3, Governor Miles Rd./Rising Sun Dr. – This access intersection currently operates as a right-in, right-out only intersection north of the proposed assisted living center
   - When the assisted living center is proposed, it is recommended to open the intersection of Governor Miles Rd. / Mesa Bonita Rd. as a full access unsignalized intersection aligned with Mesa Bonita Rd.
   - If approved as a full-access intersection, a new left-turn lane, 150-ft long, including transition, is recommended.

6. Intersection 5, Governor Miles Rd./Dancing Ground Road – Although a left-turn lane is warranted at this intersection, this is an existing condition not made worse by traffic from the development, so no mitigation is recommended as the responsibility of the development.

7. Intersection 8, Beckner Rd./Richards Ave. – Although 225-ft of additional storage capacity is required for the northbound left lane (NBL) to prevent traffic from spilling over into the NB thru lane, this is an existing problem especially during the PM peak period. However, no additional storage capacity is recommended because the NBL cannot be extended without shortening of the SBL turn lane for the Desert Sage subdivision. Also, the recommended signal re-timing at Intersection 8 reduces queue lengths to less than NO BUILD conditions.

Speed Study

Tierra West, LLC has conducted speed surveys by direction on two segments on Beckner Rd. to determine if the posted 45 mph speed limit is appropriate for the facility and if a speed reduction is warranted. The speed data was collected on Wednesday and Thursday, April 2 and 3, 2025 on Beckner Rd. midway between the two roundabouts at Rail Runner Road and Walking Rain Road (referred to in this memo as the west end), and midway between Calle de la Alegria and Richards Avenue (the east end). The speed study data collection locations are shown on the attached map.



The posted speed limit on Beckner Road is 45 mph. There are five (5) roundabouts on Beckner Rd. between Cerrillos Rd. and Richards Ave. The roundabouts are designed for a negotiable speed of 25 mph. There is a two-way asphalt trail on the north side of Richards Avenue in some sections.

Speed surveys used to set speed limits are based on free flow speeds, therefore only speeds above 20 mph were used to calculate the 85th percentile speed at the two survey locations. The speed data was collected in five mph increments starting at 21 mph. Two vehicles were recorded traveling between 46 and 50 mph eastbound at the east end of Beckner Road between Calle de la Alegria and Richards Avenue. All other vehicle speeds recorded in this study were below 46 mph.

As shown in the table on the following page, the 85th percentile speed at the west end of Beckner Road was 32.5 mph in the eastbound direction and 27.9 mph in the westbound direction. At the east end the 85th percentile speed was 32.5 mph in the eastbound direction and 32.6 mph in the westbound direction. It is general practice to set the posted speed close to the observed 85th percentile speed based on the traffic engineering practice that 85 percent of drivers will drive at a reasonable speed for the existing conditions. The posted speed should be rounded up or down from the observed 85th percentile speed to the nearest 5 mph increment.

Beckner Rd. Speed Survery

Data Collected April 2nd and 3rd, 2025 (Wednesday and Thursday)

West End midway between Rail Runner Rd. and Walking Rain Rd.					
Eastbound Traffic Data					
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH
Average Speed (mph) in Range	23	28	33	38	43
Total Number of Vehicles	22	368	1209	141	0
Cumulative Number	22	390	1599	1740	1740
Cumulative % at free flow speed	1.26%	22.41%	91.90%	100.00%	100.00%
85% Speed (mph)	32.5				
Westbound Traffic Data					
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH
Average Speed (mph) in Range	23	28	33	38	43
Total Number of Vehicles	126	1395	234	0	0
Cumulative Number	126	1521	1755	1755	1755
Cumulative % at free flow speed	7.18%	86.67%	100.00%	100.00%	100.00%
85% Speed (mph)	27.9				

East End midway between Calle de la Alegria and Richards Ave.						
Eastbound Traffic Data						
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH
Average Speed (mph) in Range	23	28	33	38	43	48
Total Number of Vehicles	110	703	759	164	16	2
Cumulative Number	110	813	1572	1736	1752	1754
Cumulative % at free flow speed	6.27%	46.35%	89.62%	98.97%	99.89%	100.00%
85% Speed (mph)	32.5					
Westbound Traffic Data						
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	
Average Speed (mph) in Range	23	28	33	38	43	
Total Number of Vehicles	10	354	1186	163	1	
Cumulative Number	10	364	1550	1713	1714	
Cumulative % at free flow speed	0.58%	21.24%	90.43%	99.94%	100.00%	
85% Speed (mph)	32.6					

Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road

between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

Impact Assessment

The proposed Vista de la Sierra Subdivision will have minimal to moderate adverse impact on the adjacent transportation system. All the levels-of-service were determined to be acceptable for the overall intersections except for the existing signalized intersection of Beckner Rd. / Richards Ave. and the existing signalized intersection of Governor Miles Rd. / Richards Ave. The long delays projected at the existing signalized intersection of Beckner Rd. / Richards Ave. and the existing signalized intersection of Governor Miles Rd. / Richards Ave. can be mitigated by optimizing the signal cycle lengths and phase splits as described in the Recommendations section of the Executive Summary of this report. The Recommendations made successfully mitigated all the operational / delay issues at those intersections.

2026

The 2026 (Implementation Year) analysis assumed implementation of Vista de la Sierra Subdivision in its totality including the proposed assisted living center at the northwest corner of the subdivision. The signalized intersection of Beckner Rd. / Richards Ave. is projected to experience marginally long delays associated with the 2026 BUILD Conditions for the eastbound left-turn movement and the southbound right-turn movement. The proposed Vista de la Sierra Subdivision will generate a substantial volume of traffic at the intersection and, therefore, will have a significant impact. The impact, though, will be mitigated by the new eastbound left-turn arrow and the new southbound right-turn arrow installed at the existing traffic signal which will permit the eastbound left-turn movement to operate in the permitted / protected mode and the southbound right-turn movement to operate in the permitted plus overlap mode. Signal timing will need to be optimized to accommodate new phasing.

2036

The 2036 (Horizon Year) analysis assumed implementation of all Vista de la Sierra Subdivision in its totality including the proposed assisted living center at the northwest corner of the subdivision. The horizon year analysis has similar results as the implementation year analysis with, of course, higher volumes and slightly higher delays. All of the unsignalized intersections and the roundabout on Beckner Rd. were found to have acceptable delays. The two signalized intersections on Richards Ave. will require optimization of signal cycle lengths and phase splits to accommodate future horizon year volumes at acceptable levels-of-service.

The impacts to the adjacent transportation system can be mitigated by following the recommendations listed at the end of the Executive Summary and repeated as follows:

2026 (Implementation Year Recommendations)

4. All design and construction associated with the Vista de la Sierra Subdivision shall maintain adequate traffic site distances at existing and proposed intersections / driveways. A note should be added to the landscaping plans stating that no landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that significantly compromises safety. The developer shall be responsible for monitoring and maintaining the landscaping as the development progresses and should include specific maintenance and planting instructions in the development's operating and maintenance instructions. Upon full completion and acceptance of the project by the City of Santa Fe, landscaping related sight distance issues within public right-of-way shall be enforced by the City of Santa Fe. Monitoring of sight distance issues is a joint public and general population responsibility, with the general population (mostly neighboring residents) reporting issues to the City of Santa Fe and the City enforcing safe sight distances as deemed appropriate.

5. Intersection 1 (Governor Miles / Richards):
    - Add 85 ft to the existing length of the eastbound left-turn lane.

6. Intersection 2 (Governor Miles/Entrada Sonata):
    - Align the access for Vista de la Sierra Subdivision to Entrada Sonata.
    - The access should be a full access two-way stop-controlled driveway.
    - The access may be a single approach (northbound) access.

8. Intersection 3 (Governor Miles/Rising Sun Dr.):
    - Align the access for Vista de la Sierra Subdivision to Rising Sun Dr.
    - When the future assisted living facility is complete, the access should be a full access two-way stop-controlled driveway.
    - The access should be two northbound approach lanes – one for exclusive left-turns and one for thru / right-turns.
    - When opened as full-access, install 150-ft westbound left-turn lane.

9. Intersection 8 (Beckner Rd. / Richards Ave.):
    - Construct an eastbound left turn arrow and a southbound right turn arrow at the existing new temporary traffic signal to allow the eastbound to northbound left turn movement to operate as a permitted / protected left turn and to allow the southbound to westbound right turn movement to operate as a permitted / overlap right turn.

10. City of Santa Fe requirements:
    - The City of Santa Fe requires that the developer relocate the existing SIGNAL AHEAD flasher currently located approximately 400 feet south of Governor Miles Rd. to approximately 400 feet south of Beckner Rd.

11. Beckner Road Speed Limit:

Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

7. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review as part of the design plan set for the off-site improvements and shall demonstrate all modes of traffic are considered.

2036 (Horizon Year Recommendations)

2. Adjust signal timing (cycle length and phase splits) as necessary to accommodate future volumes at the intersections of Governor Miles Rd. / Richards Ave. and Beckner Rd. / Richards Ave.

Appendix

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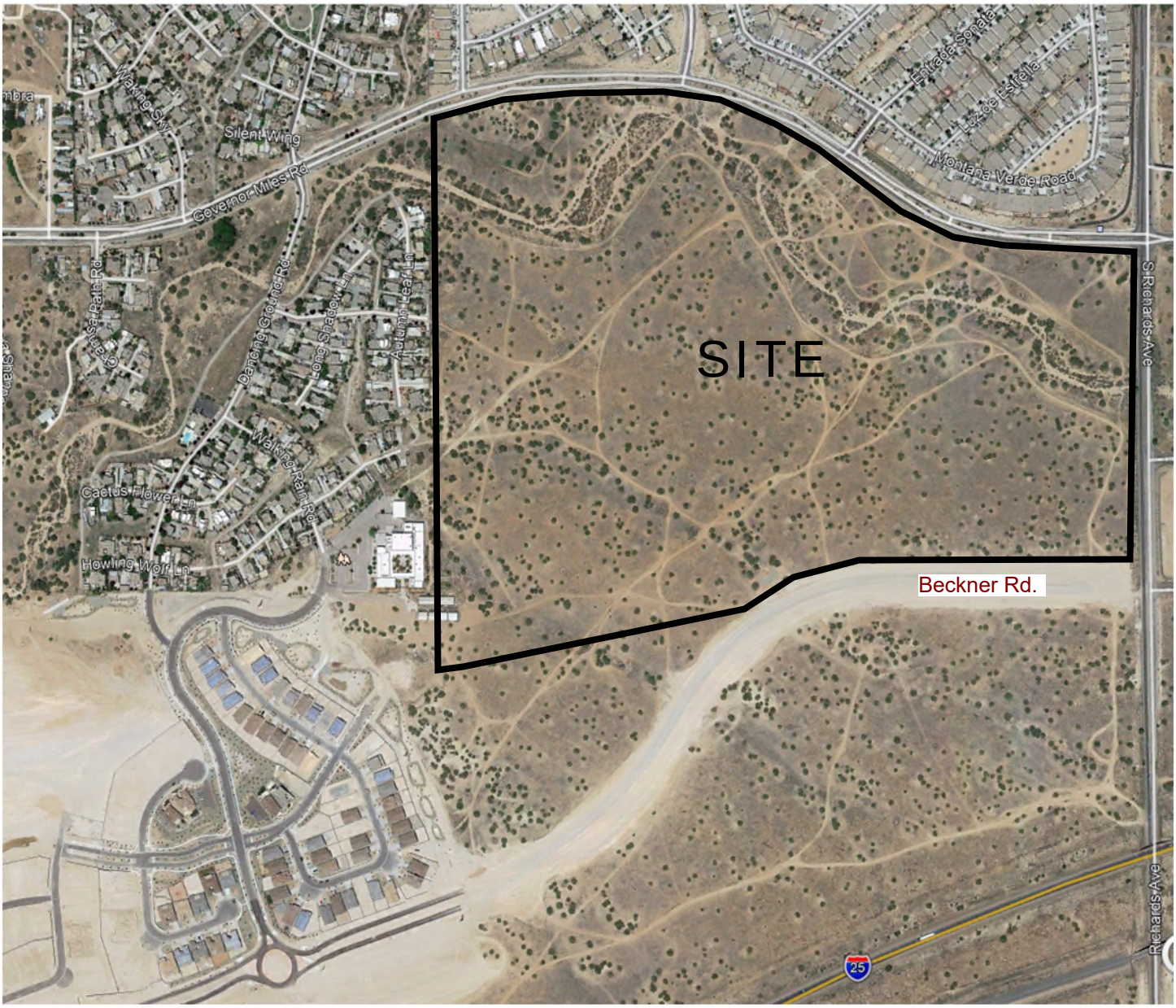
APPENDIX



Vista de la Sierra Subdivision - Santa Fe, NM

(Gov. Miles Rd. / Richards Ave.)

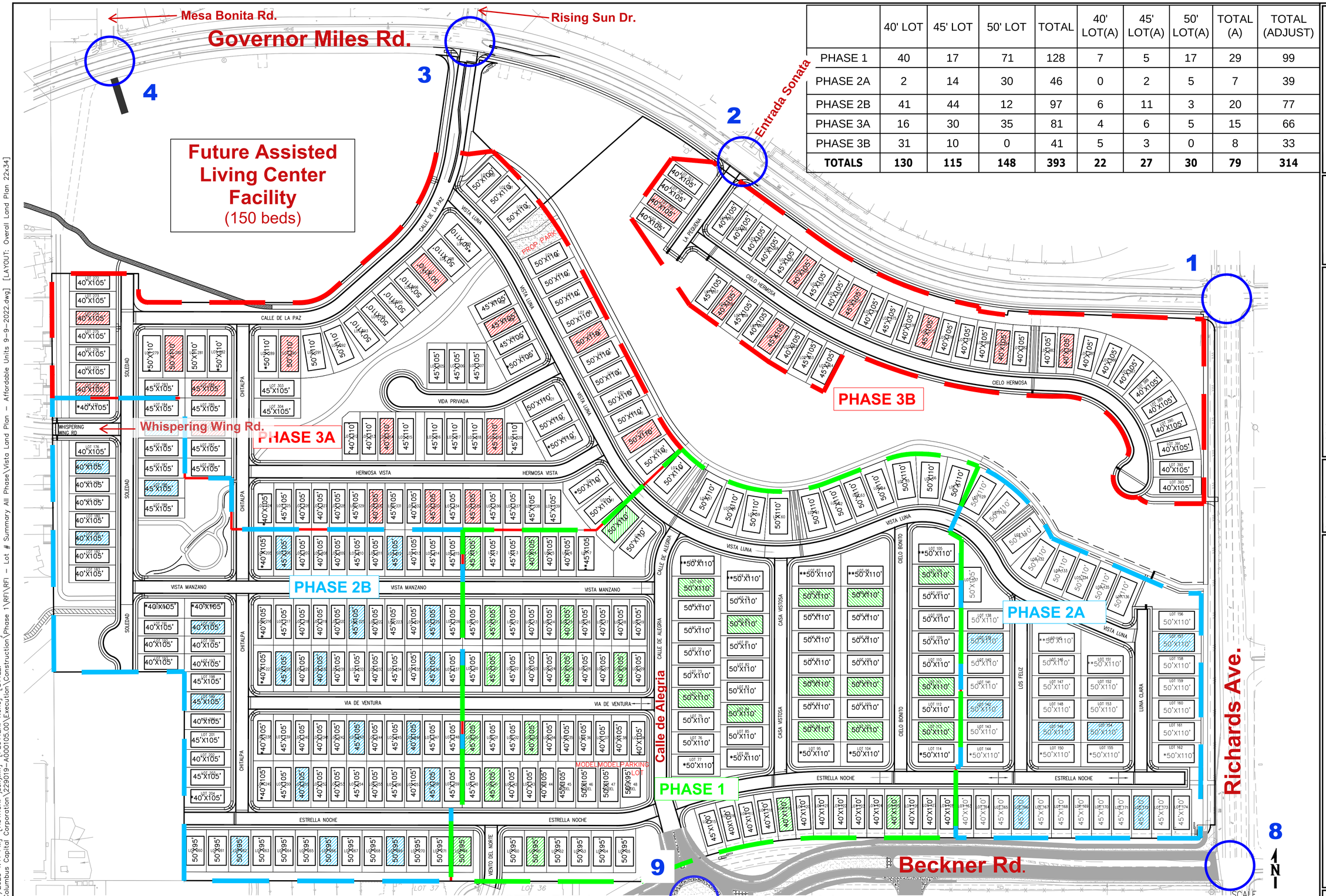
Aerial Map



Vista de la Sierra Subdivision - Santa Fe, NM

(Gov. Miles Rd. / Richards Ave.)

Vicinity Map (Study Area)



	40' LOT	45' LOT	50' LOT	TOTAL	40' LOT(A)	45' LOT(A)	50' LOT(A)	TOTAL (A)	TOTAL (ADJUST)
PHASE 1	40	17	71	128	7	5	17	29	99
PHASE 2A	2	14	30	46	0	2	5	7	39
PHASE 2B	41	44	12	97	6	11	3	20	77
PHASE 3A	16	30	35	81	4	6	5	15	66
PHASE 3B	31	10	0	41	5	3	0	8	33
TOTALS	**130**	**115**	**148**	**393**	**22**	**27**	**30**	**79**	**314**

VISTA DE LA SIERRA SUBDIVISION
OVERALL LAND PLAN

Prepared For:
FORESTAR (USA) REAL ESTATE GROUP, INC

SCALE
100 0 50 100 200
(FEET)
1 INCH = 100 FT.

WHPacific
AN NV5 COMPANY

REVISIONS

NO.	BY	DATE	REMARKS
1	MJL	1/16/23	ADD LOT TO PHASE 3A FROM PARK
2	MJL	7/27/23	ALL PHASE TOTAL LOTS MOD.

SHEET INFO

DESIGN	RB - BDZ
DRAWN	WHP-NV5
CHECKED	RB
APPROVED	###
LAST EDIT	7/27/2023
PLOT DATE	7/27/2023
SUBMITTAL	

OVERALL LAND PLAN
(WITH AFFORDABLE HOUSING LOTS)
VISTA DE LA SIERRA SUBDIVISION
FORESTAR (USA) REAL ESTATE GROUP, INC

SCALE: AS SHOWN

PROJECT NUMBER

DRAWING FILE NAME: VISTA LAND PLAN - AFFORDABLE UNITS 9-9-2022

SHEET NUMBER

A-3

[DATE: 7/27/2023 1:11 PM] [AUTHOR: jacky.lin] [PLOTTER: None] [STYLE: ------]
[PATH: P:\Columbus Capital Corporation\229019-A000105.00\Execution\Construction\Phase 1\RFI\RFI - Lot # Summary All Phase\Vista Land Plan - Affordable Units 9-9-2022.dwg] [LAYOUT: Overall Land Plan 22x34]

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Single-Family Detached Housing (210)	400	3,772	66	197	230	135
	Assisted Living (254)	150	390	16	11	14	22
	Subtotal Primary Trips		**4,162**	**82**	**208**	**244**	**157**

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Detached Housing (210)	***400***	3,772	66	197	230	135
	Dwelling Units					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***9.43*** **(X) +** ***0***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

Ln(T) = ***0.91*** **Ln(X) +** ***0.12***

25% Enter, ***75%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

Ln(T) = ***0.94*** **Ln(X) +** ***0.27***

63% Enter, ***37%*** Exit

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Assisted Living (254)	***150***	390	16	11	14	22
	Beds					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***2.6*** **(X) +** ***0***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

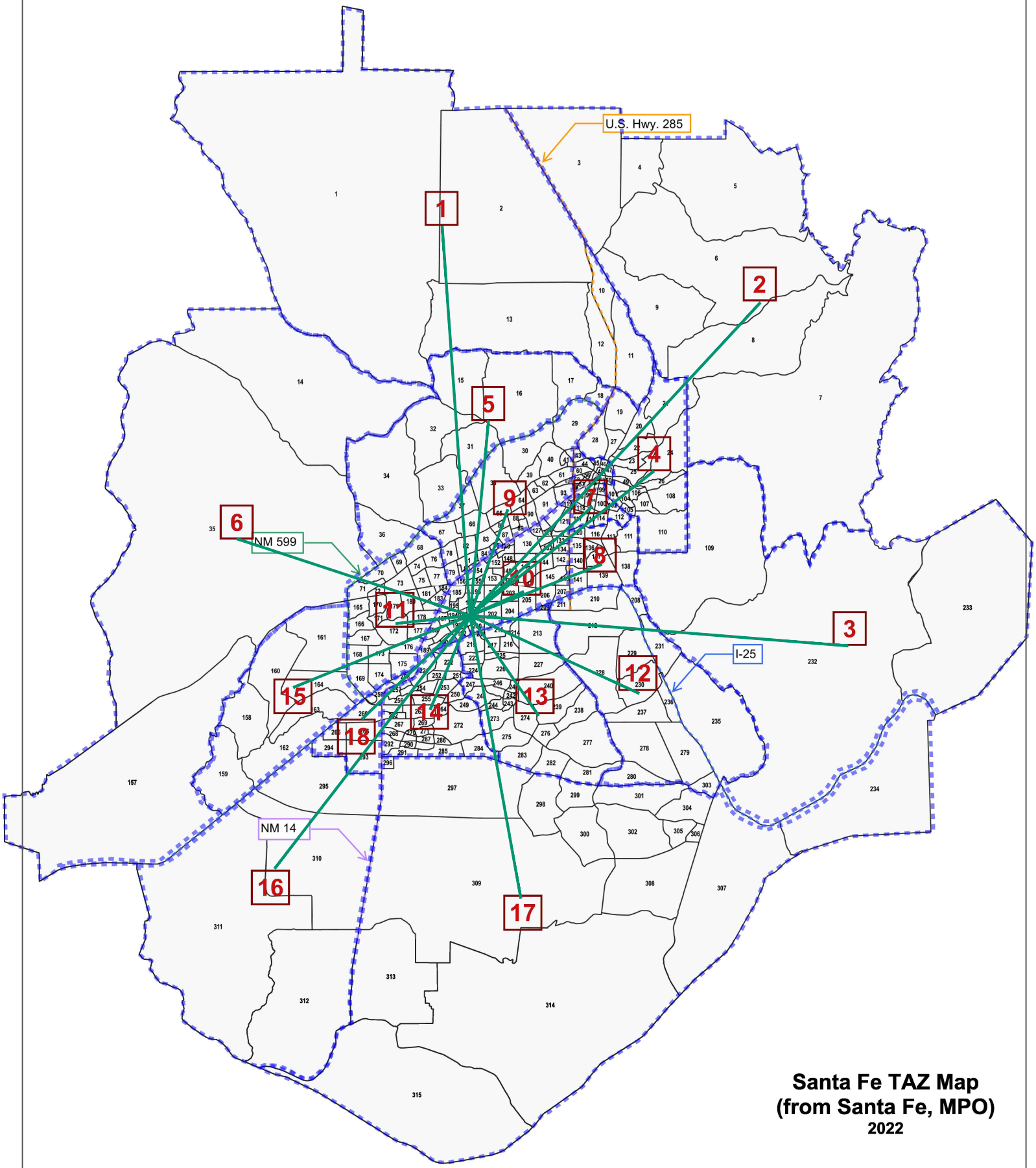
T = ***0.18*** **(X) +** ***0***
60% Enter, ***40%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = ***0.24*** **(X) +** ***0***
39% Enter, ***61%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 11th Edition



Santa Fe TAZ Map
(from Santa Fe, MPO)
2022

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(RN) Richards Ave. North			(GE) Gov. Miles Rd. East			(BE) Beckner Rd. East		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2050 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2050**	**2025**													
1	100%	508	632	543	543	11.3	**48**	**0.27%**	20%	0.05%	10	0%	0.00%	0	0%	0.00%	0
2	100%	553	1,063	699	699	12.3	**57**	**0.32%**	60%	0.19%	34	0%	0.00%	0	0%	0.00%	0
3	100%	101	191	127	127	11	**12**	**0.07%**	50%	0.03%	6	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	6.8	**305**	**1.74%**	60%	1.04%	183	0%	0.00%	0	0%	0.00%	0
5	100%	476	821	575	575	5.7	**101**	**0.57%**	20%	0.11%	20	0%	0.00%	0	0%	0.00%	0
6	100%	259	485	324	324	7.1	**46**	**0.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	21,957	20,413	20,413	4.8	**4,253**	**24.21%**	60%	14.53%	2,552	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	7,234	6,052	6,052	4.1	**1,476**	**8.40%**	70%	5.88%	1,033	20%	1.68%	295	0%	0.00%	0
9	100%	6,135	6,519	6,245	6,245	17.9	**349**	**1.99%**	20%	0.40%	70	0%	0.00%	0	0%	0.00%	0
10*	100%	12,895	18,049	14,368	14,368	1.7	**8,452**	**48.12%**	60%	28.87%	5,071	20%	9.62%	1,690	0%	0.00%	0
11	100%	2,719	3,709	3,002	3,002	2.2	**1,364**	**7.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	540	786	610	610	5.4	**113**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	695	595	595	3.5	**170**	**0.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	2,225	1,467	1,467	3	**489**	**2.78%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	391	301	301	5.5	**55**	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	225	129	129	9.2	**14**	**0.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	2,302	1,695	1,695	8.3	**204**	**1.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	372	247	247	4.3	**57**	**0.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	69,730	59,464	59,464		**17,564**	**100.00%**		51.12%	**8,978**		11.30%	**1,986**		0.00%	**0**
											51.12%			11.30%			0.00%
											Use 51%			Use 11%			Use 1%

* - Subarea in which the site it located.
** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(RS) Richards Ave. South			(BW) Beckner Rd. West			(GW) Gov. Miles Rd. West		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2050 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2050**	**2025**													
1	100%	508	632	543	543	11.3	**48**	**0.27%**	0%	0.00%	0	40%	0.11%	19	40%	0.11%	19
2	100%	553	1,063	699	699	12.3	**57**	**0.32%**	0%	0.00%	0	20%	0.06%	11	20%	0.06%	11
3	100%	101	191	127	127	11	**12**	**0.07%**	50%	0.03%	6	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	6.8	**305**	**1.74%**	0%	0.00%	0	20%	0.35%	61	20%	0.35%	61
5	100%	476	821	575	575	5.7	**101**	**0.57%**	0%	0.00%	0	40%	0.23%	40	40%	0.23%	40
6	100%	259	485	324	324	7.1	**46**	**0.26%**	0%	0.00%	0	50%	0.13%	23	50%	0.13%	23
7	100%	19,795	21,957	20,413	20,413	4.8	**4,253**	**24.21%**	0%	0.00%	0	20%	4.84%	851	20%	4.84%	851
8	100%	5,579	7,234	6,052	6,052	4.1	**1,476**	**8.40%**	10%	0.84%	148	0%	0.00%	0	0%	0.00%	0
9	100%	6,135	6,519	6,245	6,245	17.9	**349**	**1.99%**	0%	0.00%	0	40%	0.79%	140	40%	0.79%	140
10*	100%	12,895	18,049	14,368	14,368	1.7	**8,452**	**48.12%**	10%	4.81%	845	10%	4.81%	845	0%	0.00%	0
11	100%	2,719	3,709	3,002	3,002	2.2	**1,364**	**7.77%**	0%	0.00%	0	50%	3.88%	682	50%	3.88%	682
12	100%	540	786	610	610	5.4	**113**	**0.64%**	100%	0.64%	113	0%	0.00%	0	0%	0.00%	0
13	100%	555	695	595	595	3.5	**170**	**0.97%**	100%	0.97%	170	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	2,225	1,467	1,467	3	**489**	**2.78%**	40%	1.11%	196	60%	1.67%	293	0%	0.00%	0
15	100%	265	391	301	301	5.5	**55**	**0.31%**	0%	0.00%	0	80%	0.25%	44	20%	0.06%	11
16	100%	91	225	129	129	9.2	**14**	**0.08%**	0%	0.00%	0	80%	0.06%	11	20%	0.02%	3
17	100%	1,452	2,302	1,695	1,695	8.3	**204**	**1.16%**	80%	0.93%	163	20%	0.23%	41	0%	0.00%	0
18	100%	197	372	247	247	4.3	**57**	**0.33%**	0%	0.00%	0	80%	0.26%	46	20%	0.07%	11
		55,358	69,730	59,464	59,464		**17,564**	**100.00%**		9.34%	**1,641**		17.69%	**3,107**		10.55%	**1,852**
											9.34%			17.69%			10.55%
											Use 9%			Use 18%			Use 10%

* - Subarea in which the site it located.
** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(DN) Dancing Rd. North			**(MN)** Mesa Bonita North			**(REN)** Rising Sun / Entrada Solata North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2050 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2050**	**2025**													
1	100%	508	632	543	543	11.3	**48**	**0.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	553	1,063	699	699	12.3	**57**	**0.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	101	191	127	127	11	**12**	**0.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	6.8	**305**	**1.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	476	821	575	575	5.7	**101**	**0.57%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	259	485	324	324	7.1	**46**	**0.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	21,957	20,413	20,413	4.8	**4,253**	**24.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	7,234	6,052	6,052	4.1	**1,476**	**8.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	6,135	6,519	6,245	6,245	17.9	**349**	**1.99%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	12,895	18,049	14,368	14,368	1.7	**8,452**	**48.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	2,719	3,709	3,002	3,002	2.2	**1,364**	**7.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	540	786	610	610	5.4	**113**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	695	595	595	3.5	**170**	**0.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	2,225	1,467	1,467	3	**489**	**2.78%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	391	301	301	5.5	**55**	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	225	129	129	9.2	**14**	**0.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	2,302	1,695	1,695	8.3	**204**	**1.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	372	247	247	4.3	**57**	**0.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	69,730	59,464	59,464		**17,564**	**100.00%**		0.00%	**0**		0.00%	**0**		0.00%	**0**
											0.00%			0.00%			0.00%
											Use 1%**			Use 0.5%**			Use 1%**

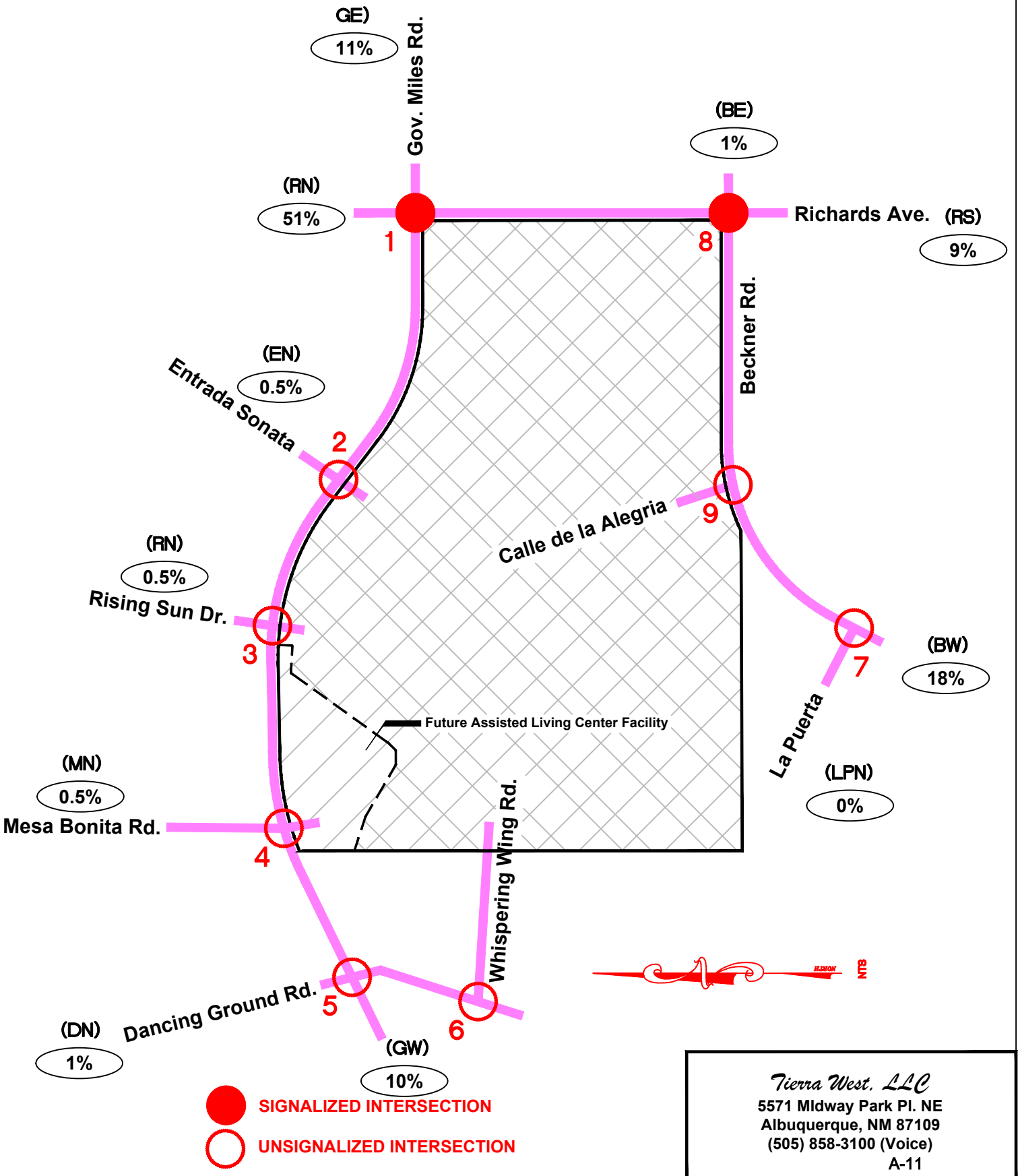
* - Subarea in which the site it located.
** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.

5

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Distribution Map (%)



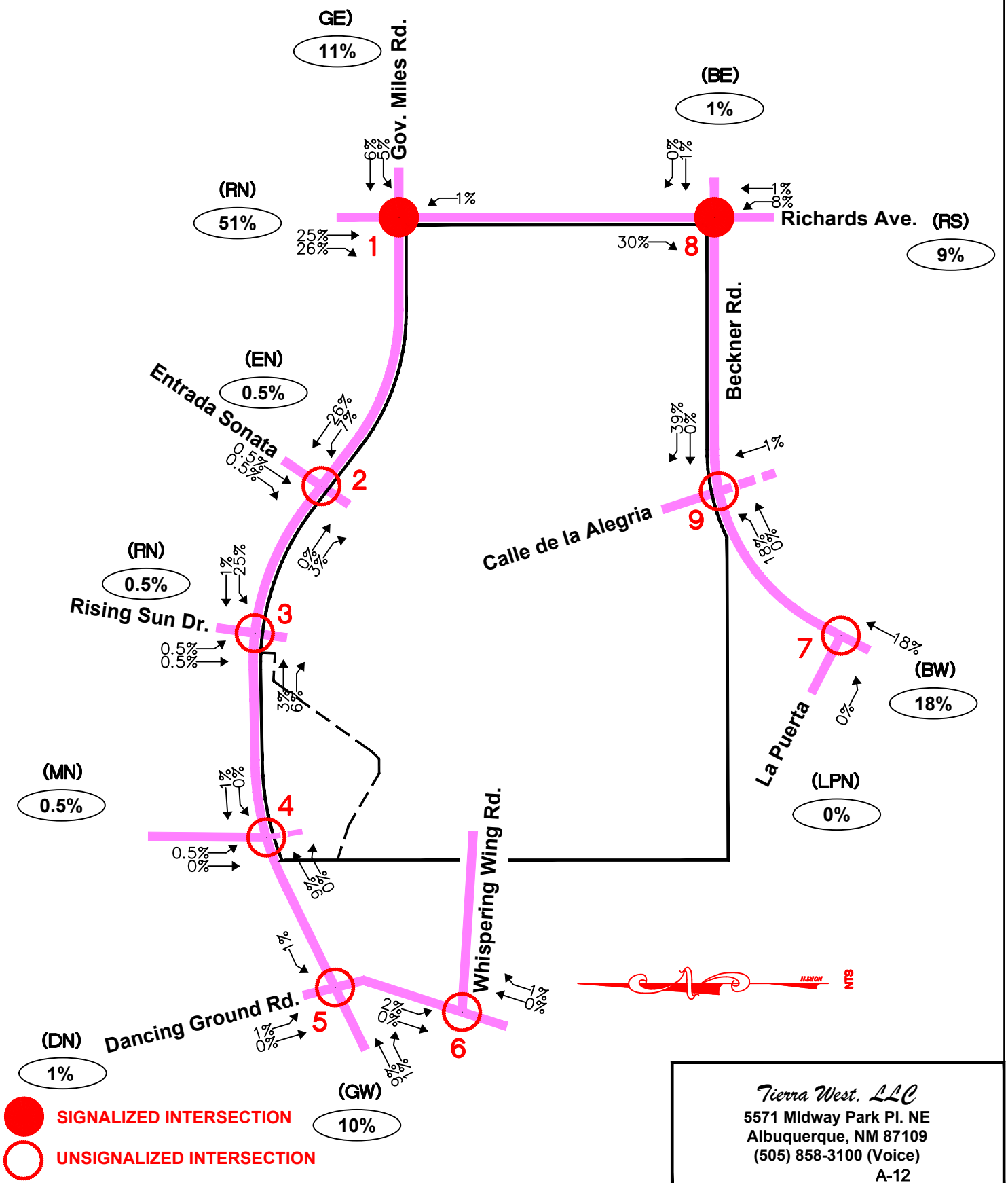
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

A-11

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Entering)



Tierra West, LLC
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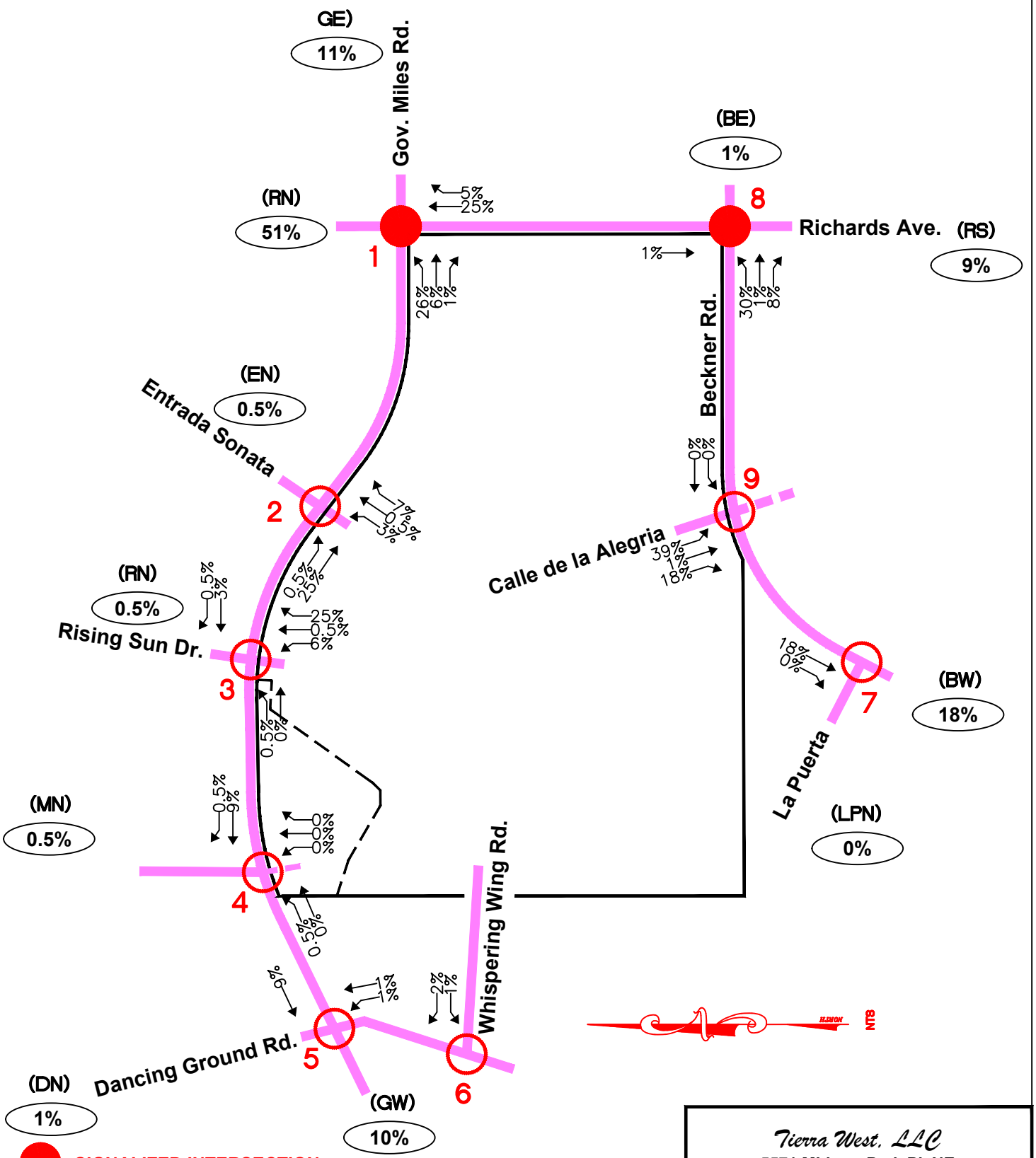
Albuquerque, NM 87109
(505) 858-3100 (Voice)

A-12

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Exiting)



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(505) 858-3100 (Voice)

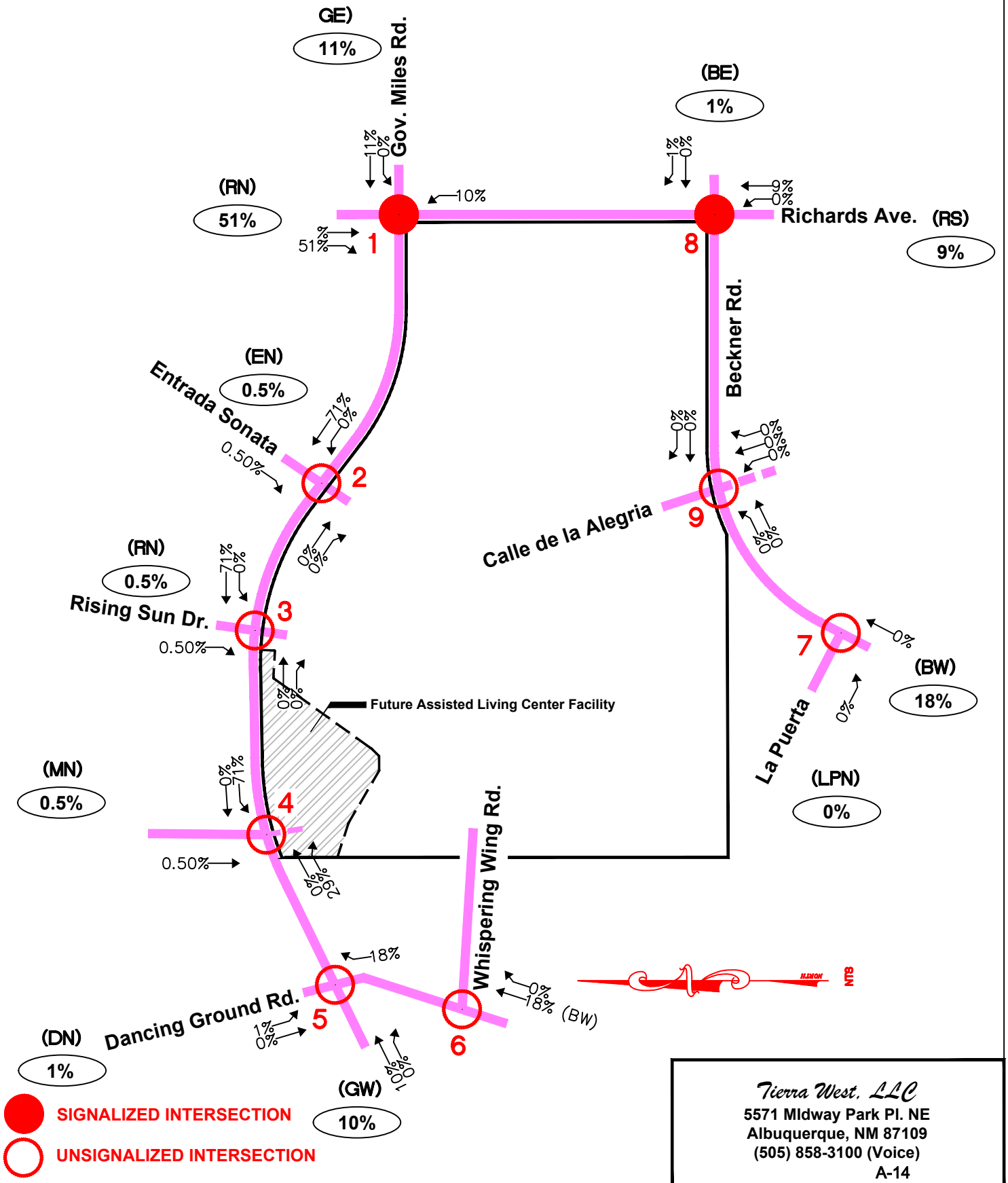
A-13

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Entering)

Assistend Living Center



Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

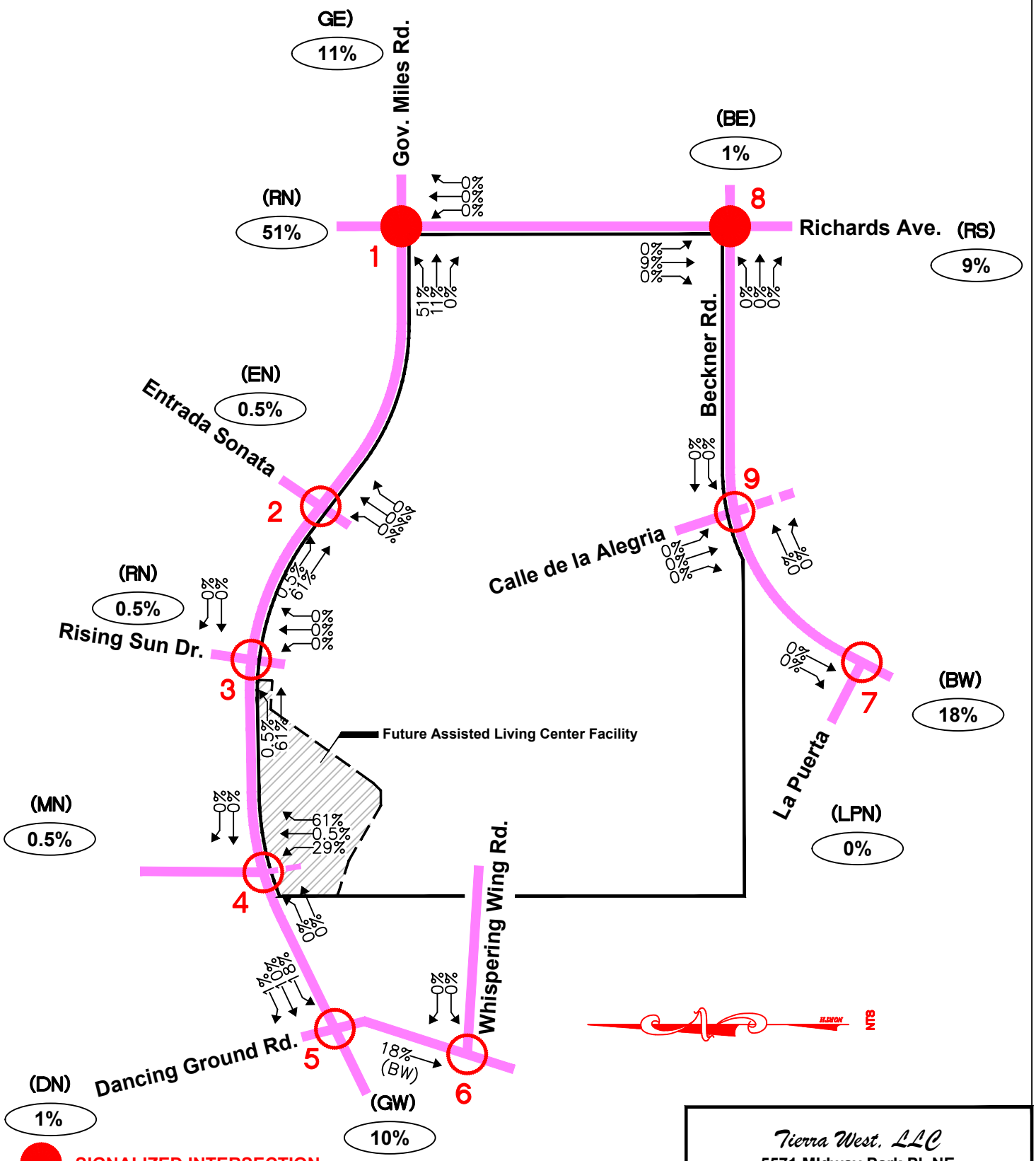
A-14

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Exiting)

Assisted Living Center



Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

A-15

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

INTERSECTION: **Summary**

Gov Miles Rd / Richards Ave.

(1)

2.0% Truck	0.91			0.91			0.91			0.91			PHF
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	203	82	109	93	58	27	58	302	66	17	358	122	
2026 (NO BUILD - A.M.)	*207*	*83*	*111*	*95*	*59*	*27*	*59*	*493*	*68*	*18*	*699*	*125*	
2026 (BUILD - A.M.)	***264***	***96***	***113***	***98***	***65***	***27***	***62***	***542***	***78***	***18***	***715***	***150***	

	0.91			0.91			0.91			0.91			PHF
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	92	67	51	77	93	21	77	360	68	42	325	122	
2026 (NO BUILD - P.M.)	*94*	*69*	*52*	*78*	*95*	*22*	*78*	*691*	*70*	*43*	*740*	*125*	
2026 (BUILD - P.M.)	***140***	***79***	***53***	***89***	***111***	***22***	***81***	***725***	***77***	***43***	***797***	***191***	

Gov Miles Rd. / Entrada Sonata

(2)

2.0% Truck	0.84			0.84			0.84			0.84			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	7	341	0	0	187	24	0	0	0	97	0	19	
2026 (NO BUILD - A.M.)	*7*	*347*	*0*	*0*	*190*	*25*	*0*	*0*	*0*	*99*	*0*	*20*	
2026 (BUILD - A.M.)	***8***	***403***	***2***	***5***	***218***	***25***	***6***	***1***	***14***	***99***	***0***	***20***	

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	26	165	0	0	258	91	0	0	0	29	0	18	
2026 (NO BUILD - P.M.)	*26*	*168*	*0*	*0*	*263*	*93*	*0*	*0*	*0*	*29*	*0*	*19*	
2026 (BUILD - P.M.)	***27***	***215***	***7***	***16***	***332***	***93***	***4***	***1***	***9***	***29***	***1***	***20***	

Gov Miles Rd. / Rising Sun Dr.

(3)

Existing (2025)	0.90			0.90			0.90			0.90			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	304	0	0	218	6	0	0	0	28	0	4	
2026 (NO BUILD - A.M.)	*8*	*310*	*0*	*0*	*223*	*6*	*0*	*0*	*0*	*28*	*0*	*4*	
2026 (BUILD - A.M.)	***9***	***319***	***4***	***16***	***241***	***7***	***12***	***1***	***49***	***28***	***0***	***4***	

	0.81			0.81			0.81			0.81			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	17	179	0	0	254	31	0	0	0	9	0	1	
2026 (NO BUILD - P.M.)	*18*	*182*	*0*	*0*	*259*	*31*	*0*	*0*	*0*	*9*	*0*	*1*	
2026 (BUILD - P.M.)	***19***	***202***	***14***	***57***	***275***	***32***	***8***	***1***	***34***	***9***	***1***	***2***	

Gov Miles Rd. / Mesa Bonita Rd.

(4)

Existing (2025)	0.88			0.88			0.88			0.80			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	307	0	0	215	3	0	0	0	0	0	14	
2026 (NO BUILD - A.M.)	*0*	*313*	*0*	*0*	*219*	*3*	*0*	*0*	*0*	*0*	*0*	*15*	
2026 (BUILD - A.M.)	***1***	***319***	***5***	***11***	***238***	***4***	***3***	***0***	***7***	***0***	***0***	***15***	

	0.82			0.82			0.82			0.82			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	204	0	0	251	4	0	0	0	0	0	7	
2026 (NO BUILD - P.M.)	*0*	*208*	*0*	*0*	*256*	*4*	*0*	*0*	*0*	*0*	*0*	*7*	
2026 (BUILD - P.M.)	***1***	***229***	***4***	***10***	***270***	***5***	***6***	***0***	***13***	***1***	***0***	***7***	

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

INTERSECTION: **Summary**

Gov Miles Rd. / Dancing Grnd (5)

Existing (2025)	0.87 Eastbound (Gov Miles Rd.) Left	Thru	Right	0.87 Westbound (Gov Miles Rd.) Left	Thru	Right	0.87 Northbound (Dancing Grnd) Left	Thru	Right	0.87 Southbound (Dancing Grnd) Left	Thru	Right
Existing (2025)	12	189	88	79	131	17	66	2	69	50	3	28
2026 (NO BUILD - A.M.)	*12*	*192*	*89*	*80*	*133*	*18*	*68*	*2*	*71*	*51*	*3*	*28*
2026 (BUILD - A.M.)	***12***	***200***	***90***	***83***	***152***	***18***	***70***	***4***	***74***	***52***	***3***	***28***

	0.72 Eastbound (Gov Miles Rd.) Left	Thru	Right	0.72 Westbound (Gov Miles Rd.) Left	Thru	Right	0.72 Northbound (Dancing Grnd) Left	Thru	Right	0.72 Southbound (Dancing Grnd) Left	Thru	Right
Existing (2025)	23	125	34	47	177	34	60	7	63	15	3	11
2026 (NO BUILD - P.M.)	*24*	*128*	*34*	*48*	*181*	*34*	*61*	*7*	*64*	*16*	*3*	*11*
2026 (BUILD - P.M.)	***24***	***150***	***36***	***54***	***195***	***34***	***62***	***8***	***67***	***18***	***3***	***11***

Whispering Wng / Dancing Grnd (6)

Existing (2025)	0.65 Eastbound (Whispering Wng) Left	Thru	Right	0.65 Westbound (Whispering Wng) Left	Thru	Right	0.65 Northbound (Dancing Grnd) Left	Thru	Right	0.65 Southbound (Dancing Grnd) Left	Thru	Right
Existing (2025)	0	0	0	2	0	9	0	131	1	3	166	0
2026 (NO BUILD - A.M.)	*0*	*0*	*0*	*2*	*0*	*9*	*0*	*133*	*1*	*3*	*170*	*0*
2026 (BUILD - A.M.)	***0***	***0***	***0***	***4***	***0***	***13***	***0***	***136***	***2***	***4***	***172***	***0***

	0.43 Eastbound (Whispering Wng) Left	Thru	Right	0.43 Westbound (Whispering Wng) Left	Thru	Right	0.43 Northbound (Dancing Grnd) Left	Thru	Right	0.43 Southbound (Dancing Grnd) Left	Thru	Right
Existing (2025)	0	0	0	1	0	5	0	125	1	11	75	0
2026 (NO BUILD - P.M.)	*0*	*0*	*0*	*1*	*0*	*5*	*0*	*128*	*1*	*11*	*77*	*0*
2026 (BUILD - P.M.)	***0***	***0***	***0***	***2***	***0***	***8***	***0***	***131***	***3***	***16***	***81***	***0***

Beckner Rd. / La Puerta (7)

Existing (2025)	0.90 Eastbound (Beckner Rd.) Left	Thru	Right	0.90 Westbound (Beckner Rd.) Left	Thru	Right	0.90 Northbound (La Puerta) Left	Thru	Right	0.90 Southbound (La Puerta) Left	Thru	Right
Existing (2025)	2	175	0	0	185	9	0	0	0	0	0	8
2026 (NO BUILD - A.M.)	*2*	*179*	*0*	*0*	*188*	*9*	*0*	*0*	*0*	*0*	*0*	*8*
2026 (BUILD - A.M.)	***2***	***191***	***0***	***0***	***223***	***9***	***0***	***0***	***0***	***0***	***0***	***8***

	0.85 Eastbound (Beckner Rd.) Left	Thru	Right	0.85 Westbound (Beckner Rd.) Left	Thru	Right	0.85 Northbound (La Puerta) Left	Thru	Right	0.85 Southbound (La Puerta) Left	Thru	Right
Existing (2025)	9	132	0	0	141	22	0	0	0	0	0	4
2026 (NO BUILD - P.M.)	*9*	*134*	*0*	*0*	*144*	*23*	*0*	*0*	*0*	*0*	*0*	*4*
2026 (BUILD - P.M.)	***9***	***175***	***0***	***0***	***168***	***23***	***0***	***0***	***0***	***0***	***0***	***4***

Beckner Rd / Richards Ave (8)

Existing (2025)	0.86 Eastbound (Beckner Rd) Left	Thru	Right	0.86 Westbound (Beckner Rd) Left	Thru	Right	0.86 Northbound (Richards Ave) Left	Thru	Right	0.86 Southbound (Richards Ave) Left	Thru	Right
Existing (2025)	56	7	129	6	2	6	93	362	8	3	477	78
2026 (NO BUILD - A.M.)	*242*	*30*	*205*	*6*	*36*	*6*	*265*	*369*	*8*	*3*	*487*	*413*
2026 (BUILD - A.M.)	***301***	***32***	***221***	***6***	***37***	***6***	***270***	***370***	***8***	***3***	***490***	***433***

	0.86 Eastbound (Beckner Rd) Left	Thru	Right	0.86 Westbound (Beckner Rd) Left	Thru	Right	0.86 Northbound (Richards Ave) Left	Thru	Right	0.86 Southbound (Richards Ave) Left	Thru	Right
Existing (2025)	63	2	81	5	1	4	81	409	2	1	369	75
2026 (NO BUILD - P.M.)	*388*	*21*	*209*	*5*	*15*	*4*	*245*	*417*	*2*	*1*	*376*	*485*
2026 (BUILD - P.M.)	***428***	***22***	***220***	***5***	***17***	***4***	***263***	***419***	***2***	***1***	***379***	***553***

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Calle de Alegria

(9)	0.85			0.85			0.85			0.85			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)			
Existing (2025)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2026 (NO BUILD - A.M.)	*0*	*477*	*0*	*0*	*714*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2026 (BUILD - A.M.)	***12***	***477***	***0***	***0***	***714***	***25***	***0***	***1***	***0***	***76***	***2***	***35***	

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2026 (NO BUILD - P.M.)	*0*	*618*	*0*	*0*	*745*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2026 (BUILD - P.M.)	***41***	***618***	***0***	***0***	***745***	***89***	***0***	***2***	***0***	***52***	***1***	***24***	

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd / Richards Ave.

INTERSECTION: E-W Street: **Gov Miles Rd** (1)

N-S Street: **Richards Ave.**

Year of Existing Counts 2024

Horizon Year **2026**

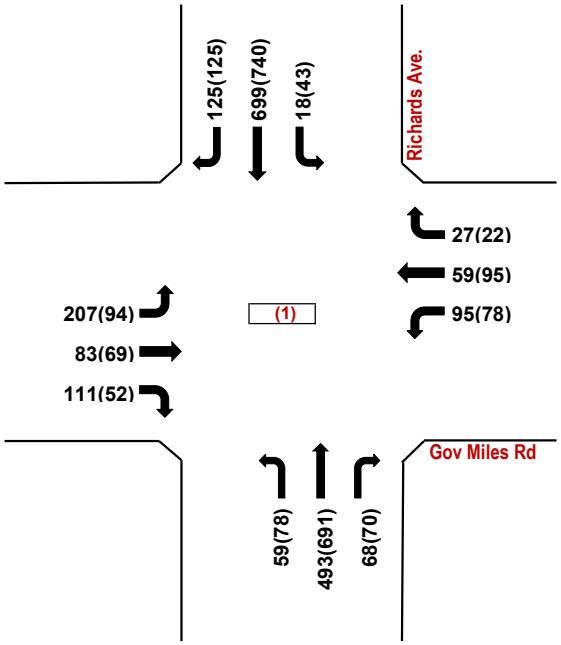
Growth Rates

	2.00% Eastbound (Gov Miles Rd)			2.00% Westbound (Gov Miles Rd)			2.00% Northbound (Richards Ave.)			2.00% Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	80	107	91	57	26	57	296	65	17	351	120
Background Traffic Growth	8	3	4	4	2	1	2	12	3	1	14	5
Subtotal	207	83	111	95	59	27	59	308	68	18	365	125
Other Developments	0	0	0	0	0	0	0	185	0	0	334	0
Subtotal (NO BUILD - A.M.)	***207***	***83***	***111***	***95***	***59***	***27***	***59***	***493***	***68***	***18***	***699***	***125***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.00%***	***6.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***26.00%***
Percent Residential Trips Generated(Exiting)	***26.00%***	***6.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***51.00%***
Percent Commercial Trips Generated(Exiting)	***51.00%***	***11.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	57	13	2	3	6	0	3	49	10	0	16	25
Total AM Peak Hour BUILD Volumes	**264**	**96**	**113**	**98**	**65**	**27**	**62**	**542**	**78**	**18**	**715**	**150**

	2.00% Eastbound (Gov Miles Rd)			2.00% Westbound (Gov Miles Rd)			2.00% Northbound (Richards Ave.)			2.00% Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	90	66	50	75	91	21	75	353	67	41	319	120
Background Traffic Growth	4	3	2	3	4	1	3	14	3	2	13	5
Subtotal	94	69	52	78	95	22	78	367	70	43	332	125
Other Developments	0	0	0	0	0	0	0	324	0	0	408	0
Subtotal (NO BUILD - P.M.)	***94***	***69***	***52***	***78***	***95***	***22***	***78***	***691***	***70***	***43***	***740***	***125***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.00%***	***6.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***26.00%***
Percent Residential Trips Generated(Exiting)	***26.00%***	***6.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***51.00%***
Percent Commercial Trips Generated(Exiting)	***51.00%***	***11.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	46	10	1	11	16	0	3	34	7	0	57	66
Total PM Peak Hour BUILD Volumes	**140**	**79**	**53**	**89**	**111**	**22**	**81**	**725**	**77**	**43**	**797**	**191**

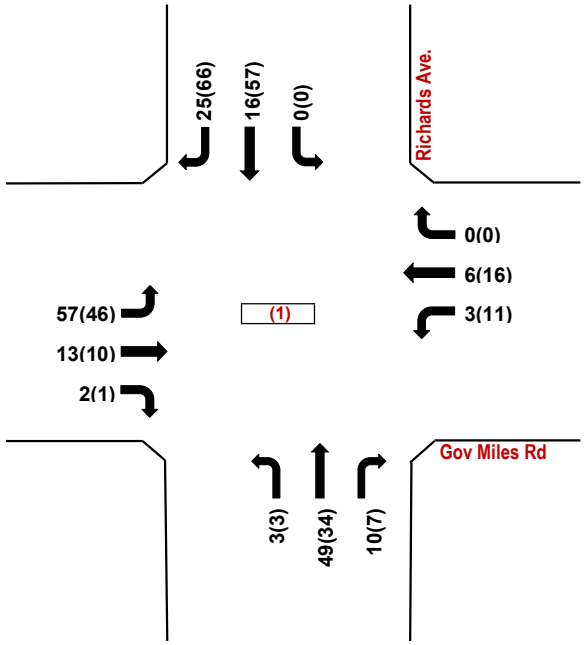
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



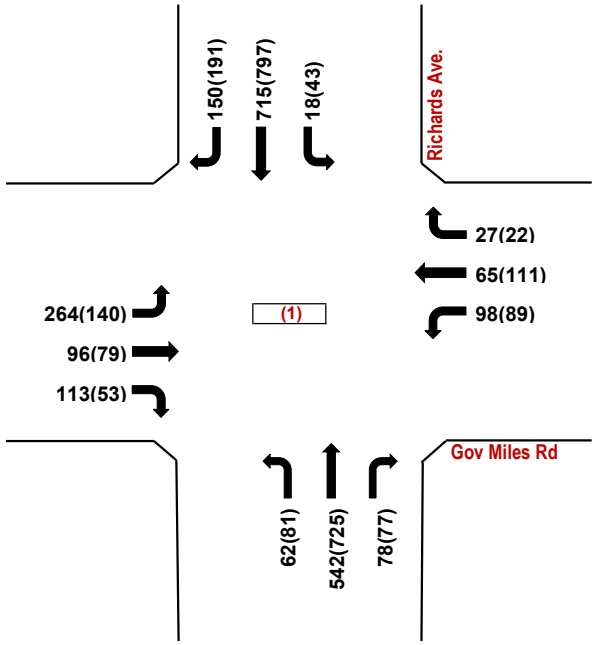
Gov Miles Rd / Richards Ave.

Trips Generated Volumes



Gov Miles Rd / Richards Ave.

2026 BUILD Volumes



Gov Miles Rd / Richards Ave.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Entrada Sonata

INTERSECTION: E-W Street: **Gov Miles Rd.** (2)

N-S Street: **Entrada Sonata**

Year of Existing Counts 2024

Horizon Year **2026**

Growth Rates 2.00% 2.00% 2.00% 2.00%

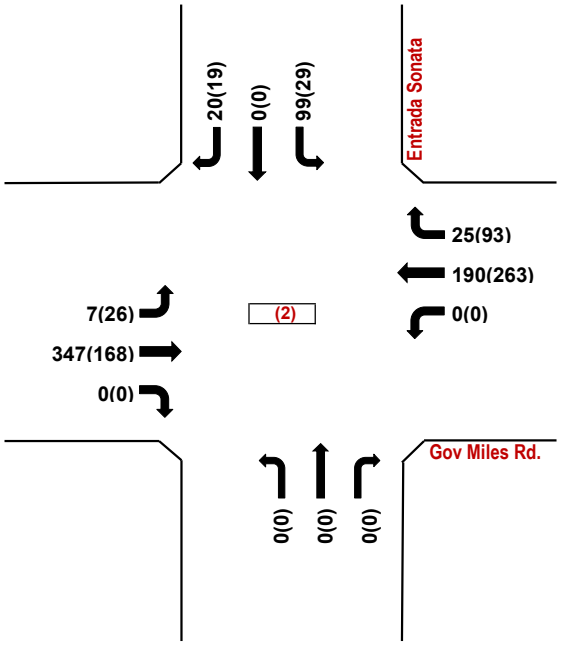
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	334	0	0	183	24	0	0	0	95	0	19
Background Traffic Growth	0	13	0	0	7	1	0	0	0	4	0	1
Subtotal	7	347	0	0	190	25	0	0	0	99	0	20
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***7***	***347***	***0***	***0***	***190***	***25***	***0***	***0***	***0***	***99***	***0***	***20***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***7.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	56	2	5	28	0	6	1	14	0	0	0
Total AM Peak Hour BUILD Volumes	**8**	**403**	**2**	**5**	**218**	**25**	**6**	**1**	**14**	**99**	**0**	**20**

Growth Rates 2.00% 2.00% 2.00% 2.00%

	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	25	162	0	0	253	89	0	0	0	28	0	18
Background Traffic Growth	1	6	0	0	10	4	0	0	0	1	0	1
Subtotal	26	168	0	0	263	93	0	0	0	29	0	19
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***26***	***168***	***0***	***0***	***263***	***93***	***0***	***0***	***0***	***29***	***0***	***19***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***7.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	47	7	16	69	0	4	1	9	0	1	1
Total PM Peak Hour BUILD Volumes	**27**	**215**	**7**	**16**	**332**	**93**	**4**	**1**	**9**	**29**	**1**	**20**

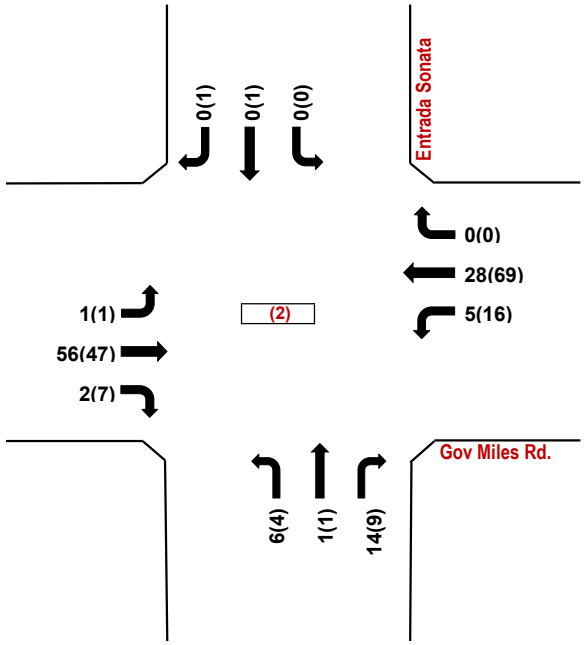
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



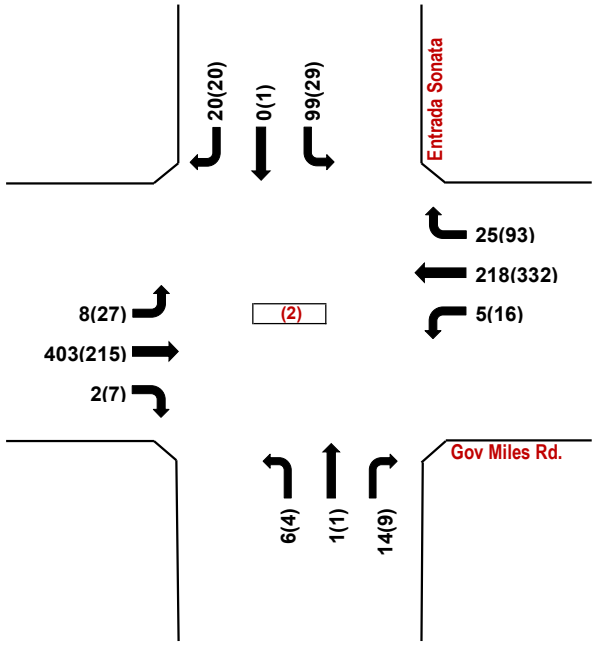
Gov Miles Rd. / Entrada Sonata

Trips Generated Volumes



Gov Miles Rd. / Entrada Sonata

2026 BUILD Volumes



Gov Miles Rd. / Entrada Sonata

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Rising Sun Dr.

INTERSECTION: E-W Street: **Gov Miles Rd.** (3)

N-S Street: **Rising Sun Dr.**

Year of Existing Counts 2024

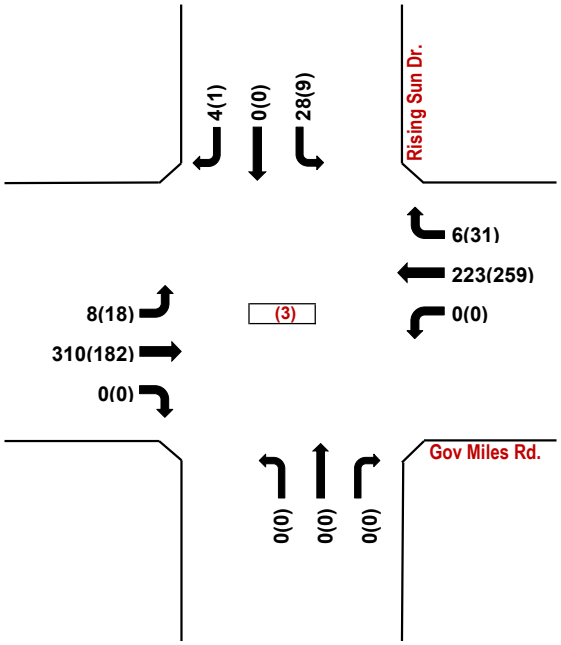
Horizon Year **2026**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Rising Sun Dr.)**			**Southbound (Rising Sun Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	298	0	0	214	6	0	0	0	27	0	4
Background Traffic Growth	0	12	0	0	9	0	0	0	0	1	0	0
Subtotal	8	310	0	0	223	6	0	0	0	28	0	4
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***8***	***310***	***0***	***0***	***223***	***6***	***0***	***0***	***0***	***28***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	***3.00%***	***6.00%***	***25.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***6.00%***	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	9	4	16	18	1	12	1	49	0	0	0
Total AM Peak Hour BUILD Volumes	**9**	**319**	**4**	**16**	**241**	**7**	**12**	**1**	**49**	**28**	**0**	**4**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Rising Sun Dr.)**			**Southbound (Rising Sun Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	175	0	0	249	30	0	0	0	9	0	1
Background Traffic Growth	1	7	0	0	10	1	0	0	0	0	0	0
Subtotal	18	182	0	0	259	31	0	0	0	9	0	1
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***18***	***182***	***0***	***0***	***259***	***31***	***0***	***0***	***0***	***9***	***0***	***1***
Percent Residential Trips Generated(Entering)	*0.00%*	***3.00%***	***6.00%***	***25.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***6.00%***	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	20	14	57	16	1	8	1	34	0	1	1
Total PM Peak Hour BUILD Volumes	**19**	**202**	**14**	**57**	**275**	**32**	**8**	**1**	**34**	**9**	**1**	**2**

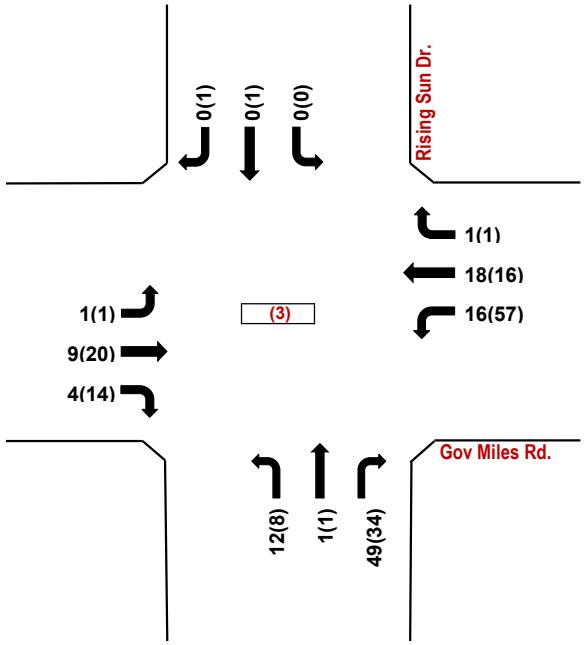
	Entering	Exiting		
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



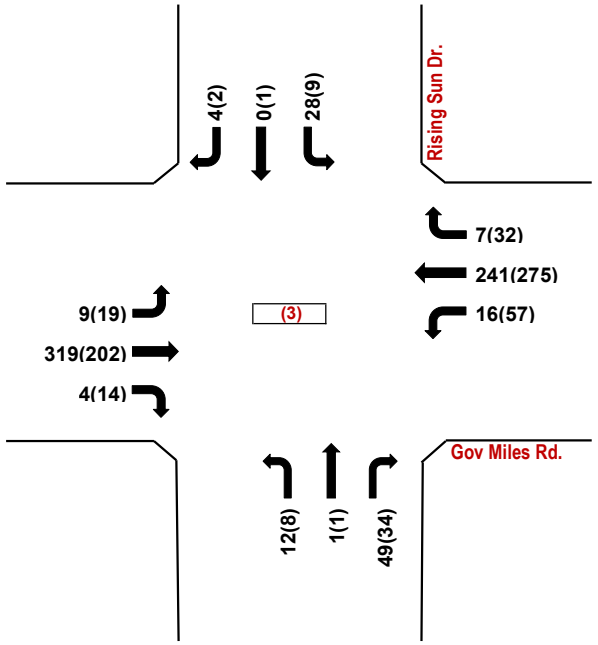
Gov Miles Rd. / Rising Sun Dr.

Trips Generated Volumes



Gov Miles Rd. / Rising Sun Dr.

2026 BUILD Volumes



Gov Miles Rd. / Rising Sun Dr.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Mesa Bonita Rd.

INTERSECTION: E-W Street: **Gov Miles Rd.** (4)

N-S Street: **Mesa Bonita Rd.**

Year of Existing Counts 2024

Horizon Year **2026**

Growth Rates 2.00% 2.00% 2.00% 2.00%

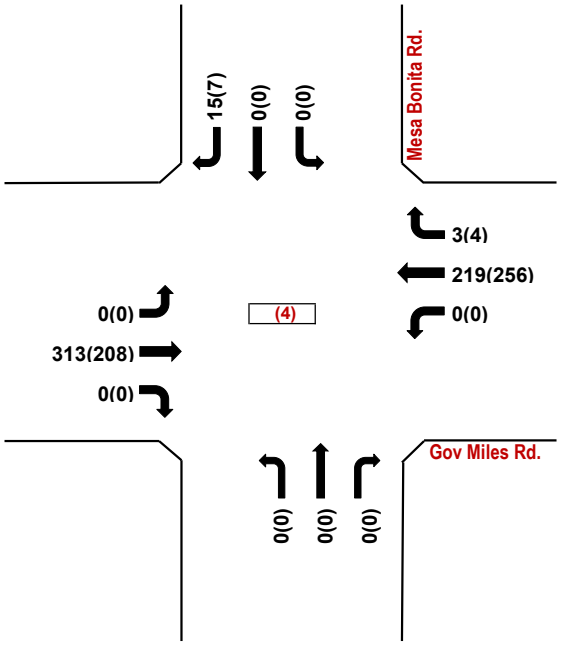
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	301	0	0	211	3	0	0	0	0	0	14
Background Traffic Growth	0	12	0	0	8	0	0	0	0	0	0	1
Subtotal	0	313	0	0	219	3	0	0	0	0	0	15
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***313***	***0***	***0***	***219***	***3***	***0***	***0***	***0***	***0***	***0***	***15***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***9.00%***	***0.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***29.00%***	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.00%***	***0.01%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	6	5	11	19	1	3	0	7	0	0	0
Total AM Peak Hour BUILD Volumes	**1**	**319**	**5**	**11**	**238**	**4**	**3**	**0**	**7**	**0**	**0**	**15**

2.00% 2.00% 2.00% 2.00%

	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	200	0	0	246	4	0	0	0	0	0	7
Background Traffic Growth	0	8	0	0	10	0	0	0	0	0	0	0
Subtotal	0	208	0	0	256	4	0	0	0	0	0	7
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***208***	***0***	***0***	***256***	***4***	***0***	***0***	***0***	***0***	***0***	***7***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***9.00%***	***0.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***29.00%***	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.00%***	***0.01%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	21	4	10	14	1	6	0	13	1	0	0
Total PM Peak Hour BUILD Volumes	**1**	**229**	**4**	**10**	**270**	**5**	**6**	**0**	**13**	**1**	**0**	**7**

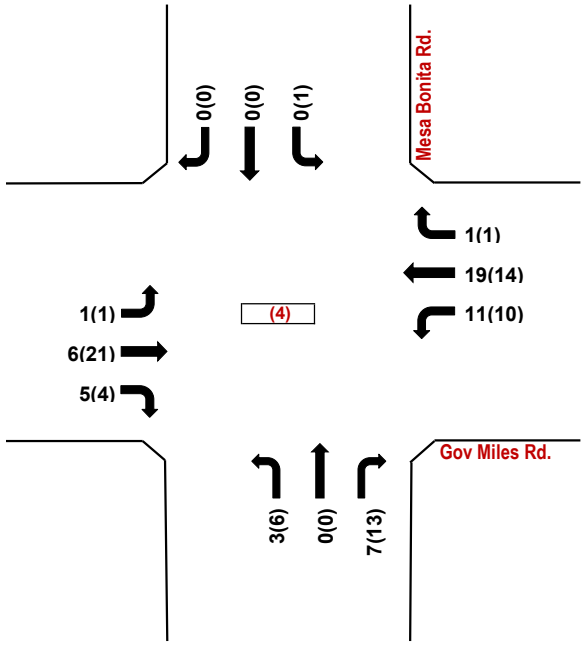
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



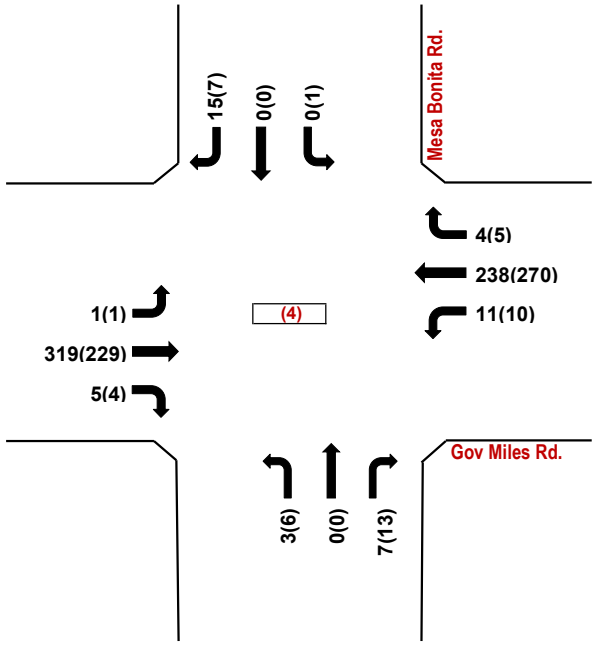
Gov Miles Rd. / Mesa Bonita Rd.

Trips Generated Volumes



Gov Miles Rd. / Mesa Bonita Rd.

2026 BUILD Volumes



Gov Miles Rd. / Mesa Bonita Rd.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Dancing Grnd

INTERSECTION: E-W Street: **Gov Miles Rd.** (5)

N-S Street: **Dancing Grnd**

Year of Existing Counts 2024

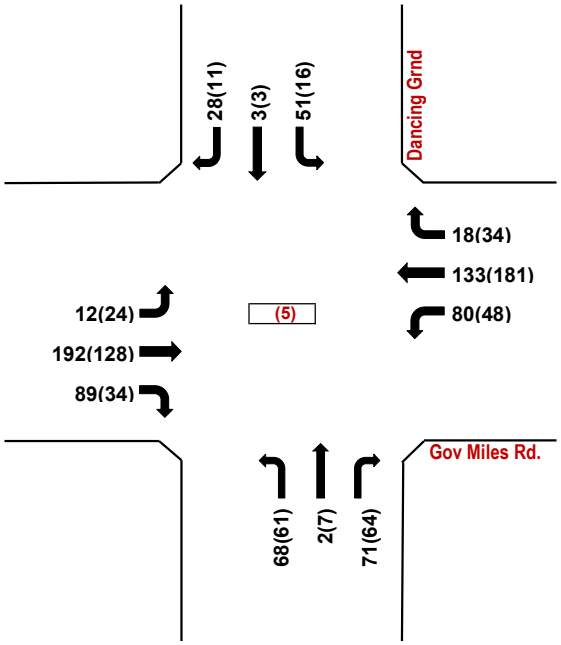
Horizon Year **2026**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	185	86	77	128	17	65	2	68	49	3	27
Background Traffic Growth	0	7	3	3	5	1	3	0	3	2	0	1
Subtotal	12	192	89	80	133	18	68	2	71	51	3	28
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***12***	***192***	***89***	***80***	***133***	***18***	***68***	***2***	***71***	***51***	***3***	***28***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***10.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	8	1	3	19	0	2	2	3	1	0	0
Total AM Peak Hour BUILD Volumes	**12**	**200**	**90**	**83**	**152**	**18**	**70**	**4**	**74**	**52**	**3**	**28**

	2.00%			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	123	33	46	174	33	59	7	62	15	3	11
Background Traffic Growth	1	5	1	2	7	1	2	0	2	1	0	0
Subtotal	24	128	34	48	181	34	61	7	64	16	3	11
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***24***	***128***	***34***	***48***	***181***	***34***	***61***	***7***	***64***	***16***	***3***	***11***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***10.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	22	2	6	14	0	1	1	3	2	0	0
Total PM Peak Hour BUILD Volumes	**24**	**150**	**36**	**54**	**195**	**34**	**62**	**8**	**67**	**18**	**3**	**11**

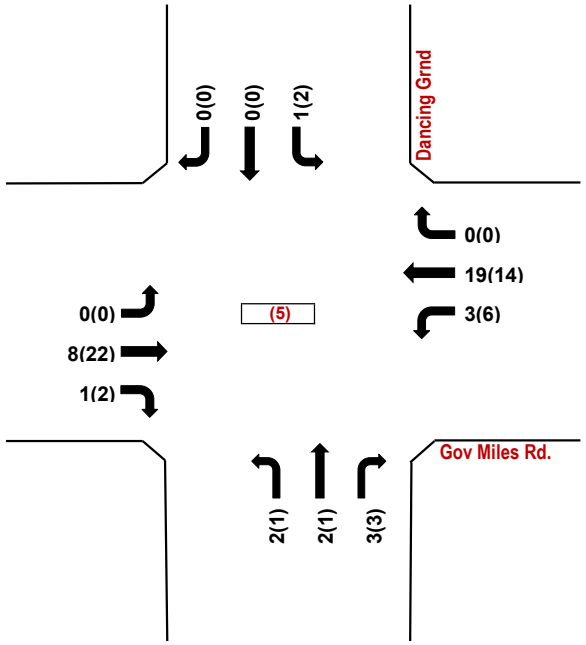
	Entering	Exiting		
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



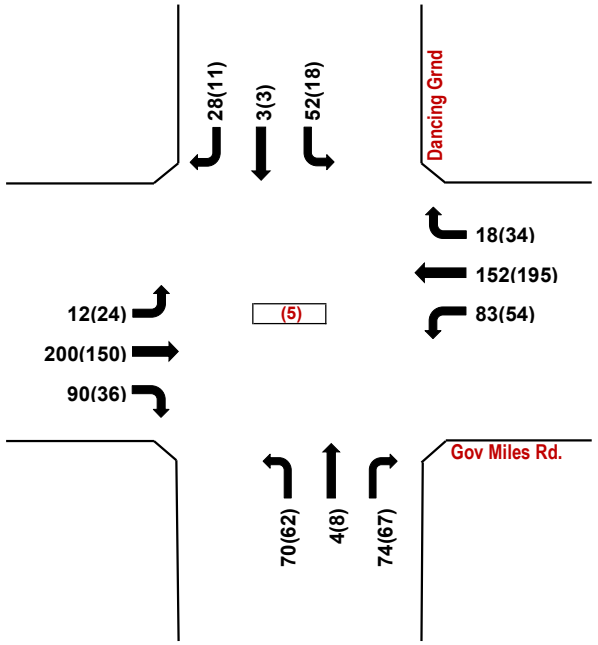
Gov Miles Rd. / Dancing Grnd

Trips Generated Volumes



Gov Miles Rd. / Dancing Grnd

2026 BUILD Volumes



Gov Miles Rd. / Dancing Grnd

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Whispering Wng / Dancing Grnd

INTERSECTION: E-W Street: **Whispering Wng** (6)

N-S Street: **Dancing Grnd**

Year of Existing Counts 2024

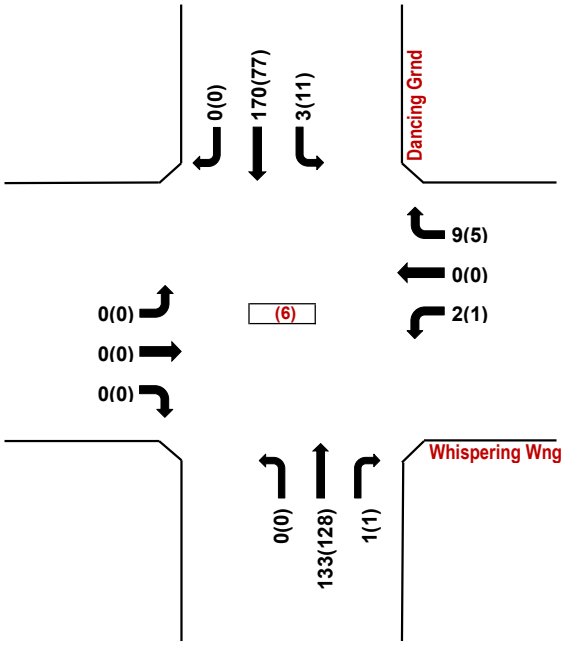
Horizon Year **2026**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			**Westbound (Whispering Wng)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	2	0	9	0	128	1	3	163	0
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	7	0
Subtotal	0	0	0	2	0	9	0	133	1	3	170	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***2***	***0***	***9***	***0***	***133***	***1***	***3***	***170***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*
Total Trips Generated	0	0	0	2	0	4	0	3	1	1	2	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**4**	**0**	**13**	**0**	**136**	**2**	**4**	**172**	**0**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			**Westbound (Whispering Wng)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	5	0	123	1	11	74	0
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	3	0
Subtotal	0	0	0	1	0	5	0	128	1	11	77	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***1***	***0***	***5***	***0***	***128***	***1***	***11***	***77***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*
Total Trips Generated	0	0	0	1	0	3	0	3	2	5	4	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**2**	**0**	**8**	**0**	**131**	**3**	**16**	**81**	**0**

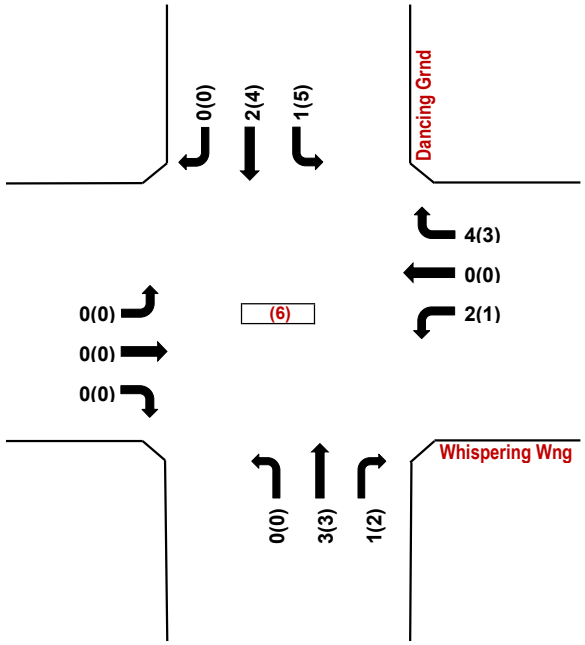
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



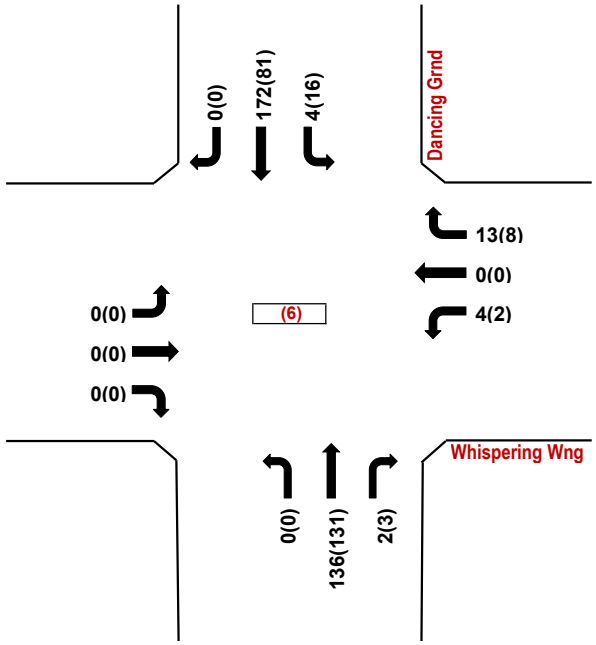
Whispering Wng / Dancing Grnd

Trips Generated Volumes



Whispering Wng / Dancing Grnd

2026 BUILD Volumes



Whispering Wng / Dancing Grnd

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / La Puerta

INTERSECTION: E-W Street: **Beckner Rd.** (7)

N-S Street: **La Puerta**

Year of Existing Counts 2024

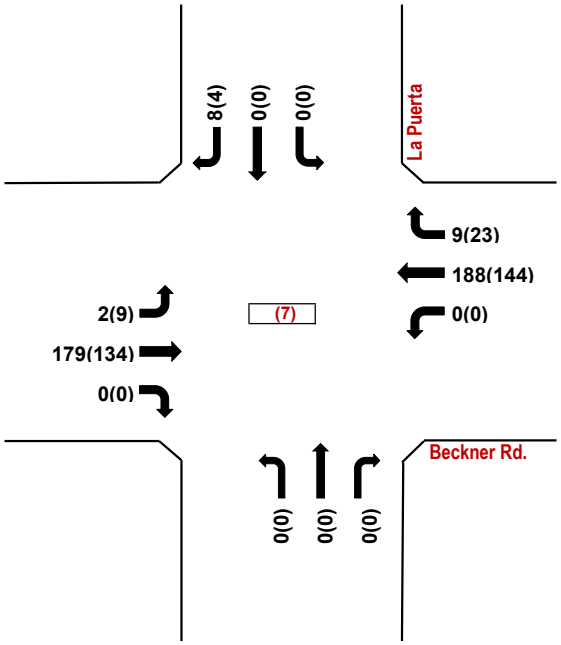
Horizon Year **2026**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (La Puerta)**			**Southbound (La Puerta)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	172	0	0	181	9	0	0	0	0	0	8
Background Traffic Growth	0	7	0	0	7	0	0	0	0	0	0	0
Subtotal	2	179	0	0	188	9	0	0	0	0	0	8
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***2***	***179***	***0***	***0***	***188***	***9***	***0***	***0***	***0***	***0***	***0***	***8***
Percent Residential Trips Generated(Entering)	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	12	0	0	35	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**2**	**191**	**0**	**0**	**223**	**9**	**0**	**0**	**0**	**0**	**0**	**8**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (La Puerta)**			**Southbound (La Puerta)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	129	0	0	138	22	0	0	0	0	0	4
Background Traffic Growth	0	5	0	0	6	1	0	0	0	0	0	0
Subtotal	9	134	0	0	144	23	0	0	0	0	0	4
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***9***	***134***	***0***	***0***	***144***	***23***	***0***	***0***	***0***	***0***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	41	0	0	24	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**9**	**175**	**0**	**0**	**168**	**23**	**0**	**0**	**0**	**0**	**0**	**4**

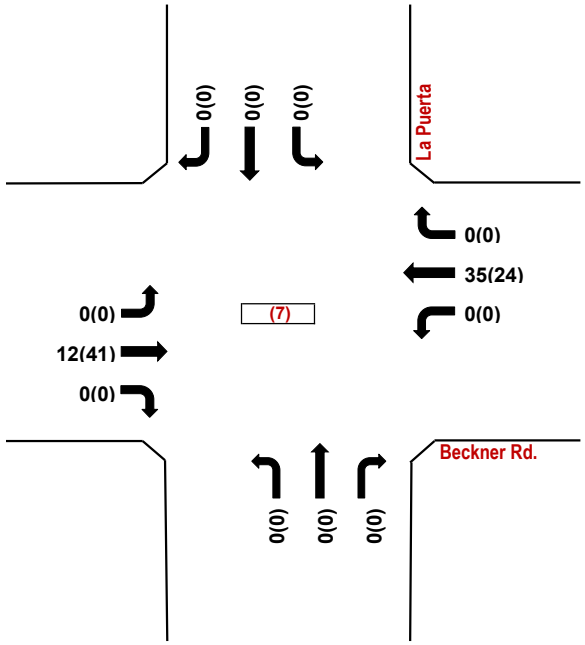
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



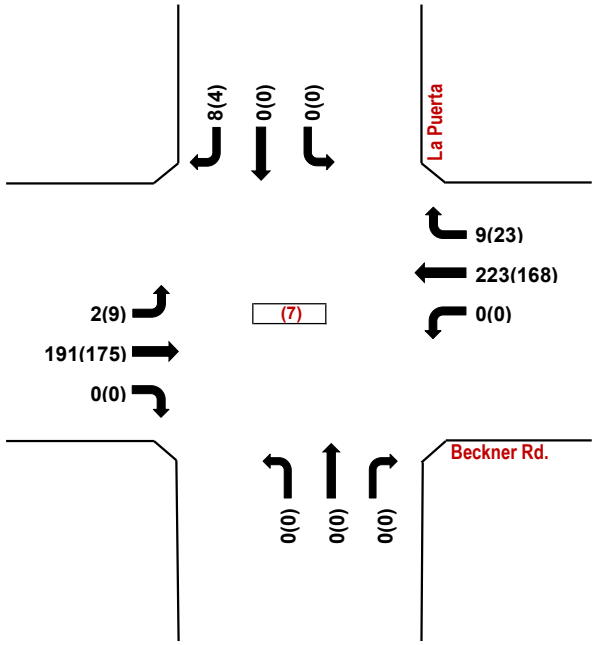
Beckner Rd. / La Puerta

Trips Generated Volumes



Beckner Rd. / La Puerta

2026 BUILD Volumes



Beckner Rd. / La Puerta

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd / Richards Ave

INTERSECTION: E-W Street: **Beckner Rd** (8)

N-S Street: **Richards Ave**

Year of Existing Counts 2024

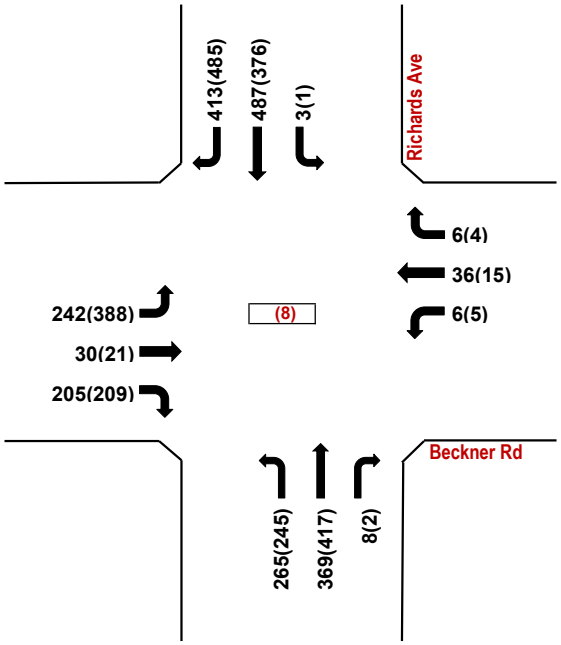
Horizon Year **2026**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			**Westbound (Beckner Rd)**			**Northbound (Richards Ave)**			**Southbound (Richards Ave)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	55	7	126	6	2	6	91	355	8	3	468	76
Background Traffic Growth	2	0	5	0	0	0	4	14	0	0	19	3
Subtotal	57	7	131	6	2	6	95	369	8	3	487	79
Other Developments	74	10	30	0	13	0	66	0	0	0	0	123
Subtotal (NO BUILD - A.M.)	***242***	***30***	***205***	***6***	***36***	***6***	***265***	***369***	***8***	***3***	***487***	***413***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***8.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***30.00%***	***1.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*
Total Trips Generated	59	2	16	0	1	0	5	1	0	0	3	20
Total AM Peak Hour BUILD Volumes	**301**	**32**	**221**	**6**	**37**	**6**	**270**	**370**	**8**	**3**	**490**	**433**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			**Westbound (Beckner Rd)**			**Northbound (Richards Ave)**			**Southbound (Richards Ave)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	62	2	79	5	1	4	79	401	2	1	362	74
Background Traffic Growth	2	0	3	0	0	0	3	16	0	0	14	3
Subtotal	64	2	82	5	1	4	82	417	2	1	376	77
Other Developments	114	5	41	0	5	0	69	0	0	0	0	181
Subtotal (NO BUILD - P.M.)	***388***	***21***	***209***	***5***	***15***	***4***	***245***	***417***	***2***	***1***	***376***	***485***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***8.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***30.00%***	***1.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*
Total Trips Generated	40	1	11	0	2	0	18	2	0	0	3	68
Total PM Peak Hour BUILD Volumes	**428**	**22**	**220**	**5**	**17**	**4**	**263**	**419**	**2**	**1**	**379**	**553**

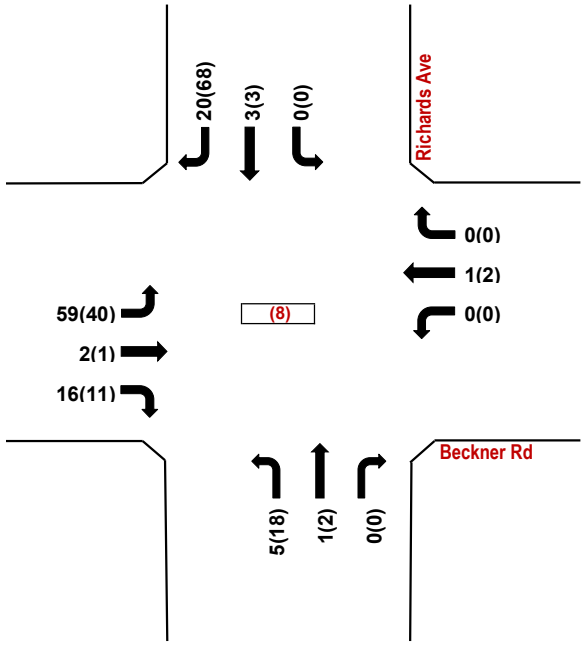
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



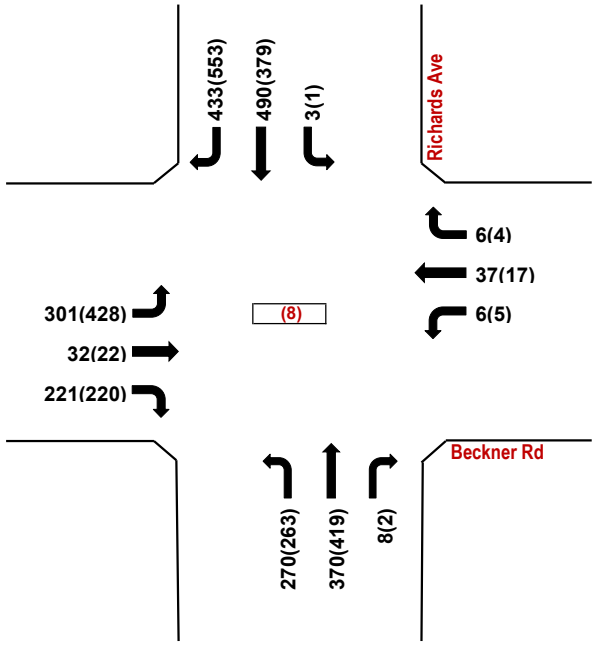
Beckner Rd / Richards Ave

Trips Generated Volumes



Beckner Rd / Richards Ave

2026 BUILD Volumes



Beckner Rd / Richards Ave

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / Calle de Alegria

INTERSECTION: E-W Street: **Beckner Rd.** (9)

N-S Street: **Calle de Alegria**

Year of Existing Counts 2024

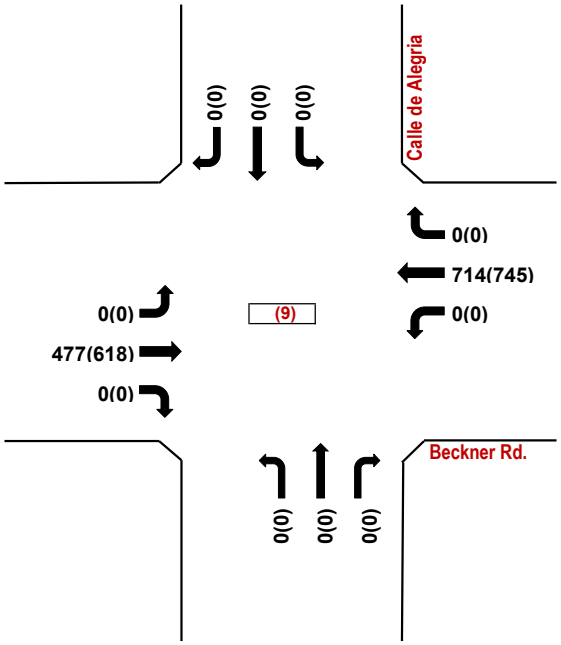
Horizon Year **2026**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Calle de Alegria)**			**Southbound (Calle de Alegria)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***477***	***0***	***0***	***714***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	***1.00%***	***18.00%***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	0	0	0	25	0	1	0	76	2	35
Total AM Peak Hour BUILD Volumes	**12**	**477**	**0**	**0**	**714**	**25**	**0**	**1**	**0**	**76**	**2**	**35**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Calle de Alegria)**			**Southbound (Calle de Alegria)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***618***	***0***	***0***	***745***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	***1.00%***	***18.00%***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	41	0	0	0	0	89	0	2	0	52	1	24
Total PM Peak Hour BUILD Volumes	**41**	**618**	**0**	**0**	**745**	**89**	**0**	**2**	**0**	**52**	**1**	**24**

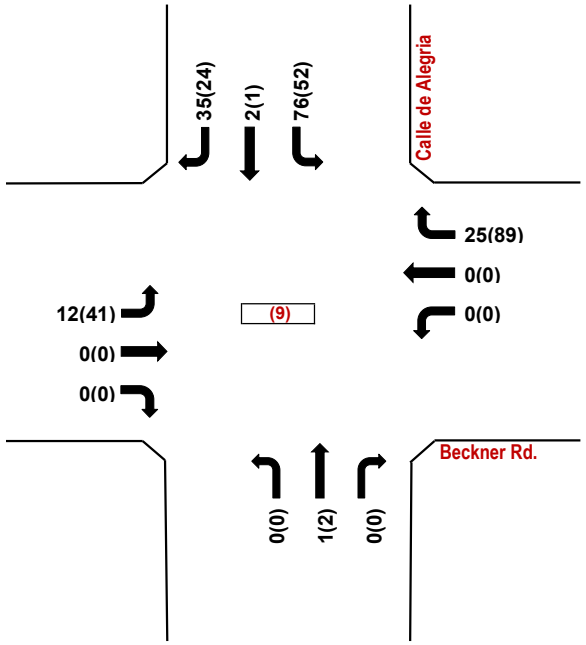
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2026 NO BUILD Volumes



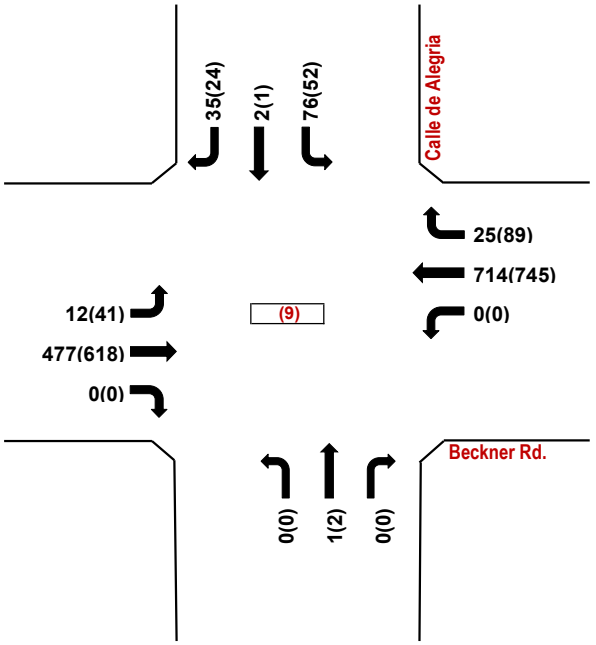
Beckner Rd. / Calle de Alegria

Trips Generated Volumes



Beckner Rd. / Calle de Alegria

2026 BUILD Volumes



Beckner Rd. / Calle de Alegria

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2036) - 100% Development

INTERSECTION: **Summary**

Gov Miles Rd / Richards Ave. (1)

2.0% Truck	0.91			0.91			0.91			0.91			PHF
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	203	82	109	93	58	27	58	302	66	17	358	122	
2036 (NO BUILD - A.M.)	*247*	*99*	*133*	*113*	*71*	*32*	*71*	*552*	*81*	*21*	*769*	*149*	
2036 (BUILD - A.M.)	***304***	***112***	***135***	***116***	***77***	***32***	***74***	***601***	***91***	***21***	***785***	***174***	

	0.91			0.91			0.91			0.91			PHF
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	92	67	51	77	93	21	77	360	68	42	325	122	
2036 (NO BUILD - P.M.)	*112*	*82*	*62*	*93*	*113*	*26*	*93*	*762*	*83*	*51*	*804*	*149*	
2036 (BUILD - P.M.)	***158***	***92***	***63***	***104***	***129***	***26***	***96***	***796***	***90***	***51***	***861***	***215***	

Gov Miles Rd. / Entrada Sonata (2)

2.0% Truck	0.84			0.84			0.84			0.84			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	7	341	0	0	187	24	0	0	0	97	0	19	
2036 (NO BUILD - A.M.)	*9*	*414*	*0*	*0*	*227*	*30*	*0*	*0*	*0*	*118*	*0*	*24*	
2036 (BUILD - A.M.)	***10***	***470***	***2***	***5***	***255***	***30***	***6***	***1***	***14***	***118***	***0***	***24***	

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	26	165	0	0	258	91	0	0	0	29	0	18	
2036 (NO BUILD - P.M.)	*31*	*201*	*0*	*0*	*314*	*110*	*0*	*0*	*0*	*35*	*0*	*22*	
2036 (BUILD - P.M.)	***32***	***248***	***7***	***16***	***383***	***110***	***4***	***1***	***9***	***35***	***1***	***23***	

Gov Miles Rd. / Rising Sun Dr. (3)

Existing (2025)	0.90			0.90			0.90			0.90			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	304	0	0	218	6	0	0	0	28	0	4	
2036 (NO BUILD - A.M.)	*10*	*370*	*0*	*0*	*265*	*7*	*0*	*0*	*0*	*33*	*0*	*5*	
2036 (BUILD - A.M.)	***11***	***379***	***4***	***16***	***283***	***8***	***12***	***1***	***49***	***33***	***0***	***5***	

	0.81			0.81			0.81			0.81			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	17	179	0	0	254	31	0	0	0	9	0	1	
2036 (NO BUILD - P.M.)	*21*	*217*	*0*	*0*	*309*	*37*	*0*	*0*	*0*	*11*	*0*	*1*	
2036 (BUILD - P.M.)	***22***	***237***	***14***	***57***	***325***	***38***	***8***	***1***	***34***	***11***	***1***	***2***	

Gov Miles Rd. / Mesa Bonita Rd. (4)

Existing (2025)	0.88			0.88			0.88			0.80			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	307	0	0	215	3	0	0	0	0	0	14	
2036 (NO BUILD - A.M.)	*0*	*373*	*0*	*0*	*262*	*4*	*0*	*0*	*0*	*0*	*0*	*17*	
2036 (BUILD - A.M.)	***1***	***379***	***5***	***11***	***281***	***5***	***3***	***0***	***7***	***0***	***0***	***17***	

	0.82			0.82			0.82			0.82			PHF
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	204	0	0	251	4	0	0	0	0	0	7	
2036 (NO BUILD - P.M.)	*0*	*248*	*0*	*0*	*305*	*5*	*0*	*0*	*0*	*0*	*0*	*9*	
2036 (BUILD - P.M.)	***1***	***269***	***4***	***10***	***319***	***6***	***6***	***0***	***13***	***1***	***0***	***9***	

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2036) - 100% Development

INTERSECTION: **Summary**

Gov Miles Rd. / Dancing Grnd (5)

Existing (2025)	0.87 PHF			0.87 PHF			0.87 PHF			0.87 PHF		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	12	189	88	79	131	17	66	2	69	50	3	28
2036 (NO BUILD - A.M.)	*15*	*229*	*107*	*95*	*159*	*21*	*81*	*2*	*84*	*61*	*4*	*33*
2036 (BUILD - A.M.)	***15***	***237***	***108***	***98***	***178***	***21***	***83***	***4***	***87***	***62***	***4***	***33***

	0.72 PHF			0.72 PHF			0.72 PHF			0.72 PHF		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	23	125	34	47	177	34	60	7	63	15	3	11
2036 (NO BUILD - P.M.)	*29*	*153*	*41*	*57*	*216*	*41*	*73*	*9*	*77*	*19*	*4*	*14*
2036 (BUILD - P.M.)	***29***	***175***	***43***	***63***	***230***	***41***	***74***	***10***	***80***	***21***	***4***	***14***

Whispering Wng / Dancing Grnd (6)

Existing (2025)	0.65 PHF			0.65 PHF			0.65 PHF			0.65 PHF		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	2	0	9	0	131	1	3	166	0
2036 (NO BUILD - A.M.)	*0*	*0*	*0*	*2*	*0*	*11*	*0*	*159*	*1*	*4*	*202*	*0*
2036 (BUILD - A.M.)	***0***	***0***	***0***	***4***	***0***	***15***	***0***	***162***	***2***	***5***	***204***	***0***

	0.43 PHF			0.43 PHF			0.43 PHF			0.43 PHF		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	1	0	5	0	125	1	11	75	0
2036 (NO BUILD - P.M.)	*0*	*0*	*0*	*1*	*0*	*6*	*0*	*153*	*1*	*14*	*92*	*0*
2036 (BUILD - P.M.)	***0***	***0***	***0***	***2***	***0***	***9***	***0***	***156***	***3***	***19***	***96***	***0***

Beckner Rd. / La Puerta (7)

Existing (2025)	0.90 PHF			0.90 PHF			0.90 PHF			0.90 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	2	175	0	0	185	9	0	0	0	0	0	8
2036 (NO BUILD - A.M.)	*2*	*213*	*0*	*0*	*224*	*11*	*0*	*0*	*0*	*0*	*0*	*10*
2036 (BUILD - A.M.)	***2***	***225***	***0***	***0***	***259***	***11***	***0***	***0***	***0***	***0***	***0***	***10***

	0.85 PHF			0.85 PHF			0.85 PHF			0.85 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	9	132	0	0	141	22	0	0	0	0	0	4
2036 (NO BUILD - P.M.)	*11*	*160*	*0*	*0*	*171*	*27*	*0*	*0*	*0*	*0*	*0*	*5*
2036 (BUILD - P.M.)	***11***	***201***	***0***	***0***	***195***	***27***	***0***	***0***	***0***	***0***	***0***	***5***

Beckner Rd / Richards Ave (8)

Existing (2025)	0.86 PHF			0.86 PHF			0.86 PHF			0.86 PHF		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	56	7	129	6	2	6	93	362	8	3	477	78
2036 (NO BUILD - A.M.)	*253*	*32*	*230*	*7*	*36*	*7*	*283*	*440*	*10*	*4*	*580*	*428*
2036 (BUILD - A.M.)	***312***	***34***	***246***	***7***	***37***	***7***	***288***	***441***	***10***	***4***	***583***	***448***

	0.86 PHF			0.86 PHF			0.86 PHF			0.86 PHF		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	63	2	81	5	1	4	81	409	2	1	369	75
2036 (NO BUILD - P.M.)	*401*	*21*	*225*	*6*	*15*	*5*	*261*	*497*	*2*	*1*	*449*	*500*
2036 (BUILD - P.M.)	***441***	***22***	***236***	***6***	***17***	***5***	***279***	***499***	***2***	***1***	***452***	***568***

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2036) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Calle de Alegria

(9)	0.85			0.85			0.85			0.85			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)			
Existing (2025)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2036 (NO BUILD - A.M.)	*0*	*515*	*0*	*0*	*747*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2036 (BUILD - A.M.)	***12***	***515***	***0***	***0***	***747***	***25***	***0***	***1***	***0***	***76***	***2***	***35***	

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2036 (NO BUILD - P.M.)	*0*	*647*	*0*	*0*	*776*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2036 (BUILD - P.M.)	***41***	***647***	***0***	***0***	***776***	***89***	***0***	***2***	***0***	***52***	***1***	***24***	

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd / Richards Ave.

INTERSECTION: E-W Street: **Gov Miles Rd** (1)

N-S Street: **Richards Ave.**

Year of Existing Counts 2024

Horizon Year **2036**

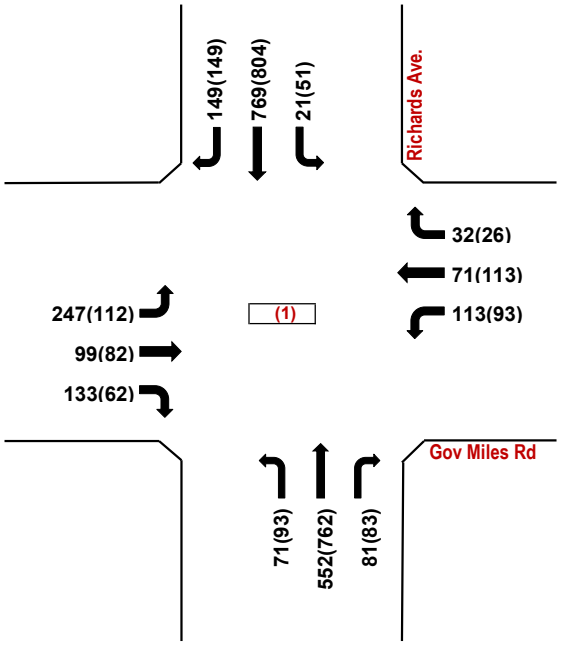
Growth Rates

	2.00% Eastbound (Gov Miles Rd)			2.00% Westbound (Gov Miles Rd)			2.00% Northbound (Richards Ave.)			2.00% Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	80	107	91	57	26	57	296	65	17	351	120
Background Traffic Growth	48	19	26	22	14	6	14	71	16	4	84	29
Subtotal	247	99	133	113	71	32	71	367	81	21	435	149
Other Developments	0	0	0	0	0	0	0	185	0	0	334	0
Subtotal (NO BUILD - A.M.)	***247***	***99***	***133***	***113***	***71***	***32***	***71***	***552***	***81***	***21***	***769***	***149***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.00%***	***6.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***26.00%***
Percent Residential Trips Generated(Exiting)	***26.00%***	***6.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***51.00%***
Percent Commercial Trips Generated(Exiting)	***51.00%***	***11.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	57	13	2	3	6	0	3	49	10	0	16	25
Total AM Peak Hour BUILD Volumes	**304**	**112**	**135**	**116**	**77**	**32**	**74**	**601**	**91**	**21**	**785**	**174**

	2.00% Eastbound (Gov Miles Rd)			2.00% Westbound (Gov Miles Rd)			2.00% Northbound (Richards Ave.)			2.00% Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	90	66	50	75	91	21	75	353	67	41	319	120
Background Traffic Growth	22	16	12	18	22	5	18	85	16	10	77	29
Subtotal	112	82	62	93	113	26	93	438	83	51	396	149
Other Developments	0	0	0	0	0	0	0	324	0	0	408	0
Subtotal (NO BUILD - P.M.)	***112***	***82***	***62***	***93***	***113***	***26***	***93***	***762***	***83***	***51***	***804***	***149***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.00%***	***6.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***26.00%***
Percent Residential Trips Generated(Exiting)	***26.00%***	***6.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***51.00%***
Percent Commercial Trips Generated(Exiting)	***51.00%***	***11.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	46	10	1	11	16	0	3	34	7	0	57	66
Total PM Peak Hour BUILD Volumes	**158**	**92**	**63**	**104**	**129**	**26**	**96**	**796**	**90**	**51**	**861**	**215**

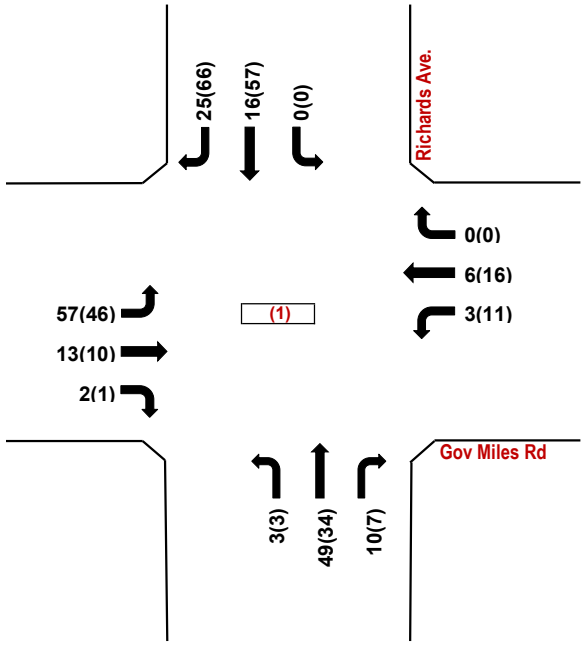
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



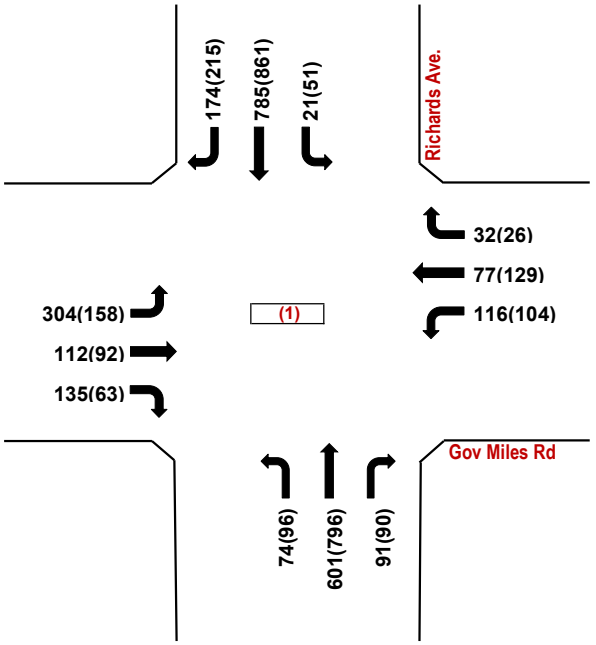
Gov Miles Rd / Richards Ave.

Trips Generated Volumes



Gov Miles Rd / Richards Ave.

2036 BUILD Volumes



Gov Miles Rd / Richards Ave.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Entrada Sonata

INTERSECTION: E-W Street: **Gov Miles Rd.** (2)

N-S Street: **Entrada Sonata**

Year of Existing Counts 2024

Horizon Year **2036**

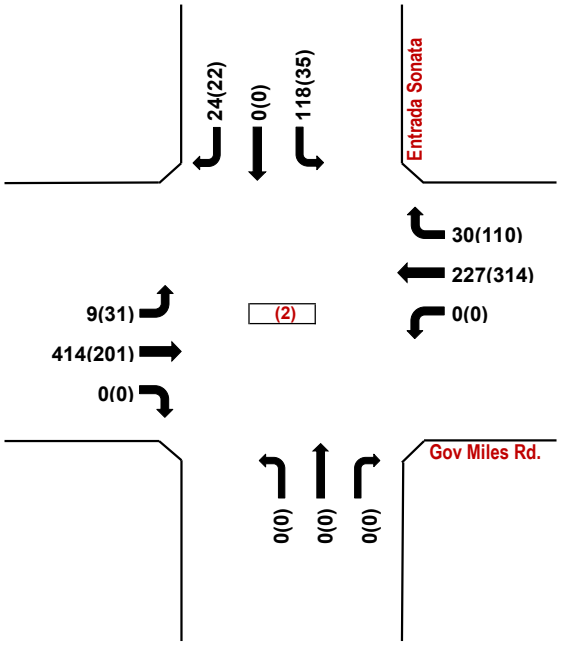
Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Entrada Sonata)**			**Southbound (Entrada Sonata)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	334	0	0	183	24	0	0	0	95	0	19
Background Traffic Growth	2	80	0	0	44	6	0	0	0	23	0	5
Subtotal	9	414	0	0	227	30	0	0	0	118	0	24
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***9***	***414***	***0***	***0***	***227***	***30***	***0***	***0***	***0***	***118***	***0***	***24***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***7.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	56	2	5	28	0	6	1	14	0	0	0
Total AM Peak Hour BUILD Volumes	**10**	**470**	**2**	**5**	**255**	**30**	**6**	**1**	**14**	**118**	**0**	**24**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Entrada Sonata)**			**Southbound (Entrada Sonata)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	25	162	0	0	253	89	0	0	0	28	0	18
Background Traffic Growth	6	39	0	0	61	21	0	0	0	7	0	4
Subtotal	31	201	0	0	314	110	0	0	0	35	0	22
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***31***	***201***	***0***	***0***	***314***	***110***	***0***	***0***	***0***	***35***	***0***	***22***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***7.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	47	7	16	69	0	4	1	9	0	1	1
Total PM Peak Hour BUILD Volumes	**32**	**248**	**7**	**16**	**383**	**110**	**4**	**1**	**9**	**35**	**1**	**23**

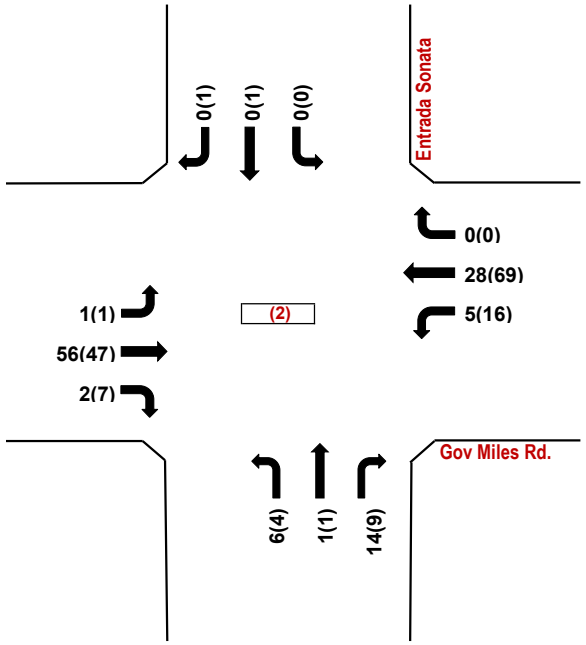
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



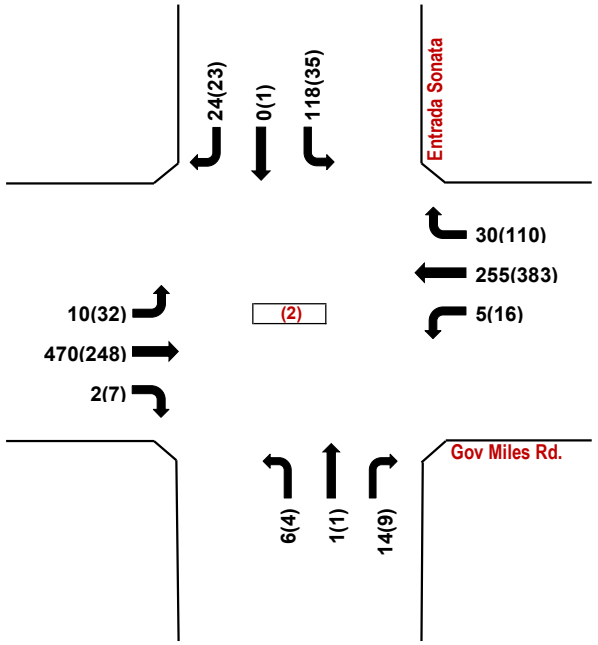
Gov Miles Rd. / Entrada Sonata

Trips Generated Volumes



Gov Miles Rd. / Entrada Sonata

2036 BUILD Volumes



Gov Miles Rd. / Entrada Sonata

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Rising Sun Dr.

INTERSECTION: E-W Street: **Gov Miles Rd.** (3)

N-S Street: **Rising Sun Dr.**

Year of Existing Counts 2024

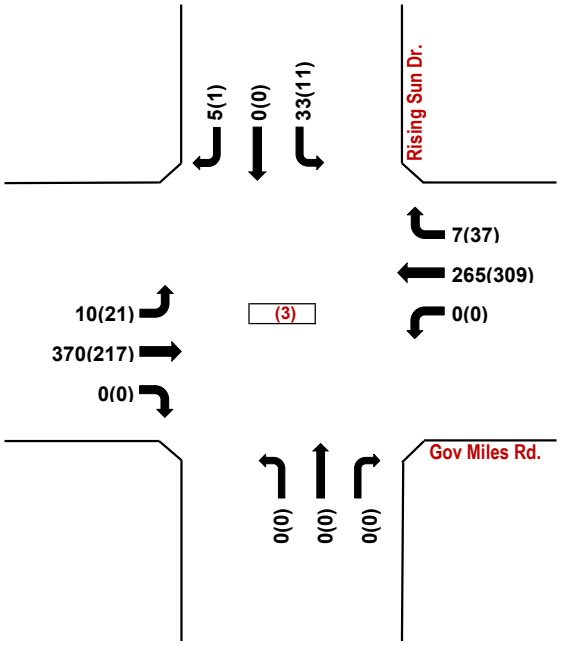
Horizon Year **2036**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Rising Sun Dr.)**			**Southbound (Rising Sun Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	298	0	0	214	6	0	0	0	27	0	4
Background Traffic Growth	2	72	0	0	51	1	0	0	0	6	0	1
Subtotal	10	370	0	0	265	7	0	0	0	33	0	5
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***10***	***370***	***0***	***0***	***265***	***7***	***0***	***0***	***0***	***33***	***0***	***5***
Percent Residential Trips Generated(Entering)	*0.00%*	***3.00%***	***6.00%***	***25.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***6.00%***	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	9	4	16	18	1	12	1	49	0	0	0
Total AM Peak Hour BUILD Volumes	**11**	**379**	**4**	**16**	**283**	**8**	**12**	**1**	**49**	**33**	**0**	**5**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Rising Sun Dr.)**			**Southbound (Rising Sun Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	175	0	0	249	30	0	0	0	9	0	1
Background Traffic Growth	4	42	0	0	60	7	0	0	0	2	0	0
Subtotal	21	217	0	0	309	37	0	0	0	11	0	1
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***21***	***217***	***0***	***0***	***309***	***37***	***0***	***0***	***0***	***11***	***0***	***1***
Percent Residential Trips Generated(Entering)	*0.00%*	***3.00%***	***6.00%***	***25.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***0.50%***
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***0.50%***	***6.00%***	***0.50%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***
Percent Commercial Trips Generated(Exiting)	***0.50%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	20	14	57	16	1	8	1	34	0	1	1
Total PM Peak Hour BUILD Volumes	**22**	**237**	**14**	**57**	**325**	**38**	**8**	**1**	**34**	**11**	**1**	**2**

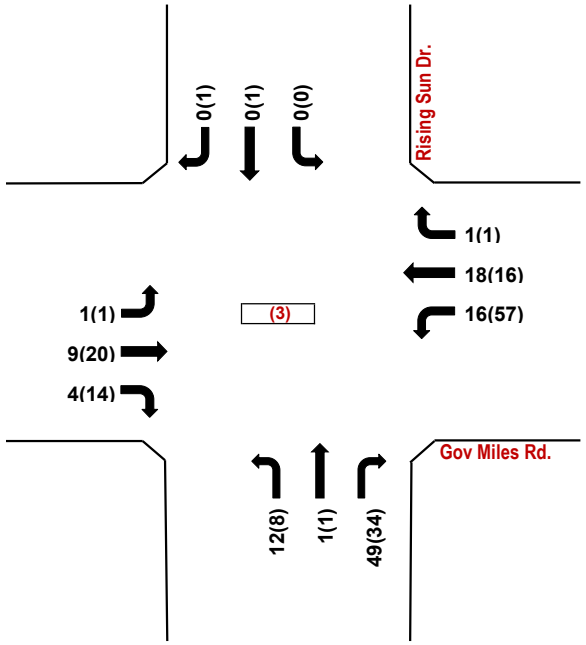
	Entering	Exiting		
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



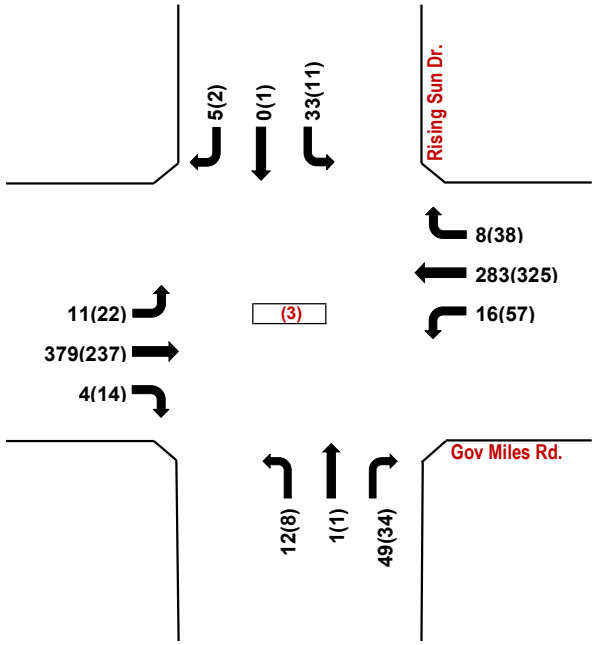
Gov Miles Rd. / Rising Sun Dr.

Trips Generated Volumes



Gov Miles Rd. / Rising Sun Dr.

2036 BUILD Volumes



Gov Miles Rd. / Rising Sun Dr.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Mesa Bonita Rd.

INTERSECTION: E-W Street: **Gov Miles Rd.** (4)

N-S Street: **Mesa Bonita Rd.**

Year of Existing Counts 2024

Horizon Year **2036**

Growth Rates 2.00% 2.00% 2.00% 2.00%

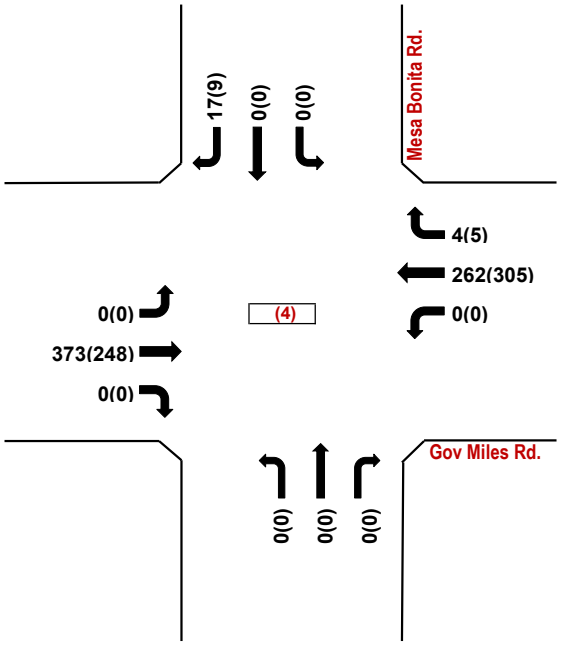
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	301	0	0	211	3	0	0	0	0	0	14
Background Traffic Growth	0	72	0	0	51	1	0	0	0	0	0	3
Subtotal	0	373	0	0	262	4	0	0	0	0	0	17
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***373***	***0***	***0***	***262***	***4***	***0***	***0***	***0***	***0***	***0***	***17***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***9.00%***	***0.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***29.00%***	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.00%***	***0.01%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	6	5	11	19	1	3	0	7	0	0	0
Total AM Peak Hour BUILD Volumes	**1**	**379**	**5**	**11**	**281**	**5**	**3**	**0**	**7**	**0**	**0**	**17**

2.00% 2.00% 2.00% 2.00%

	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	200	0	0	246	4	0	0	0	0	0	7
Background Traffic Growth	0	48	0	0	59	1	0	0	0	0	0	2
Subtotal	0	248	0	0	305	5	0	0	0	0	0	9
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***248***	***0***	***0***	***305***	***5***	***0***	***0***	***0***	***0***	***0***	***9***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.50%***	*0.00%*	*0.00%*	*0.00%*	***9.00%***	***0.50%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***29.00%***	***71.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.00%***	***0.01%***	***61.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	21	4	10	14	1	6	0	13	1	0	0
Total PM Peak Hour BUILD Volumes	**1**	**269**	**4**	**10**	**319**	**6**	**6**	**0**	**13**	**1**	**0**	**9**

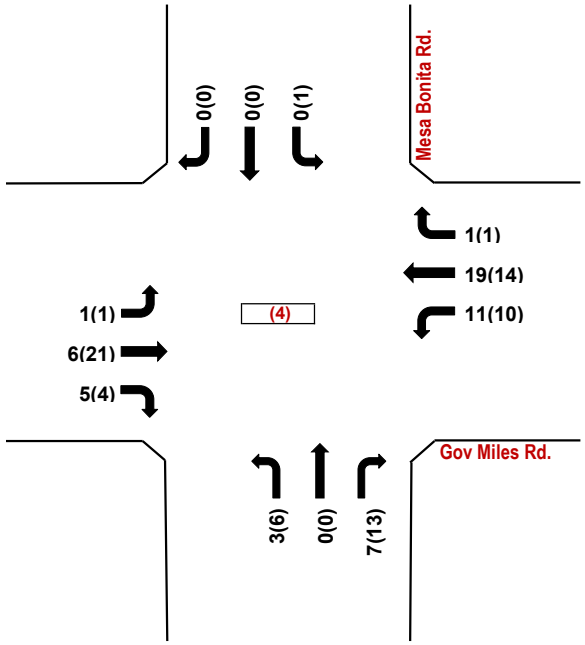
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



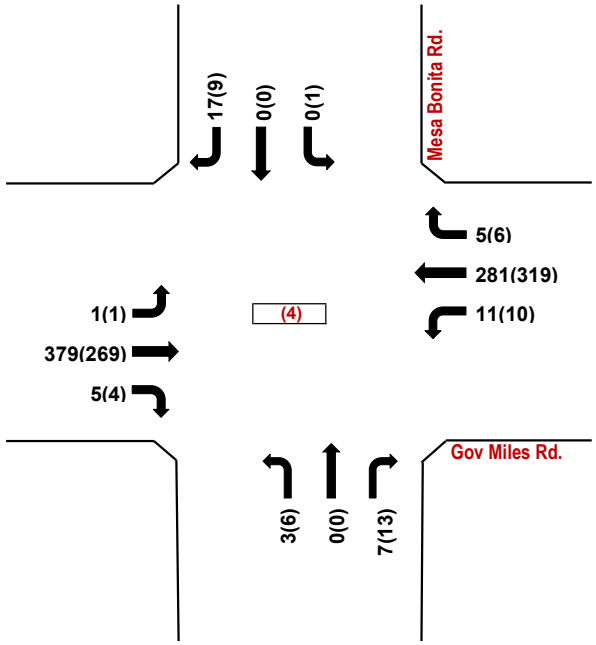
Gov Miles Rd. / Mesa Bonita Rd.

Trips Generated Volumes



Gov Miles Rd. / Mesa Bonita Rd.

2036 BUILD Volumes



Gov Miles Rd. / Mesa Bonita Rd.

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Dancing Grnd

INTERSECTION: E-W Street: **Gov Miles Rd.** (5)

N-S Street: **Dancing Grnd**

Year of Existing Counts 2024

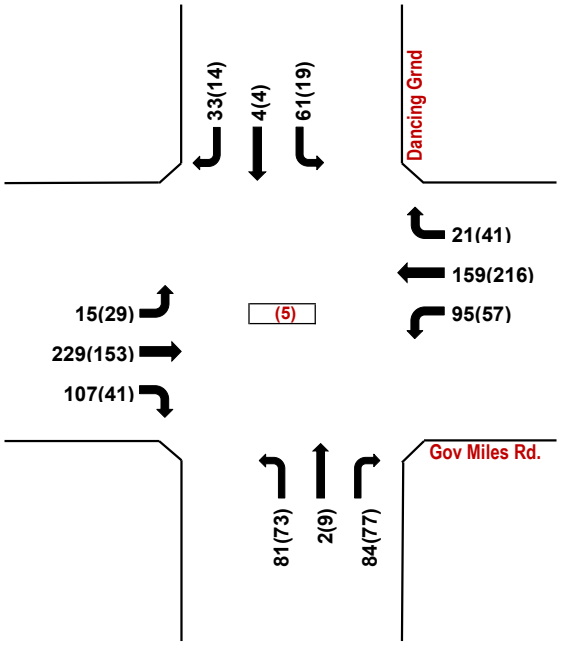
Horizon Year **2036**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	185	86	77	128	17	65	2	68	49	3	27
Background Traffic Growth	3	44	21	18	31	4	16	0	16	12	1	6
Subtotal	15	229	107	95	159	21	81	2	84	61	4	33
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***15***	***229***	***107***	***95***	***159***	***21***	***81***	***2***	***84***	***61***	***4***	***33***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***10.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	8	1	3	19	0	2	2	3	1	0	0
Total AM Peak Hour BUILD Volumes	**15**	**237**	**108**	**98**	**178**	**21**	**83**	**4**	**87**	**62**	**4**	**33**

	2.00%			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Gov Miles Rd.)			**Westbound (Gov Miles Rd.)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	123	33	46	174	33	59	7	62	15	3	11
Background Traffic Growth	6	30	8	11	42	8	14	2	15	4	1	3
Subtotal	29	153	41	57	216	41	73	9	77	19	4	14
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***29***	***153***	***41***	***57***	***216***	***41***	***73***	***9***	***77***	***19***	***4***	***14***
Percent Residential Trips Generated(Entering)	*0.00%*	***9.00%***	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	***1.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***18.00%***	***10.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	22	2	6	14	0	1	1	3	2	0	0
Total PM Peak Hour BUILD Volumes	**29**	**175**	**43**	**63**	**230**	**41**	**74**	**10**	**80**	**21**	**4**	**14**

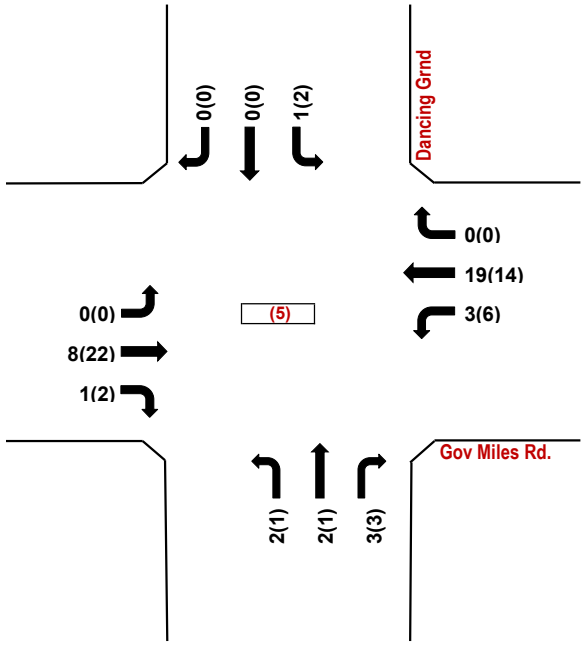
	Entering	Exiting		
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



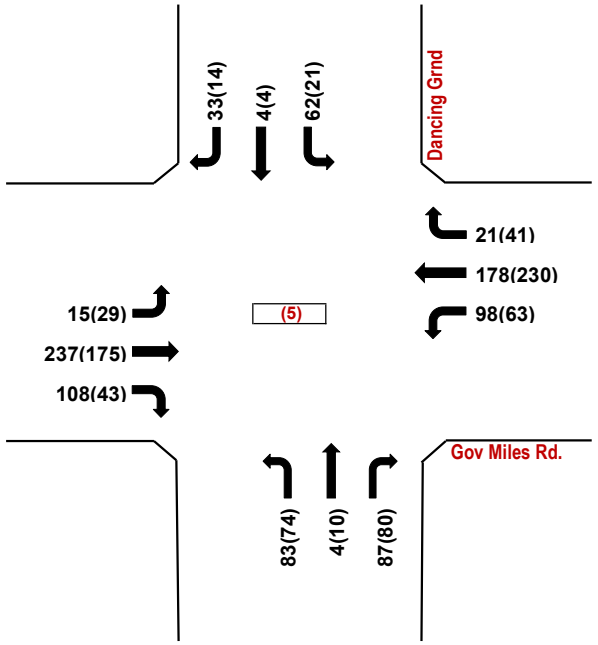
Gov Miles Rd. / Dancing Grnd

Trips Generated Volumes



Gov Miles Rd. / Dancing Grnd

2036 BUILD Volumes



Gov Miles Rd. / Dancing Grnd

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Whispering Wng / Dancing Grnd

INTERSECTION: E-W Street: **Whispering Wng** (6)

N-S Street: **Dancing Grnd**

Year of Existing Counts 2024

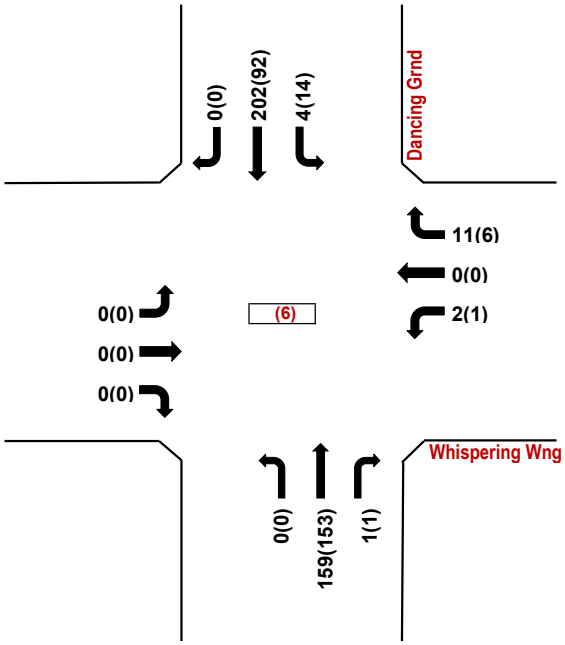
Horizon Year **2036**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			**Westbound (Whispering Wng)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	2	0	9	0	128	1	3	163	0
Background Traffic Growth	0	0	0	0	0	2	0	31	0	1	39	0
Subtotal	0	0	0	2	0	11	0	159	1	4	202	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***2***	***0***	***11***	***0***	***159***	***1***	***4***	***202***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*
Total Trips Generated	0	0	0	2	0	4	0	3	1	1	2	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**4**	**0**	**15**	**0**	**162**	**2**	**5**	**204**	**0**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			**Westbound (Whispering Wng)**			**Northbound (Dancing Grnd)**			**Southbound (Dancing Grnd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	5	0	123	1	11	74	0
Background Traffic Growth	0	0	0	0	0	1	0	30	0	3	18	0
Subtotal	0	0	0	1	0	6	0	153	1	14	92	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***1***	***0***	***6***	***0***	***153***	***1***	***14***	***92***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*
Total Trips Generated	0	0	0	1	0	3	0	3	2	5	4	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**2**	**0**	**9**	**0**	**156**	**3**	**19**	**96**	**0**

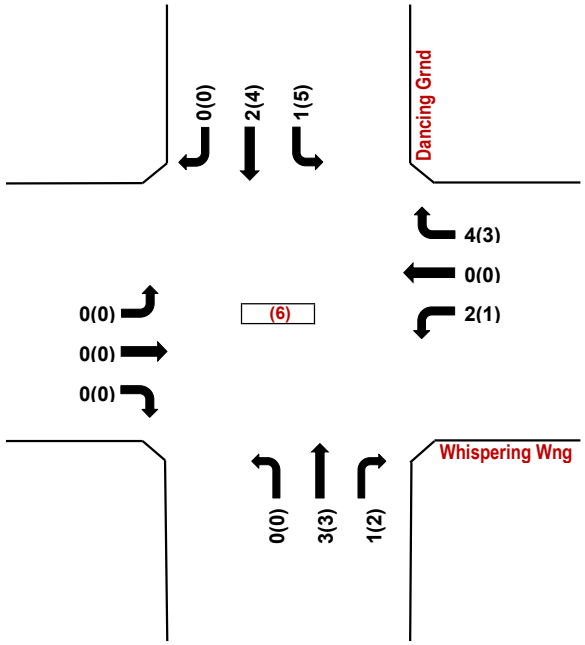
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



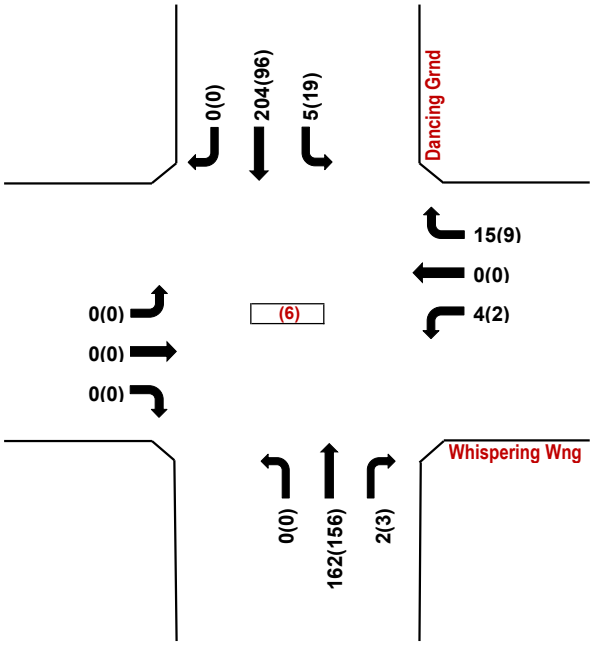
Whispering Wng / Dancing Grnd

Trips Generated Volumes



Whispering Wng / Dancing Grnd

2036 BUILD Volumes



Whispering Wng / Dancing Grnd

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / La Puerta

INTERSECTION: E-W Street: **Beckner Rd.** (7)

N-S Street: **La Puerta**

Year of Existing Counts 2024

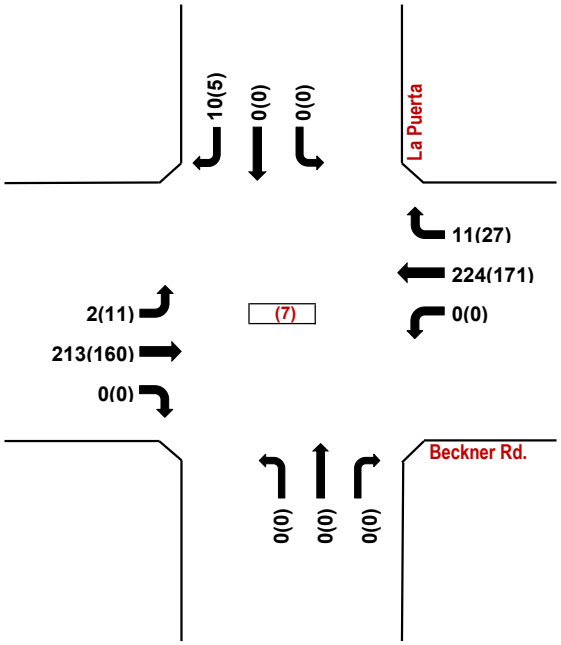
Horizon Year **2036**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (La Puerta)**			**Southbound (La Puerta)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	172	0	0	181	9	0	0	0	0	0	8
Background Traffic Growth	0	41	0	0	43	2	0	0	0	0	0	2
Subtotal	2	213	0	0	224	11	0	0	0	0	0	10
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***2***	***213***	***0***	***0***	***224***	***11***	***0***	***0***	***0***	***0***	***0***	***10***
Percent Residential Trips Generated(Entering)	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	12	0	0	35	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**2**	**225**	**0**	**0**	**259**	**11**	**0**	**0**	**0**	**0**	**0**	**10**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (La Puerta)**			**Southbound (La Puerta)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	129	0	0	138	22	0	0	0	0	0	4
Background Traffic Growth	2	31	0	0	33	5	0	0	0	0	0	1
Subtotal	11	160	0	0	171	27	0	0	0	0	0	5
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***11***	***160***	***0***	***0***	***171***	***27***	***0***	***0***	***0***	***0***	***0***	***5***
Percent Residential Trips Generated(Entering)	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	41	0	0	24	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**201**	**0**	**0**	**195**	**27**	**0**	**0**	**0**	**0**	**0**	**5**

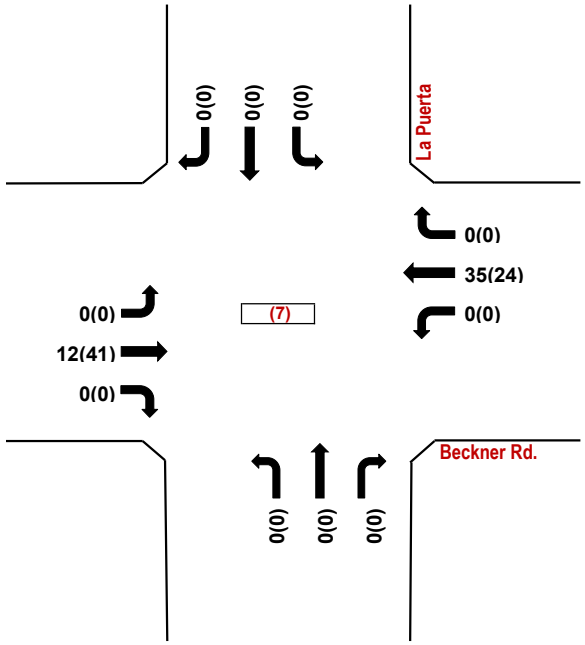
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



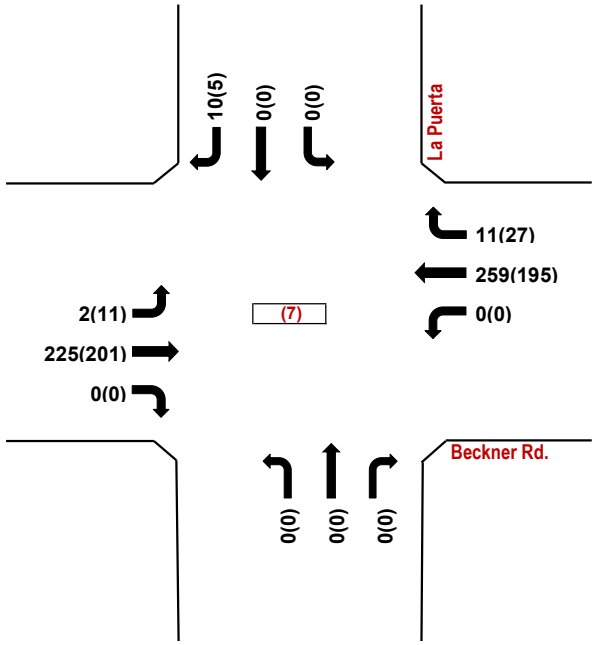
Beckner Rd. / La Puerta

Trips Generated Volumes



Beckner Rd. / La Puerta

2036 BUILD Volumes



Beckner Rd. / La Puerta

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd / Richards Ave

INTERSECTION: E-W Street: **Beckner Rd** (8)

N-S Street: **Richards Ave**

Year of Existing Counts 2024

Horizon Year **2036**

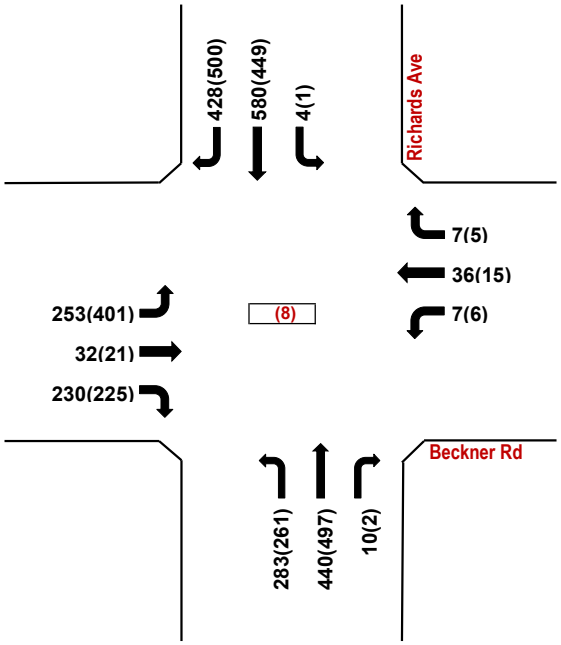
Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	55	7	126	6	2	6	91	355	8	3	468	76
Background Traffic Growth	13	2	30	1	0	1	22	85	2	1	112	18
Subtotal	68	9	156	7	2	7	113	440	10	4	580	94
Other Developments	74	10	30	0	13	0	66	0	0	0	0	123
Subtotal (NO BUILD - A.M.)	***253***	***32***	***230***	***7***	***36***	***7***	***283***	***440***	***10***	***4***	***580***	***428***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***8.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***30.00%***	***1.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*
Total Trips Generated	59	2	16	0	1	0	5	1	0	0	3	20
Total AM Peak Hour BUILD Volumes	**312**	**34**	**246**	**7**	**37**	**7**	**288**	**441**	**10**	**4**	**583**	**448**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	62	2	79	5	1	4	79	401	2	1	362	74
Background Traffic Growth	15	0	19	1	0	1	19	96	0	0	87	18
Subtotal	77	2	98	6	1	5	98	497	2	1	449	92
Other Developments	114	5	41	0	5	0	69	0	0	0	0	181
Subtotal (NO BUILD - P.M.)	***401***	***21***	***225***	***6***	***15***	***5***	***261***	***497***	***2***	***1***	***449***	***500***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***8.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***30.00%***	***1.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*
Total Trips Generated	40	1	11	0	2	0	18	2	0	0	3	68
Total PM Peak Hour BUILD Volumes	**441**	**22**	**236**	**6**	**17**	**5**	**279**	**499**	**2**	**1**	**452**	**568**

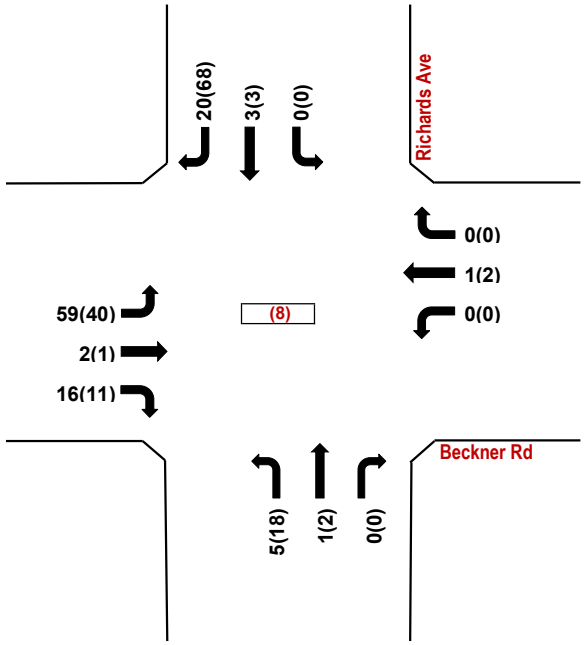
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	100% Residential Development
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



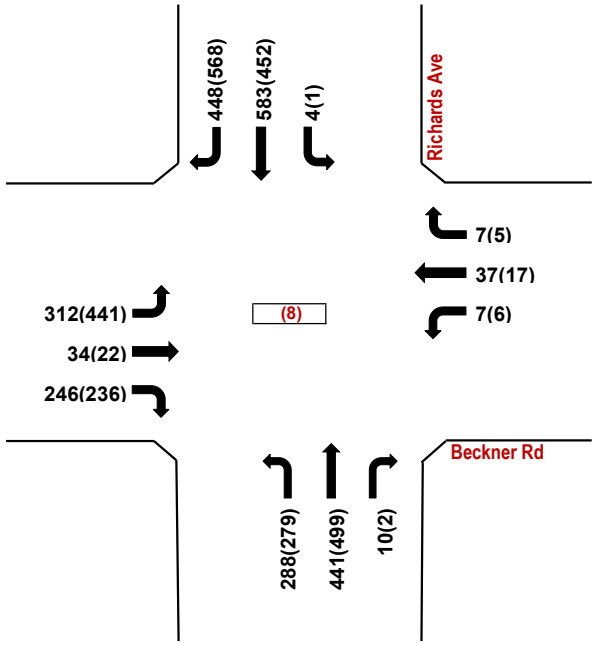
Beckner Rd / Richards Ave

Trips Generated Volumes



Beckner Rd / Richards Ave

2036 BUILD Volumes



Beckner Rd / Richards Ave

AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / Calle de Alegria

INTERSECTION: E-W Street: **Beckner Rd.** (9)

N-S Street: **Calle de Alegria**

Year of Existing Counts 2024

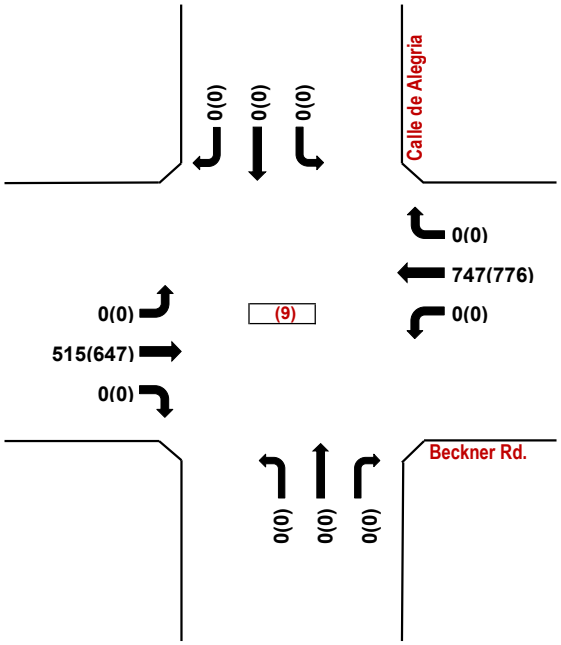
Horizon Year **2036**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Calle de Alegria)**			**Southbound (Calle de Alegria)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***515***	***0***	***0***	***747***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	***1.00%***	***18.00%***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	0	0	0	25	0	1	0	76	2	35
Total AM Peak Hour BUILD Volumes	**12**	**515**	**0**	**0**	**747**	**25**	**0**	**1**	**0**	**76**	**2**	**35**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Calle de Alegria)**			**Southbound (Calle de Alegria)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***647***	***0***	***0***	***776***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.00%***	***1.00%***	***18.00%***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	41	0	0	0	0	89	0	2	0	52	1	24
Total PM Peak Hour BUILD Volumes	**41**	**647**	**0**	**0**	**776**	**89**	**0**	**2**	**0**	**52**	**1**	**24**

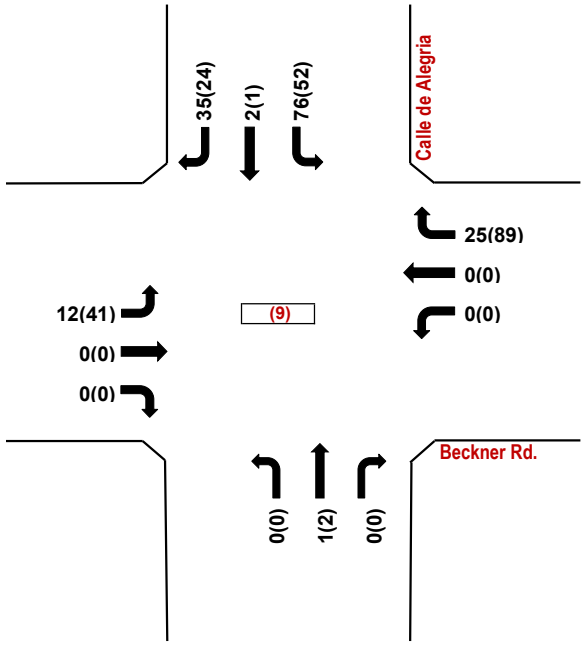
	Entering	Exiting		
Number of Residential Trips Generated	**65**	**195**	A.M.	
	228	**134**	P.M.	
Number of Commercial Trips Generated	**16**	**11**	A.M.	100% Commercial Development
	14	**22**	P.M.	

2036 NO BUILD Volumes



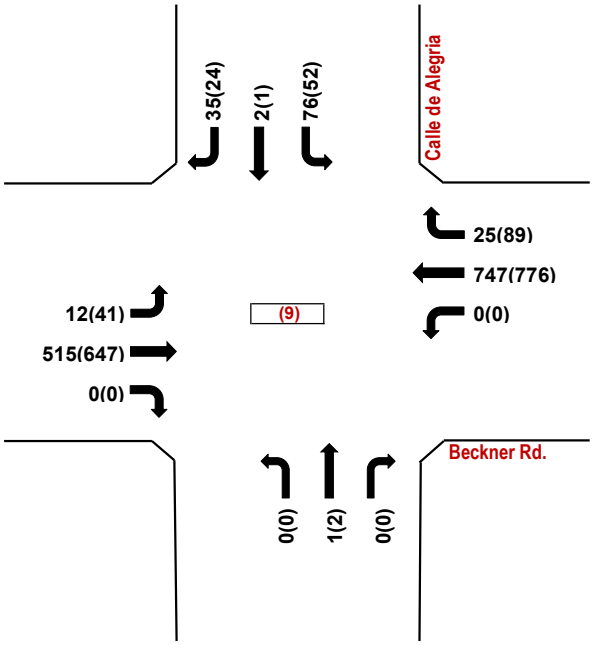
Beckner Rd. / Calle de Alegria

Trips Generated Volumes



Beckner Rd. / Calle de Alegria

2036 BUILD Volumes



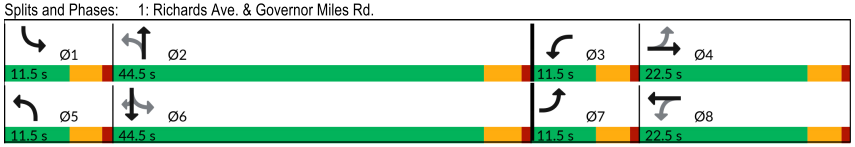
Beckner Rd. / Calle de Alegria

AM(PM)

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	207	83	95	59	59	493	18	699	125
Future Volume (vph)	207	83	95	59	59	493	18	699	125
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 84.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	83	111	95	59	27	59	493	68	18	699	125
Future Volume (veh/h)	207	83	111	95	59	27	59	493	68	18	699	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	91	122	104	65	30	65	542	75	20	768	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	110	147	267	184	85	289	748	104	388	870	738
Arrive On Green	0.08	0.15	0.15	0.08	0.15	0.15	0.08	0.47	0.47	0.08	0.47	0.47
Sat Flow, veh/h	1781	724	971	1781	1211	559	1781	1608	222	1781	1870	1585
Grp Volume(v), veh/h	227	0	213	104	0	95	65	0	617	20	768	137
Grp Sat Flow(s),veh/h/ln	1781	0	1696	1781	0	1770	1781	0	1830	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	10.3	4.0	0.0	4.1	1.5	0.0	23.1	0.4	31.6	4.3
Cycle Q Clear(g_c), s	7.0	0.0	10.3	4.0	0.0	4.1	1.5	0.0	23.1	0.4	31.6	4.3
Prop In Lane	1.00		0.57	1.00		0.32	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	367	0	257	267	0	269	289	0	852	388	870	738
V/C Ratio(X)	0.62	0.00	0.83	0.39	0.00	0.35	0.23	0.00	0.72	0.05	0.88	0.19
Avail Cap(c_a), veh/h	367	0	360	267	0	375	289	0	852	388	870	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	34.9	27.1	0.0	32.3	15.6	0.0	18.3	12.0	20.6	13.3
Incr Delay (d2), s/veh	3.2	0.0	10.6	0.9	0.0	0.8	0.4	0.0	5.3	0.1	12.5	0.6
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(95%),veh/ln	2.1	0.0	8.6	3.1	0.0	3.2	1.0	0.0	15.3	0.3	21.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	0.0	45.6	28.0	0.0	33.1	16.0	0.0	23.6	12.1	33.1	13.8
LnGrp LOS	C		D	C		C	B		C	B	C	B
Approach Vol, veh/h		440			199			682			925	
Approach Delay, s/veh		39.0			30.4			22.9			29.8	
Approach LOS		D			C			C			C	

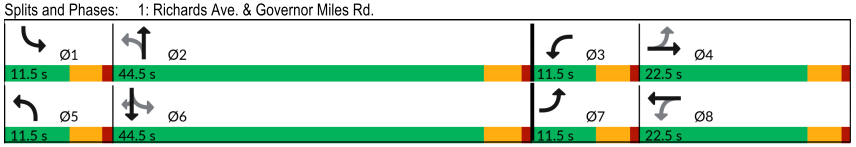
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	17.4	11.5	44.5	11.5	17.4
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.4	25.1	6.0	12.3	3.5	33.6	9.0	6.1
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	2.8	0.0	0.3

Intersection Summary			
HCM 7th Control Delay, s/veh		29.6	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	264	96	98	65	62	542	18	715	150
Future Volume (vph)	264	96	98	65	62	542	18	715	150
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 85.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	96	113	98	65	27	62	542	78	18	715	150
Future Volume (veh/h)	264	96	113	98	65	27	62	542	78	18	715	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	105	124	108	71	30	68	596	86	20	786	165
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	125	148	263	200	84	271	737	106	336	862	731
Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.08	0.46	0.46	0.08	0.46	0.46
Sat Flow, veh/h	1781	781	923	1781	1248	527	1781	1598	231	1781	1870	1585
Grp Volume(v), veh/h	290	0	229	108	0	101	68	0	682	20	786	165
Grp Sat Flow(s),veh/h/ln	1781	0	1704	1781	0	1775	1781	0	1829	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	11.2	4.2	0.0	4.3	1.6	0.0	27.5	0.4	33.5	5.4
Cycle Q Clear(g_c), s	7.0	0.0	11.2	4.2	0.0	4.3	1.6	0.0	27.5	0.4	33.5	5.4
Prop In Lane	1.00		0.54	1.00		0.30	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	371	0	273	263	0	284	271	0	843	336	862	731
V/C Ratio(X)	0.78	0.00	0.84	0.41	0.00	0.36	0.25	0.00	0.81	0.06	0.91	0.23
Avail Cap(c_a), veh/h	371	0	358	263	0	373	271	0	843	336	862	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	34.9	27.0	0.0	32.1	16.7	0.0	19.9	13.6	21.5	13.9
Incr Delay (d2), s/veh	10.4	0.0	12.8	1.0	0.0	0.8	0.5	0.0	8.3	0.1	15.5	0.7
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(95%),veh/ln	6.2	0.0	9.3	3.3	0.0	3.4	1.1	0.0	18.3	0.3	23.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	0.0	47.8	28.1	0.0	32.8	17.2	0.0	28.1	13.7	37.0	14.6
LnGrp LOS	D		D	C		C	B		C	B	D	B
Approach Vol, veh/h		519			209			750			971	
Approach Delay, s/veh		44.7			30.4			27.1			32.7	
Approach LOS		D			C			C			C	

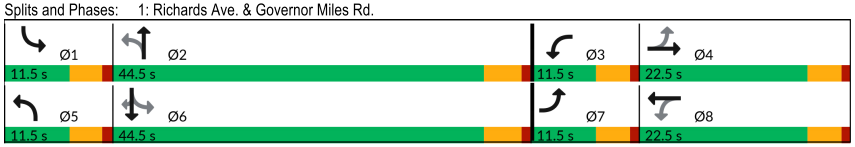
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	18.2	11.5	44.5	11.5	18.2
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.4	29.5	6.2	13.2	3.6	35.5	9.0	6.3
Green Ext Time (p_c), s	0.0	3.3	0.0	0.5	0.0	2.1	0.0	0.3

Intersection Summary		
HCM 7th Control Delay, s/veh	33.3	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	94	69	78	95	78	691	43	740	125
Future Volume (vph)	94	69	78	95	78	691	43	740	125
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 82.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	69	52	78	95	22	78	691	70	43	740	125
Future Volume (veh/h)	94	69	52	78	95	22	78	691	70	43	740	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	76	57	86	104	24	86	759	77	47	813	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	104	78	283	154	35	304	821	83	289	919	779
Arrive On Green	0.09	0.10	0.10	0.09	0.10	0.10	0.09	0.49	0.49	0.09	0.49	0.49
Sat Flow, veh/h	1781	992	744	1781	1470	339	1781	1670	169	1781	1870	1585
Grp Volume(v), veh/h	103	0	133	86	0	128	86	0	836	47	813	137
Grp Sat Flow(s),veh/h/ln	1781	0	1736	1781	0	1809	1781	0	1840	1781	1870	1585
Q Serve(g_s), s	4.0	0.0	6.0	3.3	0.0	5.5	1.7	0.0	34.1	0.9	31.4	3.9
Cycle Q Clear(g_c), s	4.0	0.0	6.0	3.3	0.0	5.5	1.7	0.0	34.1	0.9	31.4	3.9
Prop In Lane	1.00		0.43	1.00		0.19	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	181	283	0	189	304	0	904	289	919	779
V/C Ratio(X)	0.35	0.00	0.73	0.30	0.00	0.68	0.28	0.00	0.92	0.16	0.88	0.18
Avail Cap(c_a), veh/h	290	0	389	283	0	405	304	0	904	289	919	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	34.9	27.8	0.0	34.7	14.7	0.0	19.1	15.1	18.4	11.4
Incr Delay (d2), s/veh	0.7	0.0	5.6	0.6	0.0	4.2	0.5	0.0	16.5	0.3	12.2	0.5
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(95%),veh/ln	3.1	0.0	4.9	2.5	0.0	4.6	1.1	0.0	23.5	0.6	21.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	40.5	28.4	0.0	38.9	15.2	0.0	35.6	15.4	30.6	11.9
LnGrp LOS	C		D	C		D	B		D	B	C	B
Approach Vol, veh/h		236			214			922			997	
Approach Delay, s/veh		35.4			34.7			33.7			27.3	
Approach LOS		D			C			C			C	

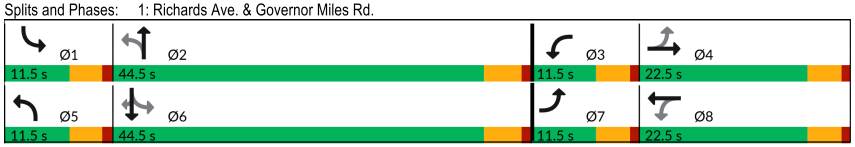
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	12.9	11.5	44.5	11.5	12.9
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	36.1	5.3	8.0	3.7	33.4	6.0	7.5
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4	0.0	3.0	0.0	0.4

Intersection Summary		
HCM 7th Control Delay, s/veh	31.2	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	140	79	89	111	81	725	43	797	191
Future Volume (vph)	140	79	89	111	81	725	43	797	191
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 83.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	79	53	89	111	22	81	725	77	43	797	191
Future Volume (veh/h)	140	79	53	89	111	22	81	725	77	43	797	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	87	58	98	122	24	89	797	85	47	876	210
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	116	77	281	168	33	262	810	86	253	912	773
Arrive On Green	0.09	0.11	0.11	0.09	0.11	0.11	0.09	0.49	0.49	0.09	0.49	0.49
Sat Flow, veh/h	1781	1047	698	1781	1518	299	1781	1661	177	1781	1870	1585
Grp Volume(v), veh/h	154	0	145	98	0	146	89	0	882	47	876	210
Grp Sat Flow(s),veh/h/ln	1781	0	1745	1781	0	1817	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	6.2	0.0	6.5	3.8	0.0	6.3	1.8	0.0	38.3	0.9	36.6	6.3
Cycle Q Clear(g_c), s	6.2	0.0	6.5	3.8	0.0	6.3	1.8	0.0	38.3	0.9	36.6	6.3
Prop In Lane	1.00		0.40	1.00		0.16	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	194	281	0	202	262	0	897	253	912	773
V/C Ratio(X)	0.54	0.00	0.75	0.35	0.00	0.72	0.34	0.00	0.98	0.19	0.96	0.27
Avail Cap(c_a), veh/h	284	0	388	281	0	404	262	0	897	253	912	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	34.9	27.9	0.0	34.8	17.0	0.0	20.4	17.0	20.0	12.3
Incr Delay (d2), s/veh	2.1	0.0	5.7	0.7	0.0	4.9	0.8	0.0	26.4	0.4	21.6	0.9
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(95%),veh/ln	4.9	0.0	5.4	2.9	0.0	5.4	1.4	0.0	28.3	0.7	26.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.0	40.6	28.6	0.0	39.7	17.8	0.0	46.8	17.4	41.6	13.1
LnGrp LOS	C		D	C		D	B		D	B	D	B
Approach Vol, veh/h		299			244			971			1133	
Approach Delay, s/veh		35.6			35.2			44.1			35.3	
Approach LOS		D			D			D			D	

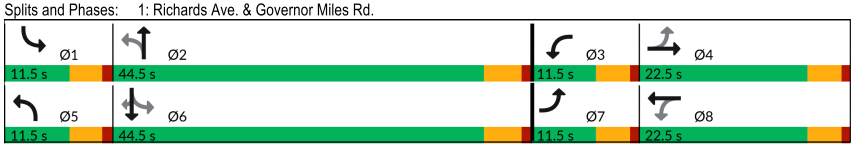
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	13.5	11.5	44.5	11.5	13.5
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	40.3	5.8	8.5	3.8	38.6	8.2	8.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.6	0.0	0.5

Intersection Summary			
HCM 7th Control Delay, s/veh		38.6	
HCM 7th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	247	99	113	71	71	552	21	769	149
Future Volume (vph)	247	99	113	71	71	552	21	769	149
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 86.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	99	133	113	71	32	71	552	81	21	769	149
Future Volume (veh/h)	247	99	133	113	71	32	71	552	81	21	769	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	109	146	124	78	35	78	607	89	23	845	164
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	126	169	257	213	96	227	722	106	313	847	718
Arrive On Green	0.08	0.17	0.17	0.08	0.17	0.17	0.08	0.45	0.45	0.08	0.45	0.45
Sat Flow, veh/h	1781	725	971	1781	1223	549	1781	1594	234	1781	1870	1585
Grp Volume(v), veh/h	271	0	255	124	0	113	78	0	696	23	845	164
Grp Sat Flow(s),veh/h/ln	1781	0	1696	1781	0	1772	1781	0	1828	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	12.7	4.9	0.0	4.9	1.9	0.0	29.3	0.5	39.3	5.5
Cycle Q Clear(g_c), s	7.0	0.0	12.7	4.9	0.0	4.9	1.9	0.0	29.3	0.5	39.3	5.5
Prop In Lane	1.00		0.57	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	295	257	0	309	227	0	828	313	847	718
V/C Ratio(X)	0.72	0.00	0.86	0.48	0.00	0.37	0.34	0.00	0.84	0.07	1.00	0.23
Avail Cap(c_a), veh/h	376	0	350	257	0	366	227	0	828	313	847	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	35.0	27.1	0.0	31.8	18.9	0.0	21.1	14.7	23.8	14.5
Incr Delay (d2), s/veh	6.5	0.0	17.3	1.4	0.0	0.7	0.9	0.0	10.0	0.1	30.2	0.7
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(95%),veh/ln	4.8	0.0	10.8	3.8	0.0	3.8	1.3	0.0	19.8	0.4	30.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	0.0	52.3	28.5	0.0	32.5	19.8	0.0	31.1	14.8	54.0	15.3
LnGrp LOS	D		D	C		C	B		C	B	D	B
Approach Vol, veh/h		526			237			774			1032	
Approach Delay, s/veh		44.7			30.4			29.9			47.0	
Approach LOS		D			C			C			D	

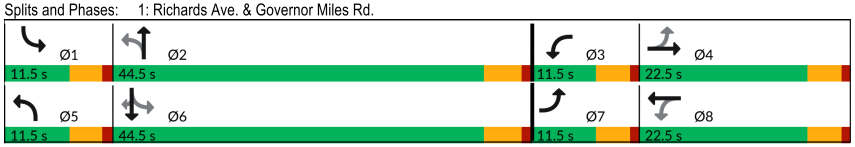
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	19.7	11.5	44.5	11.5	19.7
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	31.3	6.9	14.7	3.9	41.3	9.0	6.9
Green Ext Time (p_c), s	0.0	2.9	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary		
HCM 7th Control Delay, s/veh	39.9	
HCM 7th LOS	D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	112	116	77	74	601	21	785	174
Future Volume (vph)	304	112	116	77	74	601	21	785	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 87.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Future Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	123	148	127	85	35	81	660	100	23	863	191
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	140	169	253	229	94	224	712	108	263	840	712
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.08	0.45	0.45	0.08	0.45	0.45
Sat Flow, veh/h	1781	773	930	1781	1259	518	1781	1587	240	1781	1870	1585
Grp Volume(v), veh/h	334	0	271	127	0	120	81	0	760	23	863	191
Grp Sat Flow(s),veh/h/ln	1781	0	1703	1781	0	1777	1781	0	1827	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	13.6	5.0	0.0	5.2	2.0	0.0	34.5	0.5	39.5	6.6
Cycle Q Clear(g_c), s	7.0	0.0	13.6	5.0	0.0	5.2	2.0	0.0	34.5	0.5	39.5	6.6
Prop In Lane	1.00		0.55	1.00		0.29	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	379	0	309	253	0	323	224	0	820	263	840	712
V/C Ratio(X)	0.88	0.00	0.88	0.50	0.00	0.37	0.36	0.00	0.93	0.09	1.03	0.27
Avail Cap(c_a), veh/h	379	0	348	253	0	364	224	0	820	263	840	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	35.0	27.0	0.0	31.6	19.1	0.0	22.9	16.9	24.2	15.2
Incr Delay (d2), s/veh	20.6	0.0	19.8	1.5	0.0	0.7	1.0	0.0	17.9	0.1	38.4	0.9
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(95%),veh/ln	9.9	0.0	11.6	3.9	0.0	4.1	1.4	0.0	24.4	0.4	33.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.8	0.0	54.8	28.6	0.0	32.3	20.1	0.0	40.8	17.1	62.6	16.1
LnGrp LOS	D		D	C		C	C		D	B	F	B
Approach Vol, veh/h		605			247			841			1077	
Approach Delay, s/veh		54.3			30.4			38.8			53.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	20.5	11.5	44.5	11.5	20.5
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	36.5	7.0	15.6	4.0	41.5	9.0	7.2
Green Ext Time (p_c), s	0.0	1.5	0.0	0.4	0.0	0.0	0.0	0.4

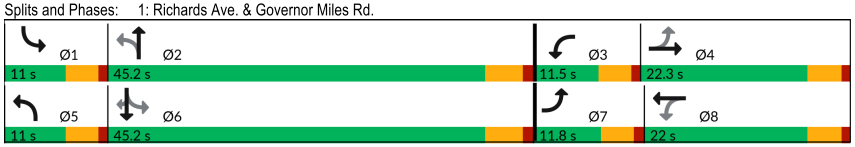
Intersection Summary		
HCM 7th Control Delay, s/veh		47.1
HCM 7th LOS		D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	112	116	77	74	601	21	785	174
Future Volume (vph)	304	112	116	77	74	601	21	785	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	6.0	15.0	6.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.0	23.0	11.0	23.0	23.0
Total Split (s)	11.8	22.3	11.5	22.0	11.0	45.2	11.0	45.2	45.2
Total Split (%)	13.1%	24.8%	12.8%	24.4%	12.2%	50.2%	12.2%	50.2%	50.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 82.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Future Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	123	148	127	85	35	81	660	100	23	863	191
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	141	170	252	220	91	194	788	119	233	872	739
Arrive On Green	0.08	0.18	0.18	0.08	0.17	0.17	0.06	0.50	0.50	0.03	0.47	0.47
Sat Flow, veh/h	1781	773	930	1781	1259	518	1781	1587	240	1781	1870	1585
Grp Volume(v), veh/h	334	0	271	127	0	120	81	0	760	23	863	191
Grp Sat Flow(s),veh/h/ln	1781	0	1703	1781	0	1777	1781	0	1827	1781	1870	1585
Q Serve(g_s), s	7.3	0.0	13.3	4.9	0.0	5.2	1.9	0.0	30.9	0.6	39.4	6.3
Cycle Q Clear(g_c), s	7.3	0.0	13.3	4.9	0.0	5.2	1.9	0.0	30.9	0.6	39.4	6.3
Prop In Lane	1.00		0.55	1.00		0.29	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	381	0	310	252	0	311	194	0	907	233	872	739
V/C Ratio(X)	0.88	0.00	0.87	0.50	0.00	0.39	0.42	0.00	0.84	0.10	0.99	0.26
Avail Cap(c_a), veh/h	381	0	352	259	0	361	223	0	907	315	872	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	34.3	27.0	0.0	31.5	19.5	0.0	18.7	15.9	22.8	14.0
Incr Delay (d2), s/veh	20.0	0.0	19.1	1.6	0.0	0.8	1.4	0.0	9.1	0.2	28.1	0.8
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(95%),veh/ln	9.4	0.0	11.4	3.9	0.0	4.0	1.4	0.0	20.1	0.4	30.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.5	0.0	53.4	28.6	0.0	32.3	20.9	0.0	27.8	16.1	50.9	14.8
LnGrp LOS	D		D	C		C	C		C	B	D	B
Approach Vol, veh/h		605			247			841			1077	
Approach Delay, s/veh		52.9			30.4			27.2			43.7	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	47.8	11.2	20.2	9.6	45.2	11.8	19.6
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	6.5	40.2	7.0	17.8	6.5	40.2	7.3	17.5
Max Q Clear Time (g_c+I1), s	2.6	32.9	6.9	15.3	3.9	41.4	9.3	7.2
Green Ext Time (p_c), s	0.0	3.0	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary

HCM 7th Control Delay, s/veh	39.5	
HCM 7th LOS	D	

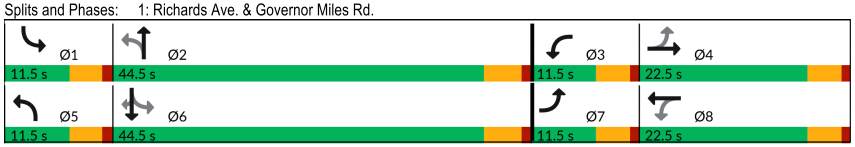
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	112	82	93	113	93	762	51	804	149
Future Volume (vph)	112	82	93	113	93	762	51	804	149
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 83.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	82	62	93	113	26	93	762	83	51	804	149
Future Volume (veh/h)	112	82	62	93	113	26	93	762	83	51	804	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	90	68	102	124	29	102	837	91	56	884	164
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	117	89	278	174	41	252	801	87	241	904	766
Arrive On Green	0.09	0.12	0.12	0.09	0.12	0.12	0.09	0.48	0.48	0.09	0.48	0.48
Sat Flow, veh/h	1781	989	747	1781	1466	343	1781	1658	180	1781	1870	1585
Grp Volume(v), veh/h	123	0	158	102	0	153	102	0	928	56	884	164
Grp Sat Flow(s),veh/h/ln	1781	0	1736	1781	0	1809	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	4.8	0.0	7.2	3.9	0.0	6.7	2.1	0.0	39.5	1.1	37.8	4.9
Cycle Q Clear(g_c), s	4.8	0.0	7.2	3.9	0.0	6.7	2.1	0.0	39.5	1.1	37.8	4.9
Prop In Lane	1.00		0.43	1.00		0.19	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	287	0	206	278	0	215	252	0	889	241	904	766
V/C Ratio(X)	0.43	0.00	0.77	0.37	0.00	0.71	0.41	0.00	1.04	0.23	0.98	0.21
Avail Cap(c_a), veh/h	287	0	382	278	0	398	252	0	889	241	904	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	34.9	27.8	0.0	34.7	17.5	0.0	21.1	17.4	20.7	12.2
Incr Delay (d2), s/veh	1.0	0.0	5.9	0.8	0.0	4.3	1.0	0.0	42.4	0.5	25.0	0.6
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(95%),veh/ln	3.7	0.0	6.0	3.1	0.0	5.6	1.6	0.0	34.7	0.9	28.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	40.8	28.6	0.0	39.0	18.6	0.0	63.5	17.9	45.7	12.8
LnGrp LOS	C		D	C		D	B		F	B	D	B
Approach Vol, veh/h		281			255			1030			1104	
Approach Delay, s/veh		35.6			34.8			59.1			39.4	
Approach LOS		D			C			E			D	

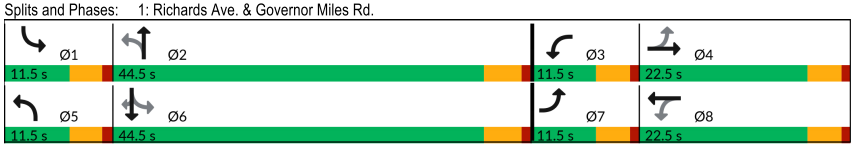
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	14.2	11.5	44.5	11.5	14.2
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	3.1	41.5	5.9	9.2	4.1	39.8	6.8	8.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	46.1	
HCM 7th LOS	D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	158	92	104	129	96	796	51	861	215
Future Volume (vph)	158	92	104	129	96	796	51	861	215
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 84.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Future Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	101	69	114	142	29	105	875	99	56	946	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	130	89	276	189	39	239	792	90	239	898	761
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.09	0.48	0.48	0.09	0.48	0.48
Sat Flow, veh/h	1781	1036	707	1781	1507	308	1781	1650	187	1781	1870	1585
Grp Volume(v), veh/h	174	0	170	114	0	171	105	0	974	56	946	236
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1815	1781	0	1837	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	7.8	4.4	0.0	7.5	2.2	0.0	39.5	1.2	39.5	7.5
Cycle Q Clear(g_c), s	7.0	0.0	7.8	4.4	0.0	7.5	2.2	0.0	39.5	1.2	39.5	7.5
Prop In Lane	1.00		0.41	1.00		0.17	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	280	0	218	276	0	227	239	0	882	239	898	761
V/C Ratio(X)	0.62	0.00	0.78	0.41	0.00	0.75	0.44	0.00	1.10	0.23	1.05	0.31
Avail Cap(c_a), veh/h	280	0	381	276	0	397	239	0	882	239	898	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	34.9	27.8	0.0	34.8	17.8	0.0	21.4	17.5	21.4	13.1
Incr Delay (d2), s/veh	4.1	0.0	5.9	1.0	0.0	5.0	1.3	0.0	63.3	0.5	45.3	1.1
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(95%),veh/ln	5.8	0.0	6.4	3.5	0.0	6.4	1.6	0.0	42.5	0.9	36.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	0.0	40.8	28.8	0.0	39.8	19.0	0.0	84.7	18.0	66.7	14.1
LnGrp LOS	C		D	C		D	B		F	B	F	B
Approach Vol, veh/h		344			285			1079			1238	
Approach Delay, s/veh		36.9			35.4			78.3			54.4	
Approach LOS		D			D			E			D	

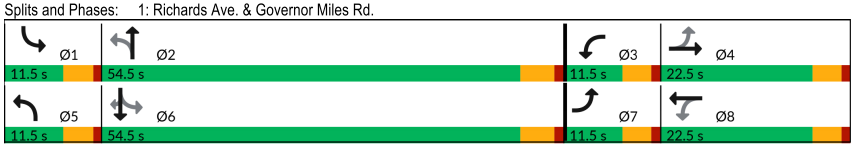
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	14.8	11.5	44.5	11.5	14.8
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	3.2	41.5	6.4	9.8	4.2	41.5	9.0	9.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	59.3	
HCM 7th LOS	E	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	158	92	104	129	96	796	51	861	215
Future Volume (vph)	158	92	104	129	96	796	51	861	215
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	54.5	11.5	54.5	54.5
Total Split (%)	11.5%	22.5%	11.5%	22.5%	11.5%	54.5%	11.5%	54.5%	54.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 93.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Future Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	101	69	114	142	29	105	875	99	56	946	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	126	86	240	179	37	232	904	102	202	1001	848
Arrive On Green	0.08	0.12	0.12	0.07	0.12	0.12	0.07	0.55	0.55	0.06	0.54	0.54
Sat Flow, veh/h	1781	1036	707	1781	1507	308	1781	1650	187	1781	1870	1585
Grp Volume(v), veh/h	174	0	170	114	0	171	105	0	974	56	946	236
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1815	1781	0	1837	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	8.8	5.1	0.0	8.5	2.3	0.0	47.2	1.2	44.0	7.5
Cycle Q Clear(g_c), s	7.0	0.0	8.8	5.1	0.0	8.5	2.3	0.0	47.2	1.2	44.0	7.5
Prop In Lane	1.00		0.41	1.00		0.17	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	246	0	212	240	0	216	232	0	1006	202	1001	848
V/C Ratio(X)	0.71	0.00	0.80	0.48	0.00	0.79	0.45	0.00	0.97	0.28	0.95	0.28
Avail Cap(c_a), veh/h	246	0	339	245	0	353	241	0	1006	234	1001	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	39.5	32.7	0.0	39.7	20.2	0.0	20.1	20.5	20.2	11.8
Incr Delay (d2), s/veh	9.1	0.0	6.9	1.5	0.0	6.5	1.4	0.0	21.6	0.7	18.0	0.8
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(95%),veh/ln	7.3	0.0	7.4	4.1	0.0	7.4	2.2	0.0	31.7	1.1	29.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.9	0.0	46.5	34.2	0.0	46.1	21.5	0.0	41.7	21.2	38.2	12.6
LnGrp LOS	D		D	C		D	C		D	C	D	B
Approach Vol, veh/h		344			285			1079			1238	
Approach Delay, s/veh		45.2			41.4			39.8			32.6	
Approach LOS		D			D			D			C	

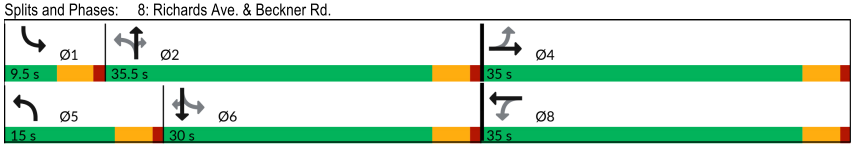
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	55.7	11.2	15.8	11.0	54.5	11.5	15.5
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	7.0	49.5	7.0	18.0	7.0	49.5	7.0	18.0
Max Q Clear Time (g_c+I1), s	3.2	49.2	7.1	10.8	4.3	46.0	9.0	10.5
Green Ext Time (p_c), s	0.0	0.2	0.0	0.5	0.1	2.3	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh		37.5
HCM 7th LOS		D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	242	30	6	36	265	369	8	3	487	413
Future Volume (vph)	242	30	6	36	265	369	8	3	487	413
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	35.5	35.5	9.5	30.0	30.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	18.8%	44.4%	44.4%	11.9%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 70
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	30	205	6	36	6	265	369	8	3	487	413
Future Volume (veh/h)	242	30	205	6	36	6	265	369	8	3	487	413
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	35	238	7	42	7	308	429	9	3	566	480
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	58	394	256	436	73	403	957	811	465	725	614
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.13	0.51	0.51	0.00	0.39	0.39
Sat Flow, veh/h	1356	207	1409	1106	1563	260	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	281	0	273	7	0	49	308	429	9	3	566	480
Grp Sat Flow(s),veh/h/ln	1356	0	1617	1106	0	1823	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	12.7	0.0	9.6	0.4	0.0	1.3	6.2	9.6	0.2	0.1	17.5	17.5
Cycle Q Clear(g_c), s	14.1	0.0	9.6	10.0	0.0	1.3	6.2	9.6	0.2	0.1	17.5	17.5
Prop In Lane	1.00		0.87	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	0	451	256	0	509	403	957	811	465	725	614
V/C Ratio(X)	0.61	0.00	0.60	0.03	0.00	0.10	0.76	0.45	0.01	0.01	0.78	0.78
Avail Cap(c_a), veh/h	711	0	749	460	0	845	459	957	811	593	725	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.6	24.9	0.0	17.6	13.1	10.2	7.9	12.2	17.7	17.7
Incr Delay (d2), s/veh	1.3	0.0	1.3	0.0	0.0	0.1	6.6	1.5	0.0	0.0	8.2	9.6
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(95%),veh/ln	7.1	0.0	6.4	0.2	0.0	1.0	4.8	6.6	0.1	0.0	12.9	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	0.0	21.9	24.9	0.0	17.6	19.7	11.7	7.9	12.2	25.9	27.3
LnGrp LOS	C		C	C		B	B	B	A	B	C	C
Approach Vol, veh/h		554			56			746			1049	
Approach Delay, s/veh		23.0			18.6			14.9			26.5	
Approach LOS		C			B			B			C	

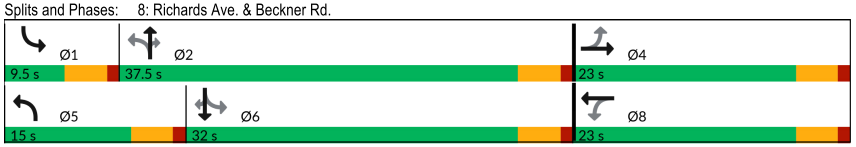
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	38.2		22.9	12.9	30.0		22.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		30.5	10.5	25.5		30.5				
Max Q Clear Time (g_c+I1), s	2.1	11.6		16.1	8.2	19.5		12.0				
Green Ext Time (p_c), s	0.0	2.5		2.3	0.2	2.8		0.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		21.9	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	301	32	6	37	270	370	8	3	490	433
Future Volume (vph)	301	32	6	37	270	370	8	3	490	433
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 69.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	32	221	6	37	6	270	370	8	3	490	433
Future Volume (veh/h)	301	32	221	6	37	6	270	370	8	3	490	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	350	37	257	7	43	7	314	430	9	3	570	503
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	55	384	225	426	69	406	984	834	478	755	640
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.13	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1355	203	1413	1085	1569	255	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	350	0	294	7	0	50	314	430	9	3	570	503
Grp Sat Flow(s),veh/h/ln	1355	0	1616	1085	0	1824	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.1	0.0	11.0	0.4	0.0	1.4	6.4	9.6	0.2	0.1	17.8	18.9
Cycle Q Clear(g_c), s	18.5	0.0	11.0	11.4	0.0	1.4	6.4	9.6	0.2	0.1	17.8	18.9
Prop In Lane	1.00		0.87	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	439	225	0	496	406	984	834	478	755	640
V/C Ratio(X)	0.78	0.00	0.67	0.03	0.00	0.10	0.77	0.44	0.01	0.01	0.75	0.79
Avail Cap(c_a), veh/h	446	0	439	225	0	496	455	984	834	602	755	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	22.1	27.2	0.0	18.6	13.3	9.9	7.7	12.0	17.4	17.7
Incr Delay (d2), s/veh	8.9	0.0	3.9	0.1	0.0	0.1	7.3	1.4	0.0	0.0	6.9	9.4
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(95%),veh/ln	10.6	0.0	7.8	0.2	0.0	1.0	5.0	6.6	0.1	0.0	12.8	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	0.0	26.0	27.2	0.0	18.7	20.5	11.3	7.7	12.0	24.3	27.1
LnGrp LOS	C		C	C		B	C	B	A	B	C	C
Approach Vol, veh/h		644			57			753			1076	
Approach Delay, s/veh		30.7			19.7			15.1			25.6	
Approach LOS		C			B			B			C	

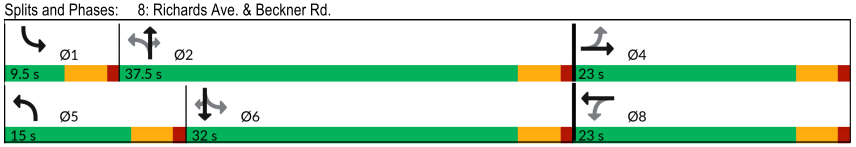
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	40.3		23.0	13.1	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.1	11.6		20.5	8.4	20.9		13.4				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.2	3.1		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	23.7	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	388	21	5	15	245	417	2	1	376	485
Future Volume (vph)	388	21	5	15	245	417	2	1	376	485
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 69.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	21	209	5	15	4	245	417	2	1	376	485
Future Volume (veh/h)	388	21	209	5	15	4	245	417	2	1	376	485
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	24	243	6	17	5	285	485	2	1	437	564
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	40	401	251	381	112	444	980	830	434	763	647
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.52	0.52	0.00	0.41	0.41
Sat Flow, veh/h	1390	144	1463	1112	1388	408	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	451	0	267	6	0	22	285	485	2	1	437	564
Grp Sat Flow(s),veh/h/ln	1390	0	1607	1112	0	1797	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	9.7	0.3	0.0	0.6	5.7	11.2	0.0	0.0	12.2	22.0
Cycle Q Clear(g_c), s	18.5	0.0	9.7	10.1	0.0	0.6	5.7	11.2	0.0	0.0	12.2	22.0
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	0	441	251	0	493	444	980	830	434	763	647
V/C Ratio(X)	0.95	0.00	0.61	0.02	0.00	0.04	0.64	0.49	0.00	0.00	0.57	0.87
Avail Cap(c_a), veh/h	476	0	441	251	0	493	512	980	830	564	763	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	21.3	25.7	0.0	18.0	11.0	10.3	7.6	11.9	15.4	18.3
Incr Delay (d2), s/veh	28.6	0.0	2.4	0.0	0.0	0.0	2.2	1.8	0.0	0.0	3.1	15.1
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(95%),veh/ln	16.3	0.0	6.7	0.2	0.0	0.4	3.6	7.7	0.0	0.0	9.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	0.0	23.6	25.7	0.0	18.0	13.1	12.1	7.7	11.9	18.5	33.4
LnGrp LOS	D		C	C		B	B	B	A	B	B	C
Approach Vol, veh/h		718			28			772			1002	
Approach Delay, s/veh		43.3			19.7			12.5			26.9	
Approach LOS		D			B			B			C	

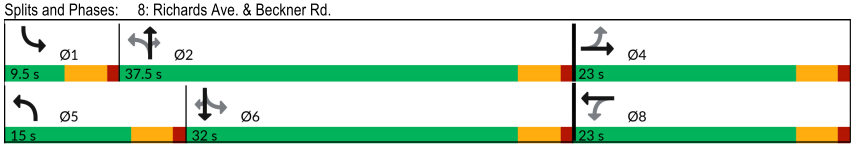
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	39.8		23.0	12.4	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	13.2		20.5	7.7	24.0		12.1				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.2	1.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	27.1	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	428	22	5	17	263	419	2	1	379	553
Future Volume (vph)	428	22	5	17	263	419	2	1	379	553
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 69.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	22	220	5	17	4	263	419	2	1	379	553
Future Volume (veh/h)	428	22	220	5	17	4	263	419	2	1	379	553
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	498	26	256	6	20	5	306	487	2	1	441	643
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	40	398	235	393	98	442	987	836	436	757	642
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1386	148	1459	1097	1444	361	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	498	0	282	6	0	25	306	487	2	1	441	643
Grp Sat Flow(s),veh/h/ln	1386	0	1608	1097	0	1805	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.8	0.0	10.5	0.3	0.0	0.7	6.2	11.3	0.0	0.0	12.5	27.5
Cycle Q Clear(g_c), s	18.5	0.0	10.5	10.8	0.0	0.7	6.2	11.3	0.0	0.0	12.5	27.5
Prop In Lane	1.00		0.91	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	0	438	235	0	492	442	987	836	436	757	642
V/C Ratio(X)	1.06	0.00	0.64	0.03	0.00	0.05	0.69	0.49	0.00	0.00	0.58	1.00
Avail Cap(c_a), veh/h	469	0	438	235	0	492	497	987	836	565	757	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	21.8	26.6	0.0	18.2	11.6	10.3	7.6	12.0	15.7	20.2
Incr Delay (d2), s/veh	58.7	0.0	3.2	0.0	0.0	0.0	3.6	1.8	0.0	0.0	3.3	36.0
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(95%),veh/ln	22.3	0.0	7.4	0.2	0.0	0.5	4.2	7.7	0.0	0.0	9.2	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.8	0.0	25.0	26.6	0.0	18.3	15.1	12.0	7.6	12.0	19.0	56.2
LnGrp LOS	F		C	C		B	B	B	A	B	B	F
Approach Vol, veh/h		780			31			795			1085	
Approach Delay, s/veh		63.8			19.9			13.2			41.0	
Approach LOS		E			B			B			D	

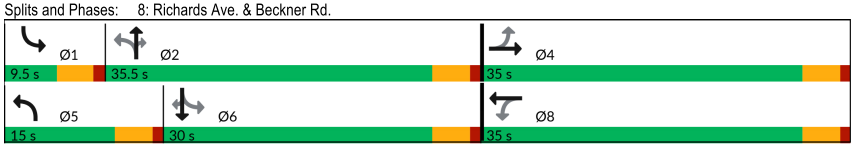
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.3		23.0	12.9	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	13.3		20.5	8.2	29.5		12.8				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.2	0.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		39.2	
HCM 7th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	253	32	7	36	283	440	10	4	580	428
Future Volume (vph)	253	32	7	36	283	440	10	4	580	428
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	35.5	35.5	9.5	30.0	30.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	18.8%	44.4%	44.4%	11.9%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 70.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	32	230	7	36	7	283	440	10	4	580	428
Future Volume (veh/h)	253	32	230	7	36	7	283	440	10	4	580	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	37	267	8	42	8	329	512	12	5	674	498
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	57	409	237	440	84	372	953	808	401	692	586
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.51	0.51	0.01	0.37	0.37
Sat Flow, veh/h	1355	197	1418	1075	1527	291	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	294	0	304	8	0	50	329	512	12	5	674	498
Grp Sat Flow(s),veh/h/ln	1355	0	1615	1075	0	1818	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.0	0.0	11.4	0.5	0.0	1.4	8.0	12.7	0.3	0.1	24.5	19.9
Cycle Q Clear(g_c), s	15.4	0.0	11.4	11.8	0.0	1.4	8.0	12.7	0.3	0.1	24.5	19.9
Prop In Lane	1.00		0.88	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	0	465	237	0	524	372	953	808	401	692	586
V/C Ratio(X)	0.63	0.00	0.65	0.03	0.00	0.10	0.88	0.54	0.01	0.01	0.97	0.85
Avail Cap(c_a), veh/h	677	0	715	403	0	805	383	953	808	519	692	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	21.5	26.7	0.0	18.0	16.5	11.4	8.4	13.5	21.4	19.9
Incr Delay (d2), s/veh	1.4	0.0	1.6	0.1	0.0	0.1	20.7	2.2	0.0	0.0	28.4	14.3
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(95%),veh/ln	7.8	0.0	7.6	0.2	0.0	1.0	8.5	8.7	0.2	0.1	21.2	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	0.0	23.1	26.8	0.0	18.0	37.2	13.6	8.4	13.5	49.8	34.2
LnGrp LOS	C		C	C		B	D	B	A	B	D	C
Approach Vol, veh/h		598			58			853			1177	
Approach Delay, s/veh		24.0			19.2			22.6			43.0	
Approach LOS		C			B			C			D	

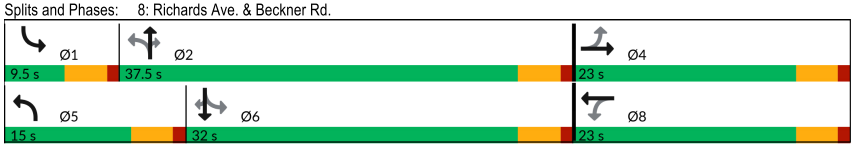
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	39.6		24.3	14.6	30.0		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		30.5	10.5	25.5		30.5				
Max Q Clear Time (g_c+I1), s	2.1	14.7		17.4	10.0	26.5		13.8				
Green Ext Time (p_c), s	0.0	2.9		2.5	0.1	0.0		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	31.8	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	312	34	7	37	288	441	10	4	583	448
Future Volume (vph)	312	34	7	37	288	441	10	4	583	448
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Future Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	40	286	8	43	8	335	513	12	5	678	521
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	53	379	191	410	76	379	993	841	426	744	630
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.14	0.53	0.53	0.01	0.40	0.40
Sat Flow, veh/h	1354	198	1417	1054	1534	285	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	363	0	326	8	0	51	335	513	12	5	678	521
Grp Sat Flow(s),veh/h/ln	1354	0	1615	1054	0	1819	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.0	0.0	12.8	0.5	0.0	1.5	7.6	12.3	0.2	0.1	23.7	20.4
Cycle Q Clear(g_c), s	18.5	0.0	12.8	13.3	0.0	1.5	7.6	12.3	0.2	0.1	23.7	20.4
Prop In Lane	1.00		0.88	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	0	432	191	0	486	379	993	841	426	744	630
V/C Ratio(X)	0.83	0.00	0.75	0.04	0.00	0.10	0.88	0.52	0.01	0.01	0.91	0.83
Avail Cap(c_a), veh/h	438	0	432	191	0	486	400	993	841	543	744	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	23.3	29.4	0.0	19.1	15.6	10.5	7.7	12.4	19.7	18.7
Incr Delay (d2), s/veh	12.6	0.0	7.4	0.1	0.0	0.1	19.6	1.9	0.0	0.0	17.4	11.8
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(95%),veh/ln	11.7	0.0	9.3	0.2	0.0	1.1	8.0	8.3	0.1	0.1	18.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	30.6	29.4	0.0	19.2	35.3	12.4	7.7	12.4	37.1	30.5
LnGrp LOS	D		C	C		B	D	B	A	B	D	C
Approach Vol, veh/h		689			59			860			1204	
Approach Delay, s/veh		35.2			20.6			21.2			34.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	41.2		23.0	14.2	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.1	14.3		20.5	9.6	25.7		15.3				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.1		0.0				

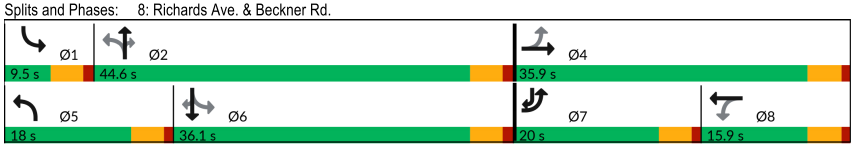
Intersection Summary			
HCM 7th Control Delay, s/veh		30.2	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	312	34	7	37	288	441	10	4	583	448
Future Volume (vph)	312	34	7	37	288	441	10	4	583	448
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4		8	5	2		1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	20.0	35.9	15.9	15.9	18.0	44.6	44.6	9.5	36.1	20.0
Total Split (%)	22.2%	39.9%	17.7%	17.7%	20.0%	49.6%	49.6%	10.6%	40.1%	22.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 81.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Future Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	40	286	8	43	8	335	513	12	5	678	521
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	60	429	151	93	17	372	987	836	405	715	903
Arrive On Green	0.19	0.30	0.30	0.06	0.06	0.06	0.15	0.53	0.53	0.01	0.38	0.38
Sat Flow, veh/h	1781	198	1417	1054	1534	285	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	363	0	326	8	0	51	335	513	12	5	678	521
Grp Sat Flow(s),veh/h/ln	1781	0	1615	1054	0	1819	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	15.4	0.0	14.6	0.6	0.0	2.2	10.4	14.8	0.3	0.1	29.0	17.4
Cycle Q Clear(g_c), s	15.4	0.0	14.6	0.6	0.0	2.2	10.4	14.8	0.3	0.1	29.0	17.4
Prop In Lane	1.00		0.88	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	0	489	151	0	110	372	987	836	405	715	903
V/C Ratio(X)	0.78	0.00	0.67	0.05	0.00	0.46	0.90	0.52	0.01	0.01	0.95	0.58
Avail Cap(c_a), veh/h	466	0	614	232	0	251	393	987	836	501	715	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	25.2	36.8	0.0	37.5	21.4	12.7	9.3	15.5	24.7	11.4
Incr Delay (d2), s/veh	8.2	0.0	1.9	0.1	0.0	3.0	22.4	2.0	0.0	0.0	23.1	2.7
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(95%),veh/ln	11.8	0.0	9.5	0.3	0.0	1.9	10.3	10.0	0.2	0.1	23.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	0.0	27.1	36.9	0.0	40.5	43.8	14.7	9.3	15.5	47.8	14.1
LnGrp LOS	D		C	D		D	D	B	A	B	D	B
Approach Vol, veh/h		689			59			860			1204	
Approach Delay, s/veh		31.7			40.1			26.0			33.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	48.1		29.5	17.1	36.1	20.0	9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	40.1		31.4	13.5	31.6	15.5	11.4				
Max Q Clear Time (g_c+I1), s	2.1	16.8		16.6	12.4	31.0	17.4	4.2				
Green Ext Time (p_c), s	0.0	3.3		1.8	0.1	0.4	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	30.7	
HCM 7th LOS	C	

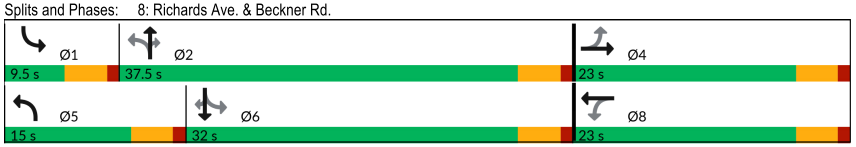
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	401	21	6	15	261	497	2	1	449	500
Future Volume (vph)	401	21	6	15	261	497	2	1	449	500
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 69.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	401	21	225	6	15	5	261	497	2	1	449	500
Future Volume (veh/h)	401	21	225	6	15	5	261	497	2	1	449	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	466	24	262	7	17	6	303	578	2	1	522	581
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	37	401	232	360	127	415	986	835	372	758	642
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.53	0.53	0.00	0.41	0.41
Sat Flow, veh/h	1388	135	1471	1093	1320	466	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	466	0	286	7	0	23	303	578	2	1	522	581
Grp Sat Flow(s),veh/h/ln	1388	0	1606	1093	0	1786	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	10.7	0.4	0.0	0.6	6.1	14.4	0.0	0.0	15.6	23.3
Cycle Q Clear(g_c), s	18.5	0.0	10.7	11.1	0.0	0.6	6.1	14.4	0.0	0.0	15.6	23.3
Prop In Lane	1.00		0.92	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	0	438	232	0	487	415	986	835	372	758	642
V/C Ratio(X)	0.99	0.00	0.65	0.03	0.00	0.05	0.73	0.59	0.00	0.00	0.69	0.90
Avail Cap(c_a), veh/h	472	0	438	232	0	487	471	986	835	500	758	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	21.8	26.7	0.0	18.2	12.7	11.0	7.6	12.2	16.6	18.9
Incr Delay (d2), s/veh	38.3	0.0	3.5	0.1	0.0	0.0	5.0	2.6	0.0	0.0	5.1	18.5
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(95%),veh/ln	18.2	0.0	7.5	0.2	0.0	0.5	4.4	9.4	0.0	0.0	11.3	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	0.0	25.3	26.8	0.0	18.2	17.6	13.5	7.6	12.2	21.7	37.5
LnGrp LOS	E		C	C		B	B	B	A	B	C	D
Approach Vol, veh/h		752			30			883			1104	
Approach Delay, s/veh		50.0			20.2			14.9			30.0	
Approach LOS		D			C			B			C	

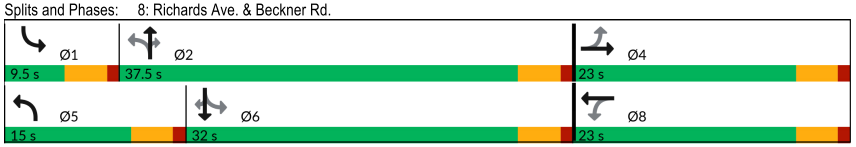
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.3		23.0	12.8	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	16.4		20.5	8.1	25.3		13.1				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.2	1.2		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		30.5	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	22	6	17	279	499	2	1	452	568
Future Volume (vph)	441	22	6	17	279	499	2	1	452	568
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 69.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Future Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	26	274	7	20	6	324	580	2	1	526	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	38	397	217	374	112	416	992	841	374	753	638
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.13	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1385	139	1467	1079	1381	414	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	513	0	300	7	0	26	324	580	2	1	526	660
Grp Sat Flow(s),veh/h/ln	1385	0	1606	1079	0	1796	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.8	0.0	11.4	0.4	0.0	0.7	6.7	14.4	0.0	0.0	16.0	27.5
Cycle Q Clear(g_c), s	18.5	0.0	11.4	11.8	0.0	0.7	6.7	14.4	0.0	0.0	16.0	27.5
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	435	217	0	486	416	992	841	374	753	638
V/C Ratio(X)	1.10	0.00	0.69	0.03	0.00	0.05	0.78	0.58	0.00	0.00	0.70	1.03
Avail Cap(c_a), veh/h	465	0	435	217	0	486	459	992	841	502	753	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	22.4	27.7	0.0	18.4	13.0	10.9	7.5	12.4	17.0	20.4
Incr Delay (d2), s/veh	72.6	0.0	4.6	0.1	0.0	0.0	7.7	2.5	0.0	0.0	5.3	45.0
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(95%),veh/ln	25.0	0.0	8.1	0.2	0.0	0.5	5.3	9.4	0.0	0.0	11.5	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.9	0.0	26.9	27.7	0.0	18.5	20.7	13.4	7.5	12.4	22.3	65.4
LnGrp LOS	F		C	C		B	C	B	A	B	C	F
Approach Vol, veh/h		813			33			906			1187	
Approach Delay, s/veh		73.0			20.5			16.0			46.3	
Approach LOS		E			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.8		23.0	13.4	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	16.4		20.5	8.7	29.5		13.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.2	0.0		0.0				

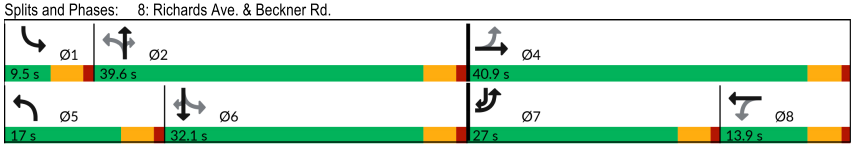
Intersection Summary			
HCM 7th Control Delay, s/veh		44.0	
HCM 7th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	22	6	17	279	499	2	1	452	568
Future Volume (vph)	441	22	6	17	279	499	2	1	452	568
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4		8	5	2		1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	27.0	40.9	13.9	13.9	17.0	39.6	39.6	9.5	32.1	27.0
Total Split (%)	30.0%	45.4%	15.4%	15.4%	18.9%	44.0%	44.0%	10.6%	35.7%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 83
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Future Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	26	274	7	20	6	324	580	2	1	526	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	52	553	148	81	24	361	865	733	271	608	936
Arrive On Green	0.27	0.38	0.38	0.06	0.06	0.06	0.14	0.46	0.46	0.00	0.33	0.33
Sat Flow, veh/h	1781	139	1467	1079	1381	414	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	513	0	300	7	0	26	324	580	2	1	526	660
Grp Sat Flow(s),veh/h/ln	1781	0	1606	1079	0	1796	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	22.4	0.0	12.1	0.5	0.0	1.2	9.7	20.5	0.1	0.0	22.4	24.8
Cycle Q Clear(g_c), s	22.4	0.0	12.1	0.5	0.0	1.2	9.7	20.5	0.1	0.0	22.4	24.8
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	620	0	606	148	0	106	361	865	733	271	608	936
V/C Ratio(X)	0.83	0.00	0.50	0.05	0.00	0.25	0.90	0.67	0.00	0.00	0.86	0.71
Avail Cap(c_a), veh/h	620	0	689	204	0	199	376	865	733	374	608	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	20.2	37.8	0.0	38.1	18.6	17.8	12.3	19.7	26.9	12.2
Incr Delay (d2), s/veh	9.1	0.0	0.6	0.1	0.0	1.2	23.0	4.1	0.0	0.0	15.1	4.5
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(95%),veh/ln	15.9	0.0	7.9	0.3	0.0	1.0	9.8	14.0	0.0	0.0	17.6	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	20.9	38.0	0.0	39.3	41.5	21.9	12.3	19.7	42.0	16.7
LnGrp LOS	C		C	D		D	D	C	B	B	D	B
Approach Vol, veh/h		813			33			906			1187	
Approach Delay, s/veh		29.5			39.0			28.9			27.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	43.7		36.5	16.3	32.1	27.0	9.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	35.1		36.4	12.5	27.6	22.5	9.4
Max Q Clear Time (g_c+I1), s	2.0	22.5		14.1	11.7	26.8	24.4	3.2
Green Ext Time (p_c), s	0.0	3.0		2.0	0.1	0.5	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	28.8	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	347	190	25	99	20
Future Vol, veh/h	7	347	190	25	99	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	386	211	28	110	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	626	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1328	-	-	-	448	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	445	814
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	15.29
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	36	-	-	-	481
HCM Lane V/C Ratio	0.006	-	-	-	0.275
HCM Ctrl Dly (s/v)	7.7	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	403	2	5	218	25	6	1	14	99	0	20
Future Vol, veh/h	8	403	2	5	218	25	6	1	14	99	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	480	2	5	260	30	7	1	15	118	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	482	0	0	770	800	481	785	786	274
Stage 1	-	-	-	-	-	-	500	500	-	285	285	-
Stage 2	-	-	-	-	-	-	270	300	-	499	501	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1081	-	-	317	318	585	310	324	764
Stage 1	-	-	-	-	-	-	553	543	-	722	676	-
Stage 2	-	-	-	-	-	-	735	665	-	553	543	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1081	-	-	303	313	585	296	319	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	313	-	296	319	-
Stage 1	-	-	-	-	-	-	547	538	-	718	671	-
Stage 2	-	-	-	-	-	-	708	661	-	532	537	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.15	13.48	23.82
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	35	-	-	33	-	-	330
HCM Lane V/C Ratio	0.051	0.007	-	-	0.005	-	-	0.429
HCM Ctrl Dly (s/v)	13.5	7.9	0	-	8.3	0	-	23.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	168	263	93	29	19
Future Vol, veh/h	26	168	263	93	29	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	200	313	111	35	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	424	0	-	0	630	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1135	-	-	-	445	677
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1135	-	-	-	432	677
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.11	0	13.05
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	-	-	504
HCM Lane V/C Ratio	0.027	-	-	-	0.113
HCM Ctrl Dly (s/v)	8.3	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	215	7	16	332	93	4	1	9	29	1	20
Future Vol, veh/h	27	215	7	16	332	93	4	1	9	29	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	256	8	17	395	111	4	1	10	35	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	264	0	0	755	865	260	806	813	451
Stage 1	-	-	-	-	-	-	324	324	-	485	485	-
Stage 2	-	-	-	-	-	-	431	541	-	321	328	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1059	-	-	1301	-	-	325	292	779	300	313	609
Stage 1	-	-	-	-	-	-	688	650	-	563	551	-
Stage 2	-	-	-	-	-	-	603	521	-	691	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1301	-	-	295	276	779	279	296	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	276	-	279	296	-
Stage 1	-	-	-	-	-	-	664	627	-	552	541	-
Stage 2	-	-	-	-	-	-	567	511	-	657	624	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0.26	12.63	17.08
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	487	195	-	-	57	-	-	357
HCM Lane V/C Ratio	0.031	0.03	-	-	0.013	-	-	0.166
HCM Ctrl Dly (s/v)	12.6	8.5	0	-	7.8	0	-	17.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	414	227	30	118	24
Future Vol, veh/h	9	414	227	30	118	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	460	252	33	131	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	286	0	-	0	749	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1277	-	-	-	380	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	376	770
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	19.11
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	-	-	411
HCM Lane V/C Ratio	0.008	-	-	-	0.384
HCM Ctrl Dly (s/v)	7.8	0	-	-	19.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Future Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	560	2	5	304	36	7	1	15	140	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	562	0	0	899	935	561	916	918	321
Stage 1	-	-	-	-	-	-	584	584	-	332	332	-
Stage 2	-	-	-	-	-	-	314	350	-	584	586	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1010	-	-	260	266	527	253	272	719
Stage 1	-	-	-	-	-	-	497	498	-	681	644	-
Stage 2	-	-	-	-	-	-	696	633	-	498	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1010	-	-	244	260	527	240	266	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	260	-	240	266	-
Stage 1	-	-	-	-	-	-	490	491	-	677	640	-
Stage 2	-	-	-	-	-	-	664	629	-	475	490	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.14	15.02	38.28
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	37	-	-	28	-	-	270
HCM Lane V/C Ratio	0.06	0.01	-	-	0.005	-	-	0.626
HCM Ctrl Dly (s/v)	15	8	0	-	8.6	0	-	38.3
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	3.8

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Future Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	560	2	5	304	36	7	1	15	140	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	562	0	0	899	935	561	916	918	321
Stage 1	-	-	-	-	-	-	584	584	-	332	332	-
Stage 2	-	-	-	-	-	-	314	350	-	584	586	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1010	-	-	260	266	527	253	272	719
Stage 1	-	-	-	-	-	-	497	498	-	681	644	-
Stage 2	-	-	-	-	-	-	696	633	-	498	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1010	-	-	244	260	527	240	266	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	260	-	356	369	-
Stage 1	-	-	-	-	-	-	490	491	-	677	640	-
Stage 2	-	-	-	-	-	-	664	629	-	475	490	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.14	15.02	21.13
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	37	-	-	28	-	-	390
HCM Lane V/C Ratio	0.06	0.01	-	-	0.005	-	-	0.434
HCM Ctrl Dly (s/v)	15	8	0	-	8.6	0	-	21.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	201	314	110	35	22
Future Vol, veh/h	31	201	314	110	35	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	239	374	131	42	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	505	0	-	0	752	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1060	-	-	-	378	618
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	363	618
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	-	-	431
HCM Lane V/C Ratio	0.035	-	-	-	0.157
HCM Ctrl Dly (s/v)	8.5	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	248	7	16	383	110	4	1	9	35	1	23
Future Vol, veh/h	32	248	7	16	383	110	4	1	9	35	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	295	8	17	456	131	4	1	10	42	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	303	0	0	867	997	299	928	935	521
Stage 1	-	-	-	-	-	-	375	375	-	556	556	-
Stage 2	-	-	-	-	-	-	491	622	-	372	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	988	-	-	1258	-	-	273	244	740	248	265	555
Stage 1	-	-	-	-	-	-	646	617	-	515	513	-
Stage 2	-	-	-	-	-	-	559	479	-	649	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	988	-	-	1258	-	-	242	228	740	228	248	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	228	-	228	248	-
Stage 1	-	-	-	-	-	-	616	588	-	504	502	-
Stage 2	-	-	-	-	-	-	519	469	-	609	586	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.98	0.23	13.83	20.88
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	200	-	-	50	-	-	296
HCM Lane V/C Ratio	0.036	0.039	-	-	0.014	-	-	0.237
HCM Ctrl Dly (s/v)	13.8	8.8	0	-	7.9	0	-	20.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	310	223	6	28	4
Future Vol, veh/h	8	310	223	6	28	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	383	275	7	35	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	283	0	-	0	681	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1280	-	-	-	416	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	413	760
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	13.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1280	-	-	-	413	760
HCM Lane V/C Ratio	0.008	-	-	-	0.084	0.006
HCM Ctrl Dly (s/v)	7.8	-	-	-	14.5	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	319	4	16	241	7	12	1	49	28	0	4
Future Vol, veh/h	9	319	4	16	241	7	12	1	49	28	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	354	4	17	268	8	13	1	53	31	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	359	0	0	679	687	357	681	685	272
Stage 1	-	-	-	-	-	-	377	377	-	306	306	-
Stage 2	-	-	-	-	-	-	303	310	-	375	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1200	-	-	365	370	687	364	371	767
Stage 1	-	-	-	-	-	-	645	616	-	703	661	-
Stage 2	-	-	-	-	-	-	707	659	-	646	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1200	-	-	355	362	687	328	362	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	362	-	328	362	-
Stage 1	-	-	-	-	-	-	640	611	-	693	652	-
Stage 2	-	-	-	-	-	-	692	649	-	590	610	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.48	12.09	16.21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	575	1287	-	-	1200	-	-	328	767
HCM Lane V/C Ratio	0.117	0.008	-	-	0.014	-	-	0.095	0.006
HCM Ctrl Dly (s/v)	12.1	7.8	-	-	8	-	-	17.1	9.7
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	182	259	31	9	1
Future Vol, veh/h	18	182	259	31	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	202	288	34	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	547	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	498	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	490	735
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.72	0	12.24
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1238	-	-	-	490	735
HCM Lane V/C Ratio	0.016	-	-	-	0.02	0.002
HCM Ctrl Dly (s/v)	8	-	-	-	12.5	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	202	14	57	275	32	8	1	34	9	1	2
Future Vol, veh/h	19	202	14	57	275	32	8	1	34	9	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	224	15	62	306	36	9	1	37	10	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	240	0	0	704	739	232	714	729	323
Stage 1	-	-	-	-	-	-	274	274	-	447	447	-
Stage 2	-	-	-	-	-	-	430	465	-	267	282	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1218	-	-	1327	-	-	352	345	807	346	350	718
Stage 1	-	-	-	-	-	-	732	683	-	591	573	-
Stage 2	-	-	-	-	-	-	603	563	-	738	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1327	-	-	327	323	807	308	328	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	323	-	308	328	-
Stage 1	-	-	-	-	-	-	719	671	-	563	547	-
Stage 2	-	-	-	-	-	-	572	537	-	691	666	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.65	1.21	11.31	15.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	617	1218	-	-	1327	-	-	308	516
HCM Lane V/C Ratio	0.076	0.017	-	-	0.047	-	-	0.032	0.006
HCM Ctrl Dly (s/v)	11.3	8	-	-	7.8	-	-	17.1	12
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.1	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	370	265	7	33	5
Future Vol, veh/h	10	370	265	7	33	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	457	327	9	41	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	336	0	-	0	813	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1223	-	-	-	348	710
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1223	-	-	-	344	710
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	15.96
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1223	-	-	-	344	710
HCM Lane V/C Ratio	0.01	-	-	-	0.118	0.009
HCM Ctrl Dly (s/v)	8	-	-	-	16.8	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	379	4	16	283	8	12	1	49	33	0	5
Future Vol, veh/h	11	379	4	16	283	8	12	1	49	33	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	421	4	17	314	9	13	1	53	37	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	425	0	0	797	806	423	800	804	319
Stage 1	-	-	-	-	-	-	448	448	-	354	354	-
Stage 2	-	-	-	-	-	-	349	358	-	446	450	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1236	-	-	1134	-	-	305	316	631	303	317	722
Stage 1	-	-	-	-	-	-	590	573	-	663	630	-
Stage 2	-	-	-	-	-	-	667	628	-	591	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1134	-	-	295	308	631	270	309	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	308	-	270	309	-
Stage 1	-	-	-	-	-	-	584	567	-	653	621	-
Stage 2	-	-	-	-	-	-	652	618	-	535	566	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.22	0.42	13.14	19.07
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	510	1236	-	-	1134	-	-	270	722
HCM Lane V/C Ratio	0.132	0.01	-	-	0.015	-	-	0.136	0.008
HCM Ctrl Dly (s/v)	13.1	7.9	-	-	8.2	-	-	20.4	10
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	217	309	37	11	1
Future Vol, veh/h	21	217	309	37	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	241	343	41	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	384	0	-	0	652	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1174	-	-	-	433	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1174	-	-	-	424	681
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.72	0	13.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1174	-	-	-	424	681
HCM Lane V/C Ratio	0.02	-	-	-	0.029	0.002
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.7	10.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	237	14	57	325	38	8	1	34	11	1	2
Future Vol, veh/h	22	237	14	57	325	38	8	1	34	11	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	263	15	62	361	42	9	1	37	12	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	403	0	0	279	0	0	805	847	271	819	834	382
Stage 1	-	-	-	-	-	-	320	320	-	506	506	-
Stage 2	-	-	-	-	-	-	486	527	-	313	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1155	-	-	1284	-	-	301	299	768	294	304	665
Stage 1	-	-	-	-	-	-	692	652	-	549	540	-
Stage 2	-	-	-	-	-	-	563	528	-	698	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1155	-	-	1284	-	-	278	278	768	260	283	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	278	-	260	283	-
Stage 1	-	-	-	-	-	-	677	639	-	522	514	-
Stage 2	-	-	-	-	-	-	533	503	-	649	634	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.66	1.06	12	18.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	1155	-	-	1284	-	-	260	461
HCM Lane V/C Ratio	0.083	0.021	-	-	0.048	-	-	0.047	0.007
HCM Ctrl Dly (s/v)	12	8.2	-	-	7.9	-	-	19.5	12.9
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	313	219	3	0	15
Future Vol, veh/h	0	313	219	3	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	382	267	4	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	269
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	770
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	770
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.79
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	770
HCM Lane V/C Ratio	-	-	-	0.024
HCM Ctrl Dly (s/v)	-	-	-	9.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	319	5	11	238	4	3	0	7	0	0	15
Future Vol, veh/h	1	319	5	11	238	4	3	0	7	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	363	5	12	270	5	3	0	8	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	275	0	0	368	0	0	662	666	365	661	667	273
Stage 1	-	-	-	-	-	-	367	367	-	297	297	-
Stage 2	-	-	-	-	-	-	294	299	-	365	370	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1288	-	-	1191	-	-	375	380	680	376	380	766
Stage 1	-	-	-	-	-	-	652	622	-	712	668	-
Stage 2	-	-	-	-	-	-	714	666	-	654	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1191	-	-	362	375	680	367	375	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	375	-	367	375	-
Stage 1	-	-	-	-	-	-	651	621	-	703	660	-
Stage 2	-	-	-	-	-	-	690	658	-	646	619	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	0.34	11.83	9.81
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	6	-	-	75	-	-	766
HCM Lane V/C Ratio	0.02	0.001	-	-	0.01	-	-	0.022
HCM Ctrl Dly (s/v)	11.8	7.8	0	-	8.1	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱			↗
Traffic Vol, veh/h	0	208	256	4	0	7
Future Vol, veh/h	0	208	256	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	236	291	5	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	293
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	746
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	746
HCM Lane V/C Ratio	-	-	-	0.011
HCM Ctrl Dly (s/v)	-	-	-	9.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	229	4	10	270	5	6	0	13	1	0	7
Future Vol, veh/h	1	229	4	10	270	5	6	0	13	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	260	4	11	307	6	7	0	14	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	313	0	0	265	0	0	593	599	262	594	598	310
Stage 1	-	-	-	-	-	-	265	265	-	331	331	-
Stage 2	-	-	-	-	-	-	329	334	-	263	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1248	-	-	1299	-	-	417	415	776	417	416	730
Stage 1	-	-	-	-	-	-	741	690	-	682	645	-
Stage 2	-	-	-	-	-	-	684	643	-	743	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1299	-	-	408	411	776	405	411	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	411	-	405	411	-
Stage 1	-	-	-	-	-	-	740	689	-	675	638	-
Stage 2	-	-	-	-	-	-	670	636	-	728	687	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.26	11.17	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	8	-	-	60	-	-	664
HCM Lane V/C Ratio	0.034	0.001	-	-	0.008	-	-	0.014
HCM Ctrl Dly (s/v)	11.2	7.9	0	-	7.8	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	373	262	4	0	17
Future Vol, veh/h	0	373	262	4	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	455	320	5	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	719
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	719
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.16
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	719
HCM Lane V/C Ratio	-	-	-	0.029
HCM Ctrl Dly (s/v)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	379	5	11	281	5	3	0	7	0	0	17
Future Vol, veh/h	1	379	5	11	281	5	3	0	7	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	431	5	12	319	6	3	0	8	0	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	436	0	0	779	785	433	779	784	322
Stage 1	-	-	-	-	-	-	436	436	-	346	346	-
Stage 2	-	-	-	-	-	-	343	349	-	433	438	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1235	-	-	1124	-	-	313	325	622	313	325	719
Stage 1	-	-	-	-	-	-	599	580	-	670	635	-
Stage 2	-	-	-	-	-	-	672	634	-	601	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1235	-	-	1124	-	-	300	320	622	305	320	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	320	-	305	320	-
Stage 1	-	-	-	-	-	-	598	579	-	661	627	-
Stage 2	-	-	-	-	-	-	645	625	-	593	578	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	0.29	12.82	10.15
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	471	5	-	-	64	-	-	719
HCM Lane V/C Ratio	0.023	0.001	-	-	0.011	-	-	0.027
HCM Ctrl Dly (s/v)	12.8	7.9	0	-	8.2	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	248	305	5	0	9
Future Vol, veh/h	0	248	305	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	282	347	6	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	349
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	694
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.27
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	694
HCM Lane V/C Ratio	-	-	-	0.015
HCM Ctrl Dly (s/v)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	269	4	10	319	6	6	0	13	1	0	9
Future Vol, veh/h	1	269	4	10	319	6	6	0	13	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	306	4	11	363	7	7	0	14	1	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	310	0	0	694	701	308	696	700	366
Stage 1	-	-	-	-	-	-	310	310	-	388	388	-
Stage 2	-	-	-	-	-	-	384	391	-	308	312	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1189	-	-	1250	-	-	357	363	732	356	363	679
Stage 1	-	-	-	-	-	-	700	659	-	636	609	-
Stage 2	-	-	-	-	-	-	639	607	-	702	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1250	-	-	347	358	732	345	359	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	358	-	345	359	-
Stage 1	-	-	-	-	-	-	699	658	-	629	602	-
Stage 2	-	-	-	-	-	-	622	600	-	688	657	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.23	11.9	10.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	7	-	-	51	-	-	619
HCM Lane V/C Ratio	0.038	0.001	-	-	0.009	-	-	0.018
HCM Ctrl Dly (s/v)	11.9	8	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	192	89	80	133	18	68	2	71	51	3	28
Future Vol, veh/h	12	192	89	80	133	18	68	2	71	51	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	267	124	111	185	25	94	3	99	71	4	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	390	0	0	771	794	328	721	843	197
Stage 1	-	-	-	-	-	-	362	362	-	419	419	-
Stage 2	-	-	-	-	-	-	409	432	-	301	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1168	-	-	317	321	713	343	300	844
Stage 1	-	-	-	-	-	-	657	625	-	611	590	-
Stage 2	-	-	-	-	-	-	619	582	-	708	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1168	-	-	267	287	713	262	268	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	287	-	262	268	-
Stage 1	-	-	-	-	-	-	649	618	-	553	534	-
Stage 2	-	-	-	-	-	-	530	527	-	600	580	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	2.91	23.19	20.65
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1361	-	-	1168	-	-	343
HCM Lane V/C Ratio	0.502	0.012	-	-	0.095	-	-	0.332
HCM Ctrl Dly (s/v)	23.2	7.7	-	-	8.4	-	-	20.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.3	-	-	1.4

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	200	90	83	152	18	70	4	74	52	3	28
Future Vol, veh/h	12	200	90	83	152	18	70	4	74	52	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	230	103	95	175	21	80	5	85	60	3	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	333	0	0	676	695	282	636	737	185
Stage 1	-	-	-	-	-	-	309	309	-	376	376	-
Stage 2	-	-	-	-	-	-	367	386	-	260	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1226	-	-	367	366	757	391	346	857
Stage 1	-	-	-	-	-	-	701	659	-	645	616	-
Stage 2	-	-	-	-	-	-	652	610	-	745	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1226	-	-	319	334	757	313	316	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	334	-	313	316	-
Stage 1	-	-	-	-	-	-	694	653	-	595	569	-
Stage 2	-	-	-	-	-	-	575	563	-	650	620	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	2.68	17.79	16.87
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1378	-	-	1226	-	-	398
HCM Lane V/C Ratio	0.378	0.01	-	-	0.078	-	-	0.24
HCM Ctrl Dly (s/v)	17.8	7.6	-	-	8.2	-	-	16.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.3	-	-	0.9

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	128	34	48	181	34	61	7	64	16	3	11
Future Vol, veh/h	24	128	34	48	181	34	61	7	64	16	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	147	39	55	208	39	70	8	74	18	3	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	186	0	0	542	579	167	544	579	228
Stage 1	-	-	-	-	-	-	222	222	-	338	338	-
Stage 2	-	-	-	-	-	-	320	357	-	206	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1388	-	-	451	426	878	450	426	812
Stage 1	-	-	-	-	-	-	781	720	-	676	641	-
Stage 2	-	-	-	-	-	-	692	628	-	796	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1388	-	-	414	401	878	380	401	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	401	-	380	401	-
Stage 1	-	-	-	-	-	-	764	705	-	650	615	-
Stage 2	-	-	-	-	-	-	650	603	-	706	691	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	1.41	13.9	13.17
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1319	-	-	1388	-	-	475
HCM Lane V/C Ratio	0.273	0.021	-	-	0.04	-	-	0.073
HCM Ctrl Dly (s/v)	13.9	7.8	-	-	7.7	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	150	36	54	195	34	62	8	67	18	3	11
Future Vol, veh/h	24	150	36	54	195	34	62	8	67	18	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	172	41	62	224	39	71	9	77	21	3	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	214	0	0	598	636	193	600	637	244
Stage 1	-	-	-	-	-	-	248	248	-	368	368	-
Stage 2	-	-	-	-	-	-	350	387	-	232	269	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1356	-	-	414	396	848	413	395	795
Stage 1	-	-	-	-	-	-	756	701	-	652	622	-
Stage 2	-	-	-	-	-	-	666	609	-	771	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1356	-	-	377	370	848	342	369	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	370	-	342	369	-
Stage 1	-	-	-	-	-	-	740	686	-	622	593	-
Stage 2	-	-	-	-	-	-	622	581	-	677	672	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.89	1.48	14.99	14.17
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1301	-	-	1356	-	-	429
HCM Lane V/C Ratio	0.305	0.021	-	-	0.046	-	-	0.086
HCM Ctrl Dly (s/v)	15	7.8	-	-	7.8	-	-	14.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	229	107	95	159	21	81	2	84	61	4	33
Future Vol, veh/h	15	229	107	95	159	21	81	2	84	61	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	318	149	132	221	29	113	3	117	85	6	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	467	0	0	922	948	392	860	1008	235
Stage 1	-	-	-	-	-	-	434	434	-	499	499	-
Stage 2	-	-	-	-	-	-	488	514	-	361	508	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1095	-	-	251	261	656	276	241	804
Stage 1	-	-	-	-	-	-	600	581	-	553	544	-
Stage 2	-	-	-	-	-	-	562	535	-	657	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1095	-	-	201	226	656	195	208	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	330	-	287	292	-
Stage 1	-	-	-	-	-	-	591	572	-	487	478	-
Stage 2	-	-	-	-	-	-	460	471	-	529	530	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	3.02	22.73	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1316	-	-	1095	-	-	367
HCM Lane V/C Ratio	0.539	0.016	-	-	0.121	-	-	0.371
HCM Ctrl Dly (s/v)	22.7	7.8	-	-	8.7	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.1	0	-	-	0.4	-	-	1.7

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	237	108	98	178	21	83	4	87	62	4	33
Future Vol, veh/h	15	237	108	98	178	21	83	4	87	62	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	272	124	113	205	24	95	5	100	71	5	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	397	0	0	801	823	334	751	873	217
Stage 1	-	-	-	-	-	-	369	369	-	442	442	-
Stage 2	-	-	-	-	-	-	432	454	-	309	431	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1339	-	-	1162	-	-	303	309	707	327	289	823
Stage 1	-	-	-	-	-	-	651	621	-	594	576	-
Stage 2	-	-	-	-	-	-	602	569	-	701	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1162	-	-	253	275	707	247	257	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	275	-	247	257	-
Stage 1	-	-	-	-	-	-	643	613	-	537	521	-
Stage 2	-	-	-	-	-	-	514	514	-	590	575	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	2.78	25.17	22.14
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	1339	-	-	1162	-	-	322
HCM Lane V/C Ratio	0.535	0.013	-	-	0.097	-	-	0.353
HCM Ctrl Dly (s/v)	25.2	7.7	-	-	8.4	-	-	22.1
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3	0	-	-	0.3	-	-	1.5

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	153	41	57	216	41	73	9	77	19	4	14
Future Vol, veh/h	29	153	41	57	216	41	73	9	77	19	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	176	47	66	248	47	84	10	89	22	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	223	0	0	648	693	199	651	693	272
Stage 1	-	-	-	-	-	-	266	266	-	403	403	-
Stage 2	-	-	-	-	-	-	382	426	-	248	290	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1266	-	-	1346	-	-	384	367	842	382	367	767
Stage 1	-	-	-	-	-	-	739	689	-	624	600	-
Stage 2	-	-	-	-	-	-	641	586	-	756	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	1346	-	-	344	340	842	308	340	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	340	-	308	340	-
Stage 1	-	-	-	-	-	-	720	671	-	594	571	-
Stage 2	-	-	-	-	-	-	592	557	-	649	655	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.03	1.42	16.99	14.98
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	1266	-	-	1346	-	-	403
HCM Lane V/C Ratio	0.38	0.026	-	-	0.049	-	-	0.106
HCM Ctrl Dly (s/v)	17	7.9	-	-	7.8	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	175	43	63	230	41	74	10	80	21	4	14
Future Vol, veh/h	29	175	43	63	230	41	74	10	80	21	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	201	49	72	264	47	85	11	92	24	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	251	0	0	704	749	226	706	750	288
Stage 1	-	-	-	-	-	-	293	293	-	433	433	-
Stage 2	-	-	-	-	-	-	411	456	-	274	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1249	-	-	1315	-	-	352	341	814	350	340	751
Stage 1	-	-	-	-	-	-	716	671	-	601	582	-
Stage 2	-	-	-	-	-	-	617	568	-	732	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1315	-	-	312	313	814	276	313	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	313	-	276	313	-
Stage 1	-	-	-	-	-	-	696	653	-	568	550	-
Stage 2	-	-	-	-	-	-	566	537	-	621	637	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.93	1.49	18.82	16.31
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	1249	-	-	1315	-	-	363
HCM Lane V/C Ratio	0.422	0.027	-	-	0.055	-	-	0.124
HCM Ctrl Dly (s/v)	18.8	8	-	-	7.9	-	-	16.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.1	0.1	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	133	1	3	170
Future Vol, veh/h	2	9	133	1	3	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	18	266	2	6	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	619	267	0	0	268	0
Stage 1	267	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	452	772	-	-	1296	-
Stage 1	778	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	450	772	-	-	1296	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.45	0	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	683	31	-
HCM Lane V/C Ratio	-	-	0.032	0.005	-
HCM Ctrl Dly (s/v)	-	-	10.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	13	136	2	4	172
Future Vol, veh/h	4	13	136	2	4	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	20	209	3	6	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	488	211	0	0	212	0
Stage 1	211	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	539	829	-	-	1358	-
Stage 1	824	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	829	-	-	1358	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.08	0	0.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	41	-
HCM Lane V/C Ratio	-	-	0.036	0.005	-
HCM Ctrl Dly (s/v)	-	-	10.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	128	1	11	77
Future Vol, veh/h	1	5	128	1	11	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	197	2	17	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	350	198	0	0	198	0
Stage 1	198	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	647	843	-	-	1374	-
Stage 1	836	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	843	-	-	1374	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	0	0.96
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	225	-
HCM Lane V/C Ratio	-	-	0.012	0.012	-
HCM Ctrl Dly (s/v)	-	-	9.5	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	131	3	16	81
Future Vol, veh/h	2	8	131	3	16	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	202	5	25	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	204	0	0	206	0
Stage 1	204	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	624	837	-	-	1365	-
Stage 1	830	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	612	837	-	-	1365	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.71	0	1.27
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	297	-
HCM Lane V/C Ratio	-	-	0.02	0.018	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	159	1	4	202
Future Vol, veh/h	2	11	159	1	4	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	22	318	2	8	404

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	739	319	0	0	320	0
Stage 1	319	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	385	722	-	-	1240	-
Stage 1	737	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	381	722	-	-	1240	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.92	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	635	35	-
HCM Lane V/C Ratio	-	-	0.041	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	15	162	2	5	204
Future Vol, veh/h	4	15	162	2	5	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	23	249	3	8	314

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	580	251	0	0	252	0
Stage 1	251	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	477	788	-	-	1313	-
Stage 1	791	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	788	-	-	1313	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	724	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.44	0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	43	-
HCM Lane V/C Ratio	-	-	0.042	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	6	153	1	14	92
Future Vol, veh/h	1	6	153	1	14	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	9	235	2	22	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	236	0	0	237	0
Stage 1	236	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	589	803	-	-	1330	-
Stage 1	803	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	803	-	-	1330	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	1.02
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	238	-
HCM Lane V/C Ratio	-	-	0.014	0.016	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	156	3	19	96
Future Vol, veh/h	2	9	156	3	19	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	240	5	29	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	448	242	0	0	245	0
Stage 1	242	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	568	797	-	-	1322	-
Stage 1	798	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	554	797	-	-	1322	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.99	0	1.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	738	297	-
HCM Lane V/C Ratio	-	-	0.023	0.022	-
HCM Ctrl Dly (s/v)	-	-	10	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	179	0	0	188	9	0	0	0	0	0	8
Future Vol, veh/h	2	179	0	0	188	9	0	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	199	0	0	209	10	0	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	-	-	0	-	-	199	-	-	214
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1351	-	-	0	-	-	0	0	842	0	0	826
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	-	-	-	-	-	842	-	-	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	9.41
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1351	-	-	-	-	826
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.4
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	191	0	0	223	0	0	0	0	0	0	8
Future Vol, veh/h	2	191	0	0	223	0	0	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	212	0	0	248	0	0	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	-	-	0	-	-	212	-	-	248
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1318	-	-	0	-	-	0	0	828	0	0	791
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	-	-	-	-	-	828	-	-	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1318	-	-	-	-	791
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.6
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	134	0	0	144	23	0	0	0	0	0	4
Future Vol, veh/h	9	134	0	0	144	23	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	149	0	0	160	26	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	-	-	0	-	-	149	-	-	173
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1389	-	-	0	-	-	0	0	898	0	0	871
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1389	-	-	-	-	-	-	-	898	-	-	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.48	0	0	9.16
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1389	-	-	-	-	871
HCM Lane V/C Ratio	-	0.007	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	7.6	-	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	175	0	0	168	23	0	0	0	0	0	4
Future Vol, veh/h	9	175	0	0	168	23	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	194	0	0	187	26	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	-	-	0	-	-	194	-	-	199
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1358	-	-	0	-	-	0	0	847	0	0	842
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	-	-	-	-	-	847	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1358	-	-	-	-	842
HCM Lane V/C Ratio	-	0.007	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	213	0	0	224	11	0	0	0	0	0	10
Future Vol, veh/h	2	213	0	0	224	11	0	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	237	0	0	249	12	0	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	-	-	0	-	-	237	-	-	255
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1303	-	-	0	-	-	0	0	802	0	0	784
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	-	-	-	-	-	802	-	-	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0	0	9.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1303	-	-	-	-	784
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	0	7.8	-	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	225	0	0	259	11	0	0	0	0	0	10
Future Vol, veh/h	2	225	0	0	259	11	0	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	250	0	0	288	12	0	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	300	0	0	-	-	0	-	-	250	-	-	294
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1261	-	-	0	-	-	0	0	789	0	0	745
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	-	-	-	-	-	789	-	-	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0	0	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1261	-	-	-	-	745
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	0	7.9	-	-	-	-	9.9
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	160	0	0	171	27	0	0	0	0	0	5
Future Vol, veh/h	11	160	0	0	171	27	0	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	178	0	0	190	30	0	0	0	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	-	-	0	-	-	178	-	-	205
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1349	-	-	0	-	-	0	0	865	0	0	836
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	-	-	-	-	-	865	-	-	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.49	0	0	9.34
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1349	-	-	-	-	836
HCM Lane V/C Ratio	-	0.009	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	201	0	0	195	27	0	0	0	0	0	5
Future Vol, veh/h	11	201	0	0	195	27	0	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	223	0	0	217	30	0	0	0	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	-	-	0	-	-	223	-	-	232
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1319	-	-	0	-	-	0	0	816	0	0	807
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	-	-	-	-	-	816	-	-	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0	0	9.49
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1319	-	-	-	-	807
HCM Lane V/C Ratio	-	0.009	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	0	7.8	-	-	-	-	9.5
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	518	776	0	0
Demand Flow Rate, veh/h	528	792	0	0
Vehicles Circulating, veh/h	0	0	528	792
Vehicles Exiting, veh/h	792	528	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	9.1	0.0	0.0
Approach LOS	A	A	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	528	792	0	0
Cap Entry Lane, veh/h	1380	1380	805	615
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	518	776	0	0
Cap Entry, veh/h	1353	1353	805	615
V/C Ratio	0.383	0.574	0.000	0.000
Control Delay, s/veh	6.2	9.1	4.5	5.9
LOS	A	A	A	A
95th %tile Queue, veh	2	4	0	0

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	575	869	1	132
Demand Flow Rate, veh/h	586	887	1	135
Vehicles Circulating, veh/h	93	15	677	857
Vehicles Exiting, veh/h	899	663	2	45
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.8	10.9	5.3	9.5
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	586	887	1	135
Cap Entry Lane, veh/h	1255	1359	692	576
Entry HV Adj Factor	0.981	0.980	0.980	0.977
Flow Entry, veh/h	575	869	1	132
Cap Entry, veh/h	1231	1332	678	563
V/C Ratio	0.467	0.653	0.001	0.234
Control Delay, s/veh	7.8	10.9	5.3	9.5
LOS	A	B	A	A
95th %tile Queue, veh	3	5	0	1

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	727	876	0	0
Demand Flow Rate, veh/h	742	894	0	0
Vehicles Circulating, veh/h	0	0	742	894
Vehicles Exiting, veh/h	894	742	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	10.7	0.0	0.0
Approach LOS	A	B	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	742	894	0	0
Cap Entry Lane, veh/h	1380	1380	647	554
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	727	876	0	0
Cap Entry, veh/h	1353	1353	647	554
V/C Ratio	0.538	0.648	0.000	0.000
Control Delay, s/veh	8.4	10.7	5.6	6.5
LOS	A	B	A	A
95th %tile Queue, veh	3	5	0	0

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	775	981	2	90
Demand Flow Rate, veh/h	791	1001	2	92
Vehicles Circulating, veh/h	63	51	853	894
Vehicles Exiting, veh/h	923	804	1	158
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.2	15.0	6.4	8.8
Approach LOS	B	C	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	791	1001	2	92
Cap Entry Lane, veh/h	1294	1310	578	554
Entry HV Adj Factor	0.980	0.980	0.980	0.978
Flow Entry, veh/h	775	981	2	90
Cap Entry, veh/h	1269	1284	567	542
V/C Ratio	0.611	0.764	0.003	0.166
Control Delay, s/veh	10.2	15.0	6.4	8.8
LOS	B	C	A	A
95th %tile Queue, veh	4	8	0	1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	560	812	0	0
Demand Flow Rate, veh/h	571	828	0	0
Vehicles Circulating, veh/h	0	0	571	828
Vehicles Exiting, veh/h	828	571	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	9.6	0.0	0.0
Approach LOS	A	A	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	571	828	0	0
Cap Entry Lane, veh/h	1380	1380	771	593
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	560	812	0	0
Cap Entry, veh/h	1353	1353	771	593
V/C Ratio	0.414	0.600	0.000	0.000
Control Delay, s/veh	6.6	9.6	4.7	6.1
LOS	A	A	A	A
95th %tile Queue, veh	2	4	0	0

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	620	908	1	132
Demand Flow Rate, veh/h	632	927	1	135
Vehicles Circulating, veh/h	93	15	723	897
Vehicles Exiting, veh/h	939	709	2	45
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	11.7	5.6	10.0
Approach LOS	A	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	632	927	1	135
Cap Entry Lane, veh/h	1255	1359	660	553
Entry HV Adj Factor	0.981	0.980	0.980	0.977
Flow Entry, veh/h	620	908	1	132
Cap Entry, veh/h	1231	1332	647	540
V/C Ratio	0.504	0.682	0.002	0.244
Control Delay, s/veh	8.4	11.7	5.6	10.0
LOS	A	B	A	B
95th %tile Queue, veh	3	6	0	1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	761	913	0	0
Demand Flow Rate, veh/h	776	931	0	0
Vehicles Circulating, veh/h	0	0	776	931
Vehicles Exiting, veh/h	931	776	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.8	11.4	0.0	0.0
Approach LOS	A	B	-	-

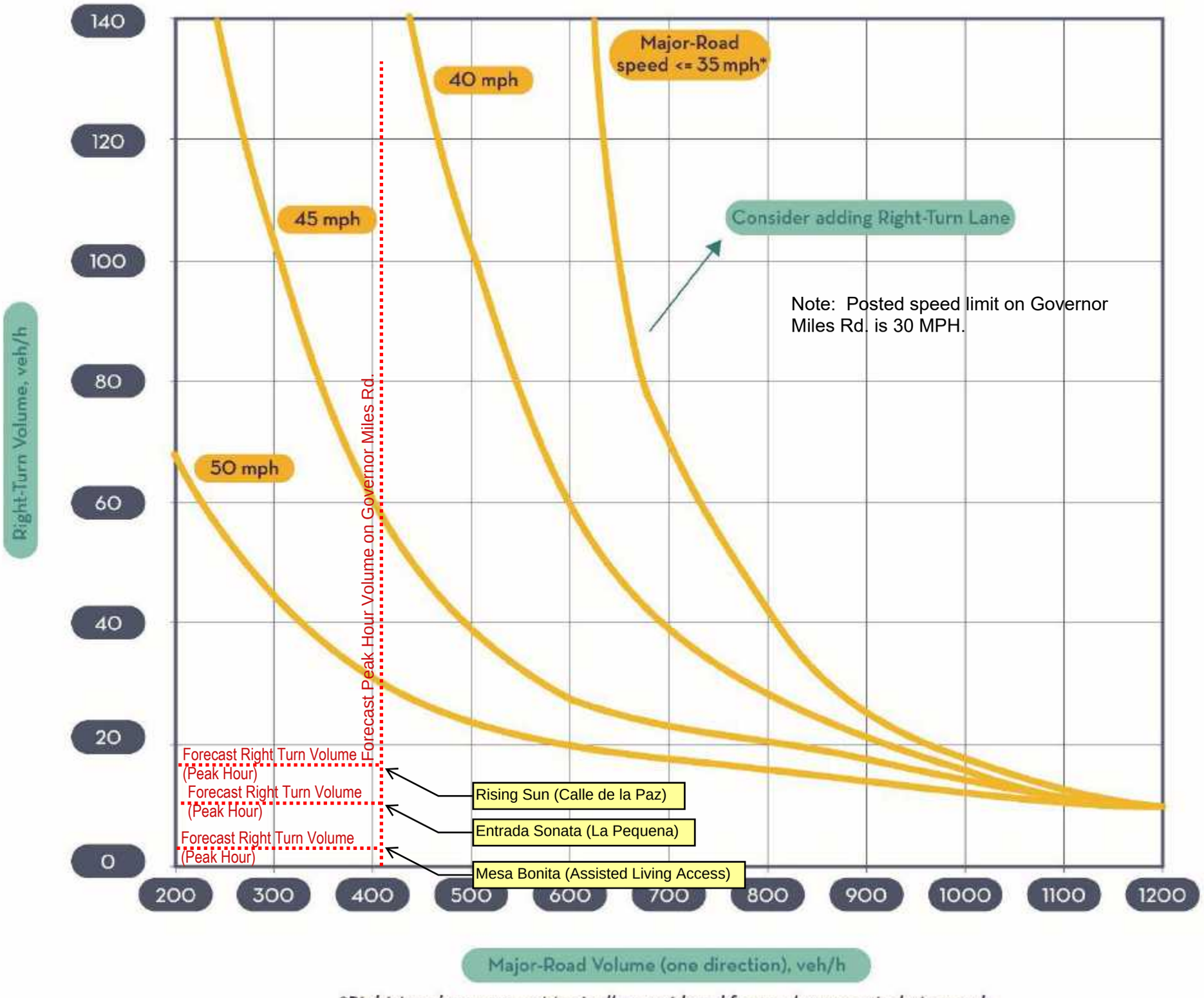
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	776	931	0	0
Cap Entry Lane, veh/h	1380	1380	625	534
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	761	913	0	0
Cap Entry, veh/h	1353	1353	625	534
V/C Ratio	0.562	0.675	0.000	0.000
Control Delay, s/veh	8.8	11.4	5.8	6.7
LOS	A	B	A	A
95th %tile Queue, veh	4	6	0	0

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	809	1018	2	90
Demand Flow Rate, veh/h	825	1038	2	92
Vehicles Circulating, veh/h	63	51	887	931
Vehicles Exiting, veh/h	960	838	1	158
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.9	16.5	6.6	9.2
Approach LOS	B	C	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	825	1038	2	92
Cap Entry Lane, veh/h	1294	1310	558	534
Entry HV Adj Factor	0.980	0.980	0.980	0.978
Flow Entry, veh/h	809	1018	2	90
Cap Entry, veh/h	1269	1284	547	522
V/C Ratio	0.638	0.792	0.004	0.172
Control Delay, s/veh	10.9	16.5	6.6	9.2
LOS	B	C	A	A
95th %tile Queue, veh	5	9	0	1

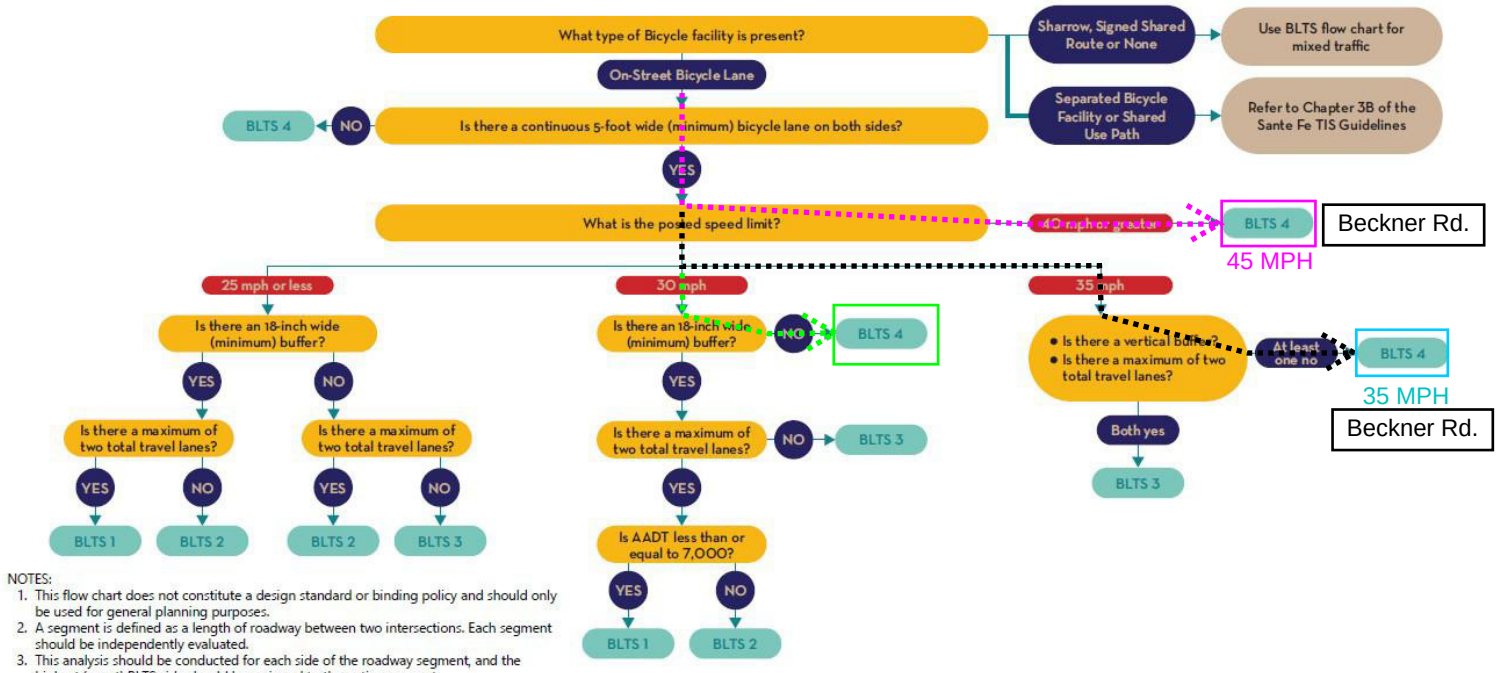
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- *Right-turning volume of 50 vph or greater*
- *At the City Traffic Engineer, or designee's discretion*

Bicycle Level of Traffic Stress: Segments with a Bicycle Facility



NOTES:

1. This flow chart does not constitute a design standard or binding policy and should only be used for general planning purposes.
2. A segment is defined as a length of roadway between two intersections. Each segment should be independently evaluated.
3. This analysis should be conducted for each side of the roadway segment, and the highest (worst) BLTS side should be assigned to the entire segment.
4. For roadway segments with multimodal facilities that change over the length of the segment, the highest (worst) BLTS section should be assigned to the entire segment.
5. Travel lanes are defined as vehicular lanes used for through travel along a segment. Travel lanes do not include center turn lanes, shoulders, parking lanes, or intersection approach turn lanes.
6. If reliable AADT data is not available or can't be reasonably estimated, assume the AADT is higher than the given threshold by default.
7. Bicycle lane width is defined as the distance from the face of curb to the outer edge of the bicycle lane pavement marking.
8. Buffer width is defined the distance between the outer edge of the bicycle lane pavement marking and the vehicular travel lane.

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Gov Miles Rd**

N-S Street: **Richard Ave**

Signalized

Speed Limit (Gov Miles Rd)= **25**

Speed Limit (Richard Ave)= **35**

4/2/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richard Ave)			Southbound (Richard Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*27*	*6*	*3*	*9*	*5*	*0*	*2*	*31*	*4*	*4*	*23*	*7*
7:15 AM	7:30 AM	*36*	*21*	*13*	*10*	*3*	*7*	*9*	*50*	*2*	*1*	*44*	*7*
7:30 AM	7:45 AM	*82*	*12*	*22*	*12*	*7*	*10*	*8*	*86*	*9*	*4*	*68*	*9*
7:45 AM	8:00 AM	**62**	**17**	**33**	**20**	**8**	**12**	**19**	**90**	**16**	**6**	**94**	**27**
8:00 AM	8:15 AM	**44**	**18**	**21**	**30**	**19**	**5**	**14**	**79**	**24**	**5**	**78**	**43**
8:15 AM	8:30 AM	**60**	**25**	**27**	**23**	**19**	**4**	**9**	**60**	**15**	**2**	**68**	**33**
8:30 AM	8:45 AM	**33**	**20**	**26**	**18**	**11**	**5**	**15**	**67**	**10**	**4**	**111**	**17**
8:45 AM	9:00 AM	*33*	*13*	*12*	*23*	*10*	*3*	*8*	*82*	*3*	*5*	*87*	*13*
Peak Hour Vol. (AM)		**199**	**80**	**107**	**91**	**57**	**26**	**57**	**296**	**65**	**17**	**351**	**120**
% of Total Traffic		13.6%	5.5%	7.3%	6.2%	3.9%	1.8%	3.9%	20.2%	4.4%	1.2%	23.9%	8.2%
% Directional			26.3%			11.9%	**PHF =**	**0.91**	28.5%			33.3%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richard Ave)			Southbound (Richard Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	*20*	*13*	*15*	*18*	*17*	*5*	*28*	*102*	*14*	*4*	*70*	*26*
3:15 PM	3:30 PM	*40*	*16*	*12*	*12*	*12*	*5*	*17*	*81*	*15*	*13*	*84*	*41*
3:30 PM	3:45 PM	*19*	*15*	*13*	*20*	*8*	*5*	*12*	*80*	*10*	*9*	*83*	*32*
3:45 PM	4:00 PM	*20*	*11*	*18*	*9*	*12*	*3*	*13*	*81*	*18*	*6*	*87*	*26*
4:00 PM	4:15 PM	*25*	*14*	*10*	*20*	*15*	*2*	*21*	*104*	*11*	*8*	*80*	*36*
4:15 PM	4:30 PM	*18*	*17*	*7*	*16*	*19*	*10*	*16*	*94*	*19*	*10*	*60*	*36*
4:30 PM	4:45 PM	**22**	**18**	**9**	**22**	**26**	**6**	**13**	**97**	**26**	**11**	**62**	**39**
4:45 PM	5:00 PM	**26**	**12**	**11**	**16**	**18**	**2**	**14**	**66**	**11**	**9**	**73**	**38**
5:00 PM	5:15 PM	**24**	**19**	**12**	**22**	**25**	**6**	**20**	**105**	**19**	**9**	**76**	**38**
5:15 PM	5:30 PM	**18**	**17**	**18**	**15**	**22**	**7**	**28**	**85**	**11**	**12**	**108**	**5**
5:30 PM	5:45 PM	*33*	*15*	*15*	*20*	*29*	*4*	*14*	*58*	*14*	*7*	*92*	*46*
5:45 PM	6:00 PM	*24*	*16*	*11*	*11*	*23*	*4*	*9*	*59*	*6*	*9*	*60*	*38*
Peak Hour Vol. (PM)		**90**	**66**	**50**	**75**	**91**	**21**	**75**	**353**	**67**	**41**	**319**	**120**
% of Total Traffic		6.1%	4.5%	3.4%	5.1%	6.2%	1.4%	5.1%	24.1%	4.6%	2.8%	21.8%	8.2%
% Directional			14.1%			12.8%	**PHF =**	**0.91**	33.8%			32.7%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Gov Miles Rd**

N-S Street: **Entrada Sonata**

Signalized

Speed Limit (Gov Miles Rd)= **25**

Speed Limit (Entrada Sonata)= **25**

4/1/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*28*	*0*	*0*	*8*	*1*	*0*	*0*	*0*	*13*	*0*	*0*
7:15 AM	7:30 AM	*1*	*56*	*0*	*0*	*17*	*4*	*0*	*0*	*0*	*22*	*0*	*3*
7:30 AM	7:45 AM	**0**	**77**	**0**	**0**	**17**	**3**	**0**	**0**	**0**	**34**	**0**	**4**
7:45 AM	8:00 AM	**3**	**98**	**0**	**0**	**50**	**9**	**0**	**0**	**0**	**32**	**0**	**4**
8:00 AM	8:15 AM	**1**	**79**	**0**	**0**	**65**	**9**	**0**	**0**	**0**	**11**	**0**	**8**
8:15 AM	8:30 AM	**3**	**80**	**0**	**0**	**51**	**3**	**0**	**0**	**0**	**18**	**0**	**3**
8:30 AM	8:45 AM	*1*	*67*	*0*	*0*	*43*	*7*	*0*	*0*	*0*	*15*	*0*	*1*
8:45 AM	9:00 AM	*1*	*47*	*0*	*0*	*43*	*4*	*0*	*0*	*0*	*10*	*0*	*0*
Peak Hour Vol. (AM)		**7**	**334**	**0**	**0**	**183**	**24**	**0**	**0**	**0**	**95**	**0**	**19**
% of Total Traffic		1.1%	50.5%	0.0%	0.0%	27.6%	3.6%	0.0%	0.0%	0.0%	14.4%	0.0%	2.9%
% Directional			51.5%			31.3%	**PHF =**	**0.84**	0.0%			17.2%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	*0*	*28*	*0*	*0*	*63*	*8*	*0*	*0*	*0*	*4*	*0*	*3*
3:15 PM	3:30 PM	*1*	*77*	*0*	*0*	*63*	*15*	*0*	*0*	*0*	*2*	*0*	*2*
3:30 PM	3:45 PM	*3*	*50*	*0*	*0*	*61*	*15*	*0*	*0*	*0*	*7*	*0*	*2*
3:45 PM	4:00 PM	*3*	*38*	*0*	*0*	*67*	*9*	*0*	*0*	*0*	*8*	*0*	*2*
4:00 PM	4:15 PM	*1*	*33*	*0*	*0*	*52*	*12*	*0*	*0*	*0*	*10*	*0*	*3*
4:15 PM	4:30 PM	*4*	*46*	*0*	*0*	*61*	*24*	*0*	*0*	*0*	*9*	*0*	*5*
4:30 PM	4:45 PM	*3*	*35*	*0*	*0*	*64*	*15*	*0*	*0*	*0*	*4*	*0*	*1*
4:45 PM	5:00 PM	**7**	**45**	**0**	**0**	**58**	**23**	**0**	**0**	**0**	**6**	**0**	**2**
5:00 PM	5:15 PM	**8**	**42**	**0**	**0**	**72**	**17**	**0**	**0**	**0**	**11**	**0**	**8**
5:15 PM	5:30 PM	**6**	**39**	**0**	**0**	**69**	**22**	**0**	**0**	**0**	**6**	**0**	**5**
5:30 PM	5:45 PM	**4**	**36**	**0**	**0**	**54**	**27**	**0**	**0**	**0**	**5**	**0**	**3**
5:45 PM	6:00 PM	*1*	*28*	*0*	*0*	*45*	*17*	*0*	*0*	*0*	*8*	*0*	*3*
Peak Hour Vol. (PM)		**25**	**162**	**0**	**0**	**253**	**89**	**0**	**0**	**0**	**28**	**0**	**18**
% of Total Traffic		3.8%	24.5%	0.0%	0.0%	38.2%	13.4%	0.0%	0.0%	0.0%	4.2%	0.0%	2.7%
% Directional			28.2%			51.7%	**PHF =**	**0.90**	0.0%			6.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Gov Miles Rd**

N-S Street: **Rising Sun Dr**

Signalized

Speed Limit (Gov Miles Rd)= **25**

Speed Limit (Rising Sun Dr)= **25**

4/1/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Rising Sun Dr)			Southbound (Rising Sun Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*2*	*23*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*6*	*0*	*0*
7:15 AM	7:30 AM	*0*	*50*	*0*	*0*	*19*	*1*	*0*	*0*	*0*	*7*	*0*	*0*
7:30 AM	7:45 AM	*0*	*70*	*0*	*0*	*24*	*0*	*0*	*0*	*0*	*8*	*0*	*0*
7:45 AM	8:00 AM	**2**	**87**	**0**	**0**	**51**	**3**	**0**	**0**	**0**	**10**	**0**	**1**
8:00 AM	8:15 AM	**2**	**74**	**0**	**0**	**67**	**1**	**0**	**0**	**0**	**6**	**0**	**1**
8:15 AM	8:30 AM	**2**	**76**	**0**	**0**	**54**	**1**	**0**	**0**	**0**	**7**	**0**	**1**
8:30 AM	8:45 AM	**2**	**61**	**0**	**0**	**42**	**1**	**0**	**0**	**0**	**4**	**0**	**1**
8:45 AM	9:00 AM	*0*	*42*	*0*	*0*	*40*	*1*	*0*	*0*	*0*	*4*	*0*	*1*
Peak Hour Vol. (AM)		**8**	**298**	**0**	**0**	**214**	**6**	**0**	**0**	**0**	**27**	**0**	**4**
% of Total Traffic		1.4%	53.5%	0.0%	0.0%	38.4%	1.1%	0.0%	0.0%	0.0%	4.8%	0.0%	0.7%
% Directional			54.9%			39.5%	**PHF =**	**0.90**	0.0%			5.6%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Rising Sun Dr)			Southbound (Rising Sun Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	*2*	*26*	*0*	*0*	*64*	*3*	*0*	*0*	*0*	*1*	*0*	*3*
3:15 PM	3:30 PM	*5*	*75*	*0*	*0*	*59*	*4*	*0*	*0*	*0*	*4*	*0*	*1*
3:30 PM	3:45 PM	*1*	*53*	*0*	*0*	*61*	*2*	*0*	*0*	*0*	*1*	*0*	*0*
3:45 PM	4:00 PM	*1*	*36*	*0*	*0*	*61*	*6*	*0*	*0*	*0*	*3*	*0*	*0*
4:00 PM	4:15 PM	*1*	*34*	*0*	*0*	*53*	*4*	*0*	*0*	*0*	*1*	*0*	*0*
4:15 PM	4:30 PM	*3*	*44*	*0*	*0*	*62*	*3*	*0*	*0*	*0*	*4*	*0*	*1*
4:30 PM	4:45 PM	**5**	**36**	**0**	**0**	**60**	**3**	**0**	**0**	**0**	**2**	**0**	**0**
4:45 PM	5:00 PM	**3**	**47**	**0**	**0**	**52**	**9**	**0**	**0**	**0**	**4**	**0**	**0**
5:00 PM	5:15 PM	**5**	**48**	**0**	**0**	**70**	**11**	**0**	**0**	**0**	**1**	**0**	**0**
5:15 PM	5:30 PM	**4**	**44**	**0**	**0**	**67**	**7**	**0**	**0**	**0**	**2**	**0**	**1**
5:30 PM	5:45 PM	*3*	*38*	*0*	*0*	*54*	*1*	*0*	*0*	*0*	*1*	*0*	*1*
5:45 PM	6:00 PM	*4*	*28*	*0*	*0*	*50*	*1*	*0*	*0*	*0*	*1*	*0*	*1*
Peak Hour Vol. (PM)		**17**	**175**	**0**	**0**	**249**	**30**	**0**	**0**	**0**	**9**	**0**	**1**
% of Total Traffic		3.1%	31.4%	0.0%	0.0%	44.7%	5.4%	0.0%	0.0%	0.0%	1.6%	0.0%	0.2%
% Directional			34.5%			50.1%	**PHF =**	**0.81**	0.0%			1.8%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Gov Miles Rd**

N-S Street: **Mesa Bonita Rd**

Signalized

Speed Limit (Gov Miles Rd)= **25**

Speed Limit (Mesa Bonita Rd)= **25**

4/1/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Mesa Bonita Rd)			Southbound (Mesa Bonita Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*28*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
7:15 AM	7:30 AM	*0*	*50*	*0*	*0*	*19*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
7:30 AM	7:45 AM	*0*	*70*	*0*	*0*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*6*
7:45 AM	8:00 AM	**0**	**85**	**0**	**0**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**6**
8:00 AM	8:15 AM	**0**	**75**	**0**	**0**	**69**	**1**	**0**	**0**	**0**	**0**	**0**	**5**
8:15 AM	8:30 AM	**0**	**79**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	8:45 AM	**0**	**62**	**0**	**0**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	9:00 AM	*0*	*44*	*0*	*0*	*44*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Peak Hour Vol. (AM)		**0**	**301**	**0**	**0**	**211**	**3**	**0**	**0**	**0**	**0**	**0**	**14**
% of Total Traffic		0.0%	56.9%	0.0%	0.0%	39.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%
% Directional			56.9%			40.5%	**PHF =**	**0.88**	0.0%			2.6%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Mesa Bonita Rd)			Southbound (Mesa Bonita Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	**0**	**30**	**0**	**0**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
3:15 PM	3:30 PM	**0**	**80**	**0**	**0**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	3:45 PM	**0**	**52**	**0**	**0**	**63**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
3:45 PM	4:00 PM	**0**	**38**	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	4:15 PM	*0*	*34*	*0*	*0*	*49*	*2*	*0*	*0*	*0*	*0*	*0*	*3*
4:15 PM	4:30 PM	*0*	*47*	*0*	*0*	*66*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
4:30 PM	4:45 PM	*0*	*39*	*0*	*0*	*59*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
4:45 PM	5:00 PM	*0*	*48*	*0*	*0*	*52*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
5:00 PM	5:15 PM	*0*	*58*	*0*	*0*	*67*	*1*	*0*	*0*	*0*	*0*	*0*	*1*
5:15 PM	5:30 PM	*0*	*46*	*0*	*0*	*68*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
5:30 PM	5:45 PM	*0*	*42*	*0*	*0*	*58*	*0*	*0*	*0*	*0*	*0*	*0*	*5*
5:45 PM	6:00 PM	*0*	*31*	*0*	*0*	*50*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Peak Hour Vol. (PM)		**0**	**200**	**0**	**0**	**246**	**4**	**0**	**0**	**0**	**0**	**0**	**7**
% of Total Traffic		0.0%	37.8%	0.0%	0.0%	46.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
% Directional			37.8%			47.3%	**PHF =**	**0.82**	0.0%			1.3%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Gov Miles Rd**

N-S Street: **Dancing Grnd Rd**

Signalized

Speed Limit (Gov Miles Rd)= **25**

Speed Limit (Dancing Grnd Rd)= **25**

4/1/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Dancing Grnd Rd)			Southbound (Dancing Grnd Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*1*	*10*	*1*	*1*	*12*	*0*	*2*	*0*	*7*	*10*	*2*	*4*
7:15 AM	7:30 AM	*2*	*26*	*3*	*1*	*15*	*3*	*1*	*0*	*10*	*14*	*0*	*6*
7:30 AM	7:45 AM	*5*	*37*	*4*	*3*	*24*	*1*	*3*	*0*	*17*	*20*	*0*	*8*
7:45 AM	8:00 AM	**1**	**51**	**13**	**13**	**38**	**4**	**8**	**0**	**10**	**20**	**1**	**9**
8:00 AM	8:15 AM	**5**	**47**	**17**	**23**	**41**	**7**	**13**	**1**	**16**	**13**	**1**	**7**
8:15 AM	8:30 AM	**2**	**43**	**31**	**29**	**23**	**4**	**29**	**1**	**24**	**12**	**1**	**7**
8:30 AM	8:45 AM	**4**	**44**	**25**	**12**	**26**	**2**	**15**	**0**	**18**	**4**	**0**	**4**
8:45 AM	9:00 AM	*6*	*27*	*12*	*7*	*35*	*6*	*8*	*0*	*9*	*8*	*1*	*6*
Peak Hour Vol. (AM)		**12**	**185**	**86**	**77**	**128**	**17**	**65**	**2**	**68**	**49**	**3**	**27**
% of Total Traffic		1.7%	25.7%	12.0%	10.7%	17.8%	2.4%	9.0%	0.3%	9.5%	6.8%	0.4%	3.8%
% Directional			39.4%			30.9%	**PHF =**	**0.87**	18.8%			11.0%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Dancing Grnd Rd)			Southbound (Dancing Grnd Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	**5**	**25**	**15**	**15**	**45**	**8**	**4**	**2**	**4**	**2**	**1**	**1**
3:15 PM	3:30 PM	**4**	**34**	**10**	**18**	**30**	**10**	**44**	**3**	**44**	**4**	**0**	**4**
3:30 PM	3:45 PM	**7**	**36**	**5**	**10**	**45**	**11**	**6**	**1**	**8**	**5**	**1**	**3**
3:45 PM	4:00 PM	**7**	**28**	**3**	**3**	**54**	**4**	**5**	**1**	**6**	**4**	**1**	**3**
4:00 PM	4:15 PM	*4*	*23*	*3*	*1*	*44*	*7*	*4*	*1*	*5*	*6*	*0*	*1*
4:15 PM	4:30 PM	*7*	*37*	*2*	*4*	*47*	*15*	*5*	*1*	*6*	*5*	*0*	*9*
4:30 PM	4:45 PM	*4*	*30*	*9*	*5*	*41*	*15*	*7*	*2*	*3*	*8*	*1*	*5*
4:45 PM	5:00 PM	*12*	*37*	*4*	*5*	*43*	*5*	*3*	*1*	*6*	*6*	*0*	*4*
5:00 PM	5:15 PM	*8*	*49*	*6*	*14*	*48*	*7*	*5*	*0*	*5*	*4*	*0*	*5*
5:15 PM	5:30 PM	*9*	*38*	*4*	*6*	*50*	*13*	*4*	*0*	*2*	*5*	*0*	*0*
5:30 PM	5:45 PM	*8*	*34*	*3*	*4*	*43*	*13*	*9*	*0*	*3*	*8*	*1*	*5*
5:45 PM	6:00 PM	*13*	*24*	*6*	*7*	*38*	*9*	*0*	*1*	*1*	*4*	*3*	*6*
Peak Hour Vol. (PM)		**23**	**123**	**33**	**46**	**174**	**33**	**59**	**7**	**62**	**15**	**3**	**11**
% of Total Traffic		3.2%	17.1%	4.6%	6.4%	24.2%	4.6%	8.2%	1.0%	8.6%	2.1%	0.4%	1.5%
% Directional			24.9%			35.2%	**PHF =**	**0.72**	17.8%			4.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Whispering Wing Rd**

N-S Street: **Dancing Ground Rd**

Unsignalized

Speed Limit (Whispering Wing)= **25**

Speed Limit (Dancing Ground)= **25**

4/1/25

Begin Time	End Time	Eastbound (Whispering Wing)			Westbound (Whispering Wing)			Northbound (Dancing Ground)			Southbound (Dancing Ground)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*9*	*0*	*1*	*3*	*0*
7:15 AM	7:30 AM	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*6*	*0*	*0*	*4*	*0*
7:30 AM	7:45 AM	*0*	*0*	*0*	*1*	*0*	*5*	*0*	*15*	*0*	*2*	*5*	*0*
7:45 AM	8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**0**	**0**	**27**	**0**
8:00 AM	8:15 AM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**29**	**0**	**2**	**37**	**0**
8:15 AM	8:30 AM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**50**	**0**	**1**	**62**	**0**
8:30 AM	8:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**31**	**0**	**0**	**37**	**0**
8:45 AM	9:00 AM	*0*	*0*	*0*	*2*	*0*	*1*	*0*	*14*	*0*	*1*	*19*	*0*
Peak Hour Vol. (AM)		**0**	**0**	**0**	**2**	**0**	**9**	**0**	**128**	**0**	**3**	**163**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.7%	0.0%	3.0%	0.0%	42.0%	0.0%	1.0%	53.4%	0.0%
% Directional			0.0%			3.6%	**PHF =**	**0.65**	42.0%			54.4%	

Begin Time	End Time	Eastbound (Whispering Wing)			Westbound (Whispering Wing)			Northbound (Dancing Ground)			Southbound (Dancing Ground)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**3**	**29**	**0**
3:15 PM	3:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**92**	**0**	**4**	**25**	**0**
3:30 PM	3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**2**	**15**	**0**
3:45 PM	4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**11**	**1**	**2**	**5**	**0**
4:00 PM	4:15 PM	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*9*	*1*	*2*	*3*	*0*
4:15 PM	4:30 PM	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*10*	*0*	*3*	*3*	*0*
4:30 PM	4:45 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*2*	*14*	*0*
4:45 PM	5:00 PM	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*9*	*0*	*3*	*6*	*0*
5:00 PM	5:15 PM	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*8*	*0*	*5*	*15*	*0*
5:15 PM	5:30 PM	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*2*	*0*	*0*	*10*	*0*
5:30 PM	5:45 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*1*	*3*	*5*	*0*
5:45 PM	6:00 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*4*	*12*	*0*
Peak Hour Vol. (PM)		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**123**	**1**	**11**	**74**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	40.3%	0.3%	3.6%	24.3%	0.0%
% Directional			0.0%			1.6%	**PHF =**	**0.43**	40.7%			27.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Beckner Rd.**

N-S Street: **La Puerta**

Signalized

Speed Limit (Beckner Rd.)= **25**

Speed Limit (La Puerta)= **30**

4/2/25

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*11*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
7:15 AM	7:30 AM	*1*	*24*	*0*	*0*	*17*	*0*	*0*	*0*	*0*	*1*	*0*	*0*
7:30 AM	7:45 AM	**0**	**39**	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**0**	**0**	**2**
7:45 AM	8:00 AM	**1**	**41**	**0**	**0**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	8:15 AM	**0**	**49**	**0**	**0**	**47**	**2**	**0**	**0**	**0**	**1**	**0**	**5**
8:15 AM	8:30 AM	**1**	**43**	**0**	**0**	**42**	**3**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	8:45 AM	*0*	*30*	*0*	*0*	*23*	*1*	*0*	*0*	*0*	*0*	*0*	*1*
8:45 AM	9:00 AM	*1*	*36*	*0*	*0*	*28*	*3*	*0*	*0*	*0*	*0*	*0*	*1*
Peak Hour Vol. (AM)		**2**	**172**	**0**	**0**	**181**	**9**	**0**	**0**	**0**	**1**	**0**	**8**
% of Total Traffic		0.5%	46.1%	0.0%	0.0%	48.5%	2.4%	0.0%	0.0%	0.0%	0.3%	0.0%	2.1%
% Directional			46.6%			50.9%	**PHF =**	**0.90**	0.0%			2.4%	

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	*0*	*35*	*0*	*0*	*36*	*4*	*0*	*0*	*0*	*0*	*0*	*0*
3:15 PM	3:30 PM	*2*	*34*	*0*	*0*	*28*	*6*	*0*	*0*	*0*	*3*	*0*	*0*
3:30 PM	3:45 PM	*2*	*28*	*0*	*0*	*35*	*2*	*0*	*0*	*0*	*0*	*0*	*2*
3:45 PM	4:00 PM	*1*	*38*	*0*	*0*	*28*	*2*	*0*	*0*	*0*	*2*	*0*	*1*
4:00 PM	4:15 PM	*0*	*27*	*0*	*0*	*40*	*4*	*0*	*0*	*0*	*1*	*0*	*2*
4:15 PM	4:30 PM	*0*	*25*	*0*	*0*	*32*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
4:30 PM	4:45 PM	*1*	*36*	*0*	*0*	*24*	*6*	*0*	*0*	*0*	*0*	*0*	*2*
4:45 PM	5:00 PM	**2**	**25**	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	5:15 PM	**4**	**44**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	5:30 PM	**1**	**33**	**0**	**0**	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	5:45 PM	**2**	**27**	**0**	**0**	**41**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	6:00 PM	*2*	*18*	*0*	*0*	*20*	*7*	*0*	*0*	*0*	*0*	*0*	*1*
Peak Hour Vol. (PM)		**9**	**129**	**0**	**0**	**138**	**22**	**0**	**0**	**0**	**0**	**0**	**4**
% of Total Traffic		2.4%	34.6%	0.0%	0.0%	37.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
% Directional			37.0%			42.9%	**PHF =**	**0.85**	0.0%			1.1%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Beckner Rd**

N-S Street: **Richards Ave**

Signalized

Speed Limit (Beckner Rd)= **25**

Speed Limit (Richards Ave)= **30**

4/2/25

Begin Time	End Time	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*5*	*1*	*6*	*0*	*0*	*0*	*1*	*33*	*3*	*0*	*22*	*9*
7:15 AM	7:30 AM	*12*	*0*	*19*	*0*	*1*	*0*	*4*	*54*	*1*	*1*	*58*	*12*
7:30 AM	7:45 AM	*25*	*0*	*31*	*0*	*2*	*0*	*17*	*76*	*0*	*0*	*76*	*18*
7:45 AM	8:00 AM	**21**	**2**	**34**	**1**	**1**	**2**	**29**	**104**	**0**	**1**	**134**	**22**
8:00 AM	8:15 AM	**12**	**2**	**39**	**2**	**0**	**1**	**28**	**101**	**6**	**1**	**96**	**24**
8:15 AM	8:30 AM	**13**	**2**	**30**	**3**	**1**	**3**	**22**	**67**	**1**	**1**	**103**	**19**
8:30 AM	8:45 AM	**9**	**1**	**23**	**0**	**0**	**0**	**12**	**83**	**1**	**0**	**135**	**11**
8:45 AM	9:00 AM	*13*	*1*	*20*	*1*	*0*	*0*	*8*	*89*	*2*	*0*	*102*	*21*
Peak Hour Vol. (AM)		**55**	**7**	**126**	**6**	**2**	**6**	**91**	**355**	**8**	**3**	**468**	**76**
% of Total Traffic		4.6%	0.6%	10.5%	0.5%	0.2%	0.5%	7.6%	29.5%	0.7%	0.2%	38.9%	6.3%
% Directional			15.6%			1.2%	**PHF =**	**0.86**	37.7%			45.5%	

Begin Time	End Time	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	*19*	*1*	*15*	*1*	*0*	*0*	*23*	*129*	*0*	*1*	*90*	*17*
3:15 PM	3:30 PM	**16**	**0**	**23**	**0**	**0**	**0**	**24**	**90**	**0**	**0**	**88**	**16**
3:30 PM	3:45 PM	**11**	**0**	**15**	**0**	**0**	**0**	**16**	**95**	**2**	**0**	**91**	**27**
3:45 PM	4:00 PM	**22**	**1**	**23**	**1**	**1**	**1**	**15**	**86**	**0**	**0**	**87**	**11**
4:00 PM	4:15 PM	**13**	**1**	**18**	**4**	**0**	**3**	**24**	**130**	**0**	**1**	**96**	**20**
4:15 PM	4:30 PM	*15*	*0*	*13*	*0*	*0*	*2*	*13*	*109*	*0*	*0*	*64*	*20*
4:30 PM	4:45 PM	*19*	*0*	*15*	*0*	*0*	*2*	*19*	*101*	*3*	*0*	*68*	*15*
4:45 PM	5:00 PM	*7*	*0*	*13*	*0*	*3*	*0*	*17*	*86*	*2*	*1*	*82*	*20*
5:00 PM	5:15 PM	*26*	*0*	*23*	*1*	*0*	*0*	*16*	*118*	*0*	*1*	*86*	*20*
5:15 PM	5:30 PM	*16*	*0*	*17*	*0*	*0*	*0*	*13*	*103*	*0*	*1*	*110*	*26*
5:30 PM	5:45 PM	*15*	*0*	*19*	*0*	*0*	*0*	*19*	*72*	*1*	*0*	*95*	*36*
5:45 PM	6:00 PM	*12*	*0*	*11*	*0*	*0*	*1*	*17*	*61*	*1*	*0*	*67*	*11*
Peak Hour Vol. (PM)		**62**	**2**	**79**	**5**	**1**	**4**	**79**	**401**	**2**	**1**	**362**	**74**
% of Total Traffic		5.2%	0.2%	6.6%	0.4%	0.1%	0.3%	6.6%	33.3%	0.2%	0.1%	30.1%	6.2%
% Directional			11.9%			0.8%	**PHF =**	**0.86**	40.1%			36.3%	

CRASH SUMMARY REPORT

Gov MIles / Richards (2019 - 2023)

Created on May 27, 2025
Created by Terry Brown
Requested by tob
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	23	Fatal Crashes	0

New Mexico Summary		Crash
Total Crashes	23	100.00%
Intersection Involved	6	26.09%
Alcohol Involved	1	4.35%

Pedalcycle Involved	1	4.35%
+ 3 more	0	0%

KABCO Crash Severity		Crash
(O) Property-Damage Only	15	65.22%
(C) Possible Injury	6	26.09%
(B) Suspected Minor Injury	2	8.70%
+ 2 more	0	0%

Crash Date (Year)		Crash
2023	2	8.70%
2022	7	30.43%
2021	6	26.09%
2020	1	4.35%
2019	7	30.43%
+ 6 more	0	0%

Crash Classification		Crash
Other Vehicle	5	21.74%
Other (Object)	2	8.70%
+ 11 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	16	69.57%
Curb	1	4.35%
Other Non-fixed Object	1	4.35%
Overturn/Rollover	1	4.35%
Pedalcycle	1	4.35%
Struck by Falling, Shifting Cargo or Anything Set in Motion by MV	1	4.35%
Traffic Signal Support	1	4.35%
+ 56 more	0	0%

First Harmful Event - Location		Crash
Not Available	7	30.43%
On Roadway	7	30.43%
On Shoulder	1	4.35%
Outside Trafficway	1	4.35%
+ 9 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	7	30.43%
Front-to-Rear	4	17.39%
Front-to-Side	3	13.04%
+ 7 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	49	84.48%
Possible Injury (C)	7	12.07%
Suspected Minor Injury (B)	2	3.45%
+ 2 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	16	38.10%
Following too Closely	8	19.05%
Driver Inattention	7	16.67%
Disregarded Traffic Signal	3	7.14%
Speed too Fast for Conditions	2	4.76%
Excessive Speed	1	2.38%
Made Improper Turn	1	2.38%
Other Mechanical Defect	1	2.38%
+ 47 more	2	4.76%

Driver Actions		Vehicle
Going Straight	25	59.52%
Stopped for Sign or Signal	9	21.43%
Left Turn	3	7.14%
Backing	1	2.38%
Right Turn	1	2.38%
Start from Park	1	2.38%
Stopped for Traffic	1	2.38%
U-Turn	1	2.38%
+ 15 more	1	2.38%

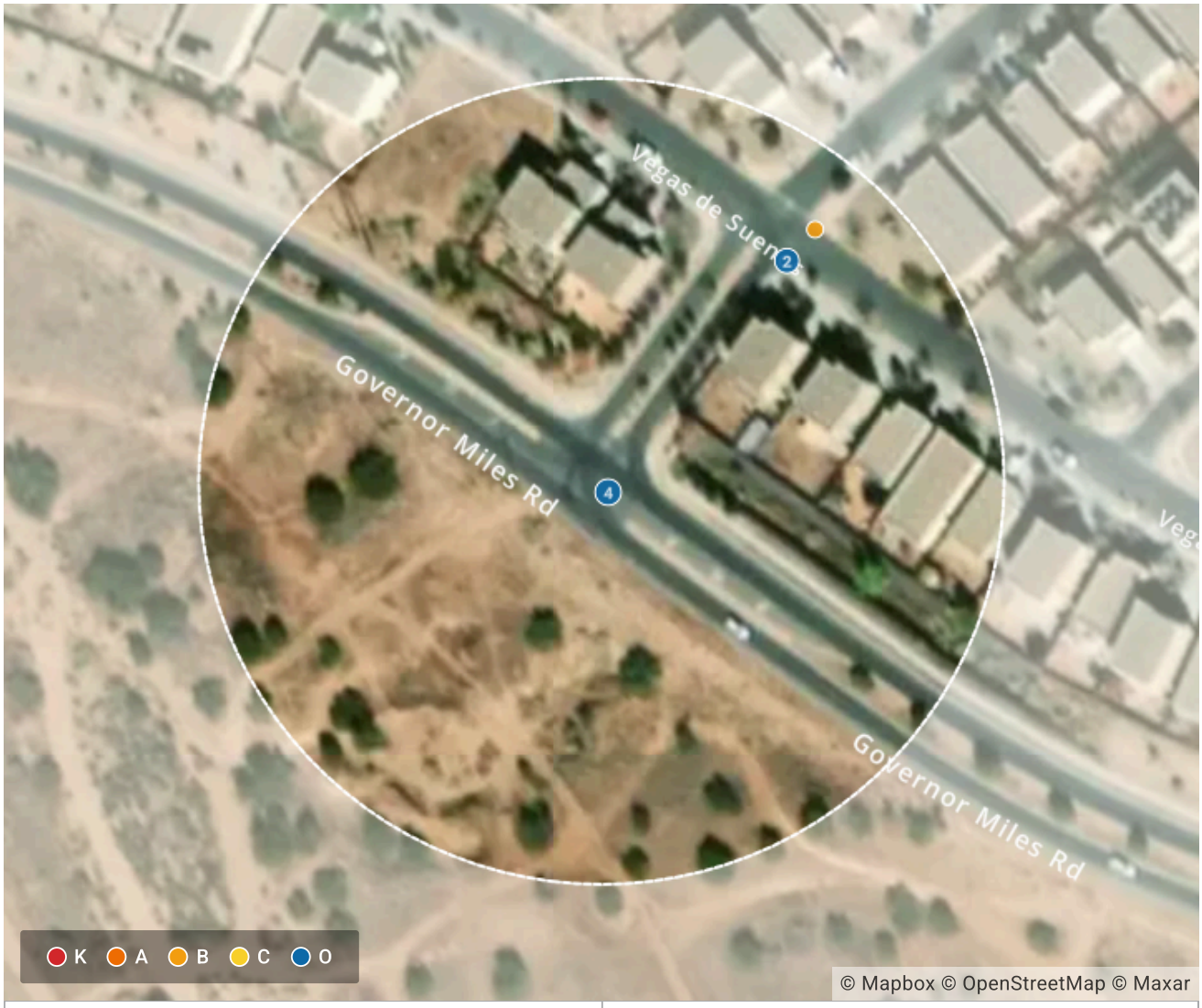
CRASH SUMMARY REPORT

Governor Miles / Entrada Sonata (2019 - 2023)

Created on May 27, 2025
Created by Terry Brown
Requested by Terry Brown
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	7	Fatal Crashes	0

New Mexico Summary		Crash
Total Crashes	7	100.00%
Intersection Involved	2	28.57%

Pedalcycle Involved	1	14.29%
+ 4 more	0	0%

KABCO Crash Severity		Crash
(O) Property-Damage Only	6	85.71%
(B) Suspected Minor Injury	1	14.29%
+ 3 more	0	0%

Crash Date (Year)		Crash
2023	1	14.29%
2022	1	14.29%
2021	2	28.57%
2019	3	42.86%
+ 7 more	0	0%

Crash Classification		Crash
Fixed Object	1	14.29%
Other Vehicle	1	14.29%
Pedalcyclist	1	14.29%
+ 10 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	4	57.14%
Median	1	14.29%
Pedalcycle	1	14.29%
Traffic Sign Support	1	14.29%
+ 59 more	0	0%

First Harmful Event - Location		Crash
Not Available	3	42.86%
On Roadway	2	28.57%
On Median	1	14.29%
+ 10 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	3	42.86%
Front-to-Rear	1	14.29%
Front-to-Side	1	14.29%
+ 7 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	12	92.31%
Suspected Minor Injury (B)	1	7.69%
+ 3 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	5	38.46%
Failed to Yield Right of Way	2	15.38%
Following too Closely	1	7.69%
Improper Backing	1	7.69%
Pedestrian Error	1	7.69%
Road Surface Conditions	1	7.69%
Speed too Fast for Conditions	1	7.69%
+ 48 more	0	0%

Driver Actions		Vehicle
Going Straight	6	46.15%
Left Turn	2	15.38%
Parked	2	15.38%
Right Turn	2	15.38%
Backing	1	7.69%
Other	1	7.69%
+ 17 more	0	0%

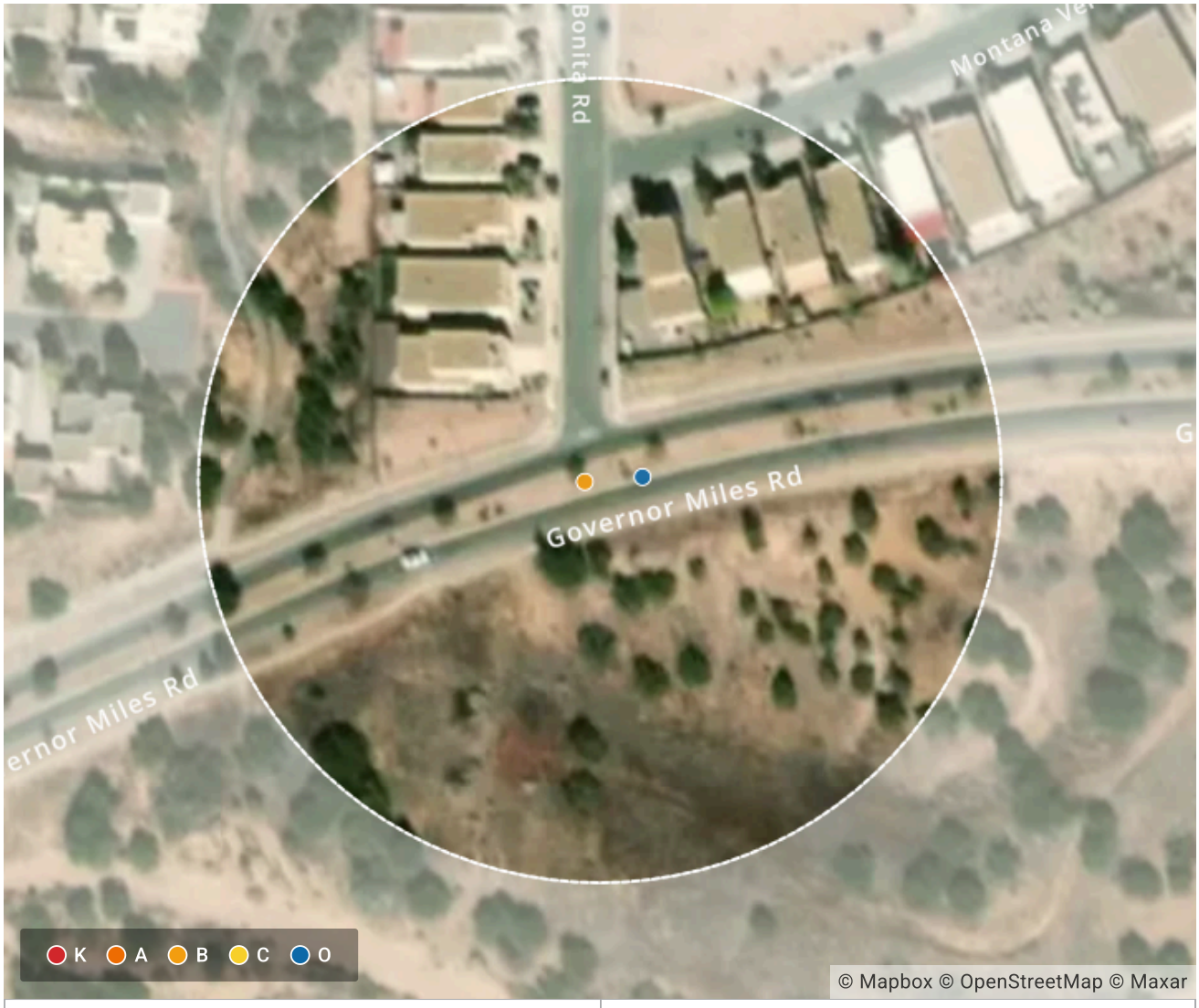
CRASH SUMMARY REPORT

Gov. Miles / Mesa Bonita (2019 - 2023)

Created on May 27, 2025
Created by Terry Brown
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	2	Fatal Crashes	0

New Mexico Summary		Crash
Total Crashes	2	100.00%
Alcohol Involved	1	50.00%
+ 5 more	0	0%

KABCO Crash Severity		Crash
(B) Suspected Minor Injury	1	50.00%
(O) Property-Damage Only	1	50.00%
+ 3 more	0	0%

Crash Date (Year)		Crash
2023	1	50.00%
2019	1	50.00%
+ 9 more	0	0%

Crash Classification		Crash
Other Vehicle	1	50.00%
+ 12 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	1	50.00%
Tree (standing)	1	50.00%
+ 61 more	0	0%

First Harmful Event - Location		Crash
Not Available	1	50.00%
On Roadway	1	50.00%
+ 11 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	1	50.00%
+ 9 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	2	66.67%
Suspected Minor Injury (B)	1	33.33%
+ 3 more	0	0%

Contributing Factors		Vehicle
Driver Inattention	1	33.33%
Under the Influence of Alcohol	1	33.33%
+ 53 more	0	0%

Driver Actions		Vehicle

Backing	1	33.33%
Going Straight	1	33.33%
Left Turn	1	33.33%
+ 20 more	0	0%

CRASH SUMMARY REPORT

Governor Miles / Rising Sun (2019 -2023)

Created on May 27, 2025
Created by Terry Brown
Data extents: January 1, 2019 to December 31, 2023

New Mexico DEPARTMENT OF TRANSPORTATION

Applied Filters

Shape: Circle | 250 ft



Total Crashes	2	Fatal Crashes	0

New Mexico Summary		Crash
Intersection Involved	2	100.00%
Total Crashes	2	100.00%
+ 5 more	0	0%

KABCO Crash Severity		Crash
(O) Property-Damage Only	2	100.00%
+ 4 more	0	0%

Crash Date (Year)		Crash
2022	1	50.00%
2021	1	50.00%
+ 9 more	0	0%

Crash Classification		Crash
+ 13 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	2	100.00%
+ 62 more	0	0%

First Harmful Event - Location		Crash
On Roadway	1	50.00%
+ 12 more	0	0%

First Harmful Event - Manner of Impact		Crash
Front-to-Side	1	50.00%
+ 9 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	4	100.00%
+ 4 more	0	0%

Contributing Factors		Vehicle
Avoid No Contact Vehicle	1	25.00%
Driver Inattention	1	25.00%
Failed to Yield Right of Way	1	25.00%
Other, No Driver Error	1	25.00%
+ 51 more	0	0%

Driver Actions		Vehicle
Going Straight	2	50.00%
Left Turn	2	50.00%
+ 21 more	0	0%

CRASH SUMMARY REPORT

Governor Miles / Dancing Ground (2019 - 2023)

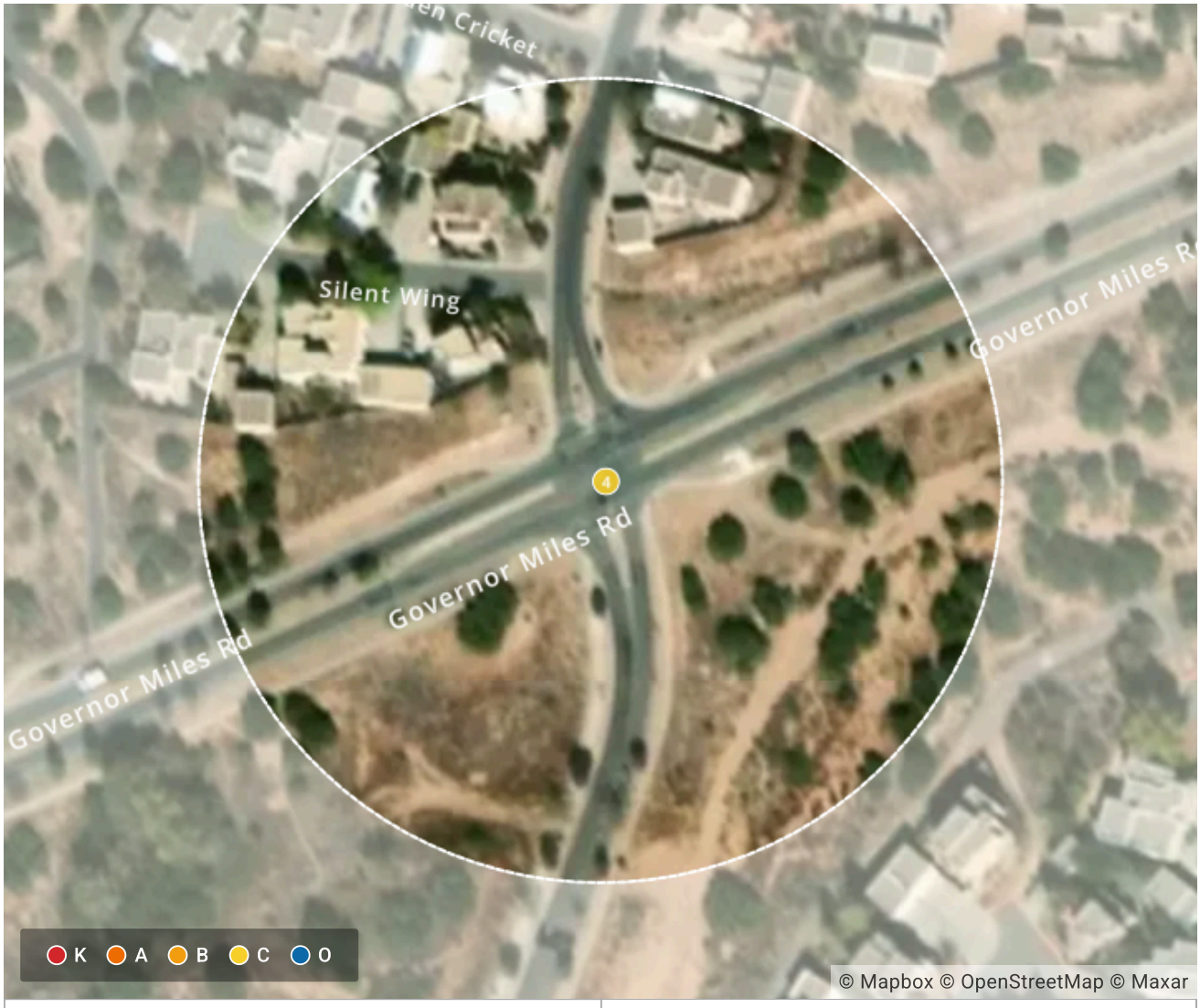
Created on May 27, 2025

Created by Terry Brown

Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	4	Fatal Crashes	0

New Mexico Summary		Crash
Total Crashes	4	100.00%
Intersection Involved	2	50.00%

+ 5 more	0	0%

KABCO Crash Severity		Crash
(C) Possible Injury	2	50.00%
(O) Property-Damage Only	2	50.00%
+ 3 more	0	0%

Crash Date (Year)		Crash
2022	3	75.00%
2019	1	25.00%
+ 9 more	0	0%

Crash Classification		Crash
Other Vehicle	1	25.00%
+ 12 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	4	100.00%
+ 62 more	0	0%

First Harmful Event - Location		Crash
Not Available	1	25.00%
+ 12 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	1	25.00%
+ 9 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	11	78.57%
Possible Injury (C)	3	21.43%
+ 3 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	3	37.50%
Failed to Yield Right of Way	2	25.00%
Following too Closely	2	25.00%
+ 52 more	0	0%

Driver Actions		Vehicle
Going Straight	6	75.00%
Right Turn	2	25.00%
Stopped for Sign or Signal	1	12.50%
Stopped for Traffic	1	12.50%
+ 19 more	0	0%

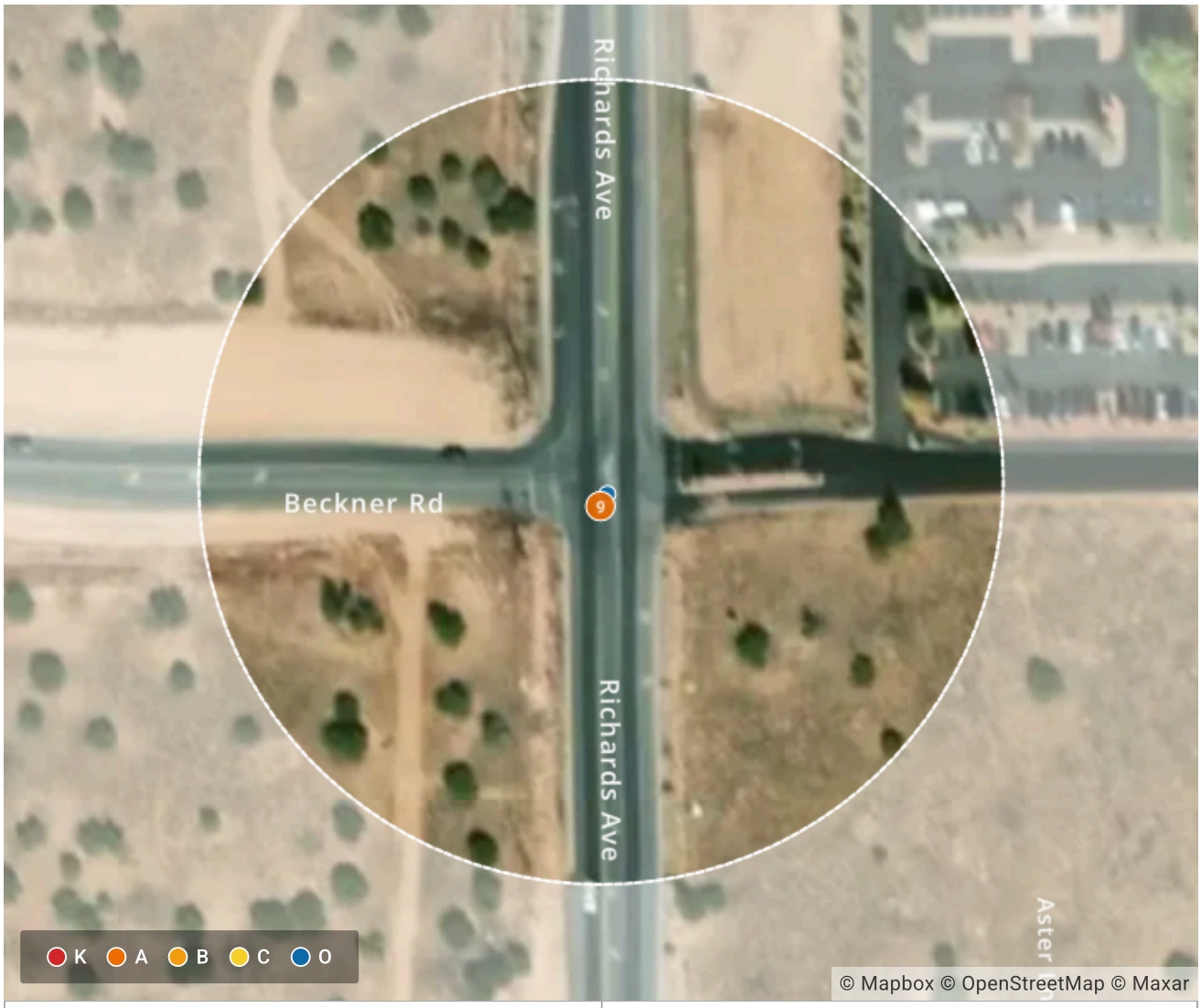
CRASH SUMMARY REPORT

Beckner / Richards (2019 - 2023)

Created on May 27, 2025
Created by Terry Brown
Requested by Terry Brown
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	10	Fatal Crashes	0

New Mexico Summary	Crash	
Total Crashes	10	100.00%
Intersection Involved	2	20.00%
Alcohol Involved	1	10.00%

Pedestrian Involved	1	10.00%
+ 3 more	0	0%

KABCO Crash Severity		Crash
(O) Property-Damage Only	8	80.00%
(A) Suspected Serious Injury	1	10.00%
(B) Suspected Minor Injury	1	10.00%
+ 2 more	0	0%

Crash Date (Year)		Crash
2023	2	20.00%
2022	1	10.00%
2021	1	10.00%
2020	1	10.00%
2019	5	50.00%
+ 6 more	0	0%

Crash Classification		Crash
Other Vehicle	4	40.00%
Rollover	1	10.00%
+ 11 more	0	0%

First Harmful Event - Analysis		Crash
MV in Transport	6	60.00%
Overturn/Rollover	2	20.00%
Other Fixed Object	1	10.00%
Pedestrian	1	10.00%
+ 59 more	0	0%

First Harmful Event - Location		Crash
Not Available	5	50.00%
On Roadway	3	30.00%
On Shoulder	1	10.00%
+ 10 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	5	50.00%
Front-to-Side	1	10.00%
Sideswipe	1	10.00%

+ 7 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	24	92.31%
Suspected Minor Injury (B)	1	3.85%
Suspected Serious Injury (A)	1	3.85%
+ 2 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	3	23.08%
Failed to Yield Right of Way	2	15.38%
Improper Lane Change	1	7.69%
Made Improper Turn	1	7.69%
Other Improper Driving	1	7.69%
Pedestrian Error	1	7.69%
Speed too Fast for Conditions	1	7.69%
Under the Influence of Alcohol	1	7.69%
+ 47 more	0	0%

Driver Actions		Vehicle
Going Straight	8	61.54%
Left Turn	3	23.08%
Negotiating a Curve	1	7.69%
Other	1	7.69%
Slowing	1	7.69%
+ 18 more	0	0%

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

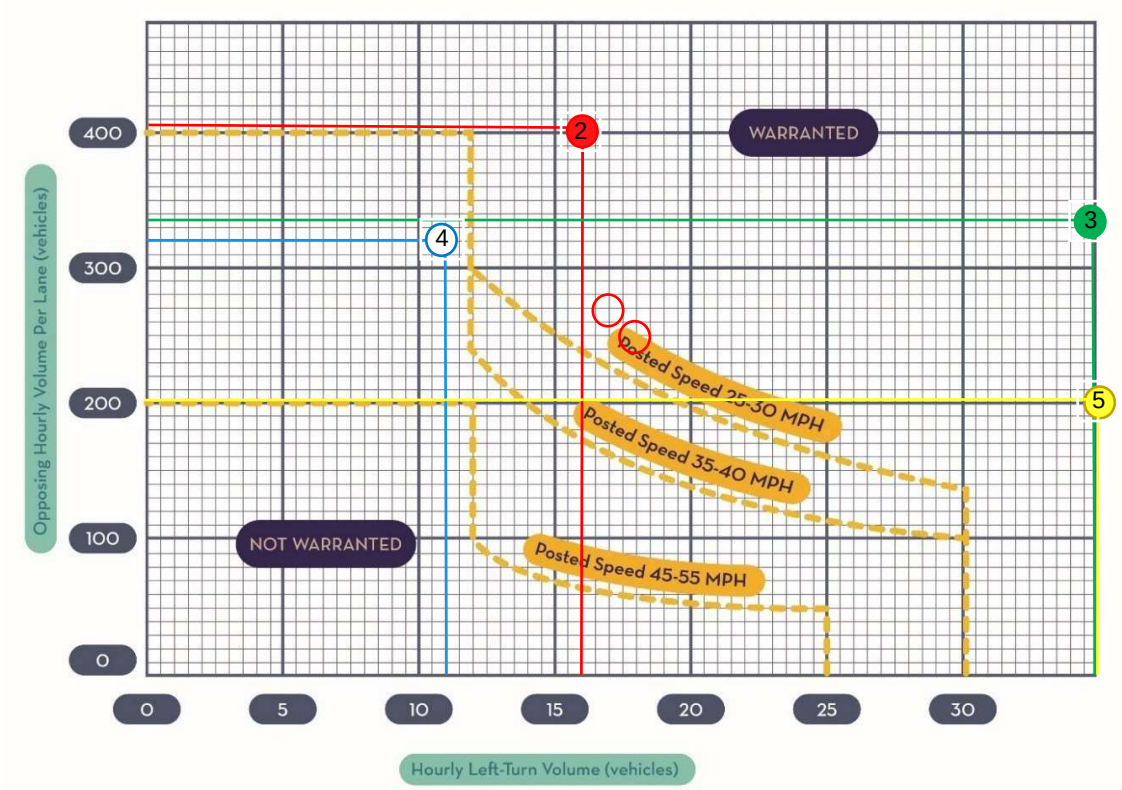
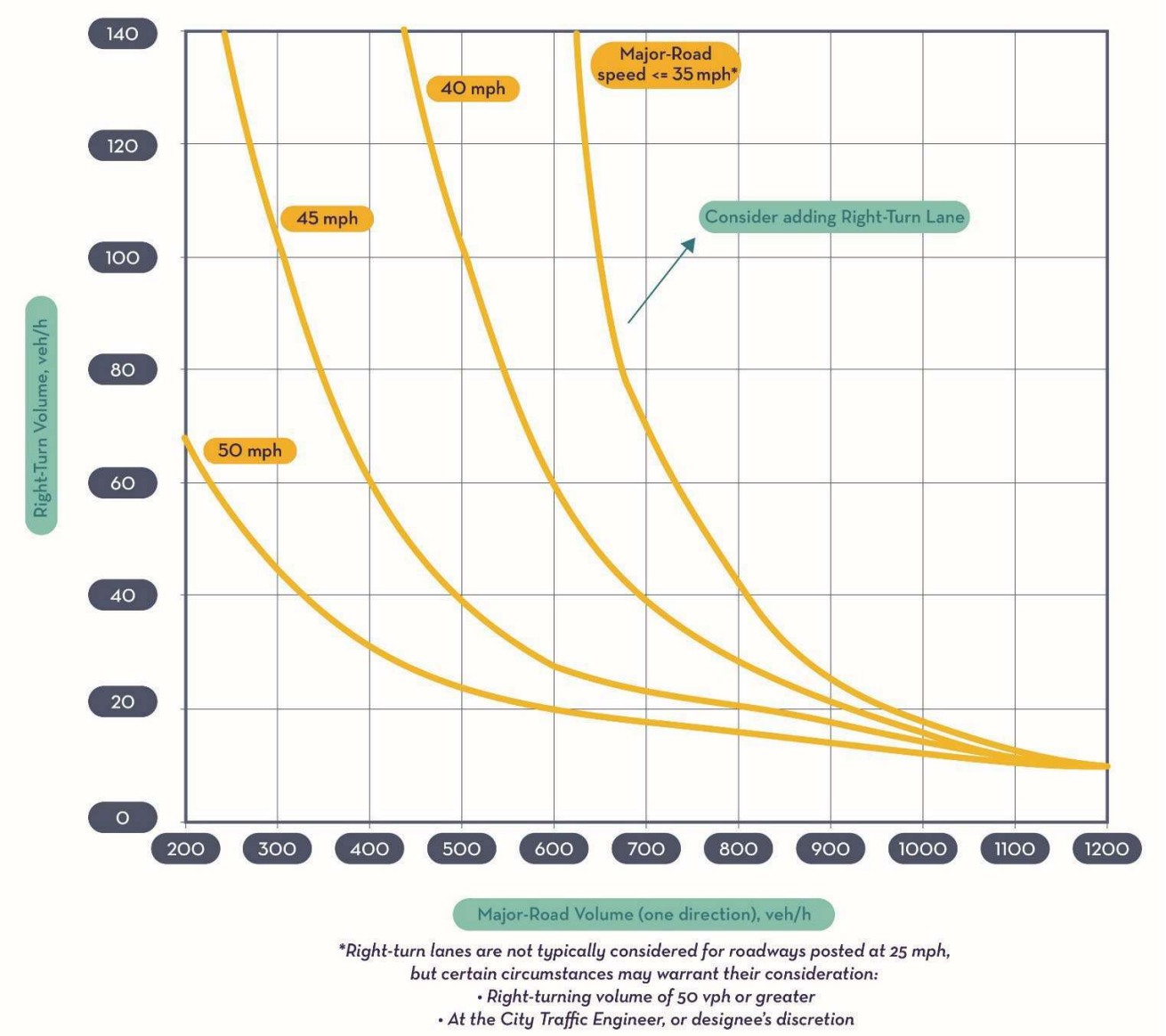


FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



Vista de la Sierra Subdivision Turn Lane Warrant Analysis Results*

Left Turn Lane Warrant Analysis

Intersection #	Intersection Name	Direction	2036 MAX Thru Volume	MAX Left-Turn Volume	LEFT LANE WARRANTED ?	95th Percentile Queue -2036 BUILD Mitigated(FT)	Existing Storage Length of left-turn lane(FT)	Additional Storage Length Required	**Recommended LEFT-TURN LANE (TAPER +STORAGE)**
	RICHARDS RD. -Speed Limit 35 mph								
1	Gov. Miles Rd./Richards Ave.	EB	112	304	YES	235	150	85	**335**
		WB	129	135	YES	103	130	0	**230**
		NB	796	96	YES	185	200	0	**300**
		SB	861	51	YES	28	215	0	**315**
8	Beckner Rd./Richards Ave.	EB	22	441	YES	398	440	0	**540**
		WB	17	6	NO			0	**100**
		NB	499	279	YES	350	125	225	**450**
		SB	452	1	NO				**100**
	Limit 30 mph								
2	Gov. Miles Rd./Entrada Sonata	WB	403	16	YES	0	140	0	**0**
3	Gov. Miles Rd./Rising Sun Dr.	WB	319	57	YES	5	0	50	**150**
4	Gov. Miles Rd./Mesa Bonita	WB	319	11	NO				**-**
5	Gov. Miles Rd. / Dancing Ground Rd.	WB	200	98	YES	10	0	50	**150**
	Speed Limit 25 mph								
6	Whispering Wing Rd. / Dancing Ground Rd.	SB	172	16	NO		-		
	BECKNER RD.								
7	Beckner Rd./La Puerta	EB	223	9	NO		-		
9	Beckner Rd./Calle Allegria (TRAFFIC CIRCLE)	EB	745	41	N/A-Traffic Circle		-		

* Results based on COSF Turn Lane Critera Appendix Pages A-162 & A-163

Vista de la Sierra Subdivision Turn Lane Warrant Analysis Results*

Right Turn Lane Warrant Analysis

Intersection #	Intersection Name	Direction	2036 MAX Thru Volume	MAX Right-Turn Volume	RIGHT LANE WARRANTED ?	95th Percentile Queue -2036 NO BUILD	95th Percentile Queue -2036 BUILD Mitigated(FT)	Difference NO BUILD-BUILD Mitigated	Existing Storage Length of Right-turn lane(FT)	**Additional Storage Length Required**	**Recommended RIGHT-TURN LANE (TAPER +STORAGE)**
	RICHARDS RD. -Speed Limit 35 mph										
1	Gov. Miles Rd./Richards Ave.	EB	112	135	YES	270	285	-15	0	**285**	**385**
		WB	129	32	YES	95	185	-90	0	**95**	**195**
		NB	796	91	NO	868					
		SB	861	215	NO	93					
8	Beckner Rd./Richards Ave.	EB	22	246	NO	190					
		WB	17	288	NO	13					
		NB	499	10	NO	5					
		SB	452	568	NO	403					
	Limit 30 mph										
2	Gov. Miles Rd./Entrada Sonata	WB	403	7	NO	0					
3	Gov. Miles Rd./Rising Sun Dr.	WB	319	14	NO	0					
4	Gov. Miles Rd./Mesa Bonita	WB	319	5	NO	0					
5	Gov. Miles Rd. / Dancing Ground Rd.	WB	200	90	NO	0					
	Speed Limit 25 mph										
6	Whispering Wing Rd. / Dancing Ground Rd.	SB	172	3	NO						
	BECKNER RD.										
7	Beckner Rd./La Puerta	EB	223	23	NO						
9	Beckner Rd./Calle Allegria (TRAFFIC CIRCLE)	EB	745	89	N/A-Traffic Circle						

* Results based on COSF Turn Lane Critera Appendix Pages A-162 & A-163

ACD PACKET CHECK-OFF SHEET

This sheet contains a list of required information for processing Agreements to Construct and Dedicate Public Improvements (ACD).

***Please submit this sheet with the packet.**

Check if submitted:

[✓] Developer Information Sheet

[✓] Utility Service Application

[ ] Utility Contractor Price Quote

[✓] Copy of Plat

[✓] Approved Water Plan Drawing Number 2021-15

[✓] Approved Development Water Budget, including Landscape Irrigation Budget and a 9.8% Contingency Water rights have been transferred in full for 393 lots

[✓] Fee Waiver Application Approved by the Office of Affordable Housing

[ ] SFHP, Not Applicable

COUNTY PROJECTS ONLY:

[ ] City Council Approval Date _____

NOTE:

Applications will NOT be accepted for submittal unless ALL applicable items on this check list are completed and/or attached.

DEVELOPER INFORMATION SHEET

Developer's Name: Forestar (USA) Real Estate Group, Inc.
Address: 333 East Wetmore Road, Suite 245 Tucson, AZ 85705
Telephone #: 520-496-3073/520-703-3540
Contact Person: Matt Seidel
Legal Description of Property: See Attached Plat - Tract 3A3 & Tract 3A4S
Plat Recording Date (month, day & year): 09.02.2021
Record Book #: 882
Record Page #: 2-S
Present Owner of Property (exactly as shown): Forestar Group Inc
Project Name: Vistas De La Sierra Phase 3
Proposed Date of Completion (month & year): May, 2027
Developer Engineer Name: DHI Engineering
Address: 5419 North Loop 1604 East, San Antonio, TX 78247
Telephone #: 210-582-0811
Contact Person: Vance Weynand
Developer Water Utility Contractor Name: Sparling Construction
Address: 8440 Wyoming Blvd NE, Ste B, Albuquerque, NM 871138
Telephone #: 505-821-1034
Contact Person: John Guldemann
Construction Starting Date: April 2026
Type of Business Entity (NM Corporation, General Partnership, LLC, Individual, etc.):
Corporation

NOTE:

1. Developer must fill out all the information above.
2. A Performance Bond from the Contractor, Certificate of Insurance and a check in the amount listed on Page 2 of Agreement to be supplied by the Developer.
3. SDCW requires contractor bid sheets (use SDCW format)
4. Developer is responsible for advising SDCW on proposed changes in start date to ensure availability of SDCW construction Inspector.

SDCW USE ONLY

Date Received: _____

Project Name: _____

Fire Hydrants: **YES** or **NO** **CITY** or **COUNTY** Quantity: _____

Drawing #: _____

W.O. #: _____

Inspector: _____

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant must sign and date application.**

Check one only:

____ Water Service Technical Evaluation Request
____ Agreement for Metered Service (AMS)
_X_ Agreement to Construct and Dedicate Public Improvements (ACD)
____ Annexation Application Water Budget
____ Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Forestar (USA) Real Estate Group, Inc
Project Address: 333 East Wetmore Road, Suite 245 Tucson, AZ 85705

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 2021 Book 882 Page 2-S Township, Range, Section: _____
Location: (check one only) Inside Corporate City Limits X Outside Corporate City Limits ____
Property Uniform Property Code: _____ Existing Well: Yes _____ No X
Legal Description including lot size: See Attached Plat - Tract 3A3 & Tract 3A4

Short Description of Project: 128 Single Family Lots

Construction Start Date: April 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments) Subdivision
2. Total number of lots approved on final plat/development plan: 128
3. Total number of homes existing or under construction: 0
4. Size of service requested: (5/8", 3/4", 1" or 2") 5/8" & 2-2"

***Please fill in all categories below that apply for which water service is requested:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
115	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
13	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_____	Apartment/Condominium	.16 afy per d.u.	_____
_____	Senior Complex	.12 afy per d.u.	_____
128	**Total**	**Total Residential Water Demand**	_____ **AFY**

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) _____
Total gross floor area of building: _____ square feet
Total area of lot, tract or parcel: _____ acres
Automatic Fire Sprinkler System: _____ Yes _____ No
Building Construction Type: _____
Building Square Footage: _____
Site Plan Attached: _____Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----		---- COMPLETED BY STAFF ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
____ Office – Non-medical	_____	(0.70 afy per 10,000 s.f.)	_____
____ Medical Office	_____	(0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____	(0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
____ Gyms with showers	_____	(8.94 afy per site)	_____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____
____ Pet Grooming	_____	(0.52 afy per site)	_____
____ Pet Daycare	_____	(0.11 afy per site)	_____
____ Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____ Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____ Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____ Gallery	_____	(0.60 afy per site)	_____
____ Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____ Restaurant (full service)	_____	(0.02 afy per seat)	_____
____ Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____ Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____
____ Gasoline Station	_____	(0.88 afy per Site)	_____

____	Car Wash (full service)	_____	(5.66 afy per Site) _____
____	Car Wash (limited service)	_____	(0.94 afy per Wash Bay) _____
____	Auto Repair	_____	(0.12 afy per site) _____
____	Car Rental	_____	(0.12 afy per site) _____
____	Car Sales	_____	(0.07 afy per 10,000 s.f.) _____
____	Self Storage	_____	(0.13 afy per site) _____
____	Wholesale, Warehousing	_____	(0.4 afy per 10,000 s.f.) _____
____	Industrial, Manufacturing	_____	(applicant estimate of water use)_____
____	Church w/ day care or school)	_____	(1.3 afy per Site) _____
____	Church w/o day care or school)	_____	(0.6 afy per Site) _____
____	Hotel	No. of rooms _____	(.13 afy per room) _____
____	Motel	No. of rooms _____	(.09 afy per room) _____

Public Services

____	School, Elementary	(0.53 afy per 100 students) _____
____	School, Middle or Junior High	(1.68 afy per 100 students) _____
____	School, Senior High	(2.64 afy per 100 students) _____
____	Schools, Daycare	(0.85 afy per 100 kids) _____
____	Places of Worship	(0.15 afy per site) _____
	With Daycare and school	(0.95 afy per site) _____
____	Parks	(1.48 afy per acre) _____
____	**Other** (not listed above) Please attach	(with attachment) _____

water demand calculations and assumptions used

Total Floor Area _____

Total Commercial Water Demand _____ AFY

Total Residential Water Demand _____ AFY

TOTAL PROJECT WATER DEMAND _____ AFY

OWNER: Forestar (USA) Real Estate Group, Inc. Mailing Address: 333 East Wetmore Rd, Suite 245 Tucson, AZ 85705 Phone Number: 520-496-3073 Mobile Number: 520-703-3540	***Only If Applicable** AGENT: Vance Weynand Title: Director of Engineering Mailing Address: 5419 North Loop 1604 East San Antonio, TX 78247 Phone Number: 210-582-0811 Mobile Number: 210-563-4074

Information Provided By: Check one: Owner X Agent _____

Signature: _____ Date: _____

Technical Evaluation to be Sent to: Check one: Owner _____ Agent X

COMMENTS: Water rights have been transferred in full for the entire 393 lots Phase 1-3 developments

APPLICANTS, PLEASE NOTE:

- If the project is located within the Historic District and a hotbox for a backflow preventer is required, the Historic Preservation Division must be contacted at (505) 955-6605 to coordinate the hotbox location.
- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below:
  - ○ A map of the proposed project in relation to the existing city limits and the presumptive city limits.
  - ○ A detailed description of the proposed development including the type and size of proposed land uses.
  - ○ The health, safety and welfare or other legal reason for the connection.
  - ○ A site water budget.
  - ○ Documentation from the County of Santa Fe that county water service is not available, if applicable.
  - ○ Documentation from the wastewater division regarding sewer availability.
  - ○ A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable.

EXHIBIT A

CITY OF SANTA FE WATER DIVISION

CONSTRUCTION ESTIMATE

Fill out the highlighted fields

Project: Vista de la Sierra Phase III
Date: 06.27.25
Const. Drawing No.
W.O. No.

CONSTRUCTION ITEMS

BID ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
	MAINS				
1	16-inch water main w/ restraints and fittings	LF	87	$432.00	$37,584.00
2	12-inch water main w/ restraints and fittings	LF			$0.00
3	10-inch water main w/ restraints and fittings	LF			$0.00
4	8-inch water main w/ restraints and fittings	LF	5336	$51.00	$272,136.00
5	6-inch water main w/ restraints and fittings	LF			$0.00
6	4-inch water main w/ restraints and fittings	LF			$0.00
7	Non-pressure connection 2" line	EA			$0.00
8	Non-pressure connection 4" - 10" line	EA	3	$2,100.00	$6300.00
9	Non-pressure connection 12" - 16" line	EA			$0.00
10	Pres. Con. w/ tap. and sleeve 4" x 4"	EA			$0.00
11	Pres. Con. w/ tap. and sleeve 6" x 4"-6"	EA			$0.00
12	Pres. Con. w/ tap. and sleeve 8" x 4" -8"	EA	1	$1,650.00	$1650.00
13	Pres. Con. w/ tap. and sleeve 10" x 4" - 10"	EA			$0.00
14	Pres. Con. w/ tap. and sleeve 12" x 4" - 12"	EA			$0.00
15	Pres. Con. w/ tap. and sleeve ≥ 16"	EA			$0.00
16	16-inch valve and Box	EA			$0.00
17	12-inch valve and Box	EA			$0.00
18	10-inch valve and Box	EA			$0.00
19	8-inch valve and Box	EA	12	$2,510.00	$30,120.00
20	6-inch valve and Box	EA			$0.00
21	4-inch valve and Box	EA			$0.00
22	Install 3-Way Fire Hydrants Assembly	EA	10	$5,325.00	$53,250.00
23	Install Flush Hydrant	EA	1	$6,340.00	$6,340.00
24	8" Backflow Preventer w/Hot Box	EA			$0.00
25	6" Backflow Preventer w/Hot Box	EA			$0.00
26	4" Backflow Preventer w/Hot Box	EA			$0.00
27	__" Backflow Preventer w/Hot Box	EA			$0.00
28	Pressure Testing Water Line	LS	1	$5,720.00	$5,720.00
29	Bact T Testing	LS	1	$5,720.00	$5,720.00
30	PIV	EA			$0.00
31	Remote FDC 6"	EA			$0.00
	METERS				
32	5/8" Single MSC	EA	12	$2,700.00	$32,400.00
33	5/8" Double MSC	EA	60	$3,300.00	$198,000.00
34	3/4" Single MSC	EA			$0.00
35	3/4" Double MSC	EA			$0.00
36	1" Single MSC	EA			$0.00
37	1 1/2" Single MSC	EA			$0.00
38	2" Single MSC	EA			$0.00
39	3" Water Service/Meter Vault	EA			$0.00
40	4" Water Service/Meter Vault	EA			$0.00
41	Other:	EA			$0.00

#1	Total of Bid Items		$649,220.00
#2	Bond (#1 X Bond %)		$0.00
#3	NM GRT (#1 X NMGRT %)	8.1875%	$53,154.89
#4	**Est. Construction Cost** (Sum #1 thru #3)		$702,374.89
#5	CoSFWD E&S (#4 X ES%)	7.25%	$50,922.18
#6	CoSFWD A&G (#4 X AG%)	5.50%	$38,630.62
#7	CoSFWD Special Fee		$0.00
#8	NM GRT (Sum #5 thru #7 X NMGRT %)	8.1875%	$7,332.14
#9	Subtotal (Sum #5 thru #8)		$96,884.94
#10	CoSFWD UEC Fees		$0.00
#11	CoSFWD Meter Fees		$0.00
#12	Subtotal (#10 + #11)		$0.00
#13	Total CoSFWD Fees (#9 + #12)		$96,884.94
#14	CoSFWD Fees Collected @ Land Use (#12)		$0.00
#15	**CoSFWD Fees Owed with ACD** (#13 - #14)		$96,884.94
#16	**Total Project Cost** (#4+#13)		$799,259.83

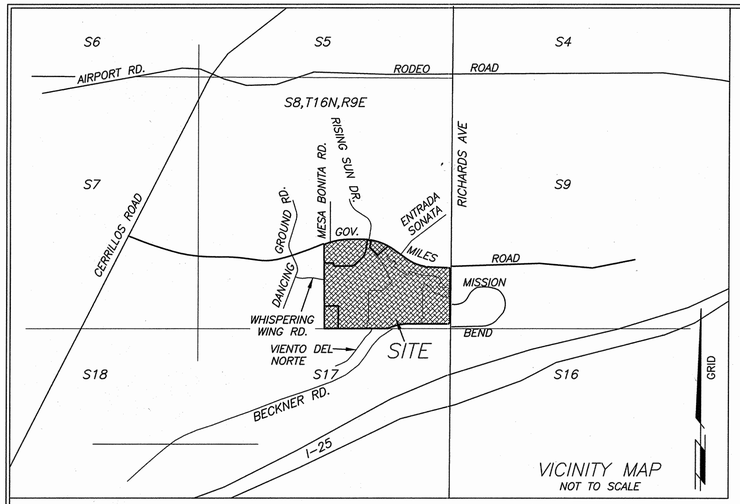
UEC: 5/8" MSC	EA		$2,013.00	$0.00
UEC: 5/8" MSC	EA		$800.00	$0.00
UEC: 3/4" MSC	EA		$3,019.00	$0.00
UEC: 1" MSC	EA		$5,032.00	$0.00
UEC: 1 1/2" MSC	EA		$10,065.00	$0.00
UEC: 2" MSC	EA		$16,104.00	$0.00
UEC: 3" MSC	EA		$31,402.00	$0.00
UEC: 4" MSC	EA		$50,325.00	$0.00

Meter: 5/8" MSC	EA		$190.00	$0.00
Meter: 3/4" MSC	EA		$226.00	$0.00
Meter: 1" MSC	EA		$272.00	$0.00
Meter: 1 1/2" MSC	EA		$546.00	$0.00
Meter: 2" MSC	EA		$728.00	$0.00
Meter: 3" MSC	EA		$1,516.00	$0.00
Meter: 4" MSC	EA		$2,666.00	$0.00
Meter: Fire Service	EA		$190.00	$0.00
Prorata:	FF		$0.00	$0.00

Comments: All water utility work to be performed by **[Contractor Name]**. The Total Water UEC and Total Water Meter Fees for this project are **$XXX.XX** (#14) and are not included in the project ACD because they were collected as part of the Land Use Department's EnerGov permit system.

Prepared By: _____
Dora Marquez

Reviewed By: _____
Taylor Jurgens



SURVEY SHEET INDEX

SHEET 2: MS4 RETAINAGE, LOT & CURVE TABLES AND ADDRESSES
SHEET 3: LARGE TRACTS, PHASING, EASEMENT VACATION AND TEMPORARY & OFFSITE EASEMENTS
SHEET 4: PHASE 1 SUBDIVISION DATA

LOT OF RECORD & OTHER REFERENCE DOCUMENTS:

1. LOT 3 : "BECKNER ROAD EXTENSION DEDICATION PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, BEATY FAMILY LTD. CO. AND THE CITY OF SANTA FE SHOWING PUBLIC R/W DEDICATION OF A PORTION OF LOT 3 AS SHOWN ON PLAT RECORDED IN BOOK 710 PAGES 21–22", AS RECORDED AS INST.# 1796166 IN BK. 804 PAGES 09–10.
2. 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.
3. ROADWAY & UTILITY RIGHT OF WAY GOVERNOR MILES ROAD NAVA ADE SUBD. TO RICHARDS AVE. SE1/4 S8, T16N, R9E, NMPM SANTA FE COUNTY, N.M. PREPARED BY RICHARD A. MORRIS, L.S.#10277, RECORDED IN PLAT BK. 362 PG.07.
4. WARRANTY DEED, JOHN ARDISSONE AND MAY T. ARDISSONE TO BUILDING SERVICES OF SANTA FE, BK 462 PAGE 621.
5. ALTA/NSPS ALTA/NSPS LAND TITLE SURVEY PREPARED FOR BRANCH FAMILY HOLDINGS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY SHOWING LOT 3A 3800 GOVERNOR MILES RD. PREPARED BY DIEGO J. SISNEROS, NMPLS 13986, JUNE 9, 2020, BEARING FILE NUMBER 10328ALTA.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

UTILITY COMPANIES

David R Aikin — 7/19/2021
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 WHICH ARE NOT SHOWN ON THIS PLAT.

Fernando Vigil — July 19, 2021
PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM ELECTRIC) — DATE

Frank M Gagan — 7/21/2021
NM GAS COMPANY (NMGCO) — DATE

QWEST CORPORATION d/b/o/ 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.

Doug Dale — 7/19/2021
"QWEST CORPORATION, D/B/A CENTURYLINK QC" — DATE

CONTROL REFERENCE

–BEARINGS ARE GRID, REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83(1992), CENTRAL ZONE FROM GPS STATE PLANE PROJECTION VIA DATA COLLECTION PROGRAM "CARLSON SURVCE".
–DISTANCES ARE REFERRED TO 6800 AMSL.
–DATUM DERIVED FROM DAWSON2 GPS BASE STATION N=1,687,626.870 E=1,708,833.475 ELE=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

July 26 '21
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 2nd day of September, 2021 A.D. at 3:26 o'clock PM, and was duly recorded in book 882 page(s) 225 of the records of Santa Fe County.
Inst # 1964666
Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

DUST CONTROL

ALL ON–SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING 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 POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS) SHALL BE PROVIDED TO THE CITY ENGINEER, OR HIS/HER DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE.

THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SOME BMPS SHALL INCLUDE:

- THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF–PROPERTY TRANSPORT OF DUST ENTRAINED BY VEHICLES.
- THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF–PROPERTY TRANSPORT.
- RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.
- BASE COURSE OR OTHER STABILIZER PROVIDED AT STAGING AND PARKING AREAS.
- AT LEAST TWO WATER TRUCKS SHALL BE ON–SITE FOR DUST CONTROL WHENEVER GRADING, MOVING, DISTURBING DIRT, OR CONDUCTING CONSTRUCTION ACTIVITY THAT COULD CREATE DUST.
- TACKIFIER SHALL BE USED ON ALL GRADED (OR CLEARED/GRUBBED) AREAS WHERE CONSTRUCTION ACTIVITIES WILL NOT OCCUR WITHIN 30 DAYS.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE PERSON, 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.

APPROVED BY THE CITY PLANNING COMMISION

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING OF JULY 21, 2021, AS CASE NO. 2020–2924

Brian Gutierrez — 8.31.2021
PLANNING COMMISSION CHAIRPERSON — DATE

Brian Gutierrez for Jamie Cline 8.31.2021
PLANNING COMMISSION SECRETARY — DATE

REVIEWED BY CITY OF SANTA FE

APPROVED BY THE CITY OF SANTA FE CURRENT PLANNING DIVISION UNDER AUTHORITY OF THE LAND DEVELOPMENT CODE, ARTICLE 14–3.8(7)

DEE BRINGERSCHER — 9/1/21
CITY ENGINEER FOR LAND USE — DATE

Noah Berke — 9/1/21
CITY PLANNER — DATE

NOTES

THIS PLAT IS SUBJECT TO PROVISION OF THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION, RECORDED AS INST.# 1964665 OF THE REAL PROPERTY RECORDS OF SANTA FE COUNTY.

THIS DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT(ADA) FOR ALL INFRASTRUCTURE IMPROVEMENTS.

SOME OF THESE LOTS REQUIRE ON–LOT PONDING FOR IMPERVIOUS SURFACE IMPROVEMENTS. REFER TO MS4 TABLES ON SHEET 2 OF THIS PLAT.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14. LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH 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.

BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.

EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.

THE PROPERTY AND STRUCTURES SHALL BE CONNECTED TO THE CITY'S PUBLIC SEWER COLLECTION SYSTEM.

PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

WASTEWATER U.E.C. CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

NO FENCES, WALLS OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS.

NO WALLS, FENCES OR OTHER STRUCTURES THAT WOULD IMPEDE DRAINAGE FLOW SHALL BE PLACED WITHIN DRAINAGE EASEMENTS SHOWN HEREON.

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.

NO CONSTRUCTION TRAFFIC WILL BE ALLOWED WITHIN NAVA ADE FOR THIS PROJECT.

GUNNISON'S PRAIRIE DOG NOTE:

THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE(ARTICLE 14–8.12)

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.

PARK AREA DEDICATED TO THE HOA
PHASE 1: 0 acres
PHASE 2: 1.02 acres
PHASE 3: 1.95 acres
TOTAL: 2.97 acres

** ANYWHERE THIS PLAT REFERS TO "VISTA DE LA SIERRA" IT SHALL MEAN AND REFER TO "VISTAS DE LA SIERA."

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
DIEGO J. SISNEROS, NMPS#13986 7/16/2021

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

DEDICATION AND AFFIDAVIT

882 02

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO SUBDIVIDE THOSE LANDS SHOWN HEREON.

OPEN SPACE TRACTS A THROUGH I ARE HEREBY GRANTED TO THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION. OPEN SPACE TRACTS SERVE AS DRAINAGE EASEMENTS FOR MITIGATION OF STORM WATER. Maintenance of park improvements within the open space is the responsibility of the Vista de la Sierra HOA.
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 H.O.A..

ROADS SHOWN HEREON AS PUBLIC RIGHT OF WAY, CREATED BY THIS PLAT, ARE HEREBY DEDICATED TO THE CITY OF SANTA FE FOR PUBLIC USE & MAINTENANCE.

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 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.

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:
STORMWATER AGREEMENT: THE PROPERTY OWNER AND BY ACCEPTANCE OF TITLE TO A LOT, EACH SUBSEQUENT LOT OWNER, HEREBY AGREES THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS LOCATED ON A RESIDENTIAL LOT WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED BY THE LOT OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. ALL DRAINAGE EASEMENTS, CULVERTS AND DETENTION PONDS LOCATED WITHIN DESIGNATED OPEN SPACE WILL BE MAINTAINED BY THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION AND KEPT FULLY FUNCTIONAL, CONSISTENT WITH THE ORIGINAL DESIGN. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER 10 DAYS WRITTEN NOTICE TO THE RESPECTIVE LOT OWNER OR TO THE VISTA DE LA SIERRA HOMEOWNERS ASSOCIATION IN THE CASE OF COMMON IMPROVEMENTS, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND (3) TO LIEN THE DEFAULTING OWNER'S LOT OR IN THE CASE OF COMMON IMPROVEMENTS, ALL OF THE LOTS, FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. IN THE CASE OF A LIEN RELATED TO WORK ON COMMON IMPROVEMENTS, UPON PAYMENT OF A LOT OWNER'S PRORATA SHARE, A LOT OWNER MAY OBTAIN A WRITTEN RELEASE OF SUCH LIEN, IN RECORDABLE FORM, FROM THE CITY. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER APPROVES AND AGREES THAT THE FOREGOING STORMWATER AGREEMENT IS PERPETUAL AND RUNS WITH THE LAND, AND IS BINDING UPON ON PRESENT AND FUTURE LOT OWNERS, AND EACH LOT OWNER'S HEIRS, SUCCESSORS AND ASSIGNS.

DRAINAGE FACILITIES MAINTENANCE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS SHALL ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENTS.

INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1–INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE INSPECTOR AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE INSPECTOR'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).

B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6–INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.

C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.

D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.

E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP–RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

F. ALL BASINS/PONDS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14–8.2(D)(4)(C)(II).

OWNER LOT 3:
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY

GREG GONZALES, MEMBER.

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)

OFFICIAL SEAL
ANNA M. BOHANNON
Notary Public
State of New Mexico
My Comm. Expires 12/16/23

ON THIS 27 DAY OF AUGUST, 2021 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY GREG GONZALES, MEMBER OF VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY.

Anna M Bohannon — 12-16-23
NOTARY PUBLIC — COMMISSION EXPIRES

FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1
PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09–10

PURPOSE: TO CREATE 128 RESIDENTIAL LOTS 5 OPEN SPACE TRACTS, RESERVED SCHOOL TRACT 3, RESERVED FUTURE DEVELOPMENT TRACTS 1 & 2 AND FUTURE SUBDIVISION PHASE 2 AND 3 TRACTS 3A1, 3A2, 3A3 & 3A4

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

PARENT PARCEL: LOT 3A BECKNER ROAD EXTENSION DEDICATION PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, BEATY FAMILY LTD CO. AND THE CITY OF SANTA FE, RECORDED AS INST.#1796166 IN BOOK 804 PAGES 9–10.

UPC: 1–050–095–387–083

PLSS LOCATION: SECTION 8, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

SHEET 1 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471–6660
FILE# 10508PH1 DATE:7/16/2021

S–101

PHASE 1 MS4 RETAINAGE

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
1	45	2925	129
2	45	2925	129
3	45	2925	129
4	40	2550	112
5	40	2550	112
6	40	2550	112
7	45	2925	129
8	50	1543	68
9	50	1543	68
10	45	2925	129
11	45	2925	129
12	45	2925	129
13	40	2550	112
14	40	2550	112
15	40	2550	112
16	40	2550	112
17	40	2550	112
18	40	2550	112
19	40	2550	112
20	45	2925	129
21	45	2925	129
22	45	2925	129
23	40	2550	112
24	40	2550	112
25	40	2550	112
26	40	2550	112
27	40	2550	112
28	40	2550	112
29	40	2550	112
30	45	2925	129
31	45	2925	129
32	45	2925	129
33	40	2550	112
34	40	2550	112
35	40	2550	112
36	40	2550	112
37	40	2550	112
38	40	2550	112
39	45	2925	129
40	45	2925	129
41	45	2925	129
42	40	2550	112
43	40	2550	112
44	40	2550	112
45	45	2925	129
46	50	3580	158
47	50	3580	158
48	50	3580	158
49	50	3580	158
50	50	3580	158
51	50	3580	158

Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
52	50	3580	158
53	50	3580	158
54	50	3580	158
55	50	3580	158
56	50	1543	68
57	50	1543	68
58	50	1543	68
59	50	1543	68
60	50	1543	68
61	50	1543	68
62	50	1543	68
63	50	1543	68
64	50	1543	68
65	50	1543	68
66	50	1543	68
67	50	1543	68
68	50	1543	68
69	50	1543	68
70	50	1543	68
71	50	1543	68
72	50	1543	68
73	50	1543	68
74	50	1543	68
75	50	1543	68
76	50	1543	68
77	50	1543	68
78	50	1543	68
79	50	1543	68
80	50	1543	68
81	50	1543	68
82	50	1543	68
83	50	1543	68
84	50	1543	68
85	50	1543	68
86	50	1543	68
87	50	1543	68
88	50	1543	68
89	50	1543	68
90	50	1543	68
91	50	1543	68
92	50	1543	68
93	50	1543	68
94	50	1543	68
95	50	1543	68
96	50	1543	68
97	50	1543	68
98	50	1543	68
99	50	1543	68
100	50	1543	68
101	50	1543	68
102	50	1543	68

Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required

Lot #	Lot Width	Impervious Area Accomodated By Off-Lot Ponding (Square FT)	Impervious Volume Accomodated By Off-Lot Ponding (Cubic FT)
103	50	1543	68
104	50	1543	68
105	50	1543	68
106	50	1543	68
107	50	1543	68
108	50	1543	68
109	50	1543	68
110	50	1543	68
111	50	1543	68
112	50	1543	68
113	50	1543	68
114	50	1543	68
115	45	1326	58
116	40	1178	52
117	40	1178	52
118	40	1178	52
119	40	1178	52
120	40	1178	52
121	40	1178	52
122	40	1178	52
123	40	1178	52
124	40	1178	52
125	40	1178	52
126	40	1178	52
127	40	1178	52
128	40	1178	52

Impervious Area Accomodated Less Than Typical On Lot MS4 Retainage May Be Required

"THE CONSTRUCTION OF IMPERVIOUS AREA, SUCH AS STRUCTURES AND PAVING, THAT EXCEEDS THE SQUARE FOOTAGE LIMITATIONS SHOWN IN THE TABLES ABOVE MAY REQUIRE ON-LOT PONDING."

LOT DATA TABLES

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C1	570.00'	53.41'	53.39'	S46°43'48"E	5°22'06"
C2	460.00'	50.10'	50.07'	S46°17'39"E	6°14'24"
C3	160.00'	63.57'	63.15'	S11°29'51"W	22°45'47"
C4	14.50'	4.58'	4.56'	S81°04'34"W	18°04'48"
C5	460.00'	38.09'	38.08'	S51°47'11"E	4°44'40"
C6	14.50'	13.32'	12.85'	S27°51'02"E	52°36'57"
C7	150.00'	81.03'	80.05'	S15°35'28"W	30°57'01"
C8	14.50'	18.20'	17.03'	S36°04'34"W	71°55'12"
C9	14.50'	8.25'	8.14'	S14°45'43"W	32°36'32"
C10	14.50'	10.36'	10.14'	S69°25'03"E	40°55'58"
C11	14.50'	12.42'	12.04'	S24°38'59"W	49°04'02"
C12	14.50'	12.42'	12.04'	S24°25'03"E	49°04'02"
C13	14.50'	10.36'	10.14'	S69°38'59"W	40°55'58"
C14	14.50'	10.36'	10.14'	S69°25'03"E	40°55'58"
C15	14.50'	12.42'	12.04'	S24°38'59"W	49°04'02"
C16	14.50'	12.42'	12.04'	S24°25'03"E	49°04'02"
C17	150.00'	7.40'	7.40'	S88°42'13"W	2°49'31"
C18	14.50'	3.96'	3.95'	S57°00'11"W	15°38'21"
C19	150.00'	58.82'	58.45'	S76°03'24"W	22°28'06"
C20	14.50'	22.78'	20.51'	N45°06'58"E	90°00'00"
C21	200.00'	42.72'	42.64'	N83°59'50"E	12°14'15"
C22	47.50'	33.83'	33.12'	S11°15'11"W	40°48'37"
C23	956.98'	43.19'	43.19'	S65°02'45"W	2°35'10"
C24	200.00'	19.58'	19.57'	N75°04'27"E	5°36'31"
C25	25.00'	40.65'	36.32'	S61°08'36"E	93°10'24"
C26	8.00'	5.52'	5.41'	S19°53'17"W	39°32'39"
C27	14.50'	22.78'	20.51'	S44°53'02"E	90°00'00"
C28	410.00'	65.15'	65.08'	N47°35'00"W	9°06'15"
C29	354.34'	47.35'	47.32'	S46°28'16"E	7°39'24"
C30	410.00'	65.65'	65.58'	N62°39'20"W	9°10'29"
C31	304.80'	47.83'	47.78'	S62°53'40"E	8°59'28"
C32	410.00'	65.66'	65.59'	N71°49'51"W	9°10'32"
C33	304.80'	47.88'	47.84'	S71°53'26"E	9°00'05"
C34	410.00'	65.36'	65.29'	N80°59'07"W	9°08'01"
C35	304.80'	47.50'	47.45'	S80°51'20"E	8°55'42"
C36	410.00'	63.44'	63.37'	N89°59'05"W	8°51'55"
C37	304.80'	47.53'	47.48'	S89°47'13"E	8°56'03"
C38	410.00'	63.87'	63.81'	S76°30'08"W	8°55'33"
C39	304.80'	47.67'	47.62'	N77°44'50"E	8°57'38"
C40	410.00'	25.22'	25.22'	S70°16'37"W	3°31'28"
C41	304.80'	21.25'	21.24'	N71°16'12"E	3°59'38"
C42	200.00'	19.14'	19.14'	S71°15'25"W	5°29'03"
C43	200.00'	45.90'	45.80'	S80°34'27"W	13°09'01"
C44	189.15'	67.60'	67.24'	N79°00'54"E	20°28'39"
C45	200.00'	46.28'	46.17'	N86°13'19"W	13°15'27"
C46	189.15'	18.60'	18.59'	S87°55'45"E	5°38'02"
C47	310.24'	13.85'	13.85'	S80°58'07"E	2°33'27"
C48	200.00'	46.32'	46.22'	N72°57'29"W	13°16'13"
C49	310.24'	68.21'	68.07'	S73°23'30"E	12°35'49"
C50	287.61'	4.11'	4.11'	S67°47'31"E	0°49'08"
C51	410.00'	42.45'	42.43'	N55°06'07"W	5°55'58"
C52	304.80'	30.63'	30.61'	S55°31'13"E	5°45'26"
C53	410.00'	33.04'	33.03'	S83°16'26"W	4°37'04"
C54	304.80'	18.72'	18.71'	N83°59'13"E	3°31'06"
C55	100.00'	60.68'	59.76'	N17°30'02"E	34°46'08"
C56	14.50'	20.60'	18.91'	N75°34'36"E	81°22'59"
C57	460.00'	79.31'	79.21'	S68°40'16"E	9°52'42"
C58	1117.00'	80.42'	80.41'	S75°10'29"W	4°07'31"
C59	25.00'	46.69'	40.19'	N53°23'09"W	107°00'14"
C60	460.00'	98.24'	98.06'	S79°43'43"E	12°14'13"
C61	14.50'	21.75'	19.77'	S42°51'56"E	85°57'47"
C62	14.50'	20.80'	19.06'	S41°13'07"W	82°12'18"
C63	1117.00'	99.11'	99.07'	S79°46'45"W	5°05'01"
C64	14.50'	21.38'	19.50'	N42°21'32"E	84°29'09"
C65	460.00'	99.14'	98.95'	N78°25'40"E	12°20'53"
C66	1117.00'	73.56'	73.55'	S88°13'46"W	3°46'24"
C67	14.50'	23.73'	21.17'	N46°46'14"W	93°46'24"
C68	460.00'	30.02'	30.01'	N70°23'03"E	3°44'20"

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C69	14.50'	28.24'	23.99'	S55°41'04"E	111°36'05"
C70	14.50'	22.78'	20.51'	S45°06'58"W	90°00'00"
C71	14.50'	21.78'	19.79'	N43°09'01"E	86°04'06"
C72	150.00'	102.13'	100.17'	S74°18'34"E	39°00'44"
C73	14.50'	22.78'	20.51'	N44°53'02"W	90°00'00"
C74	954.20'	5.49'	5.49'	S73°10'20"W	0°19'47"
C75	169.73'	43.04'	42.93'	N38°32'58"W	14°31'48"
C76	25.00'	38.25'	34.63'	N29°16'59"E	87°40'06"
C77	1067.00'	4.09'	4.09'	N73°13'37"E	0°13'10"
C78	175.00'	68.20'	67.77'	N78°57'06"E	22°19'43"
C79	1092.00'	46.49'	46.48'	N69°00'25"E	2°26'21"
C80	1092.00'	267.83'	267.16'	N77°15'11"E	14°03'10"
C81	1092.00'	111.24'	111.20'	N87°11'52"E	5°50'13"
C82	957.00'	44.31'	44.31'	S74°39'47"W	2°39'10"
C83	1067.00'	49.40'	49.40'	N74°39'47"E	2°39'10"
C84	957.00'	39.39'	39.38'	S77°10'06"W	2°21'29"
C85	1067.00'	43.91'	43.91'	N77°10'06"E	2°21'29"
C86	957.00'	39.39'	39.38'	S79°31'35"W	2°21'29"
C87	1067.00'	43.91'	43.91'	N79°31'35"E	2°21'29"
C88	957.00'	39.39'	39.38'	S81°53'04"W	2°21'29"
C89	1067.00'	43.91'	43.91'	N81°53'04"E	2°21'29"
C90	957.00'	39.39'	39.38'	S84°14'33"W	2°21'29"
C91	1067.00'	43.91'	43.91'	N84°14'33"E	2°21'29"
C92	957.00'	39.37'	39.37'	S86°36'00"W	2°21'26"
C93	1067.00'	44.03'	44.03'	N86°36'13"E	2°21'52"
C94	957.00'	39.04'	39.04'	S88°56'50"W	2°20'15"
C95	1067.00'	43.40'	43.39'	N88°57'04"E	2°19'49"
C96	133.81'	34.25'	34.16'	N07°13'03"W	14°40'02"
C97	125.00'	67.52'	66.71'	N15°35'28"E	30°57'01"
C98	435.00'	120.16'	119.78'	N51°01'13"W	15°49'37"
C99	435.00'	241.08'	238.00'	N74°48'37"W	31°45'12"
C100	435.00'	157.90'	157.04'	S78°54'50"W	20°47'54"
C101	175.00'	16.53'	16.53'	S71°13'16"W	5°24'45"
C102	175.00'	121.41'	118.99'	N86°11'52"W	39°44'59"
C103	199.78'	20.35'	20.34'	S02°48'08"E	5°50'12"
C104	957.00'	58.80'	58.79'	S71°14'51"W	3°31'14"
C105	957.00'	52.59'	52.58'	S67°54'47"W	3°08'55"
C106	156.30'	197.98'	185.01'	S51°29'51"E	72°34'18"
C107	25.00'	33.03'	30.68'	S22°38'20"W	75°42'03"
C108	45.00'	129.22'	89.18'	S21°46'39"E	164°32'00"
C109	45.00'	29.37'	28.85'	S71°20'35"E	37°23'57"
C110	354.34'	95.50'	95.21'	S34°55'18"E	15°26'32"
C111	609.28'	113.31'	113.15'	N32°32'32"W	10°39'21"
C112	55.00'	22.88'	22.71'	S79°04'36"E	23°50'04"
C113	55.00'	36.44'	35.78'	S48°10'35"E	37°57'57"
C114	375.05'	221.56'	218.35'	S46°07'01"E	33°50'49"
C115	375.05'	81.42'	81.26'	S69°15'34"E	12°26'16"
C116	205.00'	128.84'	126.73'	N86°31'01"E	36°00'35"
C117	375.00'	84.09'	83.92'	N74°55'44"E	12°50'53"
C118	205.00'	68.23'	67.92'	S89°06'44"E	19°04'12"
C119	375.66'	124.86'	124.29'	S70°03'19"E	19°02'39"
C120	205.00'	47.13'	47.03'	S53°56'47"E	13°10'25"
C121	375.00'	26.93'	26.92'	S45°18'08"E	4°06'53"
C122	375.00'	102.23'	101.92'	S35°26'05"E	15°37'13"
C123	375.00'	197.11'	194.85'	S42°40'59"E	30°07'01"
C124	14.50'	22.78'	20.51'	S44°53'02"E	90°00'00"
C125	370.00'	16.31'	16.31'	N71°29'38"W	2°31'31"
C126	372.29'	53.13'	53.09'	N66°04'47"W	8°10'38"
C127	45.01'	18.18'	18.06'	N50°25'01"W	23°08'33"
C128	14.50'	22.78'	20.51'	N80°52'04"E	90°00'00"
C129	600.00'	87.23'	87.15'	S58°17'49"E	8°19'47"
C130	25.00'	19.32'	18.84'	S67°54'21"E	44°16'24"
C131	45.00'	20.27'	20.10'	N51°44'57"W	25°48'35"
C132	45.00'	15.75'	15.67'	N54°37'40"W	20°03'09"
C133	45.00'	20.23'	20.06'	N57°28'55"W	25°45'40"
C134	62.50'	21.44'	21.33'	S09°56'33"W	19°39'10"
C135	678.23'	26.04'	26.04'	N32°38'20"W	2°12'01"
C136	25.00'	7.41'	7.39'	N23°02'42"W	16°59'15"

LINE	BEARING	DIST.
L1	S06°55'56"W	10.00'
L2	N09°24'15"E	10.00'
L3	S08°07'45"W	10.01'
L4	N08°07'45"E	10.01'
L5	N00°17'43"W	44.01'
L6	N00°02'03"W	21.23'
L7	N00°25'47"W	47.81'
L8	N00°20'58"W	51.96'
L9	N35°52'04"E	24.50'
L10	S54°07'56"E	55.98'
L11	S35°52'04"W	105.00'
L12	S54°07'56"E	191.32'
L13	S62°27'42"E	81.37'
L14	N27°32'18"E	106.80'
L15	N89°53'02"W	50.83'
L16	N89°00'22"E	34.10'
L17	N68°30'20"E	19.00'
L18	N38°50'40"W	17.32'
L19	N64°39'15"W	13.92'
L20	N44°36'05"W	11.54'
L21	N70°21'45"W	2.78'
L22	S19°46'07"W	10.76'
L23	S00°06'58"W	3.44'
L24	S57°44'30"E	33.77'
L25	N89°53'02"W	57.90'
L26	S48°28'54"W	203.50'
L27	S00°06'58"W	5.50'

ADDRESS TABLES

Lot 1	4318 VISTA MANZANO
Lot 2	4316 VISTA MANZANO
Lot 3	4314 VISTA MANZANO
Lot 4	4312 VISTA MANZANO
Lot 5	4310 VISTA MANZANO
Lot 6	4308 VISTA MANZANO
Lot 7	4304 VISTA MANZANO
Lot 8	3134 VISTA LUNA
Lot 9	4302 VISTA MANZANO
Lot 10	4319 VISTA MANZANO
Lot 11	4317 VISTA MANZANO
Lot 12	4315 VISTA MANZANO
Lot 13	4313 VISTA MANZANO
Lot 14	4311 VISTA MANZANO
Lot 15	4309 VISTA MANZANO
Lot 16	4307 VISTA MANZANO
Lot 17	4305 VISTA MANZANO
Lot 18	4303 VISTA MANZANO
Lot 19	4301 VISTA MANZANO
Lot 20	4220 VIA DE VENTURA
Lot 21	4218 VIA DE VENTURA
Lot 22	4216 VIA DE VENTURA
Lot 23	4214 VIA DE VENTURA
Lot 24	4212 VIA DE VENTURA
Lot 25	4210 VIA DE VENTURA
Lot 26	4208 VIA DE VENTURA
Lot 27	4206 VIA DE VENTURA
Lot 28	4204 VIA DE VENTURA
Lot 29	4202 VIA DE VENTURA
Lot 30	4219 VIA DE VENTURA
Lot 31	4217 VIA DE VENTURA
Lot 32	4215 VIA DE VENTURA
Lot 33	4213 VIA DE VENTURA
Lot 34	4211 VIA DE VENTURA
Lot 35	4209 VIA DE VENTURA
Lot 36	4207 VIA DE VENTURA
Lot 37	4205 VIA DE VENTURA
Lot 38	4203 VIA DE VENTURA
Lot 39	4201 VIA DE VENTURA
Lot 40	4118 ESTRELLA NOCHE
Lot 41	4116 ESTRELLA NOCHE
Lot 42	4114 ESTRELLA NOCHE
Lot 43	4112 ESTRELLA NOCHE
Lot 44	4110 ESTRELLA NOCHE
Lot 45	4108 ESTRELLA NOCHE
Lot 46	4106 ESTRELLA NOCHE
Lot 47	4104 ESTRELLA NOCHE
Lot 48	4102 ESTRELLA NOCHE
Lot 49	4119 ESTRELLA NOCHE
Lot 50	4113 ESTRELLA NOCHE
Lot 51	4111 ESTRELLA NOCHE
Lot 52	4109 ESTRELLA NOCHE
Lot 53	4107 ESTRELLA NOCHE
Lot 54	4105 ESTRELLA NOCHE
Lot 55	4103 ESTRELLA NOCHE
Lot 56	3133 VISTA LUNA
Lot 57	3137 VISTA LUNA
Lot 58	3139 VISTA LUNA
Lot 59	3141 VISTA LUNA
Lot 60	3143 VISTA LUNA
Lot 61	3147 VISTA LUNA
Lot 62	3149 VISTA LUNA
Lot 63	3151 VISTA LUNA
Lot 64	3153 VISTA LUNA
Lot 65	3155 VISTA LUNA
Lot 66	3157 VISTA LUNA
Lot 67	3159 VISTA LUNA
Lot 68	3601 CALLE DE LA ALEGRIA
Lot 69	3603 CALLE DE LA ALEGRIA
Lot 70	3605 CALLE DE LA ALEGRIA
Lot 71	3607 CALLE DE LA ALEGRIA
Lot 72	3609 CALLE DE LA ALEGRIA
Lot 73	3611 CALLE DE LA ALEGRIA
Lot 74	3613 CALLE DE LA ALEGRIA
Lot 75	3615 CALLE DE LA ALEGRIA
Lot 76	3617 CALLE DE LA ALEGRIA
Lot 77	3619 CALLE DE LA ALEGRIA
Lot 78	3502 CASA VISTOSA
Lot 79	3504 CASA VISTOSA
Lot 80	3506 CASA VISTOSA
Lot 81	3508 CASA VISTOSA
Lot 82	3510 CASA VISTOSA
Lot 83	3512 CASA VISTOSA
Lot 84	3514 CASA VISTOSA
Lot 85	3516 CASA VISTOSA
Lot 86	3518 CASA VISTOSA
Lot 87	3501 CASA VISTOSA
Lot 88	3503 CASA VISTOSA
Lot 89	3505 CASA VISTOSA
Lot 90	3507 CASA VISTOSA
Lot 91	3509 CASA VISTOSA
Lot 92	3511 CASA VISTOSA
Lot 93	3513 CASA VISTOSA
Lot 94	3515 CASA VISTOSA
Lot 95	3517 CASA VISTOSA
Lot 96	3404 CIELO BONITO
Lot 97	3406 CIELO BONITO
Lot 98	3408 CIELO BONITO
Lot 99	3410 CIELO BONITO
Lot 100	3412 CIELO BONITO
Lot 101	3414 CIELO BONITO
Lot 102	3416 CIELO BONITO
Lot 103	3418 CIELO BONITO
Lot 104	3420 CIELO BONITO
Lot 105	3401 CIELO BONITO
Lot 106	3403 CIELO BONITO
Lot 107	3405 CIELO BONITO
Lot 108	3407 CIELO BONITO
Lot 109	3409 CIELO BONITO
Lot 110	3411 CIELO BONITO
Lot 111	3413 CIELO BONITO
Lot 112	3415 CIELO BONITO
Lot 113	3417 CIELO BONITO
Lot 114	3419 CIELO BONITO
Lot 115	4097 ESTRELLA NOCHE
Lot 116	4095 ESTRELLA NOCHE
Lot 117	4093 ESTRELLA NOCHE
Lot 118	4091 ESTRELLA NOCHE
Lot 119	4089 ESTRELLA NOCHE
Lot 120	4087 ESTRELLA NOCHE
Lot 121	4085 ESTRELLA NOCHE
Lot 122	4083 ESTRELLA NOCHE
Lot 123	4081 ESTRELLA NOCHE
Lot 124	4079 ESTRELLA NOCHE
Lot 125	4077 ESTRELLA NOCHE
Lot 126	4075 ESTRELLA NOCHE
Lot 127	4073 ESTRELLA NOCHE
Lot 128	4071 ESTRELLA NOCHE

DIEGO J. SISNEROS, NMPS#13986 7/16/2021

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

FINAL SUBDIVISION PLAT

VISTAS DE LA SIERRA PHASE 1

PREPARED FOR

VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY

SHOWING

A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09-10

SHEET 2 OF 4

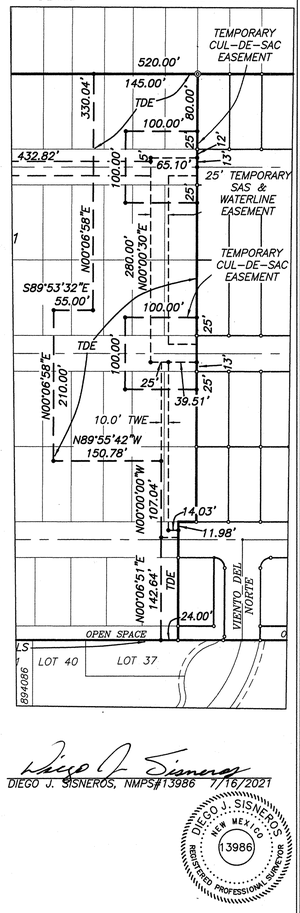
DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471-6660
FILE# 10508PH1 DATE:7/16/2021

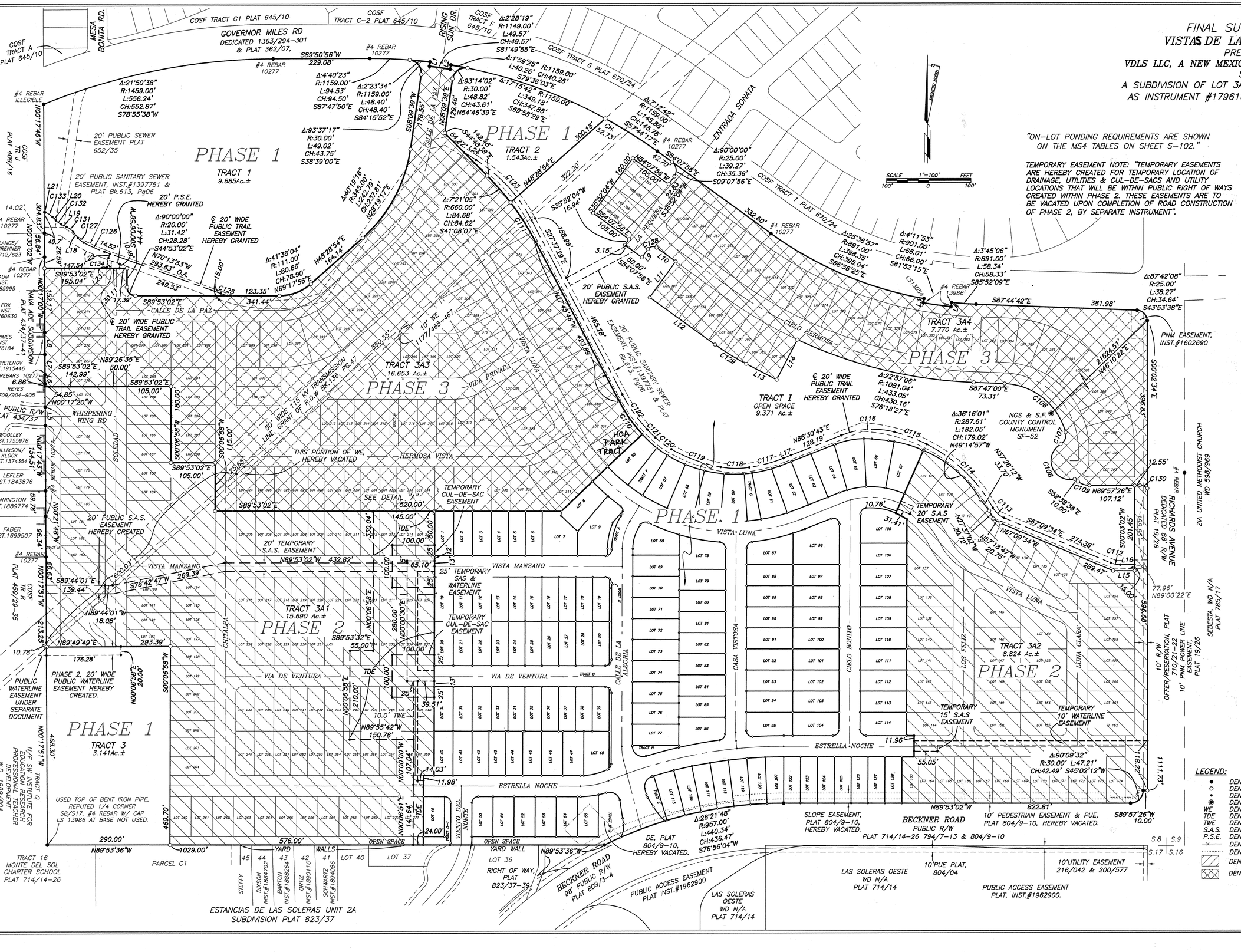
FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1
PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09–10

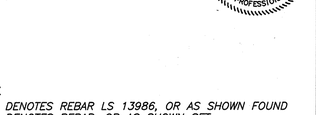
"ON–LOT PONDING REQUIREMENTS ARE SHOWN ON THE MS4 TABLES ON SHEET S–102."

TEMPORARY EASEMENT NOTE: "TEMPORARY EASEMENTS ARE HEREBY CREATED FOR TEMPORARY LOCATION OF DRAINAGE, UTILITIES & CUL–DE–SACS AND UTILITY LOCATIONS THAT WILL BE WITHIN PUBLIC RIGHT OF WAYS CREATED WITHIN PHASE 2. THESE EASEMENTS ARE TO BE VACATED UPON COMPLETION OF ROAD CONSTRUCTION OF PHASE 2, BY SEPARATE INSTRUMENT".

"DETAIL A" 1"=100' FOR CLARIFICATION







DIEGO J. SISNEROS, NMPS#13986 7/16/2021

LEGEND:

- ● DENOTES REBAR LS 13986, OR AS SHOWN FOUND
- ○ DENOTES REBAR, OR AS SHOWN SET
- • DENOTES CALCULATED POINT NOT SET
- ◉ DENOTES BRASS CAP/NGS MONUMENT FOUND
- WE DENOTES PUBLIC WATERLINE EASEMENT
- TDE DENOTES TEMPORARY DRAINAGE EASEMENT
- TWE DENOTES TEMPORARY WATERLINE EASEMENT
- S.A.S. DENOTES SANITARY SEWER
- P.S.E. DENOTES PUBLIC SANITARY SEWER EASEMENT
- DENOTES WOOD FENCE
- DENOTES EASEMENT HEREBY VACATED
- DENOTES FUTURE PHASE 2
- DENOTES FUTURE PHASE 3

SHEET 3 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471–6660
FILE# 10508PH1 DATE:7/16/2021

S–103

LEGEND:

- ● DENOTES REBAR, OR AS SHOWN FOUND
- ○ DENOTES REBAR, OR AS SHOWN SET
- • DENOTES CALCULATED POINT NOT SET
- PUE DENOTES PUBLIC UTILITY EASEMENT
- DENOTES FUTURE PHASE
- DENOTES FUTURE PHASE 3

"ON-LOT PONDING REQUIREMENTS ARE SHOWN ON THE MS4 TABLES ON SHEET S-102."

TRACT I
OPEN SPACE
9.371 Ac.±
SEE SHEET 3 FOR REMAINDER OF THIS TRACT

℄ 20' WIDE PUBLIC TRAIL EASEMENT HEREBY GRANTED

20' PUBLIC SANITARY SEWER EASEMENT, INST.#1397751 & PLAT Bk.613, Pg06

HOA PARK TRACT

VISTA MANZANO
50' PUBLIC R/W

VISTA LUNA
50' PUBLIC R/W

VIA DE VENTURA
50' PUBLIC R/W

CALLE DE LA ALEGRIA
50' PUBLIC R/W

ESTRELLA NOCHE
50' PUBLIC R/W

CASA VISTOSA
50' PUBLIC R/W

CIELO BONITO
50' PUBLIC R/W

VIENTO DEL NORTE
50' PUBLIC R/W

TRACT A 9.02 Sq.Ft±
TRACT B 981 Sq.Ft±
TRACT C 916 Sq.Ft±
TRACT D-1 2651 Sq.Ft±
TRACT D-2 1206 S.F.±
TRACT E 2586 S.F.±
TRACT G 2888 Sq.Ft±
TRACT H 1885 Sq.Ft±

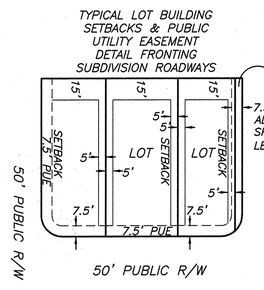
SEE SHEET 3 FOR OFFSITE EASEMENTS

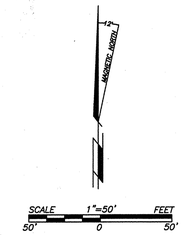
OFFSITE UTILITY EASEMENTS, SEE SHEET 3

OFFSITE SEWER EASEMENT, SEE SHEET 3

NOTE: LOT BEARINGS ARE TYPICAL AND MATCH OPPOSING LOT OR ROADWAY BEARING UNLESS SHOWN OTHERWISE.

TYPICAL LOT BUILDING SETBACKS & PUBLIC UTILITY EASEMENT DETAIL FRONTING SUBDIVISION ROADWAYS





Diego J. Sisneros
DIEGO J. SISNEROS, NMPS#13986 7/16/2021



FINAL SUBDIVISION PLAT
VISTAS DE LA SIERRA PHASE 1

PREPARED FOR
VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY
SHOWING
A SUBDIVISION OF LOT 3A AS SHOWN ON PLAT RECORDED AS INSTRUMENT #1796166 IN BOOK 804 PAGES 09-10

SHEET 4 OF 4

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M., 87507 471-6660
FILE# 10508PH1 DATE:7/16/2021

S-104

REQUEST FOR FEE WAIVERS (SUBDIVISION) & REDUCTIONS FOR AFFORDABLE HOUSING

PROPERTY OWNER Forestar Group, Inc
SUBDIVISION: Vista de la Sierra
CONTRACTOR: Sparling Construction
PHONE NO/EMAIL: 505-821-1034

Total Number of Units/Lots: 393
Total Number of Affordable Units/Lots: 79
Percent Affordable: 20.1%

REDUCED FEES
Per SFCC 14.8.11(G)(2), the following fees shall be REDUCED by the above percentage:

- **DEVELOPMENT APPLICATION FEES**
- **CONSTRUCTION PERMIT FEES FOR INFRASTRUCTURE**

WAIVED FEES
Per SFCC 14.8.11(G)(2), Impact Fees, Wastewater UECs and Building, Electrical, Plumbing & Mechanical Permit Fees shall be WAIVED in their entirety and Water UECs (not including the construction costs associated with installation) are REDUCED for the affordable units listed below:

ADDRESSES:

Lot ___ Address: See attached tables
Lot ___ Address: _____
Lot ___ Address: _____
Lot ___ Address: _____
Lot ___ Address: _____
Lot ___ Address: _____
Lot ___ Address: _____
Lot ___ Address: _____

An $8,000 LIEN WILL BE PLACED AGAINST EACH PROPERTY IN RETURN FOR RECEIVING THESE FEE REDUCTIONS AND WAIVERS. THE LIEN IS NO-INTEREST, NO-PAYMENT DUE UNTIL SALE OR TRANSFER. THIS LIEN IS IN ADDITION TO ANY OTHER LIEN(S) REQUIRED BY THE CITY OF SANTA FE'S AFFORDABILITY REQUIREMENTS.

The above dwellings and/or referenced subdivision meet(s) the affordability criteria as defined by the SFHP and/or HOP Ordinance as set forth by the City of Santa Fe.

CERTIFIED:

By: Xavier Garcia — Xavier Garcia — 4.30.25
Signature — Printed Name — Date

Land Development Project Manager — DR Horton, Inc. — 505-584-7853
Title/Organization — Phone/email

APPROVED:

By: Johanna Nelson (May 1, 2025 10:10 CDT)

Updated 9/5/24

Eco Solutions
Wildlife – Restoration - Permitting
Trent Botkin - owner

Eco Solutions PO Box 521
Glorieta, NM 87535
Phone 575-644-2210
Trent.ecosolutions@gmail.com

Date: January 11, 2021

City of Santa Fe Land Use and Planning Personnel,

Eco Solutions LLC completed prairie dog inspections of 3800 Governor Miles Rd. at several times during the summer of 2020. A vehicle and pedestrian survey was conducted for the entire 97-acre parcel and no evidence of dormant or active prairie dog burrows was observed. There are no prairie dogs adjacent to the parcel's boundaries and very low risk of prairie dogs moving into the area. The developer may proceed in compliance with the Santa Fe prairie dog protection ordinance. Please contact me with questions or concerns.

Thank you,



Trent Botkin
Owner - Eco Solutions

Client information:
Greg Gonzales
(505) 670-2812
g.gonzales@columbuscapitalsw.com

City of Santa Fe, New Mexico

Attachment D

Annexation & SFHP Agreement

1. Ordinance 2007-30 – Annexation Agreement
2. Santa Fe Homes Program Affordable Housing Agreement

SFC CLERK RECORDED 11/13/2007

CITY OF SANTA FE, NEW MEXICO

ORDINANCE NO. 2007-30

AN ORDINANCE

ANNEXING A TRACT OF LAND CONTIGUOUS WITH THE SANTA FE CORPORATE LIMITS WITHIN SEC. 8 & 9 T16N, R9E, NMPM COUNTY OF SANTA FE, NEW MEXICO, LOCATED SOUTH OF GOVERNOR MILES ROAD AND WEST OF RICHARDS AVENUE, COMPRISING 96.73± ACRES; AND ALSO ANNEXING 2.55± ACRES OF RICHARDS AVENUE RIGHT-OF-WAY. ("BEATY SOUTH" ANNEXATION CASE NO. M 2007-14)

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. Pursuant to Section 3-7-17 NMSA 1978 , the following described land (the "Property") is annexed to the City of Santa Fe, thereby extending the corporate limits of the city:

A certain parcel of land lying within Sec. 8 & 9 T16N, R9E, NMPM and a portion of Richards Avenue, both as more particularly described in the attached legal description (Exhibit A) and as shown on the attached Annexation Plat (Exhibit B) and incorporated herein by reference.

Section 2. A petition (the "Petition") executed by all the owners of the Property has been presented to the governing body of the city of Santa Fe requesting annexation of the Property, an area of land contiguous to the city's corporate limits, which annexation is accomplished pursuant to the provisions of the annexation agreement between the City of Santa Fe and the owners of the Property sought to be annexed attached hereto and referenced herein as "Exhibit C."

Section 3. The Petition was accompanied by an annexation plat showing the external boundaries of the Property proposed to be annexed and the relationship of the Property proposed to be annexed to the existing boundary of the city, as well as the Annexation Agreement.

Section 4. The annexation effected by this Ordinance shall be subject to the conditions of approval attached hereto and referenced herein as "Exhibit D."

Section 5. It is in the best interest of the City of Santa Fe and the owners and inhabitants of such contiguous Property that the Property be annexed.

Section 6. This ordinance shall be published one time by title and general summary and shall become effective five days after publication.

PASSED, APPROVED AND ADOPTED this 27th day of August, 2007.

David Coss

DAVID COSS, MAYOR

ATTEST:

CITY OF SANTA FE ORGANIZED SEAL JULY 13 AD 1891 NEW MEXICO

Yolanda Y. Vigil 11-5-09

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

Kelley A. Brennan, for

FRANK D. KATZ, CITY ATTORNEY

CLERK RECORDED 11/13/2009

SFC CLERK RECORDED 11/15/2007

Beaty South Annexation
Ordinance No. 2007-30
Exhibit A
Legal Description

DESCRIPTION OF LOT 3 TO BE ANNEXED

LOT 3 A 96.73 ACRE LOT AS SHOWN ON "BOUNDARY SURVEY PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE", RECORDED IN BOOK 560, PAGE 040 LYING WITHIN SECTION 8, T16N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON;

WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED ANNEXATION AREA FROM WHICH "DAWSON 2" LIES N56°19'37"W, 6818.07 FEET;

THENCE FROM SAID POINT OF BEGINNING;
S00°02'34"E, 1265.86 FEET;
THENCE N89°53'02"W, 2607.19 FEET;
THENCE N00°18'33"W, 1752.69 FEET;
THENCE CLOCKWISE 556.29 FEET ON A CURVE HAVING A RADIUS OF 1459.00 FEET AND A CHORD OF N78°55'34"E, 552.92 FEET;
THENCE N89°50'56"E, 229.08 FEET;
THENCE CLOCKWISE 142.93 FEET ON A CURVE HAVING A RADIUS OF 1159.00 FEET AND A CHORD OF S86°36'03"E, 142.84 FEET;
THENCE S06°55'56"W, 10.00 FEET;
THENCE CLOCKWISE 49.57 FEET ON A CURVE HAVING A RADIUS OF 1149.00 FEET AND A CHORD OF S81°49'55"E, 49.57.11 FEET;
THENCE N09°24'15"E, 10.00 FEET;
THENCE CLOCKWISE 535.32 FEET ON A CURVE HAVING A RADIUS OF 1159.00 FEET AND A CHORD OF S67°21'51"E, 530.57 FEET;
THENCE S54°07'56"E, 332.60 FEET;
THENCE N09°24'15"E, 10.00 FEET;
THENCE COUNTERCLOCKWISE 66.01 FEET ON A CURVE HAVING A RADIUS OF 901.00 FEET AND A CHORD OF S81°52'15"E, 66.00 FEET;
THENCE N08°07'45"E, 10.01 FEET;
THENCE COUNTERCLOCKWISE 58.34 FEET ON A CURVE HAVING A RADIUS OF 891.00 FEET AND A CHORD OF S85°52'09"E, 58.33 FEET;
THENCE S87°44'42"E, 406.00 FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 96.73 ACRES, MORE OR LESS.

DESCRIPTION OF RIGHT-OF-WAY TO BE ANNEXED

INTENDED TO BE A PORTION OF RICHARDS AVENUE, THE 88 FOOT RIGHT-OF-WAY AREA ADJOINING LOT 3 AS RECORDED IN BOOK 560, PAGE 040, LYING WITHIN SECTION 9, T16N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON;

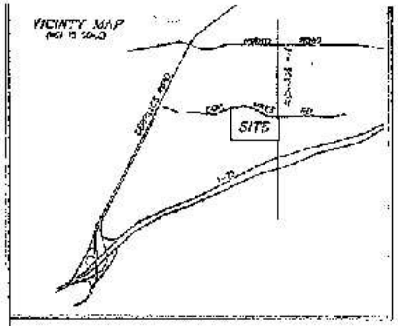
WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

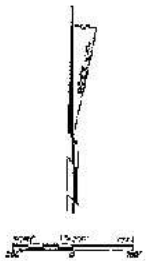
BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED ANNEXATION AREA FROM WHICH "DAWSON 2" LIES N56°19'37"W, 6818.07 FEET;

THENCE FROM SAID POINT OF BEGINNING;
S00°02'34"E, 1256.86 FEET;
THENCE S89°53'02"E, 88.00 FEET;
THENCE N00°02'34"W, 1262.57 FEET;
THENCE N87°44'42"W, 88.07 FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 2.55 ACRES, MORE OR LESS.

(p. 1 of 1)

Exhibit A
for Ordinance
No. 2007-30





LINE TABLE		
LINE	BEARING	DIST
L1	N89°39'36"E	59.00'
L2	S00°44'49"E	38.32'
L3	N89°39'36"E	19.00'
L4	S00°44'49"E	99.32'
L5	N89°39'36"E	19.00'
L6	S00°44'49"E	19.00'

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CHD DIR
C1	1°51'05"	4811.00'	155.38'	S89°39'09"W	155.37'
C2	4°11'52"	1100.00'	80.61'	S87°00'19"E	80.59'
C3	25°18'32"	450.00'	198.73'	S77°20'53"E	197.14'
C4	29°22'28"	1139.00'	583.92'	S62°21'53"E	577.51'
C5	2°28'15"	1139.00'	49.52'	S41°49'20"E	49.52'
C6	2°00'00"	1700.00'	59.36'	S89°39'36"E	59.36'
C7	4°10'45"	1700.00'	126.29'	N87°24'47"E	126.26'

LEGEND/DEED-PLAT REFERENCES

1. REFERENCE A "PLAT OF SURVEY (R.I.B. "HIGHWAY SURVEY PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, A PARTNERSHIP" WITHIN SECTION 8, T17N, R9E, N.M.P.M., COUNTY OF SANTA FE, NEW MEXICO," DATED 09/30/09 BY JEFFREY C. LUPERA, NMPLS 13034 AND FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 690 PAGE 040 AS DOC. No. 1550860.
2. REFERENCE A WARRANT DEED FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 457, PAGES 031-032.
3. REFERENCE A PLAT OF SURVEY (REMAINING RICHARDS AVENUE) PREPARED BY JOHN E. HORNE, N.M.P.L.S.#8465 AND FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 610, PAGE 029 AS DOC. No. 1621163.

MF MEASURED / FOUND AND USED AS NOTED.
R RECORD PER "DAWSON SURVEYS" DEED.
C COMPUTED POINT, NOT SET
DE DRAINAGE EASEMENT
WE WATER LINE

DESCRIPTION OF LOT 3 TO BE ANNEXED

LOT 3 A 99.73 MORE OR LESS LOT AS SHOWN ON "BOUNDARY SURVEY PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE," RECORDED IN BOOK 560, PAGE 040 LYING WITHIN SECTION 8, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON;

WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED PARCEL WHENCE THE AREA FROM WHICH "DAWSON 2" BEARS N36°19'57"W, 98.18.83 FEET;

THENCE FROM SAID POINT OF BEGINNING
S00°03'36"E, 1758.61 FEET;
THENCE N89°56'24"E, 350.41 FEET;
THENCE N89°56'24"E, 175.20 FEET;
THENCE ALONG ARC A CURVE TURNING TO RIGHT IN, 1439.00 FEET AND A CENTRAL OR ANGLE OF 11°51'34", 332.32 FEET;
THENCE N89°56'24"E, 373.80 FEET;
THENCE ALONG ARC A CURVE TURNING A RADIUS OF 1180.00 FEET AND A CHORD OF S80°31'05"E, 9.70.81 FEET;
THENCE S00°03'36"E, 15.00 FEET;
THENCE ALONG ARC A CURVE HAVING A RADIUS OF 1148.06 FEET AND A CHORD OF S0°45'55"E, 46.52.11 FEET;
THENCE N89°24'15"E, 40.05 FEET;
THENCE ALONG ARC A CURVE HAVING A RADIUS OF 1138.01 FEET AND A CHORD OF S0°27'04"E, 5.16.57 FEET;
THENCE S89°03'56"E, 339.00 FEET;
THENCE N00°03'36"E, 30.00 FEET;
THENCE COUNTERCLOCKWISE, 94.01 FEET ON A CURVE HAVING A RADIUS OF 959.00 FEET AND A CHORD OF S87°30'13"E, 94.00 FEET;
THENCE N89°31'48"E, 62.84 FEET;
THENCE COUNTERCLOCKWISE, 34.36 FEET ON A CURVE HAVING A RADIUS OF 981.00 FEET AND A CHORD OF S00°32'00"E, 30.33 FEET;
THENCE S89°31'48"E, 185.86 FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 98.73 ACRES, MORE OR LESS).

DESCRIPTION OF RIGHT-OF-WAY TO BE ANNEXED

WITHIN A 30.0' ± PORTION OF RICHARDS AVENUE, (NO RECORD RIGHT-OF-WAY WIDTH ALIGNING LOT 3 AS RECORDED IN BOOK 560, PAGE 040, LYING WITHIN SECTION 8, T17N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON;

WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED ANNEXATION AREA FROM WHICH "DAWSON 2" BEARS N36°19'57"W, 98.18.07 FEET;

THENCE FROM SAID POINT OF BEGINNING
S00°03'36"E, 1758.61 FEET;
THENCE S89°03'56"E, 30.00 FEET;
THENCE N00°03'36"E, 1760.27 FEET;
THENCE N89°44'42"W, 60.07' FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 2.33 ACRES, MORE OR LESS.

NOTES & CONDITIONS

AREA OF LOT 3 TO BE ANNEXED = 98.73 ACRES±
AREA OF RICHARDS AVENUE TO BE ANNEXED = 2.35 ACRES±
TOTAL AREA TO BE ANNEXED = 99.08 ACRES±

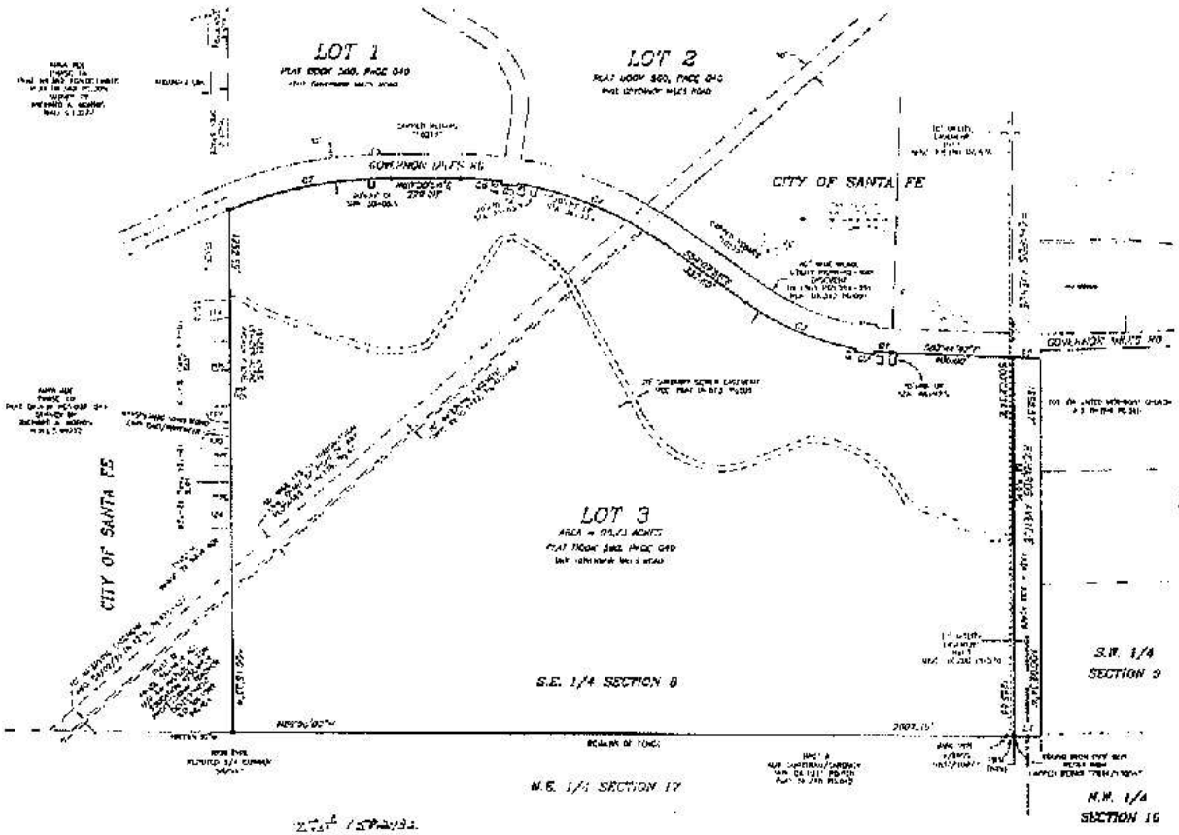
TOTAL PERIMETER OF LANDS TO BE ANNEXED = 7015.0 FEET
TOTAL LENGTH OF PERIMETER CONTIGUOUS TO CURRENT CITY LIMITS = 4605.2 FEET

NUMBER OF PERIMETER PENINSULAS WITH CITY LIMITS = 2#

NOTES:
BEARINGS ARE TO STATE PLANE CENTRAL ZONE - NAD83
DISTANCES ARE REFERED TO GROUND LEVEL.
DISTANCES ARE GROUND
COMBINED SCALE FACTOR 0.99988554

THERE ARE NUMEROUS EASEMENTS AND RIGHTS OF WAY (NAMED) THROUGH THIS PROPERTY AND MAY NOT BE LOCATED.

THIS PROPERTY LIES WITHIN ZONE X AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FEMA PANEL 350152C0016D WITH AN EFFECTIVE DATE OF JUNE 17, 2008.



STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THE 5th DAY OF July A.D. 2007 AT 2:10 o'clock PM. AND WAS DULY RECORDED AS INSTRUMENT No. 1575733 OF THE RECORDS OF SAID COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
VALERIE ESPINOZA
County Clerk, Santa Fe County, N.M.

Deputy

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS ANNEXATION & REZONING SURVEY PLAT AND THE FIELD SURVEY ON WHICH IT IS BASED WAS COMPLETED BY ME OR UNDER MY PERSONAL SUPERVISION AND CONFORMS TO THE 10th DAY OF APRIL, 2007, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT THIS SURVEY MEETS THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

GARY E. DAWSON, NMPS#9014

DEDICATION / AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS:

THAT THE UNDERSIGNED OWNERS AND PROPRIETORS HAVE REVISED THIS PLAT, AND PLAT WAS PREPARED TO SHOW THE LANDS TO BE ANNEXED INTO THE CITY OF SANTA FE AND TO CHANGE THE EXISTING ZONING OF LOT 3 FROM R-1 TO C-1 AS SHOWN HEREON, LYING WITHIN THE COUNTY OF SANTA FE, NEW MEXICO, ALL THAT BECOME ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS AND PROPRIETORS. THESE LANDS LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY AND COUNTY OF SANTA FE, NEW MEXICO

UNDIVIDED INTEREST OWNERS OF LOT 3

E. RICHARD LEVINE

STATE OF NEW MEXICO)
COUNTY OF Bernalillo) SS
ON THIS 1st DAY OF June 2007, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY E. RICHARD LEVINE

NOTARY PUBLIC — 01-15-12 COMMISSION EXPIRES

DAVID E. CHANDLER

STATE OF NEW MEXICO)
COUNTY OF Bernalillo) SS
ON THIS 2nd DAY OF June 2007, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY DAVID E. CHANDLER

NOTARY PUBLIC — COMMISSION EXPIRES

O.L. BEATTY

O.L. BEATTY
FOR LIVING TRUST U/A/D 8 JULY FAMILY REVOCABLE TRUST

STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS
ON THIS 1st DAY OF June 2007, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY O.L. BEATTY FOR BUILDING SERVICES OF SANTA FE, A PARTNERSHIP.

NOTARY PUBLIC — 7/31/2010 COMMISSION EXPIRES

OFFICIAL SEAL
Patricia A. Delgado
Notary Public
State of New Mexico
My Commission Expires 7/31/10

CITY OF SANTA FE APPROVAL

REVIEWED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF SANTA FE AT ITS MEETING ON: 8/29/07
AS CASE No. A1 07-414 Ordinance # 29 CAPTAIN'S Review

PLANNING DIRECTOR — DATE 11/5/09
CITY ATTORNEY — DATE 11-5-09
ATTEST: CITY CLERK — DATE

REVIEWED AND APPROVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE AT ITS MEETING ON: 8/30/07
AS CASE No. A1 07-414 Ordinance # 29 2007-09 Resolution

PLANNING COMMISSION CHAIRPERSON — DATE 8-30-07
PLANNING COMMISSION SECRETARY — DATE 10-15-07

LAND USE DEPARTMENT — DATE 07/08/08
CITY ATTORNEY — DATE 10/31/2007

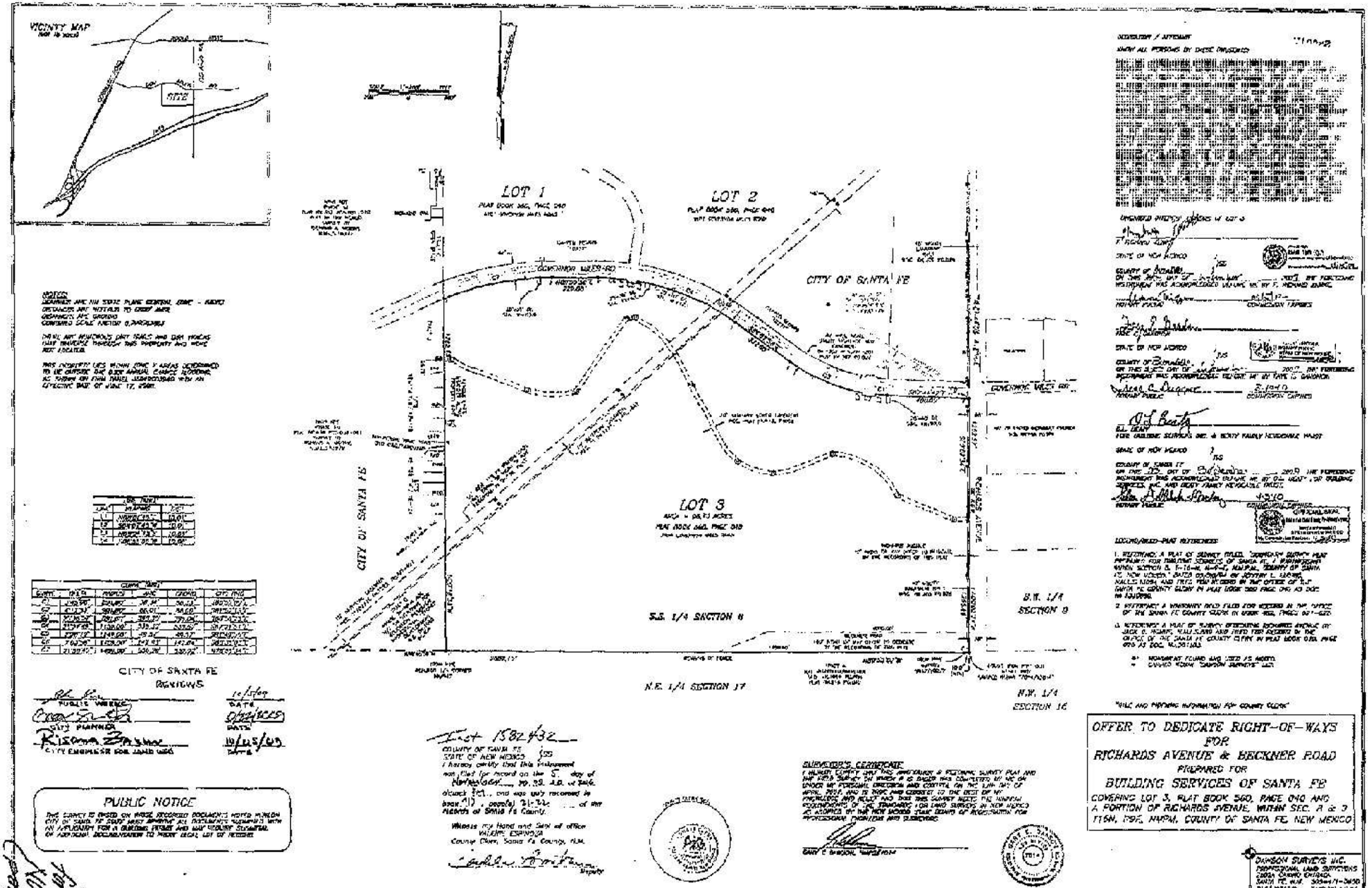
RECORDING INFORMATION FOR COUNTY CLERK

ANNEXATION & REZONING SURVEY PLAT PREPARED FOR
BUILDING SERVICES OF SANTA FE
A PARTNERSHIP
COVERING LOT 3, PLAT BOOK 560, PAGE 040 AND A PORTION OF RICHARDS AVENUE, WITHIN SEC. 8 & 9 T17N, R9E, NMPM, COUNTY OF SANTA FE, NEW MEXICO

DAWSON SURVEYS, INC.
PROFESSIONAL LAND SURVEYING
2525 CERRO CHANCO
SANTA FE, N.M. 505-471-3601
FAX 505-471-3602

SFC CLERK RECORDED 11/13/2009

Exhibit D
Ordinance No. 2007-30
Page 1 of 2



Page 1554 of 1601

SC CLERK RECORDED 11/13/2009

SFC CLERK RECORDED 11/12/2009

ANNEXATION AGREEMENT

BEATY SOUTH

This Annexation Agreement ("Agreement") is made and entered into this 5th day of November 2009 by and between the City of Santa Fe, New Mexico, a New Mexico Municipal Corporation ("City") and Building Services of Santa Fe, a New Mexico partnership (the "Landowner").

RECITALS

A. The Landowner is the owner of certain property (the "Property") situated in Santa Fe County, New Mexico, said property and adjacent rights of way consisting of approximately 99.28 acres being located in Section 8, Township 16 North, Range 9 East, New Mexico Prime Meridian, as more fully described in the Annexation Plat (the "Annexation Plat"), attached hereto as Exhibit 1 and incorporated herein by reference.

B. The Landowner desires to obtain annexation of, and the City agrees to annex, the Property to the City subject to and upon the terms and conditions of this Agreement.

C. The Landowner desires to develop, and the City agrees to the development of, the Property subject to and upon the terms and conditions of this Agreement and subject to such other terms and conditions as may be applicable or imposed by relevant laws, rules and regulations.

AGREEMENTS

NOW, THEREFORE, in consideration of the premises and the following agreements and undertakings of the parties, the parties agree as follows:

1. ANNEXATION

1.1 Annexation Plat. The Landowner represents that the Annexation Plat was prepared in accordance with and complies with the Santa Fe City Code (the "Code") and all other applicable laws, rules, regulations, standards and ordinances.

1.2 Annexation of the Property to the City. As of the Effective Date (as defined below), the Annexation Plat will be executed on behalf of the City and filed with the City and recorded in the records of Santa Fe County, New Mexico; whereupon, the Property will be deemed annexed to the City and will lie within the municipal boundaries of the City.

2. MASTER PLAN, PHASING

2.1 Master Plan Submittal. The Master Plan for the Property is attached to this Agreement as Exhibit 2. In executing this Agreement, the City approves the Master Plan as and for the Master Plan for the Property and confirms that the Master Plan is in accordance with the City's General Plan (the "General Plan"), which designates the property as Low Density Residential (3-7 dwelling units per acre). The Parties

Exhibit C
for Ordinance

acknowledge that the Master Plan is somewhat conceptual in nature and that the design may be modified through the subdivision platting process without the necessity for a Master Plan amendment.

2.2 Land Use and Phasing. The Master Plan contemplates a single family subdivision with R-5 zoning, for a maximum density of 523 dwelling units on 96.73 acres. The Phases set forth below are conceptual and the number of lots may be modified through the subdivision platting process, without the necessity for a Master Plan amendment. The Property will be developed in phases, or in sub-phases of such phases, as shown on the Master Plan and generally described below:

Phase I: The eastern part of the property, west Richards Avenue. Construction should commence on or around spring 2010.

Phase II: The part of the property west of Phase I. Construction should commence on or around the spring of 2012.

Phase III: The northernmost part of the Property north of the arroyo and adjacent to Governor Miles Road. Construction should commence on or around the summer of 2013.

The phasing, timing, and lot count in each phase may be modified from time to time as part of the subdivision platting process. Such changes will not necessitate a Master Plan amendment.

3. DEVELOPMENT OF THE PROPERTY

3.1 Rezoning. The Property is to be rezoned R-5, allowing five dwelling units per acre, and a 15% density bonus in accordance with the Santa Fe Homes Program, for a maximum allowable density of 523 dwelling units.

3.2 Subdivision. The City Planning Commission will approve a Final Subdivision Plat of the specific phase or subphase being developed before the Landowner may begin development of that phase or subphase of the Property. The Property will be developed in three principal phases as shown on the Master Plan, as may be modified from time to time as part of the subdivision platting process.

3.3 Conditions. The following conditions of approval shall be satisfied as part of the subdivision plat approval process for the relevant phase of subphase of development of the Property:

(i) the Landowner will study erosion and drainage issues along Governor Miles Road adjacent to the Property and agrees to address whatever issues come out of the study during construction of subdivision improvements on the Property;

(ii) a one hundred and fifty-foot (150') open space buffer will be provided at the northeast corner of the property that mirrors the open space area on the north side of Governor Miles Road at Richards Avenue; a thirty-foot (30') open space buffer will be provided adjacent to the Governor Miles Road and Richards

SFC CLERK RECORDED 11/13/2009

Avenue rights of way; trees will planted in the open space buffer along the Property's west boundary adjacent to the Nava Adé neighborhood;

(iii) the roadway plan will be amended to create a more direct access to both the proposed school site for the Santa Fe Public Schools and the Monte del Sol Charter School, for the express purpose of taking school traffic out of the Nava Adé neighborhood; and

(iv) the homes to be built on the Property will be constructed to Energy Star standards.

3.3 School Site Dedication. The Landowner will dedicate a 3.14-acre school site to the Santa Fe Public Schools (the "District") at the time the final subdivision plat is recorded for the phase in which the school site is located, subject to the following conditions:

(i) the 3.14 acres will be contiguous with open space;

(ii) the Landowner and/or his representatives will work with the partners in the adjacent lots surrounding the Property to assist the District in obtaining an appropriate school site of fifteen (15) acres; and

(iii) if it is not possible to identify a total of fifteen (15) contiguous acres, the District is allowed to develop or sell for fair market value the 3.14 acres of land in the Beaty South Annexation.

4. CITY SERVICES AND INFRASTRUCTURE

4.1 Fire and Police Protection. Fire and Police protection of the development of the Property will be provided by the City Police and Fire Department facilities and personnel. A fire protection plan submitted with the application for final plat approval for each phase or subphase of the Property shall show the size of the water mains and fire hydrant locations.

4.2 Refuse. Refuse disposal services shall be provided in accordance with applicable City ordinances.

4.3 Water Service. Water service will be provided for the development of the Property by the City of Santa Fe. Prior to the development of each phase or subphase of the Property, the Landowner agrees to connect the proposed development to the City's water delivery system using dedicated easements for the benefit of the City or such other person or persons designated by the City. The Landowner agrees that no well shall be drilled on the Property. The Landowner will transfer water rights to the City to serve the market rate homes in the development of the Property in compliance with Ordinance No.'s 2005-39 and 2006-39, the Water Rights Transfer Ordinance and amendments thereto.

4.4 Drainage Improvements. As part of the development of each phase, the Landowner shall construct drainage improvements to serve the Property in accordance

FC CLERK RECORDED 11/13/2009

SFC CLERK RECORDED 11/13/2009

with the Santa Fe City Code, providing easements on the final subdivision plat for each phase or subphase of the Property. Upon completion of construction and satisfactory inspection of such construction by the City, all drainage structures will be maintained by the homeowners association at its expense.

4.5 Wastewater Collection. As part of the development of each phase, the Landowner shall construct wastewater improvements to serve the Property in accordance with Santa Fe City Code, providing easements on the final subdivision plat for each phase or subphase of the Property. No on-site wastewater treatment facilities, including, without limitation, septic systems, shall be installed or constructed on the Property.

4.6 Utilities. All new utilities serving the Property shall be underground.

4.7 Streets and Other Rights of Way. All streets on the Property will be built to the minimum standards set forth in the Master Plan submitted as part of the annexation and rezoning and as set forth below. In all respects, the streets shall be constructed in accordance with City standards, applicable laws, rules, regulations, City approvals and the Santa Fe City Code. Upon completion of construction and approval by the City, the streets delineated on the Plat as public streets shall be dedicated to the City as public rights of way and maintained by the City at its expense. The Landowner shall be responsible for the construction and shall bear all expenses associated with construction.

(i) An irrevocable offer that dedicates sufficient right of way to the approval of the Public Works Director for the widening of Richards Avenue and for the creation of Beckner Road, as shown on the Annexation Master Plan, shall be recorded concurrently with the annexation plat, with acceptance of the offer at the discretion of the Governing Body.

(ii) The Landowner is responsible for paying a proportionate share in the corresponding phases of the expense to construct the following off-site improvements:

a. Intersection of Rodeo Road and Richards Avenue. (Proportionate Share to be paid to the City at the time the plat is recorded for Phase I.)

b. Widening of Richards Avenue between Governor Miles Road and Beckner Road. (Proportionate Share to be paid to the City at the time the plat is recorded for Phase II.)

(iii) The portion of the Richards Avenue right of way adjacent to the Property is included in this annexation. Following recordation of the annexation agreement and annexation plat, the City will convey this portion of Richards Avenue back to Santa Fe County. [NOTE: Agreement to convey Richards Avenue ROW to County superseded by Settlement Agreement between City and County May, 2008 Item No. 08-0382].

5982/311 11/13/2003 RECORDED 05:

4.8 Dedication and Letter of Credit. Then Landowner shall provide a surety bond, set aside letter, or letter of credit, in a form acceptable to the City, for the required improvements to the Property prior to the recordation of the final subdivision plat for each phase or subphase of the Property's development. The amount of the surety shall be based on a certified engineer's estimate acceptable to the City.

5. TRAFFIC REPORT

In compliance with City regulations, a Traffic Impact Analysis prepared by Walker Engineering is submitted under separate cover as part of the Master Plan and this Agreement.

6. PARKS AND OPEN SPACE

The Landowner shall meet the City's park dedication requirements by dedicating to the City open space and park land within the Property as generally shown on the Master Plan and more specifically on the subdivision plats for each phase or subphase of the development of the Property. The Landowner shall dedicate and improve one active park as shown on the Annexation Master Plan, in the appropriate phase of development of the Property. In consideration of all parks and open space being provided on-site in conformance with City Code requirements, Neighborhood and Regional Parks Impact Fees are hereby waived.

7. IMPACT FEES AND APPLICATION FEES

The Landowner agrees to pay impact fees as required by City Code, except for those fees to be waived for the Affordable Units in accordance with the Santa Fe Homes Program and the Neighborhood and Regional Parks Impact Fees that are waived pursuant to Paragraph 6 above.

8. AFFORDABLE HOUSING

Affordable housing shall be provided in accordance with the Santa Fe Homes Program.

9. ASSIGNMENT

The Landowner may sell, transfer or assign this Agreement and Landowner's rights and obligations hereunder, provided such transferee shall execute and deliver an agreement by which such transferee assumes liability and agrees to perform all obligations of the Landowner under this Agreement, without further liability hereunder, and provided the City consents to such sale, transfer or assignment, which consent shall not be unreasonably withheld, delayed, or denied. Any assignee(s) shall be bound to the terms and conditions of this Agreement to the same extent that the Landowner was originally bound. Without limiting the foregoing, this Agreement runs with the land and binds and shall bind each and every owner of the Property, whether such person is the Landowner or any successor-in-interest to the Property.

10. CAPTIONS

The captions and paragraph headings of this Agreement are not necessarily descriptive, or intended or represented to be descriptive, of all the provisions thereunder, and in no manner shall such captions or paragraph headings be deemed or interpreted to limit the provisions of this Agreement.

11. FURTHER ASSURANCES

The Landowner will take all actions, and will execute and deliver all documents, which may be necessary or appropriate to give effect to the transactions contemplated expressly or impliedly by this Agreement.

12. SEVERABILITY

If any provision of this Agreement, or the application of such provisions to any person or circumstance, shall be held invalid, the remainder of this Agreement, or the application of such provisions to persons or circumstances other than those to which it is held invalid, shall not be affected thereby.

13. NO WAIVER

No waiver of a breach of any of the terms of this Agreement shall be construed to be a waiver of any succeeding breach of the same or any other term.

14. NUMBERS AND GENDERS

Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

15. GOVERNING LAW

This Agreement and the rights of the parties hereunder shall be governed by and interpreted in accordance with the laws of the State of New Mexico.

16. BINDING EFFECT

This Agreement shall be binding upon, and inure to the benefit of, the parties, their respective successors and permitted assigns.

17. AGREEMENT

This Agreement states the entire agreement of the parties. The provisions of this Agreement shall be severable and may be modified only in writing. This Agreement shall not relieve the Landowner from complying with present or future City ordinances, duly adopted resolutions or regulations applicable to the development.

18. AMENDMENTS

Any amendments to this Agreement or the Master Plan shall be reviewed by the City's Planning Commission (or successor or replacement body) and sent to the City Council for approval.

19. ENFORCEMENT

In addition to any other remedy available to the City, the City may undertake to cure any material breach of this Agreement by the Landowner and the City may impose a lien against the

SFC CLERK RECORDED 11/13/2008

Property in an amount equal to the cost to the City to cure such material breach and the City may foreclose such lien in accordance with applicable law.

In witness whereof, this Agreement is entered into the day and year written above.

CITY OF SANTA FE:

Mayor

ATTEST:

Yolanda Y. Vigil, City Clerk

APPROVED AS TO FORM:

Frank Katz, City Attorney

LANDOWNER:

BUILDING SERVICES OF SANTA FE

O.L. Beaty
For Building Services, Inc. and Beaty Family Revocable Trust

ACKNOWLEDGEMENT

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

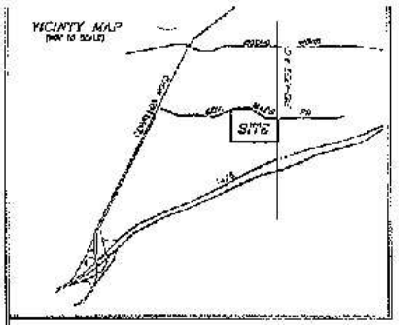
The foregoing instrument was acknowledged before me this 20 day of October, 2009 by O,L Beaty.

Notary Public

My commission expires: 7/31/2012

OFFICIAL SEAL
Robert A. Delgado
Notary Public
State of New Mexico
My Commission Expires 7-31-12

SFC CLERK RECORDED 11/12/2009





LINE TABLE		
LINE	BEARING	DIST
L1	S89°24'22"E	200.00'
L2	N89°44'10"W	89.97'
L3	N00°15'50"E	12.00'
L4	S89°44'10"E	12.00'
L5	N89°44'10"W	12.00'
L6	S00°15'50"W	12.00'

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEARING
C1	4°47'04"	2011.00'	168.01'	168.01'	S87°00'08"E
C2	4°47'04"	2011.00'	168.01'	168.01'	S87°00'08"E
C3	90°00'00"	15.00'	23.56'	21.21'	S44°44'10"E
C4	90°00'00"	15.00'	23.56'	21.21'	S45°15'50"W
C5	4°47'04"	2011.00'	168.01'	168.01'	S87°00'08"E
C6	90°00'00"	15.00'	23.56'	21.21'	N44°44'10"W
C7	4°47'04"	2011.00'	168.01'	168.01'	S87°00'08"E
C8	90°00'00"	15.00'	23.56'	21.21'	N45°15'50"E

LEGEND/SEED-PLAT REFERENCES

1. REFERENCE A PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, A PARTNERSHIP" WITHIN SECTION 9, T-16-NORTH, R-9-EAST, N.M.P.M., COUNTY OF SANTA FE, NEW MEXICO." DATED 05/17/06 (IN JACKET C - LUNAR, M.M.S.) 3265.2 AND FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 690 PAGE 042 AS DOC. No.1332082.
2. REFERENCE A WARRANTY DEED FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN BOOK 493, PAGES 531-539
3. REFERENCE A PLAT OF SURVEY DESIGNATING INCHARGE AVENUE OF LOT 2, MONTE, PUBLISHED AND FILED FOR RECORD IN THE OFFICE OF THE SANTA FE COUNTY CLERK IN PLAT BOOK 615, PAGE 015 AS DOC. No.1311753

- ⊙ MONUMENT FOUND AND HELD AS NOTED.
- ⊕ CALCULATED POINT "DAWSON SURVEYS" SET.
- ▲ COMPUTED POINT, NOT SET.
- DE DRAINAGE EASEMENT
- W WATER LINE

DESCRIPTION OF LOT 3 TO BE ANNEXED

LOT 3 A 86.93 ACRE LOT AS SHOWN ON "BOUNDARY SURVEY PLAT PREPARED FOR BUILDING SERVICES OF SANTA FE, RECORDED OF DEED SEC. PAGE 040 LYING WITHIN SECTION 9, T16N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON,

WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED ANNEXATION AREA FROM WHICH "DAWSON 2" LCS #08123" BEARS, S01°15'50"W, 5016.07 FEET;

THENCE FROM SAID POINT OF BEGINNING, S89°09'34"E, 1240.08 FEET;
THENCE N00°04'30"W, 2807.19 FEET;
THENCE N89°18'17"W, 1213.83 FEET;
THENCE 65.60 FEET ON A CURVE HAVING A RADIUS OF 1405.07 FEET AND A CHORD OF N78°03'14"E, 65.60 FEET;
THENCE N89°03'46"E, 228.30 FEET;
THENCE 65.60 FEET ON A CURVE HAVING A RADIUS OF 1130.00 FEET AND A CHORD OF S89°38'31"E, 74.04 FEET;
THENCE S00°39'36"W, 36.86 FEET;
THENCE 69.87 FEET ON A CURVE HAVING A RADIUS OF 1490.00 FEET AND A CHORD OF S87°40'36"E, 69.87 FEET;
THENCE N89°21'13"E, 10.93 FEET;
THENCE 65.60 FEET ON A CURVE HAVING A RADIUS OF 1138.00 FEET AND A CHORD OF N87°24'14"E, 320.27 FEET;
THENCE S84°07'38"E, 333.80 FEET;
THENCE N00°39'13"E, 10.00 FEET;
THENCE 65.60 FEET ON A CURVE HAVING A RADIUS OF 1001.00 FEET AND A CHORD OF S87°33'15"E, 65.05 FEET;
THENCE N00°57'41"E, 10.01 FEET;
THENCE 65.60 FEET ON A CURVE HAVING A RADIUS OF 991.00 FEET AND A CHORD OF S89°39'01"E, 65.60 FEET;
THENCE S01°44'42"E, 400.00 FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 86.93 ACRES, MORE OR LESS.

DESCRIPTION OF RIGHT-OF-WAY TO BE ANNEXED

INTENDED TO BE A PORTION OF RICHARDS AVENUE, THE 80 FOOT RIGHT-OF-WAY AREA ANNEXING LOT 3 AS RECORDED IN BOOK 360, PAGE 040, LYING WITHIN SECTION 9, T16N, R9E, NMPM, SANTA FE COUNTY, NEW MEXICO, ALL AS SHOWN HEREON.

WHICH MAY BE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF THE HEREIN DESCRIBED ANNEXATION AREA FROM WHICH "DAWSON 2" LCS #08123" BEARS, S01°15'50"W, 5016.07 FEET;

THENCE FROM SAID POINT OF BEGINNING, S00°03'34"E, 1256.06 FEET;
THENCE S89°09'34"E, 80.00 FEET;
THENCE N00°03'34"W, 1255.57 FEET;
THENCE N01°44'42"W, 80.01 FEET TO THE POINT OF BEGINNING, ALL AS SHOWN HEREON CONTAINING 2.35 ACRES, MORE OR LESS.

NOTES & CONDITIONS

AREA OF LOT 3 TO BE ANNEXED = 86.93 ACRES±
AREA OF RICHARDS AVENUE TO BE ANNEXED = 2.35 ACRES±
TOTAL AREA TO BE ANNEXED = 89.28 ACRES±

BASIS BEARINGS OF LANDS TO BE ANNEXED = GRID BEARINGS

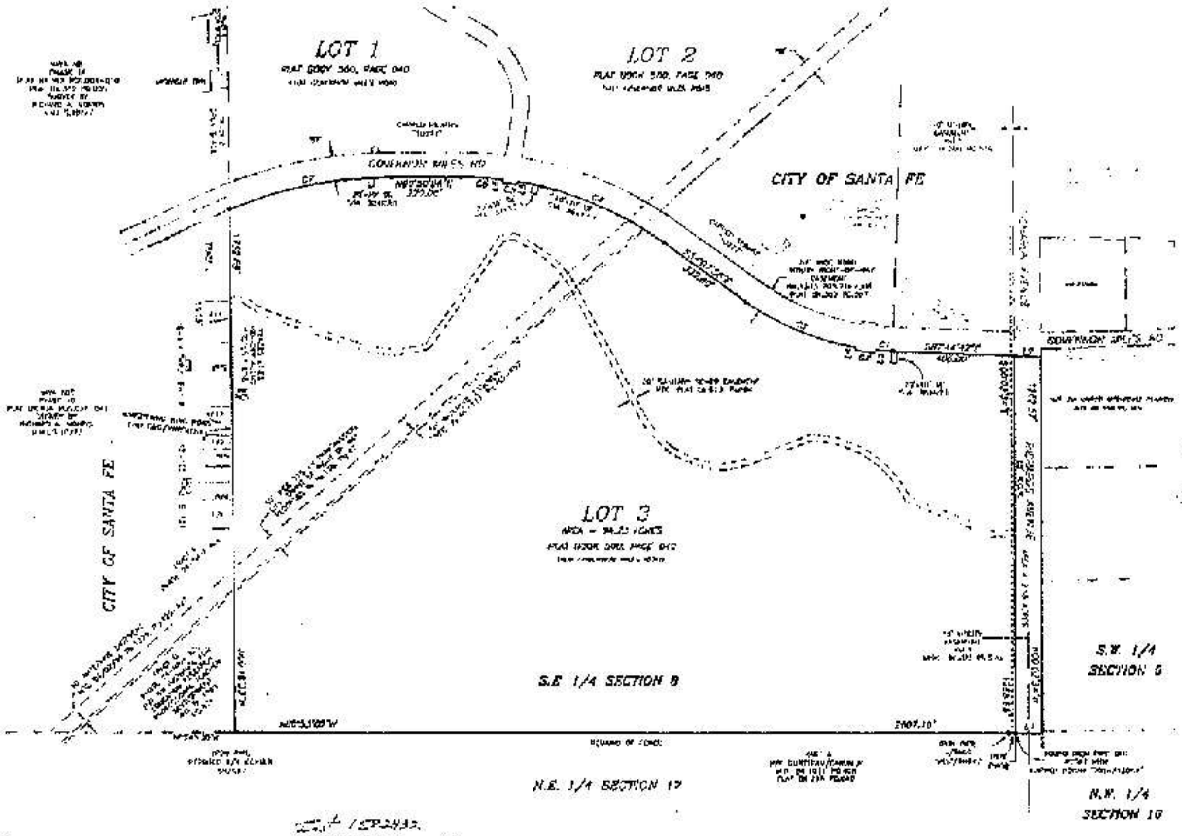
TOTAL LENGTH OF PERIMETER CONTIGUOUS TO CURRENT CITY LIMITS = 4060.0 FEET

PERCENT OF PERIMETER CONTIGUOUS WITH CITY LIMITS = 24%

NOTES:
BEARINGS ARE ON STATE PLANE CENTRAL ZONE - NAD83
DISTANCES ARE REDUCED TO GROUND RUN.
ORTHOMETRIC ARE GROUND.
COMBINED SCALE FACTOR 0.99983830.

THERE ARE NUMEROUS DIRT ROADS AND DIRT TRAILS THAT TRAVERSE THROUGH THIS PROPERTY AND WERE NOT LOCATED.

THE PROPERTY LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODING AS SHOWN ON FIRM PANEL 350040C0516D WITH AN EFFECTIVE DATE OF JUNE 17, 2008.



COUNTY OF SANTA FE
STATE OF NEW MEXICO

I hereby certify that this instrument was filed for record on the 5th day of June A.D. 2009 at 10:16 o'clock AM and was duly recorded in instrument no. 1575203 of the records of Santa Fe County.

Witness my hand and Seal of Office
VALERIE ESPINOZA
County Clerk, Santa Fe County, N.M.
Deputy

SURVEYOR'S CERTIFICATE

I, ROBERT CLINTON DAWSON, NEW MEXICO PROFESSIONAL SURVEYOR 12074, DO HEREBY CERTIFY THAT THIS ANNEXATION & REZONING SURVEY PLAT AND THE FIELD SURVEY ON WHICH IT IS BASED WAS COMPLETED BY ME OR UNDER MY PERSONAL SUPERVISION AND CORRECTLY SHOWS ALL MONUMENTS FOUND AND SET, AND THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

ROBERT C. DAWSON, NMPS 12074

DEDICATION / AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS:

THAT THE UNDERSIGNED OWNERS AND PROPRIETORS HAVE REVIEWED THIS PLAT, AND THAT SAME IS INTENDED TO SHOW THE LANDS TO BE ANNEXED INTO THE CITY OF SANTA FE AND TO CHANGE THE CURRENT ZONING OF LOT 3 FROM R-1 TO R-4.5 AS SHOWN HEREON, LYING WITHIN AND COUNTY OF SANTA FE, NEW MEXICO, ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, AND PROPRIETORS, AND WE HEREBY DEDICATE ROADS AND PLANNING AND REZONING JURISDICTION OF THE CITY AND COUNTY OF SANTA FE, NEW MEXICO.

UNDERSIGNED AND/OR OWNERS OF LOT 3

PRINCIPAL OWNER

STATE OF NEW MEXICO)
) SS
COUNTY OF Bernalillo)

ON THIS 16th DAY OF June, 2009 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY PRINCIPAL OWNER.

Notary Public — My Commission Expires

PATE C. DAWSON

STATE OF NEW MEXICO)
) SS
COUNTY OF Bernalillo)

ON THIS 16th DAY OF June, 2009 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY PATE C. DAWSON.

Notary Public — My Commission Expires

O.L. BENAVIDEZ
FOR BUILDING SERVICES OF SANTA FE, A FAMILY REVOCABLE TRUST

STATE OF NEW MEXICO)
) SS
COUNTY OF SANTA FE)

ON THIS 19th DAY OF June, 2009 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY O.L. BENAVIDEZ FOR BUILDING SERVICES OF SANTA FE, A FAMILY REVOCABLE TRUST.

Notary Public — My Commission Expires

CITY OF SANTA FE APPROVAL

REVIEWED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF SANTA FE AT ITS MEETING ON 6/10/09 AS CASE No. 09-5041 Annexation & ZA 2009-0015 Zoning

Mayor — 11/5/09
ATTEST: CITY CLERK — DATE

REVIEWED AND APPROVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE AT ITS MEETING ON 6/11/09 AS CASE No. 09-5041 Annexation & ZA 2009-0015 Zoning

PLANNING COMMISSION CHAIRPERSON — 10-9-09 DATE
PLANNING COMMISSION SECRETARY — 10-9-09 DATE

LAND USE DEPARTMENT — 07/08/09 DATE
CITY PLANNER — 6/10/2009 DATE

ADDING INFORMATION FOR COUNTY CLERK

ANNEXATION & REZONING SURVEY PLAT PREPARED FOR
BUILDING SERVICES OF SANTA FE
A PARTNERSHIP
COVERING LOT 3, PLAT BOOK 360, PAGE 040 AND A PORTION OF RICHARDS AVENUE, WITHIN SEC 8 & 9 T16N, R9E, NMPM, COUNTY OF SANTA FE, NEW MEXICO

DAWSON SURVEYS, INC.
SURVEYING, LAND SURVEYING
PHOTOGRAMMETRY, GRAVITY, ENGINEERING
SANTA FE, NEW MEXICO 505-471-01
DATE: 06/10/09

EXHIBIT 1
Case No. 2009-30
Pg 2 of 2

SFC CLERK RECORDED 11/13/2009

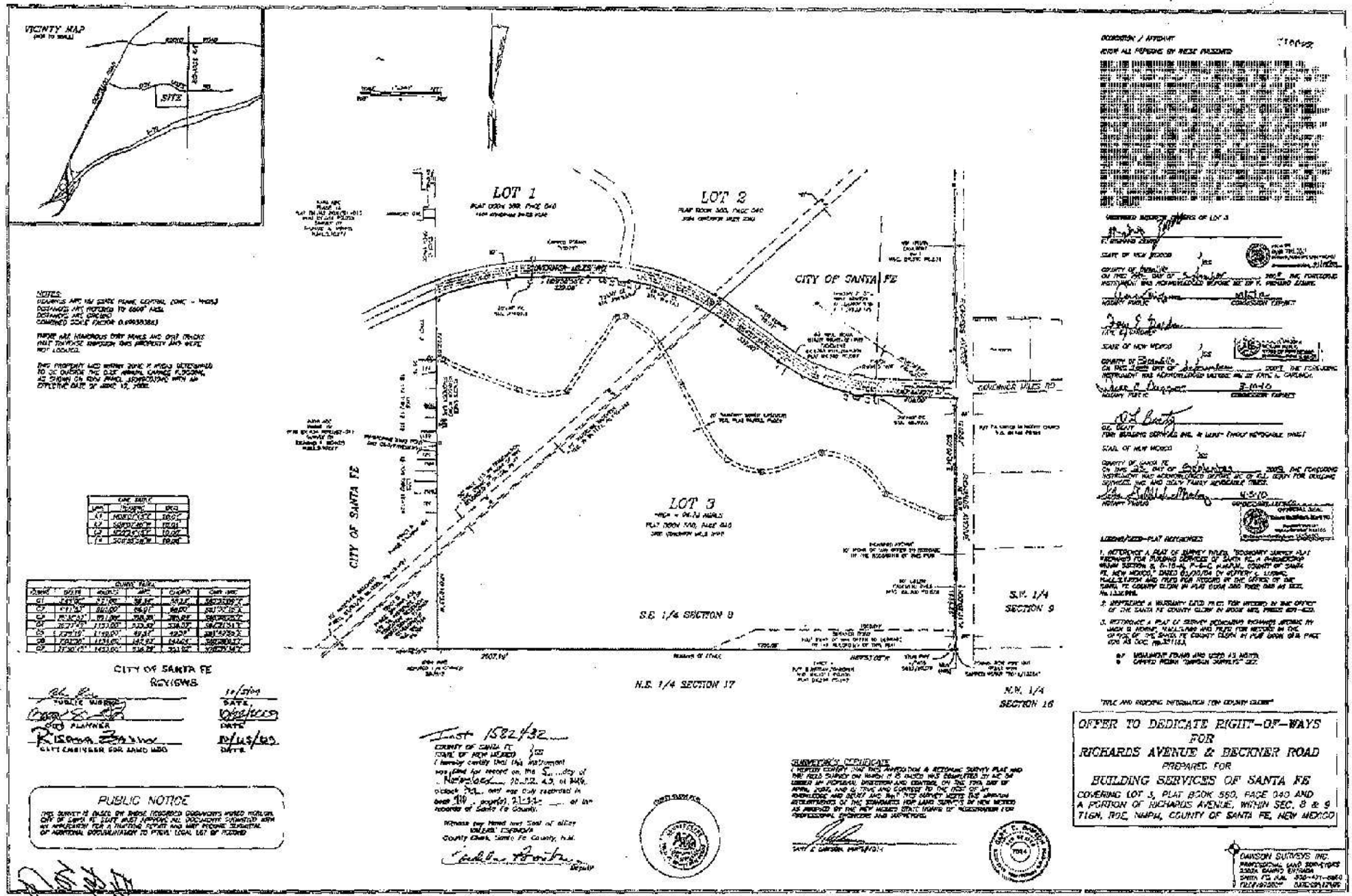
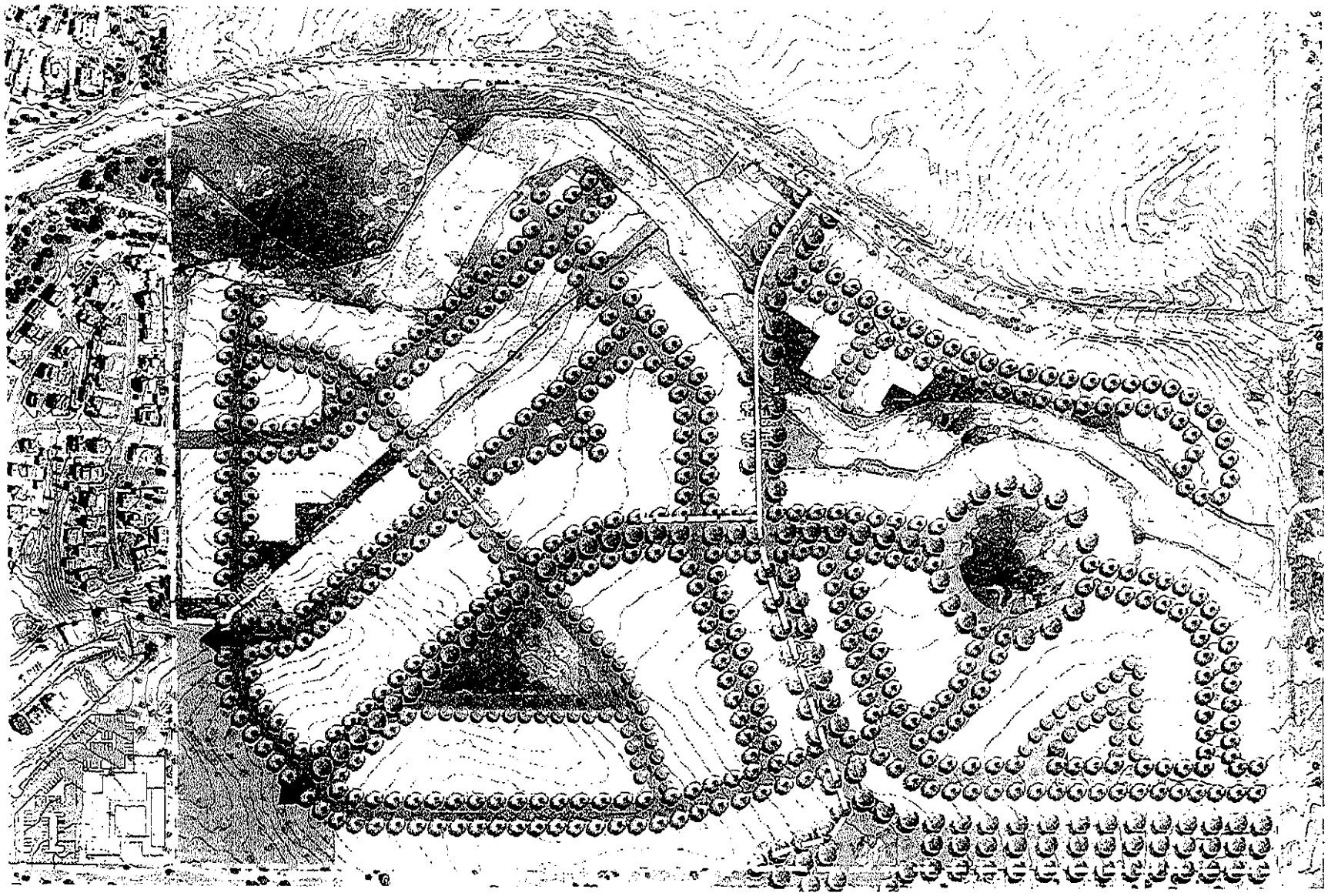


Exhibit 1 for Ordinance No. 2007-30 (p. 2 of 2)

FC CLERK RECORDED 11/13/2009



BEATY SOUTH
MASTER PLAN

SANTA FE
NEW MEXICO

Exhibit 2

for Adriance
Page 1565 of 1601
Rev. 2002-3

SFC CLERK RECORDED 11/13/2009

SFC CLERK RECORDED 11/13/2007

EXHIBIT D:

Beaty South
Case No. M 2007-14
Annexation
Ordinance No. 2007- 30

Conditions of Approval
(The following staff memos are attached)

Prior to submittal for final development plan, the plan must comply with requirements as provided by the following City Departments at the time of subdivision:

- **Exhibit D-1**: Public Works Dept- Traffic Review Memo
- **Exhibit D-2:** Fire Dept. Review Memo
- **Exhibit D-3:** Technical Review Division- Engineer Review Memo
- **Exhibit D-4**: Technical Review Division- Landscape Review Memo
- **Exhibit D-5**: Water Division Review Memo
- **Exhibit D-6:** Trails and Open Space Review Memo
- **Exhibit D-7:** Additional City Council Conditions of Approval per 8/17/07 City Council meeting.
- **Exhibit D-8:** SF Public Schools Letter 8/20/2007
- **Exhibit D-9:** Letter from Santa Fe County Manager- July 23, 2007

Exhibit D
for Ordinance
No. 2007-30

EC CLERK RECORDED 11/13/2007

City of Santa Fe, New Mexico

memo

DATE: June 8, 2007

TO: Donna Wynant, Planning and Land Use Department

FROM: John Romero, Public Works Dpt/Engineering Div/Traffic Impacts Section

SUBJECT: **Case #M-2007-13, Beaty South General Plan Amendment**
Case #M-2007-14, Beaty South Annexation
Case #ZA-2007-03, Beaty South Rezoning from R-1 to R-5

ISSUE

Request for approval of a General Plan future land use map amendment to change the designation of 96.73± acres of land to Low Density (3-7 dwelling units per acre), for annexation of the 96.73± acres of land as well as the adjacent Richards Avenue right-of-way, for a total of 99.28± acres, and to rezone the 96.73± acres of land from R-1 (Residential – 1 dwelling units per acre) to R-5 (Residential – 5 dwelling units per acre). The property is located west of Richards Avenue and south of Governor Mile Road.

RECOMMENDED ACTION:

Review comments are based on submittals received on April 18, 2007 and additional submittals received on June 4, 2007. The comments below should be considered as Conditions of Approval to be addressed in a satisfactory manner prior to subsequent submittals:

1. It is the Public Works Department's understanding that by annexing this property, the City will in affect take over ownership and responsibility of Richards Avenue along the property's frontage. The City currently owns Richards Avenue from Rodeo Road to Governor Mile Road and from the proposed Beckner Road to Interstate 25. By approval of this annexation and based on the above mentioned assumption the City would own and be responsible for Richards Avenue from Rodeo Road to Interstate 25.
2. The proposed development will not be granted direct access onto Richards Avenue other than the proposed Richards Avenue/Beckner Road intersection and will only be granted one access off of Governor Miles Road.
3. The developer shall provide fair share monetary contributions for:
   a. The Rodeo/Richards Intersection improvements project
   b. The Rodeo Road Widening Project.
4. The following comments pertain to the Traffic Impact Analysis (TIA) revised on June 4, 2007:

(p. 1 of 3)

Exhibit D-1
for Ordinance
No. 2007-30

SEC CLERK'S RECORD 11/13/2007

a. The trip distribution figures show a very high number of development traffic (30% for Phase 1 &2, and 25% for Phase 1, 2, &3) turning right towards the south at the future Richards Avenue/Beckner Road intersection. The Public Works Department feels that this is too high and needs to be reevaluated.
b. The Horizon Year was not looked at for all identified intersections and only for the Richards Avenue/Beckner Road intersection and for Richards Avenue itself. As stated in my email sent to the applicant on May 18, 2007, a Horizon Year analysis must be performed for all intersections. This Horizon Year analysis is important in determining what ultimate improvements need to be performed at all areas of interest identified in the TIA.
c. Provide clarification on whether the VISUM model used for the 2030 traffic estimates included Beckner Road from Cerrillos Road to Richards Avenue.
d. A safety analysis was not provided, which was requested in my email sent to the applicant on May 18, 2007. The developer shall provide a safety analysis as described in the State Access Management Manual.
e. The TIA identifies the need, at Phase 3 of the development, for a right-turn lane for the westbound traffic at the Governor Miles Road/Entrada Sonata intersection. What is this based on?
f. The Capacity Analysis performed for the Governor Miles/Richards Avenue intersection shows several failures. In addition to the entire intersection functioning at a Level of Service (LOS) "D" or better, each individual movement must at a minimum operate at a LOS "E". The TIA shows several movements that operate at a LOS F. Mitigation measures must be recommended and analyzed to resolve any failing movement.
g. The TIA illustrates that in the Horizon Year (2030), Richards Avenue as a 2-lane facility will not be capable of accommodate traffic based on existing and anticipated development. The TIA shows that in order for Richards avenue, as well as the Richards Avenue/Beckner Road intersection (Richards Avenue/Governor Miles intersection was not looked at but is required per comment 4.b) to experience acceptable LOS, Richards Avenue will have to be a four-lane facility.
h. The TIA shows that in order for the Richards Avenue/Beckner Road intersection to function at an acceptable LOS for both the Implementation Year (2014) and the Horizon Year (2030), it must be signalized. The current Metropolitan Transportation Plan identifies this intersection as a possible candidate for a roundabout. A roundabout is not recommended at this location because of the fact that in the future it will have to accommodate four lanes of traffic.

5. As the Beaty South development progresses, the City will identify those traffic mitigation measures the developer must provide and those it must contribute to. This will depend on where other developments in the area are in the development process and how much has already been contributed to each specific area needing mitigation.
6. The developer shall construct its portion of Beckner Road in accordance with the Metropolitan Planning Organization's recommendations. This will ensure consistency with the proposed Extraterritorial Zone development to the east.

(p. 2 of 3)

Exhibit D-1
for Ordinance
No. 2007-30

If you have any questions or need any more information, feel free to contact me at 955-6638. Thank you.

M:\Traffic Impacts\01-TIAs\2007\Beaty South\Beaty South 06-08-07.doc

CITY CLERK RECORDED 11/13/2007

(p. 3 of 3)

Exhibit D-1
for Ordinance
No. 2007-30

DATE: May 1, 2007
TO: Donna Wynant, Case Manager

FROM: J.T. Bolleter, Assistant Chief
SUBJECT: DRT Case: Beaty South
Case # M 2007-13 M 2007-14 ZA 2007-03

I have conducted a preliminary review of the above mentioned case(s) for compliance with the 2003 International Fire Code® (IFC). I am recommending approval for the above mentioned case(s). During the Subdivision approval process, the following shall be addressed prior to approval by the Planning Commission. *(All IFC Section shown in Italics)*

Shall provide two separate fire apparatus access roads as per IFC § D107. Both access roads shall be shown to connect to City Right of Way.

> ***D107.1 One- or two-family dwelling residential developments.***
> ***Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.***
>
> ***D104.3 Remoteness.***
> ***Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.***

Fire Hydrants shall be relocated to a location acceptable to the Fire Code Official. Contact Fire Department for clarification and approval of fire hydrant locations.

All Fire Department Access Roads shall be marked with signs in accordance with IFC § D103.6. Development plans shall include a signage plan with fire access roads marked with appropriate signs spaced not more than 40 ft. apart.

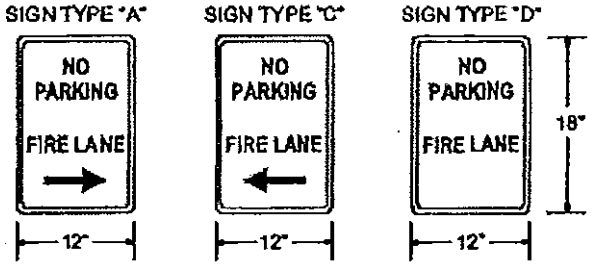
Exhibit D-2

(p. 1 of 2)

for Ordinance No. 2007-30

D103.6 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 D103.6.1 or D103.6.2.

FIGURE D103.6
FIRE LANE SIGNS.



D103.6.1 Roads 20 to 26 feet in width.
Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.
D103.6.2 Roads more than 26 feet in width.
Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a fire lane.

Proposed infrastructure shall be sufficient to accommodate the fire flow requirements set forth in IFC § B105.

Development Plan General Notes shall indicate the following provisions:

- Fire Department Access shall be maintained throughout all development construction phases § 1410.1.
- An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site. IFC § 1412.1.
- Secondary fire access road shall be installed prior to issuance of any building permits.

Exhibit D-2
for Ordinance
No. 2007-30

(p. 2 of 2)

FC CLERK RECORDED 11/13/2009

City of Santa Fe, New Mexico

memo

DATE: May 14, 2007

TO: Donna Wynant, Land Use Senior Planner
Case Manager

FROM: Risana Zaxus, M.S., PE RBZ
City Engineer

RE: Case # M 2007-13, # M 2007-14, and # ZA 2007-03
Beatty South General Plan Amendment, Annexation, & Rezoning

I reviewed a 9-sheet plan set dated April, 2007. These are conceptual plans submitted for a General Plan Amendment, Annexation, and Rezoning. The engineering drawings are not stamped by a professional engineer.

I have the following preliminary comments at this time:

1. The subdivision shall meet ANSI requirements for Americans with disabilities Act (ADA).
2. Provide NMDOT standard drawings for curb ramps and drive pads.
3. Provide FIRM panel related to 100-year floodplain and plot floodplain boundaries on the plat.

A complete review of this project will be required when it proceeds to the Development Plan phase.

(p. 1 of 1)

Exhibit D-3

for Ordinance No. 2007-30

City of Santa Fe, New Mexico

memo

DATE: May 14, 2007

TO: Ms, Donna Wynant, Land Use Senior Planner
Planning Division

CC: R. B. Zaxus, City Engineer
Engineering Development Review Division

FROM: Charlie Gonzales, Land Use Senior Planner, CHARLIE
Engineering Development Review Division

RE: **Landscaping Comments for cases #M 2007-13, Beaty South General Plan Amendment, #M 2007-14, Beaty South Annexation and #ZA 2007-03, Beaty South Rezoning from R-1 to R-5.**

Below are comments for the Beaty South requests. These comments are based on the plan set dated April, 2007.

Landscaping : A Landscape Plan was not submitted. Please provide a Landcaping Plan, indicating compliance with Article 14-8.4, Landscape and Site Design.

1. Show compliance or noncompliance with Article 14-8.4 (E) (1) (4). Water Harvesting and Irrigation Standards. Provide more detailed information such as location of improvements, size, surface storage for trees.
2. Show compliance with Article 14-8.4 (E) (4) (a) - (l). Irrigation Standards. Provide more information on proposed irrigation.
3. Show compliance with Article 14-8.4 (F) (a) (i). Plant Material Standards. More information needs to be submitted in order to conduct a thorough review of the plans. (Preferably on a chart or table)
   - Plant size, (height and caliper),
   - Mature size, (height and spread),
   - Shrubs to be 5 gallons minimum,
   - 2" of mulch, seed mix design and fertilization.
4. Show compliance with Article 14-8.4 (F) (5). Existing Vegetation. Explain and show how many trees/shrubs will be removed, replaced or added.
5. Show compliance with Article 14-8.4 (G) (2) (b). Street Tree Standards.
6. Show compliance with Article 14-8.4 (H). Open Space Landscaping Requirements.

Exhibit D-4

(p. 1 of 1)

for Ordinance No. 2007-

SFC CLERK RECORDED 11/13/2007

City of Santa Fe, New Mexico

memo

DATE: June 13, 2007

TO: Donna Wynant, Senior Land Use Planner
Amanda Martinez, Administrative Assistant, WBAO

FROM: Antonio Trujillo, Engineer, Water Division

SUBJECT: Water offsets/water rights budget for Beaty Subdivision South
DRT CASE NO. #M 2007-14

The agent for Beaty Subdivision South submitted the attached water budget for the subject project. The proposed water use per year is 102.2 acre feet per year (AFY). The development consist of 511 single family dwelling units that consume 0.20 AFY each on lots sized less than 6,000 square feet. The water budget includes irrigation on a per unit basis. The amount of water budgeted for this project exceeds 10 AFY. The project will have to be reviewed for compliance with SFCC Section 14-8.16.

cc: Gregory Smith, Permit and Development Review
Brian Snyder, Engineer Supervisor
Frank Katz, City Attorney
Ron Pacheco, Community Services
Water Offset/ Water Rights File

(p. 1 of 1)

Exhibit D-5
for Ordinance No. 2007-130

SS001.PM5 - 7/95

SFC CLERK RECORDED 11/13/2009

From: MCLAUGHLIN, ANNE M.
Sent: Saturday, June 23, 2007 2:31 PM
To: Jennifer Jenkins
Cc: WYNANT, DONNA J
Subject: RE: Beaty South Annexation
Jennifer and Donna,

This language, and tying the dedication to the first phase subdivision is acceptible to me.

Anne

-----Original Message-----
From: Jennifer Jenkins [mailto:jennifer@jenkinsgavin.com]
Sent: Thu 6/21/2007 2:32 PM
To: MCLAUGHLIN, ANNE M.
Cc: WYNANT, DONNA J
Subject: Beaty South Annexation

Anne,

In response to your staff memo and per our discussion, I would like to suggest the following amendment to your request for a 30' trail easement along the arroyo:

Provide a minimum 20'-wide public, non-motorized trail easement, measured from the edge of the arroyo bank. A maximum of 30' may be required if slope and grade conditions warrant, which will be determined at the preliminary subdivision plat stage.

We are in agreement to provide a 30' trail easement within the power line easement.

Please let me know if this is acceptable.

Thank you!

Jennifer

Jennifer Jenkins
JenkinsGavin Design & Development, Inc.
128 Grant Avenue, Suite 227
Santa Fe, New Mexico 87501
Ph. 505.820.7444, Fax 505.820.7445
jennifer@jenkinsgavin.com

Exhibit D-6
for Ordinance No. 2007-30

(p. 1 of 1)

CITY CLERK RECORDED 11/13/2008

EXHIBIT D-7:

Beaty South
Case No. M 2007-14
Annexation
Ordinance No. 2007- 30

Additional City Council Conditions of Approval made at the 8/17/07 City Council meeting

1. Per the Conditions of Approval as stated in the letter from the School Board:
    - The 3.14 additional acres for the school site will be contiguous with open space;
    - The Beaty representatives will work with the partners in the adjacent lots surrounding the development to assist the district in obtaining an appropriate site of 15 acres;
    - A 15-acre site will be necessary to accommodate the future K-8 school within the area known as the Beaty Annexation and Las Soleras, based on current student yield calculations; and
    - If it is not possible to identify a total of 15 contiguous acres, the District is allowed to develop or sell for fair market value the 3.14 acres of land in the Beaty Annexation.
2. In accordance with the letter received from the County, the Santa Fe County is willing to agree to the inclusion of Richards Avenue in the annexation, and the City agrees to immediately convey this portion of Richards Avenue back to Santa Fe County once the annexation is complete. [NOTE: Requirement to convey Richards Avenue ROW to County superseded by Settlement Agreement between City and County May, 2008 Item No. 08-0382.]
3. The developer agrees to study erosion and drainage issues along Governor Miles and for the development, and agrees to address whatever issues come out of the study during its construction.
4. The developer shall provide a 150-foot buffer that matches or mirrors the north side of Governor Miles Road and shall provide at least a 30-foot buffer along Governor Miles and Richards Avenue.
5. The developer shall amend the roadway plan as a part of the subdivision plat approval process to have a more direct access to both the school site for the public schools as well as the Monte del Sol Charter School behind it for the express purpose of taking the school traffic which currently exists now in Nava Ade out of the neighborhood, and that the developer shall work with City staff as a part of the subdivision plat approval process.
6. Additional trees shall be planted in the open space along west property line as a buffer to homes along Autumn Leaf Lane.
7. All the homes shall be built to a minimum of energy star rating.

(p. 1 of 2)

Exhibit D-7
for Ordinance
No. 2007-30

8. An irrevocable offer to dedicate sufficient right-of-way to the approval of the City Public Works Director for widening of Richards Avenue, and for creation of Beckner Road as shown on the Annexation Master Plan, shall be recorded concurrently with the annexation plat, with acceptance of the offer at the discretion of the Governing Body.

FC CLERK RECORDED 11/12/2008

(p. 2 of 2)

Exhibit D-7
for Ordinance
No. 2007-30

SFC CLERK RECORDED 11/13/2007

SANTA FE PUBLIC SCHOOLS

Leslie Carpenter, EdD
Superintendent of Schools

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2003
Facsimile (505) 467-2072

August 20, 2007

Mayor David Coss
Members of City Council:
Councilor Karen Heldemeyer
Councilor Patti Bushee
Councilor Miguel Chavez
Councilor Carmichael Dominguez
Councilor Chris Calvert
Councilor Matthew Ortiz
Councilor Rebecca Wurzburger
Councilor Ronald Trujillo

Dear Mayor Coss and City Councilors:

The purpose of this letter is to let you know that the Santa Fe Public Schools' Board of Education has reached an agreement with representatives from the housing development known as the Beaty Annexation, and will accept their offer of 3.14 acres of land as the developers' "fair share" contribution toward a school site in the area, with the following understandings:

1. The 3.14 acres will be contiguous with open space;
2. The Beaty representatives will work with the partners in the adjacent Las Soleras Development to assist the district in obtaining an appropriate school site of 15 acres;
3. A 15-acre site will be necessary to accommodate a future K-8 school within the area known as the Beaty Annexation and Las Soleras, based on our current student yield calculations; and
4. If it is not possible to identify a total of 15 acres contiguous with the Beaty land contribution of 3.14 acres, the district will be allowed to develop, or sell for fair market value, its 3.14 acres of land within the Beaty Annexation.

The Santa Fe Public Schools' Board of Education wishes to inform the City Council that the acceptance of this donation of 3.14 acres of land as a "fair share" contribution from the Beaty developers does not mean that this amount of land will necessarily be an acceptable amount for future developments of this size. The district is currently engaged in writing policies and protocols that will address the amount of land required in the future from developers as a "fair share

Exhibit D-8
(p 1 of 2)
for Ordinance No. 2007-30

LEC Clerk Received 11/13/2007

contribution" for school sites. These new projections will take into account. not just census data, but the amount of community use that will impact our schools, as well as space required for playgrounds, athletic fields and parking, curricular and programmatic requirements, and Public Schools Facility Authority standards for new school sites.

The district is pleased to have reached agreement with the Beaty Annexation representatives. We hope that you will consider the district's needs and planning for our children's future as you consider any other new developments that come before the City Council. The school district will be providing you with its policies regarding planning standards and student yields within the next few months.

Sincerely,

Leslie Carpenter

Dr. Leslie Carpenter,
Superintendent

Frank Montano

Frank Montano, President
Board of Education

cc: Board of Education

Exhibit D-6
for Ordinance No. 2007-30
(p. 2 of 2)

Harry B. Montoya
Commissioner, District 1

Virginia Vigil
Commissioner, District 2

...hael D. Anaya
...issioner, District 3

Paul Campos
Commissioner, District 4

Jack Sullivan
Commissioner, District 5

Roman Abeyta
County Manager

COUNTY OF SANTA FE) ORDINANCE
STATE OF NEW MEXICO) ss PAGES: 31
I Hereby Certify That This Instrument Was Filed for Record On The 13TH Day Of November, 2009 at 01:39:59 PM And Was Duly Recorded as Instrument # 1583128 Of The Records Of Santa Fe County
Witness My Hand And Seal Of Office
Valerie Espinoza
Deputy _____ County Clerk, Santa Fe, NM

FEE CLERK RECORDED 11/13/2009

July 23, 2007

Otis Beaty
Building Services of Santa Fe
P.O. Box 4496
Santa Fe, NM 87502

Dear Mr.Otis:

The purpose of this letter is to provide you with direction regarding the Beaty South development off Richards Avenue. Santa Fe County is currently in discussion with the City of Santa Fe regarding annexation and it has been established that Richards Avenue, that adjoins your property, belongs to Santa Fe County and thus consent from Santa Fe County is required.

Santa Fe County is willing to agree to your inclusion of Richard's Avenue, in your annexation request, provided that the City of Santa Fe immediately conveys that portion of Richard's Avenue back to Santa Fe County.

In the event that the City of Santa Fe does not agree to this, Santa Fe County is willing to discuss other options such as the creation of an open space tract along Richard's Avenue, so that Richard's Avenue will no longer adjoin your proposed development and therefore would not need to be included in your annexation petition.

If you have any questions feel free to contact me at (505) 986-6200.

Sincerely,

Roman Abeyta
Santa Fe County Manager

Exhibit D-9
for Ordinance No. 2007-30

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2007-39

AN ORDINANCE

AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SANTA FE; CHANGING THE CLASSIFICATION FROM R-1 TO R-5; AND PROVIDING AN EFFECTIVE DATE WITH RESPECT TO A CERTAIN PARCEL OF LAND COMPRISING 96.73 ACRES MORE OR LESS LYING WITHIN SECTION 8, T.16N, R.9E N.M.P.M., SANTA FE COUNTY, NEW MEXICO ("BEATY SOUTH" ZONING CASE NO. Case #ZA 2007-03)

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. The following real property (the "Property") located within the municipal boundaries of the city of Santa Fe, which has been annexed pursuant to Case No. M 2006-53 is restricted to and classified as R-3 (Residential, three units per acre).

A parcel of land comprising 96.73 acres, lying within Section 8, T.16N, R.9E N.M.P.M. as more fully described in "Exhibit A" attached hereto and incorporated by reference.

Section 2. The official zoning map of the City of Santa Fe adopted by Ordinance No. 2001-27 is amended to conform to the changes of zoning classifications for the property set forth in Section 1 of this Ordinance.

Section 3. The rezoning action effected by this ordinance is subject to the conditions of approval set forth in "Exhibit B" attached hereto and incorporated by reference.

Section 4. This Ordinance shall be published one time by the title and general summary and shall become effective five days after such publication.

Section 5. The rezoning action with respect to the Property affected by this Ordinance is subject to the time restrictions set forth in Section 14-3.5(D)(1) SFCC 2001 (Two-year Review/Rescission).

APPROVED AS TO FORM:

FRANK D. KATZ, CITY ATTORNEY

Vista De La Sierra - Drainage Management Plan

A Drainage Management Plan for the development and the arroyo will properly address all aspects of drainage, will comply with the City of Santa Fe Drainage and Grading ordinances. In general, all Federal, State, County and City regulations will be adhered to.

The development will control storm water using a series of onsite storm water ponds to collect, detain and release storm water runoff at pre-developed flow rates. Drainage structures will be constructed to release storm water into the arroyo in a stable manner.

Other drainage structures will be constructed to address existing erosion and slope stability issues and to stabilize the arroyo. Existing storm drains that discharge to the property, that are causing erosion will also be addressed, such as the crossing structure of Richards Avenue.

Currently some adjacent areas are subject to flooding either by upstream basins or by the arroyo itself. The proposed improvements will intercept and redirect these flows and provide the necessary floodplain protection.

CITY OF SANTA FE
SANTA FE HOMES PROGRAM AGREEMENT
for 79 SFHP Home(s) to be located at
"*Vista del Sierra*", *3800 Governor Miles Road*, Santa Fe, New Mexico

This Santa Fe Homes Program Agreement ("Agreement") is entered into on this 6 day of August, 2021 by and between **VDLS, LLC** (the "SFHP Developer/Successor in Interest") and the City of Santa Fe, New Mexico, a municipal corporation, (the "City").

WHEREAS, the City has duly adopted the Santa Fe Homes Program and Administrative Procedures (collectively "SFHP") and other regulatory structures in order to ensure that private development bears its fair share of the burden of housing affordability in the Santa Fe community; and

WHEREAS, the City's Office of Affordable Housing has determined that upon individualized assessment, the Agreement will provide, at a minimum, the amount of affordable housing necessary to offset impacts on the affordable housing market in the region of the project; and

WHEREAS, the City and the SFHP Developer/Successor in Interest have entered into a SFHP proposal ("Proposal") in accordance with the requirements of the SFHP. The Proposal is attached hereto and incorporated herein by reference; and

WHEREAS, the City and SFHP Developer/Successor in Interest now wish to satisfy the SFHP requirement for a final agreement in order to ensure SFHP compliance and a mechanism for ensuring long-term affordability.

NOW THEREFORE, the City and the SFHP Developer/Successor in Interest for themselves and their heirs, successors and assigns (including, without limitation, all persons who subsequently own a SFHP Home or any interest therein, or the Property or any portion thereof containing a SFHP Home, while this Agreement is in effect) hereby agree that the SFHP Home shall be subject to the following Agreements and restrictions for the benefit of the City.

1. Definitions. All terms capitalized herein shall have the meanings given to them in this Agreement or the meanings as defined in the Santa Fe City Code sections regarding the SFHP. In this Agreement the following words and phrases have the following meaning:

A. "Agreement" means this SFHP Agreement.

B. "Certificate of SFHP Homebuyer Eligibility" means a certificate issued by the City or the City's assignee or agent, which certifies that the buyer is a qualified buyer who is income eligible.

C. "Certified Homebuyer" means a person determined, pursuant to the SFHP and such other criteria as the City or its agents may deem appropriate, to be qualified on the basis of need and preference for the purchase of a SFHP Home and who has properly obtained a "Certificate of SFHP Homebuyer Eligibility".

D. "Fair Market Value", unless otherwise stated, means fair market value as of the day of the event in question (for example, purchase of the SFHP Home or termination of this Agreement), taking into account the restrictions on SFHP Developer/Successor in Interest and occupancy imposed by this Agreement as if such restrictions were perpetual.

E. "SFHP Developer/Successor in Interest" means each legal and equitable SFHP Developer and/or Successor in interest to the original SFHP Developer of all or any portion of a SFHP Home on the Property during the term of this Agreement, including without limitation the SFHP Developer/Successor in Interest identified above, and any subsequent SFHP Developer/Successor in Interest and/or any other Successor in Interest by sale, conveyance or other transfer of any legal or beneficial interest in a SFHP Home or the Property, as set forth in Section 2.1 herein. Unless the context otherwise requires, SFHP Developer/Successor in Interest shall mean the SFHP Developer/Successor in Interest at the time in question. SFHP Developer/Successor in Interest and SFHP Developer/Successor in Interests and Successor in Interest are used interchangeably.

F. "SFHP Home" shall mean the units of housing to be constructed, marketed and/or sold by SFHP Developer/Successor in Interest at the affordable price pursuant to the SFHP and this Agreement.

G. "SFHP Lot" means housing lot(s) housings to be constructed, developed, marketed and/or sold by SFHP Developer/Successor in Interest as affordable housing.

H. "SFHP Homebuyer" shall mean any person or entity, which purchases the SFHP Home and/or SFHP Lot from the SFHP Developer/Successor in Interest and any subsequent purchasers who buy from the initial purchaser during the term of this Agreement.

I. "Repurchaser" means the City or the City's Assignee. A general delegation of authority by the City to another person as Repurchaser shall transfer those rights, powers and obligations assigned to the Repurchaser in this Agreement or the Lien. Transfer of any rights, powers and obligations assigned to the City in this Agreement shall be effective only to the extent such rights, powers and obligations are specifically enumerated in the delegation of authority.

J. "Senior Lien" means a mortgage with respect to the Property from the Purchaser, as mortgagor, to any lender or its agent or assigns, as mortgagee which loan is solely used to purchase the SFHP Home.

2. THE PROJECT.

2.1 Property. The SFHP Developer/Successor in Interest is or will become the owner of certain property situated in the County of Santa Fe, New Mexico, located at *3800 Governor Miles Road* and known as ***"Vista del Sierra"*** which property contains more or less **94.07** acres and is more particularly described in Exhibit A attached hereto (The "Property").

2.2. Intended Conveyance of Interest. The Property is to be developed and the units thereon marketed as for sale housing.

2.3 SFHP Plan. The SFHP Developer/Successor in Interest agrees to construct a total of **79 SFHP Homes** as indicated on the attached Exhibit B (SFHP Plan). The SFHP Plan shall include the number of bedrooms and bathrooms, the minimum square footage and the minimum household size, the income range to be served and the current SFHP Home price for each SFHP Home as set forth in Section 8.2 of the SFHP Administrative Procedures. If the development is constructed in phases, a SFHP Plan for each phase shall be reviewed and approved by the City and recorded at the County Clerk's office prior to issuance of a building permit by the City for that phase.

2.4 Agreement to Sell at SFHP Home Price. The SFHP Developer/Successor in Interest agrees to sell the SFHP Homes at the current SFHP Home Price or such SFHP Home Price as may be current at the time of sale by the SFHP Developer/Successor in Interest.

A. The affordable home price and shall be reduced in order to limit the impact on SFHP home buyers of fees assessed by condominium, common area, or homeowner associations. The affordable home price shall be reduced so that the buyer's mortgage or manufactured home loan principal amount and, accordingly, the buyer's monthly mortgage payments, are reduced by an amount equal to the assessed fee in excess of seventy-five dollars ($75.00).Additionally, the SFHP Developer/Successor in Interest agrees that the association's bylaws will identify limits to annual fee increases for the owners of affordable units so that increases do not exceed 5% annually or 10% over any three-year time frame.

B. The affordable home price may be increased at the request of the SFHP home buyer by the price of allowable option upgrades, not to exceed the maximum option upgrade allowance, as established pursuant to administrative procedures.

C. The affordable home price may be increased by the amount of the approved energy efficiency adjustment pursuant to administrative procedures.

2.5 Agreement for Payments for Fraction Portions of a SFHP Home. SFHP Developer/Successor in Interest **does not owe** any fractional portion of a SFHP Home as calculated pursuant to SFHP to the City or its agent prior to recording this Agreement.

2.6 Marketing Sequence. The SFHP Homes shall be marketed at the same time as all other units on the Property or at a time, and in a proportion, equal to the number of non-SFHP Homes being marketed for sale during a given phase of development.

2.7 Development Incentives. The City agrees to the following incentives: Development review and building permit fees shall be waived or reduced proportionately to the number of SFHP Homes and capital impact fees and utility expansion charges shall be waived or reduced as set forth in section 13.1 of the Administrative Procedures. SFHP Developer/Successor in Interest also requests a 15% density bonus as set forth in section 13.2 of the Administrative Procedures.

2.8 Agreements Regarding Transfers of Non-SFHP Homes on the Property. SFHP Developer/Successor in Interest acknowledges and hereby agrees that compliance with this Agreement shall be a precondition for any releases or express termination of SFHP Developer/Successor in Interest's SFHP Agreements and all future City approvals of building permits, certificates of occupancy and utility connections, and such other development approvals regarding the Property as may be required by law for development, construction, occupation and use of the Property.

3. SFHP LIEN.

3.1 Creation of SFHP Lien. The SFHP Developer/Successor in Interest/Successor in Interest hereby creates a lien upon each SFHP Home for the benefit of the City, its agents, heirs, successors and assigns (the "Lien"). The Lien shall be for the sole purpose of complying with the SFHP and this Agreement and for the purpose of retaining long-term affordability of SFHP Homes.

3.2 Subordination. The Lien shall be subject and subordinate in all respects to liens, terms, covenants and conditions of a Senior Lien including all sums advanced for the purpose of (a) protecting or further securing the lien of the Senior Lien, curing defaults by the SFHP Homebuyer, its successors and assigns under the Senior Lien or for any other purpose expressly permitted by the Senior Lien or (b) constructing, renovating, repairing, furnishing, fixturing or equipping the Property. The terms and provisions of the Senior Lien are paramount and controlling, and they supersede any other terms and provisions hereof in conflict therewith. In the event of a foreclosure or deed in lieu of foreclosure of the Senior Lien, any provisions wherein or in any other collateral agreement restricting the use of the Property to income eligible households or otherwise restricting the SFHP Homebuyer, its successor's or assign's ability to sell the Property, shall have no effect on subsequent purchasers of the Property. Any

purchaser following foreclosure, including his successors or assigns (other than the SFHP Homebuyer or a related entity of the SFHP Homebuyer), receiving title to the Property through a foreclosure or deed in lieu of foreclosure of the Senior Lien shall receive the title to the Property free and clear from such restrictions.

Further, if the holder of the Senior Lien acquires title to the Property pursuant to a deed in lieu of foreclosure, this Lien shall automatically terminate upon acquisition of the title by the holder of the Senior Lien, provided that (a) the City has been given written notice of default under the Senior Lien and (b) the City shall not have cured the default under the Senior Lien, or diligently pursued curing the default as determined by the holder of the Senior Lien, within the 60-day period provided in such notice sent to the City.

In no event shall the SFHP Developer/Successor in Interest or any of its officers, principals, or representatives, or employees, or affiliated entities, contract to purchase, purchase, accept or otherwise have transferred to it an SFHP Homebuyer's or Repurchaser's statutory right of redemption of the SFHP Home or SFHP Lot, and in no event shall the aforementioned persons exercise any right of redemption or foreclosure for that SFHP Home or SFHP Lot.

The Lien and/or deed restriction must be shown on Schedule B-II of the lender's title policy as a subordinate item(s) to the first mortgage that is to be sold to Fannie Mae.

Notwithstanding any terms to the contrary, herein, the City and its agent's rights to collect and apply the insurance proceeds of hazard or property insurance or other insurance proceeds shall be subject and subordinate to the rights of the Senior Lien holder to collect and apply such proceeds in accordance with the Senior Lien. Likewise, the proceeds of any award or claim for damages, direct or consequential, in connection with any condemnation or other taking of any part of the property subject to the Lien, or for conveyance in lieu of condemnation, are hereby assigned and shall be paid to the Senior Lien holder, subject to the terms of the Senior Lien.

3.3 Lien Amount. The Lien amount shall be the difference between the current SFHP Home price at the time of closing and 95% of the Fair Market Value as determined by a certified appraiser. The Lien amount shall be calculated after construction of the SFHP Home but prior to purchase by the SFHP Homebuyer. SFHP Developer/Successor in Interest agrees to execute such additional documents as are necessary to record the SFHP Lien with the Lien amount.

3.4 Term of Lien. The Lien shall run from the date of purchase of the SFHP Home by the SFHP Homebuyer or SFHP Developer/Successor in Interest until such time as the City exercises its right of first refusal or purchase under this Agreement. During this term, so long as the SFHP Homebuyer or SFHP Developer/Successor in Interest complies with SFHP and the terms of this Agreement, no payments will be due on this Lien.

3.5 Transfers of Lien. The Lien may be assumed by subsequent SFHP Homebuyers of the SFHP Home, including those acquiring the SFHP Home through testate or intestate succession so long as a Notice of Intent to Sell is received by the City and the City gives written approval of the assumption of the Lien. The Lien shall not be assigned by the City or its agent without the Senior Lien holder's prior written consent so long as the Senior Lien remains outstanding and the obligation to make payment on the mortgage note has not been satisfied. Subsequent SFHP Homebuyers or SFHP Developer/Successor in Interest shall also obtain a "Certificate of SFHP Homebuyer Eligibility".

3.6 Collection of the Lien Amount. The City and its agent agree that they will not commence foreclosure proceedings or accept a deed in lieu of foreclosure, or exercise any other rights or remedies

hereunder until it has given the Senior Lien holder at least 60 days prior written notice. The subordinate lien holder (the City or its agent) will give the Senior Lien holder written notice of default and prior written notice of any acceleration under the subordinate mortgage (the Lien). However, it is understood that the subordinate lien holder is only holding the Lien for purposes of retaining long-term affordability and, therefore, will not accelerate the payment of the Lien amount.

In the event of a foreclosure on the Senior Lien the City hereby agrees to accept a note for any deficiency in the Lien amount and to forgive, release and forgo collection upon the Lien.

4. CLOSING SALES AND CONVEYANCES OF THE SFHP HOMES.

4.1 Certification of Homebuyer. SFHP Developer/Successor in Interest agrees to sell the SFHP Homes only to Certified Homebuyers who qualify for the purchase of a SFHP Home under the SFHP. The City hereby represents and warrants that Santa Fe Community Housing Trust or Homewise are its authorized agents under the most current agreements between the City and Santa Fe Community Housing Trust or Homewise, for the purpose of qualifying buyers under this Agreement and issuing Certificates of SFHP Homebuyer Eligibility.

4.2 SFHP Developer/Successor in Interest's or SFHP Homebuyer's Notice of Intent to Sell or Transfer the Property. Any time the SFHP Developer/Successor in Interest or any subsequent SFHP Homebuyer who is subject to this Lien intends to sell or otherwise transfer the Property or any interest in the SFHP Home, whether by deed, real estate contract, intestacy, testate succession or otherwise, said transferor shall give written notice to the City which shall state the transferor's intention to sell or otherwise transfer said Property or interest in the SFHP Home. (The "Notice of Intent to Sell").

4.3 Notice to Prospective SFHP Homebuyer of Lien.The SFHP Developer/Successor in Interest agrees to provide actual notice to any prospective purchaser of the covenants, conditions, and encumbrances, which are or will be placed upon the SFHP Homes to be sold by SFHP Developer/Successor in Interest to the Certified SFHP Homebuyer. Any purchase agreement containing the foregoing language or accompanied by a signed disclosure statement containing the foregoing language shall be deemed acceptable to the City pursuant to Section 26-1.18 SFCC 1987. The notice shall, at a minimum, state:

A. The SFHP Home and/or SFHP Lot is subject to a Lien which is intended to retain the long-term affordability of the SFHP Home.

B. The Lien may limit the ability of the SFHP Homebuyer to get subsequent mortgage or equity loans.

C. The Lien gives the City and its agents a right to exercise its right of first refusal and repurchase of the SFHP Home and/or SFHP Lot at the fair market value less the amount of the lien.

D. The Right of First Refusal granted to the City can be assigned by the City to an agent or third party Certified SFHP Homebuyer.

E. The Lien will limit the SFHP Homebuyer's ability to sell the SFHP Home in the future and shall require the City or its agents to agree to any additional use of the SFHP Home as collateral or security.

F. The Lien will reduce the total amount payable to the SFHP Homebuyer upon resale by the Lien amount if the SFHP Home is sold or transferred during the Lien term.

4.4 Escrow Instructions Regarding Initial SFHP Compliance. SFHP Developer/Successor in Interest agrees to sell the SFHP Homes through an escrow agent. The escrow agent shall be required by SFHP Developer/Successor in Interest as a precondition for closing to certify to the City that:

A. The SFHP Homebuyer has been notified of and has indicated their understanding of the Lien and its affect.

B. The total sales price at closing does not exceed the SFHP Home Price plus such transactional costs of closing as are usual and customary.

C. The SFHP Home is being sold to a buyer who has agreed that the SFHP Home shall be their principal residence and who has provided the escrow agent with a Certificate of SFHP Homebuyer Eligibility.

4.5 SFHP Developer/Successor in Interest to Reference Agreement and Lien. The SFHP Developer/Successor in Interest shall include a reference to this Agreement in any and all deeds or other instruments conveying any interest in the SFHP Home and/or SFHP Lot or any part thereof or interest therein, although neither the validity nor enforceability of this Agreement shall be affected in any manner by failure to do so.

5. RIGHT OF FIRST REFUSAL OR PURCHASE.

5.1 Grant of Right of First Refusal. To maintain the SFHP Home as affordable the City and its agents shall have, and SFHP Developer/Successor in Interest, its heirs, successors and assigns, hereby grant the City and its agent the right (but without obligation) to purchase the SFHP Home and SFHP Lot in any of the following circumstances (the "Rights of First Refusal"):

A. The SFHP Developer/Successor in Interest has given the City Notice of Intent to Sell; or

B. The SFHP Home is no longer the principal residence of any person purchasing the SFHP Home from the SFHP Developer/Successor in Interest or any subsequent SFHP Homebuyer, their heirs, successors or assigns whose occupancy does not comply with the covenant to maintain the SFHP Home only as a principle residence and not as a trade or business, as an investment property, (income/rental property) or as a recreational second home, or non-principal residence so long as said SFHP Homebuyer of the SFHP Home has been given written notice identifying the violations and has failed to cure them; or

C. Any legal or beneficial interest in the SFHP Home and/or SFHP Lot is conveyed or otherwise transferred (for example, by inheritance) without both Notice of Intent to Sell and Second Notice of Intent to Sell as required in this Section having been given, unless the City has waived the Right of First Refusal in writing; or

D. The City has notice of a pending mortgage or other lien foreclosure or similar proceeding (for instance, a sheriff's sale) against the SFHP Home and/or SFHP Lot or of a civil action or equivalent proceeding for unpaid condominium common expenses; or

E. The City has notice that the SFHP Home and/or SFHP Lot is being taken for unpaid taxes; or

F. The SFHP Homebuyer made material misrepresentations in applying to acquire the SFHP Home and/or SFHP Lot; or

G. The SFHP Homebuyer has failed to observe and perform the SFHP Homebuyer's obligations under this Agreement (other than as stated in (H.) below), has been given written notice identifying the violations and has failed to cure them; or

H. The SFHP Homebuyer has failed to observe and perform the SFHP Homebuyer's obligations under this Covenant in a manner, which constitutes criminal conduct, or in the City's judgment constitutes other willful, egregious and continuing violation of such obligations.

The City shall be obligated to give notice and an opportunity to cure only for events under subsections (B.) or (G.); and for those events, the SFHP Homebuyer and any holder of a Senior Lien shall have a reasonable time to cure which shall not exceed six months. In all cases other than sale or other transfer of the SFHP Home under subsection (A.), the City's right to buy the SFHP Home shall continue only while the event giving rise to exercise of the Right of First Refusal continues un-remedied.

5.2 City's Exercise of Right of First Refusal. In the event that the City has received a Notice of Intent to Sell pursuant to this Agreement, the City shall have 30 days in which to exercise its Right of First Refusal. During this 30-day period, the City and its agent shall have the exclusive right to market the SFHP Home and the SFHP Homebuyer shall not list the SFHP Home with a realtor or any other selling agent.

5.3 Duration of Right of First Refusal. The City and the SFHP Homebuyer intend that the Right of First Refusal are for the purpose of promoting and enforcing this Agreement in its goal of ensuring continuance of the SFHP Home as affordable housing as permitted under New Mexico law and accordingly are intended to be exercisable throughout the term of this Agreement (or such shorter period as is the longest permitted under law).

5.4 Purchase Price. The purchase price of the SFHP Home and/or SFHP Lot under the Right of First Refusal shall be equal to the appraised price at the time of sale less the Lien amount. In the event that there is a dispute as to the purchase price, the seller shall be entitled, at its own expense, to have a separate appraisal performed and if the seller and City or its agent still can not agree as to the purchase price, the seller and City shall resolve the matter through binding arbitration.

6. MONITORING AND ENFORCEMENT.

6.1 Notice. The City agrees to provide notice pursuant to the SFHP of any violation or alleged violation of the terms and conditions of this Agreement and further agrees to give SFHP Developer/Successor in Interest 30 days to cure and violation under this Agreement. SFHP Developer/Successor in Interest agrees to provide the City with notice and 30 days opportunity to cure any violation of this Agreement.

6.2 Term. This Agreement shall become effective when signed by the SFHP Developer/Successor in Interest and the City, and shall remain in effect: (1) as to the SFHP Developer/Successor in Interest, until all SFHP Homes on the Property covered by this Agreement have been sold and all other obligations on the part of the SFHP Developer/Successor in Interest under this Agreement have been satisfactorily discharged; and (2) as to the terms and conditions which apply to the SFHP Homebuyers, for as long as the Lien on the SFHP Home remains in effect under this Agreement, including any renewals.

6.3 Enforcement. It is understood and agreed by SFHP Developer/Successor in Interest that the remedies provided under this Agreement are additional remedies, not exclusive of any remedy under the law.

6.4 Release by City. City hereby agrees to release SFHP Developer/Successor in Interest from this Agreement upon fulfillment of all terms of this Agreement and to issue upon request a certificate of termination within a reasonable time of receipt of written request. The City will issue the certificate in recordable form stating (if such be the case) that this Agreement has been terminated, and any such certificate, when recorded with the Santa Fe County Clerk, shall be binding and conclusive on the City and all persons relying thereon.

7. MISCELLANEOUS PROVISIONS.

7.1 Recordation. SFHP Developer/Successor in Interest agrees to record this Agreement and thus the Lien prior to closing the sale of the SFHP Home so as to legally attach, run with the land and ensure that the purposes of the SFHP are met.

7.2 Successors and Assigns; Covenants to Run. This Agreement shall be legally binding on, as the obligations of, the parties and their respective successors and assigns, including without limitation, successors in title or interest to the Property, SFHP Home or this Agreement, who by their acceptance of any interest in the Property, SFHP Home or this Agreement shall be deemed to have agreed to perform and observe all the SFHP Developer/Successor in Interest's obligations under, and to be bound by all the terms and conditions of, this Agreement. Furthermore, all the agreements, rights and restrictions set forth in this Agreement shall run with the Property for the purpose of maintaining the SFHP Home as affordable housing throughout the term of this Agreement and the Liens entered into pursuant to this Agreement.

7.3 Reporting and Verification.

A. SFHP Developer/Successor in Interest agrees to sign an affidavit declaring that the sale price did not exceed the amount specified in this Agreement.

B. SFHP Developer/Successor in Interest agrees to provide such information and documentation as the City may reasonably require in order to ensure that the actual sale was in compliance with this Agreement.

C. SFHP Developer/Successor in Interest agrees to provide income verification in selling the SFHP Home for certification by the City or its agent as complying with the SFHP Ordinance.

D. SFHP Developer/Successor in Interest agrees to grant access to the City, or its agent, to inspect the records of SFHP Developer/Successor in Interest for the SFHP Home in order to determine compliance with the SFHP Ordinance and this Agreement.

7.4 Further Assurances. The parties agree to execute such documents as may be required to show the satisfactory compliance with SFHP and this Agreement. The City may certify current compliance with the SFHP on a unit by unit basis as may be reasonably requested by SFHP Developer/Successor in Interest, escrow agents, realtors, lenders or any other interested party.

7.5 City's Right to Enter. Each SFHP Developer/Successor in Interest hereby grants to the City the right to enter upon the SFHP Home upon reasonable notice for the purpose of inspection and enforcement of the SFHP, the Santa Fe City Code and this Agreement.

7.6 Survival of Enforcement Rights. Notwithstanding the definition of SFHP Developer/Successor in Interest contained in this Agreement, the rights of enforcement for violations of this Agreement shall survive any subsequent sale or transfer of the SFHP Home.

7.7 City's Zoning Authority Unimpaired. The City's rights to enforce any and all provisions of the Santa Fe City Code shall be the same as its rights generally to enforce any other ordinance, which shall in no way be diminished by this Agreement. The SFHP Developer/Successor in Interest acknowledges that this Agreement is included within the zoning authority and charter authority of the City, which is, and is hereby, accepted by the SFHP Developer/Successor in Interest as a sufficient but additional basis for this Agreement.

7.8 Notices. Any demand, notice or request by either party to the other shall be sufficiently given if in writing delivered to the party intended to receive the same, or if mailed by certified mail, return receipt requested, or delivered to a recognized national courier, or if given in a manner sufficient for legal process. Each notice to the SFHP Developer/Successor in Interest named above shall be addressed to such party, or to such other address as may be stated in a notice given as herein provided. Each notice to subsequent SFHP Developer/Successor in Interests shall be sufficiently given if addressed to or given at the SFHP Home.

7.9 Public Purpose. The City declares, and the SFHP Developer/Successor in Interest and each other person, including mortgagees, hereafter holding any interest in the Property or a SFHP Home acknowledges, that the Lien and this Agreement as well as all restrictions contained in this Agreement are for public purposes.

7.10 Sanctions. The City has the right to impose sanctions or take other actions as set forth in the SFHP Ordinance after notice of violation has been given and not complied with.

7.11 Headings Not Part of Agreement. Section headings have been inserted for convenient reference only and are not to be construed as part of this Agreement.

7.12 Severability. If any provision of this Agreement or the application thereof to any person or circumstances is held to be invalid or unenforceable by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this Agreement, or the application of such provision to persons or circumstances other than those as to which it is held invalid or unenforceable.

7.13 Interpretation. This Agreement shall be enforceable according to its terms and New Mexico law. This Agreement is subject to the general principles of equity, fairness and reasonableness irrespective of whether such enforcement or interpretation is considered in a proceeding at equity or in law and shall be construed according to its purpose of fostering and preserving affordable housing. Any benefit to private parties arising under this Agreement is purely incidental to the purpose of creating affordable housing.

7.14 No Additional Payments. Nothing herein shall be deemed a requirement to pay to the City or its agent additional payments for amounts already paid to the Senior Lien holder. The borrower shall not be obligated to make such payments of funds to the City or its agent to the extent that the borrower under the Senior Lien makes such payments to the Senior Lien holder in accordance with the Senior Lien.

7.15 No Waiver. No actions taken by the parties following a breach of any of the terms contained in this Agreement shall be construed to be a waiver of any claim or consent to any succeeding breach of the same or any other term.

7.16 Numbers and Genders. Whenever used herein, unless the context shall otherwise provide, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

7.17 Agreement. This Agreement states the entire agreement of the parties. This Agreement shall not relieve SFHP Developer/Successor in Interest from complying with present or future City ordinances, duly adopted resolutions or regulations applicable to the development.

7.18 Amendments. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto. Any amendments to this Agreement shall be reviewed by the Office of Affordable Housing and sent, if applicable, to the appropriate review body as set forth in the SFHP Ordinance and then to the City Manager for approval.

WHEREFORE, the parties set their hands and seals this 6 day of August, 2021.

ATTEST:

CITY OF SANTA FE ORGANIZED SEAL NEW MEXICO

for

KRISTINE MIHELCIC, CITY CLERK

CITY OF SANTA FE:

JAREL LAPAN HILL
CITY MANAGER

CITY ATTORNEY'S OFFICE:

SENIOR ASSISTANT CITY ATTORNEY

SFHP DEVELOPER/SUCCESSOR IN INTEREST:

By:_____
Signature

_____
Jeff Branch

Its: Manager
Partner, VDLS, LLC

ACKNOWLEDGEMENTS

STATE OF NEW MEXICO)
) ss.
COUNTY OF SANTA FE)

The foregoing instrument was acknowledged before me this 12 day of July, 2021 by JEFF BRANCH.

_____
NOTARY PUBLIC

My Commission Expires:

2.6.2022

OFFICIAL SEAL
GREGORY GONZALES
NOTARY PUBLIC - STATE OF NEW MEXICO
My Commission Expires: 2.6.2022

Attachments: Exhibit A: The Property
Exhibit B: SFHP Plan

AGREEMENT
PAGES: 13

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

I Hereby Certify That This Instrument Was Filed for Record On The 6TH Day Of August, 2021 at 02:35:42 PM And Was Duly Recorded as Instrument # 1961807 Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark
Deputy _____ County Clerk, Santa Fe, NM

COUNTY CLERK
SANTA FE COUNTY NEW MEXICO
KATHARINE E. CLARK

EXHIBIT A

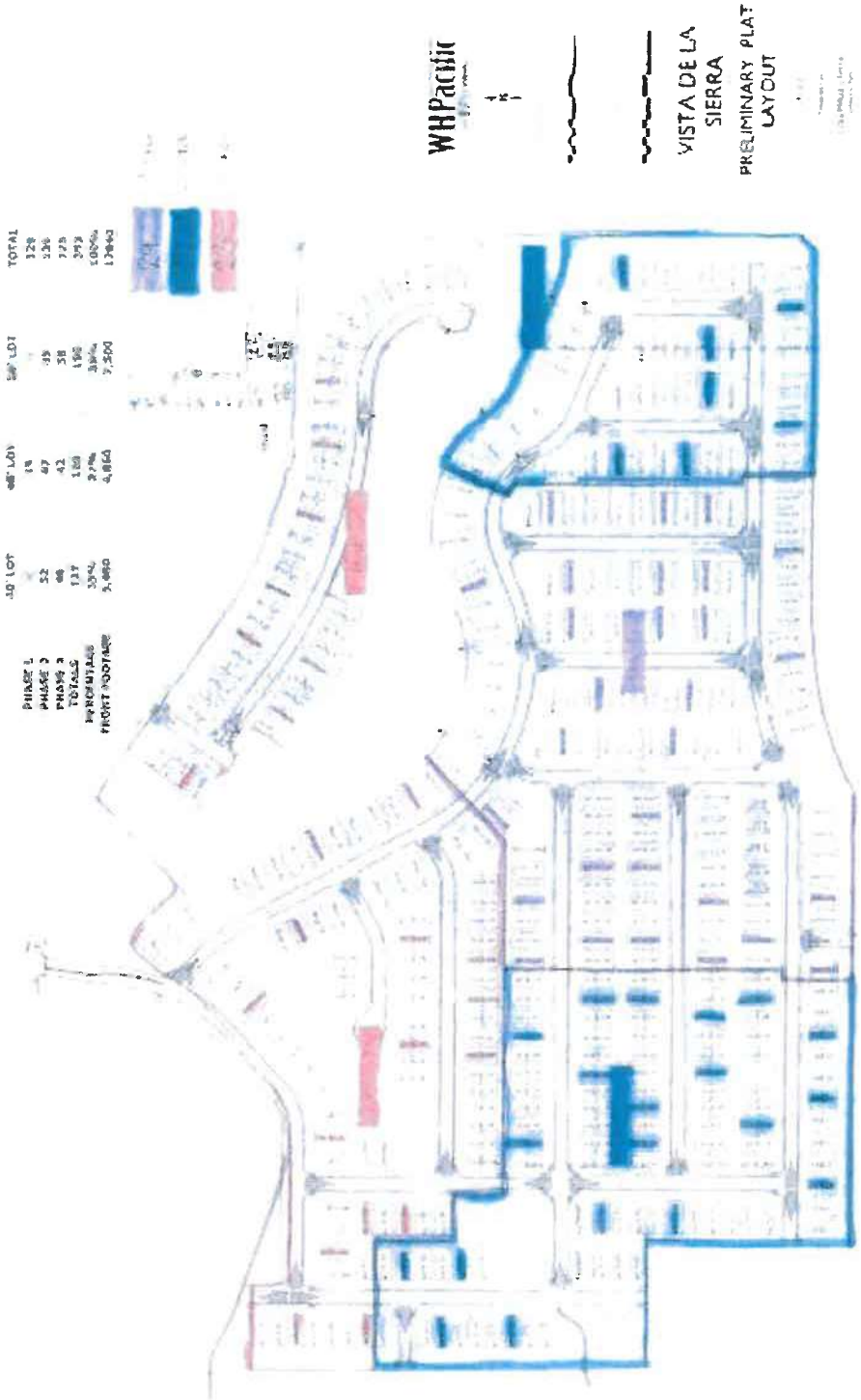


EXHIBIT B

SANTA FE HOMES PROGRAM
SFHP PLAN AND HOME SALES PRICING SCHEDULE

Effective April 2020*

(without green code adjustment pricing, unless noted)

Income Range	***Two Bedrooms*** *1-2 person HH (900 sq min)*	***Three Bedrooms*** *3-4 person HH (1,150 sq ft min)*	***Four Bedrooms*** *4-5 person HH (1,250 sq ft min)*
2 (50-65%AMI)	Max. Price $137,750 5 Units	Max. Price $155,000 10 Units	Max. Price $172,250 4 Units
3 (65-80%AMI)	Max. Price $179,000 10 Units	Max. Price $201,500 21 Units	Max. Price $223,750 10 Units
4 (80-100%AMI)	Max. Price $220,500 4 Units	Max. Price $248,250 9 Units	Max. Price $275,500 5 Units

Prices reflect April 2020 HUD Area Median Incomes for Santa Fe. Refer to Section 26-1.16 (B) and the SFHP Administrative Procedures. For specific requirements contact The Office of Affordable Housing.

PHASING PLAN

Phase 1 Affordable Lot #s:
1, 4, 6, 8, 11, 15, 21, 25, 28, 30, 33, 41, 49, 51, 69, 74, 80, 84, 88, 92, 94, 97, 101, 103, 106, 111, 113, 119, 125.
Phase 2 Affordable Lot #s:
139, 142, 149, 154, 157, 166, 172, 177, 181, 185, 188, 195, 199, 206, 212, 221, 225, 228, 230, 236, 243, 246, 251, 258, 262, 266, 269
Phase 3 Affordable Lot #s:
274, 278, 280, 284, 286, 290, 297, 309, 314, 319, 330, 333, 335, 346, 351, 355, 358, 361, 370, 373, 377, 381, 384

AFFORDABILITY CALCULATION

Single Family/Condo Building Lots

The project has an area of approximately 94.07 acres, zoned R-5, permitting FIVE (5) dwelling homes per acre. The required number of SFHP units is 20% of the total units, 5% each in Income Ranges 2 and 4 and 10% in Income Range 2. The project proposes **393 of total lots** for development as single family/condo homes.

CALCULATION for the SFHP requirement:

= Total number of units multiplied by (0.2) = # of Units Required
= 393 total units x 0.2 = **78.6 SFHP unit**(s) are required
= **78 lots/units** delivered and a fractional fee paid for **0.6** units

Developer will round up and deliver 79 units in lieu of paying the fractional fee.

= **79 lots/units** delivered and a fractional fee paid for **0.0** units

NOTE: The home prices and fractional 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 SFHP Home prices shown in this SFHP Agreement are the prices in effect at the time this Agreement is made. The current SFHP prices that are in effect at the time the SFHP Home is made available for sale or the fractional fees are paid, determines the actual SFHP Home Price and/or amount of fractional fee. The prices are updated annually.

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Monday, November 3, 2025 12:21:42 PM

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.

Submitted on: Monday, November 3, 2025 at 12:21pm

- First Name: Richard
- Last Name: Lange
- Land Use Board: Planning Commission
- Case Number: 2025-11006
- Your Comment: On behalf of the Nava Adé HOA, the following three issues are to be delivered by Task Force members at the November 6 hearing on Vista de la Sierra (VDLS). Two members request 3 minutes each to comment on 1) the ongoing non-compliance of construction vehicle usage on the narrow streets of Nava Ade and 2) VDLS housing heights bordering Nava Adé.

  In addition, I request 5 minutes to present 3) our Traffic Impact concern regarding the TIA data concerning the intersection at Governor Miles and Dancing Ground. The TIA appears not to include most of Monte de Sol School traffic, as required in its Condition of Approval. Similarly, City Traffic Engineers apparently disregard their previous plans to add a roundabout at the intersection despite the need for a pedestrian crossing and the traffic increase from VDLS.

  I also ask permission to show two reference images during my presentation to illustrate our Traffic Impact concerns, either by sharing my desktop via Zoom or having the Planning Manager display them electronically.

  I appreciate your consideration of this request. Richard Lange, Chairman, Nava Adé HOA Task Force on the Beaty South Plan

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Monday, November 3, 2025 3:12:11 PM

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.

Submitted on: Monday, November 3, 2025 at 3:12pm

- First Name: David
- Last Name: Spires
- Land Use Board: Planning Commission
- Case Number: 2025=11006
- Your Comment: From: David N. Spires November 3, 2025

  To: Santa Fe Planning Commission

  Subject: Hearing on Vista de la Sierra/Sagrada (VDLS)

  VDLS House Heights

  On September 3 and again on September 15, Nava Ade HOA wrote to Liaison Planning, Forestar, and D.R. Horton, requesting that the applicant agree to make all the houses bordering Nava Ade in Phase 3 single-story. For context, seven units border Nava Ade in Phase 3. Regrettably, we have not received a response from the applicant.

  Our request is based on the following concerns: First, not only are we saddened by the loss of our views of the Sangre de Cristos and unobscured sky, but we are gravely concerned about the potential loss of privacy due to the second-story windows in two-story houses.

  Second, our request is commensurate with the developer's existing agreement with Estancias de Las Soleras, which restricts housing construction adjacent to their subdivision to single-story units.

  And, third, because the ground elevation in Phase 2 bordering Nava Ade is higher than ours—apparently by several feet or so—Phase 3 continues at a higher ground elevation. Undoubtedly, this could create more significant privacy issues for us by enabling more direct second-story views into our homes and backyards.

  We therefore request that, tonight, on our behalf, Planning Commissioners ask the applicants to publicly respond to our request for single-story houses in Phase 3.

  We appreciate your consideration of this matter.

David N.Spires

4409 Autumn Leaf Lane,

Santa Fe, NM 87507

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Sunday, November 2, 2025 6:46:57 PM

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.

Submitted on: Sunday, November 2, 2025 at 6:46pm

- First Name: Wendy Leighton
- Last Name: Leighton
- Land Use Board: Planning Commission
- Case Number: Case #2025-11006
- Your Comment: I am writing in concern to the increased traffic and massive cement trucks now traveling on our small and short street, Whispering Wing in Santa Fe. There are two signs at the end of the road and entrance to this new development stating no construction vehicles. This has been an ongoing safety and quality of living concern in our quiet south side neighborhood since last May with the new phase of construction. We have elderly people, small children, school students and many who walk their dogs on these sidewalks where massive construction trucks are "barreling" by us.

  Thank you for your consideration.

From: City of Santa Fe
To: GURULE, GERALDINE A.
Subject: New submission from your Planning Commission & Board of Adjustment Public Comment form
Date: Thursday, October 30, 2025 4:34:12 PM

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.

Submitted on: Thursday, October 30, 2025 at 4:34pm

- First Name: Will
- Last Name: Karp
- Land Use Board: Planning Commission
- Case Number: 2025-11006
- Your Comment: I live off of Governor Miles, and am a neighbor of the proposed development. I oppose this plan. Governor Miles is turning into a sea of Cinder Block Walls. This development is not a “community.” 400 homes with no collocated open space or park area, or community gathering space. And this new stretch of land – the last remaining strip of trees and natural vegetation that have not been leveled - is about to be demolished in favor of cement and asphalt. What has been designed as a “community” is nothing more than parallel rows of cinderblock enclosed storage units (called houses.)

  Statistically according to the SF website, there should be 120 children in this development – with no co-located park or open space. The only "common area" will be under the towers of wires running through the property, with retention ponds. Walking trails are located outside, along all the cinderblock walls, (not through the development.)

  This is Not what Santa Fe is.